REGULAR MEETING
DESTIN CITY COUNCIL
SEPTEMBER 8, 2020
ANNEX COUNCIL CHAMBERS
6:00 PM

*****Core Value of the Month - Integrity*****

CALL TO ORDER

INVOCATION (Rabbi M. Robert Delcau - Temple Beth Shalom)

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL *(Matters not specifically listed on the agenda may be added and acted upon with a super-majority vote of the Council members present and eligible to vote on the matter)*

1. **APPROVAL OF MINUTES**
   A. Approval of minutes of August 24, 2020 Council Executive Session
   B. Approval of minutes of August 17, 2020 Regular City Council Meeting
   C. Approval of minutes of June 1, 2020 Regular City Council Meeting

2. **PROCLAMATIONS / RECOGNITIONS / **SPECIAL PRESENTATIONS / ANNOUNCEMENTS** (No public comments)
   A. Presentation on US98 Traffic Signal Synchronization, Q&A - Scott Bitterman PE, Okaloosa County Engineer

3. **PUBLIC COMMENTS ON AGENDA ITEMS THAT ARE NOT PUBLIC HEARINGS AND ANY OTHER MATTERS NOT ON THE AGENDA** (All agenda items other than those under Number 5)

   (Note: Individual speakers will be limited to 3 minutes. At the discretion of the Mayor, this 3 minute allowance may be adjusted depending on the level of business coming before the City Council)

4. **CITY MANAGER REPORTS**
   A. RFQ 20-03-CD Destin Undergrounding Project Management
   B. Resolution 20-23 - Crosstown Connector
   C. Resolution 20-17, Providing for access to embayments located at Norriego Point.
   D. Interlocal Agreement for TDC funding
   E. Debt Financing Update
   F. Purchase Agreement with The Trust for Public Land, Inc. for Crystal Port
   G. Wayfinding Master Plan Presentation
   H. Strategic Plan Update
   I. Complaint Policy Status & Updates

J. Drones and Kites - Status Update

K. Announcements

5. PUBLIC HEARINGS

A. First reading of Ordinance 20-25-CN - Adopting the Fiscal Year 2021 Millage Rate

B. First reading of Ordinance 20-26-CN - Adopting the Fiscal Year 2021 Budget

C. CORE Engineering & Consulting on behalf of Old Town Cottages Development LLC; Brad Shoults, is requesting approval of a Planned Unit Development and Major Subdivision identified as "Southern Oaks." The proposed single-family subdivision includes 8 lots and associated infrastructure improvements. The proposed project is generally located south of Calhoun Avenue, addressed as 138 and 146 Calhoun Avenue. Property can also be identified by Okaloosa County Property Appraiser's Parcel I.D. numbers 00-2S-22-0310-000D-072B and 00-2S-22-0310-000D-0720. The total site area is 1.43 acres, more or less.

6. *CONSENT AGENDA (No public comments)

A. Miscellaneous Stormwater Maintenance Services, authorization to award and execute contract

B. Miscellaneous Road Striping Services, authorization to award and execute contract

C. Draft minutes of standing board/committee meetings

D. Miscellaneous Concrete Services, authorization to renew contract

E. Information Sharing Access Agreement, Flood Insurance Information

F. Special Magistrate for Code Compliance- Proposed Contract for Casey P. Waterhouse

G. Extensions 20 and 21 to the Amended COVID-19 Declaration of State of Emergency

H. Resolution 20-15, Authorization to renew FDOT Right-of-Way Maintenance Agreement with Ferrovial Services Infrastructure, Inc.

7. COMMENTS/PRESENTATIONS FROM MAYOR, COUNCIL, LAND USE ATTORNEY AND CITY ATTORNEY (No public comments)

A. Councilmember Braden

B. Councilmember Ramswell

1) Dredging Report
2) Status of Norriego Point right-of-way road
3) Playground at Morgan Sports Center
4) Adopt-A-Street Program
5) Haas Survey
6) Norriego Point Survey - Status

C. Councilmember Menchel

1) Enclave Condominium Foliage (Project Task Tracking Atty 003)
2) Airport Road Construction Update
3) Third Party Review - ASG Investigation
4) Complaint Process Update

5) Letter of Counseling

6) Update on Development Order information to be provided to Council

7) OCSO notifications to City Manager/Council

8) OCSO - Request for increased traffic enforcement on Airport Road

9) Temporary Welcome Signs (made in-house) update

10) Update by City Attorney on Section 3.09 of the City Charter (Vacancies, forfeiture of office, filling of vacancies)

D. Councilmember Overdier

E. Councilmember Marler

1) Reconfiguration of 1st and 4th Street Intersection

F. Councilmember Destin

G. Councilmember Morgan

1) Sunday parking at Marler Street lot

H. Mayor Gary Jarvis

I. Land Use Attorney

J. City Attorney

8. PUBLIC COMMENTS

ADJOURNMENT

All items listed under Consent Agenda are considered to be routine by the City Council and will be enacted by one motion. There will be no separate discussion of these items. If discussion is desired, that item will be removed from the Consent Agenda and may be considered separately.

**To be placed on the Agenda under scheduled presentations, citizens must contact the City Manager or City Clerk's office one (1) week prior to the scheduled City Council Meeting by completing a Speakers Request Form and providing any accompanying documentation as requested in the form's instructions.

****** Any invocation that is offered before the official start of the City Council meeting shall be the voluntary offering of a private person, to and for the benefit of the City Council. The views or beliefs expressed by the invocation speaker have not been previously reviewed or approved by the City Council, or the City staff, and the City is not allowed by law to endorse the religious beliefs or views of this, or any other speaker. Persons in attendance at the City Council meeting are invited to stand during the opening invocation and Pledge of Allegiance. However, such invitation shall not be construed as a demand, order, or any other type of command. No person in attendance at the meeting shall be required to participate in any opening invocation that is offered. A person may exit the City Council Chambers and return upon completion of the opening invocation if a person does not wish to participate in or witness the opening invocation.***

If a person decides to appeal any decision made by the Council with respect to any matter considered at this meeting, he/she may need a record of the proceedings, and for such purpose, he/she may need to ensure that verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. FS 286.0105.

Persons with disabilities who require assistance to participate in City meetings are requested to notify the City Clerk's Office at (850) 837-4242 in advance. Hearing Impaired: TTY: 711. Assistance also available through Human Resources, Title VI Coordinator, at (850) 837-4242.
Personas con discapacidades que necesitan asistencia o personas que necesiten ayuda con un idioma para participar en las reuniones de la ciudad, deberán notificar la oficina de la Secretaria Municipal al (850) 837-4242 antes de la reunión. Discapacidad auditiva: TTY: 711 (Solicitar Espanol CA). La ayuda tambien está disponible por Recursos Humanos, Coordinador del Título VI, al (850) 837-4242.

***Note:** Persons who wish to provide public comments on agenda items are requested to fill out a blue speaker card and submit it to the City Clerk at the start of the meeting.*

Persons who wish to provide public comments on any other matters not on the agenda are requested to fill out a yellow speaker card and submit it to the City Clerk at the start of the meeting.

All regularly scheduled city council meetings will be streamed live via the city's YouTube channel, www.youtube.com/CityofDestin. Past council meetings can also be viewed here.

Please visit our agenda center on the city website at www.cityofdestin.com/agendas

MINUTES
EXECUTIVE SESSION
CITY COUNCIL
AUGUST 24, 2020
6:00 PM
ANNEX COUNCIL CHAMBERS

The Council of the City of Destin met in an executive session with the following members and staff present:

Council Present

Mayor Gary Jarvis
Councilmember Chatham Morgan
Councilmember Cyron Marler
Councilmember Parker Destin
Councilmember Steven Menchel (Virtual)
Councilmember Prebble Ramswell (Virtual)
Councilmember Rodney Braden (Virtual)
Councilmember Skip Overdier (Virtual)

Staff Present

Deputy City Manager Webb Warren
City Clerk Rey Bailey
City Land Use Attorney Kimberly Kopp
City Attorney Kyle Bauman
Public Services Director Michael Burgess (Virtual)
Special Counsel Ken Oertel (Virtual)

Others Present

Liz Klein, Court Reporter (Virtual)

CALL TO ORDER

1. EXECUTIVE ATTORNEY-CLIENT SESSION: Pursuant to Section 286.011(8), Florida Statutes, the City's Special Counsel will be seeking the advice of the City Council regarding settlement negotiations and/or strategy related to litigation expenditures concerning the pending litigation:

   CITY OF DESTIN, *Petitioner* vs. THOMAS WILSON, DAVID H. SHERRY, REBECCA R. SHERRY, AND JOHN S. DONOVAN, *Respondents,* Case No. 20-2023F Division of Administrative Hearing

   Mayor Jarvis convenes the meeting by stating that:

   "This session of the Destin City Council is hereby convened as noticed by publication in a newspaper of general circulation, The Daily News on Sunday, August 23, 2020,

   The City Attorney states as follows:

"Pursuant to §286.011(8), Florida Statutes, at this time, I would like to request that we adjourn to executive session so that I, the attorney of record for the City of Destin in:

CITY OF DESTIN, *Petitioner* vs. THOMAS WILSON, DAVID H. SHERRY, REBECCA R. SHERRY, AND JOHN S. DONOVAN, *Respondents, Case* No. 20-2023F Division of Administrative Hearing

may receive the Council's advice regarding the strategy to be used in this case and the type of expenses to be incurred."

The entire session would be recorded by a court reporter, the transcript would be filed with the City Clerk, and available to the public at the conclusion of the litigation discussed today. A copy of the published notice of this executive session is hereby identified as Exhibit A and will be attached to the transcript of this executive session.

In addition to the Mayor and City Council members in attendance tonight the following persons will be in attendance at the session:

Attorneys for the City: ***Ken Oertel***
Oertel, Fernandez, Bryant & Atkinson, P.A.
2060 Delta Way, Tallahassee, FL 32303

Kimberly Romano Kopp, Esq., LEED AP
Romano Kopp Law, PA.
P.O. Box 445
Destin, Florida 32541-0445

Kyle S. Bauman, Esq.
Anchors Smith Grimsley
909 Mar Walt Drive, Ste. 1014
Fort Walton Beach, Florida 32547

"At this time will the Mayor and Council members in attendance please identify yourselves for the record?"

The following individuals identified themselves for the record:

- Mayor Gary Jarvis
- Councilmember Chatham Morgan
- Councilmember Parker Destin
- Councilmember Cyron Marler
- Councilmember Skip Overdier
- Councilmember Steven Menchel
- Councilmember Prebble Ramswell
- Councilmember Rodney Braden

The City Attorney continued by stating that:

"I estimate that this executive session will take approximately 30 minutes. At the conclusion of the executive session, the Council will reconvene the public hearing, accept any motions if applicable, and the Mayor will end the session."

Mayor Jarvis stated that:

"At this time, we will recess the public portion of tonight's meeting and convene the executive session.

The Mayor and Council proceeded with discussion of the lawsuit (closed session)

2. Direction relating to Case No. 20-2023F Division of Administrative Hearing – Public Setting.

Upon conclusion of the closed portion of the executive session, and once the City Clerk has returned and turned on the recording, the Mayor states:

"We will now reconvene the public portion of this meeting and I will accept any motions from Council."

Councilmember Destin moved to direct Special Counsel Ken Oertel to file a Notice of Appeal in this case, with a compensation not to exceed $15,000; seconded by Councilmember Braden.

At this time, the Mayor asked if any member of the public wishes to make a comment on the motion.

Having none, the Mayor asked if any member of the Council wishes to comment on the motion. Having none, the Mayor called for a vote on the motion.

Motion passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

3. Emergency Management Measures – Public Setting

The Deputy City Manager explained that this item was added to this meeting's agenda due to two storm systems approaching this area and Friday's forecast was extremely uncertain at that point. Since the path of the storms have changed and the danger seeming been averted, the City does not have to execute a full emergency management plan at this time. However, staff would like to provide an update on the proactive measures that were taken in preparation for the storms.

The City's Public Services Director and Emergency Manager Michael Burgess recapped the preemptive measures taken by the City in preparation for the storm systems:

- Fueled all heavy equipment
- Scheduled two above-ground storage tanks for non-ethanol gas and diesel to be fueled by supplier
- Storm shutters at City facilities were lowered and secured
- Public Works trucks were cleaned out and prepared for action
- Portable generators were all exercised to make sure they are functional
- Contacted the two disaster recovery contractors and placed them on stand-by. Both confirmed their availability to respond if necessary
- Placed the City's 3 continuing services engineering firms on standby. All confirmed their availability to respond if necessary
- Conducted virtual meeting with all staff members and provided information based on forecast from the National Weather Service and Hurricane Center
- Based on effects of COVID-19, able to alter operations to allow some members to work remotely. Some of the existing technology will be incorporate into the City's operating instructions
- Other non-City owned facilities such as the Art Banner set on Main Street and other City locations have been included in the implementation of best management practices when a storm is approaching to mitigate damage to the banners

4. ADJOURN

Having no further business at this time, the Mayor adjourned the meeting at 6:45 PM.

ADOPTED THIS 8TH DAY OF SEPTEMBER 2020
By:

_____

Gary Jarvis, Mayor

ATTEST:

_____

Rey Bailey, City Clerk

MINUTES
REGULAR MEETING
DESTIN CITY COUNCIL
AUGUST 17, 2020
CITY HALL ANNEX COUNCIL CHAMBERS
6:00 PM

The Council of the City of Destin met in regular session with the following members and staff present:

Destin City Council

Mayor Gary Jarvis
Councilmember Parker Destin
Councilmember Cyron Marler
Councilmember Chatham Morgan
Councilmember Rodney Braden (Virtual)
Councilmember Skip Overdier (Virtual)
Councilmember Steven Menchel (Virtual)
Councilmember Prebble Ramswell (Virtual)

Destin City Staff

City Manager Lance Johnson (Virtual)
Engineering Assistant Joe Bodi
Public Info Manager Catherine Card (Virtual)
HR Manager Karen Jankowski (Virtual)
Comm. Dev. Director Louis Zunguze
Finance Director Krystal Strickland (Virtual)
Parks/Recreation Director Lisa Firth (Virtual)
City Land Use Attorney Kimberly Kopp
Deputy City Manager Webb Warren
City Clerk Rey Bailey
Grants/Project Manager Jeffrey Cozadd
Code Compliance Manager Joey Forgione
Public Services Director Michael Burgess
IT Technician James Lauria
IT Manager Matthew Pace (Virtual)
City Attorney Kyle Bauman

CALL TO ORDER, INVOCATION AND PLEDGE OF ALLEGIANCE

Mayor Gary Jarvis called the meeting to order at 6:00 PM. Pastor David J. Butler of Faith Assembly Christian Church gave the invocation, which was then followed by the recitation of the Pledge of Allegiance.

AGENDA APPROVAL

Councilmember Overdier requested to add agenda item 7D – *Agreement to conduct training exercises between 75th Ranger Regiment and the City of Destin.*

Councilmember Destin asked that agenda item 2C – *Request for installation of speed bumps* – be added to the agenda.

The City Attorney asked that the topic, *Request for direction in East Pass dredge litigation,* be added under his name on the agenda.

Councilmember Morgan requested that item 7G(1) be pulled from this agenda.

Motion by Councilmember Destin, seconded by Councilmember Ramswell, to approve the agenda, as amended, passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

1. APPROVAL OF MINUTES

A. Approval of minutes of August 3, 2020 Regular City Council Meeting

Councilmember Marler moved for approval of minutes of August 3, 2020 regular City Council meeting; seconded by Councilmember Ramswell. Motion passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

B. Approval of minutes of May 4, 2020 Regular City Council Meeting

Motion by Councilmember Marler, seconded by Councilmember Ramswell, to approve minutes of May 4, 2020 regular City Council meeting passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

2. PROCLAMATIONS / RECOGNITIONS / SPECIAL PRESENTATIONS / ANNOUNCEMENTS

A. Mike Stubblefield – Manager, Destin Airport Tower – Presentation on Drones and Kites

Mr. Mike Stubblefield, Destin Airport Tower Manager, provided a brief presentation on Drones and Kites.

- Accidents and Incidents: Drones
  - September 2015: A drone crashed into empty seating of the US Open at Louis Armstrong Stadium, Queens, New York casing no injuries according to the USTA. It happened during a match. A teacher named Daniel Verley was arrested on charges of reckless endangerment, reckless operation of a drone and operating a drone outside of a prescribed area in a New York City park. He was released and ordered to attend court at a later data. It is expressly forbidden to bring drones onto the grounds of the National Tennis Center. In October 2015, Daniel Verley was sentenced to community service involving tutoring disenfaanchised students He has cooperated fully with the investigation
  - October 2015: A drone collided with power lines in West Hollywood, California causing a loss of power to 700 Southern California Edison customers
  - December 2016: A drone flying near the Space Needle in Seattle, Washington collided with the tower while pyrotechnicians were setting up fireworks for the New Year
  - February 2017: An Unmanned Aerial Vehicle (UAV) flew into the window of a 27th story apartment in Miami, Florida, breaking it while the occupant was at home
  - May 2017: A UAV filming the Golden State Race Series in California collided with a tree and spun out of control into a group of cyclists. Part of the drone lodged in the front wheel of a cyclist, causing him to flip over his

handlebars and suffer abrasions. The drone operator reportedly offered to buy the cyclist a new front wheel and helmet

- ❖ May 2017: A track and field meeting at a high school in Mission Viejo, California was targeted by a drone dropping water balloons on the event, though only one person was hit. The drone had been spotted the previous evening and the sports coach had sent people out to find the drone operators. Police were notified the following morning
- ❖ May 2017: A GoPro from a drone hit a seat at Petco Park in San Diego, California narrowly missing fans during a match between the Padres and the Diamondbacks. Major League Baseball said that UAVs are not allowed at baseball grounds
- ❖ Unauthorized drones at Crab Island – 4th of July
  - Drones flew under the bridge to take pictures. This activity is unauthorized, and the information was turned into the FAA
  - Drones are not to be operated over crowds of people
  - People are launching from boats, cars on/near the bridge, at the base of he Bridge.
- ❖ Florida Drone Regulations
  - Must follow FAA regulations at all times
  - HB 1027 / 2017 allows local governments to enact drone ordinances pertaining to nuisances, voyeurism, harassment, reckless endangerment, property damage ,or other illegal acts
  - Florida Administrative Code 51-4.003 / 2016 prohibits drones on State managed lands including State parks and forests except with permission from Department of Agriculture and consumer services

- ➢ Kites
  - ❖ Covered under 14 CFR Part 101.13 – Operating Limitations
    - Except as provided in paragraph (b) of this section, no person may operate a moored balloon or kite:
      - Less than 500 feet from the base of any cloud
      - More than 500 feet above the surface of the earth
      - From an area where the ground visibility is less than 3 miles
      - Within 5 miles of the boundary of any airport
    - Paragraph (a) of this section does not apply to the operation of a balloon or kite below the top of any structure and within 250 feet of it, it that shielded operation does not obscure any lighting on the structure
- ➢ Need to get the word out:
  - ❖ Short-term rentals, condo associations, all beach visitors
  - ❖ Explore a local ordinance to govern these items within City limits

Councilmember Ramswell noted that an FAA representative addressed this issue at the previous Council meeting and spoke about their concerns and the difficulties they are facing; and to hear it from the tower manager's perspective really reinforces the fact that this Council needs to do something.

Councilmember Ramswell moved to direct the City attorneys and staff to draft an ordinance based off the existing FAA regulations and restrictions for the City of Destin regarding drone and kite flying activities; for the City attorneys to engage the Sheriff's Office legal counsel to obtain their acceptance and support; and for staff to bring back some ideas to Council with regards to making sure restrictions on drones and kites are properly communicated to residents and visitors. Councilmember Marler provided a second to the motion.

Councilmember Menchel asked whether Capt. Howell was able to coordinate matters with Mr. Mike Wilson from the FAA following the last Council meeting when this issue was also discussed.

Capt. Howell replied he was not able to contact Mr. Wilson; however, there is simply no rule they could enforce statutorily at this point; adding there are federal guidelines which they do not have the authority to enforce.

Mr. Stubblefield noted that House Bill 1027 that was passed in 2017 allows local governments to enact drone ordinances pertaining to the nuisances, harassment, voyeurism and other illegal acts.

Councilmember Menchel suggests staff briefs the Council at each meeting with status until this issue is resolved.

Councilmember Menchel asked whether the tower notify the Sheriff's Office when they observe unauthorized drones being flown.

According to Mr. Stubblefield, they notify the Sheriff's Office so they could make contact with the person flying the drone and obtain some information. He added that the drone they recently observed was reported by a pilot. The FAA now considered flying drones as a suspicious activity.

Mr. Robert Martin, a Destin resident, asked if signs could be posted at the public entrances to the beach with information such as the maximum altitude for drones, and that drones are not to be operated over crowds of people. Also, if short-term rental owners could provide this information to their guests upon registration.

The Mayor called for a vote on the motion, which passes 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

B. Proclamation Overdose Awareness Day

The Mayor read the Proclamation designating August 31, 2020 as Overdose Awareness Day in the City of Destin.

C. Request for Speed Bumps - Mr. Eric Divins, 534 Third Avenue, Destin

Mr. Eric Divins, who resides at 534 Third Avenue in Destin, expressed concern about the traffic in his neighborhood. He stated that more and more drivers are turning on to Third Avenue to avoid traffic at Kelly Street and Benning Drive intersections to get to Calhoun Avenue. They are driving too fast and passing each other on that road. He is concerned about the safety of the children in that neighborhood especially his young daughter when she is outside riding her bicycle. He requests speed bumps be installed to slow traffic down in that area.

Councilmember Destin moved to instruct City staff to work with the Land Use Attorney to determine requirements for moving forward with placement of speed bumps; seconded by Councilmember Morgan.

Councilmember Ramswell noted that a similar problem occurred in their neighborhood, during which they determined it requires two-third of the impacted neighborhood to agree to installation of speed bumps.

Public Services Director Michael Burgess pointed out they have an application process for speed humps. It requires a petition from property owners that live on that street; and that majority of the residents must agree to it.

Councilmember Marler asked staff to investigate the feasibility of 3-way stop signs (5th Street / 3rd Avenue/ Mimosa Street) if speed hump is not appropriate.

Mr. Divins will obtain an application form from the City and will go through the application process for installation of speed humps in his neighborhood.

Councilmember Ramswell suggests a speed trailer be installed in that neighborhood to slow traffic down in the interim.

Capt. Howell stated they would look into it.

Councilmember Destin withdrew his motion on the floor.

Councilmember Menchel recommends asking the Sheriff's Office to increase speed enforcement in that area and have the City's Public Information Officer alert the public via social media, which is similar to the campaign they had on Airport Road.

3. PUBLIC COMMENTS ON AGENDA ITEMS THAT ARE NOT PUBLIC HEARINGS AND ANY OTHER MATTERS NOT ON THE AGENDA

Mr. Bruce Craul, a Destin resident, spoke of the need to cut back the overgrown median landscaping in the City's right-of-way along Old Hwy 98 in front of the Enclave Community property for safety. He stated there was an accident at that entrance point years ago between a bicycle and a car that resulted in injuries. The City of Destin and the Enclave Community Property Association are named in a lawsuit and so no one wants to talk about it to avoid any admissions of guilt. He recommends having all the parties involved getting together, including the lawyers, and have an agreement that a problem exists and doing something about it without

any admissions of guilt. Otherwise, they would all be blamed for not doing something about it if there is another fatality.

The City Attorney noted there is an active litigation as to the ownership and maintenance responsibility on that property. The City's insurance carrier hired the Warner Law Firm, with Mr. Bill Warner as the lead attorney, to defend the City on this matter. Mr. Warner seek some sort of relief such that the City would be allowed to cut the trees back and the court did not grant it. However, they could revisit that or seek other options.

It was the consensus of the Council to have the City's attorneys communicate matters with Attorney Bill Warner and find out what options are still available to the City with regards to the litigation.

At this point, the City Attorney reiterated for the record that the City's position is that the area in question is not the City's maintenance responsibility.

Next, Mr. Robert Martin stated that he lives in the Enclave property. There had been some other minor accidents and near accidents in that area. He recommends the placement of speed humps and some signage in that area to slow peopled down if they will not be able to do anything more because of the litigation.

Ms. Chris Leneaux, who also lives in the Enclave property, noted that the City put up some blind corner signs about a year ago; one for the pedestrians and another for the vehicles. However, the sign for the vehicles has disappeared a few weeks ago and has not been replaced. She suggests placing speed bumps to slow cars down because the drivers do not see pedestrians and people on bicycles until they get on the road.

Councilmember Destin asked staff to investigate the missing sign and replace it if necessary.

Ms. Pati Brown, a Destin resident, stated that she has been following the aviation strings about Destin Executive Airport on Nextdoor. There have been a lot of displeasure with the tour helicopters and seaplanes and it is spinning out of control. It has since evolved to World War 2 planes, and military aircraft that look like contractor aircraft. There is only a small group of people who are posting, and they are big complainers who consistently blow things out of proportion with unsubstantiated claims. They are harassing the airport tower manager by calling in when he is trying to manage aircraft traffic, which is quite unsafe. They do not understand or desire to compromise, but rather demand their way and will go to whatever extent to win. They even spout off tactics and use buzz words such as "touch and go's" or "people are going to die" to shut down student pilot training at other airports. It is now becoming an anti-airport movement which affects all pilots. As a pilot herself, she has been trying her best to provide "aviation 101" about the very basic aviation procedure to calm people down. She urged the Council to conduct due diligence as this group might come before this Council and ask that they restrict all aircraft operations. She added that the majority of the pilots she knows all try to be good neighbors. The FAA is aware of this matter and they see no violations.

CITY MANAGER REPORTS

A. Captain Royal Melvin Heritage Park Covenant of Purpose Use and Ownership

The Deputy City Manager noted that the Covenant of Purpose, Use and Ownership document is required for Restore Act projects. It identifies the amount of federal financial assistance that is being provided, the amount of funding the subrecipient, with is the City, is providing, the estimated useful life of the project, land use restrictions, and property use restrictions. Once the County approved the selection of a contractor for this project, they will send the City a Construction Review Checklist consisting of items that they would require before allowing construction on this project to begin.

Grants and Program Manager Jeff Cozadd added that once this document is executed and recorded, they can provide it to the County. The County will then forward it to the Treasury Department for review and approval. Once approved, they will receive permission to proceed with executing a construction contract and then work may begin.

Councilmember Ramswell noted that a portion of the staff report states, "*The City has some unspent funding available from multiple accounts that were used for design work related to Captain Royal Melvin Heritage Park. These funds will be applied to the construction phase of this project."* She also pointed out that over the past several years, they have received requests to get additional funding because there were multiple changes, including design changes, that the Council has seen and approved. She asked how it was possible to have extra money when they had to approve additional funds.

Mr. Cozadd stated that the Finance Department went to the MUNIS system and identified funds from different accounts that are no longer needed for the design work for the park and they decided to incorporate them into the construction phase of the project.

Councilmember Braden asked staff to provide the Council a list of those accounts and the amount of money left in each account.

Councilmember Ramswell moved to authorize the City Manager, or his designee, to execute the Covenant of Purpose document for the Captain Royal Melvin Heritage Park project, then have the document recorded at the Office of the Clerk of Court for Okaloosa County; seconded by Councilmember Marler. Motion passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

B. Bond Counsel

Finance Director Krystal Strickland explained that the City has several major projects that may require tax-exempt and/or taxable financing in the near and long-term. It is prudent and common practice for municipalities to maintain a relationship with bond counsel to draft the necessary ordinance, resolutions, and other finance-related agreements in this highly specialized area of law. Duane Draper of Bryant Miller Olive has serves as Bond Counsel for the City of Destin on all of the City's current major finance agreements. Brant Miler Olive is a highly

respected firm within the State of Florida and has many professionals who have specialized experience in the fields of municipal financing and tax-exempt financing. Staff and the City Attorney recommend confirming this relationship in a formal retainer agreement with Bryant Miller Oliver.

Councilmember Menchel moved to direct the City Manager, or his designee, to sign the Retainer Agreement with Bryant Miller Olive to confirm this firm as the City's Bond Counsel; seconded by Councilmember Marler. Motion passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

C. Resolution 20-16 - Reimbursement Intent

Ms. Strickland explained that a reimbursement intent resolution will allow the City to front cash to secure the properties with the understanding the General Fund will be reimbursed with a tax-exempt debt issuance as soon as reasonable. This allows the General Fund to temporarily use cash that has otherwise been set aside for operating and capital purposes. Any beach access capital expenditures happening within 60 days after the adoption of this resolution will be eligible to be replaced with debt funding. This resolution does not require or obligate the City to borrow any funds.

Motion by Councilmember Marler, seconded by Councilmember Ramswell, to approve and adopt Resolution 20-16 to establish intent to reimburse certain expenditures in connection with certain capital improvement projects with proceeds of a future taxable or tax-exempt financing or financings passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

D. Tentative Financing Plans Beach Acquisition and Callable Debt

Ms. Strickland noted that staff is currently working closely with the City's Financial Advisor John Ford of Ford and Associates to plan financing for the upcoming beach acquisitions. While reviewing the City's current debt in preparation for beach acquisitions, it has been noted that they have one financing agreement that is currently callable and they may be able to refinance it at a lower rate.

Mr. John Ford described the City's tentative plans for contemplated financing. Firstly, the City would finance the beach acquisitions using proceeds from the Half-Cent Sales Tax, which goes out to 2029. They are creating a debt structure that goes out that length of time that would allow the City to pay for approximately $4.3 millions of beach property acquisitions. Sales taxes had been fairly volatile, and so rather than assigning the sales tax as the sole pledge of revenue in the current environment, they have been discussing using a covenant to budget and appropriate, which is essentially a pledge of the City's non-ad valorem General Fund revenues. Putting it as a security on this debt while still paying it from the sales tax revenues. Secondly, they would also seek to refinance the City's 2015A Regions Bank Loan maturing in 2029. This gives the City the ability to ask the bank to borrow a little more money to refinance that prior loan if the interest rate is low enough.

Councilmember Destin asked staff to research the source of the 2015A loan and send the information back to Council.

E. Storm Water Master Plan Update

Community Development Director Louis Zunguze explained that Stormwater Master Plans are one of the key policy tools in the land development process. Their primary function is to act as a long-range planning tool focusing on existing and future developments and project. The goal of Stormwater Master Plans for cities is to provide criteria for prioritization of Capital Improvement Projects associated with stormwater management and flood control The last City of Destin Stormwater Master Plan was purported in May 2004; and that there is an urgent need to update this plan.

Mr. Scott Jenkins of Jenkins Engineering, the lead consultant in the update of the City's Storm Water Master Plan provided the following presentation:

- Purpose and Background
  - The primary function of a Stormwater Master Plan is to act as a long-range planning tool considering existing and future developments and projects with the City of Destin
  - Masterplan documents typically consist of:
    - Water quantity assessments – Evaluations of existing watersheds
    - Water quality assessments – Evaluation of major discharge points for stormwater runoff
    - Assessment of existing stormwater and drainage facilities
    - Criteria of prioritization of capital improvement projects associated with the stormwater management and flood control
    - Proposed capital improvement projects
    - Suggested revisions to land regulation codes associated with stormwater management and flood control
  - Original Stormwater Master Plan was finalized in May 2004 by Jones Edmunds and Associates, Inc.
- Priority Projects of the 2004 Stormwater Master Plan
  - The original Master Plan included 18 priority project areas for evaluation and corrective action

Project Name	Project Description	Project Status
Bay Court Subdivision	Wetland and outfall improvements	Completed
Highway 98 West (Fishing Fleet)	Hydrodynamic Separator	Completed
Indian Bayou Trail and Two Trees Road	Pond Expansion	Completed
Destin/FWB Airport	Culvert and Exfiltration installation	Completed (County)
Sandalwood Drive	Swales and Exfiltration	Completed

Project Name	Project Description	Project Status
Dune of Destin Lake (Gulf Shore Drive)	Culvert Installation	Completed
4th Street and Beach Drive	Swales and Hydrodynamic Separator	Completed
Legion Drive	Swale construction	Completed
Indian Woods Subdivision	Culvert modifications	Incomplete
Calhoun Avenue	Swale construction to existing culvert	Completed
Spring Street and Whippoorwill Avenue	Swales and Hydrodynamic Separator	Completed
Forest Street and Stahlman Avenue	Swale construction and pond	Completed
Industrial Area/Legion Drive/Seagull Lane	Swale construction and connection	Completed
Kelly Street East of Main Street	Construction of Swales and Culverts	Completed
Mountain Drive	Swale construction and connection	Completed
Maltezos Street	Swale construction and connection	Completed
Juanita Avenue and Snapper Drive	Swales and Hydrodynamic Separator	Completed
Tuscany / Emerald Heights / Destin NE	Extensive construction of swales	Incomplete

- Proposed Areas of Focus for Stormwater Master Plan Update
  - Stormwater master plan update consists of evaluation of drainage basins and watersheds
  - Mapping of flood plain areas based upon latest LiDAR elevation data and updated FEMA mapping
  - Establishing an updated list of proposed projects and mitigation strategies for the City
  - Evaluation of proposed improvement projects as outlined by City staff
  - Suggested land regulation code revisions associated with land development and flood control. Consistency between the Comprehensive Pan and Land Development Code will be one primary focus
  - Proposed Areas of Focus
    - Burning Tree Court
    - Cross Street
    - Diamond Lakes
    - First and Second Street
    - Four Prong Lake
    - Heritage Run Ditch
    - Quail Run
    - Reddin Brunson

        - Trista Terrace Court
        - Zerbe Street
        - Swale Reconstruction – City wide
- City wide swale reconstruction should include the following:
    - Reconstruction and stabilization of existing swales and ditch areas
    - Limiting impervious areas within right of ways
    - Improving conveyance across access connections such as replacement or size analysis of culvert pipes
    - Revegetation of swale areas to improve nutrient removal and stormwater treatment
    - Potential enhancement of swales with underdrain systems to minimize nuisance water
    - Evaluation of runoff velocity to determine areas where permanent armoring may be warranted
- Conclusion:
    - When the areas of focus are all accomplished, the results will be as follows:
        - The known major stormwater quantity issues will be mitigated
        - A foundation will be set for the City to transition from a focus on water quantity issues to a focus on water quality issues

The Mayor noted he did not see any outfall going into Destin Harbor; adding there is one on the east side of Harbor Docks, one right by the Harbor Walk, two by the Fishing Fleet, and one by Dewey's Restaurant.

Mr. Jenkins stated it is not on the priority list at this time, but the Council can add things to the priority list.

Mr. Burgess noted they have 5 stormwater treatment units that service the harbor. The one by the Harbor Docks was cleaned out last year; and then about two months ago the Council authorized spending about $18,000 to have it cleaned out again. There is about 5 or 6 feet of sediments at the bottom of it and it is currently being cleaned.

Councilmember Menchel asked whether they have some type of routine maintenance schedule for these units.

According to Mr. Burgess, these units are inspected in-house periodically and cleaned as needed.

Councilmember Ramswell pointed out that behind the houses at the front end of Indian Bayou Drive is Indian Lake. Whenever it rains the lake fills up and then goes out and spread. There used to be an existing lake or area where the water used to go; but when they built Indian Lake they built over that area and so now there is nowhere for the water to drain and part of the neighborhood becomes one gigantic lake with mosquitoes all over it. It is considered the worst flooding section in Destin, and that she is one of the residents affected by it. She added that the City is aware of this situation, and that it should be part of the stormwater master plan.

Mr. Jenkins stated they will go out and investigate this matter with the City and see if there is an immediate solution to the problem.

Councilmember Ramswell noted that City staff brought up a list of stormwater projects a few years back. The Council approved funding through two resolutions 17-13 (Phase 1) and 18-06 (Phase 2). She asked for an update on those projects.

Mr. Zunguze noted the work that has been completed was the result of those two phases approved by the Council.

Councilmember Menchel moved to authorize the City Manager, or his designee, to finalize the Stormwater Master Plan Update with Jenkins Engineering, Inc., and be brought forward to the Local Planning Agency and City Council for approval, adoption and implementation. Councilmember Ramswell provided a second to the motion, which passes 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

F. Complaint Policy Status & Updates

HR Manager Karen Jankowski provided an update on the status of the City's policy regarding external complaints received and investigative procedures. She stated that she contacted Mr. Jeff McInnis, Okaloosa County School Board Attorney, as directed by the Council, and requested a copy of the School Board's complaint Policy. City staff and the attorneys will continue drafting the City's new complaint policy using the School Boards policy as a template. Draft copies of the new policy will then be provided to the senior leaders for their review and recommendations. Staff will continue to provide updates to the City Council until the new policy is finalized.

G. Request for Approval to award RFB 20-09-PS - NFWF Drainage Improvements 825 Cross St. and 445 Calhoun Ave to J. Miller Construction, Inc.

Grants and Project Manager Jeff Cozadd noted that in 2015, the City of Destin was awarded a $3,593,600 National Fish and Wildlife Foundation (NFWF) grant for restoration and conservation of 3 different projects. In 2018, the City submitted 3 proposals to NFWF requesting a budget and scope change to allow the remaining funds in the grant to be used for additional stormwater project that would mitigate existing outfall discharging into Marler Bayou and Choctawhatchee Bay, which was approved by NFWF. The City subsequently advertised RFB 20-09-PS NFWF Drainage Improvements 825 Cross Street and 445 Calhoun Avenue. The City's Bid Committee evaluated the bid proposals and voted to recommend J. Miller Construction to Council for approval. City staff consulted with NFWF as to the bid evaluation process and action recommended by the bid committee. The City received approval from NFWF to proceed with the recommendation to Council.

Councilmember Overdier moved for approval of the City's Bid Committee selection and award RFB 20-09-PS NFWF Drainage Improvements, 825 Cross St. and 445 Calhoun Avenue to J. Miller Construction, Inc., and authorize the City Manager, or his designee, to

execute the contract for this project. Councilmember Marler provided a second to the motion. Motion passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

H. Compass project (EnerGov) update

The City's Information Technology Manager Matthew Pace provided a brief update on the COMPASS software system (Energov). He announced that the COMPASS system is taking shape and the configuration phase should be nearing completion. Once configuration is completed, staff will be entering the testing and training phase. The City's EnerGov Project Manager was able to work with the Tyler Project Manager and Consultant to assist staff to get back on track due to the several setbacks the City has endured. The additional support for configuration has been extremely helpful in assisting staff to complete outstanding items needed for implementation. He has been in touch with Vital Records Control (VRC), the company tasked with scanning the City's files. The VRC has assured that production will be increased to meet a completion of scanning in September. This will allow time for Tyler/EnerGov to work with the files provided. The VRC is providing the City with the digitized files that have been scanned up until the end of July. As of July 2020, there have been 202,270 images scanned into the system. Setbacks attributed to the pandemic has altered business for VRC, just as it has for the City, but they are working hard to meet the demands of their clients. IT has made it clear that all scans should be delivered to the City by the end of September so that EnerGov staff can assist with importing these files. IT will make a network share for staff to conduct records searches in the transition period until COMPASS is live.

I. Announcements

The Deputy City Manager made the following announcements:

- There will be a drive-through COVID-19 Testing at the Morgan's Sports Center on Thursday, August 20th, from 8:00 to 10:30 AM.
- City facilities will be closed for business on September 7th, Labor Day. Next regularly scheduled Council meeting, and budget hearing, is Tuesday, September 8th

4. PUBLIC HEARINGS

5. CONSENT AGENDA

A. Extensions 17, 18, and 19 to the Amended COVID-19 Declaration of State of Emergency
B. Miscellaneous Mechanical Services, authorization to renew contract
C. Miscellaneous Electrical Maintenance Services, authorization to renew contract
D. Miscellaneous Fencing Services, authorization to renew contract
E. Miscellaneous Generator Maintenance Services, authorization to renew contract
F. Miscellaneous Pest Control Services, authorization to renew contract

Motion by Councilmember Marler, seconded by Councilmember Ramswell, to approve Consent Agenda items 6A thru 6F, as printed above, passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

7. COMMENTS/PRESENTATIONS FROM MAYOR, COUNCIL, LAND USE ATTORNEY AND CITY ATTORNEY

A. Councilmember Braden
B. Councilmember Ramswell

Councilmember Ramswell spoke of the letter to the editor that appeared in the paper talking about the beach and the concern that the beach is being taken up by the beach vendors. She expressed her concern over the following quote, "*According to them this was the twelfth time the Sheriff's Office had been called out in the past week. They faulted the Destin City Council for allowing the situation."*

Capt. Howell stated that he reviewed all the body cameras worn by all deputies who responded to the calls for service, and at no time did anyone mentioned the Destin City Council; and so, this was an inaccurate information. The other inaccuracy was the deputies made the vendors move because they were in a wrong location of the beach, and the author of the letter to the editor was never seen on any of the body worn cameras, but her husband and son spoke with the deputies. He could only assume the author of the letter got her information from her husband and son. He also stated that one of his deputies provided some inaccurate information about the public/private beach access, and so he has instructed his lieutenant and the deputy's supervisor to correct that information at the next shift briefing.

Next, Councilmember Ramswell inquired as to the status of the Norriego Point survey.

Mr. Burgess informed the Council that Baskerville Donovan has received the task order, and that he would follow up with them to find out when they can provide the deliverables.

Councilmember Ramswell pointed out that it has been a long time since they held a CRA Board meeting. She asked why they do not hold a CRA Board meeting as often as they used to in the past.

Councilmember Destin noted that meetings of the CRA advisory committees that provide recommendations to the CRA Board have been suspended to a degree due to the pandemic. The last time the CRA Board met was when they approved the CRAs budget last year.

C. Councilmember Menchel

1) Discussion on the creation of a Policy/Standard Operating Procedure regarding Memo for the Record/Trip Report/After Action Report

Councilmember Menchel noted that in many organizations with which he had been involved require a trip report or a memorandum for record when high-ranking officials attend meetings to document the results in writing. The City does not have such a policy. As an example, when the City Manager travelled to Tallahassee to meet with FDEP, nothing was documented or memorized in writing. He recommends City staff drafts a policy that when a senior manager travels out of town or have phone conversation with other government officials to create a memorandum of record of official conversations.

Councilmember Morgan asked whether staff is being asked to document every phone conversation throughout the day. He stated that the City Manager for one is always on official business during the workday and it would not be practical to expect him to document every conversation he had throughout the day.

Councilmember Menchel mentioned that when City staff talked to FDEP about the Norriego Point embayments, no memorandum was written that memorializes what was discussed at that meeting. Likewise, when they met with Gulf Power and had significant discussions regarding the undergrounding, the conversation should have been reduced in writing. He added these are examples of situations when important conversation and agreements were made that a memorandum for record should have been written.

Councilmember Destin explained that his meeting with Gulf Power did not result in an agreement. It was merely fact finding which he then shared with the rest of the Council at a public session. He added they should establish a threshold for what is important enough to memorialize in written form and under what circumstances. He would support allowing staff to research this issue and come back with recommendations.

Councilmember Menchel moved to direct City staff to conduct a review and come back to Council with some suggestions or ideas as to when to prepare a Memorandum for Record, Trip Report, or some types of meeting notes; seconded by Councilmember Destin.

The Mayor pointed out that the main responsibility of the City Council is to legislate. It is the City Manager's job is to establish the criterial or to administrate his team to accomplish Council's directions.

Councilmember Marler states it is the City Manager's job to manage the day to day operations of the City, and that the Council should not micro-manage him.

Councilmember Menchel maintains that the purpose of his recommendation is merely to prevent losing information; adding he is not advocating that every single phone call or action to be documented.

Councilmember Braden stated that if the taxpayers are paying staff or reimbursing the Council's expenses to travel to Tallahassee or other places to conduct an official business of the City, he sees nothing wrong with writing notes on what was discussed during that trip especially if there is something the Council needs to know.

Councilmember Ramswell stated that she concurs with the suggestion Councilmember Menchel made this evening. Creating such a policy will help things become more efficient; adding that having come from a government background, she sees the importance of that in an organization.

The Mayor called for a vote on the motion, which passes 6-1 (Council members Morgan, Destin, Overdier, Menchel, Ramswell and Braden voted "yes"; Councilmember Marler voted "no").

Councilmember Menchel pointed out that most of the problems he has been bringing forward are those that current staff has inherited. There are a lot of issues they are dealing with at this time and may not have had the time to catch these mistakes. For instance, they recently received a notice from the HR Manager that the City Manager's Interim Performance Feedback is due. The packet that was provided included Resolution 13-08 which outlines the entire evaluation process. It also included the 2013 strategic goals. He stated that he cannot evaluate a current City Manager based on strategic objectives from 2013; adding it is the type of things to which Council needs to pay more attention.

Next, Councilmember Menchel stated that the weekly report the Council used to get every Friday was an excellent document as it advertised all the good work by City staff. It clearly showed what is going on in every department on a weekly basis. It also provided each member of the Council with information such as the status of all the current development orders. The tracking sheet they now receive does not provide that information. He requested that the status of all current development order applications be included in the Friday report to Council.

Councilmember Menchel reported that the County put up some no parking signs in James Lee Park areas where people are parking their vehicles illegally; adding it is a step in the right direction.

Councilmember Menchel asked for an update on Council's direction to have the City Attorney obtain an opinion from the Attorney General regarding Section 3.09 of the City Charter.

The City Attorney stated it is a very intricate process because he would need to create an entire memo or proposed order for the Attorney General to consider adopting; adding it could take a month or two to complete this process.

D. Councilmember Overdier

1) Regimental Military Intelligence Battalion (RMIB), 75TH Ranger Regiment Training Exercise – October 19-29, 2020

Councilmember Overdier reported that the Regimental Military Intelligence Battalion (RMIB) plans to hold a training exercise in Destin from October 19-29, 2020. The participants will be unnoticeable. They will be wearing civilian clothing, using civilian vehicles and try to

blend in with the tourists in this area. He asked for Council's authorization to have the Mayor sign the letter of approval for RMIB to conduct the training exercise in Destin.

Councilmember Overdier moved to authorize the Mayor to sign a letter of approval for the RMIB to conduct their training exercise on October 19-29, 2020 in Destin; seconded by Councilmember Ramswell. Motion passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

E. Councilmember Marler

Councilmember Marler requested the following item be added to the next meeting agenda: *Reconfiguration of 1st and 4th Street Intersection.* He stated that the purpose of this item is to try to correct a line of sight issue at that location.

F. Councilmember Destin

Councilmember Destin reported that he went before the County Commissioners, as instructed by Council, and asked for them to earmark a significant amount of funding from bed taxes from the TDC. They unanimously supported the City's request, and the City is in line for a robust acquisition of not only the Hutchinson Beach access area, but several other beach access points.

G. Councilmember Morgan

1) Sunday parking at Marler Street Lot

Councilmember Morgan asked that this item be pulled from this agenda and placed on the next agenda.

H. Mayor Gary Jarvis

I. Land Use Attorney

J. City Attorney

1) East Pass Litigation – Update/Request for Direction

The City Attorney reported that the City prevailed on both administrative cases filed by petitioners; both of which are now in appeal process. The City has filed a motion to dismiss. The City also filed a motion to try to recover attorneys' fees because they felt the City has a good case because they feel the second petition was frivolous; but that motion was denied. The City has to decide whether to file a motion to appeal of that order. Attorney Ken Oertel has represented the City on this case and has done a great job. He has agreed that if the City decides to pursue this appeal, he would do it for an hourly rate of $250.00 per hour; not to exceed $15,000. If the City were to prevail, they could recover about $100,000 in attorneys' fees. He asked for Council's direction whether to have him and Ken Oertel to pursue the appeal.

After a brief discussion, the Council agreed to schedule an executive session to discuss this case.

The City Attorney announced that an executive session will be held on Monday, August 24, 2020, at 6:00 PM for the City Council and attorneys to discuss the following case:

> CITY OF DESTIN, *Petitioner* vs. THOMAS WILSON, DAVID H. SHERRY, REBECCA R. SHERRY, AND JOHN S. DONOVAN, *Respondents,* Case No. 20-2023F Division of Administrative Hearing

6. PUBLIC COMMENTS

Ms. Michelle Melancon, a Destin resident, reported that 121A Gulf Wind Court was in violation of City regulation by not having a contract for trash pickup with Waste Management. The City's Code Enforcement was contacted and took action which forces the occupants of the property to sign a contract with Waste Management. However, since they were forced to get a contract, they are now trying to punish the community. They have tied their trash cans to a tree blocking the beach access for 26 property owners. She asked Council to direct Code Enforcement to take actions on this matter.

ADJOURNMENT:

Having no further business at this time, the meeting was adjourned at 8:55 PM.

_____

Gary Jarvis, Mayor

ATTEST:

_____

Rey Bailey, City Clerk

MINUTES
REGULAR MEETING
DESTIN CITY COUNCIL
JUNE 1, 2020
CITY HALL ANNEX COUNCIL CHAMBERS
6:00 PM

The Council of the City of Destin met in regular session with the following members and staff present:

Destin City Council

Mayor Pro Tem Prebble Ramswell
Councilmember Rodney Braden
Councilmember Cyron Marler
Councilmember Chatham Morgan
Councilmember Parker Destin
Councilmember Skip Overdier (Virtual)
Councilmember Steven Menchel (Virtual)

Destin City Staff

City Manager Lance Johnson
Public Info Manager Catherine Card
Community Dev, Director Louis Zunguze
Deputy Parks/Rec Director Scott Berrish
Code Compliance Manager Joey Forgione
Parks/Recreation Director Lisa Firth
Public Services Director Michael Burgess
Principal Planner Lauren Witt
City Land Use Attorney Kimberly Kopp
City Clerk Rey Bailey
Deputy City Manager Webb Warren
Finance Director Krystal Strickland
HR Manager Karen Jankowsk
City Engineer Assistant Joe Bodi
Grants/Project Manager Jeffery Cozzard
IT Manager Matthew Pace
City Attorney Kyle Bauman

CALL TO ORDER, INVOCATION AND PLEDGE OF ALLEGIANCE

Mayor Pro Tem Prebble Ramswell called the meeting to order at 6:00 PM. Pastor Steve Farris of First Baptist Church gave the invocation, which was then followed by the recitation of the Pledge of Allegiance.

AGENDA APPROVAL

Motion by Councilmember Marler, seconded by Councilmember Destin, to approve the agenda passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

1. APPROVAL OF MINUTES

A. Approval of minutes of April 29, 2020 Special City Council Meeting

Councilmember Destin moved to approve minutes of April 29, 2020 Special City Council Meeting; seconded by Councilmember Marler. Motion passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

2. PROCLAMATIONS / RECOGNITIONS / **SPECIAL PRESENTATIONS / ANNOUNCEMENTS

3. PUBLIC COMMENTS ON AGENDA ITEMS THAT ARE NOT PUBLIC HEARINGS AND ANY OTHER MATTERS NOT ON THE AGENDA

Ms. Wendy Alsop, a Destin resident and short-term rental owner read the following statement:

"After speaking with Mayor Jarvis and Kimberly Kopp, I have organized a small group of our military short-term rental owners to speak here tonight in the hopes of beginning to open communications and change the narrative about short-term rental owners. The first point I want to address is the trust and respect we have and feel from our City Council members. This also ties into why we are gravely concern about the home-rule vote which Council has now put through 3 times. Except this time, the change to the language to cover frequency and duration. After the last City Council meeting, I wrote every single Council member about this very issue. Unfortunately, I only heard from Mayor Jarvis and Kimberly Kopp. We want to trust and respect our Council members, but unfortunately that is not where we find ourselves. Our concerns and fears were not unfounded. When you have elected leaders in public settings saying things like 'I want to tax short-term rental owners like tobacco and alcohol', or 'they are grumbling our fee hikes when they make millions"; or 'funny how they run from the State when they don't get what they want from the State and they come back to us. The first thing you were thought as a teacher and administrator is the power of your words. With power comes great responsibility. You cannot and should not throw stones so carelessly from the seat that you sit in. It makes us feel very unwanted, unappreciated, and create animosity between us. It also sends out negative messages to a local community. The other reason our fear is reinforced is due to harassment we have received from local Code Enforcement. I personally sent some evidence when Code Compliance officers have not even read or understood the Governor's Executive Orders and were quoting local regulations. Also, when you increased our license fees from $150 to $600 in one year, and the voting was done without short-term rental owners even know about it or given a chance to provide input. As a teacher, if I didn't assess my students properly and he or she fell or didn't do well, it wasn't their fault; it was mine. It is very apparent by the things that you say and the way that you conduct your business that you aren't interested in assessing the different short-term rentals to understand their strength and weaknesses because we are not all alike. When all the locals and invested homeowners give in to out-of-state investors, because they got tired of fighting you, pandemics, hurricanes and flesh-eating bacteria, and just feeling misunderstood or unappreciated, then you will have a real mess on your hands. We have huge operating costs and are already paying HOA dues for added security that walk around till 2:30 AM; off duty sheriff's deputy that conduct extra patrol during spring break; and pool attendants who take out garbage. When you cite extra expenses for things I'm already paying for, it feels extremely punitive for being a responsible homeowner. My husband and I both grew up not far from here in Terre Haute, Alabama. We were excited to find out our last duty station was going to be Eglin AFB. We decided to purchase a vacation rental in order to become ambassadors for our community, and part of it by supporting the economy. The reason I left teaching was to manage our rental home. It was also going to allow me more flexibility and more time to spend with my husband in retirement. We both love this area and take great pride in our services we provide to the community through jobs, our vacationers through well-managed rentals, and ourselves in the form of a successful business."

Ms. Sandy Trammell, a Destin resident, commented on the roadway redesign for the crosstown connector, stating that she supports reducing it to two lanes as it was originally designed. However, she does not support vacating the property around it because it can be used for a park or additional right-of-way.

Ms. Trammell, a Destin resident, suggests creating an ordinance that would prohibit vacation or partial vacation of any City rights-of-way with waterfront access.

Mr. Tyler Nikomoto, a Destin resident, and vacation rental owner, stated that he and his family were brought to this community through military orders but retired and stayed in this area by choice. They have enjoyed all the amenities this community has to offer. He understands the delicate balance between visitors and residents, and that this community is reliant on tourism to drive the economy. He stated that not all vacation rentals are alike. There are those that violate current regulations that address overcrowding, parking and excessive noise issues. However, he and other owners strictly enforce statutes currently in place. They have professional cleaners and inspection processes that minimize any uncleanliness. They make sure they minimize any misbehavior by their guests and take care of any incident as soon as it happens. They would welcome policing and fines for violators. He further stated they are not investors that make millions of dollars, but mediocre people just trying to make a living. They are invested in the community, trying to provide local jobs, support the local economy and cast the City in a very positive light.

Ms. Carrie Harbarger, a Destin resident, noted she has previously provided information about some contaminations on Joe's Bayou property which have not been addressed; and that she has a copy of an environmental report on Joe's Bayou which she can provide to the City if requested. It explains the fly ash and all the other chemicals that were made. But she is more concern about the three tanks that are buried on that property because no one knows the contents of those tanks.

According to the City Manager, a County report shows two tanks were on the property at one point, but they have not verified whether these tanks are still on the property. He continued that staff is still investigating the situation and looking at another environmental study they have located within the last week.

Councilmember Menchel asked Ms. Harbarger to provide a copy of the environmental study which she spoke off to City staff.

Mr. Jason Tyrie, a Niceville resident and former active duty military, noted that he and his wife spent their life savings by purchasing a short-term rental property in Destin; sacrificing much of their time, efforts and money running their business. It is disheartening to hear some of the disdain and futile language use towards short-term rental industry. The majority of the short-term rental owners follow the rules. He urged the Short-Term Rental Task Force to focus policy on enforcement and correction of the "bad actors" rather than a broad retaliatory action that hurts the entire industry and in turn the entire City of Destin. He added he has nothing against Home Rule power, but he would like to know the Council's policy and its affect on the industry.

Councilmember Braden stated that the Council cannot implement a policy specific to the "bad actors." They must implement a policy that would apply to the entire industry.

According to Councilmember Destin, it is not the goal of this Council to put any short-term rental owners out of business; which is why when they created the Short Term Rental Task Force, they made sure they had equal representation from the short-term rental community and local residents. He also stated if there are no Home Rule powers, there will not be anything to regulate because everything will be preempted by the State. It is the responsibility of this Council to try to find the balance and avoid any discriminatory application of the local rules. He continued that one of their biggest problems with enforcement is the out-of-state owners without dedicated managers who can solve problems that exist with the rental property, such as noise, trash and parking. The Home Rule power gives them the ability to put into the code the requirement for a responsible party located within a certain distance from the City to be listed with the City when the property is registered.

Ms. Giselle Fritz, a Niceville resident and short-term rental owner in Destin, echoed the sentiments of previous speakers relating to the short-term rental industry. She stated she is one of the owners who follow the rules and urge the Council to consider them as they implement further actions to regulate short-term rentals. She also stated there are short-term rental owners willing to join in if the Council is contemplating on appointing new members to the Short-Term Rental Task Force.

Mr. Galen Alsop, a Destin resident and short-term rental owner, stated that he spent 21 years of his life fighting for other people's rights as property owners, and he is willing to fight for his own right whether it be at the State or local level. He continued that contrary to what many people believe, they do not make millions of dollars renting their property. He currently rent at a loss and has not made any profit the last two years. If the Council continues to stymie their efforts, the short-term rental business will no longer be profitable, and they will be sold to those people who are only concern about profits and building high-rises. He also stated that many of the owners are doing the right things and trying to do their best for the community. They should not be punished along with the rule violators. This Council voted against opening up short-term rentals earlier than the Governor's had planned even though they recognize that short-term rentals employ 33,000 people in the County. He would like to know exactly what the Council wants to do with the Home Rule, and why they need to dictate the length of time owners can rent their facility.

Councilmember Ramswell clarified that the vote Mr. Alsop alluded to was not a vote against opening up short-term rentals. It was a vote for the Mayor to send a letter to the Governor encouraging the Governor to open up short-term rentals; which she voted against because the Office of the Governor and the Board of Okaloosa County Commission were already in discussion about opening things up.

Mr. Alsop noted there is a perception among short-term rental owners that the City Council does not care about the short-term rental industry. He urged the Council to do what is necessary to change that perception.

Councilmember Ramswell stressed that one thing this Council is very united about is the fact that tourism is a necessity in this town, and that short-term rentals are a part of tourism.

Councilmember Morgan remarked that this Council is better suited to govern this community than the Governor and the Florida State Legislature.

Ms. Tracy Martin, a short-term rental manager, stated that the Villages of Crystal Beach self-contained all of their issues and take care of all their problems in-house. They handle trash collection in house for years until Waste Management took over. They still do their own trash on Saturdays because there is so much of it. They have a parking regulation so that they only allow 3 cars per home. They hire Sheriff's Department deputies for off-duty detail during the summer. They also have courtesy patrol that they hire; all of which are contained within the budget of the Villages of Crystal Beach. The owners share the costs which is why short-term rentals are so important to them. The City might want to use the Villages of Crystal Beach as a model in trying to regulate short-term rentals. She added that many people spend their vacation in Florida because of short-term rentals. A lot of them end up buying a home here and becoming permanent residents.

Next, the Council watched video recordings from several military short-term rental owners who were deployed or serving at out of State locations. They delivered the following messages:

- They are a military family who purchased property in Destin because they love the community; and that they need as much support as other members of the community during this pandemic. The Council should keep them in mind as they make decisions on registration fees and taxes for short-term rentals
- After their military commitment is completed, they plan to retire at the Destin area. They purchase a short-term rental property as a second source of income as well as a retirement home
- They serve the community the best way they can and decided to put their life investment in Destin
- The Council should see short-term rental owners as members of the community and to be protected as well as the other citizens of Destin
- They would like to see more transparency on short-term rental regulations
- The Council should consider the differences in the neighborhood areas in Destin instead of creating a blanket policy for short-term rentals

4. CITY MANAGER REPORTS

A. Capt. Royal Melvin Heritage Park and Plaza Update

The City Manager announced that they received 3 bids for the Capt. Royal Melvin Heritage Park construction project. The City's Bid Committee will meet on June 2nd to evaluate the proposals and bring back recommendations for Council's consideration at the next Council meeting.

B. Roadway Redesign and Use or Disposal/Vacation of City-Owned Property relating to the Cross -Town Connector.

City Engineer Assistant Joe Bodi gave the following presentation:

- Issues for Analysis - The Questions
  - Reduction to 2-lane roadway design
  - What is the potential excess property and what will be the potential use of that property?

- ❖ What is the process of disposal of excess property?
- ❖ Can Legion Drive between Main Street and Beach Drive support 4-lane road?
- ❖ Review vacation of Azalea Drive ROW between Benning Dive and Stahlman Avenue

➢ Current Design:
- ❖ Four lane section – ROW is 93 feet

➢ Applicable Comprehensive Plan Policies
- ❖ Policy 1-1.1.3: Major Natural and Manmade Corridors
  - Major transportation corridors such as the Harbor Blvd/Emerald Coast Parkways, which is a major focal point for the motoring, biking, and walking public and an inviting gateway to visiting tourists, and the "Cross Town Connector" (Stahlman Avenue, Azalea Drive, Legion Drive, Airport Road, and Commons Drive West)
- ❖ Objective 2-1.1: System Design.
  - Continue to provide a safe, convenient, efficient and cost-effective multimodal transportation system and roadway network that optimizes access for present and future residents
- ❖ Policy 2-1.1.1: Pursue Additional Road Corridor Improvements
  - The City shall continue to pursue the acquisition of rights-of-way, the design and the construction of multimodal facilities for future and existing corridors that will facilitate the east-west and north-south movement of all modes of transportation as shown on Maps 2-1 and 2-2 of this Transportation Element
- ❖ Policy 2-1.1.2: Relieve Congestion
  - Any new roadway improvement related to policy 2-1.1.1 shall contribute to automobile congestion relief on Harbor Blvd./US Hwy 98 East/Emerald Coast Parkway and existing north-south corridors by providing alternatives for local traffic
- ❖ Azalea Dive Extension (Benning Drive to Beach Drive)
  - Major Collector (LDC 8.03.01D)
- ❖ Roadway Design Standards (LDC Table 8-1)
  - 4-lane (major collector)
  - Maximum right-of-way width of 111'
    - Travel Lane Width – 11 feet
    - Median Width – 6-12 feet
    - Bicycle Lane Width – 4 feet
    - Buffer Width – 6 feet
    - Sidewalk Width – 10 feet
- ❖ Pedestrian amenities (LDC 8.09.03)
  - Minimum of one bench and one other pedestrian amenity every 150 feet of sidewalk
  - Street trees planted along the public sidewalk:
    - 30 feet for small trees
    - 40 feet for medium trees
    - 50 feet for large trees
  - Pedestrian-scaled lighting in the buffer area at a spacing of 80 feet on center

- Proposed Reduction:
  - Two lane section – ROW is 71 feet
- Applicable Comprehensive Plan Policies
  - 1-1.1.3: Major Natural and Manmade Corridors
    - Major transportation corridors such as the Harbor Blvd/Emerald Coast Parkways, which is a major focal point for the motoring, biking, and walking public and an inviting gateway to visiting tourists, and the "Cross Town Connector" (Stahlman Avenue, Azalea Drive, Legion Drive, Airport Road, and Commons Drive West)
  - Objective 2-1.1: System Design.
    - Continue to provide a safe, convenient, efficient and cost-effective multimodal transportation system and roadway network that optimizes access for present and future residents
  - Policy 2-1.1.1: Pursue Additional Road Corridor Improvements
    - The City shall continue to pursue the acquisition of rights-of-way, the design and the construction of multimodal facilities for future and existing corridors that will facilitate the east-west and north-south movement of all modes of transportation as shown on Maps 2-1 and 2-2 of this Transportation Element
  - Policy 2-1.1.2: Relieve Congestion
    - Any new roadway improvement related to policy 2-1.1.1 shall contribute to automobile congestion relief on Harbor Blvd./US Hwy 98 East/Emerald Coast Parkway and existing north-south corridors by providing alternatives for local traffic
  - Azalea Dive Extension (Benning Drive to Beach Drive)
    - Major Collector (LDC 8.03.01D)
  - Roadway Design Standards (LDC Table 8-1)
    - 2-lane (major collector)
    - Maximum right-of-way width of 88'
      - Travel Lane Width – 11 feet
      - Median Width – 6-12 feet
      - Bicycle Lane Width – 4 feet
      - Buffer Width – 6 feet
      - Sidewalk Width – 10 feet
- Pedestrian amenities (LDC 8.09.03)
  - Minimum of one bench and one other pedestrian amenity every 150 feet of sidewalk
  - Street trees planted along the public sidewalk:
    - 30 feet for small trees
    - 40 feet for medium trees
    - 50 feet for large trees
    - Pedestrian-scaled lighting in the buffer area at a spacing of 80 feet on center
- Potential Uses or Disposal of Excess Properties
  - Potential Uses
    - Parks (Linear, Roadside, Neighborhood)

        - Additional Retention Areas
        - Additional Public Parking
    - Potential Disposal
        - Had the City acquired all necessary property for the 4-lane roadway, there would potentially be an excess of property of the difference between the 93' and 71' ROW. In such case, disposing of property set aside for ROW for the Crosstown Connector is not in accordance with Chapter 2 – Article 3 Division 2 of the Code of Ordinances
- Can Legion Drive between Main Street and Beach Drive support a 4-lane road?
    - This segment of Legion Drive is a 60' wide ROW
    - The minimum width needed for a code compliant 4-lane roadway is 93'
    - Therefore, this segment of Legion Drive cannot support a 4-lane road to meet current code within the existing right-of-way
- Can Azalea Dive ROW between Stahlman Avenue and Benning Drive be reduced?
    - This segment of Azalea Drive is a 100' wide ROW
    - Road meanders within the ROW making equal division of potentially vacated ROW to the adjacent property owners impossible without significant road reconstruction
    - Majority of public utilities within the existing ROW would no longer be in the public ROW
    - Majority of public sidewalks within the existing ROW would no longer be in the public ROW and would need to be removed and reconstructed within the remaining ROW
    - Reducing the current ROW may adversely impact any future utility undergrounding opportunities
    - With the redesign and replat of Azalea Dive Extension (between Beach Drive and Benning Drive) to a two-lane road section and the inability for constructing four lanes on Legion Drive (between Main Street and Beach Drive), constructing four-lanes on Azalea Drive would be unlikely nor it will be beneficial for the overall crosstown connector
    - It is not recommended to reduce the Azalea drive ROW
- CONCLUSION
    - A redesign of the proposed 4-lane to a 2-lane crosstown connector can be undertaken between Benning Drive and Beach Drive
    - There will be excess property with the 2-lane redesign of Azalea Drive extension between Beach Drive and Benning Drive
    - The potential uses of the excess properties are:
        - Parks
        - Additional parking
        - Additional retention areas
        - If the City Council decides to retain the parcels for a different use, the Zoning and Future Land Use Maps may need to change – OR –
        - Use of disposal process outlined in the Code of Ordinances
    - Four-lane roadway on Legion Drive between Main Street and Beach Drive Is not possible under the current code

- ❖ Reduction and vacation of Azalea Drive ROW between Benning Drive and Stahlman Avenue is not recommended

Councilmember Marler reiterated that to his knowledge the crosstown connector has never ever conceived to be other than a two-lane highway, and it has never ever conceived to be anything more than a way for local residents to avoid the highway and get to their destinations. He also emphasized that future Council can change whatever measure they decide to undertake now. He added that a decision must be made as soon as possible.

Councilmember Destin recommends reducing the acquisition of property they need in the final zone two area. He continued there are two parcels on Benning Drive, and so they would need to determine what portion they would need to acquire to guarantee a two-lane road.

Councilmember Morgan supports Councilmember Destin's recommendation, stating that the crosstown connector may be constructed as a 2-lane road now; however, the original design shows it is easily adaptable to 4 lanes. He also noted there are about 60 homes on Seaview, Mountain Drive and Legion Drive that run between Beach Drive and Benning Drive which are thru-traffic roads. The crosstown connector would keep traffic off residential roads making these areas a much safer places to live and improve the quality of life of the people in Old Destin.

Councilmember Destin moved to instruct City staff, City Attorney, Land Use Attorney and the City Engineer to redesign their land acquisition plan at the Azalea Drive and Benning Drive intersection to ensure that only a 2-lane road is built; seconded by Councilmember Menchel. Motion passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

C. Airport Road Improvements, authorization to allow the City Manager to sign a Maintenance Agreement with FDOT

The City Manager requests authorization to sign a maintenance agreement that would enable FDOT to move forward with the construction of the roadway improvements associated with Airport Road project without delay.

Councilmember Menchel asked whether FDOT has given a timeframe for construction.

The City Manager replied that FDOT has a tentative plan to start construction in July.

Councilmember Braden moved to approve Resolution 20-11 and authorize the City Manager to execute and deliver the maintenance agreement provided and any other related documents necessary to consummate this agreement; seconded by Councilmember Menchel. Motion passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

D. Update on Beach Paid Parking (Parking South of Highway 98) and Resident Passes

The City Manager informed Council that staff is prepared to move forward with establishing the paid parking system along Scenic Hwy 98/Gulf Shore Drive and launching a free resident parking pass for these areas as soon as they receive Council's authorization.

Councilmember Morgan moved to delay the program indefinitely; seconded by Councilmember Destin.

Councilmember Overdier offered a substitute motion to start the beach paid parking program on July 1, 2020, initiate the free resident beach parking pass program, and amend the parking hours for the beach parking zones to 3:00 AM till 11:00 PM; seconded by Councilmember Ramswell.

Councilmember Morgan noted he cannot support this program because he feels they do not have enough beach, and that it is too much to ask from the Destin residents especially during the time when people are economically hurting because of the pandemic.

According to Code Compliance Manager Joey Forgione, they see mostly out-of-state tags.

Councilmember Destin pointed out there is not much parking available out at the beach. There is not much to gain in terms of revenue stream, and this would just aggravate a lot of people.

Motion passed 4-3 (Council members Menchel, Overdier, Braden and Ramswell voted "yes"; Council members Morgan, Destin and Marler voted "no")

E. Recreation Re-Opening of Sports Tournaments

The City Manager requests Council's direction for recreation re-opening of sports tournaments. He stated that the CDC has recommended guidelines, and that the National Parks and Recreation Association has adopted those guidelines. There are 6 levels of risk that have been provided and are listed in the staff report. They are currently at level 3 where they are allowing competition within the teams like in Little League Baseball Program. Staff is very comfortable moving to level 4 – "Even More Risk" where the little league basically operates as normal. They could also implement level 5 – "High Risk" if authorized by Council.

Councilmember Menchel moved to direct staff to implement level 4 "Even More Risk" allowing for full competition between teams from the same local geographic area with adherence to the CDC's guiding principles for youth sports; seconded by Councilmember Overdier.

Parks and Recreation Director Lisa Firth noted they are ready to bring local programs out on the field, but not out-of-state programs.

Councilmember Menchel recommends putting this item back on the next Council meeting agenda so the Council could consider potentially going to the next level.

Motion passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

F. Fisher Report on City-Wide Building Heights

The Land Use Attorney noted that the Fisher Report was requested by Council at a prior meeting. It provides Council some options or suggestions to consider.

After a brief discussion, Council agreed to have a more robust discussions regarding this matter at some future Council meetings.

G. Joe's Bayou Area Rights-of-Ways with Waterfront Access Inventory

Community Development Director Louis Zunguze noted that Council has previously directed staff to identify and provide an analysis of all rights-of-way with water access to Joe's Bayou and the feasibility of improving these rights-of-way to the water.

Engineering Assistant Joe Bodi identified and provided a brief analysis of the following 9 rights-of-way with Joe's Bayou waterfrontage as outlined in the staff report:

- First Street – Joe's Bayou Boat Ramp
- Fourth Street
- Sixth Street
- Kelly Street
- Bayview Street
- Main Street
- Jupiter Street
- Harbor Lane West
- Cobb Point Drive

He also explained the potential next steps as follows:

- Survey and establish corners of the rights-of-way
- Obtain City Council direction of how much access to provide (road, sidewalks, lighting, amenities, deck/dock)
- Include as project and cost estimate in Community Improvement Program (CIP)
- Obtain consultants to design public accesses
- Obtain contractor to construct public accesses

Councilmember Ramswell recommends staff obtain a cost estimate to perform action necessary to improve the following ROWs:

- Fourth Street
- Bayview Street
- Jupiter Street
- Harbor Lane West
- Cobb Point Drive

She also suggests staff investigates Sixth Street to determine if it is feasible to provide pedestrian access to remaining waterfront.

Councilmember Marler recommends conducting an Environmental Impact Study prior to start clearing land.

According to Councilmember Destin, they should reach out to the landowners who have enjoyed the use of the ROWs for many years and try to bring them in as willing partners as they move through this process.

Councilmember Morgan wants to make sure they legally secure the ROWs through a referendum process before beginning to make improvements.

According to the City Attorney, the City Clerk is coordinating matters with the Supervisor of Elections to make sure the referendum language is submitted in time to be included in the ballot for the November 2020 election.

Mr. Zunguze announced he would be working with the Land Use Attorney in drafting the pending ordinance doctrine.

Councilmember Menchel stated that they anticipate getting reduction in taxes this year and so the cost estimate to perform the actions necessary to improve the ROWs would be extremely important; adding they may need to pick and choose what they could afford.

Councilmember Menchel pointed out that the conclusion portion on the last of the staff report mentioned that the unimproved rights-of-ways have many unauthorized encroachments. He asked what could be done to address this issue.

According to Mr. Zunguze, they could initiate enforcement action.

It was the consensus of the Council to go with the City Manager's recommendation to schedule a workshop before the last budget workshop to further discuss this matter to make sure they have the necessary expenditures budgeted before the next fiscal year.

H. Announcements

The City Manager made the following announcements:

- Thanked Michael Burgess and Councilmember Braden on the work they have done on the medians on US Hwy 98. The 90% design should be available within the next two weeks and bring it back for Council's review
- Today is *Ms. Krystal Strickland*'s first official day as full-time Destin employee
- The library has started their summer reading program today
- July 4th celebration will go on as scheduled and they will educate the public on the CDC's safe distancing guidelines
- Stahlman/US Hwy 98 intersection study was delayed due to COVID-19 is now scheduled to resume

- Ms. Lisa Firth has reached out to FDEP to see if they would be willing to participate in a workshop regarding the Norriego Point embayments

5. PUBLIC HEARINGS

A. Second reading of Ordinance 20-01-PC - Amending Chapter 6 of the City of Destin's Comprehensive Plan, "Coastal Management Element", providing updates to the Coastal Management Element pursuant to State law.

The City Attorney read proposed Ordinance 20-01-PC by title, and then presented it to the City Council on second reading.

> AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, AMENDING CHAPTER 6 OF THE CITY OF DESTIN'S COMPREHENSIVE PLAN, "COASTAL MANAGEMENT ELEMENT"; PROVIDING UPDATES TO THE COASTAL MANAGEMENT ELEMENT PURSUANT TO STATE LAW; PROVIDING FOR AUTHORITY; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR JURISDICTION; PROVIDING FOR TRANSMITTAL TO THE FLORIDA DEPARTMENT OF ECONOMIC OPPORTUNITY; PROVIDING FOR INCORPORATION INTO THE COMPRHENSIVE PLAN; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

The Mayor Pro Tem opened a public hearing to receive comments for or against the proposed ordinance. Having none, the Mayor Pro Tem closed the public hearing portion and turned the matter over to the City Council for discussion and consideration.

Motion by Councilmember Marler, seconded by Councilmember Braden, to approve proposed Ordinance 20-01-PC and direct staff to distribute the ordinance and City response to the State Department of Economic Opportunity passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

B. First reading of Ordinance 20-20-CN - Provides for City Council approval of a contract for lease of real property owned by the City to the Destin Fire Control District

The City Attorney read proposed Ordinance 20-20-CN by title, and then presented it to the City Council on second reading.

> AN ORDINANCE OF THE CITY OF DESTIN OF OKALOOSA COUNTY, FLORIDA, RELATING TO THE LEASE OF CERTAIN REAL PROPERTY OWNED BY THE CITY; PROVIDING FOR AUTHORITY; PROVIDING FOR FINDING OF FACT; PROVIDING FOR CITY COUNCIL APPROVAL OF A CONTRACT FOR LEASE OF THE PROPERTY TO THE DESTIN FIRE CONTROL DISTRICT; AND PROVIDING FOR AN EFFECTIVE DATE

The Mayor Pro Tem opened a public hearing to receive comments for or against the proposed ordinance.

Ms. Myra Williams, speaking on behalf of the Park & Recreation Committee, informed the Council the committee is not in favor of leasing a portion of the Clement Taylor Park to the Destin Fire Control District. They have high regards for the park and feel it is not a place to put a fire station as it is detrimental to the safety of the public especially the children who attend the park.

She stated that earlier on when the Fire Control District made the proposal, the Council asked the Harbor CRA Advisory Committee and Parks & Recreation Committee to review the initial plans and provide a recommendation; however, the Parks & Recreation Committee has never seen the final plans and never got the chance to provide a recommendation. She also stated that many of the citizens, especially those that live close to the park, are not aware of the plans and what at stake; otherwise, they would be in attendance at his meeting and express their opposition.

Mr. Mike Buckingham, Chairman of the Harbor CRA Advisory Committee and member of the Destin Fire Control District Board, maintained that Ms. Teresa Hebert, Parks & Recreation Committee Chair supported the proposal. He stated that the Fire District has shown the footprint of the property being leased; however, they have not designed the building because they are waiting until the lease is officially approved. They would be glad to involve the Parks & Recreation Committee in designing the building.

Ms. Becky Pritchard, a Destin resident, spoke next. She expressed her opposition to allowing a fire station at Clement Taylor Park, or leasing any park property to anyone because they do not have enough of it. She stated it is hard for her to imagine having a fire truck leave the park in a hurry to respond to an emergency while a special event is going on such as a wedding, and with children playing all over the park, without safety risk.

Ms. Marcie Bell stated there seemed to be a reoccurring theme with plans not being provided to the City's committees because they had a similar issue with Capt. Royal Melvin Heritage Park; which is disconcerting to her because these committees represent the voice of the citizens.

According to the Destin Fire Control District Chief Sasser, the Parks & Recreation Committee was well aware of this issue as he went before the Committee awhile back and discussed the lease proposal at Clement Taylor Park when the idea was first brought up. He also stated they will not turn on their siren at the park when they respond to a fire. They will wait until they get on Calhoun Avenue to turn it on if they see traffic, and most definitely on US Hwy 98.

Chief Sasser also noted that he previously reported a 30 percent increase in water rescue calls to the Council, which justifies having their fire boat at the park dock so they could respond to water emergencies much quicker. He further stated that partnering with the City would surely benefit the citizens and visitors; adding that having to purchase another property in which to put in a fire station could cost a lot more money at taxpayers' expense.

Councilmember Ramswell requested that the Fire Control District work with Parks & Recreation Committee and Harbor CRA Advisory Committee to make sure they are given a chance to provide feedback and input regarding the lease proposal.

Mr. Buckingham stated they would most definitely work with both committees and keep them well informed on this matter.

The Land Use Attorney suggests that when the Fire District comes in for a building permit, they could simply take it to both committees at that time for discussion before any permit is issued.

The Fire District offered no objection to the recommendation.

Having no further comments from the public, the Mayor Pro Tem closed the public hearing portion and turned the matter over to the City Council for discussion and consideration.

Councilmember Marler pointed out that this matter involves a safety issue, adding that minutes count during an emergency. Firefighters need to be able to respond to an emergency immediately to save lives. He continued that he has not heard from anyone who lives on Calhoun Avenue that they are not in favor of the lease proposal.

The City Manager clarified that the only thing this Council has agreed to at this point is to hold the square section of the park off the grant process for another potential use, such as a fire station; adding there are no additional plans at this point.

Councilmember Braden asked if they approve the lease whether the Fire District would turn over their facility in the park if they purchase another piece of property in this area and build another fire station in the future.

According to Mr. Buckingham, since they are using tax dollars to build the fire station facility, it will be turned over to the City at the end of the lease agreement or if the Fire District decides to leave early.

The Land Use Attorney noted that the lease agreement is not worded that way at this time. According to the least agreement, the Fire District has 90 days to decide whether to remove the facility. However, they could amend the language of the lease if necessary.

Councilmember Ramswell noted that the concept plan seemed to show a 3-slip dock, which would take up more than half of the property where they are swimming areas for children.

Mr. Buckingham stated that the Fire District only needs one slip. The concept plan was created over 1½ ago, and that the plan would have go before the Council for approval. The Fire District is willing to work with the committees, City staff and the Council to make things right.

Councilmember Menchel wants to make sure no amenities the City has at the park will be removed as a result of putting a fire station there.

The City Manager stated that particular area of the park has been reserved for an added facility, parking and restrooms the Fire District promises to build, which would be an added benefit to the park.

Councilmember Morgan moved to approve Ordinance 20-20-CN on first reading and authorize the City Land Use Attorney and City Manager to finalize the lease, to include a language to keep the tenant's facilities on the property upon termination of the lease; and direct the City Clerk to advertise the ordinance for second reading. Councilmember Marler provided a second to the motion, which passes 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

6. CONSENT AGENDA

A. Cleaning of Stormwater Treatment Unit, Gulf Shore Drive, authorization to allow the City Manager to execute a Task Order

B. Extensions 7 and 8 to the Amended Declaration of State of Emergency

C. Request approval of a new single-family residential dock at 437 Calhoun Avenue.

Motion by Councilmember Marler, seconded by Councilmember Ramswell, to approve Consent Agenda items 6A thru 6C, as printed above, passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

7. COMMENTS/PRESENTATIONS FROM MAYOR, COUNCIL, LAND USE ATTORNEY AND CITY ATTORNEY

A. Councilmember Braden

Councilmember Braden complimented Ms. Lisa Firth and her staff as well as Mr. Joey Forgione and his staff for an excellent job over the Memorial Day weekend

B. Councilmember Ramswell

1) City Right-of-Way Research

Councilmember Ramswell asked the City Attorney and Land Use Attorney to further investigate the conflicting information in terms of the road/ROW involved in the development near the Norriego Point location to determine the true status of the road and then report back to Council. She stated they are in the middle of considering some developments and a potential marina at a location off Norriego Point, and that there have been a lot of conflicting information in terms of the road/ROW. It appears the road was also moved from its original location when it was deeded to the City as a public benefit.

2) Beach Advisory Board Meeting Report

Councilmember Ramswell noted that the Beach Advisory Board meeting was held a week ago and it was well attended. They covered several topics including the beach flag system, and whether they should go back to using a green flag indicating it is safe to go back to the water. After some discussion, which included Chief Agostino who is the head of the Beach Safety Division, they have decided it is not a good thing to push forward mainly for insurance reason. There was quite a bit of discussion about kayak, and the fact that kayak and other self-powered vessels are being rented on the harbor but people are trying to go to Crab Island which is a big safety concern because of the boat traffic and strong current. They also discussed the Joe's Bayou overflow lot, which Councilmember Braden helped grade some of it to create more parking which would truly help during the season. It is something for them to consider as they move forward with improvements to that area. The final topic they discussed was the lack of lifeguard services at Henderson Beach. Other lifeguards had to travel a mile or more through crowd to try to make a rescue. They discussed

creating some sort of a memorandum of agreement with the State to provide lifeguard services in that beach.

C. Councilmember Menchel

Councilmember Menchel asked staff to contact the County and request they install a metal pole, or something similar, to prevent illegal parking on James Lee Park crosswalk.

D. Councilmember Overdier

1) CARES Act Funding

Councilmember Overdier moved to authorize the Mayor to send a letter to the Governor asking for the City's fair share of the CARES Act Funding, using the formula presented by the Florida League of Cities; seconded by Councilmember Ramswell. Motion passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

E. Councilmember Marler

F. Councilmember Destin

1) Gulf Power update

Councilmember Destin provided a brief update on the Gulf Power franchise negotiations and undergrounding. He stated that the newest cost estimate for undergrounding, which has been included in the meeting packet, from a portion from the base of the bridge to Airport Road. It is non-binding. It was significantly less than the figure they received when Gulf Power was owned by the Southern Company. They will also get a non-binding estimate for the rest of the City from Gulf Power while simultaneously pursuing a new franchise agreement which is currently being negotiated. That document should be completed sometime soon.

G. Councilmember Morgan

1) Repeal of the rooster ban

Councilmember Morgan moved to amend Section 4-7(a)(5) of the Code of Ordinances to exclude roosters, and section 4-8 to include "bad roosters"; seconded by Councilmember Destin.

Councilmember Morgan noted that roosters have several benefits. They fertilize eggs, they offer some protection if there is trouble happening in the yard, and they provide harmony to a flock, and they get up early and go to work serving as an alarm clock, which is symbolic of Destin as a blue collar place.

Councilmember Ramswell stated she would not be happy to hear rooster crowing at the crack of dawn.

Motion passed 5-2 (Council members Morgan, Destin, Marler, Overdier and Braden voted "yes"; Council members Ramswell and Menchel voted "no").

H. Mayor Gary Jarvis I. Land Use Attorney

J. City Attorney

8. PUBLIC COMMENTS

ADJOURNMENT:

Having no further business at this time, the meeting was adjourned at 10:00 PM.

_____

Gary Jarvis, Mayor

ATTEST:

_____

Rey Bailey, City Clerk

ITEM # 2020-2738

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: September 8, 2020
TYPE OF AGENDA ITEM: Special Presentation

TO: City Council

THRU: Lance Johnson, City Manager
Webb Warren, Deputy City Manager

FROM: Michael Burgess, Public Services Director

DATE: 08/20/20

SUBJECT: Presentation on US98 Traffic Signal Synchronization, Q&A - Scott Bitterman PE, Okaloosa County Engineer

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I. BACKGROUND: Mr. Scott Bitterman PE, Okaloosa County Engineer, will provide Council with an update on the status of the County's traffic signal synchronization program and future plans.

II. DISCUSSION:

- **A. Link to Strategic Goals / Objectives:**
- **B. Effect on Budget (EOB):**
- **C. Level of Service (LOS):**

III. CONCLUSION:

IV. RECOMMENDED MOTION:

Attachments:

1. Okaloosa County Signal Pres for City of Destin 9-8-20

Destin Traffic Signals

Scott Bitterman, County Engineer
Okaloosa County Public Works

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Ideal Conditions for Signal Coordination

- Equal Signal Spacing – ½ mile
- Uniform Speed
- Available Roadway Capacity

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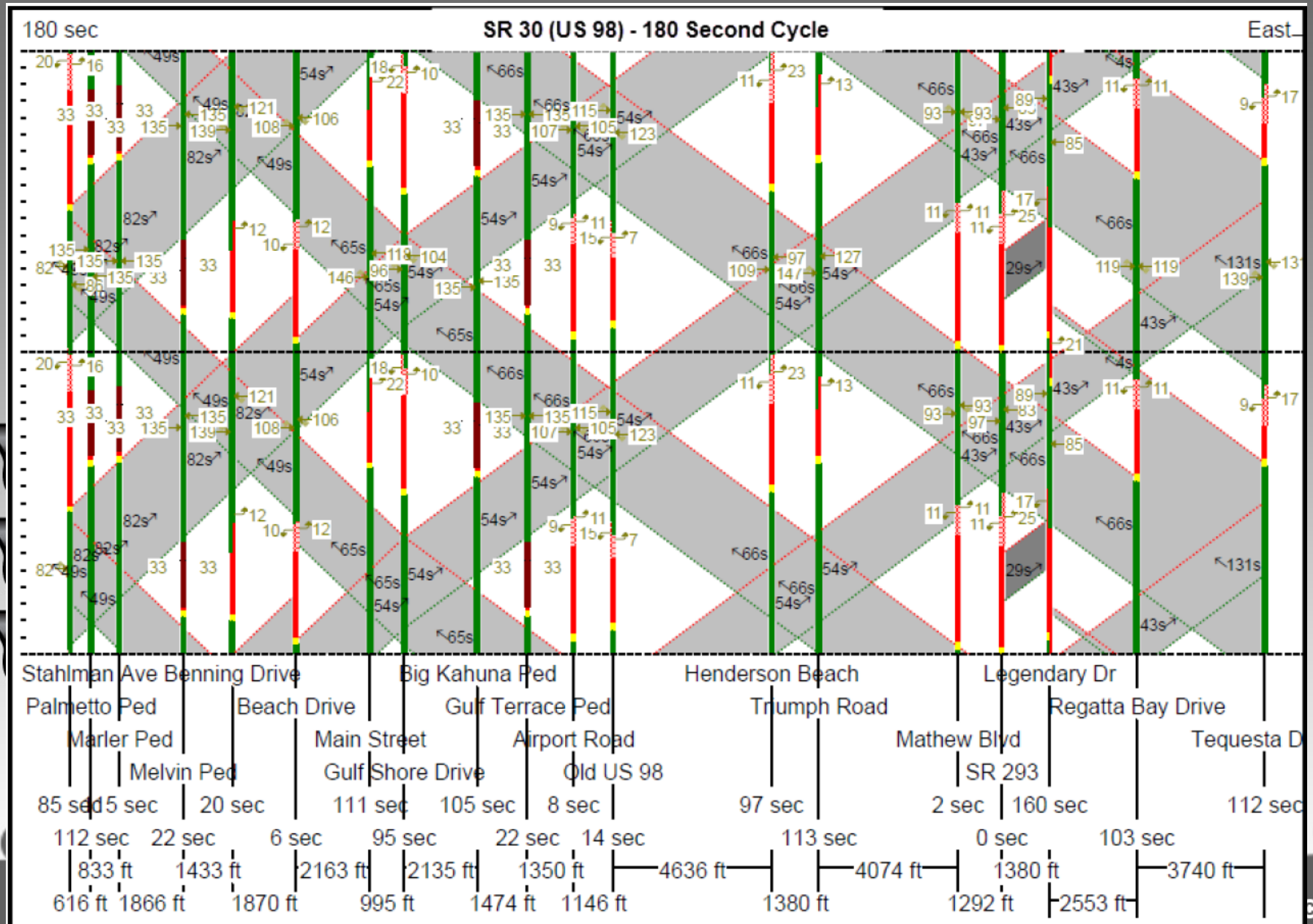
Destin Signal Spacing



Speeds in Destin

- Steady in Off-Peak Times
- 0-30 MPH in Peak Times
  - Traffic backs into 98 from business driveways
  - Right Turns slow groups of cars traveling between signals
    - Right turns stop to yield to Pedestrians
  - Through Traffic stops for Pedestrians not in Crosswalks
  - Through Traffic stops to wave through Left Turns

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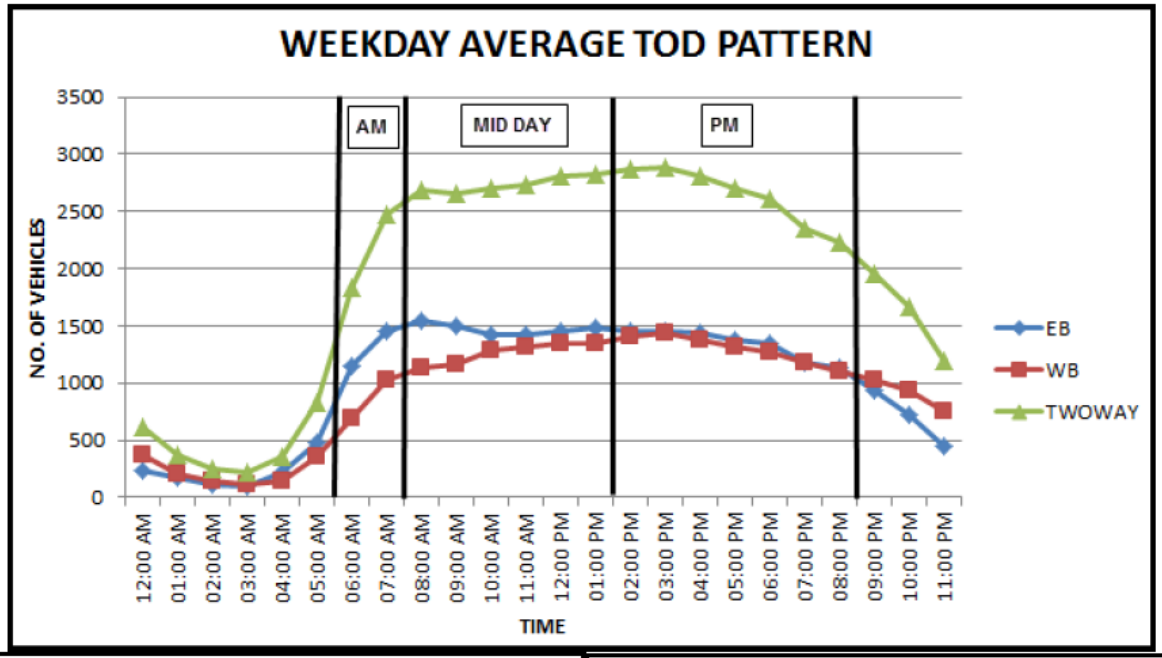
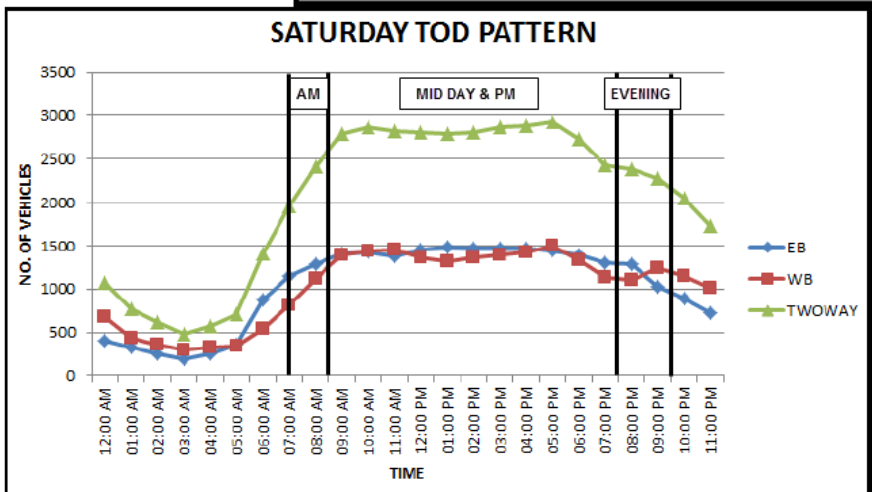
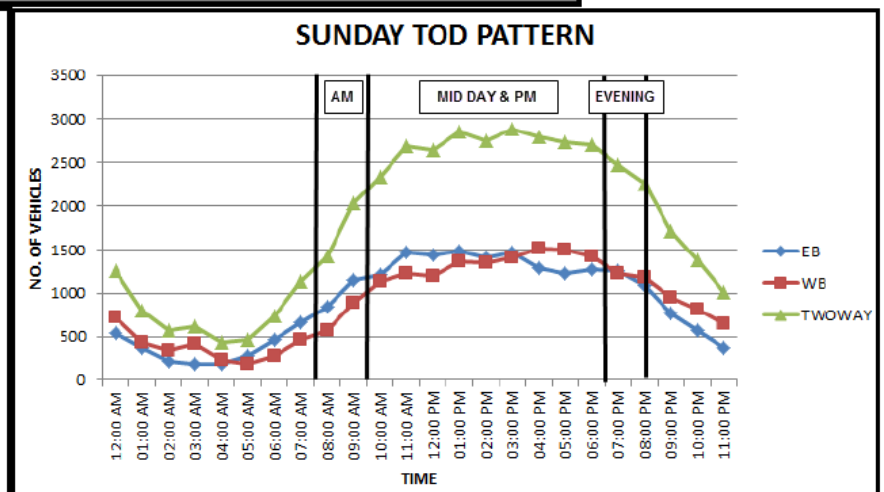
Capacity in Destin

LOCATION 1

Between Stahlman Avenue and Palmetto Street





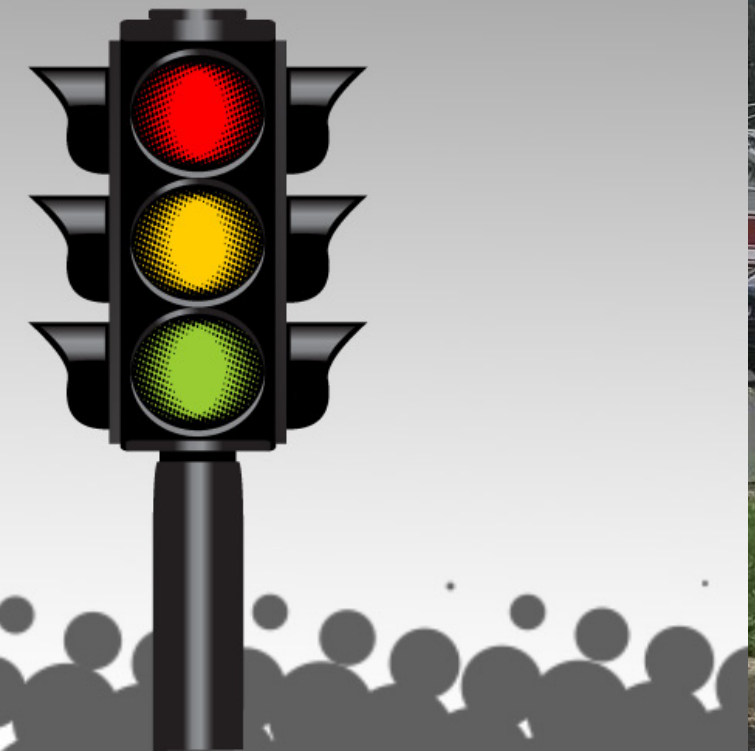


Other Factors Affecting Traffic Signal Coordination

- Construction
  - Reduced Speeds
  - Reduced Capacity
  - Signal Reconstruction
  - Replace Loops

Other Factors Affecting Traffic Signal Coordination

- Traffic Crashes



Other Factors Affecting Traffic Signal Coordination

- Fire Truck Preemption

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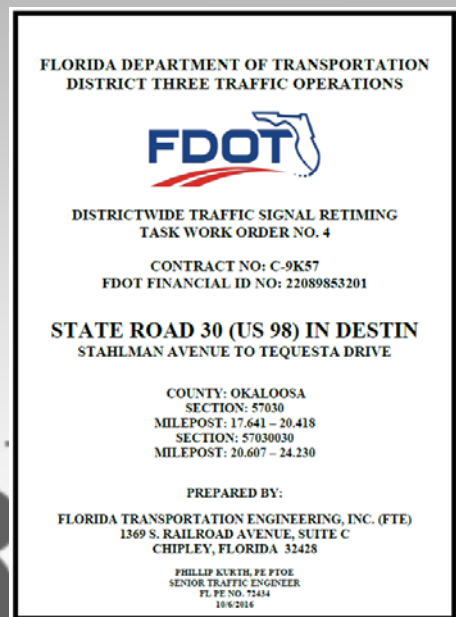
Major Signal Retiming Effort

- October 2016 Report
  - 20 signals in Destin
    - (after new Ped Signals)
  - Before Study of Travel Times
  - Traffic Counts (July 2016)
  - Reprogramed Controllers
  - After Study of Travel Times
  - 884 Page Report



FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT THREE TRAFFIC OPERATIONS

FDOT

DISTRICTWIDE TRAFFIC SIGNAL RETIMING
TASK WORK ORDER NO. 4

CONTRACT NO: C-9K57
FDOT FINANCIAL ID NO: 22089853201

STATE ROAD 30 (US 98) IN DESTIN
STAHLMAN AVENUE TO TEQUESTA DRIVE

COUNTY: OKALOOSA
SECTION: 57030
MILEPOST: 17.641 – 20.418
SECTION: 57030030
MILEPOST: 20.607 – 24.230

PREPARED BY:

FLORIDA TRANSPORTATION ENGINEERING, INC. (FTE)
1369 S. RAILROAD AVENUE, SUITE C
CHIPLEY, FLORIDA 32428

PHILLIP KURTH, PE PTOE
SENIOR TRAFFIC ENGINEER
FL PE NO. 72434
10/6/2016

Signal Retiming Conclusions

(From 2016 FDOT Study)

- The State Road 30 (US 98) Arterial in Destin, Florida currently services an average of 368,000 vehicles per week within the retiming project area.
- Twenty (20) traffic signals were retimed / coordinated along the approximately 7 mile corridor from Stahlman Avenue on the west end of the project area to Tequesta Drive on the east end of the project area which also included the feeder signal at the intersection of State Road 293 and Commons Drive.
- All twenty (20) of the signalized intersections are operating coordinated signal timing plans in the AM Weekday, Mid-Day Weekday, and PM Weekday as well as AM Weekend, Mid-Day Weekend, and PM Weekend time periods.

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Signal Retiming Conclusions

(From 2016 FDOT Study)

- Based on the non-intrusive Bluetooth detection data, there is a weekly time savings of approximately 5000 vehicle-hours along the corridor resulting from the retiming efforts.
- According to the Synchro model calculations, there is also a weekly fuel savings of approximately10,000 gallons.
- The Benefit / Cost Ratio of the SR 30 (US 98) Destin Signal Retiming Project is 96:1 over the estimated three (3) year life of the project.

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Signal Timing Recommendations
(From 2016 FDOT Study)

- It is recommended that the **City of Destin** should consider reconstructing the northbound approach of HarborWalk Village and the southbound approach of Stahlman Avenue to include a dedicated right turn lane, a dedicated thru lane, and a dedicated left turn lane. It is recommended that the southbound left turn lane on Stahlman Avenue should be at least 250 feet.
- It is recommended that the **City of Destin** should reduce the southbound skew on Stahlman Avenue as much as practical to allow for 8-Phase Signal Operations and removal of the existing Split Phase Signal Operations.

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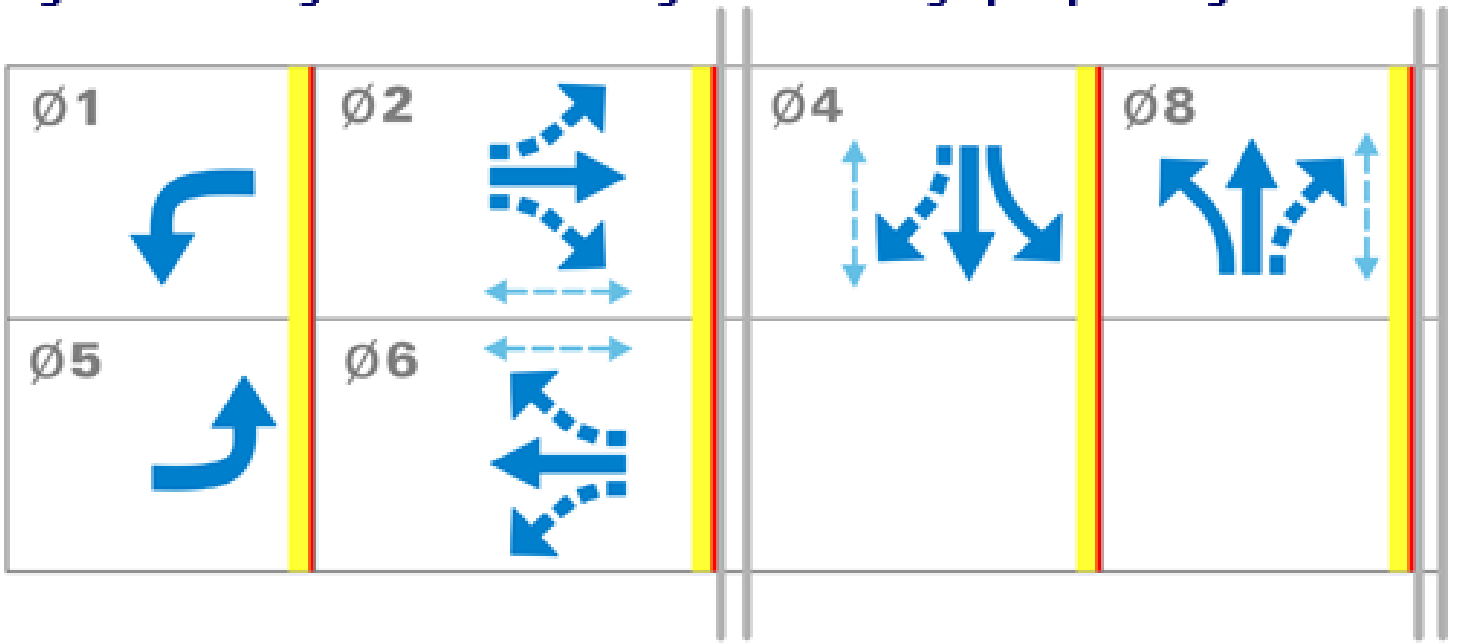
Split Phasing

(From Federal Highway Administration Signal Timing Manual)

- Split phasing represents an assignment of the right-of-way to all movements of a particular approach, followed by all of the movements of the opposing approach. This is depicted in Figure 4-9. Spilt phasing may be necessary when intersection geometry results in partially conflicting vehicle paths through the intersections.

Figure 4-9 Ring-and-barrier diagram showing split phasing



Signal Timing Recommendations

(From 2016 FDOT Study)

- It is recommended that **Okaloosa County** should implement 8-Phase Signal Operations and remove the existing Split Phase Signal Operations at the intersection of State Road 30 (US 98) and Stahlman Avenue once the side street approaches are reconstructed.
- In conjunction with the aforementioned improvements, it is recommended that the **Department** should consider realigning the eastbound and westbound left turn lanes on State Road 30 (US 98) to provide for a neutral offset.
- It is recommended that **Okaloosa County** should suspend left-turn re-service operations at the intersection of State Road 30 (US 98) and Henderson Beach Road as it was noted in the field that the subject re-service operations were negatively impacting the system coordination.

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Signal Timing Recommendations
(From 2016 FDOT Study)

- 5/6 of Signal Timing Recommendations were for US 98 & Stahlman Avenue

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What is being done?

- Voters
  - Approved ½ cent surtax in Nov 2018.
    - Stahlman improvements are on the needs list
  - Being patient during studies and construction

fppt.com

What is being done?

- City of Destin
  - US 98 & Stahlman
    - Intersection Improvement study
  - Support to advance PD&E Study for US 98 between Calhoun & Airport

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What is being done?

- Okaloosa County
  - Work daily with FDOT and Contractors to adjust for construction impacts.
  - Recommend to DOT major signal retiming in 2021 as construction nears completion.
  - Designing a Transportation Management Center.

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Transportation Management Center

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What is being done?

- FDOT
  - Stahlman Overlay Improvements
    - Dual Left turns for Westbound Traffic.
    - Working with property owner on receiving lanes for dual left turns.
    - Warning Flashers on Bridge
  - PD&E Study
    - Advertise Fall of 2020
    - Study Begins Spring 2021

fppt.com

Other Ideas

- Adaptive Signal Control
  - Advantages
    - Adjust for unanticipated traffic
    - Single system arterials
  - Disadvantages
    - Cost
    - Little benefit when arterial is saturated
  - Could benefit Destin when Stahlman is no longer split phased.

fppt.com

Thank You!

Scott Bitterman, County Engineer
Okaloosa County Public Works

fppt.com

ITEM # 2020-2699

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: September 8, 2020
TYPE OF AGENDA ITEM: City Manager Report

TO: City Council

THRU: Lance Johnson, City Manager
Webb Warren, Deputy City Manager
Louis Zunguze, Community Development Director
Kyle Bauman, City Attorney

FROM: Jeffrey Cozadd, Grants Manager

DATE: August 28, 2020

SUBJECT: RFQ 20-03-CD Destin Undergrounding Project Management

I. BACKGROUND: The undergrounding of utilities project is an initiative identified as part of the City's Strategic Plan. The City Council on 12-16-19 instructed staff to put out a RFQ for the Gulf Power Project Management Project. The RFQ was released 5/15/20 and proposals had to be submitted by 6/18/20.

II. DISCUSSION: The City received four proposals for this RFQ. The Bid Committee evaluated these proposals in colaboration with Robert "Schef" Wright with Gardner, Bist, Bowden, Bush, Dee, LaVia & Wright P.A. Mr. Wright was also largely involved in the preparation of the RFQ and has been involved at every step of this process.

At the conclusion of the evaluations, one submission was disqualified from consideration because it was deemed significantly incomplete.

The three remaining submissions were discussed and scored by all committee members.

References were checked on all remaining applicants and all came back favorable.

A. Link to Strategic Goals / Objectives: 2020 Strategic Plan:
2020 Council Objectives - #2 Priority - Underground Utilities

B. Effect on Budget (EOB):

C. Level of Service (LOS): Level of Service will increase as the undergrounding of utilities will bring the following benefits to the City:

* Improved safety
* Reduced maintenance
* Better aesthetics
* Potential increase in economic development.

III. CONCLUSION: Final score total were as follows:

* Utility Consultants of Florida 310 points,
* HBK Engineering 300 points
* CPWG Madrid 295 points

Given the high priority and significant investment of this project, the Bid Committee recommends that the three finalists make presentations to the City Council during a future Council meeting or workshop.

IV. RECOMMENDED MOTION: I move that staff schedule the three finalists to make presentations to the Council during a future Council meeting.

Alternate: I move that staff schedule a workshop for the three finalist to present to the City Council.

Attachments:

1. RFQ 20-03-CD Destin Utility Undergrounding Project Mgmt
2. Score Tabulation Sheets and Summary
3. CPWG Madrid
4. HBK Engineering
5. Utility Consultants of Florida
6. 8-6-20 Bid Mtg
7. Council Scoresheet - Undergrounding

REQUEST FOR QUALIFICATIONS

FOR

DESTIN UTILITY UNDERGROUNDING PROJECT MANAGEMENT

RFQ NO. 20-03-CD

City of Destin, Florida
May 15, 2020

Lance A. Johnson, City Manager
Phone (850) 837-4242
Facsimile (850) 837-3267
4200 Indian Bayou Trail
Destin, Florida 32541

RFQ NO. 20-03-CD

DESTIN UTILITY UNDERGROUNDING PROJECT MANAGEMENT

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DESTIN UTILITY UNDERGROUNDING PROJECT MANAGEMENT

Through this Request for Qualifications (RFQ), the City of Destin (CITY) announces its intent to contract with a qualified engineer, engineering firm, or construction project management firm for the provision of comprehensive project management services to support the CITY's contemplated conversion of all existing overhead utility facilities located in the City of Destin to underground facilities.

Sealed Responses to this RFQ will be received in the City Clerk's Office, City of Destin, 4200 Indian Bayou Trail, Destin FL 32541 by:

No Later Than 2:00 P.M. Prevailing Central Time on

June 18, 2020.

One (1) original, so designated, and nine (9) copies (total of ten (10) submissions) and one digital copy on a flash drive shall be submitted in a sealed package clearly marked on the outside:

"RFQ No. 20-03-CD Destin Utility Underground Project Management" and addressed to: City of Destin, City Clerk's Office,4200 Indian Bayou Trail, Destin, FL 32541.

All Responses will be publicly opened at City of Destin (City Hall Board Room) 4200 Indian Bayou Trail, Destin, FL and only the names of the Respondents will be disclosed. Responses received after the specified date and time will be returned unopened.

ATTENTION ALL INTERESTED RESPONDENTS:

Prospective respondents should contact the City Clerk's Office to obtain either an electronic or paper version of the bid documents by calling 850-837-4242 or e-mail: clerk@cityofdestin.com

SCOPE OF SERVICES:

The City of Destin (CITY) is seeking qualifications and services from professional Engineering and Project Management firms to provide ongoing consulting, engineering, streetscape design resources and proficiency, and project management services on an "as needed" basis for the undergrounding of utilities for the CITY. (For clarity, as used herein, "CITY" means the legal entity that has issued this RFQ; "City of Destin" generally means the geographic area within the corporate limits of the CITY, unless used specifically in connection with the CITY's government, e.g., City of Destin City Council, City Hall, City Manager, City Clerk, or City Attorney. Persons or firms submitting their qualifications and other responsive information in response to this RFQ are "Respondents" and their qualifications and information thus submitted are "Responses.") The contract resulting from this RFQ will provide for the selected CONTRACTOR to perform the scope of services (scope of work) set forth herein for the CITY's contemplated conversion of all existing overhead utility facilities, including electric, telecommunications, CATV, broadband, and similar facilities, to underground facilities (the "PROJECT"). The exact duration of the PROJECT is not known at this time, but the CITY believes that, including the planning, design, cost estimating, initial contract negotiations, and related support work that will be required in addition to additional contracting and construction management for the actual conversion of facilities through the PROJECT, the PROJECT will probably take between five (5) and eight (8) years. The actual construction and conversion work for the PROJECT is expected to be done in phases over the entire term of the PROJECT. The term of the contract that the CITY expects to result from this RFQ will therefore be for an initial period sufficient to cover the CONTRACTOR's work through the completion of the first phase of the PROJECT, with options to renew for additional periods based on the ultimate design and phasing of the PROJECT. Anticipated work includes PROJECT liaison services with CITY Staff and other agents and contractors of the CITY, CITY elected officials, the UTILITIES, other

government agencies, and citizens within the PROJECT area; engineering design and planning; construction planning; cost estimating, including due diligence and engineering reviews of cost estimates projected by the UTILITIES; support for CITY financing activities for the PROJECT; easement configurations; electrical, CATV and telecommunications design services; bid document preparation; assistance with contract negotiations with the UTILITIES and construction contractors and sub-contractors; contractor evaluation services; construction management services; contract management; provision of PROJECT as-builts; and related surveying and other related work as mutually agreed upon in conjunction with the PROJECT.

NO CONTACT CLAUSE:

All prospective Respondents are hereby instructed NOT to contact any member of the City of Destin City Council, City Manager, City of Destin staff member, City Attorney, or other CITY agent or representative working on the PROJECT, other than the authorized CITY contact person identified in this Solicitation, or the CITY's designated procurement staff member, regarding this solicitation package, or the Respondent's submittal package, or the CITY's Notice to Award at any time after the RFQ is issued and prior to the FORMAL AWARD for this PROJECT. Any such contact may be cause for rejection of your submittal. Contacts with CITY personnel, staff, agents and other representatives before the RFQ is issued shall not constitute grounds for disqualification or rejection of your proposal or submittal.

Any questions relative to any item or portion(s) of this solicitation should be directed to the City Clerk's Office, 850-837-4242 with Office Hours: MONDAY – FRIDAY, 8:00 A.M. TO 5:00 P.M. or email at clerk@cityofdestin.com

Lance A. Johnson, City Manager
City of Destin

RFQ NO. 20-03-CD
DESTIN UTILITY UNDERGROUNDING PROJECT MANAGEMENT

SECTION 1 –SCOPE OF SERVICES AND PROJECT INFORMATION

1.1 INTRODUCTION:

The CITY is seeking the qualifications and services of a licensed professional engineer or engineering firm to provide project management and engineering support services to support the DESTIN UTILITY UNDERGROUNDING PROJECT, which will include the conversion of all existing overhead electric power distribution, cable television, internet/broadband, telecommunications, and similar or related facilities to underground facilities. The facilities to be converted include those of Gulf Power Company (GP), AT&T, Cox Communications, and Century Link (the "UTILITIES"). Anticipated work includes PROJECT liaison services with CITY Staff and other agents and contractors of the CITY, CITY elected officials, the UTILITIES, other government agencies, and citizens within the PROJECT area; engineering design and planning; construction planning; cost estimating, including due diligence and engineering reviews of cost estimates projected by the UTILITIES; support for CITY financing activities for the PROJECT; easement configurations; electrical, CATV and telecommunications design services; bid document preparation; assistance with contract negotiations with the UTILITIES and construction contractors and sub-contractors; contractor evaluation services; construction management services; contract management; provision of PROJECT as-builts; and related surveying and other related work as mutually agreed upon in conjunction with the PROJECT.

1.2 GOAL:

The CITY is seeking to underground all existing overhead electric power distribution, cable television, internet/broadband, telecommunications, and similar or related facilities within the City of Destin city limits. This will be accomplished in sections of the City of Destin and in phases as determined by City Council with the advice of the CONTRACTOR, the UTILITIES, CITY Staff, and other advisors and personnel working with the CITY on the PROJECT, including, by way of example and without limitation, financial advisors for special financing or MSBU/MSTU-type financing options for the PROJECT, bond counsel, and others as needed and engaged by the CITY for such purposes.

1.3 TERM OF THE PROJECT

The awarded CONTRACTOR will be issued an initial purchase order following Council approval. The term of the contract that the CITY expects to result from this RFQ will be for an initial period sufficient to cover the CONTRACTOR's work through the completion of the first phase of the PROJECT, with options to renew for additional periods based on the ultimate design and phasing of the PROJECT.

1.4 SCOPE OF SERVICES TO BE PERFORMED:

For this PROJECT, the CITY foresees the need for the following specific services, comprising the scope of work contemplated by this RFQ, and recognizes that additional support services may be needed, as contemplated by the "additional services necessary" item below.

a. Provision of information, advice, and technical consulting services to the CITY, and to citizens and groups of citizens regarding the overall PROJECT and specific facilities installations affecting individual properties.

b. Serve as the CITY'S community liaison representative to address any issues between residents and the utility companies, and between residents and the CITY, and to provide communications regarding the PROJECT to the CITY'S residents as necessary.

c. Coordinate the acquisition of any additional site and detailed survey data necessary to create conceptual designs, cost estimates, and detail data as necessary to generate final construction designs.

d. Develop and review conceptual engineering and construction plans and detailed engineering and construction design plans for the undergrounding of overhead utilities facilities within the City, including, but not limited to, streetscape and landscape design, facility & infrastructure designs, easement requirements, PROJECT schedules and phasing, and cost estimates.

e. Prepare or coordinate the preparation of Route Surveys, which shall include but are not limited to the proper location, monumentation, description or platting of the following routes: roadways, highways and existing utilities and geographical features and electrical needs, easements, ingress and egress easements such as approach routes.

f. Participate in direct negotiations with Gulf Power (GP), Cox Communications, Century Link, AT&T, Destin Water Users, Inc., and Okaloosa Gas, to the extent applicable, with other utility providers, with respect to facility design and layout, facility configuration, equipment location and equipment selection, costs, work to be performed by or through each respective utility company, work to be performed by the CITY or through contracts with the CITY and CITY-employed contractors, and schedules.

g. Facilitate the creation, acquisition, and recording of required easements.

h. Coordinate services for the acquisition of contract construction resources for work that is to be done as part of the CITY'S responsibility for construction and installation of the new underground facilities pursuant to the PROJECT. This element includes not only coordinating the acquisition of contract construction resources, but also advising the CITY and participating in direct negotiations, on behalf of the CITY, with contractors and subcontractors that may be engaged to perform work that is the CITY'S responsibility under the CITY'S agreements with GP, Cox Communications, Century Link, AT&T, and any other utility providers in connection with the PROJECT.

i. Prepare reliable and appropriately specified estimates of the cost (including both "hard" and "soft" costs) of implementing a full relocation of the existing overhead UTILITY systems within the City of Destin to underground systems. For each phase of the PROJECT, prepare reliable and appropriately specified estimates of the costs to complete each phase. For each phase of the PROJECT, assist CITY Staff and other CITY agents and representatives (e.g., financial advisors, financing advisors, bond counsel, and others) in identifying payment and financing options and methods, including possible grants for utility undergrounding and streetscape improvements, allocation of costs among UTILITY providers, residents and property owners, and the CITY.

j. For each phase of the PROJECT, participate in materials procurement activities, including advising the CITY, the UTILITIES, and all contractors and subcontractors as to materials availability, suitability, and decisions; support bidding processes, negotiations, and procurement for materials to the extent necessary, particularly with respect to the procurement of materials for work to be

performed by or through the CITY, its contractors, and their subcontractors; and maintain satisfactory documents relative to the materials procurement activities.

k. All design and construction components shall meet, as a minimum, all current Federal, State and CITY codes.

l. Supervise, monitor, coordinate, facilitate, and inspect all construction activities, including coordinating inspections performed by the UTILITIES or the UTILITIES' contractors, to ensure compliance with contract requirements, to promote the timely and efficient completion of all work to the extent reasonably practicable, and to minimize adverse impacts on the community during the PROJECT construction work.

m. Maintain satisfactory documents and records, as specified by the CITY, relative to the work performed by the CITY'S contractors and their subcontractors.

n. Serve as the "CITY'S Representative" for all technical and engineering-related purposes relative to the contracts between the CITY and GP, AT&T, Cox Communication and Century Link, and, as necessary, other utility providers, and also relative to the contracts between the CITY and its contractors. The Respondent must acknowledge its understanding that this function is the equivalent of serving as the "Owner's Representative" in managing construction contracts and projects.

o. Track and report to the CITY, on a weekly basis, the progress of all PROJECT activities, including those that are the responsibility of the utility providers as well as those that are the responsibility of the CITY'S contractors and their subcontractors, relative to construction progress, conformance of work completed or in progress to design plans and relevant standards for the particular work involved, compliance with contracts, and compliance with schedules established for various work components of the PROJECT, whether contractually established or not.

p. Review completed work and associated contractor invoices and advise the CITY as to completed work and the suitability of contractor invoices.

q. Maintain PROJECT records, as necessary, in accordance with established professional standards for engineers and in accordance with other established standards specified by the CITY.

r. Coordinate site restoration activities, including identification of requirements, acquisition of contractor services, and verification of completed work, as necessary.

s. Provide other services necessary to the execution of the PROJECT as may be required and approved by the CITY.

1.5 PROJECT DELIVERABLES:

For each phase of the PROJECT, CONTRACTOR will, in coordination with CITY Staff, other CITY representatives, CITY construction contractors, the UTILITIES, and others as applicable, provide or ensure the provision of the following deliverables to the CITY:

1. Complete design documents for each phase of the PROJECT, including the design for each UTILITY's overhead-to-underground conversion work for each phase.
2. Reliable and appropriately specified estimates of the costs to the CITY for each UTILITY's work and for the work to be done by CITY contractors and sub-contractors for each phase.
3. Copies of all contracts with any of the UTILITIES and copies of all contracts between the CITY and any contractors or sub-contractors engaged by the CITY.

4. Any construction drawings at preliminary, 60%, 90% and final release for construction plans and specifications and as-built drawings, in paper copies and electronic pdf, TIFF, and AutoCAD formats.

5. All necessary Federal, State, County, and CITY permits.

6. All real property or real estate acquisition documents to include but not limited to permanent and/or temporary easement acquisition, easement acquisition, right of entries/agreements, field title investigation, purchase offers and negotiation with landowners.

7. Presentations to the City of Destin City Council at City Council Meetings, workshops, or other Public Meetings as necessary and appropriate to keep the City Council and the public informed as to the progress of the PROJECT.

SECTION 2 –INSTRUCTIONS TO RESPONDENTS

A. The City of Destin will accept RFQ responses until **June 18, 2020** at **2:00 P.M. (prevailing Central Time)** at City Clerk's Office located at City Hall, 4200 Indian Trail Bayou Destin FL. 32541, to provide the City with Qualified Respondents for **RFQ No. 20-03-CD Destin Utility Undergrounding Project Management**

B. Any responses received after the above stated time and date will NOT be considered. It shall be the sole responsibility of the Respondent to have their Response submittal **delivered to City Clerk's Office** for receipt on or before the above stated time and date. Responses that arrive after the above stated deadline as a result of delay by the mail service shall not be considered, and arrangements shall be made for their return at the Respondent's request and expense. The CITY reserves the right to consider submittals that have been determined by the CITY to be received late due solely to mishandling by the CITY after receipt of the Response and prior to the award being made.

C. All Responses will be publicly opened and recorded for acknowledgement of receipt in the City Hall Boardroom on **June 18, 2020 no later than 2:00 P.M. (prevailing Central Time)**. All Respondents and their representatives are invited to be present. The City Hall Boardroom is located in City Hall, 4200 Indian Bayou Trail Destin, FL. 32541.

D. Respondents may request information regarding the RFQ in writing from City Clerk Rey Bailey, clerk@cityofdestin.com. Such a request shall be received in writing at least five (5) days prior to the submittal deadline.

E. If any addendum(s) are issued to this Request for Qualifications, the City will attempt to notify all prospective respondents. It shall be the responsibility of each Respondent, prior to submitting the RFQ response, to contact the City Clerk's Office, at (850) 837-4242 to determine if any addendum(s) were issued and to complete any addendum acknowledgements as part of their RFQ response.

F. One (1) original, so designated, and nine (9) copies (total of ten (10) submissions) and one digital copy on a flash drive shall be submitted in a sealed package clearly marked on the outside: "RFQ No. 20-03-CD Destin Utility Underground Project Management" and addressed to: City of Destin, City Clerk's Office,4200 Indian Bayou Trail, Destin, FL 32541

G. Responses shall clearly indicate the legal name, address and telephone number of the Respondent.

Responses shall be signed above the typed or printed name and title of the signer and shall include the full direct contact information (telephone, street address, and electronic mail address) of the signer. The signer shall have the authority to bind the Respondent to the submitted Response. Respondents must note their Federal I.D. number on their Response.

H. All expenses for making, preparing, and delivering Responses to the CITY's RFQ are to be borne by the Respondent.

I. Responses shall be evaluated by the Bid Committee in accordance with SECTION 4 – EVALUATION OF RESPONSES.

J. The Bid Committee shall consist of CITY of Destin staff members.

K. A sample draft agreement that the CITY intends to execute with the successful firm is contained within this Request for Qualifications for review. The CITY reserves the right to modify the contract language prior to execution. The actual scope of services and consulting fees will be negotiated following selection of the top firm(s).

L. Each Respondent, by submission of an RFQ Response, acknowledges that, in the event of any legal action challenging the award of a contract or agreement pursuant to this RFQ, damages, if any, shall be limited to the actual cost of the preparation of the Respondent's Response.

SECTION 3 – RESPONSE SUBMISSION REQUIREMENTS

3.1 SUBMISSION OF RESPONSES

A. **General Requirements.** The purpose of the RESPONSE is to demonstrate the qualifications, competence, and capacity of the Respondents seeking to undertake the requirements of this Request for Qualifications. As such, the substance of the Response will carry more weight than their length, form, or manner of presentation. The Technical Response should demonstrate the qualification of the Respondent and the particular staff to be assigned to his engagement. It should also specify an approach that will meet or exceed the Request for Qualifications requirements.

The selected Respondent shall provide sufficient organization, personnel, and management to carry out the requirements of this RFQ in an expeditious and economical manner, consistent with the needs of the City. Additionally, the selected Respondent will be required to demonstrate recent experience with the successful completion of services similar to those specified within this RFQ.

B. **Certification and Licenses.** Respondents must include with their Responses copies of all applicable certificates and licensing or business permits related to the Scope of Services specified herein.

C. **Detailed Response.** The detailed Response should follow the order set forth in this Section 3 of this Request for Qualifications.

1. Letter of Interest

The Letter of Interest shall be a maximum of one (1) page that summarizes the Respondent's primary qualifications and that includes a firm commitment to provide the proposed services. The Letter of Interest shall be signed by the Respondent or person authorized to bind the Respondent to the submitted Response.

2. Respondent's Qualifications

a) Complete and submit Respondent's Qualification Statement, provided in Appendix A to this RFQ.
b) Describe the Respondent and provide a statement of the Respondent's qualifications for performing requested consulting services. Identify the services which would be completed by the Respondent's staff and those that would be provided by sub-consultants or sub-contractors, if any. Identify any sub-consultants and sub-contractors that the Respondent proposes to utilize to supplement the Respondent's staff and describe the qualifications of any such sub-consultants and sub-contractors.

c) If the Principal Place of Business is different than the location specified in the Respondent's Qualification Statement, then Respondent shall specify the office locations from which each phase of the PROJECT will be managed, performed, and produced.

3. Qualifications of Project Team, (key project members) and availability of Specialty Resources.

   Provide an overview of the qualifications of the specific project team members that the Respondent proposes will perform the requested services, including:

   a) An organizational chart that clearly defines the lines of authority and specifically lists the Client Service Manager, Project Manager, and Primary Project Professional. These project team members are hereafter referenced as "Key Project Members". This information shall be contained on a maximum of one (1) page.
   b) Provide a maximum of four resumes for Key Project Members outlining the relevant experience and education for this PROJECT. Each resume is limited to one (1) page.
   c) Sub-consultant firms and key personnel from these firms shall be clearly identified. Respondents must expressly recognize that the CITY will not allow substitution of Key Project Members during the Contract period without the written agreement of the CITY.
   d) Availability location and workload of the proposed team contained on a maximum of one (1) page including:
      1. Current project work listing and remaining labor commitments, including the estimated conclusion date for each remaining commitment.
      2. Historically, describe the typical number of projects handled by the Respondent's Key Project Members at any given time.
      3. Projected workload of project management activities as defined in the scope of services.
      4. Identification of any sub-consultant firms providing significant services that may be assigned more than five percent (5%) of the work.

4. Project Approach, demonstrated skill set, and innovative ideas that will be used to address the Scope of Services.

   The response should include detailed information as to how the Respondent will perform and complete the Scope of Services that demonstrates the Respondent's understanding of the scope of work and how they intend to meet the goals and objectives of the PROJECT. Consideration shall be given for effectiveness of potential solution(s), creativity and innovation of proposed solutions and comprehensive utilization of proposed personnel to meet the RFQ deliverables. This section shall be limited to no more than six (6) pages. Descriptions of the Respondent's approach to the PROJECT and plans for completing the Scope of Services that are longer than 6 pages will not be evaluated after page 6.

5. References – Past Performance

   Provide a list of two (2) governmental agencies as references for similar Utilities Consulting contracts for which the Respondent has completed or are in progress within the past three (3) years with the following information: 1) Name of Agency, 2) Address, and 3) Contact Name and telephone number.

Contact persons must be informed that they are being used as reference and that the CITY or the CITY's designee will be contacting them for information. Bid Committee Members or another CITY designee will call (or attempt to contact via email) each reference up to three (3) times. If there is no answer or response after the third attempt, the CITY may apply no points for that project experience.

6. Submittal of General Information and Procurement Forms and Documents

Procurement forms can be found in Appendix 'A' and must be completed, signed and notarized when required and submitted. In addition, all other requested and supporting documentation should be included in this Chapter.

a) Respondent Acknowledgement
b) Addenda Acknowledgement (if applicable)
c) Confirmation of Drug Free Workplace
d) Schedule of Sub-Consultant(s) and Sub-Contractor
e) Submit proof of Professional Liability Insurance at the levels identified on the Insurance Advisory Form herein as an attachment.
f) Submit any Supplemental information relative to this RFQ.

SECTION 4 – EVALUATION OF RESPONSES

4.1 SUBMISSION OF RESPONSES

A. Request for Qualification Requirements

The Bid Committee will review and evaluate all Responses to this RFQ. A sequential ranking of all Respondents will be developed. The final ranking will be presented to the City Council. The determination shall be based upon the following criteria and respondents shall provide, as a minimum, the information listed under each criterion. Failure to provide adequate information listed on any criterion may result in rejection of the submittal as non-responsive.

The Qualification Package is designed to provide information about your firm. Therefore, the said information will be used in evaluating the firm's qualifications to perform the advertised work. Responses will be evaluated by the Bid Committee in accordance with weighted criteria listed below:

Description	Point Range
Qualifications of the Respondent to include past performance	25
Assigned Staff Qualifications & Experience	25
Project Approach	35
References	15
Total	**100**

B. Selection Process

1. The Bid Committee consisting of CITY staff will review each written submission for compliance with the requirements of the RFQ, including verifying that each Response includes all documents required. In addition, the Committee will ascertain whether the provider is qualified to render the required services according to State regulations and the requirements of this RFQ.

2. The Bid Committee will score and rank all responsive Responses based on the requirements of the RFQ and determine a minimum of three (3) firms deemed to be the most highly qualified to perform the required service. If fewer than three (3) firms are deemed to be qualified to render the required services, then the Bid Committee will score and rank the responsive Responses from firms that are qualified to render the required services.

3. The Bid Committee will conduct a public meeting chaired by the Finance Director or the City Manager's designee to discuss the individual scores and summarize the scores in a ranking matrix to be forwarded to the City Council.
4. In the event of a tie score within the top three spots, the City Manager shall provide the tie-breaker score based on the City Manager's application of the criteria set forth in subsection 4.A.1 above.

SECTION 5 –GENERAL CONDITIONS FOR RESPONDENTS

1. FAMILIARITY WITH LAWS: The Respondent is presumed to have full knowledge of and be in compliance with all Federal, State, and Local laws, ordinances, rules, and regulations that in any manner affect the equipment and the services provided to the CITY. Ignorance on the part of the Respondent will in no way relieve Respondent of responsibility to adhere to such regulations.

2. RFQ FORMS: The Respondent will submit its Response and accompanying materials on the RFQ forms provided. All prices, amounts and descriptive information must be legibly entered. The Respondent must state the price and the time of delivery for which they propose to deliver the equipment or service requested. All RFQ forms must be executed and submitted for easy identification. The face of the envelope shall contain the company's name and address, RFQ title, number, RFQ date and time. Responses that are not submitted on the RFQ forms herein may be rejected. All Responses are subject to the conditions specified within this solicitation document. Responses which do not comply with these conditions are subject to rejection.

3. EXECUTION OF RFQ: Every Response must contain a manual signature of an authorized representative in the space provided on all affidavits and response sheets.

4. RFQ DEADLINE: It is the Respondent's responsibility to assure that its Response is delivered at the proper time and place prior to the RFQ deadline. The CITY is not responsible for the U.S. Mail or private couriers in regard to mail being delivered by a specified time so that a Response can be considered. Responses which for any reason are not delivered by the deadline will not be considered. If no award has been made, the CITY reserves the right to consider Responses that have been determined by the CITY as late. Offers by telegram or telephone are not acceptable.

5. RIGHTS OF THE CITY: The City expressly reserves the right to:

   A. Waive any defect, irregularity or informality in any RFQ or RFQ procedure.
   B. Cancel this RFQ's at any time.
   C. Reject any or all Responses.
   D. Reissue this RFQ or issue a new RFQ.
   E. Extend the Response submission deadline time and date.
   F. Consider and accept an alternate Response as provided herein when most advantageous to the City.

6. STANDARDS: Factors to be considered in determining whether the standard of responsibility has been met include whether a prospective Respondent has:

   A. Available the appropriate financial, material, equipment, facility, and personnel resources and expertise, or the ability to obtain such, necessary to indicate its capability to meet all contractual requirements.

   B. A satisfactory record of performance.

C. A satisfactory record of integrity.
D. Qualified legal to Contract within the State of Florida and the CITY:
E. Supplied all necessary information in connection with the inquiry concerning responsibility.

7. INTERPRETATIONS: Any questions concerning conditions and specifications should be directed to the authorized personnel identified in the RFQ document in writing no later than ten (10) days prior to the RFQ deadline. Inquiries must reference the date by which Responses to the RFQ are to be received.

8. CONFLICT OF INTEREST: The award hereunder is subject to all conflict of interest provisions of the CITY, Okaloosa County, and the State of Florida.

9. SUBCONTRACTING: If a Respondent subcontracts any portion of a Contract for any reason, the Respondent must state the name and address of the subcontractor and the name of the person to be contacted on the attached "Schedule of Subcontractors". The CITY reserves the right to accept or reject any or all Responses wherein a subcontractor is named and to make the award to the Respondent, who, in the opinion of the CITY, will be in the best interest of and/or most advantageous to the CITY. The CITY also reserves the right to reject a Response of any Respondent if the Response names a subcontractor who has previously failed in the proper performance of an award or failed to deliver on time Contracts of a similar nature, or who is not in a position to perform properly under this award. The CITY reserves all rights in order to make a determination as to the foregoing.

10. ADDENDA: From time to time, the CITY may issue an addendum to change the intent or to clarify the meaning of the Contract documents. It is each Respondent's responsibility to check with the CITY and immediately secure all addenda before submitting its Response. Each Respondent shall acknowledge receipt of ALL addenda by notation on the Addenda Acknowledgement form herein and shall adhere to all requirements specified in each addendum prior to submission of the Response.

11. ANTITRUST CAUSE OF ACTION: In submitting a Response to the CITY, the Respondent offers and agrees that if its Response is accepted, the Respondent will convey, sell, assign or transfer to the CITY all rights, title and interest in and to all causes of action it may now or hereafter acquire under the antitrust laws of the United States and State of Florida for price fixing relating to the particular commodities or services purchased or acquired by the CITY. At the CITY's discretion, such assignment shall be made and become effective at the time the Finance Department tenders final payment to the Respondent.

12. LEGAL REQUIREMENTS: Federal, State, County, and CITY laws, ordinances, rules, and regulations that in any manner affect the items covered herein apply. Lack of knowledge by the Respondent will in no way be a cause for relief from responsibility.

13. ON PUBLIC ENTITY CRIMES – All Invitations to respond to RFQs as defined by Section 287.012(11), Florida Statutes, requests for proposals as defined by Section 287.012(16), Florida Statutes, and any contract document described by Section 287.058, Florida Statutes, shall contain a statement informing persons of the provisions of paragraph (2)(a) of Section 287.133, Florida Statutes, which reads as follows:

"A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid, proposal, or reply on a contract to provide any goods or services to a public entity; may not submit a bid, proposal, or reply on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids, proposals, or replies on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity; and may not transact business with any public entity in excess of the threshold amount provided in s. 287.017

for CATEGORY TWO for a period of 36 months following the date of being placed on the convicted vendor list.".

14. ADVERTISING: In submitting a Response to this RFQ, the Respondent agrees not to use the results as a part of any commercial advertising.

15. ASSIGNMENT: Any Purchase Order issued pursuant to this RFQ invitation and the funds which may become due hereunder are not assignable except with the prior written approval of the CITY.

16. INDEMNIFICATION & CITY'S SOVEREIGN IMMUNITY: The selected Respondent shall hold and save harmless the CITY (i.e., the City of Destin, Florida), its officers, agents, volunteers and employees from liability of any kind in the performance of this Contract. Further, the selected Respondent(s) shall indemnify, save harmless and undertake the defense of the CITY, its City Council Members, agents, servants and employees from and against any and all claims, suits, actions, damages, or causes of action arising during the term of this Contract, for any personal or bodily injury, loss of life, or damage to property arising directly or indirectly from Respondent's operation pursuant to this Contract and from and against all costs, counsel fees, expenses and liabilities incurred in and about any such claims, the investigation thereof, or the defense of any action or proceedings brought thereon, and from and against any orders or judgments which may be entered therein. The CITY shall notify the Respondents within ten (10) days of receipt by the CITY of any claim, suit or action against the CITY arising directly or indirectly from the operations of the Respondents hereunder, for which the CITY may be entitled to a claim or indemnity against the Respondent, under the provisions of this Contract. Respondent shall have the right to control the defense of any such claim, suit or actions. The Respondent shall also be liable to the CITY for all costs, expenses, attorneys' fees and damages which may be incurred or sustained by the CITY by reason of the Respondent's breach of any of the provisions of the contract. Respondent shall not be responsible for negligent acts of the CITY or its employees.

    Further, CITY is a political subdivision of the State of Florida and enjoys sovereign immunity. Nothing in the Agreement is intended, nor shall be construed or interpreted, to waive or modify the immunities and limitations on liability provided for in Section 768.28, Florida Statute, as may be emended from time to time, or any successor statute thereof. To the contrary, all terms and provisions contained in the Agreement, or any disagreement or dispute concerning it, shall be construed or resolved so as to ensure CITY of the limitation from liability provided by any successor statute thereof. To the contrary, all terms and provision contained in the Agreement, or any disagreement or dispute concerning it, shall be construed or resolved so as to ensure CITY of the limitation from liability provided to the State's subdivisions by state law.

17. CONTRACT AGREEMENT:
    An Agreement outlining the Scope of Services with the intent of accomplishing a timely, cost-effective completion of a given project, or a specified phase of the overall PROJECT, will be provided. Specific Task Orders stipulating the Scope of Services or Work to be performed or provided will be issued after the execution of said Agreement. The Agreement will be based on successful negotiation.

18. FUNDING OUT:
    The resultant Agreement shall remain in full force and effect only as long as the expenditures provided for in the Agreement have been appropriated by the City of Destin City Council in the annual budget for each fiscal year of this Agreement. The Agreement is expressly subject to termination based on lack of funding.

19. PUBLIC RECORDS:

Sealed documents received by the CITY in response to an invitation are exempt from public records disclosure until thirty (30) days after the opening of the Response/Bid unless the CITY announces intent to award sooner, in accordance with Florida Statutes 119.07.

However, certain exemptions to the public records law are statutorily provided for in Florida Statutes 119.07. If the Respondent believes any of the information contained within their response is exempt from the Public Records Law, then the Respondent must identify in their Response, the material which is deemed to be exempt and cite the legal authority for the exemption. The CITY's determination of whether an exemption applies shall be final, and the Respondent agrees to defend, indemnify, and hold harmless the CITY and the CITY's officers, employees, and agents, against any loss or damages by any person or entity as a result of the CITY's treatment of records as public records.

The CITY is a public agency subject to Chapter 119, Florida Statutes. The CONTRACTOR shall comply with Florida's Public Records Law. Effective July 1, 2013, Section 119.071, Fla. Stat., the contractor shall:

1. Keep and maintain public records that ordinarily and necessarily would be required by the CITY in order to perform the service.

2. Provide the public with access to such public records on the same terms and conditions that the CITY would provide the records and at a cost that does not exceed that provided in Chapter 119, FL Statute, or as otherwise provided by law;

3. Ensure that public records that are exempt or that are confidential and exempt from public record requirements are not disclosed except as authorized by law; and

4. Meet all requirements for retaining public records and transfer to the CITY, at no cost, all public records in possession of the contractor upon termination of the contract and destroy any duplicate public records that are exempt or confidential and exempt. All records stored electronically must be provided to the CITY in a format that is compatible with the information technology of the agency.

Failure of the contractor to comply with the provisions set forth in this General Condition shall constitute a Default and Breach of the Agreement with the CITY.

SECTION 6 – SPECIAL CONDITIONS

1. The CITY, by written notice, may terminate in whole or in part any Contract resulting from this RFQ when such action is in the best interest of the CITY. If the Contract(s) are so terminated the CITY shall be liable only for payment for services rendered prior to the effective date of termination. Services rendered will be interpreted to include costs of items already delivered plus reasonable costs of supply actions short of delivery. Such reasonableness shall be at the sole discretion of the CITY.

2. It shall be the responsibility of the successful Respondent to maintain workers' compensation insurance, professional liability, property damage liability insurance and vehicular liability insurance, during the time any of Respondent's personnel are working on CITY property. The successful Respondent shall furnish the CITY with a certificate of insurance after award has been made and prior to the start of any work on CITY property. Said insured companies must be authorized to do business in the State of Florida.

3. The CITY reserves the right, before awarding a Contract, to require a Respondent to submit such evidence of qualifications as it may deem necessary, and may consider any evidence available to it of the financial, technical and other qualifications and abilities of a Respondent, including past performance (experience) with the CITY in making the award in the best interest of the CITY.

APPENDIX "A"

THE DOCUMENTS

BEHIND THIS PAGE

MUST ACCOMPANY RESPONSE

IN ORDER FOR SUBMITTAL

TO BE CONSIDERED

COMPLETE AND ACCEPTABLE

THIS PAGE MUST BE SUBMITTED FOR RESPONSE TO
BE CONSIDERED COMPLETE AND ACCEPTABLE

RESPONDENT ACKNOWLEDGEMENT

Submit Responses To: City of Destin
CITY CLERK'S OFFICE
4200 Indian Trail Bayou
Destin, Florida 32541
Telephone: (850) 837-4242

RFQ NO. 20-03-CD
DESTIN UTILITY UNDERGROUNDING PROJECT MANAGEMENT

Responses must be received by: **No Later Than 2:00 P.M. Prevailing Central Time on June 18, 2020**.

Responses will be publicly opened and recorded for acknowledgement of receipt in the City Hall Boardroom, unless specified otherwise, on: **June 18, 2020, no later than 2:00 p.m. Prevailing Central Time** and may not be withdrawn within ninety (90) days after such date and time**.**

Name of Vendor: _____

Federal I.D. Number: _____

A Corporation of the State of: _____

Area Code: _____ Telephone Number: _____

Area Code: _____ FAX Number: _____

Mailing Address: _____

City/State/Zip: _____

Vendor Mailing Date: _____

_____
Authorized Signature

_____
Name Typed

THIS PAGE MUST BE SUBMITTED FOR RESPONSE TO
BE CONSIDERED COMPLETE AND ACCEPTABLE

RESPONDENT'S QUALIFICATION STATEMENT

RFQ NO. 20-03-CD
DESTIN UTILITY UNDERGROUNDING PROJECT MANAGEMENT

The undersigned certifies under oath the truth and correctness of all statements and of all answers to questions made hereinafter:

SUBMITTED TO: City of Destin
CITY CLERK'S OFFICE
4200 Indian Trail Bayou
Destin, Florida 32541
Telephone: (850) 837-4242

	Check One	
Submitted By:	Corporation	☐
Name: _____	Partnership	☐
Address: _____	Individual	☐
City, State, Zip: _____	Other	☐
Telephone No.: _____		
Fax No.: _____		

1. State the true, exact, correct and complete name of the partnership, corporation, trade or fictitious name under which you do business and the address of the place of business.

   The correct name of the Respondent is:

   _____

   The address of the principal place of business is:

   _____

   _____

2. If Respondent is a corporation, answer the following:

   a. Date of Incorporation: _____
   b. State of Incorporation: _____
   c. President's name: _____
   d. Vice President's name: _____
   e. Secretary's name: _____
   f. Treasurer's name: _____
   g. Name and address of Resident Agent: _____

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3. If Respondent is an individual or a partnership, answer the following:

   a. Date of organization: _____

   b. Name, address and ownership units of all partners:

   _____

   _____

   _____

   c. State whether general or limited partnership: _____

4. If Respondent is other than an individual, corporation or partnership, describe the organization and give the name and address of principals:

   _____

   _____

   _____

5. If Respondent is operating under a fictitious name, submit evidence of compliance with the Florida Fictitious Name Statute.

   _____

6. How many years has your organization been in business under its present business name?

   _____

   Under what other former names has your organization operated?

   _____

   _____

   _____

7. Indicate registration, license numbers or certificate numbers for the businesses or professions, which are the subject of this Bid. Please attach certificate of competency and/or state registration.

   _____

   _____

   _____

8. Have you ever failed to complete any work awarded to you? If so, state when, where and why:

   _____

   _____

   _____

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BE CONSIDERED COMPLETE AND ACCEPTABLE

9. List the pertinent experience of the key individuals of your organization (continue on insert sheet, if necessary)

_____

_____

_____

10. State the name of the individual who will have personal supervision of the work:

_____

11. State the name and address of attorney, if any, for the business of the Respondent:

_____

_____

_____

12. State the names and addresses of all businesses and/or individuals who own an interest of more than five percent (5%) of the Respondent's business and indicate the percentage owned of each such business and/or individual:

_____

_____

_____

13. State the names, addresses, and the type of business of all firms that are partially or wholly owned by Respondent:

_____

_____

_____

14. Annual Average Revenue of the Respondent for the last three years as follows:

		Revenue Index Number
a.	Government Related Work	
b.	Non-Governmental Related Work	
	Total Work (a +b):	

Revenue Index Number

1.	Less than $100,000
2.	$100,000 to less than $250,000
3.	$250,000 to less than $500,000
4.	$500,000 to less than $1 million
5.	$1 million to less than $2 million
6.	$2 million to less than $5 million
7.	$5 million to less than $10 million
8.	$10 million to less than $25 million
9.	$25 million to less than $50 million
10.	$50 million or greater

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15. Bank References:

Bank	Address	Telephone

16. Provide description of policies and methods for project monitoring and budgeting control as well as adherence to project schedule (continue on insert sheet, if necessary).

_____

_____

_____

_____

17. Provide descriptions of quality assurance/quality control management methods (continue on insert sheet, if necessary):

_____

_____

_____

_____

18. What will be your turnaround time for written responses to City inquires?

_____

19. List and describe all bankruptcy petitions (voluntary or involuntary) which have been filed by or against the Respondent, its parent or subsidiaries or predecessor organizations during the past five (5) years. Include in the description, the disposition of each such petition.

_____

_____

_____

20. List all claims, arbitrations, administrative hearings and lawsuits brought by or against the Respondent or its predecessor organization(s) during the last five (5) years. The list shall include all case names, case arbitration or hearing identification numbers, the name of the project which the dispute arose, and a description of the subject matter of the dispute.

_____

_____

_____

_____

21. List and describe all criminal proceedings or hearings concerning business related offenses to which the Respondent, its principals or officers or predecessors' organization(s) were defendants.

_____

_____

_____

22. Has the Respondent, its principals, officers or predecessors' organization(s) been CONVICTED OF a Public Entity Crime, debarred or suspended from bidding by any government during the last five (5) years? If so, provide details.

_____

_____

_____

The Respondent acknowledges and understands that the information contained in response to this Qualification Statement shall be relied upon by owner in awarding the contract and such information is warranted by Respondent to be true. The discovery of any omission or misstatement that materially affects the Respondent's qualifications to perform under the contract shall cause the owner to reject the Response, and if after the award, to cancel and terminate the award and/or contract.

(Signed)_____

(Title)_____

Subscribed and sworn to before me

This _____ day of _____, 20 _____

_____

Notary Public (Signature)

My Commission Expires: _____

THIS PAGE MUST BE SUBMITTED FOR RESPONSE TO
BE CONSIDERED COMPLETE AND ACCEPTABLE

ADDENDA

RFQ NO. 20-03-CD
DESTIN UTILITY UNDERGROUNDING PROJECT MANAGEMENT

RESPONDENT: _____

DATE SUBMITTED: _____

We propose and agree, if this submittal is accepted, to contract with the City of Destin, in the Contract Form, to furnish all material, equipment, machinery, tools, apparatus, means of transportation, construction, coordination, labor and services necessary to complete/provide the work specified by the Contract documents.

Having studied the documents prepared by:

CITY OF DESTIN

We propose to perform the work of this Project according to the Contract documents and the following addenda which we have received:

ADDENDUM NO.	DATE	ADDENDUM NO.	DATE

☐ **NO ADDENDUM WAS RECEIVED IN CONNECTION WITH THIS BID**

THIS PAGE MUST BE SUBMITTED FOR RESPONSE TO
BE CONSIDERED COMPLETE AND ACCEPTABLE

CONFIRMATION OF DRUG-FREE WORKPLACE

IDENTICAL TIE SUBMITTALS

Preference shall be given to businesses with drug-free workplace programs. Whenever two or more submittals which are equal with respect to price, quality, and service are received by the City of Destin or by any political subdivision for the procurement of commodities or contractual services, a submittal received from a business that certifies that it has implemented a drug-free workplace program shall be given preference in the award process. Established procedures for processing tie submittals will be followed if none of the tied vendors have a drug-free workplace program. In order to have a drug-free workplace program, a business shall:

1) Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.

2) Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.

3) Give each employee engaged in providing the commodities or contractual services that are under submittal a copy of the statement specified in subsection (1).

4) In the statement specified in subsection (1), notify the employee that, as a condition of working on the commodities or contractual services that are under submittal, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or- plea of guilty or nolo contendere to, any violation of Chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than 5 days after such conviction.

5) Impose a sanction on or require the satisfactory participation in a drug abuse assistance or rehabilitation program if such is available in the employee's community by, any employee who is so convicted.

6) Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

As the person authorized to sign the statement, I certify that this integrator complies fully with the above requirements.

Vendor's Signature: _____

THIS PAGE MUST BE SUBMITTED FOR RESPONSE TO
BE CONSIDERED COMPLETE AND ACCEPTABLE

DESTIN UTILITY UNDERGROUNDING PROJECT MANAGEMENT

SCHEDULE OF SUB-CONTRACTORS

The Undersigned Bidder proposes the following major subcontractors for the major areas of work for the Project. The Bidder is further notified that all sub-contractors shall be properly licensed, bondable and shall be required to furnish the City with a Certificate of Insurance in accordance with the contract general conditions. This page may be reproduced for listing additional sub-contractors, if required.

Name of Sub-Contractor	Address of Sub-Contractor	License No.:	Contract Amount	Percentage (%) of Contract

Signature_____ Date:_____

Title/Company_____

Owner reserves the right to reject any sub-contractor who has previously failed in the proper performance of an award, or failed to deliver on time contracts in a similar nature, or who is not responsible(financial capability, lack of resources, etc.) to perform under this award. Owner reserves the right to inspect all facilities of any sub-contractor in order to make a determination as to the foregoing.

THIS PAGE MUST BE SUBMITTED FOR RESPONSE TO
BE CONSIDERED COMPLETE AND ACCEPTABLE

APPENDIX
'B'

DRAFT AGREEMENT

AGREEMENT FOR 20-03-CD DESTIN UTILITY UNDERGROUNDING PROJECT MANAGEMENT

THIS AGREEMENT FOR DESTIN UTILITY UNDERGROUNDING PROJECT MANAGEMENT (hereinafter, the "Agreement") is entered into between the City of Destin, Florida hereinafter referred to as "CITY", and _____TBD_____, hereinafter referred to as "CONTRACTOR", each hereinafter a "Party" and collectively the "Parties," in consideration of the mutual benefits, terms, and conditions hereinafter specified.

WHEREAS, pursuant to Section 287.055, Florida Statutes, the CITY solicited responses to a Request for Qualifications in anticipation of entering into a non-exclusive contract to perform professional services with an engineering firm for required services, and

WHEREAS, the CITY issued a Request for Qualifications for DESTIN UTILITY UNDERGROUNDING PROJECT MANAGEMENT, RFQ No. 20-03-CD (the "RFQ"); and

WHEREAS, the RFQ defined the Scope of Services and included certain specified Project Deliverables as outlined in the RFQ; and

WHEREAS, the CITY determined that CONTRACTOR was qualified for appointment to perform the scope of services set forth in the RFQ; and

WHEREAS, the City Council of the CITY on 2020, determined that CONTRACTOR was qualified for engagement to perform the Scope of Services set forth in the RFQ and directed the City Manager to negotiate an agreement with the CONTRACTOR; and

WHEREAS, the City Manager, through his administrative staff, has successfully negotiated this Agreement with CONTRACTOR defining terms and conditions for the performance of consulting services within the scope of the RFQ.

NOW, THEREFORE, in consideration of the mutual covenants expressed herein, each of which is expressly incorporated below, the Parties agree as follows:

ARTICLE 1 - SERVICES

CONTRACTOR agrees to perform Utility Undergrounding Project Management services by way of individual task orders or purchase orders, at the request of the CITY during the term of this Agreement, including the provision of all labor, materials, equipment and supplies (the "PROJECT"). The specified scope or work and services in connection with the PROJECT which may be assigned to CONTRACTOR is set forth on Exhibit " ", which may from time to time be modified upon mutual agreement of the Parties.

The CITY's representative and point of contact during the performance of this Agreement shall be Webb Warren, Telephone (850) 837-4242.

The CONTRACTOR's representative and point of contact during the performance of this Agreement shall be _____.

ARTICLE 2 - TERM

The CONTRACTOR shall be available to commence services immediately following City Council approval and execution of the Agreement by both Parties. CONTRACTOR shall complete and deliver the written and electronic Project Deliverables set forth in Section 1.5 of the RFQ on the schedule agreed to by the Parties. CONTRACTOR shall be available to make interim presentations to the City Manager and City Council during the course of the PROJECT, it being understood that CITY and CONTRACTOR will work together on scheduling the contemplated meetings as efficiently as practicable. CONTRACTOR shall also be available to the CITY for consultation with the City Manager, City Council, other CITY personnel and attorneys, and personnel, agents, and representatives of all affected UTILITIES and other parties throughout the term of this Agreement, including any renewal periods or terms thereof.

ARTICLE 3 – TIME OF PERFORMANCE

Work under this Contract shall commence upon the giving of written notice by the CITY to the CONTRACTOR by way of purchase order.

ARTICLE 4 - PAYMENT

The CONTRACTOR shall be paid by the CITY for completed work and for services rendered under this Agreement as follows:

a. Payment for the work provided by CONTRACTOR shall be made as provided on Exhibit **"** **"** attached hereto.

b. The CONTRACTOR may submit vouchers to the CITY once per month during the progress of the Work for partial payment for work and tasks completed to date. Such vouchers will be reviewed by the CITY, and upon City approval of the vouchers or any part thereof, payment will be made to the CONTRACTOR in the amount approved.

c. Final payment of any balance due the CONTRACTOR of the total contract price earned for each phase of the PROJECT will be made promptly upon its ascertainment and verification by the CITY after the completion of the Work under this Agreement and its acceptance by the CITY.

d. Payment as provided in this section shall be full compensation for work performed, services rendered and for all materials, supplies, equipment and incidentals necessary to complete the work and CONTRACTOR shall have no other recourse against the CITY.

ARTICLE 5 - OWNERSHIP AND USE OF DOCUMENTS

All documents, drawings, specifications and other materials produced by the CONTRACTOR in connection with the services rendered under this Agreement shall be the property of the CITY whether the project for which they are made is executed or not. The CONTRACTOR shall be permitted to retain copies, including reproducible copies, of drawings and specifications for information, reference and use in connection with CONTRACTOR's

endeavors.

ARTICLE 6 - FUNDING

This Agreement shall remain in full force and effect only as long as the expenditures provided in the Agreement have been appropriated by the CITY in the annual budget for each fiscal year of this Agreement, and the Agreement is expressly subject to termination based on lack of funding.

ARTICLE 7 - WARRANTIES AND REPRESENTATIONS

CONTRACTOR represents and warrants to the CITY that it is competent to engage in the scope of services contemplated under this Agreement and that it will retain and assign qualified professionals to all assigned tasks, elements, and components of the PROJECT during the term of this Agreement. CONTRACTOR's services shall meet a standard of care for professional engineering and related services equal to or exceeding the standard of care for engineering professional practicing under similar conditions. In submitting its response to the RFQ, CONTRACTOR has represented to CITY that certain individuals employed by CONTRACTOR shall provide services to CITY pursuant to this Agreement. CITY has relied upon such representations. Therefore, CONTRACTOR shall not change the designated Project Manager for any phase of the PROJECT without the advance written approval of the CITY, which consent may be withheld in the sole and absolute discretion of the CITY.

ARTICLE 8 - COMPLIANCE WITH LAWS

CONTRACTOR shall, in performing the services contemplated by this service Agreement, faithfully observe and comply with all federal, state and local laws, ordinances and regulations that are applicable to the services to be rendered under this Agreement.

ARTICLE 9 - INDEMNIFICATION

CONTRACTOR shall indemnify, defend and hold harmless the CITY, its officers, agents and employees, from and against any and all claims, losses or liability, or any portion thereof, including attorneys' fees and costs, arising from injury or death to persons, including injuries, sickness, disease or death to CONTRACTOR's own employees, or damage to property occasioned by a negligent act, omission or failure of the CONTRACTOR. Neither Party to this Agreement shall be liable to any third party claiming directly or through the other respective Party, for any special, incidental, indirect or consequential damages of any kind, including but not limited to lost profits or use that may result from this Agreement or out of the services or goods furnished hereunder.

ARTICLE 10 - INSURANCE

10.1 During the performance of the services under this Contract, CONTRACTOR shall maintain the following insurance policies, and provide originals or certified copies of all policies, and all such policies shall be written by an insurance company authorized to do business in Florida.

10.1.1 Worker's Compensation Insurance: The CONTRACTOR shall procure and maintain continuously for the life of this Contract, Worker's Compensation Insurance covering all employees with limits meeting all applicable state and federal laws. This coverage shall include Employer's Liability with limits meeting all applicable state and federal laws. This

coverage must extend to any sub-Consultants or sub-Contractors that do not have their own Worker's Compensation and Employer's Liability Insurance. The policy must contain a waiver of subrogation in favor of the CITY, executed by the insurance company.

10.1.2 Comprehensive General Liability: The CONTRACTOR shall procure and maintain for the life of this Contract, Comprehensive General Liability Insurance. This coverage shall be on an "Occurrence" basis. Coverage shall include Premises and Operations; Independent Contractors, Products Completed Operations and Contractual Liability with specific reference to Article 9, "Indemnification" of this Agreement. This policy shall provide coverage for death, personal injury or property damage that could arise directly or indirectly from the performance of this Agreement. CONTRACTOR shall maintain a minimum coverage of $1,000,000 per occurrence and $1,000,000 aggregate for personal injury and $1,000.000 per occurrence/aggregate for property damage. The general liability insurance shall include the CITY as an additional insured and shall include a provision prohibiting cancellation of the policy upon less than thirty (30) days prior written notice to the CITY.

10.1.3 Business Automobile Liability: The CONTRACTOR shall procure and maintain, for the life of this Contract, Business Automobile Liability Insurance. The CONTRACTOR shall maintain a minimum amount of $1,000,000 combined single limit for bodily injury and property damage liability to protect the CONTRACTOR from claims for damage for bodily and personal injury, including death, as well as from claims for property damage, which may arise from the ownership, use, or maintenance of owned and non-owned automobile, included rented automobiles, whether such operations be by the CONTRACTOR or by anyone directly or indirectly employed by the CONTRACTOR.

10.1.4 Professional Liability (Errors and Omissions) Insurance: The CONTRACTOR shall procure and maintain for the life of this Contract Professional Liability insurance in the minimum amount of $1,000,000 per occurrence.

10.2 It shall be the responsibility of the CONTRACTOR to ensure that all sub-contractors comply with the same insurance requirements referenced above.

10.3 If, in the judgment of the CITY, prevailing conditions warrant the provision by the CONTRACTOR of additional liability insurance coverage or coverage which is different in kind, the CITY reserves the right to require the provision by CONTRACTOR of an amount of coverage different from the amounts or kind previously required and shall afford written notice of such change in requirements thirty (30) days prior to the date on which the requirements shall take effect. Should the CONTRACTOR fail or refuse to satisfy the requirement of changed coverage within the thirty (30) days following the CITY's written notice, the CITY, at its sole option, may terminate the Contract upon written notice to the CONTRACTOR, said termination taking effect on the date that the required change in policy coverage would otherwise take effect.

10.4 CONTRACTOR shall, for a period of two (2) years following the termination of the Agreement, maintain a "tail coverage" in an amount equal to that described above for Comprehensive Liability Insurance on a claims-made policy only

ARTICLE 11 - INDEPENDENT CONTRACTOR

11.1 The CONTRACTOR and the CITY agree that the CONTRACTOR is an independent contractor with respect to the services provided pursuant to this Agreement. Nothing in this Agreement shall be considered to create the relationship of employer and employee between the parties hereto. Neither CONTRACTOR nor any employee of CONTRACTOR shall be entitled to any benefits accorded CITY employees by virtue of the services provided under this Agreement. The CITY shall not be responsible for withholding or otherwise deducting federal income tax or social security or for contributing to the state industrial insurance program, or otherwise assuming the duties of an employer with respect to CONTRACTOR, or any employee of the CONTRACTOR.

11.2 CONTRACTOR acknowledges and understands that, as an independent contractor pursuant to this Agreement, CONTRACTOR shall comply with Chapter 119, Florida Statutes, as amended (Public Records). CONTRACTOR's obligation includes but is not limited to CONTRACTOR's obligation to preserve public records and make public records available to third parties in addition to the CITY.

ARTICLE 12 - COVENANT AGAINST CONTINGENT FEES

The CONTRACTOR warrants that he has not employed or retained any company or person, other than a *bona fide* employee working solely for the CONTRACTOR, to solicit or secure this Agreement, and that he has not paid or agreed to pay any company or person, other than a *bona fide* employee working solely for the CONTRACTOR, any fee, commission, percentage, brokerage fee, gifts, or any other consideration contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, the CITY shall have the right to annul this Agreement without liability or, in its discretion to deduct from the contract price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift, or contingent fee.

ARTICLE 13 – TRUTH-IN-NEGOTIATION CERTIFICATE

13.1 Execution of this Agreement by the CONTRACTOR shall act, constitute, and serve as the execution of a truth-in-negotiation certificate certifying that the wage rates and costs used to determine the compensation provided for in this Agreement is accurate, complete, and current as of the date of the Agreement and no higher than those charged the CONTRACTOR's most favored customer for the same or substantially similar service.

13.2 The said rates and costs shall be adjusted to exclude any significant sums should the CITY determine that the rates and costs were increased due to inaccurate, incomplete, or non-current wage rates or due to inaccurate representations of fees paid to outside consultants. The CITY shall exercise its rights under this "Certificate" within one (1) year following payment.

ARTICLE 14 - DISCRIMINATION PROHIBITED

The CONTRACTOR, with regard to the work performed by it under this Agreement, will not discriminate on the grounds of race, color, national origin, religion, creed, age, sex or the presence of any physical or sensory handicap in the selection and retention of employees or

procurement of materials or supplies.

ARTICLE 15 - ASSIGNMENT

The CONTRACTOR shall not sublet or assign any of the services covered by this Agreement without the express written consent of the CITY.

ARTICLE 16 - NON-WAIVER

A waiver by either CITY or CONTRACTOR of any breach of this Agreement shall not be binding upon the waiving Party unless such waiver is in writing. In the event of a written waiver, such a waiver shall not affect the waiving Party's rights with respect to any other or further breach. The making or acceptance of a payment by either Party with knowledge of the existence of a default or breach shall not operate or be construed to operate as a waiver of any subsequent default or breach.

ARTICLE 17 – ARTICLE TERMINATION

17.1 Termination for Convenience: This Agreement may be terminated by the CITY for convenience, upon ten (10) days of written notice by the CITY to the CONTRACTOR for such termination in which event the CONTRACTOR shall be paid its compensation for services performed to termination date, including services reasonably related to termination. In the event that the CONTRACTOR abandons the Agreement or causes it to be terminated, CONTRACTOR shall indemnify the CITY against all loss, including but not limited to incidental loss, pertaining to such termination.

17.2 Termination for Default: In addition to all other remedies available to the CITY, this Agreement shall be subject to termination by the CITY for cause, should the CONTRACTOR neglect or fail to perform or observe any of the terms, provisions, conditions, or requirements herein contained, if such neglect or failure shall continue for a period of thirty (30) days after receipt by CONTRACTOR of written notice of such neglect or failure. The CITY shall, in its absolute and sole discretion, determine whether the neglect or failure has been remedied at the end of the 30-day cure period.

ARTICLE 18 - DISPUTES

Any dispute arising out of the terms or conditions of this Agreement shall be adjudicated within the state courts of Okaloosa County, Florida. Further, this Agreement shall be construed under Florida Law.

ARTICLE 19 – UNCONTROLLABLE FORCES

19.1 Neither the CITY nor CONTRACTOR shall be considered to be in default of this Agreement if delays in or failure of performance shall be due to Uncontrollable Forces, the effect of which, by the exercise of reasonable diligence, the non- performing Party could not avoid. The term "Uncontrollable Forces" shall mean any event which results in the prevention or delay of performance by a Party of its obligations under this Agreement and which is beyond the reasonable control of the non-performing Party. It includes, but is not

limited to fire, flood, earthquakes, storms, lightning, epidemic, pandemic, war, riot, civil disturbance, sabotage, and governmental actions.

19.2 Neither Party shall, however, be excused from performance if non-performance is due to forces which are preventable, removable, or remediable, and which the non-performing Party could have, with the exercise of reasonable diligence, prevented, removed, or remedied with reasonable dispatch. The non-performing Party shall, within a reasonable time of being prevented or delayed from performance by an Uncontrollable Force, give written notice to the other Party describing the circumstances and uncontrollable forces preventing continued performance of the obligations of this Agreement.

ARTICLE 20 - NOTICES

Notices to the CITY of Destin shall be sent to the following address:

City of Destin
Attn: Lance Johnson, City Mgr.
4200 Indian Trail Bayou
Destin, FL 32541

Notices to CONTRACTOR shall be sent to the following address:

TBD

ARTICLE 21 - INTEGRATED AGREEMENT

This Agreement, together with the RFQ and any addenda and/or attachments, represents the entire and integrated agreement between the CITY and the CONTRACTOR and supersedes all prior negotiations, representations, or agreements written or oral. This Agreement may be amended only by written instrument signed by both CITY and CONTRACTOR.

ARTICLE 22 - SOVEREIGN IMMUNITY

22.1 CITY is a political subdivision of the State of Florida and enjoys sovereign immunity. Nothing in the Agreement is intended, nor shall be construed or interpreted, to waive or modify the immunities and limitations on liability provided for in Section 768.28, Florida Statute, as may be emended from time to time, or any successor statute thereof. To the contrary, all terms and provisions contained in the Agreement, or any disagreement or dispute concerning it, shall be construed or resolved so as to ensure CITY of the limitation from liability provided by any successor statute thereof. To the contrary, all terms and provision contained in the Agreement, or any disagreement or dispute concerning it, shall be construed or resolved so as to ensure CITY of the limitation from liability provided to the State's subdivisions by state law.

22.2 In connection with any litigation or other proceeding arising out of the Agreement, the prevailing Party shall be entitled to recover from the non-prevailing Party its own costs and attorney's fees through and including any appeals and any post-judgment proceedings. CITY's liability for costs and attorney's fees, however, shall not alter or waive CITY's entitlement to sovereign immunity, or extend CITY's liability beyond the limits established in Section 768.28, Florida Statutes, as amended.

1. Claims, disputes or other matters in question between the parties to this Agreement arising out of or relating to this Agreement shall be in a court of law, unless otherwise agreed to by the Parties.

ARTICLE 23 – PUBLIC RECORDS

If the CONTRACTOR has questions regarding the application of Chapter 119, FL Statutes, to the CONTRACTOR's duty to provide public records relating to this contract, contact the custodian of public records at the City Clerk's Office, (850)837-4242, 4200 Indian Bayou Drive, Destin, FL 32541, clerk@cityofdestin.com.

Specifically, the CONTRACTOR must:

1. Keep and maintain public records required by the CITY to perform the service.
2. Upon request from the CITY's custodian of public records, provide the CITY with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in this FS Chapter 119 or as otherwise provided by law.
3. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of the contract if the CONTRACTOR does not transfer the records to the public agency.
4. Upon completion of the contract, transfer, at no cost, to the CITY all public records in possession of the CONTRACTOR or keep and maintain public records required by the CITY agency to perform the service. If the CONTRACTOR transfers all public records to the CITY upon completion of the contract, the CONTRACTOR shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the CONTRACTOR keeps and maintains public records upon completion of the contract, the CONTRACTOR shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the CITY, upon request from the CITY's custodian of public records, in a format that is compatible with the information technology systems of the CITY.

IN WITNESS WHEREOF, the parties hereto have executed this Contract in multiple copies, each of which shall be considered an original on the following dates:

DATED this _____ day of _____, 20__

CITY OF DESTIN

_____
City Manager, Lance Johnson

CONTRACTOR

_____
Title

Attest/Authenticated:

_____
City Clerk, Rey Bailey

(Corporate Seal)

Approved as to Form:

_____
City Attorney, Kyle Bauman

City of Destin

PROJECT: RFP 20-03-CD Destin Undergrounding Project Management Project

SCORE TABLULATION SUMMARY SHEET

	Newson	HBK Engineering	CPWG Madrid	Utility Consultnants of Florida	
Lisa Firth	N/A	90	80	95	
Louis Zunguze	N/A	70	60	55	
Michael Burgess	N/A	65	80	80	
Jeff Cozadd	N/A	75	75	80	
Total Score (Max 100 Pts)	N/A	300	295	310	

City of Destin

SCORE TABLULATION SHEET

PROJECT: RFQ 20-03-CD Destin Underground Project Management Project

Bid Committee Member ___LisaFirth_____ **Date** ___8-6-20_____

RESPONDENTS	Newson	HBK Engineering	CPWG Madrid	Utility Consultants of Florida	
Submittal Requirements Received:	incomplete				
Coversheet (y/n)		y	y	y	
Table of Contents (y/n)		y	n	y	
Transmittal Letter (y/n)		n	y	n	
Responsive Bidder Qualification Statement (y/n)		y	y	y	
Qualifications of Respondent (y/n)		y	y	y	
Project Approach (y/n)		y	y	y	
References (y/n)		y	y	y	
Respondent Acknowledgement (y/n)		y	y	y	
Addendums (if applicable) (y/n)		y	y	y	
Drug Free Workplace Certification Form (y/n)		y	y	y	
Schedule of Sub-contractors (y/n)		y	y	y	
Liability Insurance (y/n)		y	y	y	
Public Entity Crime Form (y/n)		y	y	n	
Proof of licensing & certifications (y/n)		y	y	y	
				n	
Qualifications of Respondent to include past preformance (Max 25 Pts.)	15	25	20	25	
Assigned Staff Qualifications & Experience (Max. 25 Pts.)	10	25	20	20	
Project Approach (Max. 35 Pts.)	15	30	30	35	
References (Max. 15 Pts.)	10	10	10	15	
Total Score (Max 100 Pts)	50	90	80	95	

City of Destin

SCORE TABLULATION SHEET

PROJECT: RFQ 20-03-CD Destin Underground Project Management Project

Bid Committee Member _Jeff Cozadd_____ **Date** ____August 6, 2020___

RESPONDENTS	Newson	HBK Engineering	CPWG Madrid	Utility Consultants of Florida	
Submittal Requirements Received:					
Coversheet (y/n)		Y	Y	Y	
Table of Contents (y/n)		Y	N	Y	
Transmittal Letter (y/n)		Y	Y	Y	
Responsive Bidder Qualification Statement (y/n)		Y	Y	Y	
Qualifications of Respondent (y/n)		Y	Y	Y	
Project Approach (y/n)		Y	Y	Y	
References (y/n)		Y	Y	Y	
Respondent Acknowledgement (y/n)		Y	Y	Y	
Addendums (if applicable) (y/n)		Y	Y	Y	
Drug Free Workplace Certification Form (y/n)		Y	Y	Y	
Schedule of Sub-contractors (y/n)		Y	Y	Y	
Liability Insurance (y/n)		Y	Y	Y	
Public Entity Crime Form (y/n)		N	N	N	
Proof of licensing & certifications (y/n)		Y	Y	Y	
Qualifications of Respondent to include past preformance (Max 25 Pts.)		20	20	15	
Assigned Staff Qualifications & Experiance (Max. 25 Pts.)		20	20	20	
Project Approach (Max. 35 Pts.)		20	30	30	
References (Max. 15 Pts.)		15	5	15	
Total Score (Max 100 Pts)		75	75	80	

City of Destin

SCORE TABLULATION SHEET

PROJECT: RFQ 20-03-CD Destin Underground Project Management Project

Bid Committee Member _Louis Zunguze_____ **Date** ____August 4, 2020__

RESPONDENTS	Newson	HBK Engineering	CPWG Madrid	Utility Consultants of Florida	
Submittal Requirements Received:					
Coversheet (y/n)	Y	Y	Y	Y	
Table of Contents (y/n)	Y	Y	N	Y	
Transmittal Letter (y/n)	Y	Y	Y	Y	
Responsive Bidder Qualification Statement (y/n)	N	Y	Y	Y	
Qualifications of Respondent (y/n)	Y	Y	Y	Y	
Project Approach (y/n)	N	Y	Y	Y	
References (y/n)	N	Y	Y	Y	
Respondent Acknowledgement (y/n)	N	Y	Y	Y	
Addendums (if applicable) (y/n)	N	Y	Y	Y	
Drug Free Workplace Certification Form (y/n)	N	Y	Y	Y	
Schedule of Sub-contractors (y/n)	N	Y	Y	Y	
Liability Insurance (y/n)	N	Y	Y	Y	
Public Entity Crime Form (y/n)	N	N	N	N	
Proof of licensing & certifications (y/n)	Y	Y	Y	Y	
Qualifications of Respondent to include past preformance (Max 25 Pts.)	15	25	20	20	
Assigned Staff Qualifications & Experiance (Max. 25 Pts.)	10	25	25	15	
Project Approach (Max. 35 Pts.)	5	20	15	20	
References (Max. 15 Pts.)					
Total Score (Max 100 Pts)	30	70	60	55	

City of Destin

SCORE TABLULATION SHEET

PROJECT: RFQ 20-03-CD Destin Underground Project Management Project

Bid Committee Member M. Burgess **Date** 08/05/2020

RESPONDENTS	Newson	HBK Engineering	CPWG Madrid	Utility Consultants of Florida	
Submittal Requirements Received:					
Coversheet (y/n)	Y	Y	Y	Y	
Table of Contents (y/n)	Y - no pages	Y	N	N	
Transmittal Letter (y/n)	Y	Y	Y	Y	
Responsive Bidder Qualification Statement (y/n)	Y	Y	Y	Y	
Qualifications of Respondent (y/n)	Y - typos	Y	Y	Y	
Project Approach (y/n)	Y - typos	Y	Y	Y	
References (y/n)	N	Y	Y	Y	
Respondent Acknowledgement (y/n)	N	Y	Y	Y	
Addendums (if applicable) (y/n)	No addenda	No addenda	No addenda	No Addenda	
Drug Free Workplace Certification Form (y/n)	N	Y	Y	Y	
Schedule of Sub-contractors (y/n)	N	Y	Y	Y	
Liability Insurance (y/n)	N	Y	Y	Y	
Public Entity Crime Form (y/n)	N	N	N	N	
Proof of licensing & certifications (y/n)	Y	Y	Y		
Qualifications of Respondent to include past preformance (Max 25 Pts.)	5	15	20	20	
Assigned Staff Qualifications & Experience (Max. 25 Pts.)	10	15	20	20	
Project Approach (Max. 35 Pts.)	10	25	30	30	
References (Max. 15 Pts.)	0	10	10	10	
Total Score (Max 100 Pts)	25	65	80	80	
MS Comments	Several items are missing from the RFQ. The absence of references is disturbing. Insurance as well.	Generic project approach. Few undergrounding projects cited.	Indian Rocks Madeira Beach, not listed as references though the projects are nearing completion	Bradenton Beach not listed as a reference.	

RFQ No. 20-03-CD

Destin Utility Undergrounding Project Management

June 18, 2020

City of Destin
City Clerk's Office
4200 Indian Trail Bayou
Destin, FL 32541
850.837.4242

CPWG Madrid
1228 Jackson Avenue
Chipley, FL 32428
Cory Carnes, PE
cory.carnes@madridcpwg.com

RFQ No. 20-03-CD

Destin Utility Undergrounding Project Management

June 18, 2020

TAB 1

Letter of Interest

June 18, 2020

City of Destin
City Clerk's Office
4200 Indian Trail Bayou,
Destin, Florida 32541

Re: RFQ # 20-03-CD Destin Undergrounding Project Management

Dear Bid Committee Members,

The Cribb Philbeck Weaver Group, Inc. (CPWG) d/b/a CPWG Madrid is pleased to submit our qualifications to you and to the City of Destin to provide Utility Undergrounding Project Management requiring the credentials of a Professional Engineer. Enclosed you will find the required information outlined in the request for qualifications.

CPWG Madrid has been providing professional services to municipalities throughout Florida since 2004 and municipal work is the core of our business. Cribb Philbeck Weaver Group, Inc. (CPWG) recently merged with Madrid Engineering Group to create CPWG Madrid. The merger increased the size of our company and added a team of geotechnical engineers, CEI, and environmental services. **All our team shares our commitment to improving your great community.**

Our firm is particularly excited about this opportunity, as CPWG Madrid firmly satisfies all the criteria required by the City of Destin, our project team possesses all the necessary qualifications, and we have extensive experience with overhead to underground conversion of power lines for various cities and counties throughout Florida. We understand the challenges presented by undergrounding electrical utilities and communication lines in Florida's coastal environment and we have developed proven solutions to resolve issues. **We are firmly committed to providing the City of Destin with all the services required by the RFQ.**

Heading up the effort as project manager will be Cory Carnes, PE (Cory.Carnes@madridcpwg.com). Mr. Carnes has over 10 years of experience in power engineering. The majority of his experience comes from working directly for power companies. Mr. Carnes offers the City a unique perspective of having led or worked on many underground conversions. We plan on putting his unique experience, combined with skill sets of our other team members to work for the City. We are confident that our provided references will demonstrate that Mr. Carnes has developed a strong reputation for being schedule-driven with a primary focus of designing constructible and efficient projects, coordinating with all concerned parties, meeting the project requirements, and for completing projects on time and under budget.

To deliver the best possible service to the City, we have added several companies to our team. DHM Melvin will provide liaison with the gas and water utilities, as well as assist with civil engineering design. Nationally recognized Maser Consulting will provide subsurface utility engineering (SUE) services for the project. Ceteris Engineering and Construction Services will add their Construction Engineering and Inspection experts to our team. Southern Earth Sciences will add their considerable expertise in material testing. Carpe Diem Community Solutions will work with our team to keep the public involved and aware during the project.

The City of Destin will benefit from selecting CPWG Madrid because:

- Our primary agent, Mr. Carnes, brings a depth and breadth of experience from other municipal projects
- Our Chipley office is headed by Tommy Barfield, PE, our Client Service Manager and former FDOT District Secretary
- CPWG Madrid has been providing professional services to municipalities throughout Florida for over 16 years
- CPWG Madrid offers recent experience completing municipal coastal underground conversion projects
- CPWG Madrid employs a multidisciplinary team to each project
- CPWG Madrid prides itself on being responsive to our clients and is always "AT THE READY."

On behalf of CPWG Madrid, we thank you for reviewing our submittal and we look forward to having an opportunity to work with the City of Destin on this very important contract.

Sincerely,

Shelia Tarte, Principal

RFQ No. 20-03-CD

Destin Utility Undergrounding Project Management

June 18, 2020

Tab 2

Respondent's Qualifications

RESPONDENT'S QUALIFICATION STATEMENT

RFQ NO. 20-03-CD
DESTIN UTILITY UNDERGROUNDING PROJECT MANAGEMENT

The undersigned certifies under oath the truth and correctness of all statements and of all answers to questions made hereinafter:

SUBMITTED TO: City of Destin
CITY CLERK'S OFFICE
4200 Indian Trail Bayou
Destin, Florida 32541
Telephone: (850) 837-4242

		Check One
Submitted By:	Corporation	XXX
Name: Cribb Philbeck Weaver Group, Inc. d/b/a CPWG Madrid	Partnership	
Address: 1228 Jackson Avenue	Individual	
City, State, Zip: Chipley, Florida 32428	Other	

Telephone No.: (850) 557-2579

Fax No.: (813) 223-2469

1. State the true, exact, correct and complete name of the partnership, corporation, trade or fictitious name under which you do business and the address of the place of business.

   The correct name of the Respondent is:
   Cribb Philbeck Weaver Group, Inc. d/b/a CPWG Madrid

   The address of the principal place of business is:
   3918 N Highland Avenue

   Tampa, Florida 33603

2. If Respondent is a corporation, answer the following:

   a. Date of Incorporation: 6/23/2004
   b. State of Incorporation: Florida
   c. President's name: Sheila Tarte
   d. Vice President's name: N/A
   e. Secretary's name: Larry Madrid
   f. Treasurer's name: N/A
   g. Name and address of Resident Agent: Sheila Tarte - 3918 N. Highland Avenue, Tampa, Florida 33603

THIS PAGE MUST BE SUBMITTED FOR RESPONSE TO
BE CONSIDERED COMPLETE AND ACCEPTABLE

3. If Respondent is an individual or a partnership, answer the following:

   a. Date of organization: N/A

   b. Name, address and ownership units of all partners:

   c. State whether general or limited partnership: _____

4. If Respondent is other than an individual, corporation or partnership, describe the organization and give the name and address of principals:

N/A

5. If Respondent is operating under a fictitious name, submit evidence of compliance with the Florida Fictitious Name Statute.

See page following this form

6. How many years has your organization been in business under its present business name?

8 years Since 2011

Under what other former names has your organization operated?

TEK Science & Engineering - See page following this form

7. Indicate registration, license numbers or certificate numbers for the businesses or professions, which are the subject of this Bid. Please attach certificate of competency and/or state registration.

Engineering License # CA26618

Landscape Architecture License # LC26000439

General Contracting License # CGC1504481

Surveying and Mapping License # LB 8232

8. Have you ever failed to complete any work awarded to you? If so, state when, where and why:

No

THIS PAGE MUST BE SUBMITTED FOR RESPONSE TO
BE CONSIDERED COMPLETE AND ACCEPTABLE

9. List the pertinent experience of the key individuals of your organization (continue on insert sheet, if necessary)

See page following this form

10. State the name of the individual who will have personal supervision of the work:

Cory Carnes

11. State the name and address of attorney, if any, for the business of the Respondent:

Mr. Jordan Lee, Esq.,

4301 W. Boy Scout Boulevard, Suite 500

Tampa, Florida 33607

12. State the names and addresses of all businesses and/or individuals who own an interest of more than five percent (5%) of the Respondent's business and indicate the percentage owned of each such business and/or individual:

Sheila Tarte - 3918 N. Highland Avenue, Tampa, Florida 33603 51%

Larry Madrid - 2030 SR 60 East, Bartow, Florida 33830 47%

13. State the names, addresses, and the type of business of all firms that are partially or wholly owned by Respondent:

Pavement Management Group, LLC - 616 Hebron Road, Heath, Ohio 43056

Road Conditions and Pavement Management Consultants

Michael E. Stalzer Engineering - 3918 N. Highland Avenue, Tampa, Florida 33603 - Civil Engineering

The RAM Professional Group - 8298 Bayberry Road, Jacksonville, Florida 32256 - Civil Engineering/LA

14. Annual Average Revenue of the Respondent for the last three years as follows:

		Revenue Index Number
a.	Government Related Work	6
b.	Non-Governmental Related Work	5
	Total Work (a +b):	7

Revenue Index Number

1.	Less than $100,000
2.	$100,000 to less than $250,000
3.	$250,000 to less than $500,000
4.	$500,000 to less than $1 million
5.	$1 million to less than $2 million
6.	$2 million to less than $5 million
7.	$5 million to less than $10 million
8.	$10 million to less than $25 million
9.	$25 million to less than $50 million
10.	$50 million or greater

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BE CONSIDERED COMPLETE AND ACCEPTABLE

15. Bank References:

Bank	Address	Telephone
Center State Bank	102 W. Baker Street, Plant City, 33563	813-659-8621

16. Provide description of policies and methods for project monitoring and budgeting control as well as adherence to project schedule (continue on insert sheet, if necessary).

Internal costs are monitored weekly against the budgeted amount and the spent amount. Adjustments are made early to avoid budget overruns at the end of the project. Estimated project construction costs are also compared against the budgeted costs to ensure the bids received are within the City's budget.

(Continued on page following form)

17. Respondent's Qualification Statement (Continued) (continue on insert sheet, if necessary):

QA/QC is an integral aspect of technical control that is built into the work process. We implement a rigorous QC plan that includes training key project personnel to ensure their work is the highest level of technical quality, thoroughness, and accuracy. We believe this is critical to providing our clients with the highest quality work product. (Continued on page following form)

18. What will be your turnaround time for written responses to City inquires?

48 Hours

19. List and describe all bankruptcy petitions (voluntary or involuntary) which have been filed by or against the Respondent, its parent or subsidiaries or predecessor organizations during the past five (5) years. Include in the description, the disposition of each such petition.

N/A

20. List all claims, arbitrations, administrative hearings and lawsuits brought by or against the Respondent or its predecessor organization(s) during the last five (5) years. The list shall include all case names, case arbitration or hearing identification numbers, the name of the project which the dispute arose, and a description of the subject matter of the dispute.

N/A

THIS PAGE MUST BE SUBMITTED FOR RESPONSE TO
BE CONSIDERED COMPLETE AND ACCEPTABLE

21. List and describe all criminal proceedings or hearings concerning business related offenses to which the Respondent, its principals or officers or predecessors' organization(s) were defendants.

N/A

22. Has the Respondent, its principals, officers or predecessors' organization(s) been CONVICTED OF a Public Entity Crime, debarred or suspended from bidding by any government during the last five (5) years? If so, provide details.

NO

The Respondent acknowledges and understands that the information contained in response to this Qualification Statement shall be relied upon by owner in awarding the contract and such information is warranted by Respondent to be true. The discovery of any omission or misstatement that materially affects the Respondent's qualifications to perform under the contract shall cause the owner to reject the Response, and if after the award, to cancel and terminate the award and/or contract.

(Signed) _____

(Title) President

Subscribed and sworn to before me

This 15 day of June, 2020

ELISA POWELL
MY COMMISSION # GG 006172
EXPIRES: October 25, 2020
Bonded Thru Notary Public Underwriters

Elisa E. Powell
GG006172
Notary Public (Signature)

My Commission Expires: 25 October, 2020

THIS PAGE MUST BE SUBMITTED FOR RESPONSE TO
BE CONSIDERED COMPLETE AND ACCEPTABLE

Respondent's Qualification Statement (Continued)

5. If Respondent is operating under a fictitious name, submit evidence of compliance with the Florida Fictitious Name Statute.

APPLICATION FOR REGISTRATION OF FICTITIOUS NAME

REGISTRATION# G19000132064

Fictitious Name to be Registered: CPWG MADRID

Mailing Address of Business: 3918 N HIGHLAND AVE
TAMPA, FL 33603

Florida County of Principal Place of Business: MULTIPLE

FEI Number:

FILED
Dec 13, 2019
Secretary of State

Owner(s) of Fictitious Name:

CRIBB PHILBECK WEAVER GROUP
3918 N HIGHLAND AVE
TAMPA, FL 33603 US
Florida Document Number: P04000095821
FEI Number: 20-1262227

I the undersigned, being an owner in the above fictitious name, certify that the information indicated on this form is true and accurate. I further certify that the fictitious name to be registered has been advertised at least once in a newspaper as defined in Chapter 50, Florida Statutes, in the county where the principal place of business is located. I understand that the electronic signature below shall have the same legal effect as if made under oath and I am aware that false information submitted in a document to the Department of State constitutes a third degree felony as provided for in s. 817.155, Florida Statutes.

SHEILA TARTE — 12/13/2019
Electronic Signature(s) — Date

Certificate of Status Requested (X) **Certified Copy Requested ( )**

Respondent's Qualification Statement (Continued)

5. If Respondent is operating under a fictitious name, submit evidence of compliance with the Florida Fictitious Name Statute.

APPLICATION FOR REGISTRATION OF FICTITIOUS NAME

REGISTRATION# G17000080501

Fictitious Name to be Registered: CPWG

Mailing Address of Business: 3918 N. HIGHLAND AVENUE
TAMPA, FL 33603

Florida County of Principal Place of Business: MULTIPLE

FEI Number: 20-1262722

FILED
Jul 27, 2017
Secretary of State

Owner(s) of Fictitious Name:

CRIBB PHILBECK WEAVER GROUP, INC.
3918 N. HIGHLAND AVENUE
TAMPA, FL 33603
Florida Document Number: P04000095821
FEI Number: 20-1262722

I the undersigned, being an owner in the above fictitious name, certify that the information indicated on this form is true and accurate. I further certify that the fictitious name to be registered has been advertised at least once in a newspaper as defined in Chapter 50, Florida Statutes, in the county where the principal place of business is located. I understand that the electronic signature below shall have the same legal effect as if made under oath and I am aware that false information submitted in a document to the Department of State constitutes a third degree felony as provided for in s. 817.155, Florida Statutes.

SHEILA TARTE — 07/27/2017
Electronic Signature(s) — Date

Certificate of Status Requested (X) **Certified Copy Requested ( )**

Respondent's Qualification Statement (Continued)

6. Under what other former names has your organization operated?

Articles of Amendment
to
Articles of Incorporation
of

FILED
2010 OCT -4 A 10:46
SECRETARY OF STATE
TALLAHASSEE, FLORIDA

TEK Science & Engineering Corporation
(Name of Corporation as currently filed with the Florida Dept. of State)

P05000095821
(Document Number of Corporation (if known)

Pursuant to the provisions of section 607.1006, Florida Statutes, this ***Florida Profit Corporation*** adopts the following amendment(s) to its Articles of Incorporation:

A. If amending name, enter the new name of the corporation:

Cribb Philbeck Weaver Group, Inc. *The new name must be distinguishable and contain the word "corporation," "company," or "incorporated" or the abbreviation "Corp.," "Inc.," or Co.," or the designation "Corp," "Inc," or "Co". A professional corporation name must contain the word "chartered," "professional association," or the abbreviation "P.A."*

B. Enter new principal office address, if applicable:
(Principal office address MUST BE A STREET ADDRESS)

2215 Wembley Place
Oviedo, FL 32765

C. Enter new mailing address, if applicable:
(Mailing address MAY BE A POST OFFICE BOX)

2521 Mason Oaks Drive
Valrico, FL 33596

D. If amending the registered agent and/or registered office address in Florida, enter the name of the new registered agent and/or the new registered office address:

Name of New Registered Agent: _____

New Registered Office Address: _____
(Florida street address)

_____, Florida _____
(City) *(Zip Code)*

New Registered Agent's Signature, if changing Registered Agent:
I hereby accept the appointment as registered agent. I am familiar with and accept the obligations of the position.

_____
Signature of New Registered Agent, if changing

Respondent's Qualification Statement (Continued)

9. List the pertinent experience of the key individuals of your organization

Name	Title	Years	Specialties	Certification
Cory Carnes, PE	Project Manager	10	Prof. Engineer	PE FL 81280
James (Tommy) Barfield, PE	Client Service Manager	32	Prof. Engineer	PE FL 43861
Dan Hart, PE, DBIA	Primary Project Professional	23	Prof. Engineer	PE FL 55438
William Nobles, PE	Utility Coordination	46	Prof. Engineer	PE FL 51082
Leon (Gene) Nobles, PE	Utility Coordination	28	Prof. Engineer	PE FL 51452
Ron Daniels	Utility Coordination	36	Electrical Utility Coordination	
James Smith, PE	FDOT Coordination	19	Prof. Engineer	PE FL 64651
David Greene, EI, BSEE	Permit Coordination	28	Engineer Intern	EI
Todd Chandler, PE	Construction Management	15	Prof. Engineer	PE FL 84456
Dave Barton PE	Construction Inspection (CEI)	14	Prof. Engineer	PE FL 73108
Michael Varner, PE, LAC	Materials Testing	40	Prof. Engineer	PE FL 15037
Jeffrey Schwartz, PE, PSM	Surveying and Mapping	20	Prof. Surveyor	PSM FL LS6560
Jose Morales, PSM	Subsurface Utility Engineering	18	Prof. Surveyor	PSM FL LS6733
Jenni Sieg	Easement Acquisition	10	Project Coordinator	
Matti Rukholm RLA	Landscape Architect (Restore)	15	Landscape Architect	LA FL 6667261
Brian Bearwood, RLA, AICP	Landscape Architect (Design)	15	Landscape Architect	LA FL 0001406
Lynn Cherry	Public Awareness	15	Public Involvement	

16. Provide a description of policies and methods for project monitoring and budgeting control as well as adherence to project schedule (Continued)

In our approach to managing projects at CPWG, we also promote the seamless interaction of our Design Phase professionals with our Construction Phase professionals from the start of a project through project closeout. In this approach, the project manager, general contractor, the construction manager, and the construction phase staff will be involved with the design process through constructability reviews, value engineering studies, cost estimating and bid document preparation. Reciprocally, our project manager and the design phase staff will be involved with the construction process by reviewing shop drawings, responding to Contractors' requests for information, analyzing change order requests, monitoring monthly pay requests, and reviewing as-built drawings.

Cost estimating and material specifications. All planning and design projects require a thorough knowledge of construction costs. We file all bid tabs received on our projects in an accessible database. To maintain an accurate database for providing cost estimates on our design projects and planning level estimates, this is periodically updated. We also have access to FDOT project databases. Smaller projects have a much different cost basis than larger projects and we keep that in mind when preparing the "Opinion of Probable Construction Cost". In addition, we have licensed general contractors on our staff that is experienced in cost estimating from a contractor's perspective. They currently work in the industry providing an accurate cost of the work.

Procedures for Controlling Schedule. Proper scheduling and timely completion of tasks and subtasks are of critical importance. CPWG develops our schedules in Microsoft Project to define project milestones, major tasks, and phases. The Critical Path Methods (CPM) will be employed to ensure those tasks with minimal or no slack times are accomplished on time. Furthermore, our scheduling will reflect the use of float time to ensure on-time submittals to the City are delivered on time in the event of an unforeseen delay of a critical path item. The schedule will be approved by the City and distributed to the Design Team. Each discipline and subconsultant manager will provide a weekly update on the status of the work project. The update will be based on completed milestones, not a percent spent or other subjective means. Any deviations in the established schedule will be noted and corrective actions are taken while the schedule deviation can still be easily corrected.

Respondent's Qualification Statement (Continued)

17. Respondent's Qualification Statement (Continued)

QA/QC is an integral aspect of technical control that is built into the work process. We implement a rigorous QC plan that includes training key project personnel to ensure their work is the highest level of technical quality, thoroughness, and accuracy. We believe this is critical to providing our clients with the highest quality work product.

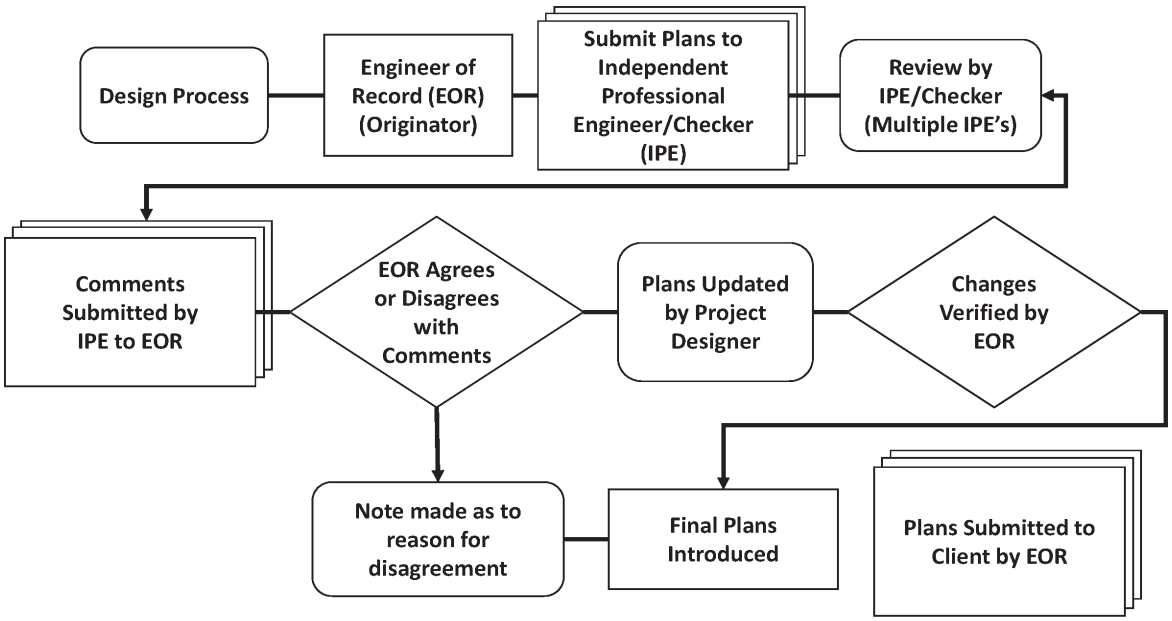
The Quality Manager will provide an outside independent quality review of all submittals for completeness and accuracy. The review is to verify computations and report stand-alone plans (title, table of contents, etc.) contain all of the information required for the type of submittal, all items have been checked, back-checked, rechecked, and reviewed with check prints filed, all computer programs have been verified, the plan and document submittal checklists and sufficiency checklists have been reviewed for completeness and checked off. These checklists become a part of the Quality Control File.

Next, the project team will conduct a team field review. At this field review, the EOR, PD, and IPE will walk the project to further clarify the scope of services as it specifically relates to the project. This review will focus on ADA compliance, safety, variations, exceptions, and design factors. After the initial field review, design plan development will begin. CPWG checklists will be utilized at each phase of design plan development to ensure that items required are shown on the plans.

Quality Assurance and Quality Control	Int.	Date
Originator (current)		
Checked By (Red ink or Yellow Hi-light)		
Concurrency (Blue ✓ or Note at Red ink)		
Changes Made (Orange Hi-light over Blue ink)		
Changes Verified (Green Hi-light over Blue ink)		

CPWG QA/QC Review Stamp

- The Engineer of Record (Originator) will deliver a completed set of plans to the Independent Professional Engineer (IPE), who will check the plans. Multiple IPE/Checkers may be reviewing specific disciplines or aspects of the plans.
- The IPE (Checker) will review the plans. Everything approved will be highlighted in yellow. A comment in red ink may be placed on the plans if there is a question or clarification requested of the EOR.
- The EOR will review the plans for concurrency with the comments. A blue checkmark or a note will be placed by the Red comment.
- The Project Designer will make the changes approved with a blue ink checkmark and highlight with orange.
- The project EOR will verify that changes have been made and comments have been addressed. A green highlighter mark will indicate that changes have been made to the plan.
- Once all comments have been addressed, the final draft plans will be prepared to be submitted for review.
- All reviewed plan sets and comments will be maintained as part of the project file.



2.a) CPWG Madrid Qualifications

a. Primary - CPWG Madrid

The CPWG Madrid Power Division understands the complexities of replacing utility infrastructure that is beyond its useful life expectancy in urban environments, the long term benefits of a safer and more resilient grid, and our team has the expertise to deliver. In addition to performing electrical system analysis and design, we set the standard for overhead to underground utility projects. CPWG Madrid's specialized overhead to underground utility conversion team understands the intricacies of undergrounding projects. Our team has a wealth of experience designing and supervising these projects. We also understand Florida's unique subsurface conditions.

We can support your underground conversion project from initial studies and permitting through detailed design and energization. Our experts can take you through the steps of planning underground lines so that you understand available options. Our team can also perform feasibility studies and cost estimates that provide you with common-sense answers to the issues you face. These projects require intense coordination with all the stakeholders to ensure everyone's interest are addressed during the design and permitting process. Our professionals work closely with each utility company, local, state and federal agencies, as well as the public who ultimately benefits the most from these completed projects.

Our team knows utility infrastructure projects require public support and our staff have conducted hundreds of public meetings over hundreds of projects. These meetings range from a single property owner to hundreds of citizens filling a local city hall auditorium. The public information meetings are vital in on-boarding all the stakeholders to support these types of projects, because construction is inconvenient and disrupts the daily lives of those in the project area. Our team provides expert construction administration and oversight to minimize disruptions and ensure the project stays on time and within the budget.

CPWG Madrid will work with the City to obtain a binding cost estimate from each utility that covers the undergrounding costs of each respective utilities. Our team will discuss construction and bidding options with the companies. This cost will include obtaining the number and size of conduits, pull boxes, and pedestals that each utility company needs and any ancillary infrastructure required to complete the undergrounding. can install. We will work closely with the utility companies to provide economic design solutions that reduce infrastructure costs while still delivering results to the City.

CPWG Madrid services include:

Preliminary Engineering

- Evaluation of Existing Cable System
- Coordination with Electric Utility
- Routing Studies and Analysis
- Conceptual and Preliminary Design
- Engineering Studies and Cost Estimates
- Permitting and Environmental Permitting
- Existing Utility Identification
- Surveying and Mapping
- Subsurface Underground Engineering (*Maser*)
- Right–Of–Way Acquisition

Detailed Design and Engineering

- Structural Engineering and Analysis
- Foundation Engineering and Design
- Direct Embed
- Concrete Foundations
- Electrical Engineering and Design
- Line Ratings
- Clearances
- Grounding
- Underground Cable Design
- Geotechnical Investigation
- Thermal Evaluation
- Utilty Coordination (*DHM and Ceteris*)

Termination Design

- Overhead to Underground Transition Structures
- Cost Efficient Project Staging

Construction Support

- On-Site Field Engineering
- Construction Management
- Construction Engineering and Inspection (*Ceteris*)
- Materials Testing (*Southern Earth Sciences*)

Landscape Architecture

- Restoration Design
- Area Beautification

Smart Technology

- Smart Traffic
- Smart Lighting
- Smart Parking
- Fiber Network Services

Public Information/Involvement

- Public Awareness (*Carpe Diem Community Solutions*)

2. CPWG Madrid Qualifications

b. Subconsultant - Gas and Water Coordination

DHM Melvin Engineering. Since 1989, DHM has applied experience and knowledge to help clients realize their objectives beginning with innovative concepts through final construction and close-out. With offices in Marianna and Tallahassee. DHM is readily available to support CPWG Madrid's local offices in Chipley and Blountstown to begin working with you to provide proficiency in design, responsibility in finance and budget, and on-time service delivery.

The DHM team is comprised of professional engineers, landscape architects, planners, designers, and technicians who possess the skills and abilities to meet design and project challenges.

b. Subconsultant - Subsurface Utility Engineering

Maser Consulting is a nationwide, privately owned, multi-discipline engineering firm with a unique balance of public and private sector experience. The firm has consistently been recognized by Engineering News Record as one of its Top 500 Design Firms and employs over 1,000 professionals nationwide.

Their services include mobile LiDAR, 3D hi-definition and terrestrial scanning; rail and tunnel measurement; GPS/GIS and topographic mapping; subsurface utility engineering and non-destructive testing; hydrographic, wetlands and forensic surveying. Accuracy in measurement is an essential building block in the successful launch of any project. Their ability to measure geospatially from the air, ground and subsurface to provide precision data interpretation is what sets them apart.

b. Subconsultant - CEI Inspectors

Ceteris, Inc. is a full-service engineering and construction firm located in Marianna, Florida. Ceteris is a Native American owned Minority Business Enterprise (MBE)/ Disadvantage Business Enterprise (DBE) firm specializing in civil engineering and vertical and horizontal construction. With a strong emphasis on leadership and reliability, Ceteris sustains long term relationships and delivers innovative solutions to their Clients.

Ceteris, Inc. is a high-performance based design-build, engineering and construction services firm located in Marianna, Florida. A strong work ethic, empowerment to their employees, and solid commitment to their clients are the cornerstones used by their Principals to build this company and successfully deliver a diverse range of engineering and construction projects. Combining qualified professionals with calculated teaming partners has allowed us to expand their services into the organization it is today. The success of Ceteris is linked by their ability to maintain long standing relationships with their clients and subcontractors, as well as the steadfast commitment of their employees to complete the mission.

Subconsultant - Materials Testing

Southern Earth Sciences, Inc. was formed in 1976 to provide the construction industry with complete geotechnical consulting and materials testing services. Initially focused on providing innovative solutions to unusual foundation problems, their growth has expanded into virtually every aspect of geotechnical engineering, construction materials testing and environmental consulting. SESI has gained the confidence of clients across the South and set a path for the companies continued growth and excellence.

Their staff is comprised of registered engineers, environmental scientists and professional geologists who are leaders in their respective fields. SESI also maintains professional assistance staff, from technicians and drillers to administrative support, in all satellite offices to ensure we have the resources to meet their clients' needs.

b. Subconsultant - Public Involvement

Carpe Diem Community Solutions (CDCS) was founded in 2003 by President Lynn Cherry to provide solutions and build communities and organizations. The CDCS team are veterans in the field. CDCS is skilled at working with citizens, stakeholders, government officials, and the media. They have worked at a local, regional, state and national basis. The depth and breadth of their knowledge will help your community reap truly competitive advantages.

c. Principal Place of Business

CPWG Madrid Corporate Headquarters is located in Tampa, Florida. We have Florida offices in Bartow, Blountstown, Chipley, Jacksonville, Oviedo, and St. Pete Beach. We also have offices in Branson, Missouri and Springdale, Arkansas

Each phase of the project will be managed, performed, and produced by the CPWG Madrid office in Chipley. Other locations will provide specialized services as needed.

RFQ No. 20-03-CD

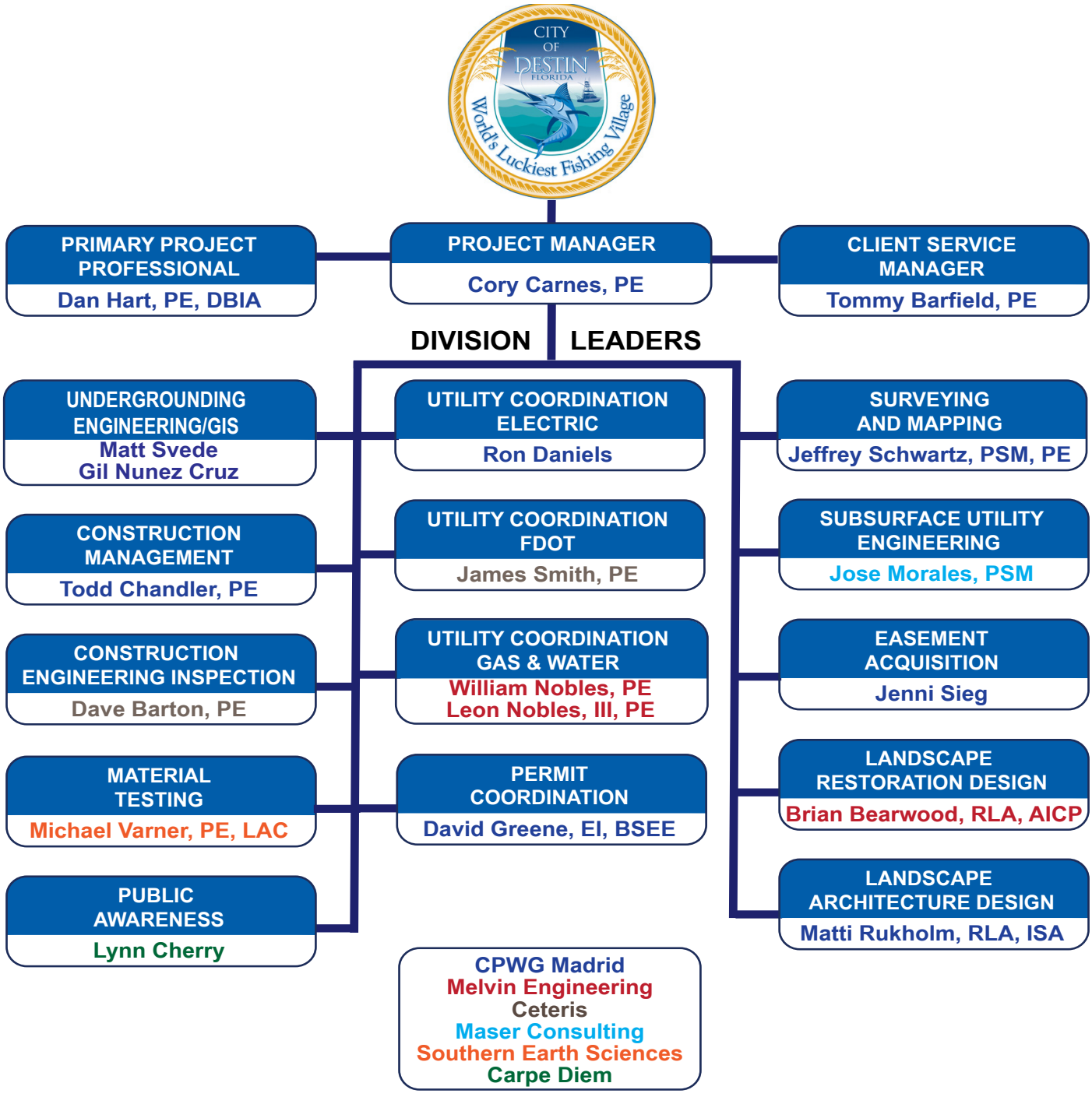
Destin Utility Undergrounding Project Management

June 18, 2020

Tab 3

Qualifications of Project Team

3.a) Organizational Chart



3.b) Key Project Members, Client Service Manager

James T. (Tommy) Barfield, PE

tommy.barfield@madridcpwg.com

Mr. Barfield is an Associate Principal with over 30 years of extensive management experience in the transportation industry with the Florida Department of Transportation (FDOT), District Three in Chipley, Florida. Where he served as a member of the FDOT executive board for 7 years.

He is knowledgeable in all aspects of planning, production, project delivery and management of the Florida Department of Transportation Work Program; skilled in communications and conflict resolution. Mr. Barfield has been responsible for project delivery on the production and operations areas of the Department. He was also a board member of the Santa Rosa Bay Bridge Authority as well as the MidBay Bridge Authority.

Client Services Experience

Mr. Barfield served as special client liaison to FDOT District 2 Secretary and Directors. Assisted in the project identification and programming of projects associated with the General Engineering Contract for the District. Duties included assisting in the identification of funding options for projects and programs that were added to the Department's Five Year Work Program, Also assisted in the monitoring and programming of hurricane relief efforts for Northeast Florida including the conversion of I75 to one way traffic for evacuation purposes. Directed the monitoring of river levels for the District Secretary as directed by the Governor's Office.

He served as the liaison for Engineering Firm and the Department's Central Office as well as Client relations between the FDOT Secretary of Transportation and his Directors.

Client Services Projects

I-10 Rest Area Replacement, Columbia/Suwannee, FL, FDOT District 2

Project Director. Mr. Barfield was responsible for client services and overall project direction for the design/project development and right-of-way acquisition for the replacement of the I-10 rest areas in Columbia and Suwannee Counties.

Design of Alternate Power Supply for Interstate Rest Areas, FDOT District 2

Project Manager was responsible for client services and overall project supervision on this project designed to identify the electrical needs and the design of alternate power supply for Interstate rest area located on I-10, I-95 and I-75 in Northeast Florida.

Signal Timing Projects, Gainesville FL, FDOT District 2

Project Director responsible for overall project direction, project schedule, client services, and financial management of the Construction Engineering Inspection for the signal timing projects located at various locations within the City of Gainesville Florida.

Experience

- 34 years

Education

- B.S., Civil Engineering, University of Florida

Professional Certifications

- Florida Registered Professional Engineer License No. 43861

Professional Affiliations

- American Society of Civil Engineer
- Florida Engineering Society

3.b) Key Project Members, Project Manager

Cory Carnes, PE

cory.carnes@madridcpwg.com

Mr. Carnes is a PE and Director of CPWG Madrid's Power Division with over ten years of experience working on electric transmission and distribution projects. This work includes energy delivery services, operation and maintenance program work, capital funded major projects, and customer-initiated projects. Services have included undergrounding conversions, overhead reliability, asset management, compliance studies, feasibility studies, utility coordination, commercial and residential developments, private and public facility developments, and construction management.

Duke Energy, Overhead to Underground Conversion, St. Pete Beach, FL

Project Manager. Mr. Carnes was tasked with and currently managing the design of a 2.5-mile complete streets overhead to underground conversion of all utilities along Gulf Boulevard from 35th Ave to 75th Ave. He is responsible for meeting design requirements of St. Pete Beach, FDOT, Duke Energy, Spectrum, and Frontier and submitting a complete bid specification package for the entire corridor.

Florida Power & Light, Boynton Beach & Orchid Grove Trail Conflict Mitigation, Boynton Beach, FL

Project Manager. An existing FPL customer at Grove Nurseries proposed a development at the intersection of Boynton Beach Boulevard and Orchid Grove Trail that required the installation of a turn lane on the north side of Boynton Beach Boulevard. 8 FPL owned distribution pole locations were impacted, requiring the developer to go underground at an added cost of $350k+ to the project. Mr. Carnes was brought into consult for the developer, coordinate with FPL, and was able to successfully reduce the conflict to 2 poles. The proposed design was reviewed and approved by FPL and reduced the unplanned cost to less than $50k.

Duke Energy Distribution Major Projects, FL. Pilsbury Permanent Load Relocation (8 miles of New UG Feeder Install)

Project Manager The project involved engineering distribution design services for the installation of approximately 40,000 linear feet of new three (3) phase 1000 KCMIL underground primary feeder from the Pilsbury Substation to the 32nd Street Substation in Pinellas County. Mr. Carnes was responsible for field assessment, routing, termination pole design, pull box locations, and existing tie-ins to OH primary feeder. Over two years, Mr. Carnes was responsible for construction support and coordination.

Duke Energy Distribution Grid Solutions, FL

Project Manager. Mr. Carnes was involved as support of a pilot power reliability initiative implemented to normalize voltage in the Deland area of Florida. He was asked to manage a team and provide distribution design services for over 20,000 feet of reconductor on 5 feeders, 52 tap location moves (phase changes), 10 new regulators installs across 17 feeders, and 9 new capacitor bank installs on 8 feeders. This project was handled from coordination through scheduling and construction.

Experience

- 10 years

Education

- M.S.E., Civil Engineering, University of Florida
- B.S., Civil Engineering, University of Florida (graduated Cum Laude, concentration in Construction, Public Works, Water Resources)

Professional Certifications

- Florida Registered Professional Engineer License No. 81280
- FDOT MOT Advanced Certified No. 24275

3.b) Key Project Members, Primary Project Professional

Dan Hart, PE, DBIA

dan.hart@@madridcpwg.com

Mr. Hart has over 25 years of experience primarily working on Florida infrastructure projects. His experience includes projects for multiple municipal, transportation, water management authorities, and private sector clients across the State. He has a unique blend of construction management, engineering design, and overall program management experience that facilitates individual projects and the overall programs for owners and clients. Over the years he has multiple continuing services contracts for a variety of clients. He also has a strong track record of Design-Build project delivery and is a certified DBIA Professional. Dan uses this experience to forge successful partnerships with owners, consultants, and contractors, as well as to provide owners with efficient and constructible plans. He has served on projects for every district of the FDOT and he has accumulated experiences on projects throughout the United States.

Overhead to Underground Conversion, City of St. Pete Beach, FL

Principal in Charge. Mr. Hart is currently overseeing project to design a 2.5-mile overhead to underground conversion of all utilities and the design of complete streets roadways along Gulf Boulevard from 35th Ave to 75th Ave. He is responsible for meeting design requirements of St. Pete Beach, FDOT, Duke Energy, Spectrum, and Frontier and submitting a complete bid specification package for the entire corridor.

Overhead to Underground Conversion, 155th Avenue to 164th Avenue, Town of Redington Beach, FL

Principal in Charge. Mr. Hart is responsible for client services for underground utilities, LED lighting, and landscaping along Gulf Boulevard. The project's goal was to place above-ground utilities underground and to replace light poles along Gulf Boulevard (155th Avenue to 164th Avenue). CPWG Madrid Utility Undergrounding design plans included the following: undergrounding of Duke Energy, Verizon Communications, and Bright House East/West crossing lines, undergrounding of Duke Energy overhead lighting wires on the east side and lighting design and coordination with Duke Energy.

Overhead to Underground Conversion, Phase II 150th to 143rd, City of Madeira Beach, FL

Principal in Charge. Mr. Hart is responsible for overseeing the design of underground utilities, LED lighting, and landscaping along Gulf Boulevard. The project's goal was to place above-ground utilities underground and to replace light poles along Gulf Boulevard (150th Avenue to 143rd Avenue).

Lake David Park Overhead Undergrounding, City of Groveland, FL

Principal in Charge. Mr. Hart is responsible for overseeing the design of underground utilities, additional LED lighting, and landscaping within Lake David Park. The project's goal was to place above-ground utilities underground and to replace light poles as part a major renovation of the park. The project included design, permitting and coordination with Duke Energy.

Experience

- 25 years

Education

- M.B.A., Western Governors University
- M.S., University of Florida, Civil/Geotechnical/ Geotechnical Engineering
- B.S., University of Florida, Civil/Geotechnical/ Geotechnical Engineering

Professional Certifications

- Florida P.E. #55438
- DBIA Professional

Professional Affiliations

- Design-Build Institute of America
- American Society of Civil Engineers

3.b) Key Project Members, Utility Coordination

Matthew Svede

david.greene@@madridcpwg.com

Mr. Svede has 15 years of experience working with power distribution. He has a expert understanding of distribution systems, from concept to design, construction, and maintenance. He began his career as a lineman and quickly moved into Distribution Design where he designed various portions of the distribution system for Eversource Energy, a Connecticut based utility. He gained additional experience in the Distribution Design Role for KCI in Tampa. Most recently, he worked with Duke Energy as part of their newly formed Lighting Group. He has a complete understanding of distribution systems, from concept to design, construction, and maintenance.

Experience

- 15 years

Education

- B.S., Southern Illinois University at Carbondale

Duke Energy, Overhead to Underground Conversion, St. Pete Beach, FL

Senior Project Manager. Responsible for the conceptual layout and design of overhead electric infrastructure to be placed underground. He was also responsible for aterial specification for conversion equipment and placement as well as the conceptual layout and design of all LED lighting conversion and upgrades. He provided coordination with the City and Duke Energy for review and approval.

Duke Energy, Major FDOT Intersection Lighting Upgrades , FDOT, All locations in the Coastal and North Coastal Areas

Project Coordinator. FDOT did an analysis of all the State owned intersection based on crash study data. Based on the information provided it was my responsibility to make sure the new lighting design fully met FDOT standards, and Coordinate the design, and Manage the work all the way through construction.

KCI Technologies, North Coastal Self-healing Viper Recloser Project, Design Management & Construction Support, North Coastal Florida

Project Manager. This project consisted of the organization and implementation of Duke Energy's Self-healing Viper Recloser program for the North Coastal territory. Checking locations for recloser placement to make sure they fit in conjunction with the entire circuit and were placed, properly for lineman safety.

Eversource Energy Watertown High School Overhead to Underground Conversion, Design, and Construction Support, Evaluation of existing overhead lines and placement of new underground facilities, Watertown, CT

Designer. This project was to underground the existing facilities which fed the school football field and concession stand. Accountable for meeting goals and deadlines that were set out from the start of the project. This included Design completion, working with scheduler to ensure correct materials are being ordered and will be on site when needed, to weekly status meetings to provide the most up to date information on the project.

3.c) Sub-consultant Firms and Key Project Members

DHM – Melvin Engineering

William C. (Bill) Nobles, PE, President, Gas and Water Utility Coordination
Experience: 46 years **FL License:** PE 51082
Education: B.S., Mechanical, Nuclear Engineering, University of Florida
As a Senior Level Engineer, Bill is responsible for the design and construction management of municipal water distribution systems, water treatment plants, wastewater collection systems, wastewater treatment plants and natural gas distribution projects. In addition, is responsible for the management and coordination of special projects relating to civil and structural engineering.

Leon E. (Gene) Nobles, III, P.E., Vice President, Gas and Water Utility Coordination
Experience: 46 years **FL License:** PE 51452
Education: B.S., Environmental Engineering with Honors, University of Florida

Gene Nobles expertise lies in transportation related projects with demonstrated abilities and success in design, plans production, contracts, inspection, and project management. Gene has worked closely with the FDOT, District 2 and 3, and local city/county governments throughout Northwest Florida.

Brian Bearwood, RLA, AICP, Landscape Architect
Experience: 15 years **FL License:** LA 0001406
Education: B.S., Landscape Design, Oregon State University

His technical expertise in landscape and irrigation design, drainage, biological assessments, impact analysis, geo-technical testing, land use and planning qualifies Brian has proven experience in all phases of planning, utility, and transportation projects. His technical expertise in landscape and irrigation design, drainage, biological assessments, impact analysis, geo-technical testing, land use and planning qualifies

Maser Consulting

Jose D. Morales, PSM, Senior Surveyor, SUE
Experience: 18 years **FL License:** PSM LS6733
Education: B.S. Geomatics, University of Florida
Mr. Morales has over 18 years of experience in surveying and mapping for design, construction, sub-surface utility, platting, sectional and boundary determination. He has had the privilege to work throughout the state and has completed projects for Districts 3, 4, 5 & 6. His work in these districts has varied from project management and quality control to construction layout and technical support.

Ceteris

James M. Smith, PE, President, FDOT Coordination
Experience: 19 years **FL License:** PE 64651
Education: B.S., Civil Engineering, Florida State University
Mr. Smith has over 19 years of experience in the Transportation Design and Planning field. His experience includes serving as a roadway design crew leader responsible for the design of construction documents for urban and rural highways and intersection improvements, as well as traffic control plans. While in the Planning Department he served as the District Statistics Administrator and the District Systems Planning Manager.

Dave Barton, PE – Senior Project Engineer, CEI
Experience: 14 years **FL License:** PE 72108
Education: B.S., Civil Engineering, Florida State University

Mr. Barton has over 14 years of experience in design, construction management and construction engineering and inspection (CEI) of numerous transportation infrastructure projects. Mr. Barton's design experience includes conceptual planning, design, and permitting of roadway, site development, stormwater, water and wastewater utility improvement projects.

Southern Earth Sciences

Michael K. Varner, P.E., LAC, Senior Engineer, Materials Testing
Experience: 40 years **FL License:** PE 15037
Education: B.S., Civil Engineering, Florida State University
Mr. Varner has over 40 years experience in geotechnical engineering in Florida. Mr. Varner has completed over 15,000 geotechnical projects in the Florida Panhandle area including private residential, high-rise condominiums, infrastructure projects, and forensic services for private, municipal and military clientele.

Carpe Diem Community Solutions

Lynn Cherry, President, Public Information
Experience: 15 years
Education: M.S., Psychology, Florida State University
Lynn has served as public information officer, trainer, program developer, facilitator, and leader. She is certified by the National Charrette Institute as a facilitator in charrette systems which is used to support community decision-making.

3.d) Availability, Location, and Workload of Team

1. Current project work listing and remaining labor commitments.

a. Undergrounding Utilities, City of St. Pete Beach, On-going (Estimated Design Completion 07/31/2020) (Estimated Construction Completion 07/31/2022)

b. Undergrounding Utilities, City of Madeira Beach, On-going (Estimated Construction Completion 11/30/2020)

c. Undergrounding Utilities, City of Indian Rocks Beach, On-going (Estimated Construction Completion 10/31/2020)

e. Undergrounding Utilities, City of Redington Beach, On-going (Estimated Construction Completion 07/31/2020)

e. Undergrounding Utilities, City of Redington Shores, On-going (Estimated Construction Completion 07/31/2020)

v. Undergrounding Utilities, City of North Redington Beach, On-going (Estimated Construction Completion 10/31/2020)

2. Typical Number of Projects Handled by the Respondent's Key Project Members.

For a project the size and complexity of the City of Destin overhead to underground utility conversion project, each member would be dedicated to your project. If time allowed they may be assigned a smaller secondary project. The workload of key CPWG Madrid personnel is decided based on size and complexity of the project. Our key members are never assigned more than five projects at one time.

3. Projected Workload of Project Management.

CPWG Madrid is currently in the final stages of five Overhead to Underground Conversion projects in construction. Our staff is monitoring the removal of overhead infrastructure by Duke Energy contractors. All projects are estimated to be completed by the end of 2020. Our Project Management team is immediately available to the City of Destin, as the current project workload is mostly construction administration of the removal of existing facilities, minor restoration and support.

4. Sub-consultant Firms Assigned More Than 5% of the Work.

a. 10% - DHM Melvin Engineering - Engineering, Landscape, Utility Coordination

b. 5% - CETERIS Engineering & Construction Services - CEI

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Destin Utility Undergrounding Project Management

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Tab 4

Project Approach

4. CPWG Madrid Project Approach

Underground conversions can seem like a daunting task considering the amount of infrastructure spread across multiple complex organizations that have their own operational standards and expectations. The infrastructure serves a high volume of customers where any downtime can wreak fiscal havoc on even the most resilient stakeholders and businesses regardless if they are private or public.

As one of the leading experts in the underground conversion market, we can systematically drive these projects from concept to construction. Each step of the way, we provide innovative solutions to ensure the goal stays in sight and reachable.

Our professionals come to CPWG Madrid directly from leadership positions in some of the largest Investment Owned Utilities (IOUs) in the country, i.e. Duke Energy, Florida Power and Light, and Tampa Electric Company, Eversource Energy, and Empire District Electric Company.

We understand how to establish a scope of service that is recognizable by all entities involved and use innovative techniques to exchange information that creates a highly effective interoperable system. We break down the compartmentalized approach, bring the impacted entities together, and develop a plan to mitigate risk and maximize a positive outcome.

Once the scope of service is agreed on, the path forward can be heavily affected by the public. CPWG Madrid is a known name in its respective communities and works closely with the local, state, and federal officials to ensure the community receives a clear message. CPWG Madrid knows that each minor impact, e.g. impeding pedestrian or vehicle traffic, disrupting small businesses, or disconnecting public and private lighting, has a ripple effect that must be minimized and any impacts clearly defined for the public so they are as informed as possible. On the other hand, the local officials need to know how to mitigate these impacts with area appropriate communication. CPWG Madrid can be trusted to deliver on the expectations of the public and their officials to ensure a smooth public outreach program.

The following is CPWG Madrid's system designed to identify the major components of an overhead to underground conversion and lead a successful project:

1. City Kick-Off Meeting
2. Surveying and Mapping
3. Subsurface Utility Engineering (SUE)
4. Utility Coordination
5. Geographical Information Systems (GIS)
6. Engineering
7. Real Estate
8. Public Outreach
9. Permitting
10. Construction Administration

CPWG Madrid is a multidiscipline one-stop shop that can support these services as needed.

1. City Kick-Off Meeting:

CPWG Madrid will meet with City Officials to identify planning needs, priority areas, and project scope. We will also discuss the preferred method of communication and methods for delivery. It will be CPWG Madrid's goal to set expectations clearly and create an open dialogue to start moving the project forward.

2. Surveying and Mapping

The field survey starts with establishing horizontal and vertical control required to locate the physical improvements including above-ground utilities. A topographic survey (3D) base map will be created on state plane coordinates. This information can be used for future reference into a GIS database and for comparison with existing as-built data. CPWG Madrid has the capabilities of locating the topographic survey using conventional methods (total station) or by using mobile/static Light Detection and Ranging (LiDAR). Typically, a combination of these two methods will be used. These data collection methods mean our survey models can be used to identify existing conditions with ease of access on and off-site and increase the safety for our staff and the general public.

4. CPWG Madrid Project Approach

Sample LiDAR Image

Before the fieldwork begins, CPWG Madrid will review the existing right of way conditions and width and determine if a right of way and property line survey is needed. This process typically includes a review of existing County records and maps, City records and maps, and FDOT right of way maps. The development of the base map is a critical component that needs special attention to ensure the planning is properly considered.

3. Subsurface Utility Engineering (SUE)

Subsurface evaluations are largely dependent on the experience of those in the field that recognize the marks, demarcations, and physical features that correspond with their respective underground facility owner. Ground Penetrating Radar, soft-digs, and vacuum excavation are some of the field technologies used in conjunction with visual inspection to identify existing underground facilities.

Often with continuous underground infrastructure, only partial exposure can be accomplished and the key personnel have to rely on historical documentation or visual inspection to ensure the information is delivered correctly.

CPWG Madrid has teamed with Maser Consulting who has the professional expertise and relationships to complete the SUE work for these projects and to reference the existing facilities that may conflict with the proposed route.

4. Utility Coordination

Considering the facility owners in the right-of-way to be converted is the first step in breaking down the compartmentalized frame of reference. After identifying all utility providers and an area of impact, we have to meet with the respective entity to initiate their processes for approval. Members of our team will coordinate with the utility companies to limit disruptions to services and businesses

Each underground utility owner will expect a clear visual definition of the scope. They will require a conceptual area, alignment, or corridor to review. Expected formats are typically based on the utilities standard mapping system. The universal language that can be used is known as a Red-Green-Brown (RGB) Drawing. Red identifies facilities in conflict or to be removed, Green is associated with all existing facilities, and Brown is for the proposed locations.

5. Geographical Information Systems (GIS)

Each utility has their own asset management software. Typically, the software is proprietary and does not allow for outside access due to security restrictions. The utility is, however, allowed to provide maps of existing facilities. Knowing how to read the maps is another challenge in itself. They are regularly out of date or not accurate and require field review and verification.

The GIS data on these maps is also normally referenced to a work management system that allows the utility to order material and queue work orders. The major ones being used are Maximo, Design Manager, WMIS, and Storms.

We know how these systems receive and deliver data. We also know how the utilities update and manage them for their customers. With this advantage, we know exactly what they need to see to ensure approvals run as smoothly as possible.

6. Engineering

Once you have the base maps created with planimetric and subsurface conditions, as well as, all existing facilities from the GIS maps, the intricate design can begin.

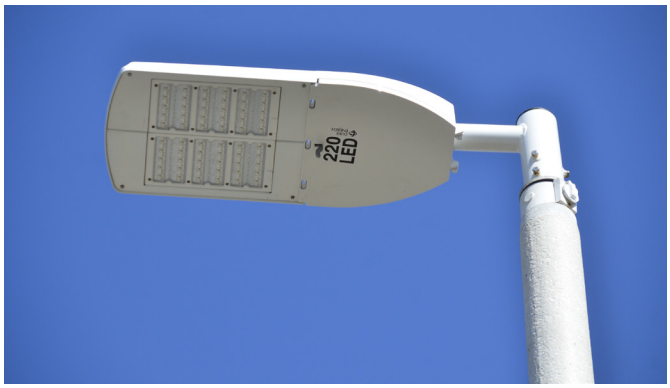
a. Power. Electricity connects from the generation plant and is delivered to the substations by transmission lines. It is then stepped down to distribution feeder lines where branch lines then continue to the meter. Examples of conversion projects are typically local distribution lines in the right-of-way, lighting circuits for parking or private needs, and residential areas. These areas must continue to remain connected as we remove each and every overhead line. Equipment and locations do not always convert from a like for like standpoint. Overhead equipment footprints are very different from undergrounding equipment footprints. Operations require the footprint of the underground equipment to allow for accessibility and clearances to open equipment as well. Underground meters, for example, require an upgraded housing unit that completely replaces the overhead meter, because of how the service cable is

4. CPWG Madrid Project Approach

designed. The design will require evaluating every feeder line, branch line, and service outside the substation being run to the meter.

b. Telecommunications. Overhead power lines have leased space on their owned facilities that are referred to as Joint Users (JU). These JUs are commonly the major telecommunication providers in the area. Telecommunications is often referred to as Low Voltage lines. The major carriers will require updated maps to then turn around a design to CPWG Madrid.

c. Gas, Water, Wastewater, Stormwater. These utilities are what will need to be avoided and considered during the placement of power and telecommunications lines. Undergrounding in the right-of-way is often very congested, requiring specialized clearances to maintain operational requirements in close proximity of each other. The base map and subsurface condition analysis is key in avoiding these conflict areas. CPWG Madrid continues to work in all aspects of infrastructure along the right-of-way and has considerable expertise in how these facilities are affected, as well as, innovative solutions to mitigate these conflicts.



d. Roadway Lighting. State and federal regulations require specific area coverage in roadway areas. Lighting is a separate effort that needs to run parallel with power and telecommunications. Once the proposed underground route is defined, lighting locations have to be serviced and defined. Existing lights, i.e. commercial, private, municipal, and state, all have to be accounted for as the upgrades can impact existing accounts and agreements. Environmental impacts and open sky requirements are considered and discussed to determine the required fixture type, i.e. Amber, LED, HPS, and pole type, i.e. concrete, aluminum, decorative. Once the fixture and pole are selected, locations can be determined through photometric analysis which determines overall coverage of the light type set at a distance above. Safety requirements are then considered for proper placement of cross-walk lighting and clear zone. Beyond the design, the city can then determine if they want regulated or nonregulated lighting. Nonregulated lights are set after a provided meter and maintained by the city.

e. Streetscapes. CPWG Madrid has been involved with various streetscape projects, both developing guidelines as well as developing the construction documents required to implement streetscape improvements. Our team of landscape architects and engineers work with your staff to improve livability by designing safer, more affordable roadways and surrounding systems. The resulting designs are constructible, sustainable, and beautiful. Our team has also designed roadways using the Complete Streets guidelines that balance the needs of all roadway users.

f. Maintenance of Traffic (MOT). Our team will develop the MOT to allow traffic flow to continue. We will provide notes to facilitate the MOT in the design plans.

g. Cost Estimates and Materials Specifications.

All planning and design projects require a thorough knowledge of construction costs. We file all bid tabs received on our projects in an accessible database. To maintain an accurate database for providing cost estimates on our design projects and planning level estimates, this is periodically updated. We also have access to FDOT project databases. Smaller projects have a much different cost basis than larger projects and we keep that in mind when preparing the “Opinion of Probable Construction Cost”.

In addition to our skilled engineering staff, we also maintain licensed general contractors and construction inspectors on our staff that are experienced in cost estimating from a contractor’s perspective. They currently work in the industry providing an accurate cost of the work. Our reviews and knowledge of construction costs allow our cost estimates to be within 10%, allowing your staff to accurately budget project funding.

CPWG Madrid will work with the City to obtain a binding cost estimate from each utility that covers the undergrounding costs of their respective utilities. Our team will discuss construction and bidding options with the companies. This includes installing required infrastructure, ancillary infrastructure, and performing restoration work.

4. CPWG Madrid Project Approach

7. Real Estate

Once the design layout is approved by the local utilities, easement acquisition becomes necessary for underground equipment locations. CPWG Madrid has supported a number of beach communities in determining property requirements for proposed underground facilities.

Our design team uses their past experience to understand where space can best be utilized and provide minimal impact to the local citizens. Having operational experience, CPWG Madrid knows the access and safety requirements that must be maintained and how to share that with the residence at every location.

We have conducted miles of review, completing title searches and verification, setting up property owner meetings, communicating local utility easement requirements, and preparing easement acquisition documentation to be submitted and recorded by the local utility.

8. Public Outreach

Public perception of the project becomes a major player in how the project can progress. As the corridors where the overhead alignment is being converted run through multiple areas, the public will also be from all facets of life with different needs to consider. We stand by the city every step of the way, joining town hall meetings, answering citizen concerns, and providing compelling evidence to ease the impact.

Carpe Diem Community Solutions (CDCS) will join our team to assist us with public involvement. The CDCS team are veterans in the field. CDCS is skilled at working with citizens, stakeholders, government officials, and the media. They have worked at a local, regional, state, and national basis. The depth and breadth of their knowledge will help your community reap truly competitive advantages.

Our team has been at the highest level of impact in major utility companies providing answers that the communities need to hear and we can do the same for the City of Destin.

9. Permitting

Governmental Agencies must all be considered including but not limited to FDOT Right-of-Way Use, Environmental Impacts, and Franchise Right Agreements. The utility companies will have their own process to initiate and follow for approvals.

Delivering the information in a way that all stakeholders can understand is key. Our multidiscipline approach allows CPWG Madrid to create an RGB document that is universally understood. From that document, we provide a FDOT Right-of-Way Use plan set, Maintenance of Traffic (MOT) plan set, and a separate lighting photometric plan for review.

10. Construction Administration

Our team of field engineers and inspectors optimize the construction process by regularly visiting job sites to ensure consistency and efficiency in the execution of our plans. Our staff will lead regular progress meetings and monitors the construction schedule as well as project safety and MOT.

a. Construction Management. CPWG Madrid offers complete construction management capabilities and can provide all levels of construction management support from assistance and advice to client construction staff, to a complete turnkey management system. We can provide support to our client's staff during the bid and construction phases of the project by assisting with the pre-bid conference, as well as the review and evaluation of bids. We can attend and answer all questions at the pre-construction conference between the client and the selected contractor. If deemed necessary, CPWG Madrid will provide complete construction services, including a resident construction manager and inspection team who will remain on-site during all construction.

The CPWG Madrid team can assist the City with the bidding process to acquire construction services that meet the City's needs. We can complete the necessary bid

4. CPWG Madrid Project Approach

documents to place the project in the procurement process. The bid package includes the completed construction plans and specification book that outlines the specific criteria for a project. It is common for the specification book to included specified materials, required third party testing, acceptable tolerances during construction, survey requirements during and post construction, liquid damages, product and material submittal process, RFI process, and payment monitoring process.

b. Contractor Oversight. The CPWG Madrid team can assess the progress and quality of the contractor's work and can coordinate performance. Our team works with the City Staff to ensure they receive only work of the highest quality and will represent the City. We will alert the City regarding any quality problems encountered. Our team can maintain the detailed construction documents necessary to provide project certification and as-built drawings. We review all drawings for accuracy and can answer requests for information from the City or contractor.

c. Materials Testing.

We have added Southern Earth Sciences (SES) to our team to provide state-of-the-art materials testing in a nearby location. They provide construction resources including testing of concrete, soils, asphalt, and metals. SES has state-of-the-art laboratory facilities in the City of Destin as well as mobile field laboratories for on-site testing that are staffed with OSHA-safety certified field technicians. SES has extensive experience providing full-time quality control testing on large scale construction projects.

d. Constructability Reviews. These reviews are an important part of not only our quality control process but also part of our cost savings process. Our review process examines our plans to ensure they include the most effective maintenance of traffic, potential material cost reductions, maximum reuse of existing materials and equipment, utility reviews, efficient construction techniques and methods, detailed project specifications, and review schedules. These reviews ensure more efficient construction and help to not only improve design plans but also help to minimize downstream construction issues and change orders.

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Destin Utility Undergrounding Project Management

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Tab 5

References – Past Performance

5. CPWG Madrid References - Past Performance

SR 699 (Gulf Boulevard) Overhead to Underground Conversion of Power and Communications Lines

Town of Redington Beach, FL

CPWG Madrid Engineering assisted the Town of Redington Beach to design underground utilities, LED lighting, and landscaping along Gulf Boulevard. The project's goal was to place above-ground utilities underground and to replace light poles along Gulf Boulevard (155th Avenue to 164th Avenue). CPWG Madrid Utility Undergrounding design plans included the following: undergrounding of Duke, Verizon and Bright House East/West crossing lines, undergrounding of Duke overhead lighting wires on the east side and lighting design and coordination with Duke.

Undergrounding Design Coordination, Plans Creation, and Permitting. The CPWG Madrid Utilities team divided their main tasks into two categories; design and coordination. The initial task was to design detailed construction plans that incorporated CAD drawings showing equipment location within local easements and new LED lighting on new concrete poles along Gulf Boulevard. When the initial task was finished, the focus shifted to performing the coordination required to complete the project. The team coordinated with Town representatives to work with property owners to obtain easements and keep the public informed. They coordinated with utility companies to facilitate the conversion to underground utilities including lighting, permit utilities within FDOT right-of-way (one permit per utility). Our team also met with FDOT and Town of Redington Beach staff to facilitate plans production.

Coordination with Utility Companies. CPWG Madrid's Utilities team assisted the Redington Beach planning staff by discussing construction and bidding options with the companies involved. This resulted in obtaining a binding cost estimate for the undergrounding of their respective utilities. They also worked with the utility companies to develop a location plan for the desired easements. Meetings were held with Duke to coordinate to change the existing lighting on the west side of Gulf Blvd with new lighting on the west side. The lighting analysis was coordinated with FDOT for approval and the lighting design was assimilated into the overall underground design.

Easement Coordination.
To obtain the required easements and address citizen concerns the designated Town representative held individual meetings with the affected property owners. The CPWG Madrid team met with residents when requested by the Town representative. They also supported meetings with the public by providing design layout of the equipment and easement layout. The public meetings and individual discussions with residents contributed to the success of the utility undergrounding project.

Project Owner:
Town of Redington Beach
105 164th Avenue
Redington Beach, Florida 33785

Contact Person and Phone:
Mr. Nick Simon
Mayor
(727) 391-3875

Project Duration:
Design: 2019 - 2020
Construction: 2019 - 2020

Project completed on schedule?
On Schedule

Office performing work:
CPWG Madrid, St. Pete Beach, FL
CPWG Madrid, Tampa, FL

CPWG Madrid was Prime Firm?
Yes

Was work performed in-house?
Yes

Type/Scope of services provided?
Electrical Engineering
Civil Engineering
Landscape Design
Public Awareness Campaign
Construction Engineering & Inspection

Members of our proposed team that worked on this project?
Cory Carnes, PE
Dan Hart, PE, DBIA
Michael Stalzer, PE
Todd Chandler, PE
Jeffrey Schwarz, PSM, PE
David Greene, EI, BSEE
Ron Daniels
Greg Hass, CGC

5. CPWG Madrid References - Past Performance

Gulf Boulevard Overhead to Underground Conversion of Power and Communications Lines

City of St. Pete Beach, FL

CPWG is providing engineering support for the overhead to underground conversion of power and communication lines, new LED lighting, and landscaping along SR 699 (Gulf Boulevard) between 35th Avenue and 75th Avenue (approximately 12,700 linear feet). The projects tasks include the removal of existing systems, replacement of existing street lighting, and providing electrical enhancement of medians. Overhead utilities that are affected by the project include Duke Energy (electric), Spectrum (cable), and Frontier (telephone).

CPWG will perform all utility coordination, engineer the conduit and cabling infrastructure, and provide permit documents. The critical permit is the FDOT permit, which will enable construction services to proceed with installation of pathways for replacement cabling systems, and subsequent removal of existing overhead utility poles and wiring. Our team will work to ensure the revised street lighting meets FDOT requirements. Our designers will also provide revised electrical services to SR 699 medians to accommodate updated electrical service points for City use.

Additional specific project design tasks include:

1. Convert all Existing Energy and Communications utilities from overhead to underground in conduit system.

2. Enhanced Street Lighting, including Contribution-In-Aid of Construction (CIAC) coordination, construction and restoration.

3. Revised lighting and fixtures quantities (using DE model and spacing) to provide stand-alone uniform street lighting the length of the project.

   a. Provide new electrical service to new street lighting independent of existing service.

   b. Identify utility poles to be removed.

4. Extend Metered Electrical service to medians to allow the addition of power/lighting. The design will include identification of new LED street lights and related construction plans.

This is a very high profile area with a very active and informed electorate. There are many tourist industry businesses along the route that will be affected by this project. Obtaining easement and garnering public support for the project will require an extensive public awareness program. CPWG Madrid has a capable public awareness team that can prepare the materials and resources required to effectively convey the City's message to its citizens.

Project Owner:

City of St. Pete Beach
155 Corey Avenue
City of St. Pete Beach, FL 33706

Contact Person and Phone:

Mike Clarke
Public Works Director
(727) 363-9243

Project Duration:

Design: 2019 to 2020
Construction: 2020 to 2022

Project completed on schedule?

On Schedule

Office performing work:

CPWG Madrid, St. Pete Beach, FL
CPWG Madrid, Tampa, FL

CPWG Madrid was Prime Firm?

Yes

Was work performed in-house?

Yes

Type/Scope of services provided?

Electrical Engineering
Civil Engineering
Landscape Design
Public Awareness Campaign
Construction Engineering & Inspection

Members of our proposed team that worked on this project?

Cory Carnes, PE
Dan Hart, PE, DBIA
Michael Stalzer, PE
Todd Chandler, PE
Jeffrey Schwarz, PSM, PE
David Greene, EI, BSEE
Matt Svede
Ron Daniels

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Destin Utility Undergrounding Project Management

June 18, 2020

Tab 6

Submittal of General Information, Procurement Forms and Documents

RESPONDENT ACKNOWLEDGEMENT

Submit Responses To: City of Destin
CITY CLERK'S OFFICE
4200 Indian Trail Bayou
Destin, Florida 32541
Telephone: (850) 837-4242

RFQ NO. 20-03-CD
DESTIN UTILITY UNDERGROUNDING PROJECT MANAGEMENT

Responses must be received by: **No Later Than 2:00 P.M. Prevailing Central Time on June 18, 2020.**

Responses will be publicly opened and recorded for acknowledgement of receipt in the City Hall Boardroom, unless specified otherwise, on: **June 18, 2020, no later than 2:00 p.m. Prevailing Central Time** and may not be withdrawn within ninety (90) days after such date and time.

Name of Vendor: Cribb Philbeck Weaver Group, Inc. d/b/a CPWG Madrid

Federal I.D. Number: 20-1262722

A Corporation of the State of: Florida

Area Code: 813 Telephone Number: 361-2644

Area Code: 813 FAX Number: 223-2469

Mailing Address: 1228 Jackson Avenue

City/State/Zip: Chipley, Florida 32428

Vendor Mailing Date: 16 June, 2020

Authorized Signature

Sheila Tarte
Name Typed

THIS PAGE MUST BE SUBMITTED FOR RESPONSE TO
BE CONSIDERED COMPLETE AND ACCEPTABLE

ADDENDA

RFQ NO. 20-03-CD
DESTIN UTILITY UNDERGROUNDING PROJECT MANAGEMENT

RESPONDENT: Cribb Philbeck Weaver Group, Inc. d/b/a CPWG Madrid

DATE SUBMITTED: 18 June, 2020

We propose and agree, if this submittal is accepted, to contract with the City of Destin, in the Contract Form, to furnish all material, equipment, machinery, tools, apparatus, means of transportation, construction, coordination, labor and services necessary to complete/provide the work specified by the Contract documents.

Having studied the documents prepared by:

CITY OF DESTIN

We propose to perform the work of this Project according to the Contract documents and the following addenda which we have received:

ADDENDUM NO.	DATE	ADDENDUM NO.	DATE

☒ **NO ADDENDUM WAS RECEIVED IN CONNECTION WITH THIS BID**

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CONFIRMATION OF DRUG-FREE WORKPLACE

IDENTICAL TIE SUBMITTALS

Preference shall be given to businesses with drug-free workplace programs. Whenever two or more submittals which are equal with respect to price, quality, and service are received by the City of Destin or by any political subdivision for the procurement of commodities or contractual services, a submittal received from a business that certifies that it has implemented a drug-free workplace program shall be given preference in the award process. Established procedures for processing tie submittals will be followed if none of the tied vendors have a drug-free workplace program. In order to have a drug-free workplace program, a business shall:

1) Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.

2) Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.

3) Give each employee engaged in providing the commodities or contractual services that are under submittal a copy of the statement specified in subsection (1).

4) In the statement specified in subsection (1), notify the employee that, as a condition of working on the commodities or contractual services that are under submittal, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or- plea of guilty or nolo contendere to, any violation of Chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than 5 days after such conviction.

5) Impose a sanction on or require the satisfactory participation in a drug abuse assistance or rehabilitation program if such is available in the employee's community by, any employee who is so convicted.

6) Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

As the person authorized to sign the statement, I certify that this integrator complies fully with the above requirements.

Vendor's Signature: _____

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SCHEDULE OF SUB-CONTRACTORS

The Undersigned Bidder proposes the following major subcontractors for the major areas of work for the Project. The Bidder is further notified that all sub-contractors shall be properly licensed, bondable and shall be required to furnish the City with a Certificate of Insurance in accordance with the contract general conditions. This page may be reproduced for listing additional sub-contractors, if required.

Name of Sub-Contractor	Address of Sub-Contractor	License No.:	Contract Amount	Percentage (%) of Contract
Carpe Diem Community Solutions	2709 Rutgers Drive, Panama City, 32405		N/A	3%
Ceteris	2902 Madison Street, Marianna, FL 32446	Eng CA31322	N/A	10%
DHM – Melvin Engineering	4428 Lafayette Street | Marianna, FL 32446 |	Eng CA5637	N/A	5%
Maser Consulting	5471 W Waters Ave, Ste 100, Tampa, 33634	Survey LB7388	N/A	2%
Southern Earth Sciences	150 Industrial Park Rd, Ste 6, Destin, 32541	Eng CA 3737	N/A	2%

Signature _____ Date: 15 June, 2020

Title/Company Cribb Philbeck Weaver Group, Inc. d/b/a CPWG Madrid

Owner reserves the right to reject any sub-contractor who has previously failed in the proper performance of an award, or failed to deliver on time contracts in a similar nature, or who is not responsible(financial capability, lack of resources, etc.) to perform under this award. Owner reserves the right to inspect all facilities of any sub-contractor in order to make a determination as to the foregoing.

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CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 06/04/2020

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER

Talbert Insurance Services
3473 Satellite Blvd, Suite 114
Duluth, GA 30096

CONTACT NAME: Teri Newberry
PHONE (A/C, No, Ext): (770)497-9400 FAX (A/C, No): (770)813-8535
E-MAIL ADDRESS: tnewberry@talbertservices.com

INSURER(S) AFFORDING COVERAGE		NAIC #
INSURER A :	Auto Owners Insurance	32700
INSURER B :	Auto Owners Insurance	18988
INSURER C :	Auto Owners Insurance	10190
INSURER D :		
INSURER E :		
INSURER F :		

INSURED

Cribb Philbeck Weaver Group, Inc and CPWG Constructors, LLC
3918 N Highland Ave
Tampa, FL 33603-4724

COVERAGES **CERTIFICATE NUMBER:** 00008702-1202734 **REVISION NUMBER:** 182

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE OCCUR X BLANKET WOS GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT LOC OTHER:	Y	Y	80117967	06/03/2020	06/03/2021	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 1,000,000 $ 300,000 $ 10,000 $ 1,000,000 $ 2,000,000 $ 2,000,000
B	AUTOMOBILE LIABILITY ANY AUTO OWNED AUTOS ONLY / X SCHEDULED AUTOS X HIRED AUTOS ONLY / X NON-OWNED AUTOS ONLY X AUTOMA ADD'L X INSURED STATUS	Y		5037622000	06/03/2020	06/03/2021	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) MO Location	$ 500,000 $ $ $ $
C	X UMBRELLA LIAB OCCUR EXCESS LIAB X CLAIMS-MADE DED X RETENTION $ 10,000			5037624900	06/03/2020	06/03/2021	EACH OCCURRENCE AGGREGATE FOLLOWS FORM	$ 5,000,000 $ $
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y / N If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		80209996	06/03/2020	06/03/2021	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ 1,000,000 $ 1,000,000 $ 1,000,000
C	FLORIDA LOCATION			80149474	10/31/2019	10/31/2020	OCC / AGG	$1 MIL / $2 MIL
A	AIRCRAFT HULL & LIAB			80117967	06/03/2020	06/03/2021	COMBINED SINGLE LIM	3,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Builders Risk Policy: BR13914736 US Assure a Diamond State Insurance Company - Coverage $200,000 for location 450 S. LAKE DRIVE Groveland, FL 34736

GENERAL LIABILITY INCLUDES BLANKET ADDITIONAL INSURED (FORM #55373 01/07).

GENERAL LIABILITY INCLUDES BLANKET WAIVER OF SUBROGATION (FORM #55352 10/08)

CERTIFICATE HOLDER

*** FOR PROPOSAL PURPOSES ONLY ***

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

(TLN)

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CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 06/04/2020

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Iron Ridge Insurance 4971 Royal Gulf Circle Fort Myers FL 33966	**CONTACT NAME:** Karen Brinkley **PHONE (A/C, No, Ext):** (800) 775-8526 **FAX (A/C, No):** (239) 288-7544 **E-MAIL ADDRESS:** kbrinkley@ironridgeinsurance.com
INSURED Cribb Philbeck Weaver Group, Inc. 3918 North Highland Ave Tampa FL 33603	**INSURER(S) AFFORDING COVERAGE** / **NAIC #** **INSURER A :** Liberty Insurance Underwriters, Inc 19917 **INSURER B :** **INSURER C :** **INSURER D :** **INSURER E :** **INSURER F :**

COVERAGES **CERTIFICATE NUMBER:** CL206405296 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
	COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☐ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☐ PRO-JECT ☐ LOC ☐ OTHER:						EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ $ $ $ $ $
	AUTOMOBILE LIABILITY ☐ ANY AUTO ☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS ☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY						COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ $ $ $
	UMBRELLA LIAB ☐ OCCUR **EXCESS LIAB** ☐ CLAIMS-MADE ☐ DED ☐ RETENTION $						EACH OCCURRENCE AGGREGATE	$ $
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y / N ☐ **(Mandatory in NH)** If yes, describe under DESCRIPTION OF OPERATIONS below	N / A					☐ PER STATUTE ☐ OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ $ $
A	Professional Liability			AEXNYABFENW003	06/03/2020	06/03/2021	Per Claim Aggregate	$2,000,000 $4,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Professional Liability is written on a claims-made basis

CERTIFICATE HOLDER

For Proposal Purposes

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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ACORD 25 (2016/03) **The ACORD name and logo are registered marks of ACORD**

6.f) Supplemental Information

8.2.8. CPWG State of Florida Corporate Licenses

Cribb Philbeck Weaver Group, Inc., **FEIN 20-1262722**, **DUNS 0547222644** was established in 2004 and is a seasoned engineering firm with our corporate headquarters in Tampa, Florida. The corporation is in good standing with the State of Florida (**# P04000095821**). All applicable taxes have been paid for 2019. All corporation and individual licenses are current and in good standing. Below is a copy of our current corporation certificate from the State of Florida for 2019.

CPWG Florida Corporation P04000095821

State of Florida
Department of State

I certify from the records of this office that CRIBB PHILBECK WEAVER GROUP, INC. is a corporation organized under the laws of the State of Florida, filed on June 23, 2004.

The document number of this corporation is P04000095821.

I further certify that said corporation has paid all fees due this office through December 31, 2020, that its most recent annual report/uniform business report was filed on February 10, 2020, and that its status is active.

I further certify that said corporation has not filed Articles of Dissolution.

Given under my hand and the Great Seal of the State of Florida at Tallahassee, the Capital, this the Tenth day of February, 2020

Secretary of State

Tracking Number: 5406209421CC

To authenticate this certificate,visit the following site,enter this number, and then follow the instructions displayed.

https://services.sunbiz.org/Filings/CertificateOfStatus/CertificateAuthentication

CPWG Professional Engineering License 26618

Ron DeSantis, Governor

STATE OF FLORIDA

FBPE FLORIDA BOARD OF PROFESSIONAL ENGINEERS

BOARD OF PROFESSIONAL ENGINEERS

THE ENGINEERING BUSINESS HEREIN IS AUTHORIZED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

CRIBB PHILBECK WEAVER GROUP, INC.
3918 N HIGHLAND AVENUE
TAMPA FL 33603

LICENSE NUMBER: CA26618
EXPIRATION DATE: FEBRUARY 28, 2021
Always verify licenses online at MyFloridaLicense.com

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CPWG Professional Survey License LB8232

Florida Department of Agriculture and Consumer Services
Division of Consumer Services
Board of Professional Surveyors and Mappers
2005 Apalachee Pkway Tallahassee, Florida 32399-6500

License No.: LB8232
Expiration Date February 28, 2021

Professional Surveyor and Mapper Business License
Under the provisions of Chapter 472, Florida Statutes

CRIBB PHILBECK WEAVER GROUP, INC
3918 N HIGHLAND AVE
TAMPA, FL 33603-4724

Nicole Fried
NICOLE "NIKKI" FRIED
COMMISSIONER OF AGRICULTURE

This is to certify that the professional surveyor and mapper whose name and address are shown above is licensed as required by Chapter 472, Florida Statutes.

CPWG Landscape Architecture LC26000439

Ron DeSantis, Governor

Halsey Beshears, Secretary

Florida dbpr

STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

BOARD OF LANDSCAPE ARCHITECTURE

THE LANDSCAPE ARCHITECT BUSINESS HEREIN HAS REGISTERED UNDER THE PROVISIONS OF CHAPTER 481, FLORIDA STATUTES

CRIBB PHILBECK WEAVER GROUP, INC.
3918 N HIGHLAND AVENUE
TAMPA FL 33603

LICENSE NUMBER: LC26000439
EXPIRATION DATE: NOVEMBER 30, 2021
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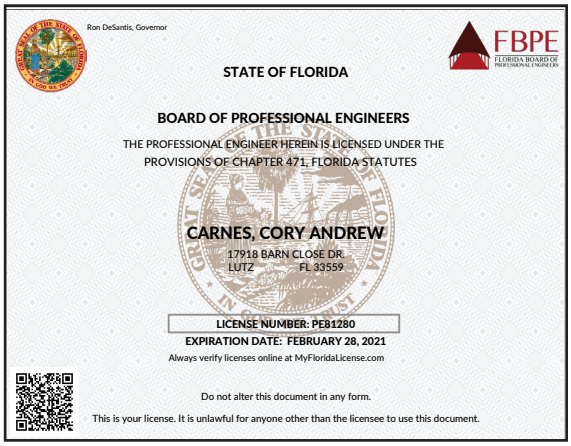
6.f) Supplemental Information

8.2.9. Supplemental, State of Florida Individual Licenses

Cory Carnes, Florida Prof. Engineer #81280



Ron DeSantis, Governor

FBPE
FLORIDA BOARD OF PROFESSIONAL ENGINEERS

STATE OF FLORIDA

BOARD OF PROFESSIONAL ENGINEERS

THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

CARNES, CORY ANDREW
17918 BARN CLOSE DR
LUTZ FL 33559

LICENSE NUMBER: PE81280
EXPIRATION DATE: FEBRUARY 28, 2021
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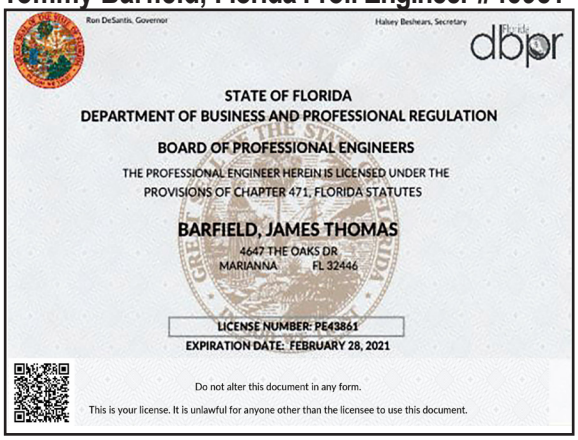
Tommy Barfield, Florida Prof. Engineer #45981



Ron DeSantis, Governor
Halsey Beshears, Secretary
dbpr

STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

BOARD OF PROFESSIONAL ENGINEERS

THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

BARFIELD, JAMES THOMAS
4647 THE OAKS DR
MARIANNA FL 32446

LICENSE NUMBER: PE43861
EXPIRATION DATE: FEBRUARY 28, 2021

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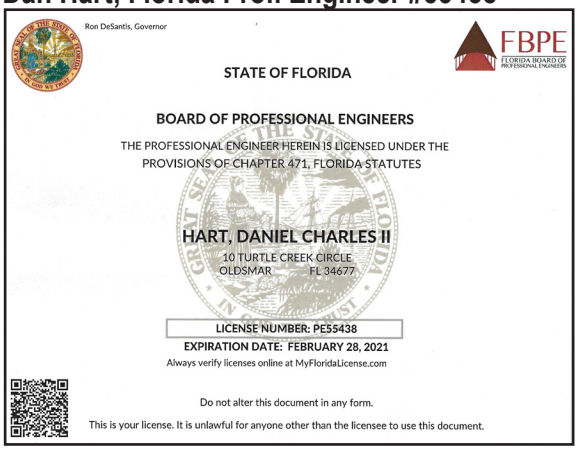
Dan Hart, Florida Prof. Engineer #55438



Ron DeSantis, Governor

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FLORIDA BOARD OF PROFESSIONAL ENGINEERS

STATE OF FLORIDA

BOARD OF PROFESSIONAL ENGINEERS

THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

HART, DANIEL CHARLES II
10 TURTLE CREEK CIRCLE
OLDSMAR FL 34677

LICENSE NUMBER: PE55438
EXPIRATION DATE: FEBRUARY 28, 2021
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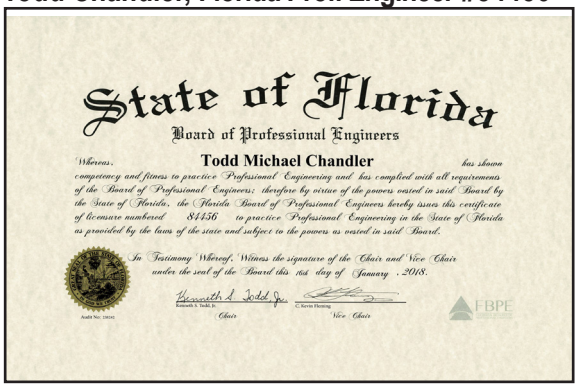
Todd Chandler, Florida Prof. Engineer #84456



State of Florida
Board of Professional Engineers

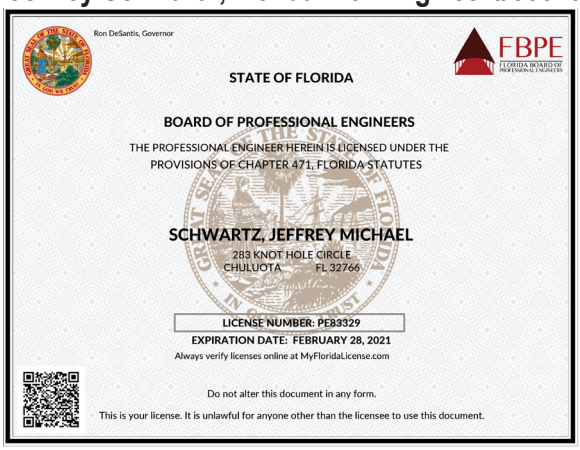
Whereas, Todd Michael Chandler has shown competency and fitness to practice Professional Engineering and has complied with all requirements of the Board of Professional Engineers; therefore by virtue of the powers vested in said Board by the State of Florida, the Florida Board of Professional Engineers hereby issues this certificate of licensure numbered 84456 to practice Professional Engineering in the State of Florida as provided by the laws of the state and subject to the powers as vested in said Board.

In Testimony Whereof, Witness the signature of the Chair and Vice Chair under the seal of the Board this 8th day of January, 2018.

Kenneth S. Todd Jr. — Chair
C. Kevin Fleming — Vice Chair

FBPE

Jeffrey Schwartz, Florida Prof. Engineer #83329



Ron DeSantis, Governor

FBPE
FLORIDA BOARD OF PROFESSIONAL ENGINEERS

STATE OF FLORIDA

BOARD OF PROFESSIONAL ENGINEERS

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SCHWARTZ, JEFFREY MICHAEL
283 KNOT HOLE CIRCLE
CHULUOTA FL 32766

LICENSE NUMBER: PE83329
EXPIRATION DATE: FEBRUARY 28, 2021
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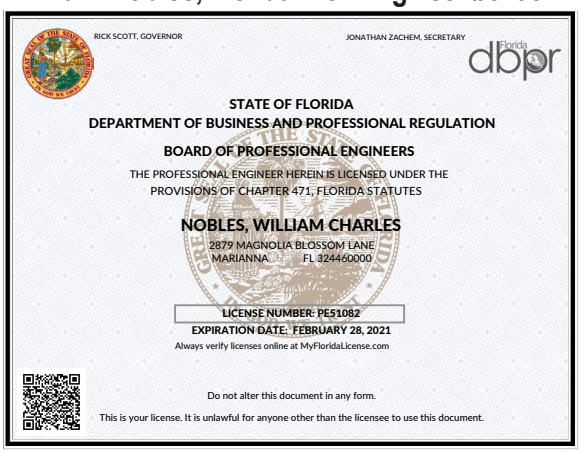
William Nobles, Florida Prof. Engineer #51082



RICK SCOTT, GOVERNOR
JONATHAN ZACHEM, SECRETARY
dbpr

STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

BOARD OF PROFESSIONAL ENGINEERS

THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

NOBLES, WILLIAM CHARLES
2879 MAGNOLIA BLOSSOM LANE
MARIANNA FL 324460000

LICENSE NUMBER: PE51082
EXPIRATION DATE: FEBRUARY 28, 2021
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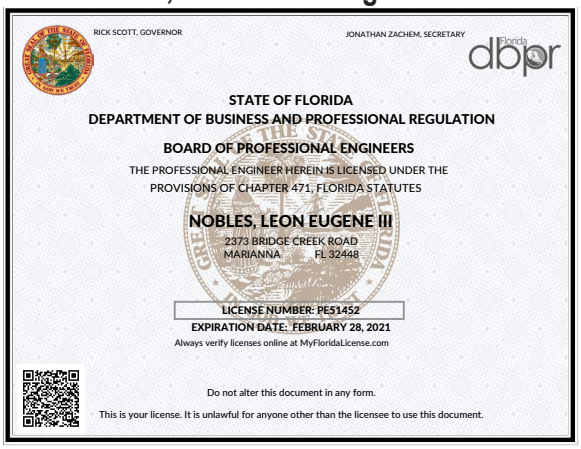
6.f) Supplemental Information

Leon Nobles, Florida Prof. Engineer #51452



RICK SCOTT, GOVERNOR

JONATHAN ZACHEM, SECRETARY

Florida dbpr

STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

BOARD OF PROFESSIONAL ENGINEERS

THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

NOBLES, LEON EUGENE III
2373 BRIDGE CREEK ROAD
MARIANNA FL 32448

LICENSE NUMBER: PE51452
EXPIRATION DATE: FEBRUARY 28, 2021
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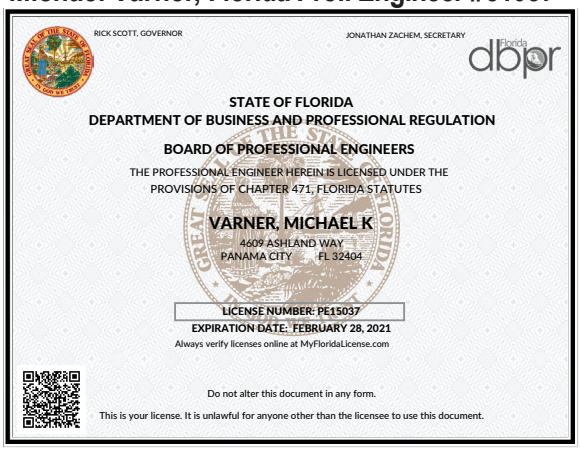
Michael Varner, Florida Prof. Engineer #51037



RICK SCOTT, GOVERNOR

JONATHAN ZACHEM, SECRETARY

Florida dbpr

STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

BOARD OF PROFESSIONAL ENGINEERS

THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

VARNER, MICHAEL K
4609 ASHLAND WAY
PANAMA CITY FL 32404

LICENSE NUMBER: PE15037
EXPIRATION DATE: FEBRUARY 28, 2021
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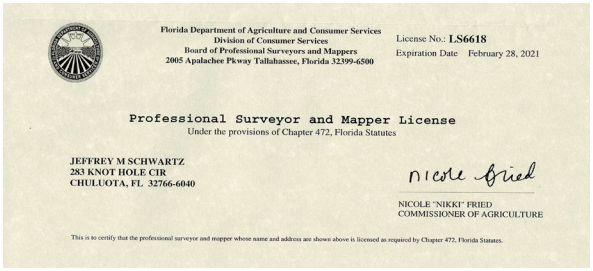
Jeffrey Schwartz, Florida Professional Surveyor, #LS6618



Florida Department of Agriculture and Consumer Services
Division of Consumer Services
Board of Professional Surveyors and Mappers
2005 Apalachee Pkway Tallahassee, Florida 32399-6500

License No.: LS6618
Expiration Date February 28, 2021

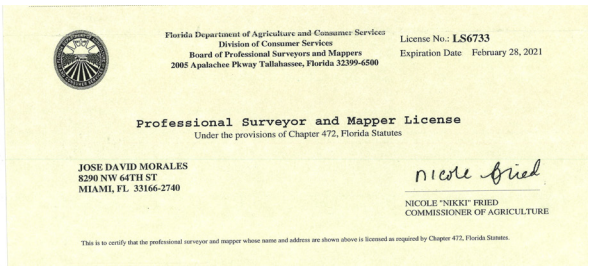
Professional Surveyor and Mapper License
Under the provisions of Chapter 472, Florida Statutes

JEFFREY M SCHWARTZ
283 KNOT HOLE CIR
CHULUOTA, FL 32766-6040

Nicole Fried
NICOLE "NIKKI" FRIED
COMMISSIONER OF AGRICULTURE

This is to certify that the professional surveyor and mapper whose name and address are shown above is licensed as required by Chapter 472, Florida Statutes.

Jose D. Morales, PSM Florida Professional Surveyor, #LS6618



Florida Department of Agriculture and Consumer Services
Division of Consumer Services
Board of Professional Surveyors and Mappers
2005 Apalachee Pkway Tallahassee, Florida 32399-6500

License No.: LS6733
Expiration Date February 28, 2021

Professional Surveyor and Mapper License
Under the provisions of Chapter 472, Florida Statutes

JOSE DAVID MORALES
8290 NW 64TH ST
MIAMI, FL 33166-2740

Nicole Fried
NICOLE "NIKKI" FRIED
COMMISSIONER OF AGRICULTURE

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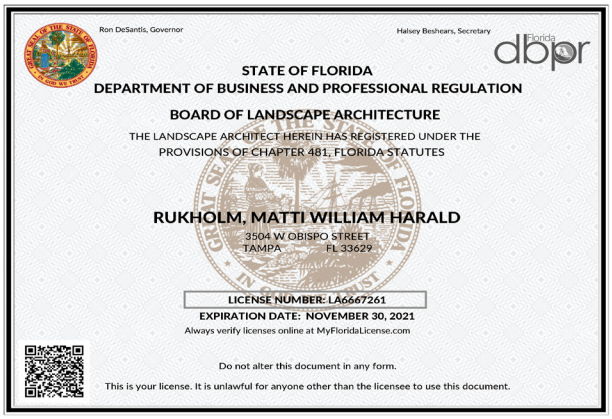
Matti Rukholm, Landscape Architect #LA6667261



Ron DeSantis, Governor

Halsey Beshears, Secretary

Florida dbpr

STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

BOARD OF LANDSCAPE ARCHITECTURE

THE LANDSCAPE ARCHITECT HEREIN HAS REGISTERED UNDER THE PROVISIONS OF CHAPTER 481, FLORIDA STATUTES

RUKHOLM, MATTI WILLIAM HARALD
3504 W OBISPO STREET
TAMPA FL 33629

LICENSE NUMBER: LA6667261
EXPIRATION DATE: NOVEMBER 30, 2021
Always verify licenses online at MyFloridaLicense.com

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Matti Rukholm, Certified Arborist #ON-0729A

INTERNATIONAL SOCIETY OF ARBORICULTURE
CERTIFIED ARBORIST™

Matti W. H. Rukholm

Having successfully completed the requirements set by the International Society of Arboriculture, the above named is hereby recognized as an ISA Certified Arborist®

ISA

Luana Vargas
Director of Credentialing Services
International Society of Arboriculture

Caitlyn Pollihan
Executive Director
International Society of Arboriculture

ANSI ACCREDITED

ON-0729A
Certification Number

4 Nov 2000
Certified Since

31 Dec 2021
Expiration Date

ISO/IEC 17024
Personnel Certification Program
ISA Certified Arborist®

Brian Bearwood, Landscape Architect #LA0001406

Ron DeSantis, Governor

Halsey Beshears, Secretary

Florida dbpr

STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

BOARD OF LANDSCAPE ARCHITECTURE

THE LANDSCAPE ARCHITECT HEREIN HAS REGISTERED UNDER THE PROVISIONS OF CHAPTER 481, FLORIDA STATUTES

BEARWOOD, BRIAN LEE
P 4428 LAFAYETTE
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LICENSE NUMBER: LA0001406
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UTILITY
INFRASTRUCTURE
SOLUTIONS

hbk
ENGINEERING

Response to the City of Destin
RFQ No. 20-03-CD
Destin Utility Undergrounding Project Management

Due June 18, 2020

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City of Destin, FL
City Clerk's Office
4200 Indian Bayou Trail
Destin, FL 32541

June 18, 2020

Attention: Lance A. Johnson, City Manager

Re: Statement of Interest for RFQ No. 20-03-CD – Destin Utility Undergrounding Project Management

Dear Mr. Johnson,

We appreciate the opportunity for HBK Engineering, LLC (HBK) to respond to *"RFQ No. 20-03-CD – Destin Utility Undergrounding Project Management"* for the City of Destin. In the following document you will find HBK's response to provide services in support of the City of Destin's infrastructure initiatives as outlined within this RFQ, and to demonstrate our Team's abilities as a utility focused engineering design company.

HBK Engineering, LLC is a full-service Professional Engineering Firm with our primary focus on utilities. HBK has grown to approximately 400 professionals who work every day in the Power, Gas, Telecommunications, and Water / Wastewater Management industries. Many of our design projects are in densely populated areas that involve working in and around a complex utility infrastructure. HBK Engineering knows that to provide the most comprehensive design for any single utility, an Engineer must understand all the utilities and how they interact with one another. While HBK has a vast understanding of the technical aspects of Utility Infrastructure, we also understand what drives the business of each individual utility. We know their customer base, their technical opportunities, and constraints, their risks, and their challenges. This knowledge base allows HBK to approach each project for a single or for multiple utilities with consideration for how each utility operates, providing our engineers insight on where potential opportunities for efficiencies and cost savings might be gained, or where potential pitfalls or conflicts may be avoided. Our professional engineers and designers are experienced and construction-oriented, each having spent their careers intimately involved in projects from planning and design through construction.

HBK's work over the years has involved successfully coordinated municipal and utility infrastructure installations and designs for gas and electric, telecommunications, DAS antenna and equipment, water/wastewater, as well as civil site and land development. Our experience developing and managing long term relationships with our municipal and utility clients has afforded HBK the opportunity to grow organically based on our demonstrated success with clients readily available to provide our team references.

Our response includes staff that have performed successful, safe, and efficient utility installation and relocation designs. HBK's approach to project work is built on the collective experiences of surveys and project designs our team has performed. Our approach continues to grow and refine over the course of work performance on different client systems and considers our lessons learned. Based on our experience providing infrastructure designs for the municipal and utility industry, HBK has reviewed the scope contained within the RFQ and understands what is required for the successful fulfillment of the Contract. We believe our response will demonstrate why HBK Engineering would provide the City of Destin with the best solution for your infrastructure initiatives.

HBK's Florida client list includes: Duke Energy, TECO, CenturyLink, Frontier Communications, City of Tampa, Verizon, Crown Castle, Florida Public Utilities, City of Oakland Park, Town of Fort Myers Beach and Hillsborough School District.

The HBK team looks forward to the opportunity of working with the City of Destin. We are available to meet for presentations and discussions, as needed by the City. If you have any questions or comments, please contact us with the information provided within the response.

Sincerely,

Donald N. Kleyweg, Jr. PE
Senior Vice President - Director of Engineering

Marc L. Katz, P.E.
Division Manager

HBK Engineering – Company Information

Company Name: HBK Engineering, LLC

Address:

(Florida – Project Location)
1035 Greenwood Blvd, Suite #217
Lake Mary, FL 32746

(Headquarters)
921 W. Van Buren
Chicago, IL 60607

Established: 08/03/1999

Type of Ownership / Business Structure:
HBK Engineering, LLC is an Illinois Limited Liability Company, Manager managed

State of Florida Department of State Authorization to Transact Business:
Document Number: M16000002114

State of Florida Professional Engineer Business Certificate:
License Number: CA31896 Expiration Date: 02/28/2021

State of Florida Professional Surveyor and Mapper Business Certificate:
License Number: LB8282 Expiration Date: 02/28/2021

ABOUT HBK ENGINEERING

HBK Engineering, LLC (HBK) is a fully licensed, professional engineering design firm with over 400 employees, with a Florida office in Lake Mary, FL. HBK is a full-service engineering firm offering land surveying, civil, environmental, structural, electrical, and subsurface utility engineering, in addition to construction support services and permitting. Since our founding in 1999, we have built a reputation for outstanding, accurate service in extremely time-sensitive environments which led to our East Coast expansion and subsequent licensure to practice in 47 states. Our list of satisfied clients includes municipalities, utility companies and construction firms nationwide. All projects receive the attention of our staff of Licensed Professionals, supported by our outstanding technical specialists, logistical and administrative project coordinators, and consultants.

As an ENR Top-500 Engineering Firm, HBK is a proven leader for the land surveying, design, coordination, permitting and construction support of utility projects within urban centers, such as Chicago, New York, Philadelphia, and Baltimore. We have successfully performed engineering for a complete spectrum of utility infrastructure projects, including but not limited to, gas, electric, water, sewer, and telecommunication applications. HBK's goal to push to the forefront of the utility industry has been accomplished with the help of the firm's progressive delivery of subsurface utility engineering (SUE) methodology including surface geophysics, 3D Scanners, surveying technology including the use of survey-grade Global Positioning Systems (GPS) technology and Laser Scanning, non-invasive excavation techniques, CADD systems and Geographical Information Systems (GIS) mapping.

Dedication, teamwork, and quality are the cornerstones that have allowed HBK to enjoy lasting relationships with our clients, and we welcome all new clients with the same committed philosophy. We believe that the only formula for success includes safety, thoroughness, attention to detail, and a commitment to maintain the HBK Engineering standard. We approach all projects, large and small.

Due to the diverse backgrounds of our professional staff, HBK is able to perform all the services outlined in the RFQ in-house. However, teaming up with strategic partners such as Hyatt Survey, Birkitt Environmental Services, Badger Daylighting, AREHNA Engineering, and Brierley Associates allows HBK to provide the City of Destin with top-tier service and be able to respond to the City's requests in a timely basis.

HBK Engineering has been ranked as an ENR Top-500 Engineering Firm, and in the top 50 Trenchless Design firms as reported by Trenchless Technology for 2017, 2018 and 2019.

ABOUT HYATT SURVEY

Hyatt Survey Services, Inc. is a full-service surveying and mapping company with a professional staff combining over 75 years of extensive professional experience in a variety of project areas. With our Florida headquarters located in Manatee County, Hyatt Survey has convenient access to a broad geographic area. We have provided professional surveying services throughout the state of Florida on federal, state, and local public and private projects.

Hyatt is a State of Florida Certified Woman Owned Small Business (WBE)

ABOUT BIRKITT ENVIRONMENTAL SERVICES

Birkitt Environmental Services, Inc. was established in 1996 to provide natural resources and environmental consulting services, as well as permitting and certification assistance on projects throughout Florida including the greater Tampa Bay area and the southeastern United States. Birkitt professionals have many years of experience in Project Management, Wetlands Services and monitoring, Fish and Wildlife Services, restoration and mitigation design, Mitigation Banking, environmental permitting, site planning, water quality studies, and general ecological support on a wide range of projects. Birkitt staff also provide project management services, construction oversight, and expert witness testimony.

Birkitt is certified as a Minority Business Enterprise (MBE) under the statewide and Inter-Local Minority Business Enterprise Program and has been certified as a Disadvantaged Business Enterprise (DBE) by many other local governments.

ABOUT BADGER DAYLIGHTING

Badger Daylighting is the industry leader in non-destructive hydro-excavation (hydrovac) services. Since 1992, Badger has been innovating cutting-edge technology and providing services to a diverse customer base including oil and gas, energy, industrial, construction, transportation, and other markets, as well as numerous government agencies within Canada and the United States.

ABOUT AREHNA ENGINEERING

AREHNA Engineering, Inc. provides innovative and comprehensive geotechnical and structural forensic engineering, as well as full-service materials testing and inspection services throughout the State of Florida. The firm is founded on the core principles of providing quality service, technical expertise, responsiveness, and value to our clients.
We have an experienced staff of engineers, who work closely with clients and project design teams, carefully consider project information, and provide the most cost-effective solutions to the challenges faced on each project.

AREHNA is a State of Florida Certified Minority Business Enterprise (MBE) and Disadvantaged Business Enterprise (DBE).

ABOUT BRIERLEY ASSOCIATES

Brierley Associates operating philosophy is based on partnership and honesty with each other, our clients, and peers. Our staff of more than 65 engineers and geologists believe that trust is the greatest form of human motivation and we strive to make our clients glad that they worked with us on their project. Brierley Associates delivers intrinsic, recognizable value to our owner, A/E firm, and contractor clients by focusing on constructability, efficiency, and practicality. Brierley Associates' geotechnical and structural engineers have real-life experience to develop a wide range of efficient and constructible designs. Brierley Associates nationwide and international experience allows us to anticipate and assess challenges involved with design and construction of underground infrastructure. Our geotechnical and structural design and consulting services are founded on a keen understanding of our clients' needs, subsurface conditions, site-specific constraints, and the risks associated with the construction of underground facilities and heavy civil infrastructure projects. We understand the importance of evaluating anticipated ground behavior and its effect on the design and construction of a project. Our objective is to deliver well balanced projects, with proper consideration of design, risk, and constructability.

Brierley Associates has been ranked in the top 50 Trenchless Design firms as reported by Trenchless Technology for 2017, 2018, and 2019.

Why HBK Engineering?

Experience
The Team's licensed professional land surveyors, professional engineers, project managers, designers and field personnel are seasoned professionals with a long history of working in the utility industry. They bring a broad knowledge of design and construction of water, wastewater, electrical and gas distribution systems. Projects that our staff has executed include water distribution, transmission, and storage; wastewater conveyance, pumping; high-voltage utility distribution, low-voltage in-plant distribution, on-site emergency generator installations; gas mains and telecommunications systems.

Quality
We are passionate about our designs and it shows in our attention to detail. We are knowledgeable of current industry standards and apply these to our work. We exercise quality control of all our designs and are committed to producing project solutions that satisfy all our Clients' requirements. To do this we exercise close communications with all our Clients to ensure that projects are executed on-time and per specifications.

Constructability
HBK is a leader in industry best practices having spent our careers on-site with utility crews and contractors. We have leveraged years of construction experience from the field and applied it to building safety and efficiency into our designs.

Safety
Whether in city streets, manholes or underground tunnels, our staff has been trained to identify the potential hazards of the job site and put appropriate protective measures in place necessary to complete the job safely.

Complexity
HBK works in many varied environments, but our experience in designing large and complex utility infrastructure in highly congested urban areas is unmatched. From new underground transmission installations to complex distribution relocation projects or utility coordination programs, our work in major urban centers sets HBK apart.

RESPONDENT'S QUALIFICATION STATEMENT

RFQ NO. 20-03-CD
DESTIN UTILITY UNDERGROUNDING PROJECT MANAGEMENT

The undersigned certifies under oath the truth and correctness of all statements and of all answers to questions made hereinafter:

SUBMITTED TO: City of Destin
CITY CLERK'S OFFICE
4200 Indian Trail Bayou
Destin, Florida 32541
Telephone: (850) 837-4242

Submitted By:
Name: HBK Engineering, LLC
Address: 1035 Greenwood Blvd., Suite 217
City, State, Zip: Lake Mary, FL 32746
Telephone No.: 407-698-5060
Fax No.: 407-732-4155

Check One	
Corporation	X
Partnership	
Individual	
Other	

1. State the true, exact, correct and complete name of the partnership, corporation, trade or fictitious name under which you do business and the address of the place of business.

   The correct name of the Respondent is:
   HBK Engineering, LLC

   The address of the principal place of business is:
   1035 Greenwood Blvd., Suite 217
   Lake Mary, FL 32746

2. If Respondent is a corporation, answer the following:

   a. Date of Incorporation: 8/3/1999
   b. State of Incorporation: Illinois
   c. President's name: Roger Rehayem
   d. Vice President's name: Donald N. Kleyweg Jr., P.E.
   e. Secretary's name: N/A
   f. Treasurer's name: N/A
   g. Name and address of Resident Agent: N/A

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BE CONSIDERED COMPLETE AND ACCEPTABLE

3. If Respondent is an individual or a partnership, answer the following:

a. Date of organization: N/A

b. Name, address and ownership units of all partners:

N/A

c. State whether general or limited partnership: N/A

4. If Respondent is other than an individual, corporation or partnership, describe the organization and give the name and address of principals:

N/A

5. If Respondent is operating under a fictitious name, submit evidence of compliance with the Florida Fictitious Name Statute.

N/A

6. How many years has your organization been in business under its present business name?

21

Under what other former names has your organization operated?

N/A

7. Indicate registration, license numbers or certificate numbers for the businesses or professions, which are the subject of this Bid. Please attach certificate of competency and/or state registration.

State of Florida Department of State Authorization to Transact Business: Document Number: M16000002114

State of Florida Professional Engineer Business Certificate: License Number: CA31896; Exp. Date: 2/28/2021

State of Florida Prof. Surveyor and Mapping Business Cert.: License Number: LB8282; Exp. Date 2/28/2021

8. Have you ever failed to complete any work awarded to you? If so, state when, where and why:

No

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9. List the pertinent experience of the key individuals of your organization (continue on insert sheet, if necessary)

The key project team members have extensive experience in the design / construction of utility infrastructure. This team is supported by HBK's staff of 400 professionals that work every day in the Power, Gas, Telecom and Water / Wastewater markets. Please refer to HBK's provided response for additional information on our team.

10. State the name of the individual who will have personal supervision of the work:

Marc L Katz, PE

11. State the name and address of attorney, if any, for the business of the Respondent:

John W. Jerak

616 Enterprise Drive

Oak Brook, IL, 60523

12. State the names and addresses of all businesses and/or individuals who own an interest of more than five percent (5%) of the Respondent's business and indicate the percentage owned of each such business and/or individual:

Ronald G Kaminski, CEO of HBK Engineering, LLC - 100%

13. State the names, addresses, and the type of business of all firms that are partially or wholly owned by Respondent:

Not applicable

14. Annual Average Revenue of the Respondent for the last three years as follows:

		Revenue Index Number
a.	Government Related Work	7
b.	Non-Governmental Related Work	10
	Total Work (a +b):	17

Revenue Index Number

1.	Less than $100,000
2.	$100,000 to less than $250,000
3.	$250,000 to less than $500,000
4.	$500,000 to less than $1 million
5.	$1 million to less than $2 million
6.	$2 million to less than $5 million
7.	$5 million to less than $10 million
8.	$10 million to less than $25 million
9.	$25 million to less than $50 million
10.	$50 million or greater

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BE CONSIDERED COMPLETE AND ACCEPTABLE

15. Bank References:

Bank	Address	Telephone
Fifth Third Commercial Bank, 800 W. Madison Street, Chicago, IL, 60607		
Michelle Lynch, 312 442 5146, michelle.lynch@53.com		

16. Provide description of policies and methods for project monitoring and budgeting control as well as adherence to project schedule (continue on insert sheet, if necessary).

Controlling costs and adhering to project schedules are key responsibilities for all team members. Our experience with design and coordination of multiple utility infrastructure activities has afforded HBK the ability to properly plan and budget projects to achieve successful execution without additional effort. Please refer to Tab 4 of our response for more in depth information response to this question.

17. Provide descriptions of quality assurance/quality control management methods (continue on insert sheet, if necessary):

Please see attachment "Quality Management Approach HBK Engineering"

18. What will be your turnaround time for written responses to City inquires?

HBK will provide written responses to City inquiries within 24 hours of receipt. HBK will typically provide answers the same day of request receipt.

19. List and describe all bankruptcy petitions (voluntary or involuntary) which have been filed by or against the Respondent, its parent or subsidiaries or predecessor organizations during the past five (5) years. Include in the description, the disposition of each such petition.

HBK has not had any bankruptcy petitions in the over 21 year history of our company.

20. List all claims, arbitrations, administrative hearings and lawsuits brought by or against the Respondent or its predecessor organization(s) during the last five (5) years. The list shall include all case names, case arbitration or hearing identification numbers, the name of the project which the dispute arose, and a description of the subject matter of the dispute.

Please see included document "HBK Current Stmt on Pending Claims-Litigation 5 Years 6-02-20"

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BE CONSIDERED COMPLETE AND ACCEPTABLE

21. List and describe all criminal proceedings or hearings concerning business related offenses to which the Respondent, its principals or officers or predecessors' organization(s) were defendants.

N/A

22. Has the Respondent, its principals, officers or predecessors' organization(s) been CONVICTED OF a Public Entity Crime, debarred or suspended from bidding by any government during the last five (5) years? If so, provide details.

N/A

The Respondent acknowledges and understands that the information contained in response to this Qualification Statement shall be relied upon by owner in awarding the contract and such information is warranted by Respondent to be true. The discovery of any omission or misstatement that materially affects the Respondent's qualifications to perform under the contract shall cause the owner to reject the Response, and if after the award, to cancel and terminate the award and/or contract.

(Signed) Arnold N Klyvey Jr

(Title) SVP - Director of Engineering

Subscribed and sworn to before me
This 16th day of June, 20 20

DEBORAH J CHOATE
Official Seal
Notary Public - State of Illinois
My Commission Expires Jul 21, 2023

Deborah J. Choate
Notary Public (Signature)

My Commission Expires: 7-21-2023

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Quality Management Approach

At HBK, quality starts the moment an individual walks through the door on their first day with HBK's training program. HBK has developed a utility base map training program, which is a critical component to HBK's introductory training that is administered to every engineer and designer, including our embedded teammates for developing the understanding of what subsurface conditions can look like, how utility infrastructure interacts and how to depict it. The training platform focuses not only on the most complex, congested underground utility areas, such as those within the City of Chicago, but also the less dense rural underground environment. Furthermore, HBK's utility base maps are put through a rigorous, multi-step quality control process, whereby peer reviews, checklists and spot checks by a senior designer and/or engineer are performed.

Once the base map training has concluded, the individual will train on the more specific work that they will be performing whether it be field work or design work. As is typical with our programmatic work, a client-specific training manual is developed and maintained as a living document. The document's latest revision is stored electronically on HBK's server to maintain document control and the location is given to each new member coming onto the team to work on projects for that specific client. Additionally, HBK has developed Design Process documents that serve as training for individuals coming onto the team and guidance for the remainder of the team for the performance of their work. These Design Process documents are updated on an as-needed basis as part of HBK's desire to continuously improve.

HBK's designs are performed and reviewed with the following approach, we have an individual that is responsible for the design of the project noted as the Designer in our process, this individual could be a designer or an engineer that is experienced with the designs, the design is then turned over to a separate individual noted as the Reviewer, this individual could be an experienced engineer or designer but could not be the same person as the Designer. Lastly the project is turned over to an Approver for final approval after all comments are incorporated, this is typically the individual that is going to sign and seal the drawing as a licensed Professional Engineer or a Professional Land Surveyor.

In addition to the general design oversight and review processes that are performed on HBK's designs, HBK would create a City of Destin project work / design plan that is also updated on an as-needed basis based on the needs of the City.

HBK uses our online Learning Management System (LMS) for employee training and tracking of training in client specific process trainings, company developed modules, safety training and a multitude of Professional Development Hours (PDHs).

HBK developed and implemented a Quality Management System (QMS) to document the quality practices of our organization to meet the requirements and expectations of our clients and improve the overall quality services of the company. Included as part of the QMS are procedures that detail control of documents for engineering project work and transmittals. These procedures are implemented such that design related decisions and correspondence are properly documented and that the appropriate files are being transmitted. An abridged excerpt from the QMS can be provided upon request.

Claims/Litigation
2015 – 2020

1. ***Employee Termination – 2020***

Past employee claims wrongful termination and associated violations of Federal Highway Safety Act and Whistleblower Statute derivative thereof. HBK denies claim in its entirety. HBK considers this claim to be frivolous.
STATUS: OPEN - Settlement discussions in progress.

2. ***Locator Damage - 2019***

HBK Locator failed to mark an underground utility resulting in subsequent construction damage to the utility's buried structure. A local business claimed financial loss due to business interruption resulting from the structure's damages. HBK accepted responsibility and settled with both the utility and the business.
STATUS: CLOSED – Full and Final Release

3. ***Contractor Claim - Property Damage – 2019***

Municipality seeks damages from a Contractor (HBK Client) for Contractor's partial destruction of an abandoned, underground utility vault. Contractor claims HBK is responsible because HBK failed to show the underground vault on drawings prepared for Contractor. HBK disputes Contractor's claim and denies any responsibility whatsoever for either the Contractor caused damages or Municipality restitution.
STATUS: PENDING - Insurance review in progress

4. ***Contractor Claim - Delay Damages - 2019***

Contractor (third party) seeks damages from HBK's client citing unexpected costs due to project delays alleged to be caused (in part) by HBK and by HBK's client. HBK's Client invoked defense of claim and indemnity provisions in HBK's contract with Client. HBK and Client each denies responsibility as Claimed by contractor.
STATUS: OPEN – Discovery in progress

5. ***Litigation – Delay Damages - 2019***

Contractor filed suit against HBK seeking damages for costs incurred due to alleged HBK errors in design, construction staking and layout services. HBK disputes Contractor's claims in their entirety and denies any responsibility whatsoever for Contractor's claimed costs. HBK has counterclaimed for unpaid fees.
STATUS: OPEN – Discovery in progress

6. ***Litigation – HBK Plaintiff - 2019***

HBK (Plaintiff) filed suit against former employees and their new business entity (together, Defendant) seeking redress/restitution for various wrongdoings committed by Defendant in separation from HBK and formation of the new business entity.
STATUS: CLOSED - Negotiated Settlement-Case Dismissed

Claims/Litigation
2015 – 2020

7. ***Joinder Complaint – Contractor Damage – 2018***

Claimant stated Contractor (*not HBK*) damaged Claimant's underground concrete block when digging in an area abutting this property. Claimant added HBK to complaint citing, unrelated work performed for an unnamed third party, as a contributing factor to Contractor's alleged negligent behavior. HBK denied any responsibility whatsoever for Contractor's actions and Claimant's stated damages.
STATUS: CLOSED – Full and Final Release – mediated settlement.

8. ***Joinder Complaint - Contractor Damage – 2017***

Contractor (*not HBK*) was named Defendant in a case alleging damage to Plaintiff's property from Contractor's digging in an area abutting Plaintiff's property. Contractor/Defendant denied responsibility and any alleged wrongdoing. However, *pleading in the alternative (*via Joinder Complaint), Contractor/Defendant, stated that if original claim for damages is sustained, HBK design work, from an earlier, unrelated project, should be considered a contributing factor and thus HBK included as an additional named Defendant. HBK denied Contractor/Defendant's allegations in their entirety and further denied any responsibility whatsoever for Plaintiff's alleged damages.
STATUS: CLOSED – Full and Final Release

9. ***Third Party Motor Vehicle Accident – 2015***

Plaintiff (Individual) sustained injuries in a motor vehicle accident that occurred within the vicinity of an active construction site. Plaintiff joined several contractors working at the nearby jobsite as name Defendants, alleging construction activity to be a contributing factor in the cause of the accident. Plaintiff included HBK as a named party, although HBK was not on site at the time of the accident, nor had it been active on the site for several months prior to the accident. HBK denied any responsibility whatsoever for accidents/injuries.
STATUS: CLOSED – Full and Final Release

10. ***Named Third Party – 2015***

A third-party excavator (Plaintiff) filed suit against Owner (HBK's Client) for additional compensation for unexpected expenses incurred over the course of a project. Plaintiff is contractually unrelated to HBK but named HBK as additional party in an amended suit against Owner (HBK's Client). HBK disputed excavator's claims against Owner/Client in their entirety and further denied any responsibility, whatsoever, for excavator's claimed expenses.
STATUS: CLOSED – Full and Final Release

FURTHER: Inception to date, HBK has ***not*** engaged in/as any of the following: a debtor in bankruptcy; a defendant in a criminal action; a principal in any action taken against an insurance or bonding company of the firm or of a team member; a defendant or respondent in a governmental inquiry or action regarding the accuracy of prepared financial statements or disclosure documents.

Claims/Litigation
2015 – 2020

(06-12-2020)

Staff Availability and Capability to Meet Deadlines:

The Project Team will operate out of our Lake Mary, Florida office with support provided by other offices as dictated to meet project schedule commitments. Our Program Manager, Marc L. Katz, PE, will act as the Client Service Manager for this project and with the support of HBK's local team Marc will be providing day-to-day interaction, representation and support of The City of Destin, and he will have the support of our team of engineers, managers, designers, field staff, surveyors, and analysts for the provision of the contract services. Executive support and design oversight will be provided by industry experts with a wide range of experience. This support is available to our project leads and our clients 24 hours a day, 7 days a week.

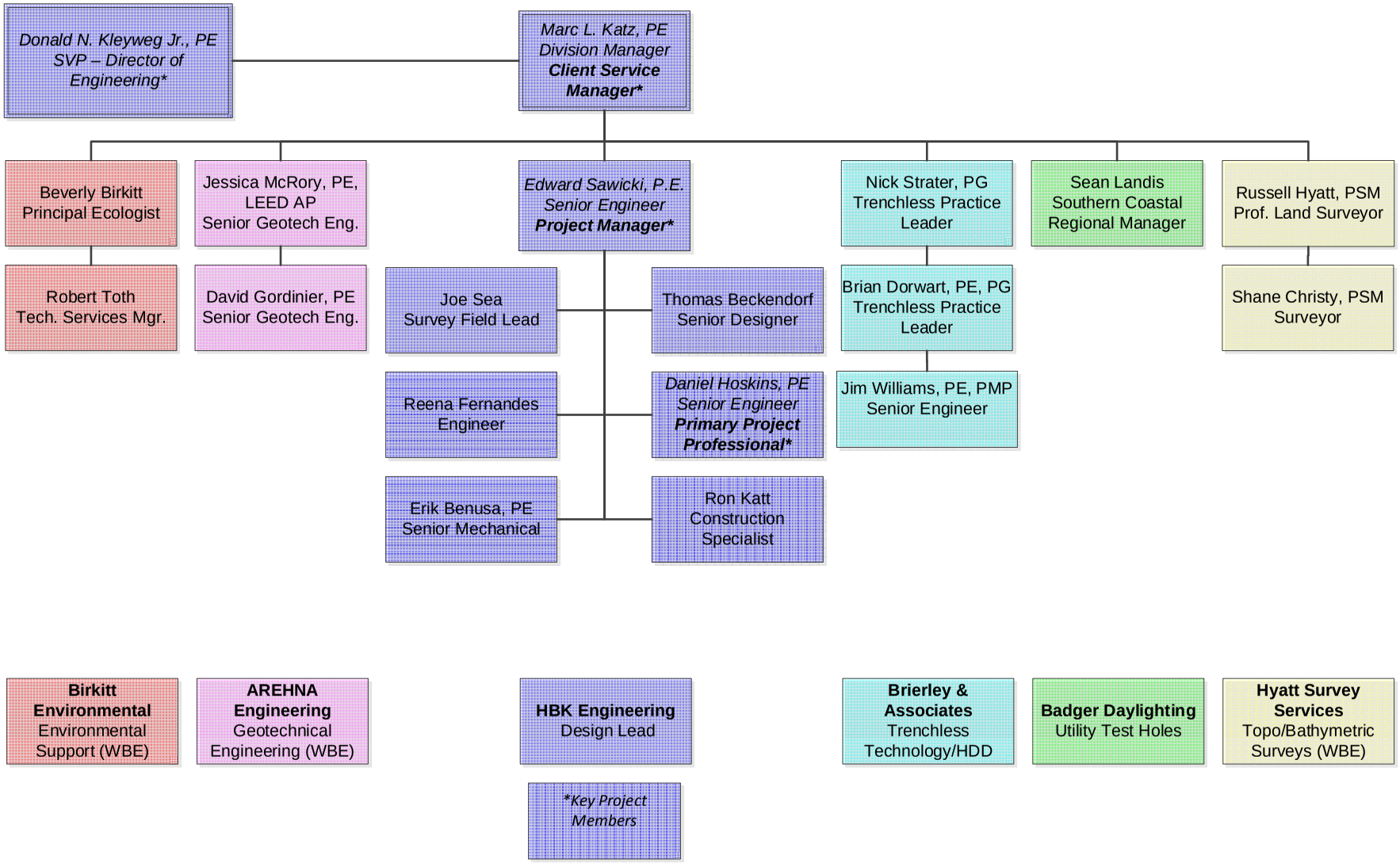
The Key Project Members identified will be represented in person when and where required by the City of Destin, even on short notice. Additionally, the Team will be able to host and attend project meetings via teleconference and web-based screen sharing venues such as WebEx, Skype, GoToMeeting, JoinMe, etc. Our Key Project Members have experience in attending, supporting, and representing projects through client meetings, or internal budgeting meetings and others such as independent design reviews.

The Team possesses the ability to provide the required professional services for this scope of work on schedule and on budget. This is the cornerstone of our company that is driven by the work ethic of our team and approach we take to project work. Having worked in and with numerous municipal clients across the United States, we understand the needs of the project with commitment to required end dates that not only keep the project moving forward but also keep our clients and stakeholders' content.

The Team's assembled staff for supporting the required professional engineering efforts for the City of Destin is readily available to start moving forward and establishing the working relationship with the City upon award of the contract or sooner if requested. If in the event additional resources are required to successfully complete the project work, our project leads can obtain resources and support from our combined staff of over 400 individuals. Key Project Members identified will be available full-time for this contract.

UTILITY INFRASTRUCTURE SOLUTIONS hbk ENGINEERING

HBK Engineering Organization Chart For: City of Destin, FL – RFQ No. 20-03-CD Utility Undergrounding Project Management



YEARS OF EXPERIENCE:
22

EDUCATION:
Bachelor of Science: Civil Engineering, University of Illinois Urbana-Champaign (1996)
Structural / Geotechnical Focus

Master of Science: Civil Engineering, University of Illinois Urbana-Champaign (1997)
Structural / Geotechnical Focus

PROFESSIONAL REGISTRATION:
State of Illinois Licensed Professional Engineer (No. 062-056691)
State of Florida PE Lic. #68696 (2008)
Other States Registered: Alabama, Arizona, Arkansas, Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Idaho, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi. Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, Ohio, Oklahoma, Oregon, Pennsylvania, Puerto Rico, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, Wyoming

PROFESSIONAL SOCIETIES:
Greater Chicago Damage Prevention Council, American Society of Civil Engineers, Chi Epsilon, Order of the Engineer, IEEE-PES-ICC, AGA, WEN, APWA

CONTINUING EDUCATION:
Union Pacific Railroad Safety Certified
FERC Standards of Conduct
American Red Cross Adult CPR/AED
Excavation Safety and Competent Person Training
Kenny Construction Company Construction Site Safety Training
OSHA Confined Space Awareness
Certified Preparer of SWPPP (CPSWPPP) and (CCIS)
OSHA/ASCE Crane Safety Training

Donald N. Kleyweg, Jr., PE

UTILITY INFRASTRUCTURE SOLUTIONS hbk ENGINEERING

Executive, Senior Vice President & Director of Engineering

Experience Record:

Related Underground Electrical Infrastructure Design Experience:

Commonwealth Edison Underground Suburban Mapping Revitalization Program, Suburbs, IL
Client/Owner: Commonwealth Edison
Mr. Kleyweg served as Project Director on this project and helped ComEd develop the pilot programs and final project scope for this initiative as well as oversaw the implementation of the full project scope. ComEd's Underground Suburban Mapping Revitalization Program (USMRP), USMRP is a complex, multi-year, spatially accurate mapping of ComEd's suburban underground distribution system. Responsible for project management, budget, GIS and engineering oversight, as well as coordination of region and substation visits, locating, surveying, and sub-contractors in support of revitalizing ComEd's suburban mapping system with accurate configuration and GIS coordinates. This program includes the entire suburban region of ComEd's network, approximately 11,310-square mile territory serving the northern third of Illinois, over 9200 manholes, 1000 miles of ductbank, 435 substations and 12,000 maps.

Columbus L19204 – 138kV Underground Transmission Cable Replacement and Civil Design, Chicago, IL
Client: ComEd
Mr. Kleyweg served as Project Director on this project. He assisted the project team in the scheduling, forecasting and management of project timeline. He regularly met with the project team to discuss project status and requirements to deliver the project on time and within budget. HBK was solely responsible for the development of approximately 1 mile of underground infrastructure designed for a triple circuit 69kV XLPE electrical transmission line in downtown Chicago. This project included new ductbank with an initial use of 1 circuit with capacity for two more circuits that would be extended further to different substations in future projects. Additionally, this included the demolition and installation of a overhead to underground terminal pole structure and a build out at a substation that include two transrupters per circuit to split the circuit to feed two transformers. HBK's team was responsible for the installation design sub-contractor coordination as well as coordination of construction management, surveying and Chicago Department of Transportation permitting associated with ComEd's 138kV cable replacement and conduit installation project on Roosevelt Road in Chicago, IL.

Division Street L8221/L8223 – 138kV Underground Transmission Cable Replacement and Civil Design, Chicago, IL
Client: ComEd
Mr. Kleyweg served as Project Director on this project. He assisted the project team in the scheduling, forecasting and management of project timeline. He regularly met with the project team to discuss project status and requirements to deliver the project on time and within budget. HBK was solely responsible for the development of approximately ¾ of a mile of underground infrastructure designed for a double circuit 138kV XLPE electrical transmission line in downtown Chicago. This project included new ductbank and the modification and retrofit of an existing tunnel crossing beneath the Chicago River. HBK's team was responsible for the installation design and the sub-contractor coordination as well as coordination of construction management, surveying and Chicago Department of Transportation permitting associated with ComEd's 138kV cable replacement and conduit installation project on Division Street in Chicago, IL.

Commonwealth Edison Vault Roof Replacement Program, Chicago, IL
Client: Commonwealth Edison
Mr. Kleyweg served as Project Director for the Structural Engineering design of new structural roof slabs and temporary shoring for various underground, vaulted ComEd network centers located throughout the City of Chicago. The new structural slabs typical consist of a reinforced, cast-in-place concrete beam and slab system to support AASHTO truck loading as well as the slab's self weight and a nominal concrete topping slab. Temporary shoring typically consists of wood posts to support the existing concrete walls during removal and replacement of the roof. Project responsibilities include project management, sub-contractor coordination, structural engineering design, plan preparation, construction observation and shop drawing review. Additionally, responsibilities included the performance of walk down and site assessment of the project locations noting overall design constraints.

YEARS OF EXPERIENCE:
19

EDUCATION:
Bachelor of Science: Civil Engineering, University of Illinois, Urbana-Champaign, IL (2000)

PROFESSIONAL REGISTRATION:
State of Illinois Licensed Professional Engineer (No. 062.060369)
State of Florida Licensed Professional Engineer (No. 86749)

CONTINUING EDUCATION AND CERTIFICATIONS:
Gas Distribution Engineering, Gas Technology Institute (2015)
Union Pacific Rail Road Safety Certified (2014)
OSHA 8-Hour Confined Space Training (2011)
IDOT Level I Aggregate Mixture Technician Certified
IDOT Level I Bituminous Concrete Technician Certified
IDOT Level II Bituminous Concrete Technician Certified
IDOT/ACI P.C.C. Level I Certified
IDOT P.C.C. Level II Certified

KEY QUALIFICATIONS:
Marc Katz is a Licensed Professional Engineer who has over 19 years of experience in the field of Civil Engineering performing design, construction management and project management for projects in the industries of Aviation, Highways and Bridges, and Utility Infrastructure. Marc draws from his extensive construction background to apply constructability principles to designs that he oversees and manages a team of engineers and designers on projects which increase the reliability of the client's systems. As a Division Manager in our Gas Sector, Marc works collaboratively with his peers to oversee all HBK Engineering, LLC (HBK) work for HBK's gas utility clients.

Marc L. Katz, P.E.

UTILITY INFRASTRUCTURE SOLUTIONS hbk ENGINEERING

Division Manager, IL/FL & Gas Sector Lead

Experience Record:

WOW Fiber Ring/Division Manager, Chicagoland (November 2017 – December 2019)
Providing oversight of design and program duties for the WOW Fiber Ring project. Mr. Katz leads the team in reviewing drawings, maintain client relations, managing budgets, forecasting and resources.

Gas Sector Lead/Program Manager (November 2015 – Current)
Responsible for all HBK's efforts within the Gas Sector, providing services to Peoples Gas, Nicor Gas, TECO Peoples Gas, and multiple Pipeline Contractors. Project portfolio includes a variety of Transmission and Distribution design projects focusing on constructability, project management, resource planning, utility conflict resolution, financial forecasting and performance.

Nicor Gas Program Manager (March 2014 – December 2019)
Client: Nicor Gas/Southern Company
As the Program Manager and account manager for HBK on the Nicor Gas system from March 2014 to December 2019, Mr. Katz was responsible for overseeing all design and program duties for the Nicor Gas program. Mr. Katz lead the team in reviewing drawings, maintained client relations, managed new business development, budgets, forecasting, and project scheduling. Below is a list of selected major Nicor Gas projects managed by Mr. Katz:

- **2014 – 2019 Designs for the Nicor Gas Main Replacement Program:** HBK has designed over 180 miles of new distribution main replacing vintage main throughout Nicor's service territory since January 2014 as part of their multi-year Main Replacement Program.
- **2014 – 2019 Public Improvement Relocations:** HBK has designed over 50 miles of relocation of existing Nicor facilities due to Public Improvement projects.
- **20" Main Relocation along York Road (Bensenville):** Mr. Katz oversaw all phases of this half-mile, 20-inch high pressure relocation along York Road in Bensenville. From the evaluation of the roadway improvement plans to determine conflicts, to the design of the relocation and coordination of the tie-in methods.
- **36" Ancona Transmission Line Relocation (Woodridge):** Mr. Katz oversaw all phases of this half-mile, 36-inch transmission line replacement under the Prentiss Creek in Woodridge, IL, which required a 2,500LF HDD bore under challenging site constraints. In addition to the HDD design, the project involved site survey, a soil testing program, environmental challenges and material procurement.

TECO Peoples Gas Program Manager (July 2016 – Current)
Client: TECO Peoples Gas
As the Program Manager and account manager for HBK on the TECO Peoples Gas system since July 2016, Mr. Katz is responsible for overseeing all design and program duties for the TECO program. Mr. Katz leads the team in reviewing drawings, maintain client relations, manage new business development, budgets, forecasting, and project scheduling. To date, HBK has designed over 180 miles of new distribution main replacing vintage main throughout TECO's service territory since July 2016. Below is a list of selected major TECO Peoples Gas projects managed by Mr. Katz:

- **Oaklando Drive Main Replacement:** HBK designed and permitted approximately 3 miles of bare steel main replacement with 2" PE main, including replacing a regulating station.
- **Williamsburg Aldyl-A Replacement:** HBK designed and permitted over 24 miles of Aldyl-A main replacement with 2" and 4" PE, including tying into two regulating facilities in the Williamsburg area of Orange County.

Edward J. Sawicki Jr., P.E.

Associate Manager

UTILITY INFRASTRUCTURE SOLUTIONS hbk ENGINEERING

YEARS OF EXPERIENCE:
40+

EDUCATION:
Bachelors of Science, Mechanical Engineering, Rutgers University
Bachelor of Arts, Rutgers University
Master of Business Administration, St. Johns, University

PROFESSIONAL REGISTRATION:
State of New Jersey Professional Engineer
State of Pennsylvania Professional Engineer
State of Florida Professional Engineer
State of Maryland Professional Engineer

PROFESSIONAL CERTIFICATIONS:
American Gas Association
New Jersey Utilities Association
Northeast Gas Distribution Council
Society Of Gas Operators
OSHA 40 Hr. certified

KEY QUALIFICATIONS:
Extensive experience in Natural Gas Project / Program Management, utility operations, engineering, regulatory and environmental compliance. My gas industry experience includes the design, construction and operation of gas distribution and transmission systems, engineering management and construction oversight. After leaving the gas industry, I provided consulting services to a number of utilities in the northeast, Georgia and Florida on a variety of projects

Hbk Engineering Associate Manager Florida Operations October 2018 – Ongoing
Lead designer and technical resource for Natural Gas engineering and related services.

Magnolia River Engineering Manager – Florida 2016 –October 2019
I was engaged to manage their Florida Engineering Operation. I was the registered Engineer-Of-Record and the primary technical advisor for the office.

- Lead designer for a 40 mile transmission pipeline (1,333 psi MAOP) that was routed, permitted, designed, constructed and brought on line within 18 months.
- As the primary technical resource, I also provided the majority of "hands on" training which includes a combination of classroom and field experience.
- I was also responsible to provide Client Management services to our key customers.

Paulus, Sokolowski & Sartor, Sr. Director Gas Engineering Service Line 2011 – 2016
I established a natural gas engineering service line within this Civil Engineering firm.

- Elizabethtown Gas ("AIR" Program) – Program Manager and Lead Designer for a multi-year, multi-location transmission line replacement program in New Jersey.
- UGI (Records Certification) – Performed a review and assessment of historic installation records to assure documented compliance with regulatory requirements for all installed system components.

Woodard & Curran, Vice President Gas Engineering Service Line 2010 – 2011
I was recruited to establish a natural gas engineering service line within this Environmental Engineering firm. I established design standards, QA procedures and performance tracking metrics. In addition to New Jersey, I also served clients in Maryland, Virginia, Washington D.C., Pennsylvania, New York and Georgia.

- AGL Resources (STRIDE Program) - Principal-in-Charge and Lead Designer for a multi-year transmission line installation and rehabilitation project in Atlanta, GA.
- Washington Gas Light (St. Elizabeth's) - Principal-in-Charge and Lead Designer for a route study including preliminary design services to extend WGL's transmission system through the Anacostia area of Washington, D.C. and Prince Georges County, MD.
- National Grid - Principal-in-Charge for the design and permitting of a new district regulator facility to serve Rockaway Raceway, NYC.
- National Grid - Principal-in-Charge for the design and drawing development of 6 district regulator stations in their upstate New York territory (formerly Niagara Mohawk).

Daniel Hoskins, P.E.

Project Engineer

UTILITY INFRASTRUCTURE SOLUTIONS hbk ENGINEERING

YEARS OF EXPERIENCE:
7

EDUCATION:
Bachelors of Science: University of Nevada, Civil Engineering (2011)
Masters of Science: Pennsylvania State University Envirnomental Engineering (2014)

PROFESSIONAL REGISTRATION:
State of Florida Licensed Professional Engineer (No. #87588)
State of Nevada Licensed Professional Engineer (No. #025807)

TECHNICAL SKILLS:
Microsoft Office, AutoCAD, WaterCad, SynerGEE, Primavera P6, Project Insight, Bore-Aid, Technical Toolbox

HBK Engineering, LLC, Lake Mary Florida
Project Engineer (Oct 2018 to Current)

Telecommunications – CenturyLink *(Apr 2019 to Current)*
Works with client on new service installations. Performs site walks to evaluate routing to the project site from existing aerial and underground facilities. Determines, in conjuction with client and telecommunication customer, best route for new facilities to be run within new service building. Responsible for project proposals, conduit design, permitting, and putting together building access agreements.

Electric – Duke Energy *(Nov 2018 to Mar 2019)*
Part of a project team to inspect underground electrical facilities. Documented electrical, structural and environmental conditions. Prepared reports on the findings and deficiencies.

Gas – Various Clients *(Mar 2019 to Current)*
Responsible for design and permitting of gas distribution projects. Put together project proposals and assists with work orders and billing.

Pre-HBK Engineering, LLC

Magnolia River Services, Orange City, Florida
Project Manager (Oct 2016-Oct 2018)
Management of large and small gas distribution and transmission projects; setting schedules, performing site visits, coordinating with subcontractors and clients, and allocating resources as necessary. Involved in projects from proposals through close-outs. Member of the Process Improvement Committee, involved in streamlining and improving company procedures across all offices.

Dondlinger Construction, Wichita, Kansas
Assistant Project Manager (Mar 2015-Oct 2016)
Put together estimates, reviewed submittals and shop drawings to be sent to KDOT, and oversaw subcontractors for bridge projects. Managed the storm water pollution prevention plans for various projects. Created AutoCad drawings and performed calculations to facilitate construction by field personnel.

Southwest Gas Corporation, Las Vegas, Nevada
Engineer I, EIT (Jan-Aug 2012)
Designed pipelines for new service connections in the New Business Department. Project manager for system uprating of the Las Vegas strip corridor.

Southwest Gas Corporation, Las Vegas, Nevada
Intern (May 2009-Dec 2011)
Engineering, New Business
Performed planning reviews (modeling) to identify impacts of projects and suggest system improvements as necessary, calculated gas loss when pipe damage occurred, and reviewed vacation requests for vacating land rights.

Overall Project Approach

For over 20 years, HBK has provided professional engineering services to our satisfied clients, including utility companies, construction firms, developers, and municipalities, from the West Coast through the Midwest to the East Coast. The Team has extensive experience in infrastructure design and construction in urban, suburban, and rural areas. In addition to infrastructure design, the Team has performed route development, inspection services, site assessments, site development, building restoration, vertical construction design, installation protection and support studies for utility providers, private developers as well as multiple municipalities.

This project team combines the strengths of well-known industry trusted individuals from our staff that have successfully undertaken design and construction support efforts for large utility infrastructure projects throughout the United States. Our project team has been assembled with an emphasis on individuals with the appropriate design and installation backgrounds. We have assembled the Team to be uniquely qualified to navigate the design, planning, and construction of utility infrastructure projects of similar size and scope. Our Team has Licensed Professional Engineers covering all disciplines in addition to Licensed Professional Land Surveyors registered in the State of Florida.

Given the public sentiment towards ever increasing construction projects, the provision of infrastructure design and construction has become increasingly more complex. Experience has taught our Team that the design development process must be flexible and integrated with many other concurrent activities and competing interests. The successful concept development, design optimization, detailed engineering and construction of critical infrastructure requires the effective coordination of many project stakeholders not only of the City of Destin but also the facilities, agencies, community representatives, and public affected by the Project. HBK's team efforts have a proven track record of being able to effectively integrate the guidelines and requirements of these stakeholders that would do well in supporting the City of Destin to achieve project goals.

Because of the commitments to the project stakeholders, maintaining a planned schedule becomes a critical component. Due to the complex nature of these types of projects, the Team must be able to quickly identify and respond to project adjustments and modifications. Whether the change is a construction modification or additional permitting requirements, the Team's experiences have afforded opportunities for the Team's staff to gain significant experience successfully adjusting to variable conditions while driving project schedules. Our success with utility infrastructure projects has given us the experience necessary to identify these potential schedule impacts early in the project and develop solutions to these potential impacts before they can affect the schedule.

The philosophy of our Team has been thoughtful design optimization and development that considers the environmental impact, permitting feasibility and constructability of a design that promotes a safe, cost effective and environmentally responsible installation.

Scheduling Methodology / Timeline

HBK Engineering's approach for most of our projects is to have a single HBK point of contact for the duration of the project. This single point of contact facilitates the execution of work with a client by developing a detailed understanding of the client's schedule requirements, assigning the work internally at HBK to team members that have the best fit skill set for the requested tasks and communicating lessons learned throughout HBK and to the Client. HBK has current programmatic work with clients in excess of $5M per year that are comprised of over 100 projects. The projects in these programs are as small as $1k to as large as in excess of $500k. This size project is demonstrative of the size projects that HBK believes we can readily accommodate. HBK and our trusted teammates have current personnel available with the skill sets to perform the tasks in the RFQ to deliver a successfully engineered project on time and within budget.

HBK Relationships with Municipal / County / State Officials and Permitting Entities

Through the wide range of utility infrastructure projects for various clients that HBK has been a part of since our inception, HBK has made a strong point to develop and maintain strong relationships with various municipalities, permitting agencies, county and state officials, members of the construction industry, as well as other utility clientele. Building and maintaining these relationships has been a key factor in successfully navigating projects from initial stages of design through the permitting process into construction of any proposed infrastructure installation.

HBK's Permitting Managers and Coordinators have spent careers developing an understanding of the permitting process as it relates to infrastructure installations. They understand the questions to ask the governing agencies because their main role in the project team is focusing on the permitting needs. This team also knows the pitfalls that many organizations may fall prey to when the proper procedures aren't followed and as such, they take the time to work with the given governing

agencies to establish a rapport as well as socialize the projects in advance of permit submission. This approach allows for the actual process to be further facilitated by proper adherence to the expectations of the potential reviewing individuals.

HBK's Project Team assigned to this project have successfully permitted utility infrastructure projects though the following agencies within the State of Florida:

	AGENCY:
Federal	Army Corps of Engineers (USACOE), DEP
State:	Experienced in all 7 FDOT districts, FDEP wetlands and stream encroachment applications, The following Water Management Districts (Southwest District, Southern District, St. John's District) Submerged Land Easements
County:	Broward, Orange, Pasco, Hillsborough, Escambia, Duval, Volusia, Flagler, Palm Beach, Sarasota, Citrus, Pinellas, Polk, Osceola, Desoto, Miami-Dade, Putnam, Lake, Marion
Municipal:	Numerous local municipalities within the above referenced counties
Miscellaneous:	CSX RR, Central Florida Commuter Rail Commission (CFCRC or SunRail), Alabama Gulf Coast RR (AGC RR), Florida East Coast RR (FEC RR).
Specialized:	The Florida staff has experience with the preparation of historic and archeological studies and reports, making accommodations for Threatened & Endangered species during construction, the mitigation of temporary wetlands impacts, preparation of planning and zoning applications for the approval of above ground facilities. Staff has also successfully managed the negotiations of permanent easements and temporary workspace agreements.

Project Controls

Controlling costs and adhering to the project schedule are key responsibilities for all team members. HBK has significant experience in controlling and reducing costs for utility infrastructure projects. HBK believes that thoughtful development that considers permitting, constructability and the safety of the workers, public and existing facilities is what paves the way for overall project savings. This approach to project planning does not require a significant increase in level of effort during the preliminary engineering phase, but instead capitalizes on HBK's experience with multiple different utility projects for different utilities to make the most efficient use of this data as a valuable resource in developing the design options. Combined with defining the project goals through continuous stakeholder involvement the project team aims to reduce costs by maximizing efficiencies in all phases of project implementation from preliminary engineering through detailed design to construction and record development.

HBK utilizes Deltek Vision V7.6 as our Enterprise Resource Planning (ERP) platform to improve and enhance our project control and management tools. HBK's project managers and team leads develop detailed Work Breakdown Structures within Deltek for each project that align with the project milestones. In addition, project resource and labor histograms are created in Deltek's Planning Module that is based on the project schedule. Deltek's Earned Value Management tools provide real-time budget analysis throughout the project, including resource availability to better manage the workflow assignments and ensure resource utilization is maximized. HBK's project managers and team leads have dashboards configured on their home screen to display critical budget and schedule performance metrics. These tools assist in the development of "look ahead" schedule forecasts that HBK has utilized to date to provide our clients with an advanced look at when projects are approaching the review stage, so they can better manage the workload coming back to their in-house team. Additionally, HBK utilizes the standard Office suite of products from Microsoft to handle project coordination and communication. HBK is also intimately familiar with working within a client's specific mainframe systems.

Another measure in place to ensure quality and control of projects is HBK's Quality Management System (QMS). HBK developed and implemented a QMS to document the quality assurance / quality control practices to better satisfy the requirements and expectations of its clients and improve the overall quality services of the company. Included as part of the QMS are procedures that detail control of documents for engineering project work and transmittals. These procedures ensure that all design related decisions and correspondence is properly documented and ensures that the appropriate files are being transmitted. HBK's QMS and supporting documentation are available upon request.

HBK back-office support staff of over 30 individuals is comprised of analysts and project finance coordinators that are very efficient in working with our utility clientele's varying processes and procedures. Project invoicing, administration of the subcontracting program and plan, and all reporting as required by the City of Destin will be performed by Sean O'Neal, Financial Analyst. Mr. O'Neal has been involved in project work and invoicing in the utility industry and is familiar with the

requirements of this body of work.

Schedule
Because of the commitments to the project stakeholders, maintaining a planned schedule becomes a critical component. Due to the complex nature of these types of projects, the project team must be able to quickly identify and respond to project adjustments and modifications. Whether the change is a construction modification or additional permitting requirements, the project team's experiences have afforded our staff to gain significant experience successfully adjusting to variable conditions while driving project schedules. Our success with underground utility projects has given the project team the experience necessary to identify these potential schedule impacts early in the project and develop solutions to these potential impacts before they can affect the schedule.

HBK recognizes the need to carefully track and update design schedule status continually to provide the most accurate information so that construction activities and budgeting can be planned appropriately. The previously mentioned tools will ensure that the schedule is adhered to, and any foreseen deviations are clearly communicated in a timely fashion to all project stakeholders. This information will be communicated on a regular basis to the City's team as well as providing real time updates of changes as they occur to keep every vested party informed allowing for potential adjustments in other areas of operation within the City of Destin as may be affected by schedule change. HBK's management team works in P6, Microsoft Project and if interested HBK can set up a project workflow model in our web-based GIS platform that allows for high level and detailed views of a project in spatial format.

Procurement Services
With involvement in programmatic work for various clients, HBK Engineering has gained experience in providing procurement services while acting as the client's agent. As a portion of the scope for many utility infrastructure projects, HBK has provided the creation of Bill of Materials (BOM), entry of materials and labor costs into a project tracking system, coordinate with Supply Chain to request quotes for materials and/or labor, enter the requisitions into the project tracking system, and provide analysis and recommendation of the quotes received. HBK understands the schedule impacts that long lead time materials can pose on construction of projects and is experienced in identifying these materials early in the design lifecycle so that the procurement process can commence to avoid such schedule impacts. HBK works hand in hand with our client's procurement team supporting them in the capacity that may be required for the project at hand. Our teams also create bid packages (drawings, specifications, bid tables, etc.), manage the bid cycle and provide bid review support to many of our utility clients for large- and small-scale projects alike.

Understanding of Scope and HBK Technical Experience
HBK personnel have performed relocation design services and route evaluations for various utilities throughout the United States. Members of the Project Team have completed these tasks for our utility clients as both system improvements, as well as forced relocation due to public improvement projects, such as a road widening or expansion. These projects have afforded HBK's staff the experience to successfully coordinate design and construction efforts amongst multiple stakeholders, as well as the public it affects.

Utilizing their experience, technical backgrounds and capabilities, members of the Project Team have developed feasibility studies for the routing of facilities, project design and cost estimates for projects in the utility industry, including power, natural gas, telecommunications, and water/wastewater projects. Members of the Team have been involved in the design and permitting of large utility improvement and relocation projects and are experienced in working with governmental agencies at the municipal, county, and state level.

Additionally, Key Project Members of the proposed Team for the City of Destin have extensive experience in the power, natural gas, and telecommunications industries, serving clients such as AT&T, CenturyLink, TECO Peoples Gas, and the Exelon family of utilities. Key Project Members have familiarity with these utilities and understand their systems and their requirements.

The following is the approach that HBK personnel intend to utilize in the undergrounding of all utilities for the City of Destin. This approach has proved successful in the past experiences of the Project Team.

Planning Approach
For the successful conversion of all existing overhead electric power distribution, cable television, internet/broadband, and telecommunications facilities to underground facilities, the City of Destin and the selected consultant must be able to establish an open dialogue and forge a positive relationship that encourages the free flow of information amongst the team

members. The City of Destin's selection would be a consultant experienced and capable of performing the technical aspects of the scope of work and one that is familiar with the requirements of a municipality as well as understands public impact of the installation of proposed infrastructure initiatives. This project will require thoughtful coordination with the City's staff, the impacted utilities, as well as the individuals in the community impacted by the construction. HBK's local presence in the Florida market is well poised to provide top-tier service to suit the City's needs.

Upon Notice to Proceed (NTP), HBK's Project Team proposes to meet with the City of Destin for a project kick off meeting at a time that is convenient for the City. HBK anticipates coordinating a weekly progress call with the City, and a monthly face-to-face meeting at the City's offices. Frequencies of meetings may be increased or decreased as the project work dictates. Project schedules and budgets will be tracked by our team of experienced Project Managers and Project Coordinators. Any deviations will be communicated to the City staff along with recommended adjustments.

Route Surveys and Phasing of Project

Typically, the existing conditions for the project area would be included in a master base map which would be developed utilizing such information as GIS open space data, installation work orders and installation record drawings retrieved from the various facility owners, as well as other applicable data. This information would be compiled to develop a conceptual relocation plan for all overhead utilities that would be used for discussions with all stakeholders. This data would be further utilized to create preliminary cost estimates and identify where additional site and detailed survey data must be acquired to perform a detailed design.

Once the existing master base map has been created, route surveys and feasibility studies for the relocation of the overhead utilities can be performed, along with costs associated with the various alternatives. Working in tandem with the City of Destin and the facility owners, facility design and layout, facility configuration, equipment location and selection can be negotiated, and the creating, acquisition, and recording of required easements can be completed.

Working in parallel with the development of the facility design and layout base, HBK's team of GIS specialists will begin to input the existing and proposed infrastructure into HBK's GIS web-based data tool, and evaluate alternatives for the phasing of the project to present to the City of Destin and facility owners.

Permitting

Upon completion of the facility design and layout, and phase determination, HBK will begin to develop drawings that will be used for the various permitting agencies. As noted above, the permitting process that HBK's Permitting Managers and Coordinators employ often result in quicker turnaround times for the procurement of permits based on fewer RAIs from the agencies.

List of Example Projects and References

Client Information	***Project Name*** **- General Work Performed**
Illinois State Toll Highway Authority (ISTHA) Manar Nashif mnashif@getipass.com (630) 241-6800 x 3841 2700 Ogden Avenue Downers Grove, IL 60515	*Utility Relocation and Coordination for Elgin O'Hare Western Access* - HBK Engineering is currently serving on the Program Manager team for Utility Relocation for the ISTHA's Elgin-O'Hare project, a 12-mile project include widening of existing tollway infrastructure and construction of new tollways along Thorndale Boulevard and around the west side of Chicago's O'Hare airport. There are thousands of individual utility conflicts throughout the program. As Utility Coordination Program Manager, HBK is responsible for overall utility coordination between utility owners and multiple engineering designers who are responsible for designing segments of the project. A notable challenge on this project was the coordination of many utilities present throughout the corridor and the very tight ROW limits into which the utilities had to relocate. To solve this, we were able to gain the cooperation of power and multiple telecom utilities to execute joint relocations. The result of this was that these utilities relocated into common duct banks and clustered manholes/handholes; this saved time, money and ROW space.
Illinois State Toll Highway Authority (ISTHA) David Cedeno dcedeno@getipass.com (630) 241-6800 x 3943 2700 Ogden Avenue Downers Grove, IL 60515	*Subsurface Utility Engineering (SUE) Locating Systemwide* - HBK Engineering, LLC (HBK) provided as-needed subsurface utility engineering (SUE) locates of existing underground utilities, including gas, liquid petroleum, electric, telecommunication, water, sanitary and storm sewer facilities as requested by/for the Illinois Tollway systemwide. HBK oversaw over 900 Quality Level A locates and approx. 20 miles of Quality Level B survey on Tollway projects including: the Elgin-O'Hare Expressway/I-390, I-294 corridor, I-355 corridor, I-88 corridor, I-490 corridor and I-90 corridor roadway improvement projects. HBK's work included: coordination of HBK staff, sub-contractors, sub-consultants, utility owners, Tollway staff and design/construction engineers; review of work requisitions; identification and surveying of utility facilities (Level A and Level B); cost estimating; permitting by various governmental agencies; traffic control and; coordinate/manage all SUE Data collected under HBK's contract and data received from other Tollway consultants/contracts and plotted to HBK's GIS web tool service; creation of MicroStation drawings in Tollway workspace of surveyed data; and production of results documentation as directed/requested by the Tollway and their design consultant engineers. Value engineering review/recommendations based on HBK staff experience in the utility industry saved the Tollway tens of thousands of dollars in unnecessary locate work, both in time and work savings.
DuPage County Division of Transportation (DuDOT) William Eidson, PE, PTOE William.eidson@dupageco.org (630) 407-6900 421 N. County Farm Road Wheaton, IL 60187	*Public Utility Locating and Marking Services, including SUE Locating (QLB & QLC)* - HBK is responsible for finding innovative ways to improve the County's record drawing document management and leveraging key pieces of technology while addressing the daily ticket loads that fluctuate between 35 tickets per day during seasonal lows to as much as 100 tickets per day during the heart of dig season. HBK is tasked with an estimated 1,500 dig requests per month or approximately 15,000-17,000 dig requests per year that need to be safely, accurately and punctually located. HBK has demonstrated a commitment to doing the right things in the public way. Many of the excavators in the public way rely on HBK for survey, design and permitting services. Professional Utility Locating services is the next step in an evolutionary path that takes what was once a very segmented set of tasks in public way construction and applying the same level of excellence from our subsurface engineering expertise. The locating team members are genuinely passionate about raising the industries' expectations and reducing costly damages. With a 10-member team that includes command center dispatch services, field management, QA/QC, locators, tech coordinators and GIS analysts, their drive has been to improve the methodologies currently being utilized by traditional locating companies and apply an honest assessment of the program and pursue a locating process to tailor the services to our clients' expectations while delivering more technical information. Locating team members provide value added in the way they communicate errors and omissions to the County's record drawings, including surveying facilities for detailed record keeping of the County's facilities in a GIS web tool service in order for the Division to be in accordance with NPDES requirements. These facilities documented have been utilized by DuDOT and other County departments. Our members also provide documented situations of public safety using our same communication tools backbone. Upon completion of the contract, HBK located over 6100 storm structure facilities (SUE QLC) and approx. 80 miles of storm lines (SUE QLB).
City of Chicago, DOT Michael Simon msimon@cityofchicago.org (312) 744-3600 30 N. LaSalle St. Suite 1100 Chicago, IL 60602	*Chicago's Central Business District Mapping Initiative* - HBK was tasked by the City of Chicago to develop a composite underground utility map of the entirety of the Chicago Business District (CBD). The CBD covers more than five square miles of the heart of Chicago's downtown area and consists of some of the most heavily congested utility underground in the nation. HBK developed a GIS database that not only shows where the underground utilities are, but also has links to the utility atlas information for each line, photos of the utilities when exposed during construction, locations of vaulted basements that encroach into the public ROW, abandoned trolley tracks as well as anything else that may pose a concern for any future underground utility installation.

APPENDIX "A"

THE DOCUMENTS

BEHIND THIS PAGE

MUST ACCOMPANY RESPONSE

IN ORDER FOR SUBMITTAL

TO BE CONSIDERED

COMPLETE AND ACCEPTABLE

THIS PAGE MUST BE SUBMITTED FOR RESPONSE TO
BE CONSIDERED COMPLETE AND ACCEPTABLE

RESPONDENT ACKNOWLEDGEMENT

Submit Responses To: City of Destin
CITY CLERK'S OFFICE
4200 Indian Trail Bayou
Destin, Florida 32541
Telephone: (850) 837-4242

RFQ NO. 20-03-CD
DESTIN UTILITY UNDERGROUNDING PROJECT MANAGEMENT

Responses must be received by: **No Later Than 2:00 P.M. Prevailing Central Time on June 18, 2020**.

Responses will be publicly opened and recorded for acknowledgement of receipt in the City Hall Boardroom, unless specified otherwise, on: **June 18, 2020, no later than 2:00 p.m. Prevailing Central Time** and may not be withdrawn within ninety (90) days after such date and time**.**

Name of Vendor: HBK Engineering, LLC

Federal I.D. Number: 36-4304016

A Corporation of the State of: Illinois

Area Code: 407 Telephone Number: 698-5060

Area Code: 407 FAX Number: 732-4155

Mailing Address: 1035 Greenwood Blvd., Suite 217

City/State/Zip: Lake Mary, FL 32746

Vendor Mailing Date: June 16, 2020

Donald N Kleyweg Jr

Authorized Signature

Donald N. Kleyweg Jr., P.E.

Name Typed

THIS PAGE MUST BE SUBMITTED FOR RESPONSE TO
BE CONSIDERED COMPLETE AND ACCEPTABLE

ADDENDA

RFQ NO. 20-03-CD
DESTIN UTILITY UNDERGROUNDING PROJECT MANAGEMENT

RESPONDENT: HBK Engineering, LLC

DATE SUBMITTED: June 16, 2020

We propose and agree, if this submittal is accepted, to contract with the City of Destin, in the Contract Form, to furnish all material, equipment, machinery, tools, apparatus, means of transportation, construction, coordination, labor and services necessary to complete/provide the work specified by the Contract documents.

Having studied the documents prepared by:

CITY OF DESTIN

We propose to perform the work of this Project according to the Contract documents and the following addenda which we have received:

ADDENDUM NO.	DATE	ADDENDUM NO.	DATE

☑ **NO ADDENDUM WAS RECEIVED IN CONNECTION WITH THIS BID**

THIS PAGE MUST BE SUBMITTED FOR RESPONSE TO
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CONFIRMATION OF DRUG-FREE WORKPLACE

IDENTICAL TIE SUBMITTALS

Preference shall be given to businesses with drug-free workplace programs. Whenever two or more submittals which are equal with respect to price, quality, and service are received by the City of Destin or by any political subdivision for the procurement of commodities or contractual services, a submittal received from a business that certifies that it has implemented a drug-free workplace program shall be given preference in the award process. Established procedures for processing tie submittals will be followed if none of the tied vendors have a drug-free workplace program. In order to have a drug-free workplace program, a business shall:

1) Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.

2) Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.

3) Give each employee engaged in providing the commodities or contractual services that are under submittal a copy of the statement specified in subsection (1).

4) In the statement specified in subsection (1), notify the employee that, as a condition of working on the commodities or contractual services that are under submittal, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or- plea of guilty or nolo contendere to, any violation of Chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than 5 days after such conviction.

5) Impose a sanction on or require the satisfactory participation in a drug abuse assistance or rehabilitation program if such is available in the employee's community by, any employee who is so convicted.

6) Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

As the person authorized to sign the statement, I certify that this integrator complies fully with the above requirements.

Vendor's Signature: _____

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DESTIN UTILITY UNDERGROUNDING PROJECT MANAGEMENT

SCHEDULE OF SUB-CONTRACTORS

The Undersigned Bidder proposes the following major subcontractors for the major areas of work for the Project. The Bidder is further notified that all sub-contractors shall be properly licensed, bondable and shall be required to furnish the City with a Certificate of Insurance in accordance with the contract general conditions. This page may be reproduced for listing additional sub-contractors, if required.

Name of Sub-Contractor	Address of Sub-Contractor	License No.:	Contract Amount	Percentage (%) of Contract
Hyatt Survey	2012 Lena Road, Bradenton, FL 34211	See attached	TBD	TBD
Birkitt Environmental Services	110 S. Edison Ave., Tampa, FL 33606	See attached	TBD	TBD
AREHNA Engineering	5012 W. Lemon Street, Tampa, FL 33609	See attached	TBD	TBD
Badger Daylighting	5381 Hartford St., Tampa, FL 33619	See attached	TBD	TBD
Brierley Associates	6323 Fly Road Ste 4, E. Syracuse, NY 13057	See attached	TBD	TBD

30

Signature _____ Date: June 16, 2020

Senior Vice President, Director of Engineering

Title/Company HBK Engineering, LLC

Owner reserves the right to reject any sub-contractor who has previously failed in the proper performance of an award, or failed to deliver on time contracts in a similar nature, or who is not responsible(financial capability, lack of resources, etc.) to perform under this award. Owner reserves the right to inspect all facilities of any sub-contractor in order to make a determination as to the foregoing.

THIS PAGE MUST BE SUBMITTED FOR RESPONSE TO
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CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 04/08/2020

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Willis Towers Watson Midwest, Inc. fka Willis of Illinois, Inc. c/o 26 Century Blvd P.O. Box 305191 Nashville, TN 372305191 USA	CONTACT NAME: Willis Towers Watson Certificate Center PHONE (A/C, No, Ext): 1-877-945-7378 FAX (A/C, No): 1-888-467-2378 E-MAIL ADDRESS: certificates@willis.com
INSURED HBK Engineering, LLC 921 W Van Buren St, Ste 100 Chicago, IL 60607	INSURER(S) AFFORDING COVERAGE — NAIC # INSURER A : Massachusetts Bay Insurance Company — 22306 INSURER B : Hanover Insurance Company — 22292 INSURER C : The Hanover American Insurance Company — 36064 INSURER D : American Alternative Insurance Corporation — 19720 INSURER E : Underwriters at Lloyd's London — 15792 INSURER F : Lexington Insurance Company — 19437

COVERAGES **CERTIFICATE NUMBER:** W16154353 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT LOC OTHER:			ZDCA513314	12/31/2019	12/31/2020	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 2,000,000 $ 100,000 $ 10,000 $ 2,000,000 $ 4,000,000 $ 4,000,000
A	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY HIRED AUTOS ONLY SCHEDULED AUTOS NON-OWNED AUTOS ONLY			ADC9766187	12/31/2019	12/31/2020	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
B	X UMBRELLA LIAB X OCCUR EXCESS LIAB CLAIMS-MADE DED RETENTION $			UHCA513411	12/31/2019	12/31/2020	EACH OCCURRENCE AGGREGATE	$ 10,000,000 $ 10,000,000
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y / N: No (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		WZC9766230	12/31/2019	12/31/2020	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ 1,000,000 $ 1,000,000 $ 1,000,000
D	Drone			9016862	03/19/2019	03/19/2020		see below

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

This Voids and Replaces Previously Issued Certificate Dated 02/25/2020 WITH ID: W15502530.

Drone Coverage: Single Limit Bodily Injury and Property Damage - $2,000,000 Each Occurrence
SEE ATTACHED

2020 Generic COI with all Policies

CERTIFICATE HOLDER

Information Only

Information Only

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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AGENCY CUSTOMER ID: _____

LOC #: _____

ADDITIONAL REMARKS SCHEDULE

AGENCY Willis Towers Watson Midwest, Inc. fka Willis of Illinois, Inc.	NAMED INSURED HBK Engineering, LLC 921 W Van Buren St, Ste 100 Chicago, IL 60607
POLICY NUMBER See Page 1	
CARRIER See Page 1 / NAIC CODE See Page 1	EFFECTIVE DATE: See Page 1

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,

FORM NUMBER: 25 FORM TITLE: Certificate of Liability Insurance

INSURER AFFORDING COVERAGE: Underwriters at Lloyd's London NAIC#: 15792
POLICY NUMBER: 1129576 EFF DATE: 02/17/2020 EXP DATE: 02/17/2021

TYPE OF INSURANCE:	LIMIT DESCRIPTION:	LIMIT AMOUNT:
Cyber Security Liability	Limit	$5,000,000

INSURER AFFORDING COVERAGE: Lexington Insurance Company NAIC#: 19437
POLICY NUMBER: 061853728 EFF DATE: 12/31/2019 EXP DATE: 12/31/2020

TYPE OF INSURANCE:	LIMIT DESCRIPTION:	LIMIT AMOUNT:
Professional Liability	Per Claim	$5,000,000
	Aggregate	$10,000,000

INSURER AFFORDING COVERAGE: Underwriters at Lloyd's London NAIC#: 15792
POLICY NUMBER: ESI0313292175 EFF DATE: 02/17/2020 EXP DATE: 02/17/2021

TYPE OF INSURANCE:	LIMIT DESCRIPTION:	LIMIT AMOUNT:
Excess Cyber Security Liability	Limit	$5,000,000

2020 Generic COI with all Policies
Information Only

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SR ID: 19490721 BATCH: 1643420 CERT: W16154353

State of Florida
Department of State

I certify from the records of this office that HBK ENGINEERING, LLC is an Illinois limited liability company authorized to transact business in the State of Florida, qualified on March 14, 2016.

The document number of this limited liability company is M16000002114.

I further certify that said limited liability company has paid all fees due this office through December 31, 2019, that its most recent annual report was filed on March 30, 2019, and that its status is active.

I further certify that said limited liability company has not filed a Certificate of Withdrawal.

Given under my hand and the Great Seal of the State of Florida at Tallahassee, the Capital, this the Sixth day of January, 2020

GREAT SEAL OF THE STATE OF FLORIDA
IN GOD WE TRUST

Secretary of State

Tracking Number: 7207480979CU

To authenticate this certificate,visit the following site,enter this number, and then follow the instructions displayed.

https://services.sunbiz.org/Filings/CertificateOfStatus/CertificateAuthentication

Ron DeSantis, Governor

Halsey Beshears, Secretary

Florida dbpr

STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

BOARD OF PROFESSIONAL ENGINEERS

THE ENGINEERING BUSINESS HEREIN IS AUTHORIZED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

HBK ENGINEERING, LLC

921 W VAN BUREN
CHICAGO IL 60607

LICENSE NUMBER: CA31896

EXPIRATION DATE: FEBRUARY 28, 2021

Always verify licenses online at MyFloridaLicense.com

Do not alter this document in any form.

This is your license. It is unlawful for anyone other than the licensee to use this document.

State of Florida

Board of Professional Engineers

HBK Engineering LLC

Has satisfied the requirements of Section 471.023, Florida Statutes. In recognition thereof, the Board of Professional Engineers hereby authorizes this firm to offer engineering services in the State of Florida in accordance with Chapter 471, Florida Statutes, and the rules of the Board.

Witness the Seal of the Board and the Signature of the Board's duly authorized Chair this 21st day of November, 2016.

CA LIC No: 31896

Chair

FBPE
FLORIDA BOARD OF PROFESSIONAL ENGINEERS

Florida Department of Agriculture and Consumer Services
Division of Consumer Services
Board of Professional Surveyors and Mappers
2005 Apalachee Pkway Tallahassee, Florida 32399-6500
800HELPFLA(435-7352) or (850) 488-2221

December 18, 2018

HBK ENGINEERING, LLC
921 WEST VAN BUREN
CHICAGO, IL 60607

SUBJECT: Professional Surveyor and Mapper Business Certificate # LB8282

Your application / renewal as a professional surveyor and mapper business as required by Chapter 472, Florida Statutes, has been received and processed.

The license appears below and is valid through February 28, 2021.

You are required to keep your information with the Board current. Please visit our website at www.800helpfla.com/psm to create your online account. If you have already created your online account, you can use the website to maintain your license. You can also find other valuable information on the website.

If you have any questions, please do not hesitate to call the Division of Consumer Services, Board of Professional Surveyors and Mappers at 800-435-7352 or 850-488-2221.

Detach Here

Florida Department of Agriculture and Consumer Services
Division of Consumer Services
Board of Professional Surveyors and Mappers
2005 Apalachee Pkway Tallahassee, Florida 32399-6500

License No.: **LB8282**
Expiration Date: February 28, 2021

Professional Surveyor and Mapper Business License

Under the provisions of Chapter 472, Florida Statutes

HBK ENGINEERING, LLC
921 WEST VAN BUREN
CHICAGO, IL 60607

ADAM H. PUTNAM
COMMISSIONER OF AGRICULTURE

This is to certify that the professional surveyor and mapper whose name and address are shown above is licensed as required by Chapter 472, Florida Statutes.

Ron DeSantis, Governor

Halsey Beshears, Secretary

Florida dbpr

STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

BOARD OF PROFESSIONAL ENGINEERS

THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE
PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

KLEYWEG, DONALD N. JR.

P.O. BOX 357
HINSDALE IL 60522

LICENSE NUMBER: PE68696

EXPIRATION DATE: FEBRUARY 28, 2021

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Ron DeSantis, Governor

Halsey Beshears, Secretary

Florida dbpr

STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

BOARD OF PROFESSIONAL ENGINEERS

THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE
PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

KATZ, MARC L.

2238 GRAND POINTE TR
AURORA IL 60503

LICENSE NUMBER: PE86749

EXPIRATION DATE: FEBRUARY 28, 2021

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RICK SCOTT, GOVERNOR

JONATHAN ZACHEM, SECRETARY

Florida dbpr

STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

BOARD OF PROFESSIONAL ENGINEERS

THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE
PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

SAWICKI, EDWARD JOHN JR.

6164 MERIWETHER CRESCENT
WINTER GARDEN FL 34787

LICENSE NUMBER: PE83633

EXPIRATION DATE: FEBRUARY 28, 2021

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Ron DeSantis, Governor

FBPE
FLORIDA BOARD OF PROFESSIONAL ENGINEERS

STATE OF FLORIDA

BOARD OF PROFESSIONAL ENGINEERS

THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE
PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

HOSKINS, DANIEL LEE

124 ARBOR LANE
EDGEWATER FL 32141

LICENSE NUMBER: PE87588

EXPIRATION DATE: FEBRUARY 28, 2021

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CITY OF DESTIN

RFQ 20-03-CD DESTIN UTILITY
UNDERGROUNDING PROJECT MANAGEMENT

JUNE 2020

UTILITY CONSULTANTS of FLORIDA

REQUEST FOR QUALIFICATIONS

Project Title: DESTIN UTILITY UNDERGROUNDING PROJECT MANAGEMENT
Project Number: RFQ NO. 20-03-CD
Date: June 18, 2020
Name of Applicant Firm: UTILITY CONSULTANTS of FLORIDA
Federal ID No. 82-4774710
Name of Contact Person: Melanie H. Porter, CEO
Address: 14800 Walsingham Road, Suite 102, Largo, FL 33487
Telephone Number: 321-287-8911

A complete listing of all companies, if any, that for the Applicant Firm team and their principals:
McKim & Creed | Brian Walker, Business Development Director

Melanie H. Porter

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UCoF

LETTER OF INTEREST

14800 WALSINGHAM ROAD, SUITE 102, LARGO, FL, 33774 321-287-8911

June 18, 2020

Rey Bailey, City Clerk
City of Destin
4200 Indian Bayou Trail
Destin, FL 32541

Subject: RFQ NO. 20-03-CD DESTIN UTILITY UNDERGROUNDING PROJECT MANAGEMENT

Dear Rey Bailey and Selection Committee Members,

For your consideration, Utility Consultants of Florida (UCoF) is pleased to submit this proposal in response to your Request for Qualification (RFQ) for Utility Undergrounding Project Management. A specific portion that stood out to us in the City's RFQ was Section 3.1 C 4 Project Approach "*Consideration shall be given for effectiveness of potential solution(s), creativity and innovation of proposed solutions and comprehensive utilization of proposed personnel to meet the RFQ deliverables*" statement. We strongly believe we are that firm. We plan to demonstrate within this proposal those qualities applied to utility underground conversion projects. In addition to those qualities, UCoF has a strong proven track record and lasting relationships within the communities we have been fortunate to have served.

Our firm's inception was established solely for the purpose of working with our clients in unique and creative ways to ensure the clients' vision for their undergrounding project is achieved. UCoF prides itself in finding ways to meet the desired schedule, successfully accomplish the scope and perform it in a cost-efficient manner. Since that inception, the firm has worked with our clients to do just that by listening and finding solutions to meet their and goals and objectives. We bring to the City of Destin experience specific to utility underground conversion projects in coastal communities ranging from one of Florida's largest ($49M) underground conversion project to several smaller but equally unique conversion projects. Worth noting, we have been awarded projects after the clients' originally selected underground conversion consultant firms were unable to meet the project requirements. Typically, coming in after another consultant firm will have its challenges but we were able to turn these projects into a positive direction and complete them above client and resident expectations.

You will also find within our proposal that we have vast experience with the full range of services identified within this RFQ from the early funding conception stages all the way through the end of construction, including final project close-out. In addition to our familiarity with the electrical side of the project we bring a vast amount of experience dealing with the utility communication companies for these types of projects. We hope that within our proposal you will find our staff's knowledge and passion about coastal underground conversion projects and our ability to provide you and your staff with a project delivery that meets the objective and exceeds your expectations. We proudly invite you to talk with all our clients and hear directly from them about our reputation and results. To briefly highlight, here are a few of the professional services our firm performs on similar projects but not limited to;

Initial cost estimates * Support of Bond Validation/Methodology/Counsel * Project Survey/Ground Truthing * City Manager & Commissioner Updates/Meetings * Conceptual Designs * Constructability * Sequencing of Construction/Phasing * Easement Coordination/tracking * Public Outreach * Contractor RFP and Specification Development * Contractor Procurement and Negotiations * Schedule of Values * Utility Coordination on Design and Cost * Utility Negotiations/Betterment * Reviews of Binding Cost Estimates & GAF Credits * Project Management & Oversight/Inspection * Management of As-Builts * Project Records and Document Control * Pay Application * Master Schedule & Monthly Schedule Up-Dates

WHY CHOOSE UTILITY CONSULTANTS of FLORIDA?

We Bring Recent Similar Projects in Florida: Our firm's specialty is underground conversion projects for coastal communities across Florida that are like this unique one. Our expertise and experiences specific to these types of projects help us deliver them successfully. Each of our projects involve everything from different funding sources and community interest. Our expertise and project experiences help our clients with everything from conceptual funding and cost estimates to design and construction oversight.

Proven Ability to Meet Schedule and Financial Goals on Similar Projects: Our team is committed to meeting project time requirements; we have a proven track record for many years now. We are consistently able to work with our clients to determine the best project delivery method to complete a project within the desired timeframe. More importantly we are proud to say that all our completed projects were under budget and ongoing projects are currently under budget. We are conscious of community impacts with seasonality, events and construction activities for this type of work so we develop a strategic approach to minimize impacts.

Providing Open Communication with Residents and Key Stakeholders is Our Priority: We enjoy making the project as painless as possible to a community. Meeting with residents ahead of the work and providing them with clear, concise, and correct information creates proper expectations and overcomes confusion and negative public perception. When you are working close to residential homes, providing proper notification and explanation of what to expect can go a long way.

We are excited for the opportunity to serve the City of Destin with this unique and exciting conversion of overhead to underground utilities project.
Sincerely,

Melanie H. Porter
UTILITY CONSULTANTS of FLORIDA

RESPONDENT'S QUALIFICATIONS

UCoF

RESPONDENT'S QUALIFICATION STATEMENT

RFQ NO. 20-03-CD
DESTIN UTILITY UNDERGROUNDING PROJECT MANAGEMENT

The undersigned certifies under oath the truth and correctness of all statements and of all answers to questions made hereinafter:

SUBMITTED TO: City of Destin
CITY CLERK'S OFFICE
4200 Indian Trail Bayou
Destin, Florida 32541
Telephone: (850) 837-4242

Submitted By:
Name: Utility Consultants of Florida
Address: 14800 Walsingham Rd, Suite 102
City, State, Zip: Largo, Fl 33774
Telephone No.: 727-307-9393
Fax No.: N/A

Check One	
Corporation	X
Partnership	
Individual	
Other	

1. State the true, exact, correct and complete name of the partnership, corporation, trade or fictitious name under which you do business and the address of the place of business.

   The correct name of the Respondent is:
   Utility Consultants of Florida

   The address of the principal place of business is:
   14800 Walsingham Rd, Suite 102
   Largo, Fl 33774

2. If Respondent is a corporation, answer the following:

   a. Date of Incorporation: 03-14-2018
   b. State of Incorporation: Florida
   c. President's name: Melanie Porter
   d. Vice President's name: Mark Porter
   e. Secretary's name: _____
   f. Treasurer's name: _____
   g. Name and address of Resident Agent: Melanie Porter

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BE CONSIDERED COMPLETE AND ACCEPTABLE

3. If Respondent is an individual or a partnership, answer the following:

   a. Date of organization: N/A

   b. Name, address and ownership units of all partners:

   N/A

   c. State whether general or limited partnership: N/A

4. If Respondent is other than an individual, corporation or partnership, describe the organization and give the name and address of principals:

   N/A

5. If Respondent is operating under a fictitious name, submit evidence of compliance with the Florida Fictitious Name Statute.

   N/A

6. How many years has your organization been in business under its present business name?

   2

   Under what other former names has your organization operated?

   N/A

7. Indicate registration, license numbers or certificate numbers for the businesses or professions, which are the subject of this Bid. Please attach certificate of competency and/or state registration.

   Please see attachments in section 6(f)

8. Have you ever failed to complete any work awarded to you? If so, state when, where and why:

   NO

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9. List the pertinent experience of the key individuals of your organization (continue on insert sheet, if necessary)

Please see insert for line item 9

10. State the name of the individual who will have personal supervision of the work:
Mark Porter

11. State the name and address of attorney, if any, for the business of the Respondent:
N/A

12. State the names and addresses of all businesses and/or individuals who own an interest of more than five percent (5%) of the Respondent's business and indicate the percentage owned of each such business and/or individual:
N/A

13. State the names, addresses, and the type of business of all firms that are partially or wholly owned by Respondent:
Utility Consultants of Florida

14. Annual Average Revenue of the Respondent for the last three years as follows:

		Revenue Index Number
a.	Government Related Work	4
b.	Non-Governmental Related Work	1
	Total Work (a +b):	5

Revenue Index Number

1.	Less than $100,000
2.	$100,000 to less than $250,000
3.	$250,000 to less than $500,000
4.	$500,000 to less than $1 million
5.	$1 million to less than $2 million
6.	$2 million to less than $5 million
7.	$5 million to less than $10 million
8.	$10 million to less than $25 million
9.	$25 million to less than $50 million
10.	$50 million or greater

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Additional information from our Respondent's Qualification Statement, as part of Appendix "A" to this RFQ.

9. List the pertinent experiences of the key individuals of your organization:

Our Project Manager, **Steve Maniaci**, has more than 35 years of experience specific to electrical field and civil engineering coordination with underground conversion projects as project management & oversight. Steve has currently performed project management on underground conversion projects that include Belleair Beach, Indian Rocks Beach, Madeira Beach, St Pete Beach, and Treasure Island. Steve brings vast experience with both the design & construction side of these projects. He is familiar with estimating, construction, coordination, utility involvement, constructability, easements, designs, planning, public involvement/outreach, field survey, equipment layout, switch orders, construction, and inspection. Steve also serves as Co-Chair on the utility power interest group in the states FUCC because of his involvement within this industry.

Mark Porter has more than 33 years of experience in the utility industry. He is intimately familiar with underground conversion projects from funding, phasing, conceptual design, estimates, planning, easements, survey, plan development, constructability, negotiations with utility owners and contractors, procurement, project delivery methods, designs, switch order and sequencing, commissioner and city manager reports/meetings, public involvement/outreach, construction, and inspection. Mark has served as project manager for Belleair Beach, Bradenton Beach, Longboat Key, Anna Marie Island, and Skyway Marina. Mark is familiar with all project management roles and will provide support to Steve Maniaci throughout the project. Mark is heavily involved with the utility industry and because of his experiences in both design and construction he was the instructor for the FDOT Engineering Academy from 2006 to 2011 on design and construction side of utilities. He also provides technical support to one of the US's largest high-speed rail projects for power & communications.

Brian Walker (McKIm & Creed) has over 17 years of experience directing project teams and provided design services for numerous civil infrastructure projects that included utility collection & distribution systems, stormwater management infrastructure, and roadway design. Brian has been involved with several City of Destin projects working directly with local utility providers such as Destin Water Users; and indirectly with other local utility providers such as Gulf Power, Cox Communications, AT&T, CenturyLink and Okaloosa Gas on numerous City of Destin projects. Brian will support Steve with providing civil/design support during the project. Additionally, Brian will help support our team with any required survey and SUE which will be managed by **Steve Burgess** (McKim & Creed).

Our proposed lead inspector has been involved with numerous underground conversion projects that include; Belleair Beach, Bradenton Beach, South Palm Beach, Palm Beach Island, North Palm Beach, Gulf Stream Island, and Longboat Key.

15. Bank References:

Bank	Address	Telephone
Truist Financial (Formerly Suntrust)	14040 Walsingham Rd Largo, Fl 33774	727-431-6926

16. Provide description of policies and methods for project monitoring and budgeting control as well as adherence to project schedule (continue on insert sheet, if necessary).

Please see insert for line item 16

17. Provide descriptions of quality assurance/quality control management methods (continue on insert sheet, if necessary):

Please see insert for line item 17

18. What will be your turnaround time for written responses to City inquires?

UCoF will respond quickly to any phone call or email correspondence usually within an hour, no later then 24 hrs.

19. List and describe all bankruptcy petitions (voluntary or involuntary) which have been filed by or against the Respondent, its parent or subsidiaries or predecessor organizations during the past five (5) years. Include in the description, the disposition of each such petition.

N/A

20. List all claims, arbitrations, administrative hearings and lawsuits brought by or against the Respondent or its predecessor organization(s) during the last five (5) years. The list shall include all case names, case arbitration or hearing identification numbers, the name of the project which the dispute arose, and a description of the subject matter of the dispute.

N/A

Additional information from our Respondent's Qualification Statement, as part of Appendix "A" to this RFQ.

16. Provide description of policies and methods for project monitoring and budgeting control as well as adherence to project schedule:

Our policies for project monitoring and budget control will rely heavily on key personal team members to report status updates on a weekly and/or biweekly basis. Our method of accountability is established in accurate and up to date record keeping. We will establish targeted charts graphically indicating lines of authority throughout the project phases. These measures will maintain our adherence and alignment with the project master schedule. Our team is accustomed to dealing with the management of subcontractors, whether it is in the early coordination stages or field construction. Our team will ensure the City has the finest personnel and personalized attention dedicated to the project by each subcontractor. Within our proposal you will find our ability to maintain schedule and budget by efficient utilization of staff.

17. Provide description of quality assurance/quality control management methods:

Quality control of services is a vital aspect during each phase of the project. During the design phase, we institute quality assurance procedures for design control, design verification, constructability reviews, multi-disciplinary team communication strategies along with a document control process to assure the accurate distribution of information. Design quality is achieved through a consultative process incorporating the entire team and the project manager. For our projects, we create file structures so that all information over the course of a project is properly filed and easily accessible, both hard and electronic copies. All correspondence gets filed and maintained for the duration of the project and kept on hand for a minimum of three years after the project close-out. This includes critical documentation throughout the project, plans submissions, permits, and relevant information. At the end of each week we have internal discussions to ensure dailies and other information are provided, filed, shared and easily accessible.

Section 2.C If the Principal Place of Business is different than the location specified in the Respondent's Qualification Statement, then Respondent shall specify the office locations from which each phase of the PROJECT will be managed, performed, and produced:

Our principal office is located within Pinellas County; however, our projects are located across the state. We work in these locations usually mobile, within our client's spare offices, or establish an office depending on the project needs. If we are your successful consultant, we will find what your preference is for this project. We are committed and have the resources to establish an office close to the project. Furthermore, we intend to relocate our project manager to the City of Destin full-time which he is excited about. Our subconsultant McKim & Creed has an office nearby to support the project needs.

21. List and describe all criminal proceedings or hearings concerning business related offenses to which the Respondent, its principals or officers or predecessors' organization(s) were defendants.

N/A

22. Has the Respondent, its principals, officers or predecessors' organization(s) been CONVICTED OF a Public Entity Crime, debarred or suspended from bidding by any government during the last five (5) years? If so, provide details.

N/A

The Respondent acknowledges and understands that the information contained in response to this Qualification Statement shall be relied upon by owner in awarding the contract and such information is warranted by Respondent to be true. The discovery of any omission or misstatement that materially affects the Respondent's qualifications to perform under the contract shall cause the owner to reject the Response, and if after the award, to cancel and terminate the award and/or contract.

(Signed) _____

(Title) CEO

Subscribed and sworn to before me
This 8th day of June, 20 20

JESSICA BRANCATO
Notary Public - State of Florida
Commission # GG 332236
My Comm. Expires May 8, 2023
Bonded through National Notary Assn.

Jessica Brancato
Notary Public (Signature)

My Commission Expires: May 8, 2023

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ABOUT OUR FIRM

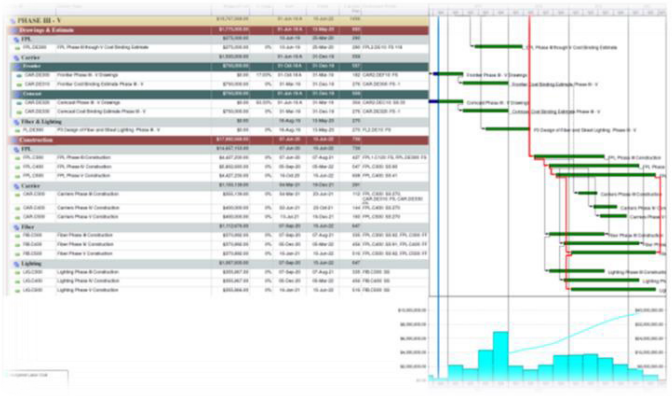
UTILITY CONSULTANTS of FLORIDA is a Florida corporation established in 2018, specializing in Utility Underground Conversion Project Management, Underground Consulting, Utility & Fiber Project Management and CEI/Inspection Services. Since being established, we have been involved with over (4) four significant underground conversion projects. We are perhaps a smaller firm than some of our competitors, but we think you will find that all our clients have found that to be an advantage. You will find from all our existing and past clients that we are client oriented and our decisions are not driven by utilization goals but rather what is in the best interest of the project.

We are also a strong believer that if your project management team is well-rounded in all sides of the utility undergrounding project you will not have the need for additional staff that specialize in certain areas of the project. All our firm's underground conversion projects are located on coastal and barrier islands. Prior to starting the firm, we worked for a few of the largest corporate engineering firms in the US for over 30 years. We built our firm on our reputation, project approach, ability to work with our clients and partners to find creative and effective solutions, and to provide a project delivery that addresses the goals of the project.

FIRM PHILOSOPHY & EXPERIENCE – Our business philosophy holds a simple core principle, for us to be successful, we must earn your trust. **We understand the City of Destin is seeking to retain a consultant with the knowledge and ability to provide full turn-key utility underground conversion project management – we are your firm**. We found the City's RFQ scope items to be very well thought out covering what we typically find with most of our underground conversion projects. You will find in our LOI and throughout our proposal that we provide services in all aspects of the underground conversion from funding support to the oversight and completion of construction for our clients.

ACCESSIBILITY TO CITY STAFF – UCoF is a client-oriented firm focused on serving the needs of many governmental and privately funded clients. We currently serve in several Florida counties, cities, towns, special districts, and utility departments similar to the City of Destin. UCoF staff and subconsultant staff assigned to this project will be available to execute the needs of the project, including attending scheduled project updates and weekly progress meetings with City staff in person or as deemed necessary for the successful completion of this project. UCoF's goal is to make the City and its staff an integral part of the team with open lines of communication and coordination. UCoF's Project Manager, along with staff, will provide necessary documents (plans, reports, exhibits, etc), and answer any and all questions promptly. UCoF commits the necessary staff to this project to ensure accessibility and availability during the duration of this contract.

CAPABILITIES & BENEFITS- We have a tried and tested record that demonstrates our ability to have successfully started and completed challenging underground conversion projects. **These underground conversion projects vary in size and challenges and you will find that our clients will confirm our ability to maintain budgets (often under budget), community approval and stress-free communication for all our clients' needs.** We believe one of the reasons we can provide successful projects to our clients is the fact that our Project Managers are well verse in both the design and construction efforts. The experience from both sides offer our clients a diverse project approach that eliminates the common communication separation between these two critical roles of a project. If you get a set of plans from the utility companies, you need a project manager that can tell you whether it is properly accounting for the work before it goes out for bid. **We have experience working with numerous communication companies on both the design and construction specific to these types of projects**. When we get their designs we are already aware of where they are aerially and if they are looking for betterment so we can protect our clients to ensure that we meet the obligation of the relocation but not expand their infrastructure at our expense. And of course, **we understand the challenges often associated with obtaining easements** necessary for the equipment locations. We are heavily involved with easements on every one of our projects, so we understand the dynamics associated with this process and the proper and personal way to address those affected. Our team will often find solutions with the least minimal impact to the property owners.



COST AND PROJECT SCHEDULE EFFICIENCIES – You deserve a firm that can manage a project efficiently so the budget and schedule expectations can be met. From initial funding and early cost estimates to the established project phasing and construction, we have managed the project for our clients with a very efficient staff while being able to meet all obligations and satisfactory results. **We can proudly say that our current and past projects were ahead of schedule and under budget.** Longboat Key is currently over $13M in construction with no contingency utilized to-date in construction due to proper upfront planning and sequencing the work properly. Bradenton Beach's initial phase is also under budget and on schedule to be completed in the upcoming week with future phases currently being scheduled. Also, no contingency utilized in construction. In Belleair Beach we accomplished the same goal in completing construction early and with zero contingency.

FUNDING SUPPORT - Our firm is familiar with various funding sources utilized on underground conversion projects. We speak a little more in depth on this in our Project Approach section of this proposal, but most of our current or completed projects had different funding avenues. We are familiar and able to assist the City with potential options. In addition, we are also involved with an underground conversion project who is utilizing different funding sources for each different phase of the undergrounding.

IN OUR EXPERIENCES, MOST OF THESE PROJECTS HAVE UNIQUE CHALLENGES AND REQUIRE A FIRM THAT CAN ANTICIPATE AND ADDRESS ANY ISSUES, FINDING A CONSENSUS-DRIVEN SOLUTION. UTILITY CONSULTANTS OF FLORIDA IS THAT FIRM!

PROJECT MANAGEMENT – The success of a utility undergrounding conversion begins and ends with solid project management. This is achieved by bringing all the critical pieces of the utility undergrounding project together with strategic planning that is only possible with past and recent knowledge. UCoF is familiar with the concept and planning aspects and the sequencing of construction phases. We bring the City extensive experience in the roles of both design and construction with excellent reputations for offering real field experiences into the design and construction.

RFP, BID PACKAGE, SPECIFICATION & CONTRACTOR PROCUREMENT – Our firm is able and capable to help our clients with the procurement process, from development of contractor RFP's to bid documents, including specifications, to recommending several different project delivery methods. We strive to develop these documents to best protect our clients from overruns, change orders and construction delays. We discuss some of the ways we work through this in our Project Approach section.

INSPECTION & OVERSIGHT – Undergrounding projects that take place in coastal communities, laid back beach towns to very affluent beach towns, require inspection and oversight that protect their interest while keeping the work efforts moving along. This type of work can become intimate with homeowners since activities are relatively close to their personal property, especially service conversion to their meters. We enjoy working in these types of environments and share in the excitement at their completion when communities get to benefit from a safer, more reliable, and aesthetic island.

OTHER SERVICES – In addition to being involved with several utility underground conversion projects, we are one of (2) two firms that provides consulting services to VIRGIN TRAINS. Our firm provides technical support and subject matter expert (SME) for the FPL undergrounding along the corridor and all major fiber & communication relocations. Additionally, the firm provides support on the relocations necessitated by the numerous at-grade crossings from Cocoa Beach to Miami. This project demonstrates that we can successfully coordinate with utility & communication companies on an exceptionally large scale.

The City of Destin has already developed positive relationships within the community for this project, and UCoF will make it our highest priority to maintain what's already been initiated by the City and expand public awareness within the community and to new project members. Our project team is available and is ready to immediately focus on ongoing efforts and develop a clear plan to move the project forward in close coordination with the City for a successful integrated underground utility project.

There is no standard approach with underground conversion projects. Community expectations, funding, right-of-way challenges, and political opinion make these projects unique. UTILITY CONSULTANTS of FLORIDA has the proven ability to adapt to unforeseen conditions, which will allow us to successfully deliver the project while meeting your time, budget, and quality goals.

The RFQ identifies specific scope & deliverables expected for this project.
THE FOLLOWING MATRICES IDENTIFIES EACH SCOPE OF SERVICES IN THE RFQ WHICH WOULD BE COMPLETED BY THE RESPONDENT'S STAFF OR BY SUB-CONSULTANTS

City of Destin Undergrounding RFQ Scope of Services to be Performed	A	B	C	D
	Provision of information, advice, and technical consulting services to the CITY, and groups of citizens regarding the overall project specific facilities installations affecting individual properties.	Serve as the CITY'S community liaison representative to address any issues between residents and the utility companies, and between residents and the CITY, and to provide communications regarding the project to City & residents as necessary	Coordinate the acquisition of any additional site and detailed survey data necessary to create conceptual designs, cost estimates, and detail data as necessary to generate final construction designs	Develop and review conceptual engineering & construction plans for the U/G utilities facilities within the City, including, streetscape and landscape design, facility & infrastructure designs, easement requirements, schedules/phasing, and cost estimates
UTILITY CONSULTANTS of FLORIDA	✓	✓	✓	✓
McKim & Creed (Sub Consultant)		✓	✓	✓

City of Destin Undergrounding RFQ Scope of Services to be Performed	E	F	G	H
	Prepare or coordinate the preparation of Route Surveys, which shall include proper location, monumentation, description/platting: roadways, highways, existing utilities, geographical features, electrical needs, easements, ingress & egress easements	Participate in negotiations w/ Gulf Power (GP), Cox Communications, Century Link, AT&T, Destin Water Users, Okaloosa Gas, with other utilities, to facility design/layout, facility configuration, equipment location, costs, work to be performed by CITY/CITY-employed contractors, and schedules	Facilitate the creation, acquisition, and recording of required easements	Coordinate services for the acquisition of contract construction resources for work to be done as part of CITY'S responsibility for construction/installation of new U/G facilities. Coordinating the acquisition of contract construction. Advising the CITY in direct negotiations with contractors & subs that may be engaged to perform work that is CITY'S responsibility per agreements with GP, Cox Communications, Century Link, AT&T, and any other utilities
UTILITY CONSULTANTS of FLORIDA	✓	✓	✓	✓
McKim & Creed (Sub Consultant)	✓			

City of Destin Undergrounding RFQ Scope of Services to be Performed	I	J	K	L
	Prepare reliable/appropriate cost estimates ("hard" and "soft" costs) implementing full relocation of the exist O/H systems in the City of Destin to U/G for each phase and assist CITY Staff/agents/representatives (financial advisors, financing advisors, bond counsel, etc) to identify payment/financing options, including possible grants for utility undergrounding/streetscape improvements, allocation of costs among UTILITY providers, residents and property owners, and the CITY	For each phase, participate in materials procurement activities, including advising the CITY, the UTILITIES, and contractors/subcontractors to materials availability, suitability, and decisions; support bidding processes, negotiations, and procurement for materials as necessary, particularly with respect to the procurement of materials	All design and construction components shall meet, as a minimum, all current Federal, State and CITY codes	Supervise, monitor, coordinate, facilitate, and inspect all construction activities, including inspections performed by UTILITIES to ensure compliance with contract requirements, and timely and efficient completion of work, and minimize adverse impacts on community during the work
UTILITY CONSULTANTS of FLORIDA	✓	✓	✓	✓
McKim & Creed (Sub Consultant)	✓		✓	

City of Destin Undergrounding RFQ Scope of Services to be Performed	M	N	O	P
	Maintain satisfactory documents and records, as specified by the CITY, relative to the work performed by the CITY'S contractors and their subcontractors	Serve as "CITY'S Representative" for technical/engineering purposes to contracts between CITY, GP, AT&T, Cox, and Century Link, other utility providers, relative to the contracts between the CITY and its contractors. Must acknowledge understanding that this function is equivalent to serving as "Owner's Representative" in managing construction contracts & projects	Track and report to the CITY, on a weekly basis, the progress of all PROJECT activities, including those of the utility providers and CITY'S contractors & subcontractors, relative to construction progress, conformance of work completed to design plans/relevant standards/compliance w/ contracts, and schedules established for various work components, whether contractually established or not.	Review completed work and associated contractor invoices and advise the CITY as to completed work and the suitability of contractor invoices
UTILITY CONSULTANTS of FLORIDA	✓	✓	✓	✓
McKim & Creed (Sub Consultant)			✓	✓

City of Destin Undergrounding RFQ Scope of Services to be Performed	Q	R	S
	Maintain PROJECT records, as necessary, in accordance with established professional standards for engineers and in accordance with other established standards specified by the CITY	Coordinate site restoration activities, including identification of requirements, acquisition of contractor services, and verification of completed work, as necessary	Provide other services necessary to the execution of the PROJECT as may be required and approved by the CITY
UTILITY CONSULTANTS of FLORIDA	✓	✓	✓
McKim & Creed (Sub Consultant)			

THE FOLLOWING MATRIX IDENTIFIES THE DELIVERABLES IN THE RFQ WHICH WOULD BE COMPLETED BY THE RESPONDENT'S KEY STAFF, INCLUDING SUBCONSULTANTS

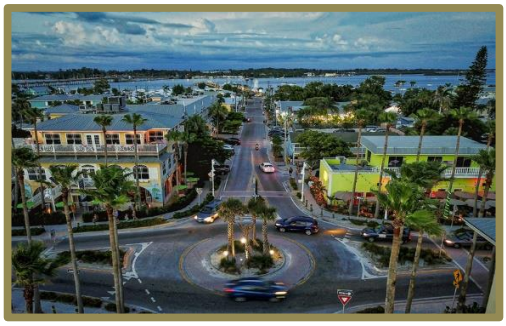
City of Destin Underground Project Management Deliverables Roles & Responsibilities	DELIVERABLES						
	1. Complete design documents for each phase of the PROJECT, including the design for each UTILITY's overhead-to-underground conversion work for each phase	2. Reliable and appropriately specified estimates of the costs to the CITY for each UTILITY's work and for the work to be done by CITY contractors and sub-contractors for each phase	3. Copies of all contracts with any of the UTILITIES and copies of all contracts between the CITY and any contractors or sub-contractors engaged by the CITY	4. Any construction drawings at preliminary, 60%, 90% and final release for construction plans and specifications and as-built drawings, in paper copies and electronic pdf, TIFF, and AutoCAD formats	5. All necessary Federal, State, County, and CITY permits	6. All real property or real estate acquisition documents to include but not limited to permanent and/or temporary easement acquisition, easement acquisition, right of entries/agreements, field title investigation, purchase offers and	7. Presentations to the City of Destin City Council at City Council Meetings, workshops, or other Public Meetings as necessary and appropriate to keep the City Council and the public informed as to the progress of the PROJECT
Mark Porter, UTILITY CONSULTANTS of FLORIDA	Review/QA	Manage, Neogtiate, and Support Steve Maniaci	Support	Review/QA	Review/QA	Support/Review/QA	Support & Review of Material
Steve Maniachi, UTILITY CONSULTANTS of FLORIDA	Coordinate, Constructability & Review	Field Verification and Estimates	Coordinate & Manage	Coordinate, Constructability & Review	Coordinate & Review all Permits/Submissions	Coordinate, Constructability & Review	Attend
Brian Walker, McKim & Creed	Lead Design Efforts			Lead Design Efforts	Provide any Design Support Needs		Support/Attend
Tony Allen, UTILITY CONSULTANTS of FLORIDA						Public Involvement	Public Outreach and Support
Steve Burgess, McKim & Creed						Survey	

Firm Qualifications with Projects Similar to those Stated in the Scope of Work:

Selecting a qualified consultant can be an arduous task, but the reward for perseverance will be the successful completion of this underground utility conversion project. UCoF has first-hand knowledge of both utility design coordination and construction management as we have successfully completed high profile, complex utility corridors, sensitive beach or island projects under budget and on schedule.

The following are projects where we provided similar services to those outlined in this request for qualifications. The individuals selected to be part of the UCoF team have demonstrated experience in all of the disciplines listed in the City's scope along with a proven record of delivering similar projects on-time, within budget, and to the client's satisfaction.

One of the most recent projects completed by our professional staff is **the Belleair Beach Underground Conversion of Bellevue Estates Island**. Our firm came in after the initial estimates were incorrect and helped work with the City and residents to create an estimate that was more reflective of the work that was needed. We were also able to create a very compressed schedule to help gain ground from what was lost. Our team then found ways during construction to eliminate more cost and we completed the new compressed schedule by 30 days, including Spectrum and Verizon. This was a very affluent area with lush landscaping and brick paver driveways. The team worked closely with the contractor to use plywood for their equipment, made connections to services with very minimal impacts and professionally restored the areas. You can barely tell there was any construction after we completed the project. We left the project with happy residents, two are commissioners, with relief and excitement for how the project should be handled. **THE SCOPE INCLUDED COST ESTIMATES, SURVEY, DESIGNS, EASEMENTS, UTILITY NEGOTIATIONS, CONTRACTOR PROCUREMENT, COMMISSIONER & CITY MANAGER UPDATES, POWER & COMMUNICATION PLANS, AS-BUILTS, INSPECTION, CONTRACTS & RECORD KEEPING.**



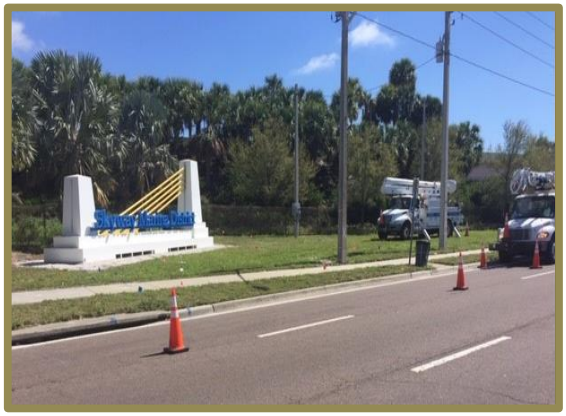
Another project our team is working on is **Bradenton Beach Underground Conversion** which will be complete by the end of this month (June). This project started with the first phase of many underground conversion sections planned for the island. The first undergrounding section is in a high tourist area surrounded by shops, restaurants, and attractions. The corridor was very congested with existing utilities and limited right-of-way. Getting easements for this project would mean taking valuable and limited parking spots. We quickly approached the City and FPL with options that avoided all easements except for one that was within an isolated area and did not have any impacts. After collecting survey and working with the power company on the design we put together a procurement package and quickly put the contractor to work. This was truly an outside the box approach that shows creativity can accomplish a project with challenges. **THE SCOPE INCLUDED COST ESTIMATING, FUNDING SUPPORT, BCE REVIEWS & RECOMMENDATIONS, PHASING/PROJECT SEQUENCING, PERMITTING, SURVEY, UTILITY COORDINATION, DESIGNS, EASEMENTS, CIF'S, UTILITY NEGOTIATIONS, CONTRACTOR PROCUREMENT, PLANS & SPECIFICATIONS, COMMISSIONER MEETINGS, CRA DISTRICT COORDINATION, POWER & COMMUNICATION PLANS, PUBLIC INVOLVEMENT, AS-BUILTS, INSPECTION, SWITCHING, CONTRACTS & RECORD KEEPING.**

One of the largest and on-going projects is the **Town of Longboat Keys Island Wide $49M Underground Conversion**. We have been working with the town for almost 3 years managing the project from the early phasing, conceptual designs, data collecting, design, material staging, and contractor procurement & construction oversight. This is another project where we came in after the original consultant to finalize some of the estimates to support bond funding, including appearing in court to validate cost estimates. After securing the funding we continue to provide routine budget updates and spend down reports for bond borrowing purposes.

This project was originally split into 5 phases and was originally planned to be completed in 5 to 7 years. After Hurricane Michael the town asked us if there was a way to complete it sooner. We strategized and came up with a creative procurement process that currently has the project scheduled to be completed in 3.2 years and changed it to 4 phases. We are in our first year of construction with the first two phases and ahead of schedule. **THE SCOPE INCLUDED COST ESTIMATING, FUNDING SUPPORT, COURT TESTIMONY FOR BONDS, BCE REVIEWS & RECOMMENDATIONS, PHASING/PROJECT SEQUENCING, PERMITTING, SURVEY SUPPORT, DESIGNS, EASEMENTS, EASEMENT RECORDINGS, CIF'S, FULL UTILITY NEGOTIATIONS, CONTRACTOR NEGOTIATIONS & PROCUREMENT, PLANS & SPECIFICATIONS, COMMISSIONER MEETINGS, WORKSHOPS, POWER & COMMUNICATION PLANS, P3 ADVISORY, STREETLIGHTING & FIBER DESIGN, PUBLIC INVOLVEMENT, WEBSITE UPDATES, AS-BUILTS, INSPECTION & PROJECT OVERSIGHT, PROGRESS MEETINGS, SWITCHING, CONTRACTS & RECORD KEEPING.**

Virgin Trains, formerly, All Aboard Florida (AAF) is a project that will provide high speed passenger train service through several major counties in which FPL provides both transmission and distribution services to the communities of: Orange, Brevard, Indian River, St Lucie, Martin, Palm Beach, Broward, and Miami-Dade Counties. Aerial FPL distribution lines had to be converted underground to accommodate proposed train stations in Palm Beach (West Palm Beach), Brevard (Fort Lauderdale), and Miami-Dade County (Miami). These projects involved significant design coordination efforts followed by construction project management to accommodate the work in preparation of the rail infrastructure. In addition to imposing utility coordination efforts and relocations, much of the success of the project relied heavily on being able to successfully communicate with municipalities, neighboring communities, and businesses. Our firm continues to support Virgin Trains with this effort and the fiber and communications major relocations and contracts. **THE SCOPE INCLUDED COST ESTIMATING, MANAGING DESIGN OF ALL CONSULTANTS FROM ORLANDO TO MIAMI FOR POWER & FIBER, PHASING/PROJECT SEQUENCING, PERMITTING, SURVEY SUPPORT, DESIGNS, EASEMENTS, UTILITY NEGOTIATIONS AND CONTRACTS, CONTRACTOR NEGOTIATIONS & PROCUREMENT, PLANS & SPECIFICATIONS, OWNER MEETINGS, PROJECT MANAGEMENT & OVERSIGHT DURING CONSTRUCTION, ADVISOR**

In March 2019, the **Skyway Marina District's Underground Conversion** Business Board retained UCoF to perform an opinion of probable cost study to underground existing overhead utilities looking at multiple scenarios. The study's recommended approach best matches the Skyway's Penny IV funding allocation. The study outlined three possible project approaches for undergrounding existing overhead utilities. The recommended approach called for undergrounding all the distribution lines south of the 30th Ave. S intersection and excludes the nine transmission line poles along the northbound lanes north of 54th Ave. (SR 682). The estimated cost for this approach ($6.9 million) most closely aligns with the City of St. Petersburg's Penny IV allocation to the SMD ($6.75 million) for utility undergrounding adopted budget. We are continuing efforts to work with the Skyway Marina District to develop logical phasing and initiate construction activities. **THE SCOPE INCLUDED COST ESTIMATING, PHASING/PROJECT SEQUENCING, STRATEGIC PLANNING, DESIGN COOORDINATION BUDGET PLANNING, ADVISOR**



SUBCONSULTANTS

UTILITY CONSULTANTS of FLORIDA has teamed with **McKim & Creed** to preform the requested services and have listed their qualifications below.

McKIM&CREED
ENGINEERS SURVEYORS PLANNERS

Overview

Whether it's designing sustainable infrastructure and facilities or planning thriving communities, McKim & Creed works to improve the quality of life for our clients and the communities we serve. As an employee-owned company in operation since 1978, our 585 employees located in 23 offices throughout Florida and the U.S. exhibit a passion for solving problems and making a positive impact.

Having an office in Pensacola in close proximity to the City of Destin means that we can be on location quickly should the need arise.

McKim & Creed Services

- Master Planning and Land Development
- Civil, environmental, structural and MEP engineering
- Stormwater/drainage systems and hydraulic modeling
- Design and construction oversight for educational, roadway and utility projects
- Design/planning for facility energy systems (electric, gas, steam, solar) and utilities
- Surveying and subsurface utility engineering
- LiDAR/scanning and unmanned aerial systems

McKim & Creed provides a complete suite of professional engineering services to fulfill contracts with the highest levels of excellence. Our skilled local professionals provide cost-effective and responsive services throughout northwest Florida. Our Pensacola-based civil design center is completed and supported by vast corporate resources and expertise.

McKim & Creed is consistently ranked as one of the **Top 50 Design Firms** for trenchless technology by *Trenchless Technology* magazine.

INDUSTRY RANKINGS

TOP 150
DESIGN FIRMS IN THE U.S. SINCE 1992**

#21
OVERALL DESIGN FIRM IN THE SOUTHEAST**

#1
SURVEYING & MAPPING IN THE SOUTHEAST**

TOP 100
ENVIRONMENTAL FIRMS IN THE U.S.**

2017 /2018
APWA FLORIDA CONSULTANT OF THE YEAR

#27
TOP 50 TRENCHLESS DESIGN FIRMS*

*Trenchless ranking per Trenchless Technology magazine |
**Rankings as per Engineering News-Record (ENR)

QUALIFICATIONS OF PROJECT'S TEAM

QUALIFICATIONS OF PROJECT'S TEAM

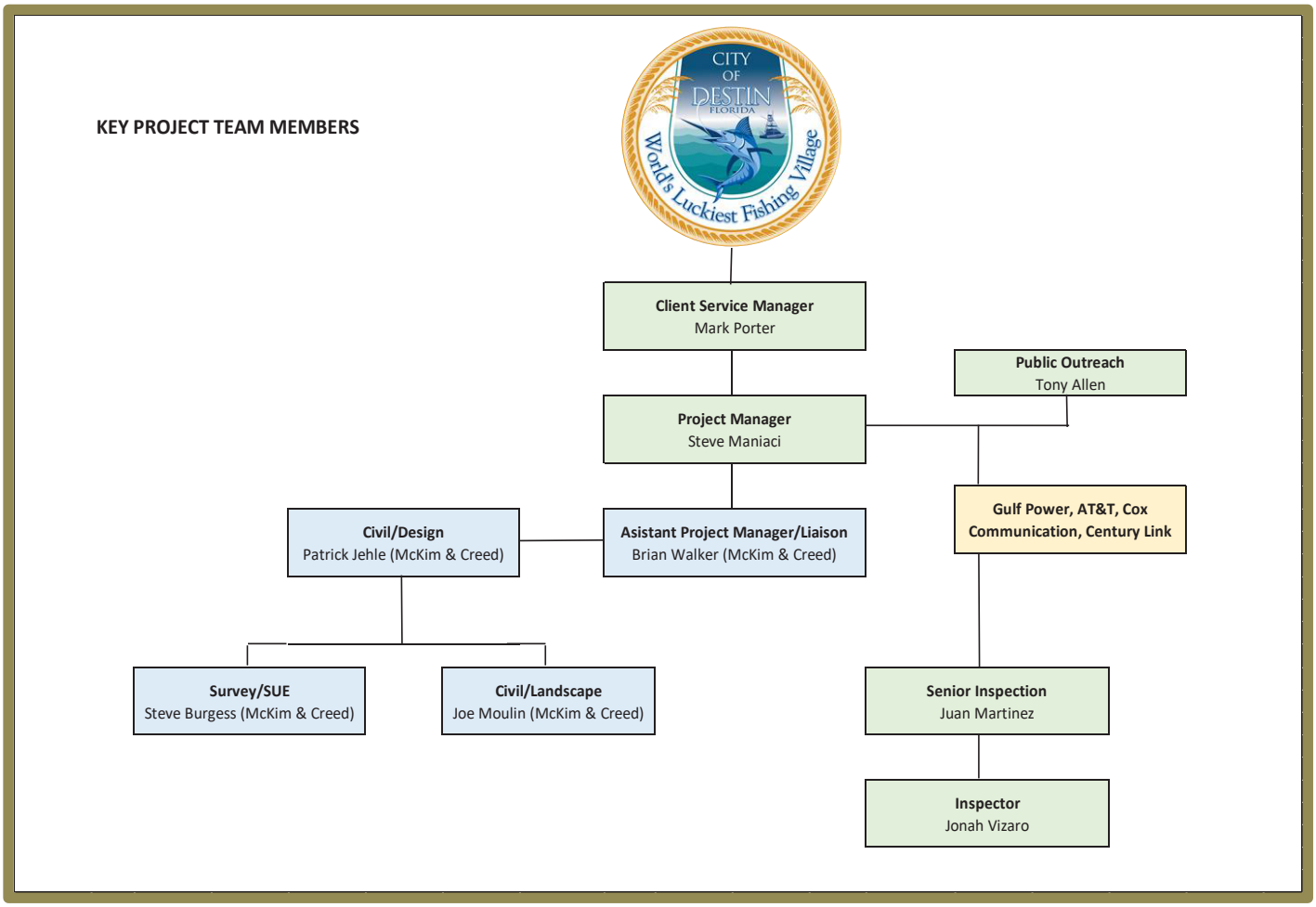
UCoF

Organizational Chart

UTILITY CONSULTANTS of FLORIDA offer the City a team of extremely qualified and available staff for this project. As shown in the organizational chart below, we have structured our team to provide the most cost-effective services while making sure we have the resources to successfully complete the City's project on schedule.

Key Personnel and Their Relationship

Our key personnel are our management team comprised of are **Mark W. Porter, Steve Maniaci, Brian Walker** and **Steve Burgess**. As principal-in-charge, Mark Porter is responsible for ensuring client satisfaction throughout the duration of the contract. He will work with Steve Maniaci and Brian Walker to support scope, schedule, and budget adherence. He will also evaluate staffing needs to ensure resources are deployed in a cost-effective but successful manner. As project manager, Steve will oversee all work provided for this project and serve as the day-to-day contact to the City alongside support from Brian. Together, our team will make sure your project is effectively managed throughout the duration of the contract.



UTILITY CONSULTANTS OF FLORIDA

MARK PORTER

Principal-in-Charge / Client Service Leader/ Project Manager

Mark Porter serves primarily as Project Manager on utility underground conversion projects and is also involved as a subject matter expert for fiber & utilities on the Virgin Trains high-speed rail project in Florida. Mark has more than 33 years of experience working for FDOT, County, Municipalities, utility industry and private sector projects. His position is incredibly unique in that Mark has been involved at managing design efforts, procurement, negotiations, and construction management & oversight predominately with utility underground conversions. His career started in the construction (CEI) field where he found ways to manage critical time sensitive projects that were extraordinarily complex urban sections with heavy utility involvement. He became known to bring these challenging types of projects under budget and ahead of schedule, receiving several awards and becoming known as a leader within the utility industry. This also provided Mark the privilege of preparing and presenting the 2006, 2007, 2008, 2009, 2010 and 2011 Florida Department of Transportation (FDOT) Engineering Technician Academy on utilities. Mark currently serves as Project Manager on one of the state's largest underground conversion project and several other smaller utility underground conversion projects. Relevant project experience includes the following:

Project Manager, Town of Longboat Key $49M Utility Underground Conversion Project, Longboat Key, Florida, 5/2017 to present. As part of the underground conversion Project, Mark is providing project management and design oversight for the Town. Mark was responsible for providing cost estimates, supporting methodology for assessments, provide validation of estimate at court for bond validation, managed and negotiated with utility owners for design and specifications, contractor negotiations, fiber and streetlight analysis. Duties also include commissioner reports, RFP development, construction management and inspection, document control, public outreach, payment approval and coordination with key stakeholders.

Project Manager, City of Bradenton Beach, Utility Underground Conversion, Bridge Street and CRA District $700K, Bradenton Beach, Florida, 5/2018 to present. As part of the underground conversion Project, Mark is providing project management and full oversight for the underground conversion project. Mark is responsible for creating initial cost estimates, utility coordination with design & construction, contractor negotiations for the buildout, coordination and BCE reviews for power company, negotiations and contracts with carriers, contractor RFP and negotiations, commissioner reports, documentation, construction oversight, survey/as-builts, pay applications and budget controls.

Project Manager, City of Belleair Beach, Belleview Estates Island $1.7M Underground Conversion Project, Belleair Beach, Florida, 2/2019 to 11/2019. As part of the underground conversion Project, Mark is providing project management and contractor services for the City's Belleview Estates Island project. Mark confirmed original cost estimates, managed utility owners for design and coordination, negotiations, contractor procurement. Duties also included commissioner reports, RFP development, negotiations, design oversight, construction management, inspection, payment approval and coordination with key stakeholders. Completed ahead of schedule and under budget.

Fiber Utility Manager/Oversight, Virgin Trains High Speed Rail Project, Cocoa to West Palm Beach, Florida, 6/2019 to present. As part of the Virgin Trains high speed rail project, Mark is providing subject matter advise and utility coordination on FPL's aerial to underground relocations and fiber coordination & oversight. Duties include RFP development, negotiations, oversight, fiber construction management/coordination with key fiber stakeholders.

MARK PORTER

Firm
Utility Consultants of Florida

Chief Operating Officer

Project Manager – Utilities Undergrounding

34 Years' Experience

Underground Conversions
Fiber & Utilities

FDOT ENGINEERING ACADEMY 2006-2011

Certifications & Training
Tin # P636559700160

- CTQP QC Manager
- Qualified Stormwater Management Inspection
- Nuclear Safety
- IMSA Work Zone Safety Certification
- Multi-Line Intermediate
- Multi-Line Advanced Engineering Menu
- Density Log Book Maintenance
- Analyzing the Project Schedule
- Competent Persons Trench Safety

UTILITY CONSULTANTS OF FLORIDA
STEPHEN MANIACI
Project Manager

Steve Maniaci has more than 35 years of experience specific to electrical field and civil engineering coordination with underground conversion as a project management & oversight. His position is incredibly unique in that Steve works for both the electrical companies as their representative as well as the client's representative as project management. For this reason, Steve can efficiently manage underground conversion projects because he understands the dynamics and internal operations within the utility agencies allowing him the ability to communicate to our clients and bridge any gaps so that working relationships are strong during the process. In addition to his knowledge within the electrical field of service, ranging from being an early career lineman to project management, Steve has built excellent client relationships with our clients and within the utility industry. Steve also serves several local and state utility organizations/groups, including serving as a "Co-Chair" for the electrical interest group for the Florida Utility Coordinating Committee (FUCC).

Relevant project experience includes the following:

Project Manager/Representing Duke as Electrical Utility Construction Manager (October 2015-Present) Support multiple projects related to Electrical Distribution, manage all phases of the construction projects, initial planning and development through each project phase of engineering design, resource management, installation, start-up and final turnover to operations this includes FDOT road right away projects, and major projects, build trusted partner relationships with clients, and other partners to ensure effective and timely results or project plans and deliverables. Includes being able to identify and monitor events or risks that could impact the project and incorporate mitigation plans into the project scope, schedule, and budget, represent client in meetings with State and Federal agencies, general public, public officials, planning and zoning boards, and other regulatory bodies including testimony as required to gain necessary project approvals, serve as the point of contact with the client and partners on contractual matters, and utility design hire and oversee Engineering, Permitting, Construction and Splicing of all relocation projects in SE Florida

Withlacoochee River Electrical Cooperative, Engineering Services Technician (March 1, 2004 - September 29, 2014) Design new construction, including subdivisions, large commercial construction, road projects, street light installation, underground, and all other projects that need review for compliance of load, assign and maintain all information relative to system mapping, open and close work orders, GPS data collection, dispatch, pole inspection, cable locates & verify pool releases as well as other roles & duties.

Withlacoochee River Electrical Cooperative, Journeyman Lineman Qualified (October 15, 1989 – March 1, 2004) Install, repair and maintain overhead and underground electrical power lines and auxiliary equipment, string, splice, transfer and sag wire in energized or de-energized circuits and connect wires and transformers as specified or directed. Shorten or lengthen lines by adding or removing wire, using a variety of types of splices, connectors, sleeves or clamps, variety of underground locating and fault finding equipment, route/re-route power lines over, under or around existing lines and structures, regularly working above, on, or in close proximity to energized lines in addition to other roles and responsibilities.

STEVE MANIACI

Firm
Utility Consultants of Florida

Project Manager - Utility Underground Conversions

Electric Utilities Undergrounding & Design

35 Years' Experience

PROFESSIONAL
GIS / ESRI
Maximo/Boud
GPS Data Collection
Microsoft Excel
Microsoft Word

F.U.C.C.
2018-2019 Co-chair, Points and Interests Group

Certifications/Memberships

- Design
- New Construction
- Large Construction
- Underground/Overhead
- Road Projects
- Conflict Mitigation
- Construction Project Oversight
- Permitting
- Street Light Installation
- GPS Data Collection
- Easements
- Mapping
- Staking
- Customer Service
- GIS / ESRI
- Design Support in Maximo/Boud
- Storm Duty

Brian Walker, PE, PMP, LEED GA, CDT

Civil Engineer

MCKIM & CREED

KEY QUALIFICATIONS

- ✓ 17+ years of project management experience
- ✓ 9+ years of City of Destin experience
- ✓ Underground utility engineering experience
- ✓ Worked directly with local utility providers such as Destin Water Users; and indirectly with other local utility providers such as Gulf Power, Cox Communications, AT&T, CenturyLink and Okaloosa Gas on numerous City of Destin projects

EDUCATION

B.S., Civil/Environmental Engineering, University of Florida

LICENSURE

Professional Engineer, FL #69939

Project Management Professional (PMP)

LEED Certified Green Associate (GA)

Construction Document Technologist (CDT)

PUBLICATIONS

Florida Water Resources Journal, "Advanced Technologies for Wastewater Treatment Utilizing Constructed Wetlands" [Walker, William, B.] March 2003

Mr. Walker has directed project teams and provided design services for numerous civil infrastructure projects that included utility collection and distribution systems, stormwater management infrastructure, roadway design and multi-modal elements. His experience includes the design and development of underground water and wastewater systems, roadways and other transportation elements, large- and small-scale commercial sites, residential subdivisions, multi-family and mixed-use developments, resorts, condominiums and waterfront promenades. Mr. Walker offers a wealth of permitting experience that includes the acquisition of local development orders as well as utility, ERP Stormwater and Wetland Impact and Mitigation, dredging and NPDES permits.

SELECT PROJECT EXPERIENCE

Main Street Roadway Improvements, City of Destin | Destin, FL. Lead project engineer for a 1.2-mile roadway reconstruction project in downtown Destin. This CRA-funded project converted the road into an urban thoroughfare complete with raised curbing and landscaped medians. In addition, the project installed a stormwater collection system where none existed to relieve several long-standing flooding issues. Pedestrian improvements included installation of eight-foot wide concrete sidewalks. Scope included redesigned and expanded traffic signals added at the Harbor Blvd (US Hwy 98) and Airport Road intersections and a new traffic signal added to the 98 Palms Blvd intersection. Extensive coordination effort was required as the project tied into separate, simultaneous widening projects on Airport Road and Legion Drive, and **included Gulf Power's largest underground utility conversion in northwest Florida.**

Mountain Drive Roadway Improvements, City of Destin | Destin, FL. Project Manager for a 1.5-mile reconstruction project for one of the oldest paved roads in Destin. CRA funded project converted the road into a multi-modal, pedestrian friendly corridor consistent with the resort towns future land uses. Project included **conversion of all overhead utility crossings to underground** so utility infrastructure was not polluting the view of the sky above the roadway corridor. Full support and engineering services were provided during construction.

Scenic Highway 98 Roadway Improvements, City of Destin | Destin, FL. Project manager for a 2.5-mile two-lane roadway rehabilitation project that runs through the picturesque tourist and residential areas located along the Gulf of Mexico. **Project elements included the design of several controlled intersections, installation of raised landscaped medians and speed tables as traffic calming measures.** Multi-modal improvements included a ten-foot-wide multi-use pathway, bus bays with customized bus stops structures, off-street parking lots constructed within right-of-way to provide public parking to beach access points. Extensive landscaping installed at intersections, roadway medians, and other strategic locations along the length of project to beautify the destination corridor.

Dunes of Destin Lake Drainage Improvements, City of Destin | Destin, FL. Lead project engineer for drainage project to eliminate problematic flooding issues associated with a lake surrounded by resort condominium developments. Drainage design included stormwater modeling to determine the size and control elevation for overflow structure, as well as the size of the conveyance outfall pipes. **Construction complicated due to tight corridor and multiple utility conflicts underneath Gulf Shore Drive, which is a main utility corridor for the resorts and houses along the Gulf of Mexico on Holiday Isle.** Because the area is tidally influenced, the outfall included installation of a rubberized TideFlex® check to prevent backflow from Destin Harbor during storm surge events.

City's Development Review Committee (DRC) | City of Destin | Destin, FL. Contracted by the City of Destin to review development plans and engineering reports as part of the City's DRC. Plans and reports were reviewed and comments provided to applicants regarding to compliance with the City's Land Development Code for stormwater and utility design. Regular attendance at DRC review meetings was included as part of the project scope.

Steve Burgess, PSM
Survey Manager

MCKIM & CREED

KEY QUALIFICATIONS

- ✓ 36 years of experience in surveying and mapping throughout Florida and within the City of Destin
- ✓ Wealth of utility and civil infrastructure surveys
- ✓ Has worked directly with utility providers such as Okaloosa Gas District and Florida Power and Light

EDUCATION

B.A., Philosophy, Kings College

B.A., Communication, Kings College

LICENSURE

Professional Surveyor and Mapper, FL #LS6408

Since 1984, Mr. Burgess has participated in a wide variety of surveying and mapping projects. His experience includes ten years as a project manager and four years as a director of surveying. His project experience includes establishing right-of-way boundary lines; establishing property lines; laying out building control lines, piling, and steel columns; establishing benchmark networks; coordinating with aerial photogrammetry; and as-built construction surveys. He routinely directs and conducts utility, control, boundary retracement, route and topographic surveys for McKim & Creed projects. His construction layout experience includes site earthwork, utilities and infrastructure.

SELECT PROJECT EXPERIENCE

230kV Osprey to Kathleen Transmission Line, Segment 1, Duke Energy | Lake City, FL. Survey project manager providing land surveying services for the new 230kv Kathleen Transmission Line, which extends from the Osprey Energy Center approximately 26.2 miles west to the Kathleen substation. This project included defining the easement areas and determining the easement rights needed to construct, operate and maintain this new transmission line. A route map was prepared showing a broad view of the transmission corridor. All county and state roads crossing or adjacent to the project limits, including right-of-way limits, were platted. Right-of-way easements were located by researching existing monuments, deeds and plats.

Pea Ridge Connector Water Main Upgrades, Pace Water System | Pace, FL. Surveyor for project providing engineering, surveying, permitting, bidding, construction and utility coordination services to upgrade existing water mains impacted by construction of the new Pea Ridge Connector, Santa Rosa County's new arterial roadway of 1.7+ miles designed to connect Highway 90 and Hamilton Bridge Road. This water main upgrades project precedes construction of the new Pea Ridge Connector, and consists of replacing six-inch AC pipelines with 10- or 12-inch HDPE. The project includes utility surveying, right-of-way mapping and subsurface utility investigations.

Riviera Phases 1-4, 11 Mile Transmission Main Survey, Florida Power & Light (FP&L) |Delray Beach, FL. Survey project manager for 11-mile transmission main design survey for project that included researching property information, locating easements and improvements along the transmission corridor and preparing drawings with aerial backgrounds, in accordance with FP&L specifications.

64th Avenue Line Rebuild, Florida Power & Light (FP&L) | Lakeland, FL. As project manager, he assisted in preparing pole easements and stakeout easements, and surveyed areas and pole crossings for construction clearances needed for this transmission line route survey. Drawings were updated and uploaded into the FP&L database.

Various 138kV & 230kV Transmission Lines, Acme Improvement District, Florida Power & Light (FP&L) | Palm Beach County, FL. Provided drafting for FP&L route of line surveys on various 138kV & 230kV transmission line projects, reviewed FP&L drawings and provided revisions before uploading to the FP&L database.

Highway 98 Widening – FDOT Project Number 414132-3 | Destin, FL. The project consisted of adding lanes and reconstruction of Highway 98. Managed SUE services for mapping the gas line revisions, and the field crew for revising the gas line to re-route around future improvements.

Brooks Bridge Replacement – FDOT Project Number 415474-2 | Ft. Walton Beach, FL. The purpose and need of the PD&E study was to evaluate the environmental, traffic, engineering, and social impacts for the replacement of Brooks Bridge. Directed SUE services for mapping the underground gas line.

Depth and Abilities of the Organization

As shown in our organizational chart in our submittal, we have assembled a strong group of professionals and support personnel to deliver this project for the City. Project Manager **STEVE MANIACI** will be assigned to this project and will have the complete support of every member of our team. He will efficiently utilize our project team members as the project needs change, from Gulf Power coordination, to public involvement, construction oversight, etc. Although we effectively manage our workload and staff, applying their expertise to multiple projects based on current requirements, we can also offer the City the reassurance that UTILITY CONSULTANTS of FLORIDA has the ability to provide staff members that could contribute in the event we need to exert extra efforts to complete the assigned project work. In summary, we have resource availability to handle acute short-term spikes in workload, and our past track record indicates that we have been successful in effectively handling multiple projects concurrently.

UTILITY CONSULTANTS of FLORIDA has immediate availability and capacity to assist the City for this project. The City's underground conversion project fits within the strength of our firm as we currently provide the same scope of services as identified in the RFQ. Staff availability is included in the table below.

NAME |ROLE	AVAILABILITY
Mark W. Porter, UCoF; *Client Service Leader*	20%
Steve Maniaci, UCoF; *Project Manager*	100%
Brian Walker, McKim & Creed; *Assistant Project Manager & Liaison*	60%
Melanie Porter, UCoF; *Records/Documentation*	75%
Steve Burgess, McKim & Creed; *Survey/SUE*	60%
Patrick Jehle, McKim & Creed; *Civil*	75%
Joe Moulin, McKim & Creed; *Landscape*	25%
Juan Martinez, UCoF; *Construction Management & Inspection Lead*	100%
Jonah Vizaro, UCoF; *Construction Management & Inspection*	100%

Staffing Acknowledgement

We acknowledge key assigned employees, along with subconsultants and their key employees included in the RFQ, will be used as part of this contract unless changes are approved by the City.

City of Destin Undergrounding **Availability Location and Workload**	Current project work listing and remaining labor commitments, including the estimated conclusion date for each remaining commitment individual properties.	% of Time	Historically, describe the typical number of projects handled by the Respondent's Key Project Members at any given time regarding the project to City & residents as necessary	Projected workload of project management activities as defined in the scope of services designs	Identification of any sub consultant firms providing significant services that may be assigned more than five percent (5%) of the work
Mark Porter, UTILITY CONSULTANTS of FLORIDA	Town of Longboat Key Bradenton Beach City of Destin	60% 20% 20%	2 to 3	15/20%	
Steve Maniachi, UTILITY CONSULTANTS of FLORIDA	Full Availability City of Destin	100%	1 to 2	70/100%	
Brian Walker, McKim & Creed	Full Availability City of Destin	100%	1 to 6	40/60%	✓

PROJECT APPROACH

PROJECT APPROACH

Listening to Staff, Elected Officials, and Community to Understand the City's Vision

One of our primary objectives is to meet with the City of Destin's representatives to listen and find out what is critical to them, while identifying their goals and vision. We know the City has begun the undergrounding discussions with Gulf Power so we want to hear what concerns you currently have and where we can immediately come in and assist. We offer the City a competent staff that is intimately familiar with the logistics involved with underground conversions and with an understanding of Gulf Power's required processes for these projects.

In addition to Gulf Power's involvement, we bring vast knowledge and experience with the communication companies, which are equally critical. The communication companies' designs are vastly different from Gulf Power's and we know and understand their process and have successful experiences working with them. Our role will be to ensure we identify their design needs, account for any betterment, negotiate the best cost, and most importantly make sure they are off the poles in line with our project schedule!

In addition to staff vision for the project we understand this is equally important to Commissioners, CRA Districts, the business community, and residents. We are all about transparency and making sure your goals are inclusive to the project advancement. Because of our experiences working underground conversion projects within barrier coastal communities, we understand seasonal influxes from visitors and residents can be a factor. This is an important to factor when planning the project and establishing initial sequencing of phases. We will want to hear from City staff and community leaders which critical peaks in season are drivers for the project so we can develop a plan that can take considerations that protect residents and businesses during construction. Being familiar with what type of work efforts are better utilized around peak times also helps with public perception.

Comparable projects to the City of Destin's

We have been involved with several underground conversion projects that are remarkably similar. This includes the Town of Longboat Key's town-wide U/G conversion, The City of Belleair Beach's U/G conversion, the City of Bradenton Beach U/G conversion, the Skyway Marina U/G conversion, and Anna Maria Island conversion. Each of these projects are similar but we find the Longboat Key project offers the most commonalities. One similarity involves a major FDOT thoroughfare.

- **City of Destin has an 8-mile FDOT corridor (US Hwy 98, Harbor Blvd)**
- **Longboat Key has a 10-mile FDOT corridor (SR 789, Gulf of Mexico Drive)**

FDOT has certain requirements for work in these rights-of-way from permitting, MOT, limited access, equipment staging, clear-zones, streetlight & photometrics, FDOT inspection and even ADA requirements. These are just a few considerations that need to be understood so that everything from cost estimates to your approach to construction are adequately addressed. We are familiar with their requirements and have positive results working with FDOT representatives.

Earlier in the project process we meet with FDOT to discuss the upcoming project and introduce them to project team members. This gives us an opportunity to have them meet the project team and that we are familiar with their requirements, including permitting efforts and their involvement during construction with inspection. These extra steps go along way with building a relationship with key FDOT representatives so we can keep your project running efficiently.

A second similarity between the two projects involve a heavy involvement with identifying areas of planned critical infrastructure facilities (CIF's) locations. Identifying these areas during the early planning stages help identify potential problems and can help structure the phasing. During this stage we are looking for potential CIF locations, entry/exit pits and other critical points so we can adequately plan for impacts involving parking, physical features, ingress/egress, landscaping and other critical infrastructure far in advance of any work.

Another interesting comparable between the two projects;

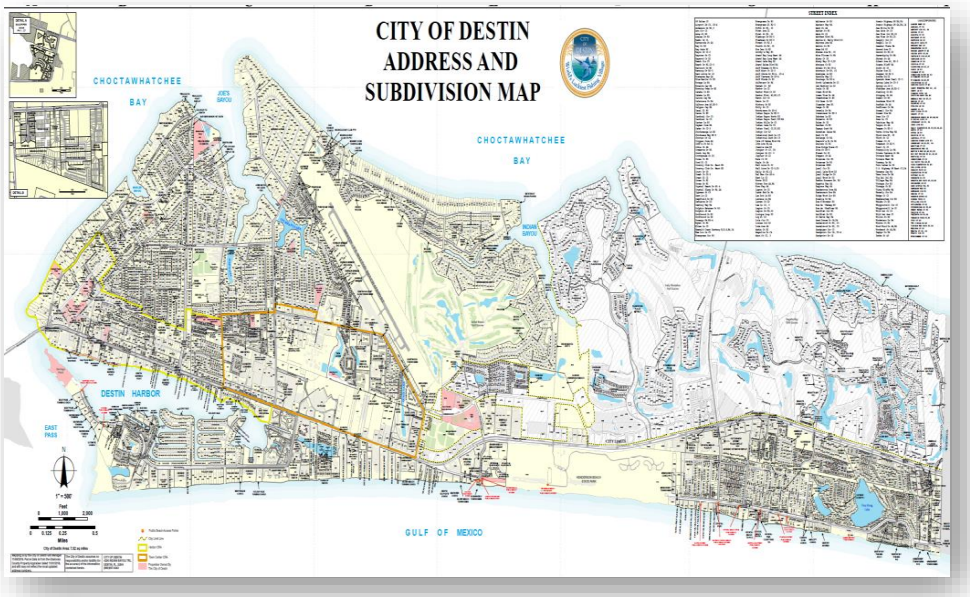
- **City of Destin has approximately 246 streets representing around 360,000 LF of roadway sections outside of FDOT right-of-way**
- **Longboat Key has 194 streets representing approximately 287,000 LF of roadway sections outside of FDOT right-of-way**

Residential sections have different characteristics and considerations that need to be made. We have managed miles of undergrounding sections along residential streets and are familiar with the differences from everything to planning, community awareness to how the work will be performed in these areas. Working in these sections requires in-depth knowledge of carefully working around properties and proper planning.

Our other projects bring a lot of experiences with undergrounding sections within high tourist areas, restaurants, beach access, golf courses, hotels, large condominiums, staging sites, parks, marinas, and tight residential sections. All these considerations are part of our approach to a project.

Easement & Equipment Locations

As part of our initial client interface it will be equally important to strategize our approach with staff on how we intend to notify residents and businesses with respect to equipment location needs for this project. We all know one big driver of a project is easements! There has not been many, if any, residents on our projects that appeared overly excited about having a piece of equipment on their property. Our experience has been that if you properly explain the process, the benefits, and provide them with clear concise detail using respect, we often can streamline this process and keep the project on track. If this item of work is not handled properly, they can create major project delays and they can be an issue with public



interaction. Before we approach the property owner, we evaluated the location and explored other alternatives beforehand.

We are experienced with standards and restrictions imposed by Gulf Power and governmental jurisdiction agencies on limitations with equipment movement. However, we are equally familiar with what movements can be made to successfully avoid the need for an easement.

We can sometimes avoid an easement on private property by safely shifting the location to within the City right-of-way while still adhering to their critical off-set requirements and other clear zones established by safety standards. However, we recognize this usually requires reimbursement to the power company if future improvements require relocations. This decision process is rigorously evaluated before any decisions are made to ensure we share any potential risk to City staff with our recommendation. This alternative is usually performed in areas that are highly unlikely to have any desire or plans for future widening. One of our projects had a phase that initially required 245 easements. We were able to reduce the necessary easements needed to under 50.

We have been successful working with power companies to evaluate potential easement locations during their preliminary design to take advantage of opportunities to eliminate the need for an easement before the final design is in effect. Our team is looking far in advance at opportunities during the initial design to adjust equipment. During this time we are considering existing utility conflict locations, directional bore pits, driveways, property features and other considerations. Our team specializes in this area during early design & planning because we understand what contributes the need for a piece of equipment at a specific location.

Our team is here to serve the best interest of the City, your residents, and businesses. We are quaintly familiar with the easement process and understand the sensitivity surrounding this effort. We exercise the utmost professionalism and courtesy during this process.

Cost Estimates

As earlier mentioned, we thought it was important to highlight that we have been brought onto projects after original estimates put together by their initial consultant were inaccurate. Cost estimating is one of the most important steps for utility conversion projects to be successful right out of the gate. Inaccurate cost estimates, often create problems with the project start, creates major schedule delays and negative perception among the funding sources. These situations are more likely to be compounded when the engineer is unfamiliar with how the project is built and/or the requirements from both power companies and the communication companies. We are keenly aware that funding relies heavily on the best probable cost estimates that also need to include communication cost estimates. Having a team that is familiar with logistics, equipment, real field challenges, with boring and other construction operations, and materials provide the client with better confidence. ***Another important consideration when factoring project cost is evaluating potential cost savings by utilizing a contractor to perform the component of work allowed by Gulf Power and communication companies. Most of our projects have used specialty contractors at a significant cost savings to the owner.*** More importantly, this allows the owner to have better control over the schedule.

How is our firm different?

It is our specialty to LISTEN and understand exactly what the client or community is wanting to gain from the project otherwise you cannot properly estimate a project. It's also the ability to offer cost based on true experiences on these specific types of projects. It's being creative with the RFP and getting our client the right contractors. It is having proven strategies that can obtain schedule and cost efficiencies. It is creating a true team environment on a project. We value relationships that include all team members from the utility owners to the field locators.

Do you just place a high contingency on your estimate, so it always comes in under?

We are actively involved with several recently completed or on-going conversion projects, so we stay current with the latest trends and construction costs. These projects range in construction cost of $700K to $49M. Of the (3) three largest and most recent single phases, cost ranging from $4.1M to $7.5M per phase, our estimate for that work were between 3.5% to 4.4% over what they came in at. On our Belleair Beach project we were within 2% and with Bradenton Beach we were within 5% respectively. All projects were vastly different in nature and size by a large degree.

On the projects you came in after the initial consultant, what caused the estimate to be under?

Being unfamiliar with the full aspects of underground conversion projects. A firm may be familiar with some aspects but lack the full understanding of this type project from top to bottom. Our team has years of experience on both the design and construction side. We have found there was confusion with the "looping" of the electric utility company with existing

We have prepared several cost estimates and have come within 3 to 5% of the actual cost after bids come in. We also understand and can model the current CIAC/GAF credit from Power Companies to determine an estimated credit.

underground radial sections. Another finding is the misunderstanding of the co-placement of communications. Although we have successfully been able to find ways to utilize shared trenching, this doesn't work in all-case scenarios. You must understand their current and proposed configurations – nodes/links.

A team that understands the costs of goods and typical construction costs will be crucial during the upfront assessment. UCoF will use our experiences and resources to prepare cost estimates, support the implementation of bid documents, and negotiate with potential contractors and utility owners to help achieve a cost efficient and timely project.

Also, important to note is the recent credits applied to underground conversion cost. Recognizing that underground electric utility facilities offer reliability advantages, the Florida Public Service Commission established an incentive program providing municipalities an incentive to place overhead facilities underground after the hurricanes of 2004 and 2005. This incentive provides a reduction in the cost to a municipality to obtain the associated benefits for their communities and take advantage of the current reduced costs.

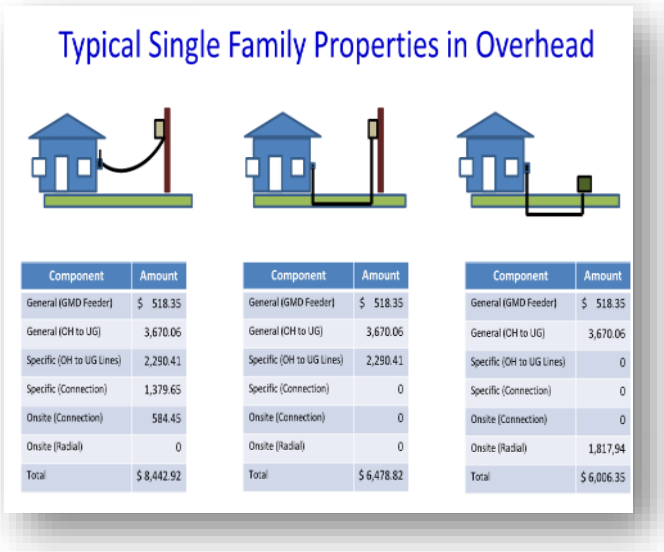
Funding

Our Team is familiar and heavily involved with a variety of funding sources used on these types of underground conversion projects. This includes everything from special tax assessments, CRA District funding, appropriations request, and even penny sales tax. Funding a project relies heavily on the estimates generated for this purpose as we mentioned above. We will quickly utilize combined skilled professionals with an open and collaborative approach to assess project complexities and collect project details at the forefront of the project.

Some of the projects we have managed have passed referendums then created a special tax assessment over a 20/30-year period. Others have utilized CRA funding for sections within the respective district areas. We have also been involved where the client explores appropriations request and even penny sales tax being collected by the county.

We have worked closely with legal counsel and financial services to collaborate with the assessment methodology as part of the approved referendum. During the course of preparing the methodology report, our team conducted fieldwork which included surveying the affected areas to accurately incorporate the characteristics of the project and the overhead utilities proposed to be undergrounded.

This fieldwork is necessary to identify each property's special benefit and allows the methodology to account for unique



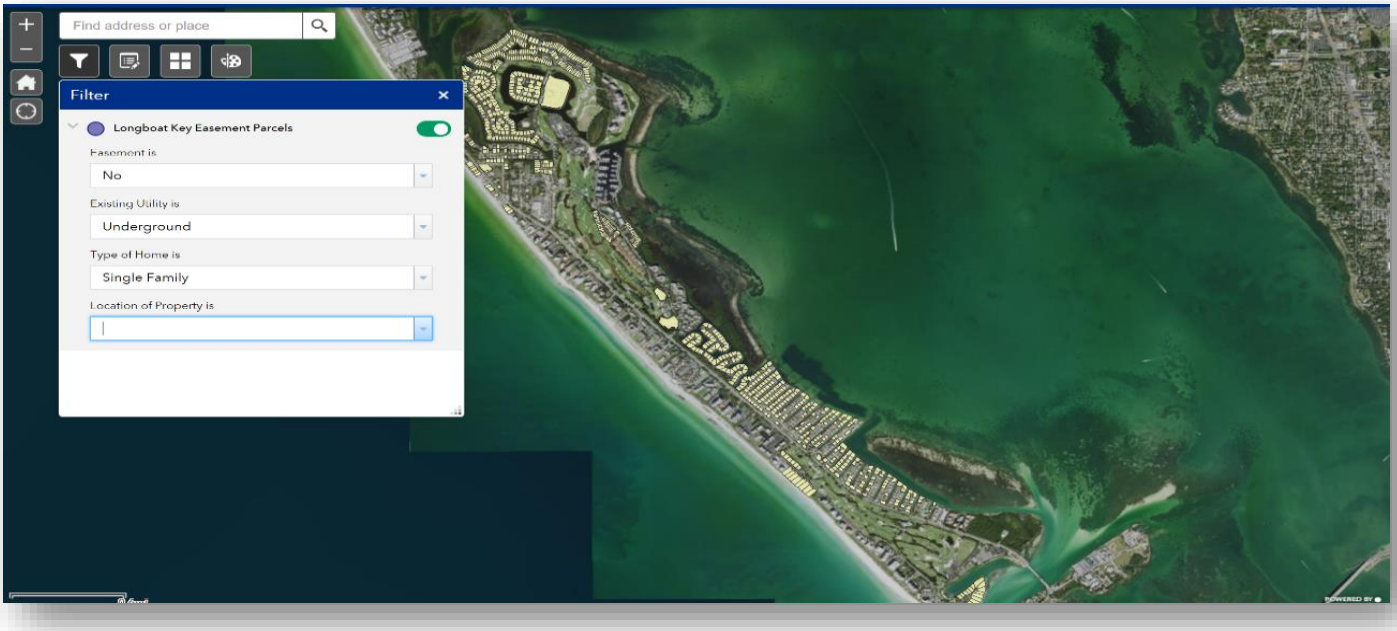
Component	Amount
General (GMD Feeder)	$ 518.35
General (CH to UG)	3,670.06
Specific (OH to UG Lines)	2,290.41
Specific (Connection)	1,379.65
Onsite (Connection)	584.45
Onsite (Radial)	0
Total	$ 8,442.92

Component	Amount
General (GMD Feeder)	$ 518.35
General (CH to UG)	3,670.06
Specific (OH to UG Lines)	2,290.41
Specific (Connection)	0
Onsite (Connection)	0
Onsite (Radial)	0
Total	$ 6,478.82

Component	Amount
General (GMD Feeder)	$ 518.35
General (CH to UG)	3,670.06
Specific (OH to UG Lines)	0
Specific (Connection)	0
Onsite (Connection)	0
Onsite (Radial)	1,817.94
Total	$ 6,006.35

circumstances, so the assessment is proportionally distributed among certain property types. This includes confirmation of cost estimates in court to support the borrowing of funds. During the methodology process we categorized the assessments by parcel owner depending on their current service.

We have utilized GIS database to identify parcel specific information that can include usage designation, existing picture of physical property features, meters, whether they are currently aerial or undergrounded, if an easement is needed, and so much more. If desired by the City, our team would be happy to assist with this effort to provide a fun and interactive GIS platform during the project.



AT&T, COX Communication, and Century Link

We can't emphasize enough the importance of being able to work positively with the communication companies to negotiate costs and ensure the project can be completed in a timely manner. As we have done on similar projects, our team will work with the communication owners to look at the most cost efficient and logistical approach to the undergrounding to ensure we can align it with the project schedule. We understand how they work and take the extra steps to help them during both the design effort and the construction efforts.

We often find the carriers will submit designs that include betterment, so it is important to document what aerial facilities they currently have before sitting with them to develop a design and negotiate costs. The communication representatives are usually involved with numerous projects and we understand that. Because we understand their infrastructure, we can help them with the design effort and then continue those efforts during construction.

We spoke earlier in our proposal about the Virgin Trains project that we provide support and advice for the major fiber & communications relocation from Orlando to Miami. That project involves one of the largest corridors and involves almost every communication company in the state of Florida. Sometimes these communication companies lose staff or relocate local representatives. This project demonstrates our ability to work with them successfully regardless of the individual or changes in personnel over time.

Contractor Procurement - Bid Document Preparation

Our team is familiar with the preparation of bid documents for underground conversion projects. We have worked closely with clients to recommend and prepare a project delivery method that best suits their needs. Whether it is a design-bid-build, design-build, or traditional bid, we work with you to determine the most efficient and economical project procurement delivery approach.

We work closely with City staff to create the design criteria, specifications, plans, schedule-of-values and scope to meet the project goals and mission. A good set of documents is the difference in controlling cost and your expectations for the project approach.

Our team meets ahead of the procurement process with qualified contractors to build interest to get a better feel for their resume on past projects including how they deal with the community in which they've worked. We are also looking at their specific experience related to Gulf Power but also identify in-house construction experience with communications and fiber, among other things. Another advantage to this approach is we want potential contractors to know the expectations, project team members and provide some transparency in what we want to do.

Once the procurement process begins, we want to have created a competitive field of highly reputable contractors for the City that takes in consideration all aspects of the project. Critical to the procurement process is providing accurate, detailed plans and specifications that clearly define the scope of work intended by the owner and engineer. We have the capabilities and experience in working with the City to put in place a contract delivery process that will take in consideration the best interest for the City.

Construction Management & Oversight Inspection Services

Our project team is currently serving as construction manager on similar type underground conversion projects. Once these projects get underway things move quickly and you need a firm that can orchestrate the project, document, and work with the contractor to keep progress moving forward.

Construction Management Activities

- Oversight and management while maintaining complete, accurate records of all field activities and events relating to each project and properly document any changes by phase.
- Evaluate all submittals by the Contractor and provide a recommendation for approval/rejection.
- Produce reports and verify quantities and field measurements and submit to the City an inspection report along with photographs showing progress of the work.
- Keep track of all field changes and at the end of the project, review, comment and approve the Record Documents submitted by the Contractor.
- Monitor all material to be incorporated into the project and notify the Contractor of any deficiencies prior to the installation based on the project requirements.
- Confirm the accuracy of the location for all reference points and baseline control points.
- Facilitate progress meetings with all the team members.
- Coordinate the survey and control efforts, including bore logs.
- Safety is critical. Ensure all work takes into consideration pedestrian, residential and visitor access.

Directional Bore Operations – A lot of the work will involve bore operations and the ***City of Destin is surrounded by some our country's most beautiful beaches, mature landscaping, nature areas, lush parks, businesses, CRA districts, and well-established communities. This project will include miles of directional boring and it will be critical for your consultant project manager to understand how this impacts the corridor and ensure the design minimizes impacts to these areas.*** Directional bore is minimally invasive compared to open cut and trenching operations, special consideration is necessary to assess the field locations to see where and what impacts it will have at the entry and exit pits as well as the tie-in points/ laterals.

This will also apply to the installations for the communication companies and other City desired improvements. Because of our experiences we place requirements in the contract that allow us to enforce protection of driveways, streets, landscaping, and physical features as much as practical. We have experienced instances where bore companies install conduits at depths deeper than necessary, so access pits are bigger than needed because proper planning was not exercised. We also know a directional bore operation includes drill mud containment equipment, large conduit reels, drill rig, watering systems and trailers.

Services/Meter Connections

As part of close coordination, our team will document existing conditions and create a plan of action prior to engaging the residents and/or business owners. Some of the connections to the meters will be straight forward and others will be a bit more challenging. We want to mitigate potential issues prior to the final design and make certain the property owner(s) are aware of the work to take place. Some factors we will consider in the initial phase will be:

- ✓ Identification of established ROW limits to confirm the proposed infrastructure is properly placed.
- ✓ Potential access concerns.
- ✓ Irrigation, landscape, or lawn ornaments.
- ✓ Fencing.
- ✓ Consideration of seasonal residents and access.
- ✓ Right-of-entry agreements.
- ✓ Vehicle blocking.
- ✓ Restoration.

Our proposed team has been involved with projects that demand high sensitivity to residents and business concerns. Success on these types of projects requires well thought out planning, good practices and pleasant mannerisms when dealing with the public.

Switch Order Requests

The importance of a switch request during a project is sometimes overlooked. As previously mentioned in the RFP section, we want to seek out the most qualified contractors for the City to construct this project. Approved and certified contractors are aware of the importance of how long it takes to get a switch request required from DCC. We work closely during the project to ensure that the contractor is keeping accurate as-builts needed from the utility company prior to scheduling the typical notice. This coordination effort is important to keep the project timeline. Things such as weather, climate, load, and peaks are all critical to the timing for the switching to take place – all factors must be in order to complete the switching without delays.

Schedule

Project scheduling is critical for reporting updates as well as cost loading to track funding. Some of these projects can be funded via bonds or other financial means that require tracking the expenditures over the period of construction or borrowing period. Most of our schedule include cost curves for tracking purpose, they also prove beneficial for the City Manager and/or commissioner updates.

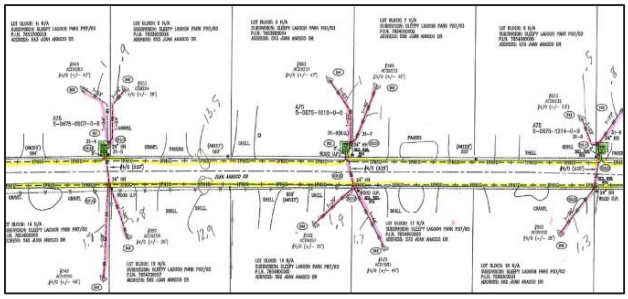
Due to its unique nature, this project schedule will be strongly influenced by the "3rd party utilities", Gulf Power, AT&T, Cox Communication and Century Link. A partnering approach will gain schedule and milestone commitments from each party at the initial kickoff meeting. We will prepare a detailed project schedule for review and gain concurrence from each party.

Longboat Key had originally planned to complete the $49M town-wide undergrounding in 5-years. After Hurricane Michael, interest quickly turned to try to expedite the project schedule and attempt a 3-year completion date. We worked with them to develop a 3.2-year plan and are proud to report that we are currently on schedule!

Project As-Builts

Our project team is actively working with underground contractors to track work and provide quality as-builts. Gulf Power and most of the carriers have specific as-built requirements. During the project development of bid documents, it is crucial to determine the as-built desire for the project and create the criteria as part of the procurement package. During construction, we work with the contractor to oversee the as-builts and discuss them at the bi-weekly progress meetings.

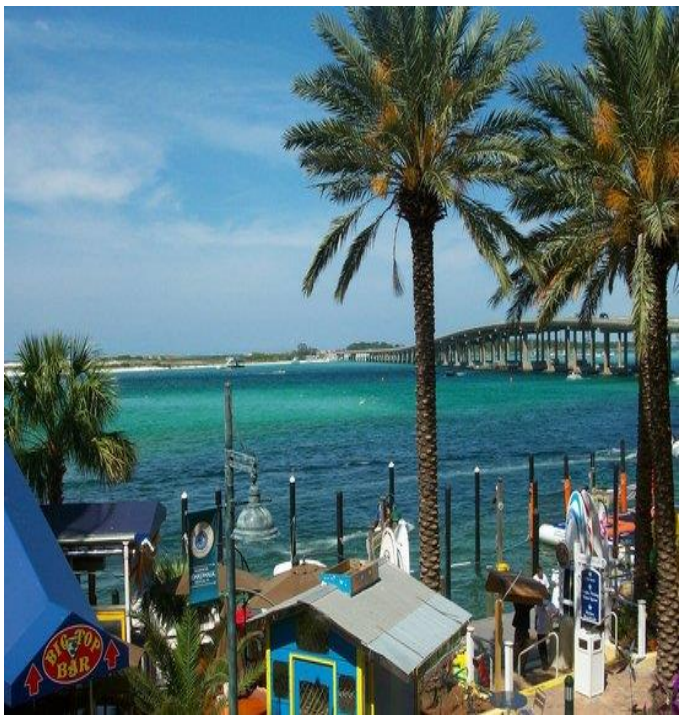
During the construction phase, we will hold weekly job meetings with the owner's representatives, subcontractors, designers, utility companies and other necessary parties to discuss procedures, progress, problems, scheduling, and open items. This will include working with the contractors to ensure quality as-builts are maintained.



Public Outreach

We have found that each client we have been involved with have different expectations on public outreach. Some clients have existing in-house resources, including websites & social media platforms and prefer to handle them in close coordination with our project managers. In other instances, the client wants a public information person assigned to the project to handle the entire process. Our firm understands the role requires the ability to be clear, concise, and personable. We will want to sit and listen to the City to make sure your desired approach is in place at the start of the project.

We are familiar and have presented to numerous communities, commissioners, public, residents, businesses and are familiar with a lot of the public outreach involved with these types of projects and happy to work with the City to find an approach that works best for your community. We understand expectations are high and our team works with HOA's, street captains, and other community interest groups ahead of and during the work.



GIS/Survey/Mapping

At the front of the project we focus on what we refer to as "ground-truthing". ***This portion of the survey collects critical inventory, Gulf Power critical infrastructure facilities (CIF's), assessment of current aerial facilities including communication attachments of AT&T, Cox, and Century Link, homes that or either currently fed aerially or already undergrounded to the pole.*** During this portion our team will be looking to see what current attachments are in place with each of the carriers to support their later design submissions to ensure the City has a good assessment to quantify any betterment we discussed earlier in the section. Determining the number of existing aerial service feeds, radial sections, identifying existing and proposed critical equipment, feeder, streetlights, existing conditions, above ground apparatuses and field details necessary for the electrical design and the number of service connections currently aerial are critical.
The second phase of survey collects right-of-way, existing infrastructure and above ground apparatuses that are integral to the design efforts. We have McKim & Creed as part of our team to assist us with this effort, including providing the electronic survey files to the utility owner to expedite their in-house design portion.
Our team can provide any of the survey and civil design needed for this project including landscape design.

Utilities

Our core strength and experience is deeply rooted in utilities. We understand what it is like for staff to be burdened with outages and the impression it leaves on concerned residents. We will strongly emphasize throughout the project our expectations for identifying and protecting utilities. Our team will work with each of the utility owners to ensure we identify facilities upfront and the during the project. We have had a lot of success on our current and past projects working with the utility owners and avoiding outages. Our team can also help incorporate any designs or adjustments.

Landscaping

Landscaping is another exciting part of the project because we know once the undergrounding is complete it opens a lot of opportunity to enhance the aesthetics. We understand the City has several CRA Districts and this project may be an opportunity to incorporate some unique characteristics to emphasize these areas. We would love to sit down with City staff to determine your interest with using this project as a catalyst for improving the landscape. We are not sure of the city's budget for this work, but we have helped other municipalities explore funding options even utilizing FDOT LAP or CRA funding for this work. Regardless of the involvement our team is ready to immediately assist.

Quality Assurance and Value Engineering

Quality control of services is a vital aspect during each phase of the project. During the design phase, we institute quality assurance procedures for design control, design verification, constructability reviews, multi-disciplinary team communication strategies along with a document control process to assure the accurate distribution of information.

Our team will bring the City the best information possible with recommendations. Even though an issue is contentious, timely decisions are necessary to ensure there are not significant schedule delays.

Our approach for this project is filled with concepts and proven methods that will help the City obtain their desired completion of their underground conversion. Your project is important to us. We feel strongly that we can be your creative and innovative firm that you are seeking. With our unique experience and comprehension of the complexities involved, we have no doubt that we would be an ideal fit for The City of Destin.

REFERENCES

Client References

Perhaps the best testimony to our commitment to QUALITY and SERVICE can be found in the words of our clients themselves. Our clients can attest to UCoF's comprehensive understanding of the process for utility undergrounding projects, as well as our proven experience in managing projects of a similar size and scope.

Town-wide Conversion of Aerial Facilities to Underground,

Town of Longboat Key, FL

Our firm is currently serving as project manager for this unique and large underground conversion project. We provided upfront and current cost estimates and preliminary design services and is currently providing project management services in support of the Town's underground conversion project. The Town of Longboat Key is taking all overhead utility lines along Gulf of Mexico Drive (GMD) and the surrounding neighborhoods and placing them underground – Island wide. This undergrounding project includes moving Power Companies, Comcast, and Frontier lines underground as well as having the Contractor install a Town-wide fiber optic network and smart pole street lighting. These utility upgrades and enhanced technology are consistent with the referendum and will take place along the entire length of the barrier island. The Town of Longboat Key is 16 square miles with almost 7,800 people calling the Town home year-round. During the peak winter/tourist season, the population increases to approximately 22,000. The island economy is driven by businesses serving tourists and seasonal residents.

In November of 2015, the town conducted two referenda that received voter approval to borrow $49M to pay for the undergrounding of utilities along the GMD Project, and the neighborhoods streets, known as the Neighborhood Project. The two projects are referred to as the GMD Project and are occurring simultaneously; however, in order to meet financing requirements, they are being accounted for separately.

As each parcel in the Town depends on GMD as the main thoroughfare to and from the island, all parcels located within Town limits benefit from the GMD Project. Most properties receive their electric from GMD feeder lines; therefore, any improvements in safety and reliability of these lines is also a benefit to all properties.

Our tasks have included the following:

- Providing routine updates to Town Manager and Commissioners
- Assisting with cost estimates needed to support the referendum caps as well as providing court testimony for cost estimates supporting the use of bonds and assessment methodology, including other funding support
- Developing the current RFP, criteria package, and project delivery method as well as providing subject matter expert (SME) for Contractor selection, contract support, scope, and schedule-of-values
- Negotiating undergrounding contractor, Comcast scope and reimbursable, and Frontier scope and reimbursable including determining betterment to off-set reimbursement
- Supporting the town with pursuing P3 partnership to expand fiber, Smart City concept, 5G deployment, and cellular proliferation

Client:
Town of Longboat Key
600 General Harris Street,
Longboat Key, FL 34228

Nature of Firm's Contract:
Project management of Town-wide underground conversion

Owner's Representation:
James Linkogle, Public Works Director
600 General Harris Street,
Longboat Key, FL 34228
Tel: 941.650.1957
jlinkogle@longboatkey.org

Date (Contract Start and End):
4/2017 – Ongoing

Present Status of the Contract:
Completed underground installation of 2 of 5 phases

Cost of the Project:
$49M

- Creating a GIS data base of the town-wide "ground truthing" to assess individual parcels, connectivity, supporting documents for funding assessment, and Contractor reference
- Identifying and collecting easements, which has included review of Power Companies preliminary designs to identify potential changes to avoid easements, and equipment location
- Providing construction oversight and project management including conducting meetings, tracking critical field information, documentation controls, pay applications, and scheduling

We have begun accepting Power Companies undergrounding materials for both Phase 1 and Phase 2 at the material staging site which is approximately five miles northeast of the island in Manatee County. Frontier has completed undergrounding its lines in Phase 1. This will allow for Frontier's overhead lines to be removed to allow for future Power Companies pole removal. Frontier's work efforts have also begun within Phase 2. Since the July 10th notice to proceed, the Contractor has installed over 4 miles of Power Companies conduit direction drills for the feeder conduits along GMD for Phase 1 of the project – extending from the south end (New Pass bridge - Longboat Club Road) working north to northern end of Country Club Shores and Phase 2 of the project, extending from Longboat Pass bridge south to Dream Island Road.

Relevance to the City's Project:

• Major underground conversion of all aerial facilities along the entire island • Oversight of all design – utilities, fiber, signals, ITS, street lighting • Commissioner & town manager reports Constructability review • Easements • Constructability review • Reporting and tracking/document control • Phasing • Constructability • Create and oversee plans package and specifications • Full construction management, inspection and oversight • Create and submit RFP for bid • Pre-negotiations and final negotiations with utility owners and undergrounding contractor • Prepared bid package, bid items/schedule of values, preliminary and final negotiations, schedule, and overall project management responsibilities • Smart City or 5G deployment • Switching • As-Builts

Underground Conversion of Aerial Facilities in Belleview Estates Island in Belleair Beach, FL

City of Belleair Beach, FL

Our project team was selected by the City after the original consultant firm was unable to meet the City and resident's expectations. We welcomed the challenges of overcoming the initial concerns and providing a project delivery that ultimately met the expectations. Our firm revised the original estimates to account for "looping" requirements and assisted the City with all contractor procurement and utility negotiations.

We successfully completed this unique residential area of affluent property owners whose expectations for the manner in which the undergrounding work was performed took the precautionary measures to minimize disruptions and property damage. This projected was completed ahead of schedule and under budget.

During the construction phase of this project we provided project management and oversight that included reporting and documenting the as-builts. Our firm acquired the necessary survey and as-builts on this project necessary for final acceptance. More importantly we developed formidable relationships between the power company, carriers, contractor, and City staff.

This project included full procurement process to acquire the undergrounding contractor. We were able to secure a qualified contractor who understood the approach to work efforts within the lush landscaping and decorative driveway sections. We managed to perform over 93 conversions of existing aerial to underground meter connections that involved very tight and expensive property. We successfully accomplished this operation and left residents surprised with how noninvasive the operation can be done.

Our tasks have included the following:

- Providing routine updates to City Manager and Commissioners
- Developed cost estimates needed to support the property tax assessment
- Developed the RFP, specifications, and criteria package for contractor selection
- Negotiating undergrounding contractor and utility owners including determining betterment
- Creating a GIS data base of the town-wide "ground truthing" to assess individual parcels, connectivity, supporting documents for funding assessment, and Contractor reference
- Identifying and collecting easements, which has included review of Power Companies preliminary designs to identify potential changes to avoid easements, and equipment location
- Providing construction oversight and project management including conducting meetings, tracking critical field information, documentation controls, pay applications, and scheduling

Client:
City of Belleair Beach
444 Causeway Boulevard
Belleair Beach, FL 33786

Nature of Firm's Contract:
Project management of underground conversion

Owner's Representation:
Lynn Rives, City Public Works Director
444 Causeway Boulevard
Belleair Beach, FL 33786
Tel: 727.595.4646
Lynn.rives@cityofbelleairbeach.com

Date (Contract Start and End):
2/2019 – 12/2019

Present Status of the Contract:
Completed ahead of schedule and under budget.

Cost of the Project:
$1,700,000

The original design required numerous easements, so we worked with Duke to shift the location of the equipment within the City easement/right-of-way. The property fronts had over 20' of right-of-way and no intent to widen roadway features in the future. Typically, power companies want all facilities within easements to protect them from future relocations, and cost, that normally fall under state statues if they are within state, county, town, or city rights-of-way. However, most of the time the power company will accept these locations within the rights-of-way if the city takes responsibility of cost for relocations if necessitated in the future. Although this may not work in all cases, we do find that most residential sections are exceptionally low risk. This project was successfully completed under budget and schedule.

Relevance to the City's Project:

• Underground conversion of all aerial facilities along the entire Belleview Island Community • Oversight of all design – utilities • Commissioner & town manager reports • Constructability review • Easements • Reporting and tracking/document control • • Utility negotiations • Create and oversee plans package and specifications • Full construction management, inspection and oversight • Create and submit RFP for bid • Pre-negotiations and final negotiations with utility owners and undergrounding contractor • Prepared bid package, bid items/schedule of values, preliminary and final negotiations, schedule, and overall project management responsibilities • Survey • Switching • As-Builts

SUBMITTAL OF GENERAL INFORMATION AND PROCUREMENT FORMS AND DOCUMENTS

INFO/FORMS/
DOCUMENTS

RESPONDENT ACKNOWLEDGEMENT

Submit Responses To: City of Destin
CITY CLERK'S OFFICE
4200 Indian Trail Bayou
Destin, Florida 32541
Telephone: (850) 837-4242

RFQ NO. 20-03-CD
DESTIN UTILITY UNDERGROUNDING PROJECT MANAGEMENT

Responses must be received by: **No Later Than 2:00 P.M. Prevailing Central Time on June 18, 2020.**

Responses will be publicly opened and recorded for acknowledgement of receipt in the City Hall Boardroom, unless specified otherwise, on: **June 18, 2020, no later than 2:00 p.m. Prevailing Central Time** and may not be withdrawn within ninety (90) days after such date and time.

Name of Vendor: Utility Consultants of Florida

Federal I.D. Number: 82-4774710

A Corporation of the State of: Florida

Area Code: 727 Telephone Number: 307-9393

Area Code: _____ FAX Number: N/A

Mailing Address: 14800 Walsingham Rd, Suite 102

City/State/Zip: Largo, Fl 33774

Vendor Mailing Date: Hand Delivered 6-18-20

portermw.ucof@gmail.com

Authorized Signature

Melanie Porter
Name Typed

THIS PAGE MUST BE SUBMITTED FOR RESPONSE TO
BE CONSIDERED COMPLETE AND ACCEPTABLE

ADDENDA

RFQ NO. 20-03-CD
DESTIN UTILITY UNDERGROUNDING PROJECT MANAGEMENT

RESPONDENT: Utility Consultants of Florida

DATE SUBMITTED: 06-18-2020

We propose and agree, if this submittal is accepted, to contract with the City of Destin, in the Contract Form, to furnish all material, equipment, machinery, tools, apparatus, means of transportation, construction, coordination, labor and services necessary to complete/provide the work specified by the Contract documents.

Having studied the documents prepared by:

CITY OF DESTIN

We propose to perform the work of this Project according to the Contract documents and the following addenda which we have received:

ADDENDUM NO.	DATE	ADDENDUM NO.	DATE

☑ **NO ADDENDUM WAS RECEIVED IN CONNECTION WITH THIS BID**

THIS PAGE MUST BE SUBMITTED FOR RESPONSE TO
BE CONSIDERED COMPLETE AND ACCEPTABLE

CONFIRMATION OF DRUG-FREE WORKPLACE

IDENTICAL TIE SUBMITTALS

Preference shall be given to businesses with drug-free workplace programs. Whenever two or more submittals which are equal with respect to price, quality, and service are received by the City of Destin or by any political subdivision for the procurement of commodities or contractual services, a submittal received from a business that certifies that it has implemented a drug-free workplace program shall be given preference in the award process. Established procedures for processing tie submittals will be followed if none of the tied vendors have a drug-free workplace program. In order to have a drug-free workplace program, a business shall:

1) Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.

2) Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.

3) Give each employee engaged in providing the commodities or contractual services that are under submittal a copy of the statement specified in subsection (1).

4) In the statement specified in subsection (1), notify the employee that, as a condition of working on the commodities or contractual services that are under submittal, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or- plea of guilty or nolo contendere to, any violation of Chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than 5 days after such conviction.

5) Impose a sanction on or require the satisfactory participation in a drug abuse assistance or rehabilitation program if such is available in the employee's community by, any employee who is so convicted.

6) Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

As the person authorized to sign the statement, I certify that this integrator complies fully with the above requirements.

Vendor's Signature: _____

THIS PAGE MUST BE SUBMITTED FOR RESPONSE TO
BE CONSIDERED COMPLETE AND ACCEPTABLE

DESTIN UTILITY UNDERGROUNDING PROJECT MANAGEMENT

SCHEDULE OF SUB-CONTRACTORS

The Undersigned Bidder proposes the following major subcontractors for the major areas of work for the Project. The Bidder is further notified that all sub-contractors shall be properly licensed, bondable and shall be required to furnish the City with a Certificate of Insurance in accordance with the contract general conditions. This page may be reproduced for listing additional sub-contractors, if required.

Name of Sub-Contractor	Address of Sub-Contractor	License No.:	Contract Amount	Percentage (%) of Contract
McKim & Creed	1206 N. Palafox St. Pensacola, Fl 32501	PE69939	TBD	TBD-10-25%

Signature_____ Date: 06-18-2020

Title/Company CEO / Utility Consultants of Florida

Owner reserves the right to reject any sub-contractor who has previously failed in the proper performance of an award, or failed to deliver on time contracts in a similar nature, or who is not responsible(financial capability, lack of resources, etc.) to perform under this award. Owner reserves the right to inspect all facilities of any sub-contractor in order to make a determination as to the foregoing.

THIS PAGE MUST BE SUBMITTED FOR RESPONSE TO
BE CONSIDERED COMPLETE AND ACCEPTABLE

UTILCON-01 CSINKS

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 6/3/2020

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME:	
Ames & Gough 8300 Greensboro Drive Suite 980 McLean, VA 22102	PHONE (A/C, No, Ext): (703) 827-2277	FAX (A/C, No): (703) 827-2279
	E-MAIL ADDRESS: admin@amesgough.com	
	INSURER(S) AFFORDING COVERAGE	NAIC #
	INSURER A : Phoenix Insurance Company A+, XV	25623
INSURED	INSURER B : Travelers Insurance Company	
Utility Consultants of Florida 14800 Walsingham Rd., #102 Largo, FL 33774	INSURER C : Travelers Indemnity Company, A++, XV	25658
	INSURER D : Beazley Insurance Company, Inc. A (XIII)	37540
	INSURER E :	
	INSURER F :	

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY			660-8K214036	3/28/2020	3/28/2021	EACH OCCURRENCE	$ 1,000,000
	CLAIMS-MADE X OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 300,000
							MED EXP (Any one person)	$ 10,000
							PERSONAL & ADV INJURY	$ 1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$ 2,000,000
	POLICY X PRO-JECT LOC						PRODUCTS - COMP/OP AGG	$ 2,000,000
	OTHER:							$
B	AUTOMOBILE LIABILITY			BA-8K215125	3/28/2020	3/28/2021	COMBINED SINGLE LIMIT (Ea accident)	$ 1,000,000
	X ANY AUTO						BODILY INJURY (Per person)	$
	OWNED AUTOS ONLY / SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	HIRED AUTOS ONLY / NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
C	X UMBRELLA LIAB X OCCUR			CUP-9K102767	3/28/2020	3/28/2021	EACH OCCURRENCE	$ 1,000,000
	EXCESS LIAB CLAIMS-MADE						AGGREGATE	$ 1,000,000
	DED X RETENTION $ 10,000							$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y/N	N/A					PER STATUTE / OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)						E.L. EACH ACCIDENT	$
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$
							E.L. DISEASE - POLICY LIMIT	$
D	Professional Liab.			V227C6180101	3/28/2019	3/28/2021	Per Claim	500,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Professional Liabilty Aggregate: $1,000,000

City of Destin, Florida is included as additional insured with respect to General Liability when required by written contract. 30-day Notice of Cancellation will be issued for the General Liability policies in accordance with policy terms and conditions.

CERTIFICATE HOLDER

City of Destin, Florida
4200 Indian Bayou Trail
Destin, FL 32541

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

ACORD 25 (2016/03) © 1988-2015 ACORD CORPORATION. All rights reserved.
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State of Florida
Department of State

I certify from the records of this office that UTILITY CONSULTANTS OF FLORIDA, LLC is a limited liability company organized under the laws of the State of Florida, filed on March 9, 2018.

The document number of this limited liability company is L18000062414.

I further certify that said limited liability company has paid all fees due this office through December 31, 2020, that its most recent annual report was filed on January 11, 2020, and that its status is active.

Given under my hand and the Great Seal of the State of Florida at Tallahassee, the Capital, this the Eighth day of June, 2020

Secretary of State

Tracking Number: 9659762267CU

To authenticate this certificate,visit the following site,enter this number, and then follow the instructions displayed.

https://services.sunbiz.org/Filings/CertificateOfStatus/CertificateAuthentication

2020 FLORIDA LIMITED LIABILITY COMPANY ANNUAL REPORT

FILED
Jan 11, 2020
Secretary of State
2641764676CC

DOCUMENT# L18000062414

Entity Name: UTILITY CONSULTANTS OF FLORIDA, LLC

Current Principal Place of Business:

14800 WALSINGHAM RD.
102
LARGO, FL 33774

Current Mailing Address:

14800 WALSINGHAM RD.
102
LARGO, FL 33774 US

FEI Number: 82-4774710

Certificate of Status Desired: Yes

Name and Address of Current Registered Agent:

PORTER, MELANIE
14800 WALSINGHAM RD.
102
LARGO, FL 33774 US

The above named entity submits this statement for the purpose of changing its registered office or registered agent, or both, in the State of Florida.

SIGNATURE:

Electronic Signature of Registered Agent — Date

Authorized Person(s) Detail :

Title	AMBR	Title	AMBR
Name	PORTER, MARK	Name	PORTER, MELANIE
Address	14800 WALSINGHAM RD., APT. 102	Address	14800 WALSINGHAM RD., APT. 102
City-State-Zip:	LARGO FL 33774	City-State-Zip:	LARGO FL 33774

I hereby certify that the information indicated on this report or supplemental report is true and accurate and that my electronic signature shall have the same legal effect as if made under oath; that I am a managing member or manager of the limited liability company or the receiver or trustee empowered to execute this report as required by Chapter 605, Florida Statutes; and that my name appears above, or on an attachment with all other like empowered.

SIGNATURE: MELANIE PORTER AMBR 01/11/2020

Electronic Signature of Signing Authorized Person(s) Detail — Date

State of Florida

Woman Business Certification

Utility Consultants of Florida, LLC

Is certified under the provisions of
287 and 295.187, Florida Statutes, for a period from:

03/26/2019 to 03/26/2021

Jonathan R. Satter, Secretary
Florida Department of Management Services

office of supplier DIVERSITY

Office of Supplier Diversity • 4050 Esplanade Way, Suite 380 • Tallahassee, FL 32399 • 850-487-0915 • www.dms.myflorida.com/osd

PINELLAS COUNTY
SMALL BUSINESS ENTERPRISE PROGRAM

THIS CERTIFICATE IS AWARDED TO

Utility Consultants of Florida

HAS SUCCESSFULLY COMPLETED THE

SBE Certification Requirements for:
Professional Service Consulting
Certification Expires:
February 27, 2022

FEBRUARY 27, 2019

Dr. Cynthia Johnson

SIGNED, *Dr. Cynthia Johnson*, Center Director

Pinellas County

st.petersburg
www.stpete.org

THE CITY OF ST. PETERSBURG
SMALL BUSINESS ENTERPRISE CERTIFICATION

This certificate is awarded to

Utility Consultants of Florida, LLC

Federal Identification Number: 82-4774710
SBE Certification Number: 0319-22090

Certification is Applicable in:

Utility Conversion and Undergrounding; Utility Coordination and Consulting; Constructability Reviews; Engineering Consulting

Certified: March 29, 2019
Expires: March 29, 2022

Signature

March 29, 2019
Date

Lowell Atkinson
Economic Development Specialist
The Greenhouse

GREENHOUSE
GROWING BUSINESS IN ST. PETERSBURG

SBE Small Business Enterprise

In accordance with the City of St. Petersburg's Small Business Enterprise Ordinance #789-G, your business is certified as a Small Business Enterprise by the City of St. Petersburg. You will need to show proof of your new Occupational License each year, as well as renew your certification with this agency every three years. If at anytime the composition of the SBE status of your firm changes, you need to complete another SBE affidavit. The City of St. Petersburg Government reserves the right to terminate or cancel this certification at anytime when it is found that the composition of the Organization has changed and no longer meets the definition established for SBE certification.

Ron DeSantis, Governor

FBPE
FLORIDA BOARD OF PROFESSIONAL ENGINEERS

STATE OF FLORIDA

BOARD OF PROFESSIONAL ENGINEERS

THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

WALKER, WILLIAM BRIAN

2710 GLENBUCK CT.
OCOEE FL 34761

LICENSE NUMBER: PE69939

EXPIRATION DATE: FEBRUARY 28, 2021

Always verify licenses online at MyFloridaLicense.com

Do not alter this document in any form.

This is your license. It is unlawful for anyone other than the licensee to use this document.

State of Florida
Department of State

I certify from the records of this office that MCKIM & CREED, INC. is a North Carolina corporation authorized to transact business in the State of Florida, qualified on May 2, 2011.

The document number of this corporation is F11000001885.

I further certify that said corporation has paid all fees due this office through December 31, 2019, that its most recent annual report/uniform business report was filed on January 7, 2019, and that its status is active.

I further certify that said corporation has not filed a Certificate of Withdrawal.

Given under my hand and the Great Seal of the State of Florida at Tallahassee, the Capital, this the Seventh day of January, 2019

Ken Detzner

Secretary of State

Tracking Number: 8055850556CC

To authenticate this certificate,visit the following site,enter this number, and then follow the instructions displayed.

https://services.sunbiz.org/Filings/CertificateOfStatus/CertificateAuthentication

2019 FOREIGN PROFIT CORPORATION ANNUAL REPORT

DOCUMENT# F11000001885

Entity Name: MCKIM & CREED, INC.

Current Principal Place of Business:

1730 VARSITY DRIVE, SUITE 500
RALEIGH, NC 27606

Current Mailing Address:

1730 VARSITY DRIVE, SUITE 500
RALEIGH, NC 27606 US

FEI Number: 56-2136769

FILED
Jan 07, 2019
Secretary of State
8055850556CC

Certificate of Status Desired: Yes

Name and Address of Current Registered Agent:

BUSINESS FILINGS INCORPORATED
1200 SOUTH PINE ISLAND ROAD
PLANTATION, FL 33324 US

The above named entity submits this statement for the purpose of changing its registered office or registered agent, or both, in the State of Florida.

SIGNATURE:

Electronic Signature of Registered Agent — Date

Officer/Director Detail :

Title	PRESIDENT & CEO
Name	LUCEY, JOHN T
Address	1730 VARSITY DRIVE, SUITE 500
City-State-Zip:	RALEIGH NC 27606

Title	VP
Name	HALSTEAD, TOM
Address	3802 EHRLICH RD, SUITE 306
City-State-Zip:	TAMPA FL 33624

Title	VP
Name	POLLARD, EDWARD N
Address	1730 VARSITY DRIVE, SUITE 500
City-State-Zip:	RALEIGH NC 27606

Title	SVPD
Name	LEE, A. STREET
Address	1365 HAMLET AVENUE
City-State-Zip:	CLEARWATER FL 33756

Title	VP
Name	GARLAND, ROBERT
Address	551 NORTH CATTLEMEN RD 106
City-State-Zip:	SARASOTA FL 34232

I hereby certify that the information indicated on this report or supplemental report is true and accurate and that my electronic signature shall have the same legal effect as if made under oath; that I am an officer or director of the corporation or the receiver or trustee empowered to execute this report as required by Chapter 607, Florida Statutes; and that my name appears above, or on an attachment with all other like empowered.

SIGNATURE: EDWARD POLLARD — VP & CORPORATE COUNSEL — 01/07/2019

Electronic Signature of Signing Officer/Director Detail — Date

UTILITY CONSULTANTS of FLORIDA

DESTIN UTILITY UNDERGROUNDING PROJECT MANAGEMENT

Project Number: RFQ NO. 20-03-CD

June 18, 2020

UTILITY CONSULTANTS of FLORIDA

Federal ID No. 82-4774710

14800 Walsingham Road, Suite 102, Largo, FL 33487

321-287-8911

MINUTES
BID COMMITTEE MEETING
THURSDAY, AUGUST 6, 2020

1. CALL TO ORDER:

Bid Committee Chairman Jeffery Cozadd called the meeting to order on Thursday, August 6, 2020 at 1:30 PM in the City of Destin Annex Chambers.

2. ROLL CALL:

Bid Committee Members Present:	**Other Staff Members Present:**
Grants/Proj. Mgr. Jeffery Cozadd	Deputy City Clerk Kim Montgomery
Public Services Director Michael Burgess	Finance Director Krystal Sullivan
Parks & Rec. Director Lisa Firth	Executive Assistant Lorraine Berish
Com. Dev. Dir. Louis Zunguze	HR Manager Karen Jankowski
	Shef Wright, Attorney

3. NEW BUSINESS:

A. RFP 20-09-PS, NFWF 825 Cross Street/445 Calhoun Avenue Drainage Project

Chairman Cozadd asked the members if they had any further discussion or anything additional to add in addition to what they previously discussed at their initial meeting on July 30, 2020.

Mr. Burgess stated that he would need to abstain from the voting for this item.

The Finance Director Krystal Sullivan noting for the record that since Mr. Burgess being used as subject expert for this project, it is best that he not vote on a recommendation to Council.

Regarding this project, Mr. Burgess stated for the record, he did reference checks for the contractors that submitted bids and based on the conversations he had with those references, they all got positive reviews. Additionally, the proposal from James David Site Prep, LLC. was turned down, and not scored, because of being incomplete and with a lot of mistakes. Adding however, the others were substantially complete, and were scored. He also noted that not all were competitive with their prices. He spoke of the engineering cost opinion numbers that were provided, and some of the submitted prices on certain items were substantially higher. However, there were a few that were very close to the estimate.

There was a brief discussion regarding how the funds for this project flow to the city from the Federal Government and how the members should have scored each bid based on the amounts, the experience, and most importantly that they are all FDOT certified contractors.

Ms. Berish brought to everyone's attention that she was able to find only five of the six bids were prequalified with FDOT, which is a requirement.

The Chairman asked the members for their scoring.

Committee member Lisa Firth's:
J W Miller - 80
CWR Contractors, LLC – 95
RBM – 75
Marshall Brothers Construction & Engineering – 85
H & T Contractors, LLC – 65
GCUC, LLC – 70

Committee member Louis Zunguze's:
J. W. Miller - 80
CWR Contractors, LLC – 65
RBM – 60
Marshall Brothers Construction & Engineering – 55
H & T Contractors, LLC – 50
GCUC, LLC – 55

Chairman Jeffrey Cozadd's
J.W. Miller – 75
CWR Contractors, LLC – 75
RBM – 20
Marshall Brothers Construction & Engineering – 35
H & T Contractors, LLC- 35
GCUC, LLC. – 30

The Grand Totals for each firm:
J.W. Miller – 235
CWR Contractors, LLC – 235
RBM – 155
Marshall Brothers Construction & Engineering – 175
H & T Contractors, LLC- 150
GCUC, LLC. – 155

The Finance Director reminded the members that the lowest responsive bidder should be recommended for the award of the bid.

Motion by Committee member Firth, seconded by Committee member Zunguze, to recommend City Council award RFP 20-09-PS, NFWF 825 Cross Street/445 Calhoun Avenue Drainage Project to J. W. Miller. The motion passed 3-0, with Mr. Michael Burgess abstaining from voting as directed.

B. RFQ 20-03-CD, Destin Utility Undergrounding Project Management

The Following companies submitted a bid for this project:
CPWG Madrid
HBK Engineering
Utility Consultants of Florida
Newson Construction & Consulting

In review, the Bid Committee members deemed Newson Construction & Consulting's bid to be substantially deficient and should not be considered.

Motion by Committee member Burgess, second by Committee member Firth; the members voted 4-0 to disqualify Newson Construction & Consulting for being substantially incomplete.

The Chairman, Jeffrey Cozadd spoke of how he received favorable references from the references that he reached out to by either email or phone calls.

Committee member Louis Zunguze spoke of how after reviewing the submissions his top choice is HBK and them along with Utility Consultants of Florida and CPWG Madrid all moving forward to Council for presentation.

The Chairman, agreed but noted for the record the only concern he has is HBK being a company out of Illinois and although they have experience in that state, it doesn't look like they have a lot of project experience in the local area, unlike the other two companies. However, he would feel comfortable with moving all three forward to Council for presentation at possibly, a workshop setting.

The Finance Director, Krystal Sullivan spoke of her past experience in working with utility companies and how anything going underground in Florida, dealing with sand and water, is substantially different than dealing with soils in Illinois. And asked for Mr. Wright to speak on the difference.

Mr. Sheff Wright spoke of the difference and how direct bore technology is now a well know technology. He spoke of how in the past the Old Gulf Power chose to use duck banks made of concrete and how that cost significantly more than how the current technology is used, which is now typically PVC.

The Chairman, Jeffrey Cozadd asked the members to provide their scoring.

Committee member Lisa Firth
HBK – 90
CPWG – 80
Utility Consultants of Florida – 95

Committee member Louis Zunguze
HBK – 70
CPWG - 60
Utility Consultants of Florida – 55

Committee member Burgess
HBK – 65
CPWG – 80
Utility Consultants of Florida – 80

Chairman Jeffrey Cozadd
HBK – 75
CPWG – 75
Utility Consultants of Florida – 80

According to the Chairman, with all three of the bids being so close in scoring he feels that this committee should recommend all three to present to Council for their consideration preferably virtually.

Mr. Burgess agreed if one does then they should all three present virtually.

Mr. Wright added that this is a very big decision in the tens of millions of dollars and strongly concurred to invite all three to make presentation. However, he strongly favors that the presentations be in person. But did agree that if one is virtual then they all should be done that way.

Mr. Zunguze suggests they make their recommendation to Council and allow them to make the decision on how to direct staff to proceed.

Committee member Burgess made the motion to recommend to City Council direct staff to schedule presentations from HBK Engineering, CPWG Madrid and Utility Consultants of Florida and be scheduled at Council's discretion with what format to be determined. Committee member Zunguze providing the second. A roll call vote of 4-0 was taken and the motion passed unanimously.

C. RFB 20-02-PS - Zerbe Street - Calhoun Avenue Pedestrian Improvements

The Chairman pointed out that there was only one bid received for this project and asked Committee member Burgess how he wanted to proceed.

Mr. Burgess made the motion to recommend to readvertise this project in an effort to achieve a more competitive environment and direct the City Clerk's office to explore other advertising avenues to maximize the distribution for the project. Committee member Firth provided the second to the motion.

The Finance Director agreed that since this project is using city budgeted funds for the project, she highly recommends that it be put back out for bid to try to get more competitive responses. **The motion passed 4-0.**

The members briefly discussed the next two bids that are due to open on the 13th and the short timeline to get the recommendation to Council before the end of the budget year. They all agreed that if needed, they could always call a Special Meeting.

ADJOURNMENT:

There being no further discussion at this time; the meeting was adjourned at 3:00 PM.

Adopted this _____ of _____2020

_____ _____

Jeffery Cozadd, Chairman Kim Montgomery, Deputy City Clerk

RFQ 20-03-CD UTILITY UNDERGROUNDING PROJECT MANAGEMENT SCORESHEET

Evaluator's Name _____ Date _____

FIRMS	RANK
CPWG Madrid	_____
HBK Engineering, LLC	_____
Utility Consultants of Florida, LLC	_____

The above list of firms is considered by City Staff to be adequately qualified. Please rank the firms in order of which firm you deem to be the best fit to work with City Staff and our local utility partners.

(1=best fit) (2=second best fit) (3=third best fit)

When you are finished scoring you will have ranked the firms in order from 1 to 3.

SCORESHEET GUIDANCE

The information provided below is an excerpt from the City's Purchasing Manual and is used for determining the lowest, best responsive, and responsible bidder. Any of the criteria listed may be considered in your ranking of the applicants for this project.

City of Destin Purchasing Manual

Section J Bidding Procedures

7. Criteria for Determining Lowest, Best Responsive, and Responsible Bidder: Contracts shall generally be awarded to the lowest, best responsive, responsible bidder. In determining the lowest, most responsive, responsible bidder' in addition to price, the Bid Committee may consider:

   a. The ability, capacity and skill of the bidder to perform the contract or provide the service required.

   b. Whether the bidder can perform the contract or provide the service promptly or within the time specified, without delay.

   c. The character, integrity, reputation, judgment, experience and efficiency of the bidder.

   d. The quality and timeliness of the performance of previous contracts or services with the City and with other entities.

   e. The previous and existing compliance by the bidder with laws and ordinances relating to the contract or service.

   f. The sufficiency of the bidder's financial resources and ability of the bidder to perform the contract or provide the service.

   g. The quality, availability and adaptability of the commodity or contractual service to the particular use required.

   h. The ability of the bidder to provide future maintenance and service for the use of the subject of the contract and the associated maintenance cost.

   i. The number and scope of conditions or exceptions attached to the bid.

   j. The best interest of the City in relation to standardizing the brand of certain equipment purchased, where standardizing can achieve certain operational efficiencies and cost savings.

ITEM # 2020-2476

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: September 8, 2020
TYPE OF AGENDA ITEM: Resolution

TO: City Council

THRU: Lance Johnson, City Manager

FROM: Louis Zunguze, Community Development Director
Kimberly Kopp, Land Use Attorney
Jeffrey Cozadd, Grants Manager
Kyle Bauman, City Attorney

DATE: August 28, 2020

SUBJECT: Resolution 20-23 - Crosstown Connector

I. BACKGROUND: On June 1, 2020, City Council discussed the reduction of the current proposed Cross Town Connector from a four-lane to a two-lane road section. At the conclusion of the Council discussion, Staff was directed to proceed to obtain the redesign, revised Scope of Work and quote for a two-lane road. Specifically, the two-lane roadway design will encompass the following elements:

- 71' wide right-of-way
- A two -11' wide lane separated (median) section with 4' wide bike lanes and two -10' wide multi-use trails
- ROW acquisition of remaining parcels.
- Major Development and Subdivision Applications to declare right-of-way and modify property lines.

II. DISCUSSION: Following the direction of City Council, Staff engaged Atkins North America, Inc. In order to execute authorization for the contract with Atkins North America, Inc., the following needs to be accomplished:

- City to accept the current Project Development and Environment (PD&E) Study that includes the four-lane roadway section previously approved, as opposed to a new PD&E as it would minimize cost and time, as well as provide more information. A re-evaluation will be performed during the completion of the design of the two-lane road section.
- A resolution authorizing a redesign of the roadway from-four lane to two-lane.

• Execution of a new contract with Atkins North America, Inc. based on the revised Scope of Work for a two-lane roadway.

Throughout the redesign process, Staff will bring the project for review by City Council at the following stages:

• 60% Plan review
• 90% plan review
• Re-evaluation of the PD&E study
• Major Development Order and Major Subdivision applications (100% Plan Review)

Per City Code, **Land Development Code (LDC Article 2.05.00).**, this project will include Major Development Order and Major Subdivision applications. These two items will be reviewed by staff, the City Land Use Attorney, and ultimately, will be considered by the City Council. This action will dedicate the right-of-way necessary for the two-lane roadway and create new lots of record for the surrounding remaining properties.

A. Link to Strategic Goals / Objectives: Strategic Plan FY20 - Council Objective #7 Complete two-lane Crosstown Connector

B. Effect on Budget (EOB): The Effect on Budget is $297,260.95:

31554100 Road Impact Fees	$ 1,400,000
31554312 Gas Tax #2	75,000
FY21 Proposed Appropriation	**$ 1,475,000**

31554100 Road Impact Fees	0
31554312 Gas Tax #2	0
Previous Expenses/Encumbrances	**-**
Available Program Budget	**1,475,000**
31554100 Road Impact Fees	297,261
31554312 Gas Tax #2	-
This Agreement	297,261
FY21 Remaining Program Budget	**$ 1,177,739**

OBJ	565000 Construction
PROJ	EN615 Crosstown Connector

C. Level of Service (LOS): Completing the Crosstown Connector would increase the Level of Service for the City of Destin Transportation System.

III. CONCLUSION: The redesign will reflect the change from a four-lane to a two-lane road. Therefore, Staff asks City Council to approve the following:
• Accept and sign the current PD&E Study, including the Environmental Impact Report (EIR), with the proposed modifications for two-lane redesign.
• Approve revised Scope of Work, Quote and Schedule.
• Approve Resolution 20-23 revising the roadway from four-lane to two-lane.

IV. RECOMMENDED MOTION: I move that City Council authorize the City Manager or his designee to accept and sign the current PD&E study, including the Environmental Impact Report (EIR) with proposed modifications and approve Resolution 20-23, and to approve the revised Scope of Work, Quote and Schedule from Atkins North America, Inc to be incorporated into a new contract and encumbered from FY 2021 adopted budget effective October 1, 2021.

Attachments:

1. DestinConnector Scope Fee ReDesign Reevaluation
2. Final EIR ready for submittal 060518
3. Destin Schedule July 2020
4. PD E
5. Resolution 20-23 Amendment 4 to Atkins North America Inc Contract_ krk

SCOPE OF SERVICES FOR CONSULTING ENGINEERING SERVICES
ROADWAY DESIGN SERVICES AND DESIGN CHANGE REEVALUATION

This Exhibit forms an integral part of the agreement between the City of Destin, Florida (hereinafter referred to as the CITY) and Atkins North America, Inc. (hereinafter referred to as the CONSULTANT) relative to the transportation facility described as follows:

Location:	***City of Destin, Okaloosa County, Florida***
Description:	***Destin Cross Town Connector, from Benning Drive to Beach Drive***

This Exhibit contains the requirements and provisions for conducting the work specified in this scope of services (Part I) and a description of the services to be provided for Roadway Design Services (Part II) and preparation of a Design Change Reevaluation (Part III).

PART I REQUIREMENTS AND PROVISION FOR WORK

1.0 GOVERNING REGULATIONS

The services performed by the CONSULTANT shall comply with all applicable CITY Manuals and Guidelines and FDOT's Manuals and Guidelines. These Manuals and Guidelines incorporate, by requirement or reference, all applicable State and Federal regulations. The current edition, including updates, of the following Manuals and Guidelines shall be used in the performance of this work. It is understood that AASHTO criteria shall apply as incipient policy.

- Florida Statutes
- Florida Administrative Codes
- Applicable Federal Regulations, U.S. Codes and Technical Advisories
- Project Development and Environment Manual
- ETDM Planning and Programming Manual
- Sociocultural Effects Evaluation Handbook
- Public Involvement Handbook
- Florida Development Manual
- Interchange Handbook
- Design Standards
- Highway Capacity Manual
- Manual on Uniform Traffic Studies (MUTS)
- Minimum Standards for Design, Construction, and Maintenance Streets and Highways (Florida Greenbook)
- Guide for the Development of Bicycle Facilities (AASHTO)
- Right-of-Way Mapping Handbook
- Right-of-Way Procedures Manual
- Location Survey Manual
- EFB User Handbook
- Drainage Manual
- FDOT's Stormwater Facilities Handbook
- Aerial Surveying Standards for Transportation
- Structures Manual
- CADD Manual
- CADD Production Criteria Handbook
- FDOT Quality/Level of Service Standards Handbook Software & Tables
- FDOT Standard K-Factor

- Project Traffic Forecasting Procedure
- FDOT Highway Landscape Guide
- Basis of Estimates Manual

2.0 PROJECT MANAGEMENT

2.1 Liaison Office

The CITY will designate a Project Manager who shall be the representative of the CITY for the Project. While it is expected the CONSULTANT shall seek and receive advice from various State, regional, and local agencies, the final direction on all matters of this Project remain with the Project Manager.

2.2 Key Personnel

The CONSULTANT'S work shall be performed and directed by the key personnel identified in the proposal by the CONSULTANT. Any changes in the indicated personnel shall be subject to review and approval by the CITY.

2.3 Meetings

The CONSULTANT shall attend a Notice to Proceed Meeting with CITY representatives, where relevant project information will be provided by the CITY, along with procedures for administering the contract. The CONSULTANT and staff shall also be available with no more than a five (5) workday notice to attend meetings or make presentations at the request of the CITY. Such meetings and presentations may be held at any hour between 8:00 A.M. and 12:00 midnight on any day of the week. The CONSULTANT may be called upon to provide maps, press releases, advertisements, audiovisual displays and similar material for such meetings.

2.4 Correspondence

Copies of all written correspondence between the CONSULTANT and any party pertaining specifically to this study shall be provided to the CITY for their records within one (1) week of the receipt of said correspondence.

2.5 Quality Control

The CONSULTANT shall be responsible for ensuring that all work products conform to CITY / FDOT standards and criteria. This shall be accomplished through an internal Quality Control (QC) process performed by the CONSULTANT. This QC process shall insure that quality is achieved through checking, reviewing, and surveillance of work activities by objective and qualified individuals who were not directly responsible for performing the initial work.

Prior to submittal of the first invoice, the CONSULTANT shall submit to the CITY'S Project Manager for approval the proposed method or process of providing Quality Control for all work products. The Quality Control Plan shall identify the products to be reviewed, the personnel who will perform the reviews, and the method of documentation.

2.6 Submittals

The CONSULTANT shall provide electronic and hard copies of the required documents as listed below. These are the anticipated printing requirements for the project. This tabulation will be used for estimating purposes, and the Project Manager will determine the number of copies required prior to each submittal.

Engineering Items:	Copies:
Design Roadway Plan Sets (30%, 60%, 90% & Final)	3
Typical Section	3
Design Variations and Exceptions Package (if applicable)	3

Environmental Items:	Copies:
Design Change Reevaluation	3
Revised Conceptual Stage Relocation Plan	3
Revised Endangered Species Biological Assessment	3
Revised Cultural Resource Assessment	3

Upon completion of the study, the CONSULTANT shall deliver to the CITY, in an organized manner, all project files, maps, sketches, worksheets, and other materials used or generated during the study process.

2.7 Coordination with Other CONSULTANTs and Entities

The CONSULTANT is to coordinate their work with any ongoing and/or planned projects that may affect this study.

The CONSULTANT is to coordinate with local governmental entities to ensure design and right of way requirements for the project are compatible with local public works improvements and right-of-way activities.

The CONSULTANT is to coordinate with any agencies and/or entities that require further coordination.

2.8 Optional Services

At the CITY's option, the CONSULTANT may be requested to provide additional services related to the scope of the project, which are not covered under this scope of services. The fee for these additional services shall be negotiated in accordance with the terms outlined in the CITY's contract with the CONSULTANT for a fair, competitive and reasonable cost, considering the scope and complexity of the task(s). A supplemental agreement for the additional services shall be executed in accordance with the CITY'S protocol.

3.0 ADMINISTRATIVE

3.1 Contract and Project Files

Project Management efforts for complete setup and maintenance, developing monthly progress reports, schedule updates, work effort to develop and execute SUB-CONSULTANT agreements etc. Progress reports shall be delivered to the CITY in a format as prescribed by the CITY and no less than 10 days prior to submission of the corresponding invoice. The Project Manager will make judgment on whether work of sufficient quality and quantity has been accomplished by comparing the reported percent complete against actual work accomplished.

Within ten (10) days after the Notice to Proceed, the CONSULTANT shall provide a schedule of calendar deadlines.

3.2 Project Management Meetings and Coordination

The CONSULTANT shall meet with the CITY as needed throughout the life of the project. It is anticipated twelve (12) meetings will be needed. These meetings will include progress and miscellaneous review and other coordination activities with the CITY.

4.0 METHOD OF COMPENSATION

Payment for the work accomplished will be in accordance with Exhibit B of this contract. The CITY's Project Manager and the CONSULTANT shall monitor the cumulative invoiced billings to ensure the reasonableness of the billings compared to the project schedule and the work accomplished and accepted by the CITY. The project will be lump sum.

PART II - ROADWAY DESIGN SERVICES

1.0 PURPOSE

The purpose of this portion of the Exhibit is to describe the scope of work and the responsibilities of the CONSULTANT and the CITY in connection with the design and preparation of a complete set of construction contract documents and incidental engineering services, as necessary, for improvements to the transportation facility described herein.

The general objective is for the CONSULTANT to prepare a set of contract documents including plans, specifications, supporting engineering analysis, calculations and other technical documents in accordance with CITY policy, procedures and requirements. These Contract documents will be used by the contractor to build the project and test the project components. These Contract documents will be used by the CITY or its Construction Engineering Inspection (CEI) representatives for inspection and final acceptance of the project. The revision of the existing design is to provide a two-lane roadway with a median within a 71-foot right-of-way to connect Azalea Drive (at Benning Drive) with Legion Drive (at Beach Drive) and develop new intersections at each project terminus.

The Scope of Services establishes which items are specifically prescribed to accomplish the work included in this contract, and also indicates which items of work will be the responsibility of the CONSULTANT and/or the CITY.

The CITY will provide contract administration, management services, and technical reviews of all work associated with the development and preparation of contract documents, including Construction documents. The CITY's technical reviews are for high-level conformance and are not meant to be comprehensive reviews. The CONSULTANT shall be fully responsible for all work performed and work products developed under this Scope of Services. The CITY may provide job-specific information and/or functions as outlined in this contract, if favorable.

2.0 ROADWAY DESIGN SCOPE OF SERVICES

2.1 Survey

Southeastern Surveying will update the original survey which will include the following:

1. Recover/re-establish horizontal control in State Plane Coordinates.
2. Recover/re-establish vertical control points including setting benchmarks.
3. Recover/re-establish alignment.
4. Provide digital terrain model.
5. Locate utilities as marked by utilities

2.2 Subsurface Utility Engineering (SUE)

Due to the significant number of underground utilities on and adjacent to the proposed intersections at Benning Drive and Beach Drive, Atkins SUB-CONSULTANT, Southeastern Surveying, will provide limited ASCE Quality Level "A" Locating using Non-Destructive Vacuum Excavations to verify the vertical and horizontal (VVH) location of subsurface utilities at selected potential conflict areas (approved by the City of Destin) within the limits of the projects. Three (3) days of SUE is estimated which will supplement the information already obtained.

2.3 Geotechnical

Tierra will review the revised plans and original geotechnical reports for the project to verify adequate data collection/coverage and that the recommendations rendered previously remain applicable. No additional field/lab test data is included in this proposal.

2.4 Traffic Analysis Update

CONSULTANT shall review and update the previous traffic analysis study. This effort includes generating an updated traffic growth rate from the regional model, comparison to FDOT traffic planning capacity thresholds, update turning movements for base and design year, determine if recommended intersection improvements work at acceptable LOS or need modification, and document the analysis and results.

If revised intersection controls are needed, HCS analysis will be conducted as part of a revised operational analysis. The operational analysis of revised intersection controls will be documented. The use of SIDRA for intersection analysis is not proposed and would be an extra cost, if required. No traffic counts will be taken because of variability in traffic due to Covid-19 virus.

2.5 Engineering Design/Analysis

The CONSULTANT shall use the approved concepts from the PD&E Study (Part III) as a basis for the design unless otherwise directed by the CITY. The proposed alignment is approximately 0.3 miles in length and will require right-of-way acquisition.

Roadway Design - The roadway design will include the horizontal and vertical roadway geometry, pavement design, establishing roadway right of way, and further development of the roadway typical sections as per the typical sections selected and approved in the Part III Design Change Reevaluation.

Design will include traffic control analysis necessary to construct the new roadway and intersection improvements at Benning Drive and a round-a-bout intersection improvement at Beach Drive.

CONSULTANT will prepare a detailed breakout of quantities for unit cost bidding and prepare cost estimates to accompany the 60% and 100% construction plans.

Roadway horizontal and vertical design calculations, design criteria, and traffic control analysis will be included in the Final Design Report.

Structural Design - Only structural light pole foundation analysis will be included for this project. If other structural design and analysis is required, those services will be negotiated with the City as an additional service.

Drainage Design - The CONSULTANT will design the proposed drainage system for the roadway improvements within the project limits. The drainage design will include a closed stormwater system, side drains, culverts, and stormwater ponds at locations developed and selected during the original design. It is anticipated that two stormwater ponds will be required. The stormwater ponds treat and attenuate the roadway runoff per City and NWFWMD design standards. Temporary drainage measures may be required during construction of the proposed round-a-bout to ensure positive stormwater runoff at the intersection locations. The detailed drainage analysis and calculations will be included in a Drainage Documentation Report.

Landscape Architecture Design - The CONSULTANT will provide appropriate landscape and hardscape design consistent with City of Destin landscape and hardscape design guidelines. The CONSULTANT will coordinate landscape and hardscape plans with existing and/or proposed underground utilities. Irrigation design requirements will be provided through a performance specification in the plans.

Lighting Design - Bagwell Engineering, Inc. will furnish the required electrical design (drawings and specifications) for the work to be performed for the new City of Destin Cross Town Connector, which shall include installation of new LED lighting along the connector to include lighting of the roadway and sidewalk areas. Lighting shall be designed in accordance with the City of Destin requirements and design guidelines. Photometric analysis shall be performed to ensure lighting is in accordance with recommended levels. Structural foundation analysis will be performed on light pole configurations in order to meet local codes. Electrical distribution will be designed to operate all the lighting along the new connector.

Signing and Pavement Marking Design - The CONSULTANT will prepare Signing and Pavement Markings analysis for the roadway. Special striping and signage needed for the round-a-about design at the Beach Drive intersection will also be evaluated. This task will include field reviews of existing signage, remove conflicting signs, and prepare signing and pavement marking plans as part of the construction documentation.

Utilities – The CONSULTANT will coordinate with all utility companies within the project limits to ensure that necessary arrangements for utility work on this project have been made and will not conflict with the physical construction schedule. The CONSULTANT should coordinate with CITY personnel to coordinate transmittals to Utility Companies and meet production schedules. The CONSULTANT shall ensure City standards, policies, procedures, practices, and design criteria are followed concerning utility coordination. For each design phase the CONSULTANT shall review existing utilities within the project limits and determine if there are any potential impacts with drainage and roadway improvements. The CONSULTANT shall coordinate and attend utility coordination meetings to explain the proposed design and resolve potential utility conflicts.

2.6 Construction Documents

For each design phase, the CONSULTANT will prepare three sets of 11" x 17" construction plans for the project. The plans shall include a key sheet, roadway typical sections, general notes, project layout, plan-profile, drainage structures, roadway cross sections, stormwater pond plan and cross sections, stormwater pond cross sections, signing and pavement markings, landscape and hardscape plans, lighting plans, and other miscellaneous sheets as required. The construction plans shall be submitted at 30%, 60%, 90% and Final plans. Utility plans sets will also be submitted to each impacted utility owner prior to each utility coordination meeting. A construction cost estimate will be prepared for each design phase submittal. A review meeting in conjunction with a regularly scheduled monthly meeting with the City of Destin will be held after each submittal to discuss the construction plans and cost estimate.

2.7 Signing and Pavement Marking Plans

For each design phase, the CONSULTANT will prepare Signing and Pavement Markings for the roadway. Special striping and signage needed for the round-a-bout design at the Beach Drive intersection will also be included. This task will include field reviews of existing signage, remove conflicting signs, and prepare signing and pavement marking plans as part of the construction documentation.

2.8 Permitting (Stormwater & Development Review Process)

The CONSULTANT shall complete the Development Review Process including completion of the Major Development Order and Major Subdivision.

The proposed roadway improvements will require stormwater permits. The stormwater ponds will be designed to treat and attenuate the stormwater runoff based on the City and Northwest Florida Water Management District (NWFWMD) regulations. The CONSULTANT shall attend pre-application meeting with the NWFWMD. An Environmental Resource Permit will be prepared and submitted to the NWFWMD. The CONSULTANT will respond to all stormwater permitting comments during the permitting process. The CITY will pay all permit fees.

2.9 Public Involvement

The CONSULTANT will update the original Community Awareness Plan at the start of the design phase of the project. Only one design phase public meeting is anticipated. The CITY will decide the appropriate design phase in which to conduct the Design public meeting. The meeting is anticipated to occur after the 90% construction plans have been produced and reviewed by the City.

The CONSULTANT shall provide all support necessary for the CITY to hold the Design public meeting/Re-evaluation at the same location. The CONSULTANT shall prepare all public notification materials (Legal and/or Display advertisements, letters to elected and appointed officials, interested parties, and the public); meeting materials (including agenda, sign-in sheets, comment sheets, project brochure, etc.); presentation graphics; and power point presentation, if required. The CITY will review and approve all notification and meeting materials. CONSULTANT shall be responsible for the distribution of public notification materials (including publication and mailing costs), meeting equipment set-up and tear-down, preparation of a meeting summary, and preparation of responses to comments.

2.10 Design Change Re-evaluation

A Design Change Re-evaluation will be prepared consistent with Part 1, Chapter 13 of the FDOT PD&E Manual to verify that the project design changes do not impact the validity of the Project Environmental Impact Report prepared for this project. The scope of services for the preparation of a Design Change Re-evaluation is provided below as Phase III Design Change Re-evaluation.

2.11 Bidding

The CONSULTANT will coordinate with CITY Purchasing and Engineering regarding provisions of the contract documents including a bid tabulation sheet for bid purchases to assure that the contract front-end documents are the latest and complete. CONSULTANT will attend the pre–bid meetings during this phase. Additionally, the CONSULTANT will respond to contractor-initiated requests for information during the bidding phase. These requests and responses will be coordinated through City Engineering and any necessary Addenda will be coordinated with Purchasing. CONSULTANT will attend the bid opening. This task also includes bid tabulations, bid reviews and recommendation of award, as required.

2.12 Grant Assistance

The CONSULTANT shall provide limited grant assistance to the CITY.

3.0 ADDITIONAL SERVICES

Services authorized by the City other than those specifically listed above shall be considered additional services and the CONSULTANT shall be compensated as described in the Fee Summary. Additional services may include, but are not limited to the following:

1. Making revisions to drawings, specifications, or other documents when such revisions are inconsistent with written approvals or instructions previously given and are due to circumstances beyond the control of the CONSULTANT.

2. Once the revised right-of-way requirements for the project are approved by the City, real estate acquisition services will be added through a supplemental agreement when the exact extent of the required services is known.

3. Full-time or part-time Construction Engineering and Inspection Services for the project while under construction. Once the construction plans, permits and right-of-way acquisition is complete, a supplemental agreement will be executed to handle full-time or part-time Construction Engineering and Inspection Services for the project if desired by the City.

4. Limited Construction Administration for the project while under construction. Once the construction plans, permits and right-of-way acquisition is complete, a supplemental agreement will be executed to handle limited construction administration for the project if desired by the City.

5. As-built record drawings and/or as-built surveys

6. Providing services of professional CONSULTANTs (real estate acquisition agents, environmental professionals for unknown contamination assessments, etc.) other than as is specifically provided for under this scope of services.

7. Preparing supporting data and other services in connection with agency approvals if extensive studies and/or analysis are required beyond that which is incidental to this scope of services.

8. Preparing to serve or serving as an expert witness in connection with any public hearing, arbitration, or legal proceeding.

9. Providing extensive assistance or preparation of additional documentation required for legal transactions, including sale of property or preparation of lease agreements.

4.0 CLIENT RESPONSIBILITIES

1. Designate in writing a person to act as the City representative with respect to the work to be performed under this agreement. Such person shall have complete authority to transmit instructions, receive information, interpret and define policies and make decisions.

2. The City shall pay all filing and permit fees.

PART III - DESIGN CHANGE REEVALUATION

1.0 PURPOSE

The purpose of this portion of the Exhibit is to describe the scope of work in connection with the evaluation of design changes to the proposed transportation facility and preparation of a Design Change Reevaluation to document that conclusions of the original Project Environmental Impact Report remain valid.

The proposed work shall follow the FDOT's most recent version of the publication titled *Project Development and Environment Manual* (PD&E). Throughout this Scope of Services portion of this CONSULTANT Contract, the publication will be referred to as the "PD&E Manual". All tasks associated with the preparation of a Design Change Reevaluation will be done in accordance with Part 1, Chapter 13 of FDOT's PD&E Manual, unless otherwise stated. Project documentation prepared in accordance with the PD&E Manual will be in compliance with all applicable State laws and regulations.

2.0 OBJECTIVE

The CONSULTANT is to evaluate the impacts of design changes for the proposed project on the environment, impacts to the project that may result from changes in applicable requirements, and changes to commitments or mitigation measures as a result of the change in typical section for the Destin Cross Town Connector from Benning Drive to Beach Drive, in Destin, Florida. Documentation of the impacts of the design changes and the project's continued compliance with the National Environmental Policy Act (NEPA) will be done in accordance with the Part I, Chapter 13 of the FDOT PD&E Manual (2020).

The revision of the existing design is to provide a two-lane roadway with a median within a 71-foot right-of-way to connect Azalea Drive (at Benning Drive) with Legion Drive (at Beach Drive) and develop new intersections at each project terminus (the scope of services for these design changes are addressed in Phase II of this document). The impacts of these design changes are expected to minimize the project impacts to the natural, physical, and social environments.

3.0 RE-EVALUATION SCOPE OF WORK

In addition to evaluating and documenting the design change impacts to the environment, the CONSULTANT shall determine if there have been any changes in requirements or regulations that affect the project and assess the effect changes in law or regulations would have on the project or the environment, including the need for agency coordination and mitigation, and shall document the effect of the changes in the Design Change Re-evaluation.

The Design Change Re-evaluation will be prepared in the format provided by FDOT for re-evaluations of FDOT sponsored projects and will include the following topics: general information related to the project; description of the project; identification of any changes in law or regulations pertinent to the project; description of engineering design changes; summary of public involvement; documentation of planning consistency; analysis of cultural resource, social, natural, or physical environment impacts; identification of any changes in commitments, including new commitments or completion of commitments; and status of permits. Documentation supporting the findings will be attached to the Re-evaluation Form or included in the project file.

3.1 Planning Consistency

The CONSULTANT shall verify and document the project's planning consistency in the Design Change Re-evaluation.

3.2 Public Involvement

The CONSULTANT shall summarize the public involvement activities that have occurred since approval of the Project Environmental Impact Report (PEIR) in the Design Change Re-evaluation.

3.3 Changes in Law or Regulations

The CONSULTANT shall review and evaluate the latest design criteria and standards and regulatory laws or regulations for changes related to the proposed project. Changes that affect the project design or the project's impact on the environment will be evaluated and, if required coordination with regulatory agencies will be conducted. The impacts of the project resulting from changes in law or regulations, including, if required, the results of agency coordination, will be documented in the Design Change Re-evaluation.

3.4 Design Changes

The CONSULTANT will describe the design changes that have occurred since the completion of the Project Environmental Impact Report and adoption of a preferred alternative. This will include any changes to the typical section and roadway geometric and horizontal alignment and drainage design. The basis for the design changes and the continued ability of the project to meet purpose and need will be described in the Design Change Re-evaluation.

Utilities
Any changes in utility impacts will be documented in the Design Change Re-evaluation.

Access Management
Any change in Access Management will be documented in the Design Change Re-evaluation

Drainage
Changes in stormwater treatment requirements and the size of the proposed detention and/or retention facilities for storm water treatment or attenuation will be addressed in the Design Change Re-evaluation.

Typical Section Package
The CONSULTANT will revise the Typical Section Package in accordance with the FDOT'S FDM Manual (excluding pavement design) and document the changes in the typical section in the Design Change Re-evaluation.

Design Exceptions and Variations
The CONSULTANT will identify exception and variations for approval in accordance with the FDOT'S Design Manual where applicable.

The CONSULTANT will prepare exception and variations package(s) for approval in accordance with the FDOT's Design Manual, where applicable.

3.5 Environmental Impacts

The CONSULTANT shall coordinate and perform the appropriate level of environmental analysis for this project as outlined in Part 1, Chapter 13 of the PD&E Manual and the following references.

Database information shall be compatible for use on base maps for reports, analysis of impacts, and for public presentations.

The level of effort for the following work activities shall be commensurate with the level of involvement with the environmental issues covered in this section.

Social Environment

The CONSULTANT shall evaluate and document any change in impacts to the following social features: land use, social environment, economic environment, mobility, aesthetics (Part 2, Chapter 5 of the PD&E Manual), prime and unique farmlands (Part 2, Chapter 6 of the PD&E Manual), and right-of-way acquisition and relocations in accordance with Part 2, Chapter 9 of the PD&E Manual. Changes in project impacts to these features shall be documented in the Design Change Re-evaluation.

Cultural Resources

The CONSULTANT shall evaluate and document any change in impacts to archaeological and/or historical resources, and/or to recreation and park resources.

Archaeological and Historic Resources

The CONSULTANT shall determine whether there have been any changes in cultural resources eligible for or included on the National Register of Historic Places (NRHP) and whether the proposed design changes would impact resources not originally assessed.

The archaeological Area of Potential Effect was previously surveyed in 2009 and 2015, therefore, no additional archaeological field survey is anticipated. It is expected that field survey will be required to identify the characteristics of three unrecorded potential historical resources, and the preparation and submittal of updates of Florida Master Site File (FMSF) forms for each potential historical resource to the State Historic Preservation Officer (SHPO) for a determination of eligibility to the included on the NRHP.

The project changes will be evaluated for potential impacts to eligible cultural resources. Preparation of an addendum to the original Cultural Resources Survey Assessment (CRAS) Report will discuss the background research, methodology employed, results and conclusions. The CRAS Addendum will be coordinated with the SHPO in accordance with Part 2, Chapter 8 of the PD&E Manual, and the FDOT'S Cultural Resource Management Handbook. In addition, any impacts to cultural resources from the project changes and the coordination with SHPO will be documented in the design change re-evaluation

All work shall be conducted by a professional qualified under the provisions of 36 CFR 61, and be done in compliance with the National Historic Preservation Act of 1966 (Public Law 89-665, as amended) and the implementing regulations (36 CFR 800) as well as with the provisions contained in Chapter 267, Florida Statutes.

Recreation and Parks

The CONSULTANT shall evaluate and document any change in impacts to parks and recreation resources or to lands purchased under Section 6(f) of the Land and Water Conservation Fund in the Design Change Re-evaluation.

Natural Resources

The CONSULTANT shall evaluate and document any change in impacts to the following natural environment features, as appropriate: wetlands (Part 2, Chapter 9 of the PD&E Manual); water quality (Part 2, Chapter 11 of the PD&E Manual); special designations (Part 2, Chapters 11, 12, and 15 of the PD&E Manual); wildlife and habitat (Part 2, Chapter 16 of the PD&E Manual); essential fish habitat (Part 2, Chapter 17 of the PD&E Manual); and floodplains (Part 2, Chapter 13 of the PD&E Manual).

Physical Environment
The CONSULTANT shall evaluate and document any change in impacts to the following physical environment features, as appropriate: traffic noise (Part 2, Chapter 18 of the PD&E Manual); air quality (Part 2, Chapter 19 of the PD&E Manual); contamination (Part 2, Chapter 20 of the PD&E Manual); and utilities (Part 2, Chapter 21 of the PD&E Manual).

Traffic Noise
The CONSULTANT shall provide a status update of traffic noise effects.

Contamination Screening Evaluation
The CONSULTANT shall perform the necessary analysis to update the status of contamination assessment sites rated "high" or "medium" and document any changes in involvement with potential contamination sites in the Design Change Re-evaluation.

Status of Commitments
The CONSULTANT shall document the status of commitments in the Design Change Re-evaluation.

Status of Permits
The CONSULTANT shall document the status of permit acquisition in the Design Change Re-evaluation.

4.0 ENVIRONMENTAL REPORT

The CONSULTANT shall prepare a Design Change Re-evaluation consistent with the procedures listed in the PD&E Manual, Part 1, Chapter 13. The task of documentation includes the preparation of draft reports prepared by the CONSULTANT for review and comment upon by the CITY prior to producing final documents.

4.1 Design Change Reevaluation

A Design Change Reevaluation will be prepared consistent with Part 1, Chapter 13 of the FDOT PD&E Manual. The purpose of preparing the Design Change Reevaluation is to preserve the City's ability to request state or federal funds in the future by documenting the CITY's compliance with NEPA and the PD&E Manual in the development of this project.

For State sponsored projects, **the Design Change Reevaluation is reviewed and approved by the FDOT Office of Environmental Management; however, since FDOT did not** sign **the previous Environmental Impact Report, it is anticipated that FDOT will not** sign **the Design Change Reevaluation.** The project schedule will allow for review and comment by FDOT, including any revisions required to address FDOT comments.

4.2 Quality Assurance / Quality Control

The CONSULTANT shall perform Quality Assurance/Quality Control reviews on all applicable Environmental tasks and deliverables.

EXHIBIT B

Re-Design Manhour and Fee Estimate

Name of Consultant

Project Information Sheet

Financial Project Identification Number: N/A **Federal Aid Project Identification Number:** N/A

Name of Prime / Subconsultant: Atkins **County:** Okaloosa

Project Description: Destin Connector from Beach Dr to Bennington Dr Redesign

Begin Milepost: _____ **End Milepost:** _____ **Project Length:** 0.31 **Miles**

Number of Lanes: 2 **Typical Section:** Urban (Urban / Rural / Int.:) **Lane Configuration:** Divided (Divided / Undivided)

Project Type: Minor (Minor / Major) **Access Management Classification:** _____ **Roadway Classification:** Off Sys. (NHS/FIHS/Off Sys.):

CAP Level: 1 **TCP Level:** II **Survey Level:** _____

Design Variations:	**Design Exceptions:**
1.	1.
2.	2.
3.	3.
4.	4.
5.	5.

Proposed Design Contract Time: 14 months/days

Project Preliminary Design Specifics:

Roadway	Plan with Separate Profiles	**<===Roadway Plan Type (Plan/Profile, Plan Only, etc.)**
Drainage	73	**<===Number of Drainage Structures**
Utility Coordination	Y	**<===Number of Effected Utilities**
Structures - Bridges	N	**<=== Bridge Structures? (Y/N, number)**
Structures - Retaining Walls	N	**<=== Retaining Walls? (Y/N, number)**
Structures - Misc. Structures	Y	**<=== Miscellaneous Structures? (Y/N, number)**
Permits	Y	**<===Permits Required (WMD, ACOE, Local Permits, etc.)**
Signing and Pavement Marking	Y	**<===Signing & Pavement Marking Plans Required? (Y / N)**
Signalization Intersections	N	**<===Number of Intersections Requiring Signals:**
Non-Signalized Intersections	Y	**<===Number of Non-Signalized Intersections**
Traffic Control	Y	**<===Number of phases requiring detailed phase drawings**
Landscaping	Y	**<===Landscaping Plans Required? (Y / N)**
Right of Way	Y	**<===Right Of Way Plans Required? (Y / N)**
Lighting	Y	**<===Lighting Plans Required? (Y / N)**
Architecture	N	**<===Architectural Plans Required? (Y / N)**
Geotech	N	**<===Geotechnical Consultant Services Required? (Y / N)**
Survey	Y	**<===Survey Consultant Services Required? (Y / N)**
JPAs	N	**<===JPAs Prepared by Consultant? (Y / N, if so how many?)**
Mitigation Plan	N	**<===Mitigation Plans Required? (Y / N)**
Noise Barriers	N	**<===Noise Walls Plans Required? (Y / N)**
Specifications Package	Y	**<===Specifications Package to be Prepared by Consultant? (Y / N)**

Project Staff Hour Summary

Name of Consultant: Atkins

Destin Connector from Beach Dr to Bennington Dr Redesign
N/A

Activity No.	Activity	Project Staff Hours													
		Atkins	Southeastern	Bagwell	Tierra	Sub 4	Sub 5	Sub 6	Sub 7	Sub 8	Sub 9	Sub 10	Sub 11	Sub 12	Total Hours
3	Project Common and General Tasks	218													218
4	Roadway Analysis	333													333
5	Roadway Plans	696													696
6	Drainage Analysis	402													402
7	Utilities	68													68
8	Env. Permits, Compliance & Clearances	61													61
9	Structures - Summary, Misc. Tasks, Dwgs.	0													0
10	BDR	0													0
11	Temporary Bridge	0													0
12	Short Span Concrete Bridge	0													0
13	Medium Span Concrete Bridge	0													0
14	Structural Steel Bridge	0													0
15	Segmental Concrete Bridge	0													0
16	Movable Span	0													0
17	Retaining Walls	0													0
18	Miscellaneous Structures	0													0
19	Signing & Pavement Marking Analysis	29													29
20	Signing & Pavement Marking Plans	91													91
21	Signalization Analysis	0													0
22	Signalization Plans	0													0
23	Lighting Analysis	0													0
24	Lighting Plans	0													0
25	Landscape Architecture Analysis	92													92
26	Landscape Architecture Plans	155													155
27	Survey - Field and Office Support	0													0
28	Photogrammetry	0													0
29	Mapping	0													0
30	Terrestrial Mobile LiDAR	0													0
31	Architecture Development	0													0
32	Noise Barriers Impact Design Assessment	0													0
33	ITS Analysis	0													0
34	ITS Plans	0													0
35	Geotechnical	0													0
	Project Total	**2,145**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,145**
27	Survey Field Crew Days	0													0

Notes: 1. Staff hours for prime consultant come directly from each discipline's worksheet.
2. Staff hours for subconsultants are to be entered manually into columns D through O.
3. For workbooks prepared by subconsultants, their project hours will be totaled in column C.

ESTIMATE OF WORK EFFORT FOR TECHNICAL PROPOSALS - FIRM TOTAL

Financial Project Number: N/A

Project Name: Destin Connector from Beach Dr to Bennington Dr Redesign

FAP Number: N/A

Date: 7/9/2020

Name of Consultant: Atkins

WORK ACTIVITY	Hours from "Summary" sheet	EMPLOYEE CLASSIFICATION												TOTAL STAFF HOURS RANGE		ON CADD
	Firm Total Hours	Project Manager Hours	Sr. Planner/ Sr. Scientist Hours	Sr. Engineer Hours	Sr. Landscape Architect Hours	Project Engineer Hours	Engineer Intern Hours	Env. Specialist Hours	Sr. Designer Hours	Inspector Hours	Secretary / Clerical Hours	Staff Classification 11 Hours	Staff Classification 12 Hours			PERCENT
3. Project General and Project Common Tasks	218	11	0	65	0	48	44	0	33	0	17	0	0	218	240	
4. Roadway Analysis	333	20	0	67	0	83	73	0	83	0	7	0	0	333	366	
5. Roadway Plans	696	35	0	139	0	167	167	0	174	0	14	0	0	696	766	
6. Drainage Analysis	402	24	0	88	0	101	129	0	60	0	0	0	0	402	442	
7. Utilities	68	4	0	17	0	15	17	0	15	0	0	0	0	68	75	
8. Environmental Permits, Compliance & Clearances	61	3	6	9	0	10	12	9	9	0	3	0	0	61	67	
9. Structures - Misc. Tasks, Dwgs, Non-Tech.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10. Structures - Bridge Development Report	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11. Structures - Temporary Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12. Structures - Short Span Concrete Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13. Structures - Medium Span Concrete Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14. Structures - Structural Steel Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15. Structures - Segmental Concrete Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16. Structures - Movable Span	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17. Structures - Retaining Walls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18. Structures - Miscellaneous	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19. Signing & Pavement Marking Analysis	29	1	0	6	0	7	7	0	7	0	1	0	0	29	32	
20. Signing & Pavement Marking Plans	91	5	0	18	0	24	20	0	24	0	0	0	0	91	100	
21. Signalization Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22. Signalization Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23. Lighting Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
24. Lighting Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
25. Landscape Architecture Analysis	92	5	0	0	37	6	7	0	37	0	0	0	0	92	101	
26. Landscape Architecture Plans	155	8	0	0	62	9	14	0	62	0	0	0	0	155	171	
27. Survey (Field & Office Support)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
28. Photogrammetry	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
29. Mapping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
30. Terrestrial Mobile LiDAR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
31. Architecture Development	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
32. Noise Barriers Impact Design Assessment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
33. Intelligent Transportation Systems Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
34. Intelligent Transportation Systems Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
35. Geotechnical	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTALS	2,145	116	6	409	99	470	490	9	504	0	42	0	0	2,145	2,360	

Field Survey Estimate:
0 4-man crew days

FIRM TOTAL 2,145 2,360

Notes:

1. This worksheet provides the distribution of a firm's total staff hours for a project.
2. Percentages for staff hour distribution by classification are entered below in rows 62 to 94 of this sheet.
3. Total Staff Hours (column P) may not match staff hours from Summary worksheet (column C) due to rounding. Staff hours calculated for employee classifications are to be adjusted so totals in columns C and P match.
4. Formulas under "Total Staff Hours Range" (columns P &Q) may be adjusted to provide desired range.

ESTIMATE OF WORK EFFORT FOR TECHNICAL PROPOSALS - FIRM TOTAL

Financial Project Number: N/A

FAP Number: N/A

Project Name: Destin Connector from Beach Dr to Bennington Dr Redesign

Date: 7/9/2020

Name of Consultant: Atkins

Staff Hour Distribution Percentages - Firm Total

	Hours from "Summary" sheet Firm Total	Project Manager	Sr. Planner/ Sr. Scientist	Sr. Engineer	Sr. Landscape Architect	Project Engineer	Engineer Intern	Env. Specialist	Sr. Designer	Inspector	Secretary / Clerical	Staff Classification 11	Staff Classification 12	Total
3. Project General and Project Common Tasks	218	5.0%	0.0%	30.0%	0.0%	22.0%	20.0%	0.0%	15.0%	0.0%	8.0%	0.0%	0.0%	100.00%
4. Roadway Analysis	333	6.0%	0.0%	20.0%	0.0%	25.0%	22.0%	0.0%	25.0%	0.0%	2.0%	0.0%	0.0%	100.00%
5. Roadway Plans	696	5.0%	0.0%	20.0%	0.0%	24.0%	24.0%	0.0%	25.0%	0.0%	2.0%	0.0%	0.0%	100.00%
6. Drainage Analysis	402	6.0%	0.0%	22.0%	0.0%	25.0%	32.0%	0.0%	15.0%	0.0%	0.0%	0.0%	0.0%	100.00%
7. Utilities	68	6.0%	0.0%	25.0%	0.0%	22.0%	25.0%	0.0%	22.0%	0.0%	0.0%	0.0%	0.0%	100.00%
8. Environmental Permits, Compliance & Clearances	61	5.0%	10.0%	15.0%	0.0%	16.0%	20.0%	15.0%	14.0%	0.0%	5.0%	0.0%	0.0%	100.00%
9. Structures - Misc. Tasks, Dwgs, Non-Tech.	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
10. Structures - Bridge Development Report	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
11. Structures - Temporary Bridge	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
12. Structures - Short Span Concrete Bridge	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
13. Structures - Medium Span Concrete Bridge	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
14. Structures - Structural Steel Bridge	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
15. Structures - Segmental Concrete Bridge	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
16. Structures - Movable Span	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
17. Structures - Retaining Walls	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
18. Structures - Miscellaneous	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
19. Signing & Pavement Marking Analysis	29	5.0%	0.0%	20.0%	0.0%	24.0%	24.0%	0.0%	25.0%	0.0%	2.0%	0.0%	0.0%	100.00%
20. Signing & Pavement Marking Plans	91	6.0%	0.0%	20.0%	0.0%	26.0%	22.0%	0.0%	26.0%	0.0%	0.0%	0.0%	0.0%	100.00%
21. Signalization Analysis	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
22. Signalization Plans	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
23. Lighting Analysis	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
24. Lighting Plans	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
25. Landscape Architecture Analysis	92	5.0%	0.0%	0.0%	40.0%	7.0%	8.0%	0.0%	40.0%	0.0%	0.0%	0.0%	0.0%	100.00%
26. Landscape Architecture Plans	155	5.0%	0.0%	0.0%	40.0%	6.0%	9.0%	0.0%	40.0%	0.0%	0.0%	0.0%	0.0%	100.00%
27. Survey (Field & Office Support)	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
28. Photogrammetry	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
29. Mapping	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
30. Terrestrial Mobile LiDAR	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
31. Architecture Development	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
32. Noise Barriers Impact Design Assessment	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
33. Intelligent Transportation Systems Analysis	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
34. Intelligent Transportation Systems Plans	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
35. Geotechnical	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%

ESTIMATE OF WORK EFFORT AND COST - PRIME CONSULTANT

Name of Project: Destin Connector from Beach Dr to Bennington Dr Redesign
County: Okaloosa
FPN: N/A
FAP No.: N/A

Consultant Name: Atkins
Consultant No.: enter consultants proj. number
Date: 7/9/2020
Estimator: insert name

Staff Classification	Total Staff Hours From "SH Summary - Firm"	Project Manager	Sr. Planner/ Sr. Scientist	Sr. Engineer	Sr. Landscape Architect	Project Engineer	Engineer Intern	Env. Specialist	Sr. Designer	Inspector	Secretary / Clerical	Staff Classification 11	Staff Classification 12	SH By Activity	Salary Cost By Activity	Average Rate Per Task
		$69.97	$46.34	$51.31	$52.03	$42.75	$27.29	$32.21	$39.13	$22.04	$19.90	$0.00	$0.00			
3. Project General and Project Common Tasks	218	11	0	65	0	48	44	0	33	0	17	0	0	218	$8,987	$41.23
4. Roadway Analysis	333	20	0	67	0	83	73	0	83	0	7	0	0	333	$13,765	$41.34
5. Roadway Plans	696	35	0	139	0	167	167	0	174	0	14	0	0	696	$28,365	$40.75
6. Drainage Analysis	402	24	0	88	0	101	129	0	60	0	0	0	0	402	$16,381	$40.75
7. Utilities	68	4	0	17	0	15	17	0	15	0	0	0	0	68	$2,844	$41.83
8. Environmental Permits, Compliance & Clearances	61	3	6	9	0	10	12	9	9	0	3	0	0	61	$2,406	$39.45
9. Structures - Misc. Tasks, Dwgs, Non-Tech.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0	#DIV/0!
10. Structures - Bridge Development Report	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0	#DIV/0!
11. Structures - Temporary Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0	#DIV/0!
12. Structures - Short Span Concrete Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0	#DIV/0!
13. Structures - Medium Span Concrete Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0	#DIV/0!
14. Structures - Structural Steel Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0	#DIV/0!
15. Structures - Segmental Concrete Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0	#DIV/0!
16. Structures - Movable Span	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0	#DIV/0!
17. Structures - Retaining Walls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0	#DIV/0!
18. Structures - Miscellaneous	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0	#DIV/0!
19. Signing & Pavement Marking Analysis	29	1	0	6	0	7	7	0	7	0	1	0	0	29	$1,162	$40.07
20. Signing & Pavement Marking Plans	91	5	0	18	0	24	20	0	24	0	0	0	0	91	$3,784	$41.59
21. Signalization Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0	#DIV/0!
22. Signalization Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0	#DIV/0!
23. Lighting Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0	#DIV/0!
24. Lighting Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0	#DIV/0!
25. Landscape Architecture Analysis	92	5	0	0	37	6	7	0	37	0	0	0	0	92	$4,170	$45.33
26. Landscape Architecture Plans	155	8	0	0	62	9	14	0	62	0	0	0	0	155	$6,978	$45.02
27. Survey (Field & Office Support)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0	#DIV/0!
28. Photogrammetry	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0	#DIV/0!
29. Mapping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0	#DIV/0!
30. Terrestrial Mobile LiDAR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0	#DIV/0!
31. Architecture Development	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0	#DIV/0!
32. Noise Barriers Impact Design Assessment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0	#DIV/0!
33. Intelligent Transportation Systems Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0	#DIV/0!
34. Intelligent Transportation Systems Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0	#DIV/0!
35. Geotechnical	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0	#DIV/0!
Total Staff Hours	2,145	116	6	409	99	470	490	9	504	0	42	0	0	2,145		
Total Staff Cost		$8,116.52	$278.04	$20,985.79	$5,150.97	$20,092.50	$13,372.10	$289.89	$19,721.52	$0.00	$835.80	$0.00	$0.00		**$88,843.13**	**$41.42**

Check = $88,843.13

Survey Field Days by Subconsultant	
4 - Person Crew:	

Notes:
1. This sheet to be used by Prime Consultant to calculate the Grand Total fee.
2. Manually enter fee from each subconsultant. Unused subconsultant rows may be hidden.

SALARY RELATED COSTS:				$88,843.13
OVERHEAD:	158.25%			$140,594.25
OPERATING MARGIN:	15.00%			$13,326.47
FCCM (Facilities Capital Cost Money):	0.19500%			$173.24
EXPENSES:	14.88%			$13,219.86
Survey (Field - if by Prime)	0	4-man crew days @	$ -	/ day $0.00
SUBTOTAL ESTIMATED FEE:				**$256,156.95**
Subconsultant: Southeastern				$23,604.00
Subconsultant: Bagwell				$15,500.00
Subconsultant: Tierra				$2,000.00
Subconsultant: Sub 4				$0.00
Subconsultant: Sub 5				$0.00
Subconsultant: Sub 6				$0.00
Subconsultant: Sub 7				$0.00
Subconsultant: Sub 8				$0.00
Subconsultant: Sub 9				$0.00
Subconsultant: Sub 10				$0.00
Subconsultant: Sub 11				$0.00
Subconsultant: Sub 12				$0.00
SUBTOTAL ESTIMATED FEE:				**$297,260.95**
Geotechnical Field and Lab Testing				$0.00
SUBTOTAL ESTIMATED FEE:				**$297,260.95**
Optional Services				$0.00
GRAND TOTAL ESTIMATED FEE:				**$297,260.95**

Project Activity 3: General Tasks

Estimator: John Fielding

Destin Connector from Beach Dr to Bennington Dr Redesign
N/A

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
3.1	Public Involvement					
3.1.1	Community Awareness Plan	LS	1	0	0	Included in Reevaluaiton effort
3.1.2	Notifications	LS	1	0	0	
3.1.3	Prepare Mailing Lists	LS	1	0	0	
3.1.4	Median Modification Letters	LS	1	0	0	
3.1.5	Driveway Modification Letters	LS	1	0	0	
3.1.6	Newsletters	LS	1	0	0	
3.1.7	Renderings and Fly Throughs	LS	1	0	0	
3.1.8	PowerPoint Presentation	LS	1	0	0	
3.1.9	Public Meeting Preparations	LS	1	0	0	Assume one meeting in conjuction with Reevaluation at 90% plans. Preparations included in reevaluation effort
3.1.10	Public Meeting Attendance/Followup	LS	1	18	18	3 design staff * 6 hours (attendance, travel, preparation)
3.1.11	Other Agency Meetings	LS	1	0	0	
3.1.12	Web Site	LS	1	0	0	
3.1 Public Involvement Subtotal					18	
3.2	Joint Project Agreements	EA	0	0	0	
3.3	Specifications Package Preparation	LS	1	32	32	
3.4	Contract Maintenance and EDMS	LS	1	0	0	
3.5	Value Engineering (Multi-Discipline Team) Review	LS	1	0	0	
3.6	Prime Consultant Project Manager Meetings	LS	1	64	64	See listing below
3.7	Plans Update	LS	1	0	0	

Project Activity 3: General Tasks

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
3.8	Post Design Services	LS	1	0	0	To be negoiated at a later date.
3.9	Electronic/Digital Delivery	LS	1	0	0	
3.10	Risk Assessment Workshop	LS	1	0	0	
3.11	Railroad, Transit, and/or Airport Coordination	LS	1	0	0	
3.12	Other Project General Tasks	LS	1	104	104	Major Subdivison Application/ Major/Minor Development Application (40 Hours) Grant Assistance (40 Hours), Biding Assistance (24 hours)
3. Project Common and Project General Tasks Total					**218**	

3.6 - List of Project Manager Meetings

Roadway Analysis	EA	0	0	0	
Drainage	EA	0	0	0	
Utilities	EA	0	0	0	
Environmental	EA	0	0	0	
Structures	EA	0	0	0	
Signing & Pavement Marking	EA	0	0	0	
Signalization	EA	0	0	0	
Lighting	EA	0	4	0	
Landscape Architecture	EA	0	0	0	
Survey	EA	0	0	0	
Photogrammetry	EA	0	0	0	
ROW & Mapping	EA	0	0	0	
Terrestrial Mobile LiDAR	EA	0	0	0	
Architecture	EA	0	0	0	
Noise Barriers	EA	0	0	0	
ITS Analysis	EA	0	0	0	
Geotechnical	EA	0	0	0	
Progress Meetings	EA	12	4	48	With City of Destin
Phase Reviews	EA	2	4	8	With City of Destin - PM time only
Field Reviews	EA	2	4	8	Project Manager * 4 hours each
Total Project Manager Meetings		16		64	

Project Activity 4: Roadway Analysis

Estimator: John Fielding

Destin Connector from Beach Dr to Bennington Dr Redesign
N/A

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
4.1	Typical Section Package	LS	1	0	0	Update on plans - Non-FDOT job. Formal TSP not required.
4.2	Pavement Type Selection Report	LS	1	0	0	
4.3	Pavement Design Package	LS	1	0	0	No pavement design change
4.4	Cross-Slope Correction	LS	1	0	0	
4.5.1	Horizontal /Vertical Master Design Files	LS	1	40	40	Revise horizontal and vertical design files
4.5.2	Horizontal /Vertical Master Design Files (skeletal plans)	LS	1	0	0	
4.6	Access Management	LS	1	16	16	Reworking existing road connections to private property.
4.7	Cross Section Design Files	LS	1	40	40	Xsections @ 50ft with detailed tie-ins
4.8	Traffic Control Analysis	LS	1	28	28	Revise Typical sections and detail layouts.
4.9	Master TCP Design Files	LS	1	32	32	TCP design of intersection and reconnections, detour signage, etc.
4.10	Design Variations and Exceptions	LS	1	0	0	None anticipated for roadway.
4.11	Design Report	LS	1	16	16	Update design criteria.
4.12	Quantities	LS	1	40	40	Update all quantities
4.13	Cost Estimate	LS	1	24	24	Cost tracking estimates at three major phases of completion - 60% & 90%, & Final
4.14	Technical Special Provisions	LS	1	0	0	None anticipated for roadway.
4.15	Other Roadway Analysis	LS	1	0	0	
Roadway Analysis Technical Subtotal					**236**	
4.16	Field Reviews	LS	1	16	16	16 hrs for field reviews of corridor (4 hrs / person, 2 people, 2 reviews)
4.17	Technical Meetings	LS	1	52	52	Meetings are listed below
4.18	Quality Assurance/Quality Control	LS	%	5%	12	

Project Activity 4: Roadway Analysis

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
4.19	Independent Peer Review	LS	%	0%	0	
4.20	Supervision	LS	%	3%	7	
	Roadway Analysis Nontechnical Subtotal				**87**	
4.21	Coordination	LS	%	3%	10	
	4. Roadway Analysis Total				**333**	

Technical Meetings

Typical Section	EA	1	4	4	
Pavement	EA	1	0	0	
Access Management	EA	1	0	0	
15% Line and Grade	EA	1	0	0	
Driveways	EA	1	0	0	
Local Governments (cities, counties, MPO)	EA	1	0	0	
Work Zone Traffic Control	EA	1	0	0	
60/90 Comment Review Meetings	EA	2	6	12	
Other Meetings	EA	0	0	0	
Subtotal Technical Meetings				**16**	
Progress Meetings	EA	6	4	24	Assume half of PM meeting have another staff member present
Phase Review Meetings	EA	2	6	12	design staff only
Total Meetings				**52**	

Carries to 4.17

Note: Project Manager attendance at progress, phase and field review meetings are manually entered on General Task 3

Project Activity 5: Roadway Plans

Estimator:

Destin Connector from Beach Dr to Bennington Dr Redesign
N/A

Task No.	Task	Scale	Units	No. of Units	Hours/ Unit	No. of Sheets	Total Hours	Comments
5.1	Key Sheet		Sheet	1	1	1	1	update
5.2	Summary of Pay Items Including Quantity Input		Sheet	1	6	1	6	update
5.3	Drainage Map (Including Interchanges)		Sheet	1	16	1	16	update
5.4	Typical Section Sheets							
5.4.1	Typical Sections		EA	4	6		24	update 4 typical sections
5.4.2	Typical Section Details		EA	2	4		8	update
5.5	General Notes/Pay Item Notes		Sheet	1	6	1	6	update
5.6	Summary of Quantities		Sheet	2	12	2	24	update
5.7	Box Culvert Data Sheet		Sheet	0	0	0	0	N/A
5.8	Bridge Hydraulics Recommendation Sheets		Sheet	0	0	0	0	N/A
5.9	Summary of Drainage Structures		Sheet	3	16	3	48	update
5.10	Optional Pipe/Culvert Material		Sheet	1	0	1	0	N/A
5.11	Project Layout		Sheet	1	6	1	6	Update
5.12	Plan/Profile Sheet		Sheet	10	12	10	120	Update plan/profile sheets
5.13	Profile Sheet		Sheet	0	0	0	0	N/A
5.14	Plan Sheet		Sheet	0	0	0	0	N/A
5.15	Special Profile		Sheet	0	0	0	0	N/A
5.16	Back-of-Sidewalk Profile Sheet		Sheet	0	0	0	0	N/A
5.17	Interchange Layout Sheet		Sheet	0	0	0	0	N/A
5.18	Ramp Terminal Details (Plan View)		Sheet	0	0	0	0	N/A

Project Activity 5: Roadway Plans

Task No.	Task	Scale	Units	No. of Units	Hours/ Unit	No. of Sheets	Total Hours	Comments
5.19	Intersection Layout Details		Sheet	1	24	1	24	Update intersection layout for Roundabout
5.20	Special Details		EA	0	0		0	N/A
5.21	Drainage Structure Sheet (Per Structure)		EA	73	1		73	Update
5.22	Miscellaneous Drainage Detail Sheets		Sheet	0	0	0	0	N/A
5.23	Lateral Ditch Plan/Profile		Sheet	0	0	0	0	N/A
5.24	Lateral Ditch Cross Sections		EA	0	0		0	N/A
5.25	Retention/Detention Ponds Detail Sheet		Sheet	3	12	3	36	Update
5.26	Retention Pond Cross Sections		EA	24	0.5		12	Update
5.27	Cross-Section Pattern Sheet		Sheet	0	0	0	0	N/A
5.28	Roadway Soil Survey Sheet		Sheet	0	0	0	0	No need to update
5.29	Cross Sections		EA	118	0.7		83	Update cross sections
5.30	Temporary Traffic Control Plan Sheets		Sheet	46	2	46	92	Update MOT Plans Sheets
5.31	Temporary Traffic Control Cross Section Sheets		EA	12	1		12	Update
5.32	Temporary Traffic Control Detail Sheets		Sheet	4	7	4	28	Update - includes typicals and notes
5.33	Utility Adjustment Sheets		Sheet	0	0	0	0	N/A
5.34	Selective Clearing and Grubbing		Sheet	0	0	0	0	N/A
5.35	Erosion Control Plan		Sheet	10	2	10	20	Update
5.36	SWPPP		Sheet	2	3	2	6	Update
5.37	Project Network Control Sheet		Sheet	0	0	0	0	N/A
5.38	Environmental Detail Sheets		LS	0	0		0	N/A
5.39	Utility Verification Sheet (SUE Data)		Sheet	0	0	0	0	N/A
Roadway Plans Technical Subtotal						**87**	**645**	

Project Activity 5: Roadway Plans

Task No.	Task	Scale	Units	No. of Units	Hours/ Unit	No. of Sheets	Total Hours	Comments
5.40	Quality Assurance/Quality Control		LS	%	5%		32	
5.41	Supervision		LS	%	3%		19	
					5. Roadway Plans Total	**87**	**696**	

Project Activity 6: Drainage Analysis

Estimator:

Destin Connector from Beach Dr to Bennington Dr Redesign
N/A

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
6.1	Determine Base Clearance Water Elevation	Per Basin	0	0	0	N/A
6.2	Pond Siting Analysis and Report	Per Basin	0	0	0	N/A - Included in Drainage Documentation
6.3	Design of Cross Drains	EA	0	0	0	N/A
6.4	Design of Ditches	Per Ditch Mile	0	0	0	N/A
6.5	Design of Stormwater Management Facility (Offsite or Infield Pond)	EA	3	40	120	Update Pond Designs
6.6	Design of Stormwater Management Facility (Roadside Ditch as Linear Pond)	Per Cell	0	0	0	N/A
6.7	Design of Flood Plain Compensation	Per Flood-plain Basin	0	0	0	N/A
6.8	Design of Storm Drains	EA	73	2	146	Update
6.9	Optional Culvert Material	LS	0	0	0	N/A
6.10	French Drain Systems	Per Cell	0	0	0	N/A
6.11	Drainage Wells	EA	0	0	0	N/A
6.12	Drainage Design Documentation Report	LS	1	30	30	Update
6.13	Bridge Hydraulic Report	EA	0	0	0	N/A
6.14	Temporary Drainage Analysis	LS	1	16	16	MOT drainage analysis
6.15	Cost Estimate	LS	1	12	12	update
6.16	Technical Special Provisions	LS	1	0	0	N/A
6.17	Other Drainage Analysis	LS	1	0	0	N/A

Project Activity 6: Drainage Analysis

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
			Drainage Analysis Technical Subtotal		**324**	
6.18	Field Reviews	LS	1	12	12	
6.19	Technical Meetings	LS	1	28	28	Meetings are listed below
6.20	Quality Assurance/Quality Control	LS	%	5%	16	
6.21	Independent Peer Review	LS	%	0%	0	
6.22	Supervision	LS	%	3%	10	
			Drainage Analysis Nontechnical Subtotal		**66**	
6.23	Coordination	LS	%	3%	12	
				6. Drainage Analysis Total	**402**	

Technical Meetings

Base Clearance Water Elevation	EA	0	0	0	
Pond Siting	EA	0	0	0	
Agency	EA	1	4	4	
Local Governments (cities, counties)	EA	0	0	0	
FDOT Drainage	EA	0	0	0	
Other Meetings	EA	0	0	0	
Subtotal Technical Meetings				**4**	
Progress Meetings (if required by FDOT)	EA	2	12	24	Drainage staff attend 2 progress meetings
Phase Review Meetings	EA	0	0	0	
Total Meetings				**28**	

Carries to 6.19

Note: Project Manager attendance at progress, phase and field review meetings are manually entered on General Task 3

Project Activity 7: Utilities

Estimator:

Destin Connector from Beach Dr to Bennington Dr Redesign

N/A

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
7.1	Kickoff Meeting	LS	1	0	0	
7.2	Identify Existing UAO(s)	LS	1	0	0	
7.3	Make Utility Contacts	LS	1	4	4	Update utilities via phone
7.4	Exception Processing	LS	1	0	0	
7.5	Preliminary Utility Meeting	LS	1	0	0	
7.6	Individual/Field Meetings	LS	1	16	16	Meet with Utilities
7.7	Collect and Review Plans and Data from UAO(s)	LS	1	8	8	Update utility information
7.8	Subordination of Easements Coordination	LS	1	0	0	
7.9	Utility Design Meeting	LS	1	8	8	Meet with Utilities after 60% resubmittal
7.10	Review Utility Markups & Work Schedules, and Processing of Schedules & Agreements	LS	1	16	16	Add notes/information to the plans based on coordination.
7.11	Utility Coordination/Followup	LS	1	16	16	Coordinate
7.12	Utility Constructability Review	LS	1	0	0	
7.13	Additional Utility Services	LS	1	0	0	
7.14	Processing Utility Work by Highway Contractor (UWHC)	LS	1	0	0	
7.15	Contract Plans to UAO(s)	LS	1	0	0	
7.16	Certification/Close-Out	LS	1	0	0	
7.17	Other Utilities	LS	1	0	0	
				7. Utilities Total	**68**	

Project Activity 8: Environmental Permits

Estimator:

Destin Connector from Beach Dr to Bennington Dr Redesign
N/A

Task No.	Task	Units	No. of Units	Hours/ Units	Total Hours	Comments
	Environmental Permits, Compliances and Clearances					
8.1	Preliminary Project Research	LS	1	0	0	N/A
	Permits					
8.2	Complete Permit Involvement Form	LS	1	0	0	N/A
8.3	**Field Work**					
8.3.1	Pond Site Alternatives	LS	1	0	0	Updating existing ponds
8.3.2	Establish Wetland Jurisdictional Lines and Assessments	LS	1	0	0	N/A
8.3.3	Species Surveys	LS	1	0	0	Included in PD&E re-evaluation effort
8.3.4	Archeological	LS	1	0	0	N/A
8.4	Agency Verification of Wetland Data	LS	1	0	0	N/A
8.5	**Complete And Submit All Required Permit Applications**					
8.5.1	Complete and Submit All Required Wetland Permit Applications	LS	1	0	0	N/A
8.5.2	Complete and Submit All Required Species Permit Applications	LS	1	0	0	Not included, if required, an amendment will be required
8.6	Prepare Dredge and Fill Sketches (as needed)	LS	1	0	0	N/A
8.7	Prepare USCG Permit Sketches	LS	1	0	0	N/A
8.8	Prepare Water Management District Right-of-Way Occupancy Sketches	LS	1	0	0	N/A
8.9	Prepare Coastal Construction Control Line (CCCL) Permit Application	LS	1	0	0	N/A
8.10	Prepare Tree Permit Information	LS	1	0	0	N/A
8.11	Mitigation Design	LS	1	0	0	N/A
8.12	Mitigation Coordination and Meetings	LS	1	0	0	N/A

Project Activity 8: Environmental Permits

Task No.	Task	Units	No. of Units	Hours/ Units	Total Hours	Comments
8.13	Other Environmental Permits	LS	1	48	48	NWFWMD Stormwater Permit
	Environmental Clearances/Reevaluations					
8.14	**Technical support to Department for Environmental Clearances and Reevaluations**					
8.14.1	NEPA or SEIR Reevaluation	LS	1	0	0	See separate PD&E Re-evaluaiton effort
8.14.2	Archaeological and Historical Features	LS	1	0	0	N/A
8.14.3	Wetland Impact Analysis	LS	1	0	0	N/A
8.14.4	Essential Fish Habitat	LS	1	0	0	N/A
8.14.5	Wildlife and Habitat Impact Analysis	LS	1	0	0	N/A
8.14.6	Section 7 or Section 10 Consultation	LS	1	0	0	N/A
8.15	**Preparation of Environmental Clearances and Reevaluations**					
8.15.1	NEPA or SEIR Reevaluation	LS	1	0	0	N/A
8.15.2	Archaeological and Historical Features	LS	1	0	0	N/A
8.15.3	Wetland Impact Analysis	LS	1	0	0	N/A
8.15.4	Wildlife and Habitat Impact Analysis	LS	1	0	0	N/A
8.15.5	Section 7 or Section 10 Consultation	LS	1	0	0	N/A
8.16	Contamination Impact Analysis	LS	1	0	0	N/A
8.17	Asbestos Survey	LS	1	0	0	N/A
Environmental Permits, Compliance, and Clearances/Reevaluations Technical Subtotal					**48**	
8.18	Technical Meetings	LS	1	8	8	Meetings are listed below
8.19	Quality Assurance/Quality Control	LS	%	5%	2	
8.20	Supervision	LS	%	3%	1	
Environmental Permits, Compliance and Clearances Nontechnical Subtotal					**11**	
8.21	Coordination	LS	%	3%	2	
8. Environmental Permits, Compliance and Clearances Total					**61**	

Technical Meetings

Project Activity 8: Environmental Permits

Task No.	Task	Units	No. of Units	Hours/ Units	Total Hours	Comments
	WMD	EA	1	8	8	
	NMFS	EA	0	0	0	
	ACOE	EA	0	0	0	
	USCG	EA	0	0	0	
	USFWS	EA	0	0	0	
	FFWCC	EA	0	0	0	
	FDOT	EA	0	0	0	
	Other Meetings	EA	0	0	0	
	Subtotal Technical Meetings				**8**	
	Progress Meetings	EA	0	0	0	
	Phase Review Meetings	EA	0	0	0	
	Total Meetings				**8**	
					Carries to 8.18	

Note: Project Manager attendance at progress, phase and field review meetings are manually entered on General Task 3

Project Activity 19: Signing and Pavement Marking Analysis

Estimator:

Destin Connector from Beach Dr to Bennington Dr Redesign
N/A

Task No.	Task	Units	No. of Units	Hours/ Units	Total Hours	Comments
19.1	Traffic Data Analysis	LS	1	0	0	
19.2	No Passing Zone Study	LS	1	0	0	
19.3	Reference and Master Design File	LS	1	0	0	
19.4	Multi-Post Sign Support Calculations	EA	1	0	0	
19.5	Sign Panel Design Analysis	EA	1	0	0	
19.6	Sign Lighting/Electrical Calculations	EA	1	0	0	
19.7	Quantities	LS	1	14	14	update
19.8	Cost Estimate	LS	1	12	12	update
19.9	Technical Special Provisions	LS	1	0	0	N/A
19.10	Other Signing and Pavement Marking	LS	1	0	0	N/A
Signing and Pavement Marking Analysis Technical Subtotal					**26**	
19.11	Field Reviews	LS	1	0	0	
19.12	Technical Meetings	LS	1	0	0	Meetings are listed below
19.13	Quality Assurance/Quality Control	LS	%	5%	1	
19.14	Independent Peer Review	LS	%	0%	0	
19.15	Supervision	LS	%	3%	1	
Signing and Pavement Marking Analysis Nontechnical Subtotal					**2**	
19.16	Coordination	LS	%	3%	1	
19. Signing and Pavement Marking Analysis Total					**29**	

Project Activity 20: Signing and Pavement Marking Plans

Estimator:

Destin Connector from Beach Dr to Bennington Dr Redesign
N/A

Task No.	Task	Scale	Units	No of Units	Hours/ Unit	No. of Sheets	Total Hours	Comments
20.1	Key Sheet		Sheet	1	8	1	8	
20.2	Summary of Pay Items Including TRNS•Port Input		LS	1	0		0	
20.3	Tabulation of Quantities		Sheet	1	12	1	12	
20.4	General Notes/Pay Item Notes		Sheet	1	4	1	4	
20.5	Project Layout		Sheet	0	0	0	0	
20.6	Plan Sheet		Sheet	5	12	5	60	
20.7	Typical Details		EA	0	0		0	
20.8	Guide Sign Worksheet(s)		EA	0	0		0	
20.9	Traffic Monitoring Site		EA	0	0		0	
20.10	Cross Sections		EA	0	0		0	
20.11	Special Service Point Details		EA	0	0		0	
20.12	Special Details		LS	1	0		0	
20.13	Interim Standards		LS	1	0		0	
Signing and Pavement Marking Plans Technical Subtotal						**8**	**84**	
20.14	Quality Assurance/Quality Control		LS	%	5%		4	
20.15	Supervision		LS	%	3%		3	
20. Signing and Pavement Marking Plans Total						**8**	**91**	

Project Activity 25: Landscape Architecture Analysis

Estimator:

Destin Connector from Beach Dr to Bennington Dr Redesign
N/A

Task No.	Task	Units	No. of Units	Hours/ Units	Total Hours	Comments
25.1	Data Collection	LS	1	4	4	
25.2	Site Inventory and Analysis	LS	1	4	4	
25.3	Planting Design	LS	1	24	24	
25.4	Irrigation Design	LS	1	4	4	Review/modify existing performance specification
25.5	Hardscape Design	LS	1	0	0	N/A
25.6	Plan Summary Boxes	LS	1	12	12	
25.7	Cost Estimates	LS	1	8	8	
25.8	Technical Specification Provisions	LS	1	0	0	N/A
25.9	Other Landscape Architecture	LS	1	0	0	N/A
Landscape Architecture Analysis Technical Subtotal					**56**	
25.10	Outdoor Advertising	LS	1	0	0	N/A
25.11	Field Reviews	LS	1	16	16	1 field review * 2 staff
25.12	Technical Meetings	LS	1	12	12	
25.13	Quality Assurance/Quality Control	LS	%	5%	3	
25.14	Independent Peer Review	LS	%	0%	0	
25.15	Supervision	LS	%	3%	2	
Landscape Architecture Analysis Nontechnical Subtotal					**33**	
25.16	Coordination	LS	%	3%	3	
25. Landscape Analysis Total					**92**	

Project Activity 26: Landscape Architecture Plans

Estimator:

Destin Connector from Beach Dr to Bennington Dr Redesign

N/A

Task No.	Task	Scale	Units	No. of Units	Hours/ Unit	No. of Sheets	Total Hours	Comments
26.1	Key Sheet		Sheet	1	8	1	8	Update
26.2	Tabulation of Quantities		Sheet	1	16	1	16	Update
26.3	General Notes		Sheet	1	8	1	8	Update
26.4	Tree and Vegetation Inventory, Protection and Relocation Plans		Sheet	0	0	0	0	N/A
26.5	Planting Plans For Linear Roadway Projects		Sheet	7	12	7	84	Update
26.6	Planting Plans (Interchanges and Toll Plazas)		Sheet	0	0	0	0	N/A
26.7	Planting Details and Notes		Sheet	1	12	1	12	Update
26.8	Irrigation Plans for Linear Roadway Project		Sheet	0	0	0	0	N/A
26.9	Irrigation Plans for Interchange and Toll Plazas		Sheet	0	0	0	0	N/A
26.10	Irrigation Details and Notes		Sheet	0	0	0	0	N/A
26.11	Hardscape Plans		Sheet	0	0	0	0	*N/A*
26.12	Hardscape Details and Notes		Sheet	0	0	0	0	*N/A*
26.13	Maintenance Plan		Sheet	1	8	1	8	*Update*
26.14	Cost Estimate		LS	1	8		8	*Update*
Landscape Architecture Plans Technical Hours Subtotal						**12**	**144**	
26.15	Quality Assurance/Quality Control		LS	%	5%		7	
26.16	Supervision		LS	%	3%		4	
26. Landscape Architecture Plans Total						**12**	**155**	

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June 30, 2020

Mr. Greg Allen, P.E.,
Project Manager
Atkins
2114 Airport Boulevard
Pensacola, FL 32504

RE: City of Destin RFP# 14-02 P.S.
Cross Town Connector- Beach Drive to Benning Drive Design

Basis of Estimate Survey:

- Horizontal Control
- Recover and establish horizontal control in State Plane Coordinates. Estimate ten (10) control points needed.

Vertical Project Network Control:

- Recover and establish vertical control on control points and set fourteen (14) additional benchmarks for this project.

Alignment and Existing Right-of-Way Lines:

- Recover and establish the existing alignment for the new alignment at primary positions along with beginning and end of project.

Aerial Targets:

- N/A

Reference Points:

- Recover or reference Alignment at seven (7) primary positions.

Digital Terrain Model DTM/3D:

- Provide full location and DTM update for the full project limits as surveyed in 2015 for the proposed roadway as depicted on aerial (approximately1,800 L.F.).
- Time included to provide survey services to add new improvements. Provide additional time for two (2) potential pond redesigns and linear connecting swale. Additional time to provide survey services to support new design efforts. All deliverables will be in hard copy and electronic MicroStation format.

Planimetric (2D):

- N/A

Roadway Cross-Sections/Profiles:

- N/A

Side Street Surveys:

- N/A

Underground Utilities:

- Locate utilities as marked by SSOCOF during survey phase and add new utilities as marked. Provide supplemental designation services for the purpose of setup and support of providing SUE test holes as instructed by client for the purpose of conflict resolution. Provide reports detailing horizontal and vertical information on all subject utilities. Provide project management throughout all aspects of SUE services.

Outfall Survey:

- N/A

Drainage Survey:

- Detail all newly created drainage structures since 2015 to include size, type, condition, and invert flow lines. This will include tie in for structures outside project limits.

Bridge Survey:

- N/A

Channel Survey:

- N/A

Pond Site Survey:

- Time included for full DTM and location of two (2) potential ponds.

Mitigation Survey:

- N/A

Jurisdiction Line Survey:

- Locate wetlands as flagged by Environmental Consultant if reflagged.

Geotechnical Support:

- N/A

Section/Grant Survey:

- N/A

Subdivision Location:

- N/A

Maintained R/W:

- N/A

Boundary Survey:

- Locate five (5) potential parcels effected depending on final alignment and redesign requirements.

Water Boundary Survey:

- N/A

R/W Monumentation:

- N/A

R/W Mapping:

- Provide mapping and documents to include new descriptions for acquisition.

Line Cutting:

- N/A

Work Zone Safety:

- As per MUTCD Standards

Miscellaneous Surveys:

- N/A

Supplemental Surveys:

- N/A

Document Research:

- N/A

Field Reviews:

- Provide field review for two (2) SSMC personnel.

Technical Meetings:

- Two (2) SSMC personnel.

Quality Assurance/Quality Control:

- Provide QA/QC for plans review.

Supervision:

- N/A

Coordination:

- N/A

PROJECT TIMELINE

We anticipate the completion of the above-described work within two (2) weeks after receipt of a written notice to proceed.

EXPENSES AND FEES

Our fee for the above-referenced work will be as follows:

Office Support Hours:

• Senior Surveyor & Mapping 10 Hours @$143.00	$1,430.00
• Surveyor & Mapper 20 Hours @ $125.00	$2,500.00
• Utility Project Manager 6 Hours @ $139.00	$834.00
• CAD Technician 8 Hours @ $95.00	$760.00

Field Support Hours:

• Survey Technician 25 Hours @ $94.00	$2,350.00
• 2 Man Field Crew Days (8 Hour Days) 10 Days @ $1,144.00	$11,440.00
• 2 Man Utility Crew Days (10 Hour Days) 3 Days @ $1,430.00	$4,290.00
Grand Total:	**$23,604.00**

The above described tasks of crew days include M.O.T. as required.

Credit Language

Payment is expected within thirty (30) days from the date of the invoice.
Please contact me with questions or if you should require additional information.

Sincerely,

Thomas K. Mead, PSM
President | Project Manager

If the above scope, period of service, and method of compensation meets with your approval, please have an authorized person execute below and send via email to contracts@southeasternsurveying.com as an official notice to proceed along with the notice of commencement. **Fees and times stated in this agreement are valid for six months from the date of the proposal.**

CLIENT AUTHORIZATION

I declare that I am authorized to sign the binding contractual document. I also declare that I have read, understand, and accept this proposal.

Signature _____ Date _____

Printed Name _____ Title (if any) _____

TIERRA

SHORT FORM PROPOSAL

July 7, 2020
Project No. 4511-14-030

Client: Mr. Greg Allen, PE
Atkins
2114 Airport Blvd., Suite 1450
Pensacola, FL 32504

Project: Destin Cross Town Connector
Destin, FL

Scope of Service: Review revised plans and Geotechnical reports rendered by Tierra for the project to verify adequate data collection/coverage and that the recommendations rendered previously remain applicable. No additional field/lab test data is included in this proposal.

Method of Contract: Lump Sum

Budget: $2,000

Tierra appreciates the opportunity to provide you with this proposal, and we look forward to working with you on this project. If you have any questions or comments, please feel free to call.

Sincerely,
TIERRA, INC.

Mitchell L. Smith, PE
Principal Geotechnical Engineer

TIERRA
GEOTECHNICAL • MATERIALS
ENVIRONMENTAL • ENGINEERING

1300 West Main Street • Pensacola, FL 32502
Phone (850) 462-8774 • Fax (850) 462-8784
Florida Certificate No. 6486

Bagwell Engineering, Inc.

216 E. Government St.
Pensacola, Fl. 32502
Phone: (850) 462-8040 Fax: (850) 502-4210
E-mail Address: doug@bagwellengineering.com

June 8, 2020

Mr. Gregory S. Allen
Atkins Global
2114 Airport Blvd, Suite 1450
Pensacola, FL 32504

Re: City of Destin Cross Town Connector Revised – Electrical Fee

Mr. Allen,

- We propose to furnish the required electrical design (drawings and specifications) for the work to be performed for to revise the new City of Destin Cross Town Connector. This fee is based on the scope of providing a new LED lighting along the connector to include lighting of the roadway and sidewalk areas. Lighting shall be designed in accordance with the City of Destin and FDOT requirements. Photometric analysis shall be performed to ensure lighting is in accordance with recommended levels. Structural foundation analysis will be performed on light pole configurations in order to meet local codes. Electrical distribution will be designed to operate all the lighting along the new connector.

- Construction administration includes reviewing shop drawings and responding to RFIs, but no construction meetings or inspections is included in the proposal. Any work not in the scope that should be requested by the user shall be negotiated in a separate fee.

- The engineers will attend up to two review meetings/workshops as required. All review meetings shall be via conference call. No construction site visits or inspections are included in the design.

- The design team will keep to the design schedule as (to be) determined by the contractor and Bagwell Engineering, Inc. The design team cannot be responsible for any government delays in review or scheduling. Also, the design team cannot be responsible for time loss of elements outside of its control ie: pandemic, act of God.

- Construction administration services include reviewing shop drawings and answering RFI's. Construction inspections are excluded from this proposal. All other administration shall be performed by others.

- Any design work, services, or materials not in the SOW that should be requested by the government or contractor shall be negotiated in a separate fee.

- All construction contract mod/change orders given to after award shall have design fees submitted with them.

- All required construction permits shall be the responsibility of the contractor.

- The following services are excluded from design services:
  1. Private Qualified Person (PQP)
  2. CxA Commissioning Agent
  3. Environmental Engineering
  4. Geotech
  5. GPR
  6. LEED
  7. Construction type services
  8. DQC During construction
  9. Coordination & Arc Flash Study

Electrical Design Fee: $15,500

Atkins Global will be the prime engineer on the project and shall provide all necessary information to BEI for us to provide a complete design. BEI will provide engineering support for the electrical portion of the project only. Please do not hesitate to contact me with any questions or concerns.

We appreciate it!

Doug Miller, PE
Senior Engineer

Exhibit B

Reevaluation Manhour and Fee Estimate

Financial Project Identification Number: N/A

Federal Aid Project Identification Number: N/A

Project Description: Destin Cross Town Connector Re-evaluation

County: Okaloosa

Begin Milepost: | **End Milepost:** | **Project Length:** 0.3 Miles

City of Destin Project Manager: Joe Bodi

Prepared By: [ ] FDOT [X] Consultant [ ] Final

Consultant Name: Atkins North America

SUMMARY

PUBLIC INVOLVEMENT	181
ENGINEERING ANALYSIS AND REPORTS	169
ENVIRONMENTAL ANALYSIS AND REPORTS	332
MISCELLANEOUS	60
PROJECT TOTAL HOURS	**742**

Project Staff Hour Summary

Name of Consultant: Atkins North America

tin Cross Town Connector Re-evaluation

N/A

		Project Staff Hours													
Activity No.	Activity	Atkins North America	Enter Name Sub 1	Sub 2	Sub 3	Sub 4	Sub 5	Sub 6	Sub 7	Sub 8	Sub 9	Sub 10	Sub 11	Sub 12	Total Hours
1	Public Involvement	181													181
2	Engineering Analysis & Report	169													169
3	Environmental Analysis & Repor	332													332
4	Miscellaneous	60													60
Project Total		**742**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**742**

Notes: 1. Staff hours for consultant come directly from each discipline's worksheet.

2. Staff hours for subconsultants are to be entered manually into columns D through O.

3. For workbooks prepared by subconsultants, their project hours will be totaled in column C.

ESTIMATE OF WORK EFFORT FOR TECHNICAL PROPOSALS - FIRM TOTAL

Financial Project Number: N/A

Project Name: Destin Cross Town Connector Re-evaluation

FAP Number: N/A

Date: 7/9/2020

Name of Consultant: Atkins North America

WORK ACTIVITY	Hours from "Summary" sheet	EMPLOYEE CLASSIFICATION												TOTAL STAFF HOURS RANGE		ON CADD
	Firm Total	Project Manager	Sr. Planner/ Sr. Scientist	Sr. Engineer	Sr. Landscape Architect	Project Engineer	Engineer Intern	Env. Specialist	Sr. Designer	Secretary / Admin.	Staff Classi-fication 10	Staff Classi-fication 11	Staff Classi-fication 12			
	Hours	Hours	Hours	Hours	Hours	Hours	Hours	Hours	Hours	Hours	Hours	Hours	Hours			PERCENT
Public Involvement	181	18	27	25	0	36	22	31	13	9	0	0	0	181	199	
Engineering Analysis & Report	169	17	7	27	0	49	29	5	25	10	0	0	0	169	186	
Environmental Analysis & Reports	332	33	106	20	0	23	20	96	17	17	0	0	0	332	365	
Miscellaneous	60	6	12	9	0	10	9	6	5	3	0	0	0	60	66	
TOTALS	742	74	152	81	0	118	80	138	60	39	0	0	0	**742**	**816**	
												FIRM TOTAL		**742**	**816**	

Notes:
1. This worksheet provides the distribution of a firm's total staff hours for a project.
2. Total Staff Hours (column P) may not match staff hours from Summary worksheet (column C) due to rounding. Staff hours calculated for employee classifications are to be adjusted so totals in columns C and P match.
3. Formulas under "Total Staff Hours Range" (columns P &O) may be adjusted to provide desired range.

Field Survey Estimate:

_____ 4-man crew days

ESTIMATE OF WORK EFFORT FOR TECHNICAL PROPOSALS - FIRM TOTAL

Financial Project Number: N/A

Project Name: Destin Cross Town Connector Re-evaluation

FAP Number: N/A

Date: 7/9/2020

Name of Consultant: Atkins North America

Staff Hour Distribution Percentages - Firm Total

	Hours from "Summary" sheet Firm Total	Project Manager	Sr. Planner/ Sr. Scientist	Sr. Engineer	Sr. Landscape Architect	Project Engineer	Engineer Intern	Env. Specialist	Sr. Designer	Secretary / Admin.	Staff Classi-fication 10	Staff Classi-fication 11	Staff Classi-fication 12	Total
Public Involvement	181	10.0%	15.0%	14.0%	0.0%	20.0%	12.0%	17.0%	7.0%	5.0%	0.0%	0.0%	0.0%	100.00%
Engineering Analysis & Report	169	10.0%	4.0%	16.0%	0.0%	29.0%	17.0%	3.0%	15.0%	6.0%	0.0%	0.0%	0.0%	100.00%
Environmental Analysis & Reports	332	10.0%	32.0%	6.0%	0.0%	7.0%	6.0%	29.0%	5.0%	5.0%	0.0%	0.0%	0.0%	100.00%
Miscellaneous	60	10.0%	20.0%	15.0%	0.0%	16.0%	15.0%	10.0%	9.0%	5.0%	0.0%	0.0%	0.0%	100.00%

ESTIMATE OF WORK EFFORT AND COST - PRIME CONSULTANT

Name of Project: Destin Cross Town Connector Re-evaluation
County: Okaloosa
FPN: N/A
FAP No.: N/A

Consult. Name: Atkins North America
Consult. No. enter consultants proj. number
Date: 7/9/2020
Estimator: insert name

Staff Classification	Total Staff Hours From "SH Summary - Firm"	Project Manager	Sr. Planner/ Sr. Scientist	Sr. Engineer	Sr. Landscape Architect	Project Engineer	Engineer Intern	Env. Specialist	Sr. Designer	Secretary / Admin.	Staff Classification 10	Staff Classification 11	Staff Classification 12	SH By Activity	Salary Cost By Activity	Average Rate Per Task
		$69.97	$46.34	$51.31	$52.03	$42.75	$27.29	$32.21	$39.13	$19.00	$0.00	$10.00	$0.00			
Public Involvement	181	18	27	25	0	36	22	31	13	9	0	0	0	181	$7,611	$42.05
Engineering Analysis & Report	169	17	7	27	0	49	29	5	25	10	0	0	0	169	$7,115	$42.10
Environmental Analysis & Reports	332	33	106	20	0	23	20	96	17	17	0	0	0	332	$13,857	$41.74
Miscellaneous	60	6	12	9	0	10	9	6	5	3	0	0	0	60	$2,557	$42.61
Total Staff Hours	742	74	152	81	0	118	80	138	60	39	0	0	0	742		
Total Staff Cost		$5,177.78	$7,043.68	$4,156.11	$0.00	$5,044.50	$2,183.20	$4,444.98	$2,347.80	$741.00	$0.00	$0.00	$0.00		**$31,139.05**	**$41.97**

Check - $31,139.05

Survey Field Days by Subconsultant	
4 - Person Crew:	

Notes:

1. This sheet to be used by Prime Consultant to calculate the Grand Total fee.
2. Manually enter fee from each subconsultant. Unused subconsultant rows may be hidden.

SALARY RELATED COSTS:			$31,139.05
OVERHEAD:	158.25%		$49,277.55
OPERATING MARGIN:	15.00%		$4,670.86
FCCM (Facilities Capital Cost Money):	0.19500%		$60.72
EXPENSES:	14.88%		$4,633.49
SALARY RELATED SUBTOTAL:			**$89,781.67**
Survey (Field - if by Prime)	0.00	4-man crew day: $ - / day	$0.00
SUBTOTAL - PRIME			**$89,781.67**
Subconsultant: Enter Name Sub 1			$0.00
Subconsultant: Sub 2			$0.00
Subconsultant: Sub 3			$0.00
Subconsultant: Sub 4			$0.00
Subconsultant: Sub 5			$0.00
Subconsultant: Sub 6			$0.00
Subconsultant: Sub 7			$0.00
Subconsultant: Sub 8			$0.00
Subconsultant: Sub 9			$0.00
Subconsultant: Sub 10			$0.00
Subconsultant: Sub 11			$0.00
Subconsultant: Sub 12			$0.00
SUBTOTAL ESTIMATED FEE:			**$89,781.67**
Optional Services			$0.00
GRAND TOTAL ESTIMATED FEE:			**$89,781.67**

Estimator:	Cathie Cash					Destin Cross Town Connector Re-evaluation
						N/A
Task No.	**Task**	**Units**	**# of Units**	**Hours / Unit**	**Hours**	**Comments**
1.1	**Public Involvement Program ***	LS	1	8	8	Update PIP (Community Awareness Plan)
1.2	**Public Involvement Data Collection**	LS	1	8	8	Pull property owner information for 2 public mailings
1.3	**Notice of Intent (EIS only) ***	LS	1	0	0	
1.4	**Advance Notification ***	LS	1	0	0	
1.5	**Scheduled Public Meetings**	LS	Task Total ---->		156	
	Scoping Meeting					
	*Set Up/Scoping Package **	*LS*	*1*	*0*	*0*	
	Participation and notes	*LS*	*1*	*0*	*0*	
	Elected Officials/Agency Kickoff Meeting					
	*Set Up **	*LS*	*1*	*0*	*0*	
	Participation and notes	*LS*	*1*	*0*	*0*	
	Public Kickoff Meeting					
	*Set up **	*LS*	*1*	*116*	*116*	*Assumes one public meeting. Preparation of graphics for meeting (40 hours), preparation of PowerPoint (40 hours); preparation and revision of notification materials (20 hours); preparation of responses to comments (12 hours); and meeting summary (4 hours).*
	Participation and notes	*LS*	*1*	*40*	*40*	*4 staff x meeting time (l hr. set up + 2 hr. meeting + 1 hr. take down = 4 hrs) x travel (6 hr)*
	Corridor or Other Public Meeting					
	*Set up **	*LS*	*1*	*0*	*0*	
	Participation and notes	*LS*	*1*	*0*	*0*	
	Alternatives Public Meeting					
	*Set up **	*LS*	*1*	*0*	*0*	
	Participation and notes	*LS*	*1*	*0*	*0*	

Task No.	Task	Units	# of Units	Hours / Unit	Hours	Comments
1.6	**Other (Unscheduled) Public and Agency Meetings**	LS	0	0	0	
1.7	**Public Hearing**	LS	Task Total ---->		0	
	*Invitation / notification / setup / follow-up **	*LS*	*1*	*0*	*0*	
	Participation	*LS*	*1*	*0*	*0*	
1.8	**Location and Design Concept Acceptance Notice/Notification of Approved Environmental Document from FHWA**	LS	1	0	0	
1.9	**Special Public Involvement Requirements**	LS	Task Total ---->		0	
	*General Public Correspondence **	*LS*	*1*	*0*	*0*	
	*News Letters, Preparation / Distribution **	*LS*	*1*	*0*	*0*	
	*Web Site Development **	*LS*	*1*	*0*	*0*	
	*Web Site Maintenance **	*LS*	*0*	*0*	*0*	
	*Videos, Renderings, etc. **	*LS*	*1*	*0*	*0*	
				Public Involvement Subtotal	**172**	
1.10	**Quality Assurance / Quality Control**	LS	%	7%	9	
				PUBLIC INVOLVEMENT TOTAL HOURS	**181**	
NOTE: * subject to QC						

Estimator:	Cathie Cash					Destin Cross Town Connector Re-evaluation
						N/A
Task No.	**Task**	**Units**	**# of Units**	**Hours / Unit**	**Hours**	**Comments**
1.1	**Public Involvement Program ***	LS	1	8	8	Update PIP (Community Awareness Plan)
1.2	**Public Involvement Data Collection**	LS	1	8	8	Pull property owner information for 2 public mailings
1.3	**Notice of Intent (EIS only) ***	LS	1	0	0	
1.4	**Advance Notification ***	LS	1	0	0	
1.5	**Scheduled Public Meetings**	LS	Task Total ---->		156	
	Scoping Meeting					
	*Set Up/Scoping Package **	*LS*	*1*	*0*	*0*	
	Participation and notes	*LS*	*1*	*0*	*0*	
	Elected Officials/Agency Kickoff Meeting					
	*Set Up **	*LS*	*1*	*0*	*0*	
	Participation and notes	*LS*	*1*	*0*	*0*	
	Public Kickoff Meeting					
	*Set up **	*LS*	*1*	*116*	*116*	*Assumes one public meeting. Preparation of graphics for meeting (40 hours), preparation of PowerPoint (40 hours); preparation and revision of notification materials (20 hours); preparation of responses to comments (12 hours); and meeting summary (4 hours).*
	Participation and notes	*LS*	*1*	*40*	*40*	*4 staff x meeting time (l hr. set up + 2 hr. meeting + 1 hr. take down = 4 hrs) x travel (6 hr)*
	Corridor or Other Public Meeting					
	*Set up **	*LS*	*1*	*0*	*0*	
	Participation and notes	*LS*	*1*	*0*	*0*	
	Alternatives Public Meeting					
	*Set up **	*LS*	*1*	*0*	*0*	
	Participation and notes	*LS*	*1*	*0*	*0*	

Task No.	Task	Units	# of Units	Hours / Unit	Hours	Comments
1.6	**Other (Unscheduled) Public and Agency Meetings**	LS	0	0	0	
1.7	**Public Hearing**	LS	Task Total ---->		0	
	*Invitation / notification / setup / follow-up **	*LS*	*1*	*0*	*0*	
	Participation	*LS*	*1*	*0*	*0*	
1.8	**Location and Design Concept Acceptance Notice/Notification of Approved Environmental Document from FHWA**	LS	1	0	0	
1.9	**Special Public Involvement Requirements**	LS	Task Total ---->		0	
	*General Public Correspondence **	*LS*	*1*	*0*	*0*	
	*News Letters, Preparation / Distribution **	*LS*	*1*	*0*	*0*	
	*Web Site Development **	*LS*	*1*	*0*	*0*	
	*Web Site Maintenance **	*LS*	*0*	*0*	*0*	
	*Videos, Renderings, etc. **	*LS*	*1*	*0*	*0*	
			Public Involvement Subtotal		**172**	
1.10	**Quality Assurance / Quality Control**	LS	%	7%	9	
			PUBLIC INVOLVEMENT TOTAL HOURS		**181**	
NOTE: * subject to QC						

Estimator:	Cathie Cash					Destin Cross Town Connector Re-evaluation N/A
Task No.	**Task**	**Units**	**# of Units**	**Hours / Unit**	**Hours**	**Comments**
	Data Collection					
2.1	**Field Review**	LS	1	0	0	included redesign
2.2	**Survey Coordination**	LS	Task Total ---->		0	
	Aerial Photography	*LS*	*1*	*0*	*0*	
	Survey Coordination	*LS*	*1*	*0*	*0*	*included redesign*
2.3	**Geotechnical**	LS	Task Total ---->		0	
	Soils	*LS*	*1*	*0*	*0*	
	Geotechnical Coordination	*LS*	*1*	*0*	*0*	
2.4	**Traffic**	LS	Task Total ---->		94	
	Traffic Data	*LS*	*1*	*2*	*2*	*Review previous traffic study*
	Traffic Analysis	*Traffic Analysis Total*		*------>*	*92*	
	*- Design Traffic **	*LS*	*1*	*16*	*16*	*Determine if recommended intersection improvements meet LOS or need revisision*
	*- Traffic Operational Analysis **	*LS*	*1*	*60*	*60*	*Conduct analysis of revised intersection controls*
	*- Design Traffic Documentation **	*LS*	*1*	*16*	*16*	*Prepare Tech Memo to document intersection analysis*
2.5	**Safety**	LS	Task Total ---->		0	
	Crash Data	*LS*	*1*	*0*	*0*	
	*Safety Analysis **	*LS*	*1*	*0*	*0*	
2.6	**Utilities and Railroads**	LS	Task Total ---->		0	
	Data Collection	*EA*	*1*	*0*	*0*	
	*Analysis and Report **	*LS*	*1*	*0*	*0*	
2.7	**Needs**	LS	Task Total ---->		20	
	Transportation Plans	*LS*	*1*	*8*	*8*	*Review of transportation plans (including bicycle and transit plans) as they relate to the project*
	*Planning Consistency Form **	*LS*	*1*	*8*	*8*	*Assumes the project is consistent with the most current transportation plans; however, if the project is not this will be brought to the attention of the City to coordinate with the TPO to incorporate the project into the transportation planning documents.*
	*Analysis of Existing Conditions **	*LS*	*1*	*0*	*0*	
	*Purpose and Need **	*LS*	*1*	*4*	*4*	*Verification project changes meet the Purpose and Need (assumes review of traffic analysis confirms a two-lane roadway provides sufficient capacity in the design year)*

Task No.	Task	Units	# of Units	Hours / Unit	Hours	Comments
2.8	**Corridor Analysis ***	LS	*1*	0	0	
2.9	**Roadway**	LS	Task Total ---->		0	
	Existing Roadway Characteristics	*LS*	*1*	*0*	*0*	
	*Typical Section Analysis **	*EA*	*1*	*0*	*0*	*included in redesign*
	*Roadway Design Alternatives **	*LS*	*1*	*0*	*0*	*included in redesign*
	*Access Management **	*LS*	*1*	*0*	*0*	
	*Identify Construction Segments **	*LS*	*1*	*0*	*0*	
2.10	**Structures**	LS	Task Total ---->		0	
	Existing Structure Characteristics	*EA*	*0*	*0*	*0*	
	*Structures Typical Section Analysis **	*EA*	*0*	*0*	*0*	
	*Structures Design Alternatives **	*EA*	*0*	*0*	*0*	
2.11	**Drainage**	LS	Task Total ---->		0	
	*Drainage and Floodplain Analyses and Pond Siting Report **	*Per Mile*	*0*	*0*	*0*	
	*Location Hydraulics Report **	*LS*	*1*	*0*	*0*	
2.12	**Concept Plans**	LS	Task Total ---->		0	
	*Base Map **	*Sheet*	*0*	*0*	*0*	
	*Alternative Concept Plan **	*Sheet*	*0*	*0*	*0*	
	*Preferred Alternative **	*Sheet*	*0*	*0*	*0*	
2.13	**Typical Section Package ***	LS	1	0	0	Handled in redesign
2.14	**Design Exception and Variation**	LS	Task Total ---->		0	
	Identify Design Exceptions and Variations	*LS*	*1*	*0*	*0*	
	*Prepare Design Exception and Variation Package(s) **	*EA*	*0*	*0*	*0*	
2.15	**Multi-modal Accommodations ***	EA	0	0	0	
2.16	**Park and Ride Lots**	EA	0	0	0	
2.17	**Maintenance of Traffic ***	LS	1	0	0	
2.18	**Comparative Analysis and Evaluation Matrix ***	LS	1	0	0	

Task No.	Task	Units	# of Units	Hours / Unit	Hours	Comments
2.19	**Selection of Preferred Alternative(s) ***	LS	1	0	0	
2.20	**Value Engineering Study**	EA	0	0	0	
2.21	**Risk Management**	LS	1	0	0	
2.22	**Construction Cost Estimates ***	LS	1	0	0	
2.23	**Right of Way Cost Estimates**	LS	Task Total ---->		44	
	*Notes and Maps for Estimate **	*LS*	*1*	*20*	*20*	*Revise r/w cost estimates*
	*Preparation Cost Estimate **	*LS*	*1*	*24*	*24*	
2.24	**Preliminary Engineering Report (PER)**	LS	Task Total ---->		0	
	*Draft **	*LS*	*1*	*0*	*0*	
	*Final **	*LS*	*1*	*0*	*0*	
2.25	**Other Engineering Services**	LS	Task Total ---->		0	
	*IMR/IJR Reports **	*LS*	*1*	*0*	*0*	
	*Intelligent Transportation Systems **	*LS*	*1*	*0*	*0*	
	*Obtain Project Permits**					
	*Existing Signage Inventory **	*LS*	*1*	*0*	*0*	
	Engineering Analysis and Report Subtotal				**158**	
2.26	**Quality Assurance / Quality Control**	LS	%	7%	11	
	ENGINEERING ANALYSIS AND REPORT TOTAL HOURS				**169**	
NOTE: * subject to QC						

Estimator:	Cathie Cash					Destin Cross Town Connector Re-evaluation N/A
Task No.	**Task**	**Units**	**# of Units**	**Hours / Unit**	**Hours**	**Comments**
	Sociocultural Effects					
3.1	**Land Use Changes ***	LS	1	0	0	
3.2	**Social ***	LS	1	12	12	Identification of community services within the project area. Determine any change in effects on community facilities or community cohesion. Verify no adverse impacts to disadvantaged populations.
3.3	**Economic ***	LS	1	0	0	No change in impacts anticipated.
3.4	**Mobility ***	LS	1	8	8	Identify whether project changes impact other transportation modes. This requires the review of bicycle and transit plans for the project area to determine how changes in the project affect these transportation modes.
3.5	**Aesthetics ***	LS	1	0	0	It is expected that project changes will not impacts the aesthetics on adjacent neighborhoods beyond that already assessed.
3.6	**Relocation Potential**	LS	Task Total ---->		32	
	*Conceptual Stage Relocation Plan *	*LS*	1	16	16	*Update conceptual stage relocation plan*
	*Review and Impact Determination *	*LS*	1	16	16	*prepare relocation figure, determine changes in impacts*
	Cultural Resources					
	Archaeological and Historical Resources	LS	Task Total ---->		72	
	Research Design Methodology As Required	*LS*	*1*	*0*	*0*	
	*Cultural Resource Assessment Survey (CRAS) *	*LS*	*1*	*60*	*60*	*Master Site File will be checked for any new resources. Field work will be conducted to determine the characteristics of any potentially-eligible resources. Project changes will be assessed for imacts to NRHP eligible historic resources. Assumes no impacts to NRHP-eligible resources. Impacts to historic resources eligible for the NRHP would require coordination with SHPO. Documentation of changes in cultural resources involvement will be in an addendum to the previous Cultural Resources Assessment Report.*
	Pond Site Technical Memorandum	*LS*	*1*	*0*	*0*	
	Determiniation of Eligibility (DOE) As Required	*LS*	*1*	*12*	*12*	*Includes preparation and submittal of documentation for eligibility determination by SHPO of three unrecorded historic resources and coordination with SHPO, as required.*
	*Case Study Report *	*LS*	*1*	*0*	*0*	*Assumes two new historic resources are not eligible for NRHP*
	*Memorandum of Agreement (MOA) *	*LS*	*1*	*0*	*0*	*Assumes two new historic resources are not eligible for NRHP*
	Historic Resources, Section 4(f) Evaluation	*LS*	*1*	*0*	*0*	*Assumes two new historic resources are not eligible for NRHP*
	Section 106 Consultation Meetings	*LS*	*1*	*0*	*0*	*Assumes two new historic resources are not eligible for NRHP*
	Native American Coordination Meeting	*LS*	*1*	*0*	*0*	

Task No.	Task	Units	# of Units	Hours / Unit	Hours	Comments
	Section 106 Public Involvement	*LS*	*1*	*0*	*0*	*Assumes two new historic resources are not eligible for NRHP*
	Cultural Resource Committee Meetings	*LS*	*1*	*0*	*0*	*Assumes two new historic resources are not eligible for NRHP*
3.8	**Recreational, Section 4(f)**	LS	Task Total ---->		0	
	*Section 4 (f) Applicability "de minimus" **	*EA*	*0*	*0*	*0*	
	*Section 4 (f) Applicability **	*EA*	*0*	*0*	*0*	
	*Section 4 (f) Evaluation **	*EA*	*0*	*0*	*0*	
	Natural Resources					
3.9	**Wetlands and Essential Fish Habitat**	LS	Task Total ---->		0	
	Data Collection - Wetlands	*LS*	*1*	*0*	*0*	*No wetlands on project*
	Data Collection - Essential Fish Habitat Assessment	*LS*	*1*	*0*	*0*	*No EFH present*
	*Conceptual Mitigation Plan **	*LS*	*1*	*0*	*0*	
	*Analysis & Report - Essential Fish Habitat **	*LS*	*1*	*0*	*0*	
	*Evaluation & Report - Wetlands **	*LS*	*1*	*0*	*0*	
3.10	**Water Quality ***	LS	1	4	4	The effects of project changes on water quality will be identified and stormwater treatment requirements discussed.
3.11	**Special Designations ***	LS	1	0	0	
3.12	**Wildlife and Habitat**	LS	Task Total ---->		28	
	Data collection	*LS*	*1*	*20*	*20*	*Verify changes in laws or regulations do not affect the project (4 hours). Conduct field reivew to identify presence or absence of protected species (8 hrs.) and conduct desktop analysis of potential impacts (6 hrs).*
	*Analysis and report **	*LS*	*1*	*8*	*8*	*Prepare tech memo*
	*Conservation Measures and Mitigation Plan **	*LS*	*1*	*0*	*0*	*Assumes no impacts to protected species*
3.13	**Identify Permit Conditions ***	LS	1	2	2	*Status of permit acquisition will be reported*
3.14	**Farmlands ***	LS	1	0	0	
	Physical Effects					

ENVIRONMENTAL ANALYSIS AND REPORTS

Task No.	Task	Units	# of Units	Hours / Unit	Hours	Comments
3.15	**Noise**	LS	Task Total ---->		24	
	Data collection, and field work	*LS*	*1*	*8*	*8*	*Assume no new receptors closer to project. Field review to verify (requires 8 hrs for travel and to take ambient measurements during peak hour).*
	*Analysis **	*LS*	*1*	*0*	*0*	
	*Report **	*LS*	*1*	*16*	*16*	*Addendum to prior Noise Report*
3.16	**Air Quality**	LS	Task Total ---->		0	
	*Sceening Analysis **	*LS*	*1*	*0*	*0*	
	*Air Quality Modeling * As Required*	*LS*	*1*	*0*	*0*	
3.17	**Construction Impact Analysis ***	LS	1	0	0	
3.18	**Contamination**	LS	Task Total ---->		32	
	Field Data	*LS*	*1*	*12*	*12*	*Desk top collection and review of data on potential contamination sites*
	*Analysis/Report **	*LS*	*1*	*20*	*20*	*Analysis and documentation within the re-evaluation*
	Environmental Reports					
3.19	**Class of Action Determination ***	LS	1	0	0	
3.20	**CATEX Type II * (if not part of 3.19 - Class of Action Determination)**	LS	1	0	0	
3.21	**PEIR (Complete Re-evaluation Form)**	LS	1	96	96	Prepare Memo for front of original PEIR documenting that the two-lane typical section meets the project's purpose and need for the design year (12 hours). Prepare Re-evaluation Form (60 Hrs). Prepare report graphics, including a location map and revised relocation figure, (12 hrs) and changes to the Re-evaluation based on City reivew of the document (12 hrs).
3.22	**Environmental Assessment ***	LS	1	0	0	
3.23	**FONSI ***	LS	1	0	0	
3.24	**Draft EIS ***	LS	1	0	0	
3.25	**Final EIS ***	LS	1	0	0	
	Environmental Analysis and Report Subtotal				**310**	

Task No.	Task	Units	# of Units	Hours / Unit	Hours	Comments
3.26	Quality Assurance / Quality Control	LS	%	7%	22	
	ENVIRONMENTAL ANALYSIS AND REPORT TOTAL HOURS				**332**	
NOTE: * subject to QC						

Estimator:	Cathie Cash					Destin Cross Town Connector Re-evaluation
						N/A
Task No.	**Task**	**Units**	**# of Units**	**Hours / Unit**	**Hours**	**Comments**
4.1	**Contract and Project Files**	LS	1	4	4	Initial contract and project file structure on internal server
4.2	**Project Management Meetings and Coordination**	LS	1	56	56	Assumes 3 coordination meetings with City of Destin PM throughout the reevaluation project, attended by 2 Atkins staff members (1 from environmental and 1 from engineering). Also includes other coordination efforts between the environmental and engineering staffs. Meetings with client = 2 staff * 3 meetings * 6 hours (preparation, travel time, minutes.) 20 hours internal coordiation.
4.3	**Additional Services**	LS	Task Total ---->		0	
	4. Roadway Analysis	*LS*	*1*	*0*	*0*	
	5. Roadway Plans	*LS*	*1*	*0*	*0*	
	6. Drainage Analysis	*LS*	*1*	*0*	*0*	
	8. Environmental Permits	*LS*	*1*	*0*	*0*	
	27. Survey	*LS*	*1*	*0*	*0*	
	28. Photogrammetry	*LS*	*1*	*0*	*0*	
	29. Mapping	*LS*	*1*	*0*	*0*	
	30. Geotechnical	*LS*	*1*	*0*	*0*	
MISCELLANEOUS TOTAL HOURS					**60**	

ENVIRONMENTAL IMPACT REPORT

1. PROJECT DESCRIPTION AND PURPOSE AND NEED

a. Project Information

Project Name:	Destin Cross Town Connector
Project Limits:	Azalea Drive at Benning Drive to Legion Drive at Beach Drive
County	Okaloosa
ETDM Number:	N/A
Financial Project No.	N/A

b. Proposed Improvements: The proposed project consists of approximately 0.4 miles of new four-lane divided roadway north of and generally parallel to SR 30/US 98 (Harbor Boulevard). The project begins on Azalea Drive west of Benning Drive and extends northeastward to Legion Drive (east of Beach Drive) just past its intersection with Beach Drive within the City of Destin, Florida. The new roadway has been classified as a major collector and would have a posted speed limit of 25 miles per hour (mph) (design speed of 30 mph) and would utilize an urban typical section having two 11-foot lanes and a five-foot bicycle lane in each direction separated by a 15.5-foot median. Florida Department of Transportation (FDOT) Type F curb and gutter and a ten-foot sidewalk will be provided along each side of the roadway. Drainage will be collected in a closed stormwater system and conveyed to a retention pond for treatment. A description of the improvements, including the proposed typical section are provided in Attachment 1. Concept plans are provided in **Appendix A**.

The proposed roadway typical section requires 110 feet of right-of-way. Although the City of Destin owns most of the property within the proposed alternative alignments, additional right-of-way will be required, mostly near the project termini. The alternative alignments have been developed to minimize right-of-way acquisition and displacements as much as possible; however, depending on the alternative, the project would impact between 17 and 23 parcels, and require between 10 and 13 relocations, and, for three alternative/options, one business relocation. Details on the proposed alternatives and their environmental impacts are discussed further in the report.

Because Azalea Drive at Benning Drive and Legion Drive at Beach Drive are currently two-lane roads that do not yet have improvements scheduled, the construction of the Destin Cross Town Connector will occur in two phases (interim and ultimate). The interim phase will consist of a two-lane facility within the 110-foot right-of-way. It is expected that the interim two-lane facility would be widened to the ultimate four-lane roadway by 2042, the design year for the project. Details on the interim and ultimate typical sections are provided in Attachment 1.

c. Purpose and Need: State Road (SR) 30/US 98 (Harbor Boulevard), a principal arterial serving both local and through traffic in Destin, Florida, is a four-lane divided roadway that has been backlogged for many years. Due to the highly-developed nature along SR 30/US 98, capacity improvements would be both highly disruptive and expensive. Therefore, the City of Destin in

2005, created a Multimodal Transportation District (MMTD) which includes SR 30/US 98, along with a system of collector roadways that serve the major mobility needs of Destin. The intent is to maintain the existing road network through strategic connections, reconstruction and widening projects, where appropriate, while focusing on promoting accessibility by all modes of transportation. The proposed project is one of the strategic connections that would relieve congestion on SR 30/US 98 by re-routing local traffic from SR 30/US 98 to a parallel corridor that would be created by providing the missing segment between Azalea Drive and Legion Drive. This parallel corridor would extend from the intersection of Stahlman Avenue with SR 30/US 98 (Harbor Boulevard) along Stahlman Avenue to Azalea Drive and along Azalea Drive to Benning Drive, then from Benning Drive to the intersection of Beach Drive with Legion Drive (the project proposed in this report). The corridor would continue along Legion Drive and Airport Road to Commons Boulevard and along Commons Boulevard to SR 293 (Danny Wuerffel Way).

Several planning documents have identified the need for a new east-west corridor to relieve traffic on SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway). These documents include: Evaluation and Appraisal Report (EAR) Destin 2010 Comprehensive Plan, Northwest Florida Transportation Corridor Authority (NFTCA) *2016 Master Plan*, and the Okaloosa Walton Transportation Planning Organization's (OWTPO) *Cost Feasible Plan* (CFP) element of the *2040 Long Range Transportation Plan* (LRTP).

The proposed new roadway connection is consistent with the planned improvements in the City of Destin Comprehensive Plan, Transportation Element Policy 2-1.1.1, which states that the City shall pursue design and construction of additional road corridors and specifically includes an east-west roadway parallel to and north of SR 30/US 98 (Harbor Boulevard/ Emerald Coast Parkway) to relieve existing congestion on SR 30/US 98. It is also consistent with the goals of the Harbor and Town Center Community Redevelopment Plans (CRAs).

The OWTPO's 2040 *Long Range Transportation Plan* (LRTP) *Cost Feasible Plan* (adopted February 16, 2017) also shows the Destin Cross Town Connector from Benning Drive to Beach Drive as providing a two-lane roadway. It shows the cost of the remaining phases as an estimated $895,109 for right-of-way acquisition and an estimated construction cost of $1,029,335.

The proposed project is listed in the FY 2019 to FY 2023 Transportation Improvement Program (TIP), adopted and amended May 24, 2017, as Project Number 4405531 Destin Cross Town Connector from Benning Drive to Beach Drive (0.294 mile) for a total cost of $7,565,000. The proposed project is shown as Non-SIS Project Priority #2. Right-of-way acquisition and construction is programmed beginning 2020/2021.

The NFTCA Master Plan provides a "framework for the most efficient investment of resources" to ensure a safe and reliable transportation system "while making northwest Florida economically competitive with other regions in the state and nation". The NFTCA 2016 Master Plan documents the qualitative and cost benefit analyses of 33 transportation projects across the region. Project Number 19, the Destin Cross Town Connector, was ranked overall as the number 1 project (refer to page ES-4 of the 2016 Master Plan).

2. ENVIRONMENTAL ANALYSIS

Topical Categories	Substantial Impacts? Yes	No	Enhance	No Inv		Basis for Decision
A. SOCIAL IMPACTS						
1. Social	[ ]	[X]	[ ]	[ ]		See Attachment A.1
2. Economic	[ ]	[ ]	[X]	[ ]		See Attachment A.2
3. Land Use Changes	[ ]	[ ]	[X]	[ ]		See Attachment A.3
4. Mobility	[ ]	[ ]	[X]	[ ]		See Attachment A.4
5. Aesthetic Effects	[ ]	[X]	[ ]	[ ]		See Attachment A.5
6. Relocation Potential	[X]	[ ]	[ ]	[ ]		See Attachment A.6
B. CULTURAL IMPACTS						
1. Historic Sites/Districts	[ ]	[ ]	[ ]	[X]		See SHPO Letter App. B
2. Archaeological Sites	[ ]	[ ]	[ ]	[X]		See SHPO Letter App. B
3. Recreation Areas	[ ]	[X]	[ ]	[ ]		See Attachment B.3
C. NATURAL ENVIRONMENT						
1. Wetlands and Other Surface Waters	[ ]	[ ]	[ ]	[X]		See Attachment C.1
2. Aquatic Preserves and Outstanding FL Waters	[ ]	[ ]	[ ]	[X]		See Attachment C.2 App. C
3. Water Quality and Water Quantity	[ ]	[X]	[ ]	[ ]		See Attachment C.3
4. Wild and Scenic Rivers	[ ]	[ ]	[ ]	[X]		See Attachment C.4
5. Floodplains	[ ]	[ ]	[ ]	[X]		See Attachment C.7
6. Coastal Barrier Resources	[ ]	{]	[ ]	[X]		See Attachment C.8
7. Protected Species and Habitat	[ ]	[X]	[ ]	[ ]		See USFWS Letter App. D
8. Essential Fish Habitat	[ ]	[ ]	[ ]	[X]		See NMFS Letter App. A
D. PHYSICAL IMPACTS						
1. Highway Traffic Noise	[ ]	[X]	[ ]	[ ]		See Attachment D.1
2. Air Quality	[ ]	[X]	[ ]	[ ]		See Attachment D.2
3. Contamination	[ ]	[ ]	[ ]	[X]		See Attachment D.3
4. Utilities and Railroads	[ ]	[X]	[ ]	[ ]		See Attachment D.4
5. Construction	[ ]	[X]	[ ]	[ ]		See Attachment D.5
6. Bicycles and Pedestrians	[ ]	[ ]	[X]	[ ]		See Attachment D.6
7. Navigation	[ ]	[ ]	[ ]	[X]		See Attachment D.7

***Topical Categories:** Yes = Substantial Impact; No = No Substantial Impact; Enhance = Enhancement; NoInv = Issue absent, No Involvement

**Supporting information is documented in the referenced attachment(s).

4. ANTICIPATED PERMITS

[ ] Individual Dredge and Fill Permit - USACE

[X } Nationwide Permit - USACE

[ ] Bridge Permit - USCG

[X] Environmental Resource Permit - WMD

[X] National Pollutant Discharge Elimination System Permit - FDEP

5. ENGINEERING ANALYSIS

See Attachment 1

6. COMMITMENTS

Relocations

To minimize the unavoidable effects of right-of-way acquisition and displacement, a right-of-way and relocation program will be carried out in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Public Law 91-646, as amended by Public Law 100-17). This project has been developed in accordance with the Civil Rights Act of 1964, the Civil Rights Act of 1968, and in accordance with Executive Order 12898.

Water Quality

The proposed stormwater facility design will include, at a minimum the water quantity requirements for water quality impacts as required by the Northwest Florida Water Management District (NWFWMD) in Rule 40A-1, 40A-4, 62-4, 62-341, 62-346, the Florida Department of Environmental Protection (FDEP) Rules 62-312 and 62-25 F.A.C. and the Environmental Protection Agency (EPA).

Wildlife and Habitat

Since gopher tortoise habitat may be found within alternative alignments and associated 300-foot buffers, the Florida Fish and Wildlife Conservation Commission (FFWCC) Gopher Tortoise Permitting Guidelines pertaining to surveying, excavating, and relocating will be followed.

Sea turtles occur within the Gulf of Mexico and nest on adjacent beaches. As the study area is located approximately one (1) mile from the Gulf of Mexico beaches, there would be no direct involvement with sea turtles. However, during the State Clearinghouse review period, the Florida Fish and Wildlife Conservation Commission (FFWCC) commented that due to the presence of sea turtle nesting beaches nearby, staff recommends the use of sea turtle friendly lighting along the roadway.

The Florida Natural Areas Inventory (FNAI) indicates that the loggerhead sea turtle is likely to occur within the study area, while the green and leatherback sea turtles have the potential to occur within or near the study area. The nearest sea turtle habitat is the Gulf of Mexico approximately one mile south of the study area. The proposed project lighting will be sea turtle friendly in compliance with the FFWCC's request.

Should any state-listed plant species be positively identified within construction limits, the appropriate state agencies will be contacted and afforded an opportunity to transplant them per Florida Statute 581.185.

Transit

As requested by Okaloosa County Transit the provision for bus turnouts will be evaluated in the design phase.

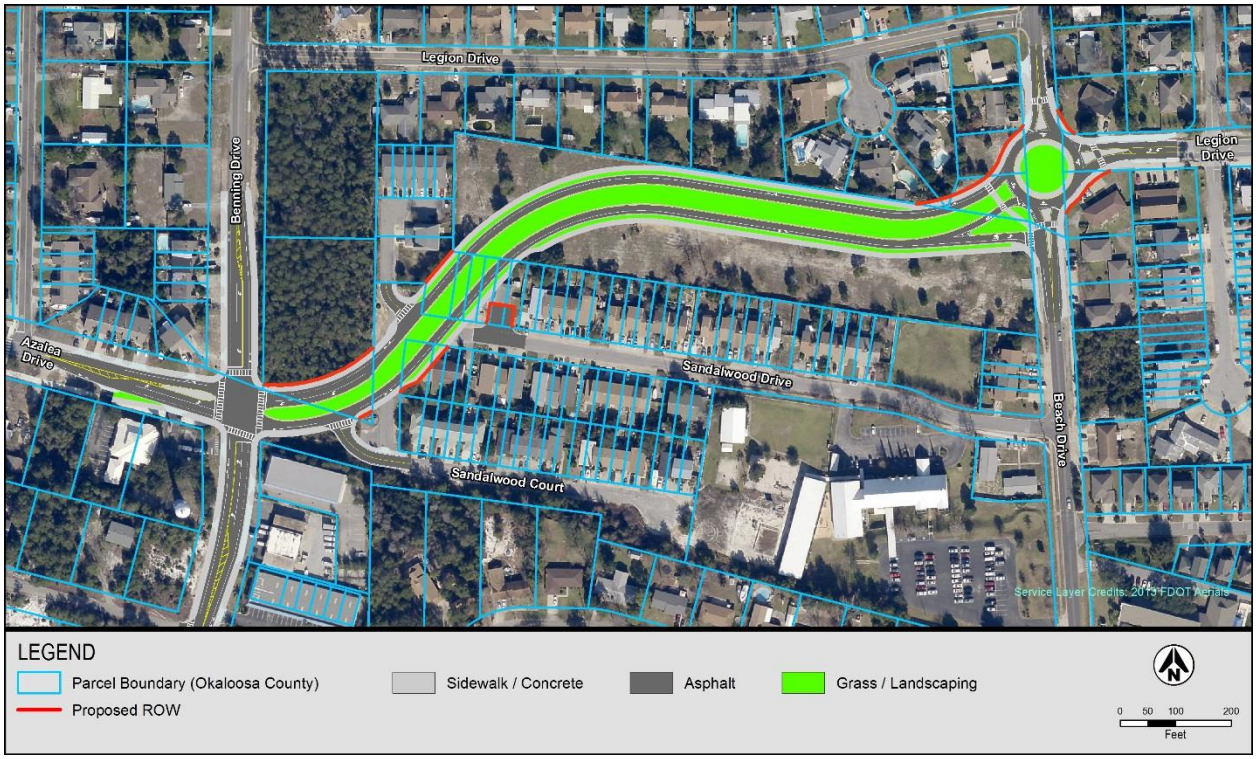
Bicycle/Pedestrian

The proposed improvements include 10-foot wide sidewalks, Americans with Disabilities Act (ADA) compatible ramps with detectable warning surfaces, crosswalks, and signage to ensure pedestrian safety.

7. SELECTED ALTERNATIVE

Following the public hearing (see Section A.1) and further engineering analysis to reduce impacts, the City of Destin selected a combination of Alternative 1 Option C and Alternative 2 Option C. Therefore, the selected alternative would utilize a standard four-leg stopped control intersection (Alternative 1 Option C) at Azalea Drive and Benning Drive, during the interim condition, which will be converted to a signalized intersection when warranted. The intersection at Beach Drive and Legion Drive (east) will be a single-lane roundabout (Alternative 2, Option C) in the interim condition and when traffic warrants it will be converted to a four-way signalized intersection. Crosswalks will be provided at each intersection and the dedicated right-turn lane. Sandalwood Court and Anna Street will tie to the Destin Cross Town Connector, and will only have right-in and right-out access. Crosswalks will be provided across Sandalwood Court and across Anna Street, but no crosswalks will be provided across the Cross Town Connector at these locations. Sandalwood Drive will not connect to the Cross Town Connector, but residents can access Sandalwood Drive as they do now, by utilizing Beach Drive for their entry and exit point.

Selected Alternative



One of the major contributing factors for the selection of the proposed Sandalwood Court and Sandalwood Drive access configuration was public sentiment. Residents of Sandalwood Drive did not want a connection to Sandalwood Court and Sandalwood Court residents did not want a thoroughfare from Benning Drive to the Destin Connector. Based on the right-of-way impacts that the cul-de-sac concept would have at the end of Sandalwood Drive, a "T" turnaround has been substituted for the originally proposed cul-de-sac. By utilizing the four-leg intersection at Azalea Drive and Benning Drive, less right-of-way would be required and the impacts to commercial and residential properties would be reduced. The selection of this hybrid option has the benefit of reducing right-of-way acquisition and construction costs by approximately $900,000.

8. PUBLIC INVOLVEMENT

[ ] A public hearing is not required

[ ] A public hearing will be held. This draft document is publicly available and comments can be submitted to Atkins, Inc. until _____.

Contact Information: Mr. Gregory Allen, P.E.
Project Manager
Atkins North America, Inc.
3114 Airport Blvd. Suite 1450
Pensacola, Florida 32504

[X] A public hearing was held on10/18/2016 and the transcript is available.

[ ] An opportunity for a public hearing was afforded and wad documented (insert date).

9. APPROVAL OF FINAL DOCUMENT

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

The final PEIR reflects consideration of the PD&E Study and the Public Hearing.

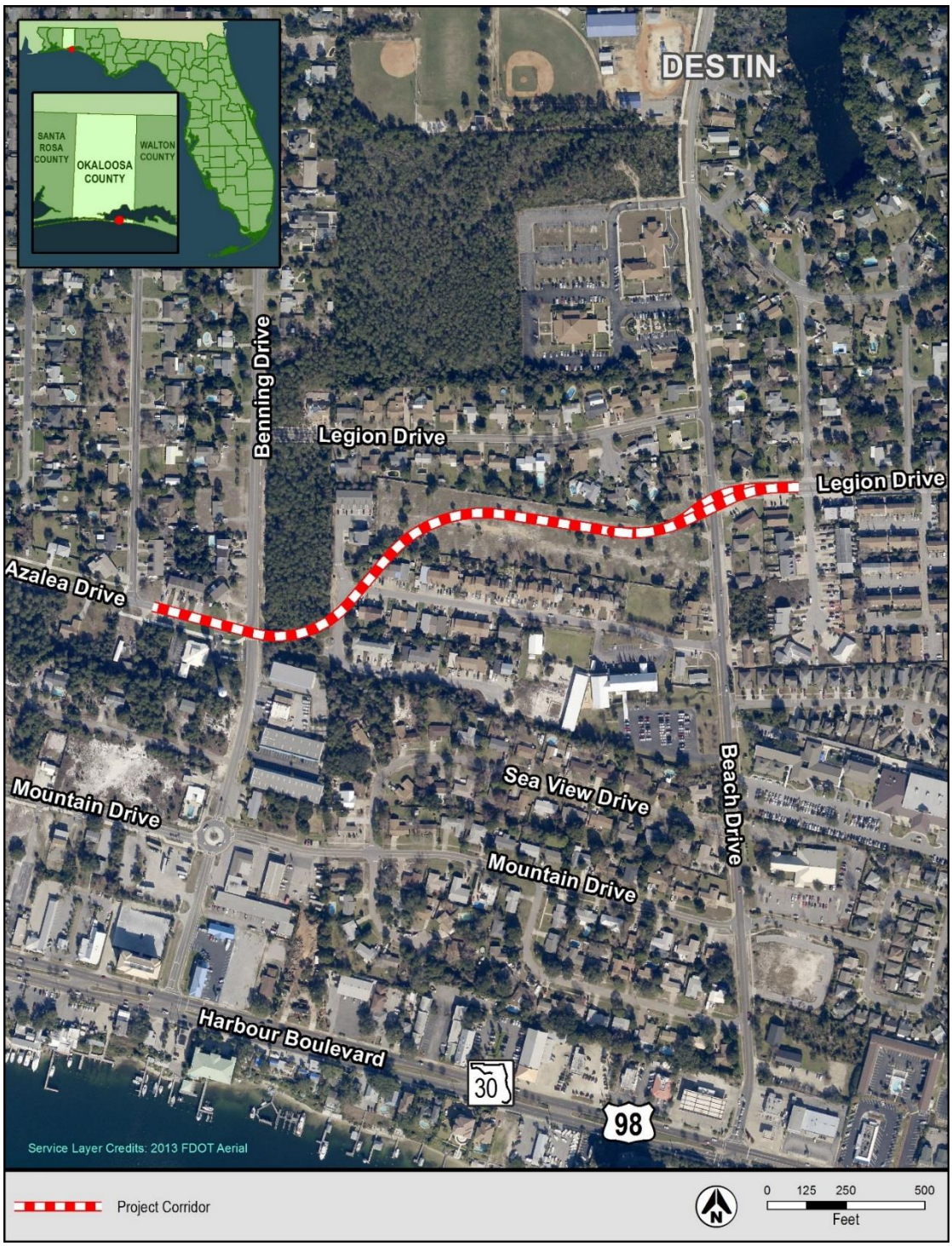
_____ _____/_____/_____

Signing Authority **Date**

ATTACHMENT 1 – ENGINEERING

The proposed project is within the City of Destin, in Okaloosa County, Florida (**Figure 1**).

FIGURE 1
PROJECT LOCATION/STUDY AREA MAP



A. Existing Conditions

SR 30/US 98 (Harbor Boulevard) in the City of Destin, Florida is a congested facility having an Annual Average Daily Traffic (AADT) ranging from 44,000 to 51,500 vehicles per day in 2014 with a Level of Service (LOS) of F. Adding capacity to this facility is prohibitive due to right-of-way costs.

There is no existing continuous route north of and parallel to SR 30/US 98 (Harbor Boulevard) that connects Stahlman Avenue with SR 30/US 98 at Airport Drive or even further east to SR 293 (Danny Wuerffel Way). However, the City of Destin has determined that existing congestion problems on SR 30/US 98 could be alleviated by linking existing roads to provide an alternate through route for local traffic (**Figure 2**). The City has completed the connection between Commons Drive West and Commons Drive East. All that remains to provide an alternate route from the intersection of Stahlman Road with SR 30/US 98 to the intersection of East Commons Drive with SR 293 (Danny Wuerffel Way) is the connection of Azalea Drive at Benning Drive to Legion Drive at Beach Drive.

FIGURE 2
PROPOSED ALTERNATE ROUTE TO SR 30/US 98

Existing Roads

The existing roads have varying typical sections and road rights-of-way. Descriptions of each roadway is provided below (see the project *Preliminary Engineering Report* for additional details).

Azalea Drive

The existing typical section for Azalea Drive west of Benning Drive is a two-lane rural roadway with 12-foot travel lanes, no paved shoulders, and ribbon curb at the outside edges of pavement within a 100-foot right-of-way. A 10-foot sidewalk is present on the south side of the roadway. Stormwater runoff is collected in undefined swales on both sides of the road where it infiltrates directly into the ground as there is no defined treatment or detention system.

Legion Drive

The existing typical section for Legion Drive east of Beach Drive is a three-lane rural roadway with 11-foot travel lanes, a 10-foot dual left turn lane, no paved shoulders, and shoulder gutter curb at the outside edges of pavement, within a 66-foot right-of-way. An 8-foot sidewalk is present on both sides of the roadway. Stormwater runoff is collected in shallow roadside ditches on both sides of the road and conveyed by ditch bottom inlets to underdrains for treatment.

Benning Drive

The existing typical section for Benning Drive is a two-lane rural roadway with 11-foot travel lanes and 4-foot bike lanes within a 100-foot right-of-way. A 4-foot sidewalk is present on the east side of the roadway. Stormwater runoff is collected in undefined swales on both sides of the road where it infiltrates directly into the ground as there is no defined treatment or detention system.

Beach Drive

The existing typical section for Beach Drive is a two-lane rural roadway with 12-foot travel lanes, no paved shoulders, and ribbon curb at the outside edges of pavement within a 66-foot right-of-way. A 5-foot sidewalk is present on both sides of the roadway. Stormwater runoff is collected in undefined swales on both sides of the road where it infiltrates directly into the ground as there is no defined treatment or detention system.

Existing Intersections

The intersection of Azalea Drive and Benning Drive is a "T"-intersection with a stop sign on the minor approach. The intersection of Beach Drive and Legion Drive is a "T"-intersection with a stop sign at all three approaches.

Existing Posted Speed

The posted speed limit is typically 30 mph, except for Azalea Drive which is posted at 35 mph.

Existing Traffic Data

Traffic counts were taken in the project vicinity to understand the current operating conditions of the roadways within the study area. **Table 1** is a summary of the existing operating conditions.

Table 1: Existing Traffic Data Near the Project Study Area

Roadway Segment	Observed AADT	Existing Daily LOS	Existing Two-Way PM Peak	Existing PM Peak LOS*
Stahlman Avenue (Mountain Drive to Azalea Drive)	2,500	B	260	B
Airport Road (US 98 to Main Street)	19,000	D	2,090	D
Main Street (US 98 to Airport Road)	9,200	C	860	C
Benning Drive (US 98 to Azalea Drive)	2,900	B	270	C
Commons Drive (SR 293 to Airport Road)	17,500	F	1,820	F
US 98 (SR 293 to Main Street)	52,500	F	4,860	F
US 98 (Main Street to Stahlman Avenue)	44,500	F	4,120	F

Note: Traffic data as obtained from FDOT 2015 Traffic Online count resource.
*LOS determined based on FDOT Quality Level of Service Handbook, Tables 2-1 & 2-4

Crash Data and Safety Analysis

Crash data for SR 30/US 98 (Harbor Boulevard) from 500 feet west of the intersection of SR 30/US 98 with Benning Drive to 500 feet east of Beach Drive was obtained from the FDOT for the five-year period from 2009 to 2013 (**Table 2**). This segment of SR 30/US 98 is below the average crash rate.

Table 2: FDOT 2009-2013 Crash Data for Project Study Area

Year	Number of Crashes	SR 30/US 98 AADT	Statewide Average Crash Rate	Actual Crash Rate	Safety Ratio
2009	7	45,000	2,941	0.945	0.321
2010	9	45,000	2,941	1.215	0.413
2011	18	51,500	2,941	2.123	0.722
2012	18	44,500	2,941	2.457	0.836
2013	30	49,500	2,941	3.682	1.252

Other segments of SR 30/US 98 within the larger study area (from the Marler Bridge to SR 293) had high crash locations (**Table 3**). High crash road segments, as identified by FDOT, include a minimum frequency of eight crashes during a five-year period on a particular segment.

Table 3: High Crash Locations Along SR 30/US 89 in the Larger Study Area

Mile Post	Description of Location
17.440 to 17.486	Calhoun Avenue
21.347 to 21.747	Walmart shopping Center entrance, Henderson Beach Road, Plantation Commons
22.447 to 22.547	Matthews Boulevard
22.647 to 22.767	Crystal Beach Plaza and SR 263

B. Alternatives Considered

Alternatives considered for alleviating existing and future congestion on SR 30/US 98 (Harbor Boulevard) included the No Build Alternative, Transportation System Management and Operations (TSM&O) measures, Multimodal Alternatives, and Build Alternatives. The following discussion describes the alternatives considered.

1. No Build Alternative

The No Build Alternative does not make the proposed connection between Azalea Drive and Legion Drive nor does it provide capacity, intersection, pedestrian, bicycle, or safety improvements beyond those currently programmed.

The No-Build Alternative has several positive attributes including no expenditure of public funds for design, no right of way acquisition, and no construction. There would be no need for residential or business relocations, and traffic would not be disrupted dure to construction. No costs would be incurred for utility relocation and there would be no direct or indirect impacts to the community.

However, the No Build Alternative does not meet the project's purpose and need and is not consistent with the goals, policies, and criteria of the City of Destin's Comprehensive Plan or the Okaloosa-Walton TPO LRTP. However, it was retained and considered throughout the PD&E study for comparison with the impacts/benefits associated with the Build Alternatives.

2. Transportation Systems Management and Operations (TSM&O)

TSM&O alternatives include those activities that maximize the efficiency of the existing multimodal system. Possible TSM&O options include traffic management systems, parking management, traffic control, the addition of turn lanes, and traffic signal timing optimization. TSM&O improvements alone would provide minimal support in meeting the project's purpose and need. Much like the No-Build Alternative, the TSM&O alternative fails to fulfill the needs and goals of the Destin Comprehensive Plan. For these reasons, the TSM&O alternative was not a viable solution to the project needs. However, Okaloosa County Transit has indicated that Destin Cross Town Connector could be incorporated as a potential new or modified route (see **Appendix B**) and, therefore, would like bus pull-offs included in the project. Locations for bus pull-offs will be determined during the design phase.

3. Multi-Modal Alternatives

Specific examples of multi-modal alternatives are mass transit systems such as bus or rail options which are most effective in large urbanized areas. Although the SR 30/US 98 corridor is urbanized, it is not typical of areas where transit systems are most effective. Transit services, provided by Okaloosa County Transit, have proved insufficient in alleviating congestion on SR 30/US 98 (Harbor Boulevard). Several different factors are responsible for this, including: limited ridership, the community's location on a peninsula (which affects the size and location of the transit network within the community), the tourist economy, and the volume of through traffic traveling to destinations beyond the transit network, among others. Even though the City of Destin created a MMTD to expand bicycle, pedestrian and transit services within the district, the MMTD recognizes that these facilities alone are insufficient to relieve congestion

on SR 30/US 98 without strategic road improvements, of which this project is one. Therefore, no further analysis of a multi-modal alternative was considered.

4. *Build Alternatives*

The proposed improvements comprising the Build Alternatives are based on the predicted traffic conditions in the design year (2042). The Build Alternatives would provide approximately 0.4 miles of new four-lane divided roadway connecting Azalea Drive at Benning Drive with Legion Drive at Beach Drive. Because Azalea Drive and Legion Drive are not currently four-lane roads, the proposed project would be constructed in phases with the first phase providing a two-lane roadway (**Figure 3A**) and the second phase providing the ultimate four-lane facility (**Figure 3B**), when Azalea Drive and Legion Drive are widened to four lanes. The interim typical section would have one 11-foot lane and a five-foot bicycle lane in each direction separated by a 37.5-foot median. The ultimate typical section would have two 11-foot lanes and a five-foot bicycle lane in each direction separated by a 15.5-foot median. FDOT Type F curb and gutter and a ten-foot sidewalk will be provided along each side of the roadway. Drainage will be collected in a closed stormwater system and conveyed to a retention pond for treatment, the location to be determined during the final design phase.

The proposed roadway will be classified as a major collector roadway in accordance with Table 8-1 of the City of Destin Land Development Code (LDC). Per the City of Destin LDC, the design speed for a major collector is to be 35 mph; however, due to geometric constraints (see the Preliminary Engineering Report), an exception will be pursued to use a 30-mph design speed. The posted speed limit will be 25 mph.

FIGURE 3A PROPOSED INTERIM TYPICAL SECTION

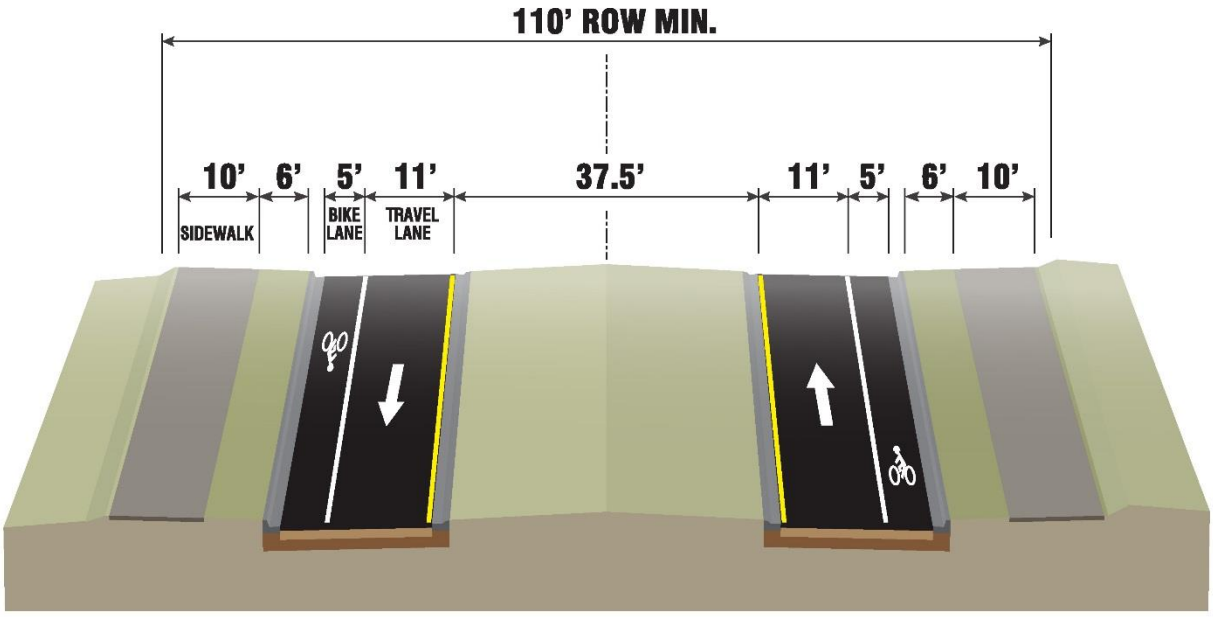
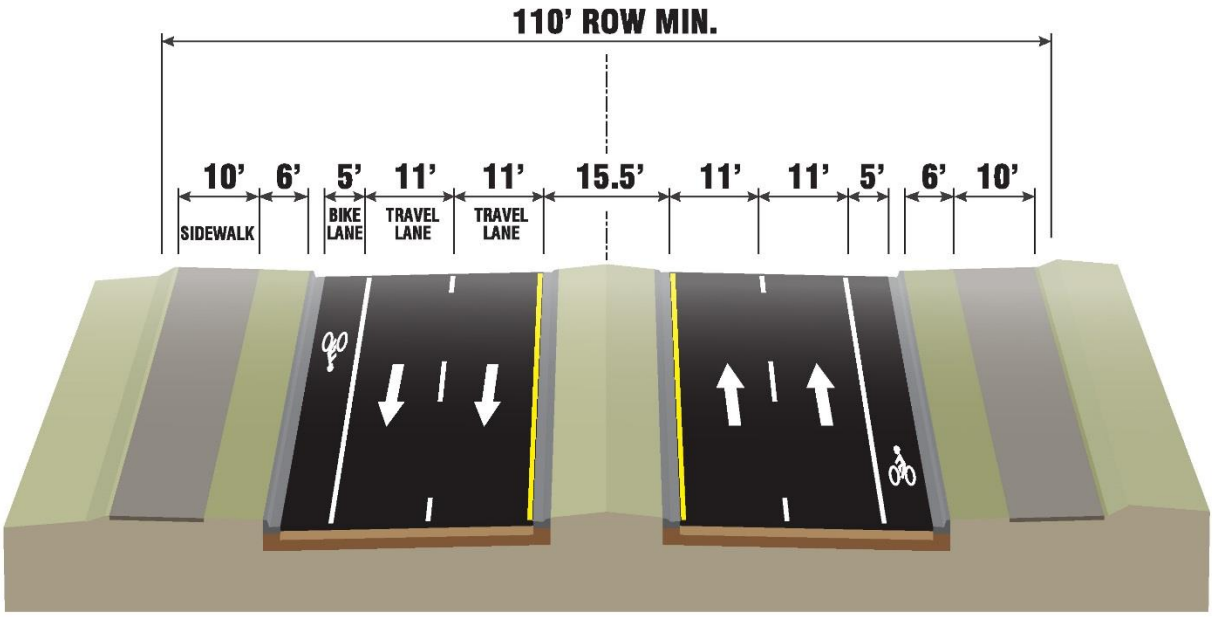


FIGURE 3B PROPOSED ULTIMATE TYPICAL SECTION



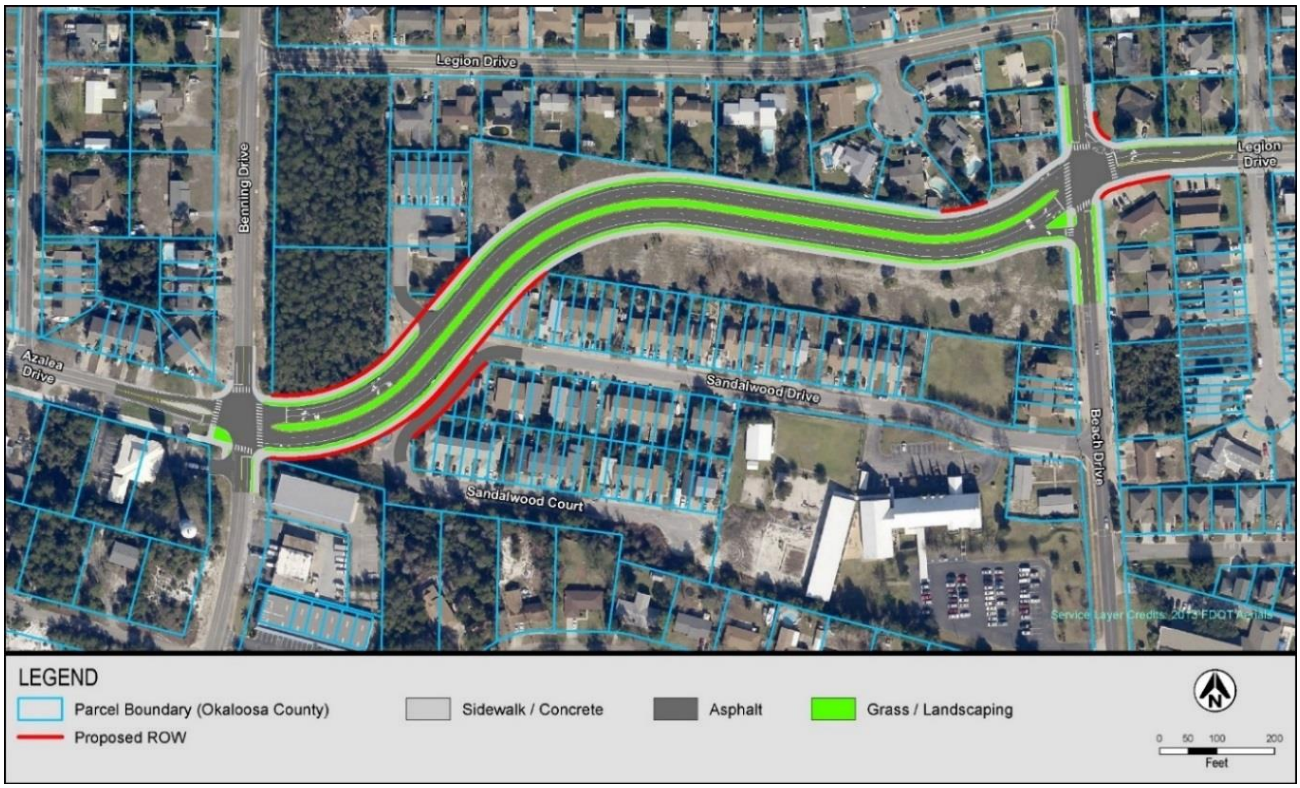
Two build alternatives (Alternatives 1 or 2) are proposed. Both build alternatives would utilize the same alignment to provide approximately 0.4 mile of new roadway, but would have different intersection configurations. Although not currently shown, the City of Destin has agreed to the inclusion of bus pull-offs in the project right-of-way. These would be developed during the design phase when the preferred alternative is identified. Alternative 1 makes use of signalized intersections while Alternative 2 proposes to use roundabouts. Both build alternatives would have three access options (A, B, or C) for the Sandalwood neighborhood. The alternatives and their options are described, as follows.

Alternative 1 Option A (**Figure 4**) would provide a standard four-leg intersection at the Azalea Drive/Benning Drive intersection and a standard four-leg intersection with a dedicated right-turn lane for eastbound traffic at the Beach Drive/Legion Drive (east) intersection. Crosswalks would be provided on each leg of both intersections and the designated right-turn lane. Since the proposed road would bisect Anna Street, there would be a new intersection on the north side of the Cross Town Connector at Anna Street. South of the proposed road, Anna Street would be reconfigured to restore the connection between Sandalwood Court and Sandalwood Drive.

This alternative will require a portion or the entire acquisition of seventeen parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. None of the parcels affected are commercial properties. However, sixteen of the properties are residential and will require ten residents to be relocated. The estimated right-of-way cost for this Alternative is $2.8 million for the roadway and $0.4 million for the stormwater pond. The cost for the interim project is $10.5 million which includes $1.1 million for Design/CEI/MOT and $6.2 million for construction. The

ultimate cost of the four-lane project is $12.0 million with includes an additional $0.3 million for Design/CEI/MOT and $1.2 million for construction in the widening phase.

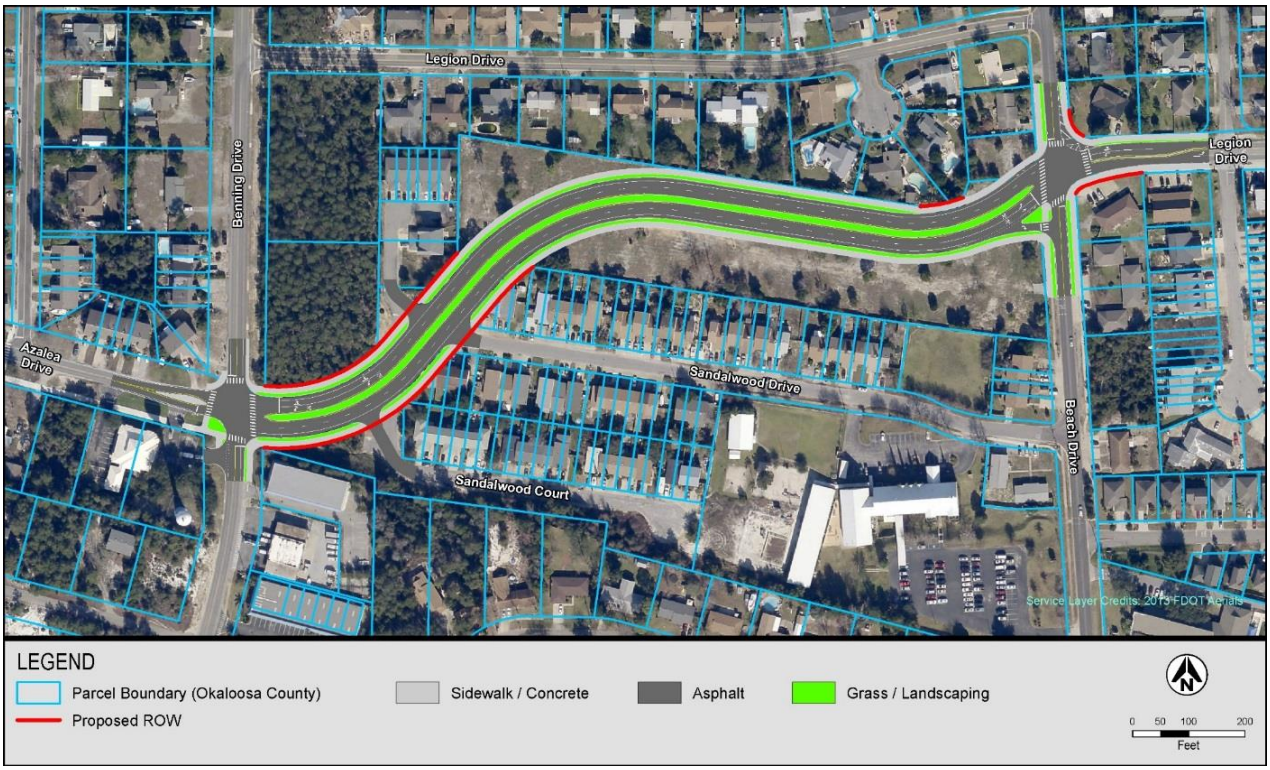
Figure 4: Alternative Option A



Alternative 1 Option B (**Figure 5**) is similar to Alternative 1 Option A, having the same alignment and the same four-leg intersection with crosswalks on all approaches at the project termini and a dedicated right-turn lane for eastbound traffic at the Beach Drive intersection with Legion Drive (east). Alternative 1 Option B would also provide the same intersection with Anna Street and the Destin Cross Town Connector. However, Alternative 1 Option B differs from Alternative 1 Option A in that it would provide an intersection between the Destin Cross Town Connector and Sandalwood Drive, across from the Anna Street/Destin Cross Town Connector intersection, and an intersection between the Destin Cross Town Connector and Sandalwood Court. All three intersections would only allow right-in, right-out turns and none of these intersections would have crosswalks delineated on the pavement.

This alternative will require a portion or the entire acquisition of seventeen parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. None of the parcels affected are commercial properties. However, sixteen of the properties are residential and will require ten residents to be relocated. The estimated right-of-way cost for this Alternative is $2.6 million for the roadway and $0.4 million for the stormwater pond. The cost for the interim project is $10.1 million which includes $1.1 million for Design/CEI/MOT and $6.0 million for construction. The ultimate cost of the four-lane project is $11.6 million with includes an additional $0.3 million for Design/CEI/MOT and $1.2 million for construction in the widening phase.

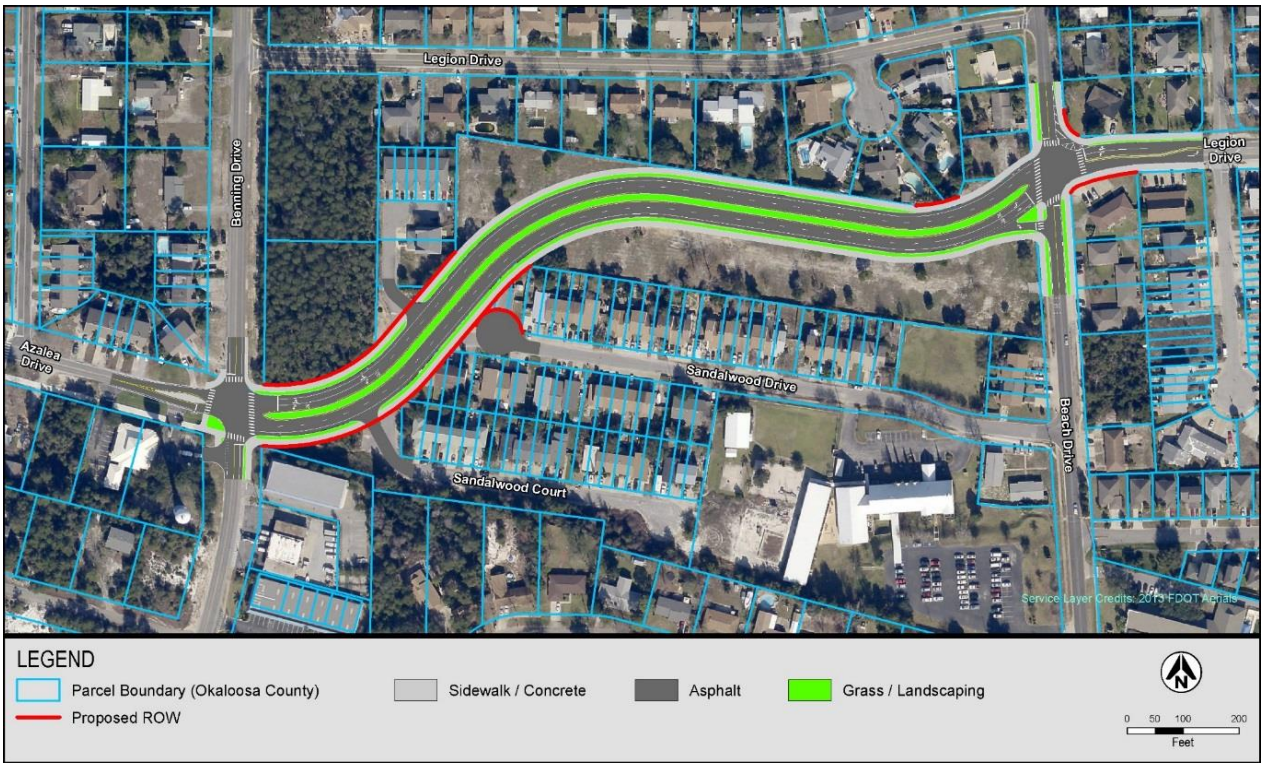
Figure 5: Alternative 1 Option B



Alternative 1 Option C **(Figure 6)** is similar to Alternative 1 Option A in that it has the same alignment, same four-leg intersection with crosswalks at the project termini and the dedicated right-turn lane for eastbound traffic at the intersection of Beach Drive with Legion Drive (east), and a three-leg intersection with Anna Street. It is similar to Alternative 1 Option B in that it provides an intersection between Sandalwood Court and the Destin Cross Town Connector, but differs from Alternative 1 Option B in that a cul-de-sac is created at the end of Sandalwood Drive. No crosswalk is provided at the Sandalwood Court intersection.

This alternative will require a portion or the entire acquisition of eighteen parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. None of the parcels affected are commercial properties. However, seventeen of the properties are residential and will require ten residents to be relocated. The estimated right-of-way cost for this Alternative is $2.6 million for the roadway and $0.4 million for the stormwater pond. The cost for the interim project is $10.2 million which includes $1.1 million for Design/CEI/MOT and $6.1 million for construction. The ultimate cost of the four-lane project is $11.7 million with includes an additional $0.3 million for Design/CEI/MOT and $1.2 million for construction in the widening phase.

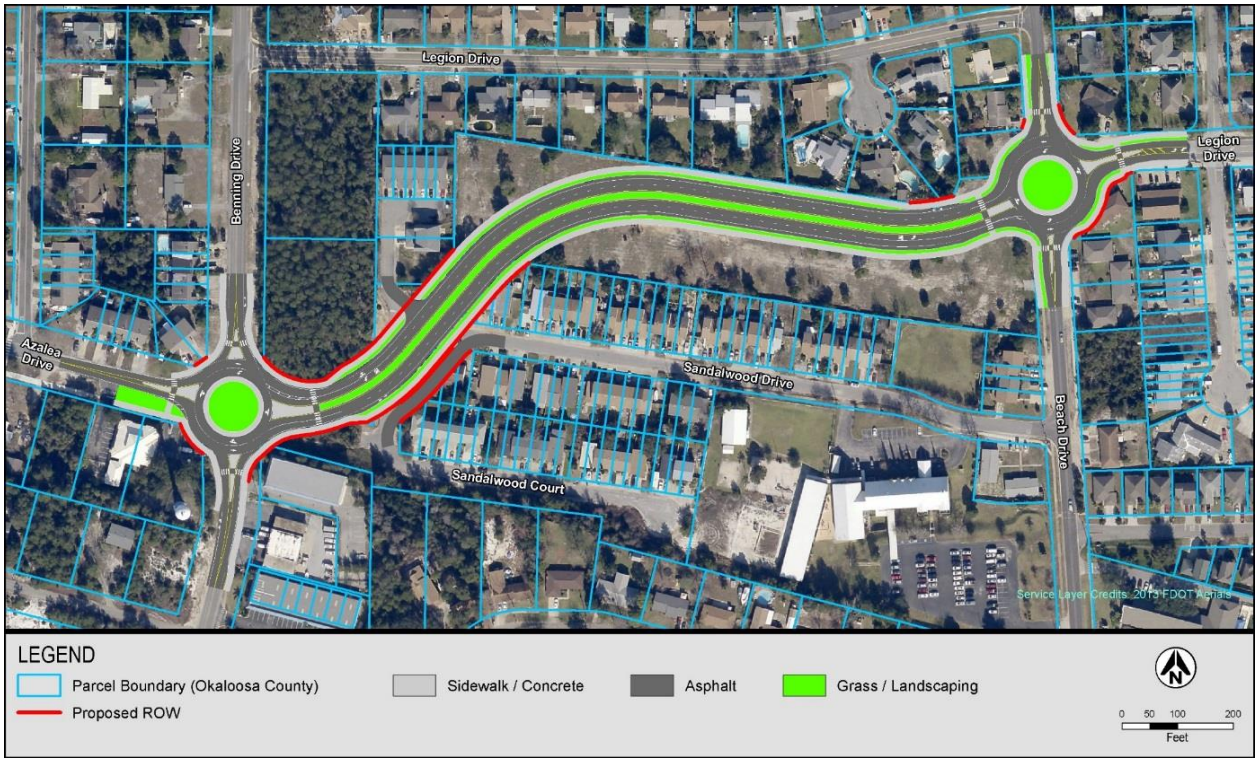
Figure 6: Alternative 1 Option C



Alternative 2 Option A (**Figure 7**) utilizes the same road alignment as Alternative 1 Option A but provides a roundabout at both the Azalea Drive/Benning Drive intersection and at the Beach Drive/Legion Drive intersection. The Beach Drive/Legion Drive roundabout would also have a dedicated right-turn lane for eastbound traffic, and both roundabouts would have crosswalks on all approaches to the intersections. Alternative 2 Option A provides the same intersection configuration with Anna Street north of the Destin Cross Town Connector and the same connection between Sandalwood Court and Sandalwood Drive as Alternative 1 Option A. Therefore, Alternative 2 Option A is identical to Alternative 1 Option A except for the intersections at the project termini.

This alternative will require a portion or the entire acquisition of twenty-two parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. Two of the parcels affected are commercial properties and nineteen are residential, requiring the relocation of thirteen residents and one commercial business. Two of the residential parcels being relocated have tenants. Parcel 00-2S-22-2167-0000-0310 has one tenant and Parcel 00-2S-22-2335-0000-0130 has three tenants. One of the parcels is a vacant wooded parcel. The estimated right-of-way cost for this Alternative is $4.5 million for the roadway and $0.4 million for the stormwater pond. The cost for the interim project is $11.4 million which includes $1.2 million for Design/CEI/MOT and $5.2 million for construction. The ultimate cost of the four-lane project is $12.5 million with includes an additional $0.2 million for Design/CEI/MOT and $0.9 million for construction in the widening phase.

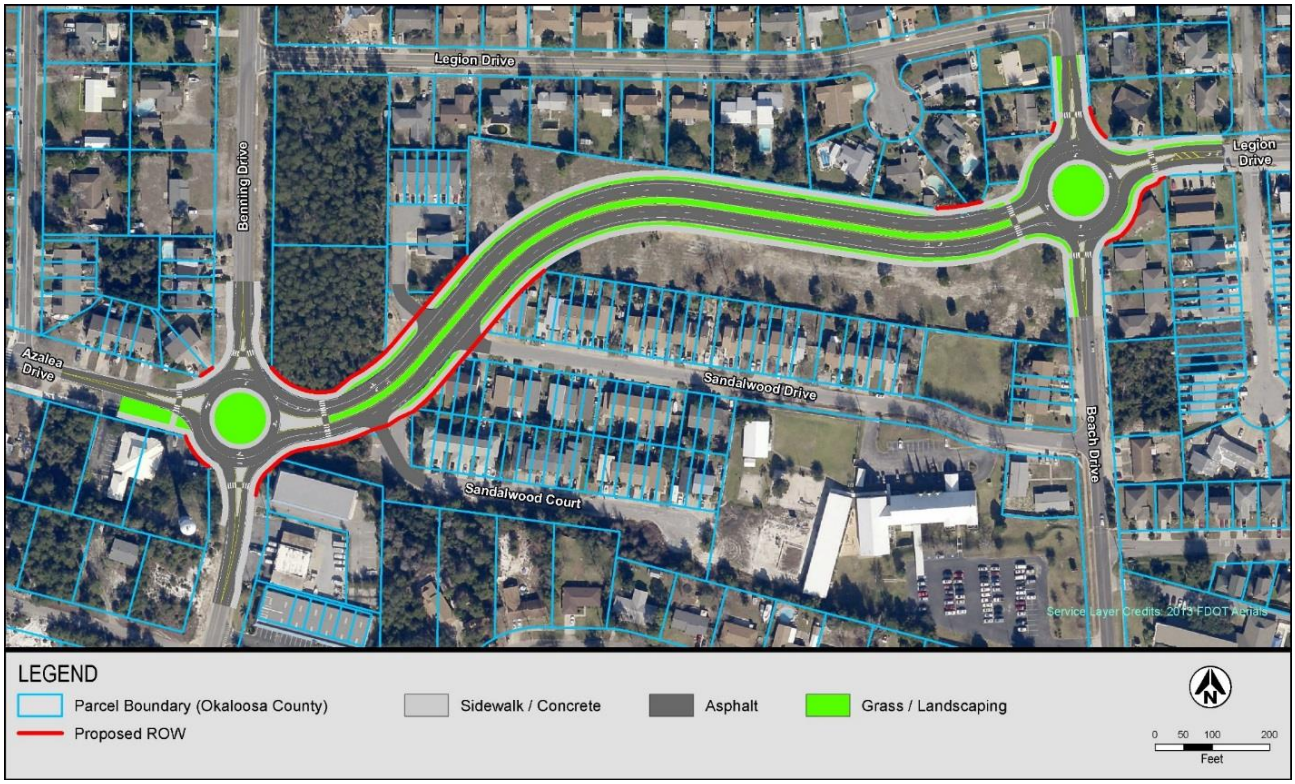
Figure 7: Alternative 2 Option A



Alternative 2 Option B (**Figure 8**) is similar to Alternative 2 Option A having the same alignment and the same roundabouts with crosswalks on all approaches at the project termini and a dedicated right-turn lane for eastbound traffic at the Beach Drive intersection with Legion Drive (east). Alternative 2 Option B would also provide the same intersection with Anna Street and the Destin Cross Town Connector. However, Alternative 2 Option B differs from Alternative 2 Option A in that it would provide an intersection between the Destin Cross Town Connector and Sandalwood Drive, across from the Anna Street/Destin Cross Town Connector intersection, and an intersection between the Destin Cross Town Connector and Sandalwood Court. All three intersections would only allow right-in, right-out turns, and none of these intersections would have crosswalks delineated on the pavement.

This alternative will require a portion or the entire acquisition of twenty-two parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. Two of the parcels affected are commercial properties and nineteen are residential, requiring the relocation of thirteen residents and one commercial property. Two of the residential parcels being relocated have tenants. Parcel 00-2S-22-2167-0000-0310 has one tenant and Parcel 00-2S-22-2335-0000-0130 has three tenants. One of the parcels is a vacant wooded parcel. The estimated right-of-way cost for this Alternative is $4.3 million for the roadway and $0.4 million for the stormwater pond. The cost for the interim project is $1098 million which includes $1.2 million for Design/CEI/MOT and $5.0 million for construction. The ultimate cost of the four-lane project is $12.5 million with includes an additional $0.2 million for Design/CEI/MOT and $0.9 million for construction in the widening phase.

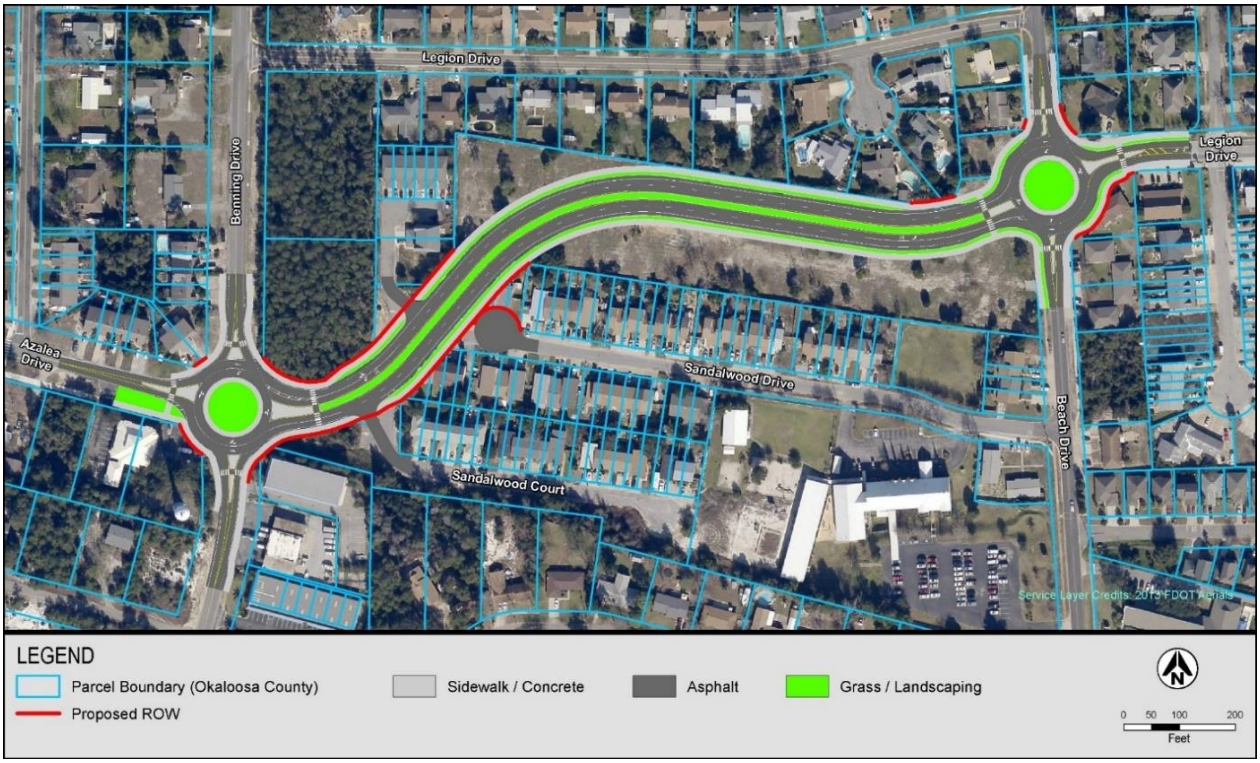
Figure 8: Alternative 2 Option B



Alternative 2 Option C (**Figure 9**) is similar to Alternative 2 Option A in that it has the same alignment, same roundabouts with crosswalks at the project termini, and the dedicated right-turn lane for eastbound traffic at the intersection of Beach Drive with Legion Drive (east), and a three-leg intersection with Anna Street. It is similar to Alternative 2 Option B in that it provides an intersection between Sandalwood Court and the Destin Cross Town Connector, but differs from Alternative 2 Option B in that a cul-de-sac is created at the end of Sandalwood Drive. No crosswalk is provided at the Sandalwood Court intersection.

This alternative will require a portion or the entire acquisition of twenty-three parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. Two of the parcels affected are commercial properties and twenty are residential, requiring the relocation of thirteen residents and one commercial business. Two of the residential parcels being relocated have tenants. Parcel 00-2S-22-2167-0000-0310 has one tenant and Parcel 00-2S-22-2335-0000-0130 has three tenants. One of the parcels is a vacant wooded parcel. The estimated right-of-way cost for this Alternative is $4.3 million for the roadway and $0.4 million for the stormwater pond. The cost for the interim project is $11.0 million which includes $1.2 million for Design/CEI/MOT and $5.1 million for construction. The ultimate cost of the four-lane project is $12.1 million with includes an additional $0.2 million for Design/CEI/MOT and $0.9 million for construction in the widening phase.

Figure 9: Alternative 2 Option C



C. Comparative Evaluation of Alternatives

Documentation of the analysis of the project's potential involvement with the social, cultural, natural, and physical environments is provided in **Attachments A, B, C, and D** to this document.

The right-of-way required for the interim two-lane facility with roundabout intersections will be adequate for both Alternatives 1 and 2 Options A, B, and C. Alternative 1, which proposes signalized intersections at the termini, requires less right-of-way than the roundabout intersection; however, because the roundabout intersection will be built first, the cost of right-of-way considered for this analysis is the cost of the interim configuration. There is no right-of-way cost of the ultimate configuration.

Table 4 is a comparative matrix of the alternatives that summarizes the No Build and Build Alternatives' costs, traffic operations issues, and potential involvement with the social, cultural, natural, and physical environment. The evaluation of alternatives determined there are no significant historic resources, wetlands, floodplains, Aquatic Preserves or Outstanding Florida Waters, wild and scenic rivers, coastal barrier resources, essential fish habitat, farmlands, or medium or high-risk contamination sites within the project area. The proposed project will provide enhanced economic opportunity, is consistent with land use planning, improves mobility, and increases the connectivity of multi-modal transportation options by providing bicycle/pedestrian facilities and bus accommodations. The alternatives have been determined to not have substantial involvement with air, noise, wildlife habitat,

recreation areas, community services, community cohesion, or water quality. Nor would any alternative have a disproportionate or adverse impact on any distinct minority, ethnic, religious, low-income, elderly, or handicapped groups. The project will require right-of-way acquisition that will result in nine residential displacements/relocations and one business relocation for Alternative 2 Options A, B, and C. It has been determined that suitable replacement housing is available near the study area to accommodate the anticipated residential displacements. To minimize the adverse effects of displacements, the City of Destin will carry out a Right-of-Way and Relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

TABLE 4: COMPARATIVE EVALUATION MATRIX

	Alt. 1 Option A	Alt. 1 Option B	Alt. 1 Option C	Alt. 2 Option A	Alt. 2 Option B	Alt. 2 Option C	No-Build
Total Acres	5.6	5.6	5.6	5.6	5.6	5.6	0
Total Length	0.42	0.42	0.42	0.42	0.42	0.42	0
Physical and Social							
Potential Right-of-Way Acquisition							
Residential Parcels Affected	16	16	17	19	19	20	0
Business Parcels Affected	0	0	0	2	2	2	0
Vacant Parcels Affected	1	1	1	1	1	1	0
Total Parcels Affected	**17**	**17**	**18**	**22**	**22**	**23**	**0**
Potential Relocations							
Residential Relocations	10	10	10	13	13	13	0
Business Relocations	0	0	0	1	1	1	0
Signs/Personal Property	0	0	0	0	0	0	0
Total Relocations	**10**	**10**	**10**	**14**	**14**	**14**	**0**
Community Cohesion Impacts							
Number of Community Cohesion Impacts	2	1	3	2	1	3	0
Cultural Resources							
Eligible Sites (within 500-ft buffer)	0	0	0	0	0	0	0
Potential Contamination Sites							
Number of "Medium" or "High" risk sites	0	0	0	0	0	0	0
Potential Noise Sensitive Sites							
Number of Sites Approaching NAC	0	0	0	0	0	0	0
Number of Sites with Substantial Increase	0	0	0	0	0	0	0
Habitat and Species							
Potential for Land Use Change	None	None	None	None	None	None	None
Species Element Occurrences Observed*	0	0	0	0	0	0	0
Number of Listed Species Types Observed	0	0	0	0	0	0	0
Wetlands and Floodplains							
Wetlands Impacted (Acres)	0	0	0	0	0	0	0
100-Year Floodplain (Acres)	0	0	0	0	0	0	0
Water Bodies							
NHD Area (Acres)	0	0	0	0	0	0	0
NHD Waterbodies (Acres)	0	0	0	0	0	0	0
Traffic and Operations							
Traffic Operations							
*Relative Distance from Western Terminus***	1	2	2	1	2	2	0
*Number of New Access Points****	1	3	2	1	3	2	0
Total Traffic Operations Impacts	**2**	**5**	**4**	**2**	**5**	**4**	**0**
Corridor PM Peak Hour Performance							
Level of Service (Average Travel Speed)	LOS A (21.7 MPH)			LOS A (24.7 MPH)			N/A
Costs (Millions)							
Interim Estimated Roadway ROW Cost****	$2.8	$2.6	$2.6	$4.5	$4.3	$4.3	$0.0
Interim Estimated Stormwater ROW Cost	$0.4	$0.4	$0.4	$0.4	$0.4	$0.4	$0.0
Interim Estimated Design/CEI/MOT Cost	$1.1	$1.1	$1.1	$1.2	$1.2	$1.2	$0.0
Interim Estimated Construction Cost	$6.2	$6.0	$6.1	$5.3	$5.0	$5.1	$0.0
Estimated Interim Cost	**$10.5**	**$10.1**	**$10.2**	**$11.4**	**$10.9**	**$11.0**	**$0.0**
Ultimate Estimated Design/CEI/MOT Cost	$0.3	$0.3	$0.3	$0.2	$0.2	$0.2	$0.0
Ultimate Estimated Construction Cost	$1.2	$1.2	$1.2	$0.9	$0.9	$0.9	$0.0
Estimated Ultimate Widening Cost	**$1.5**	**$1.5**	**$1.5**	**$1.1**	**$1.1**	**$1.1**	**$0.0**
Total Estimated Cost (millions)	**$12.0**	**$11.6**	**$11.7**	**$12.5**	**$12.0**	**$12.1**	**$0.0**

* Includes state and federal plants and animals within 300 ft. buffer. No federal species observed.
** Closer access points are worse for traffic operations at the project termini and are assigned a 2.
*** A four-leg intersection counts as two access points (does not include project termini).
**** Includes relocation cost.

ATTACHMENT A – SOCIAL AND ECONOMIC

A-1 Social

Substantial Impact?
No

The following discusses the effect of the proposed project on the study area community by examining its potential to affect community cohesion, the delivery or access to community services, whether there would be disproportionate impacts to minority and/or low-income populations and considers public input.

Community Cohesion

Except for the very west end of the project, which is undeveloped, densely wooded land, most of the proposed road alignment is on a parcel of vacant land that was previously used as an RV campground prior to being acquired by the City of Destin. North and south of the now City-owned parcel are two residential areas, both of which are oriented so that their fenced backyards face each other and are separated by the width of the city-owned property. The southern residential area is comprised of multi-family townhomes while the residential area north of the proposed alignment is comprised of single family homes. Given the separation of the two neighborhoods, the orientation (back-to-back) of the neighborhoods with respect to each other, and the different character (single family versus multi-family) of the neighborhoods, it is presumed that the two neighborhoods are separate communities. Therefore, the introduction of a road between the two neighborhoods would not be dividing a single cohesive community.

The proposed project would have at least three impacts within the Sandalwood neighborhood. The first is the acquisition of two structures containing townhomes along Sandalwood Drive. The second is the separation of the townhomes along Anna Street north of Sandalwood Drive from the rest of the neighborhood, and the third is the change in access between Sandalwood Court and Sandalwood Drive.

The acquisition of two structures containing townhomes at the west end of Sandalwood Drive, required under all Build alternatives, would be disruptive to the residents of the townhomes (more information on displacements and relocation is available in Section A-3). However, since the proposed road would displace townhomes at the end of Sandalwood Drive rather than from the middle of the neighborhood, the effect of the road on neighborhood cohesion would be minimal.

Regarding the separation of residents on Anna Street from the Sandalwood neighborhood, the townhomes on Anna Street already appear separated from the neighborhood. All other townhomes in the neighborhood are located adjacent to each other on either side of Sandalwood Drive or Sandalwood Court. The Anna Street townhomes are set back from the Sandalwood Drive townhomes and are further separated by a row of vegetation. All the Build alternatives would serve the existing direct connection between the Anna Street townhomes and those along Sandalwood Drive. All build alternatives would provide access

from Anna Street to the Destin Cross Town Connector from which residents of Anna Street could still access Sandalwood Court and Sandalwood Drive by various routes, depending on the alternative.

Because the Anna Street intersection would provide right in, right out only access, under Alternative 1 Option A and Alternative 2 Option A, residents of Anna Street would turn right on the Destin Cross Town Connector and continue to Benning Drive where they would make a U-turn to return via the Cross Town Connector to Beach Drive, turning right on Beach Drive and continuing until it intersects with Sandalwood Drive. Under Alternative 1 Option B and Alternative 2 Option B, residents of Anna Street could access either Sandalwood Court or Sandalwood Drive after making a U-turn at Benning Drive. Under Alternative 1 Option C and Alternative 2 Option C, residents of Anna Street could access Sandalwood Court after making a U-turn at Benning Drive, but to access Sandalwood Drive, residents would have to travel the same route as for Alternative 1 Option A and Alternative 2 Option A.

In reverse, under Alternative 1 Option A and Alternative 2 Option A, residents of Sandalwood Court or Sandalwood Drive going to Anna Street would have to exit onto Beach Drive, continue to the Destin Cross Town Connector and along the Connector to Anna Street. Under Alternative 1 Option B and Alternative 2 Option B, residents of either Sandalwood Court or Sandalwood Drive would have to exit onto the Destin Cross Town Connector and continue to Beach Drive to make a U-turn in order to return to Anna Street. Under Alternative 1 Option C and Alternative 2 Option C, residents of Sandalwood Court would utilize the same route they use for Alternative 1 Option B and Alternative 2 Option B, while residents of Sandalwood Drive would utilize the route they would use for Alternative 1 Option A and Alternative 2 Option A.

To prevent the Destin Cross Town Connector from cutting off access between Sandalwood Drive and Sandalwood Court, Alternative 1 Option A and Alternative 2 Option A include realignment of Anna Street, south of the Destin Cross Town Connector, parallel to the Cross Town Connector between Sandalwood Court and Sandalwood Drive. This maintains the current access to Sandalwood Court from Beach Drive via Sandalwood Drive. Alternative 1 Option B, Alternative 1 Option C, Alternative 2 Option B, and Alternative 2 Option C do not include the realignment of Anna Street between Sandalwood Court and Sandalwood Drive. Instead these alternatives provide access from Sandalwood Court directly to the Destin Cross Town Connector. Under Alternative 1 Option B and Alternative 2 Option B, residents of Sandalwood Court desiring to visit residents of Sandalwood Drive would exit Sandalwood Court onto the Cross Town Connector to reach Sandalwood Drive. However, residents of Sandalwood Drive going to Sandalwood Court, because there would be no median opening on the Destin Cross Town Connector, would have to exit onto Beach Drive, take Beach Drive to the Destin Cross Town Connector, travel along the Connector to Benning Drive, make a U-turn at Benning Drive, and continue to Sandalwood Court.

Under Alternative 1 Option C and Alternative 2 Option C, residents of Sandalwood Court desiring to visit residents on Sandalwood Drive would be required to exit Sandalwood Court

onto the Cross Town Connector, drive east to Beach Drive, then down Beach Drive to Sandalwood Drive. Residents on Sandalwood Drive going to Sandalwood Court would utilize the same route as for Alternative 1 Option B and Alternative 2 Option B.

Under Alternative 1 Option C and Alternative 2 Option C, residents of Sandalwood Drive would experience a separation from the residents on Sandalwood Court and vice versa, although, for the residents on Sandalwood Court, the convenience of an easier access out of the neighborhood for other purposes may offset the separation from community members on Sandalwood Drive.

Table A-1 summarizes the alternatives effects on community cohesion. For purposes of this summary, neighborhoods are identified as Anna Street, Sandalwood Drive, and Sandalwood Court. The neighborhood is considered impacted if reasonably close access between it and another neighborhood has not been provided. For instance, even though Anna Street is provided access to the Destin Cross Town Connector, residents of Anna Street can no longer directly access either Sandalwood Drive or Sandalwood Court.

TABLE A-1: COMMUNITY COHESION IMPACTS

AFFECTED NEIGHBORHOOD	ALTERNATIVE 1			ALTERNATIVE 2		
	OPTION A	OPTION B	OPTION C	OPTION A	OPTION B	OPTION C
North Anna Street Separated from Sandalwood Drive	X	-	X	X	-	X
North Anna Street Separated from Sandalwood Court	X	-	-	X	-	-
Sandalwood Drive Separated from Sandalwood Court	-	X	X	-	X	X
Sandalwood Court Separated from Sandalwood Drive	-	-	X	-	-	X
Total of Community Cohesion Impacts	**2**	**1**	**3**	**2**	**1**	**3**

Since Sandalwood Court, like Anna Street, does not lead to other streets or to businesses, the connection to the Destin Cross Town Connector under Alternative 1 Option B, Alternative1 Option C, Alternative 2 Option B and Alternative 2 Option C would not introduce an increased volume of traffic into the neighborhood. These access points would, however, degrade the operation of the proposed roadway due to their proximity to the Azalea Drive/Benning Drive intersection.

The effect of the alternatives on traffic operations on the Azalea Drive/Benning Drive intersection is measured in two ways, as shown in **Table A-2**. One is the relative distance from the intersection, with a new access point being further from the intersection having less impact than one that is closer. A new access point that is further away is given a 1, one that is closer is assigned a 2. The lower the overall score, the less of an anticipated impact on

traffic operations. The second measure is the number of new access points created under an Alternative/Option.

TABLE A-2: ALTERNATIVE OPTIONS EFFECT ON TRAFFIC OPERATIONS

MEASURE OF IMPACT TO TRAFFIC OPERATIONS	ALTERNATIVE 1			ALTERNATIVE 2		
	OPTION A	OPTION B	OPTION A	OPTION B	OPTION A	OPTION B
Distance from Western Project Terminus*	1	2	2	1	2	2
Number of New Access Points**	1	3	2	1	3	2
Total of Traffic Operations Impacts	**2**	**5**	**4**	**2**	**5**	**4**

*Closer access points are worse for traffic operations at the project terminus and are assigned a 2.
**A four-leg intersection counts as two access points.

Each of these measures of effect on traffic operations is assigned a number indicating how the alternative performs with the lowest number being best. Therefore, the distance an access point is from the western project terminus is either a 1 or a 2, with 1 being furthest away. The number of new access points is assigned a score of 1, 2, or 3. The number of measures for effect on traffic operations is totaled for each Alternative/Option to provide the overall impact on traffic operations at the Azalea Drive/Benning Drive intersection.

Community Services

Community services provide a focal point for adjoining neighborhoods and communities, as well as servicing the needs of the surrounding areas. Community services/providers include medical facilities, government buildings, libraries, community centers, educational facilities, group care facilities, religious institutions, cemeteries, and parks, among others. The community facilities/providers within the study area are listed in **Table A-3** and their locations are shown on **Figure A-1.** Some of the community services/providers are listed more than once as they fall within more than one category and some of the schools/group care facilities have the same address as the churches with which they are associated. Those shown in bold type are near the proposed project. However, none of these community services would be adversely impacted by the proposed project.

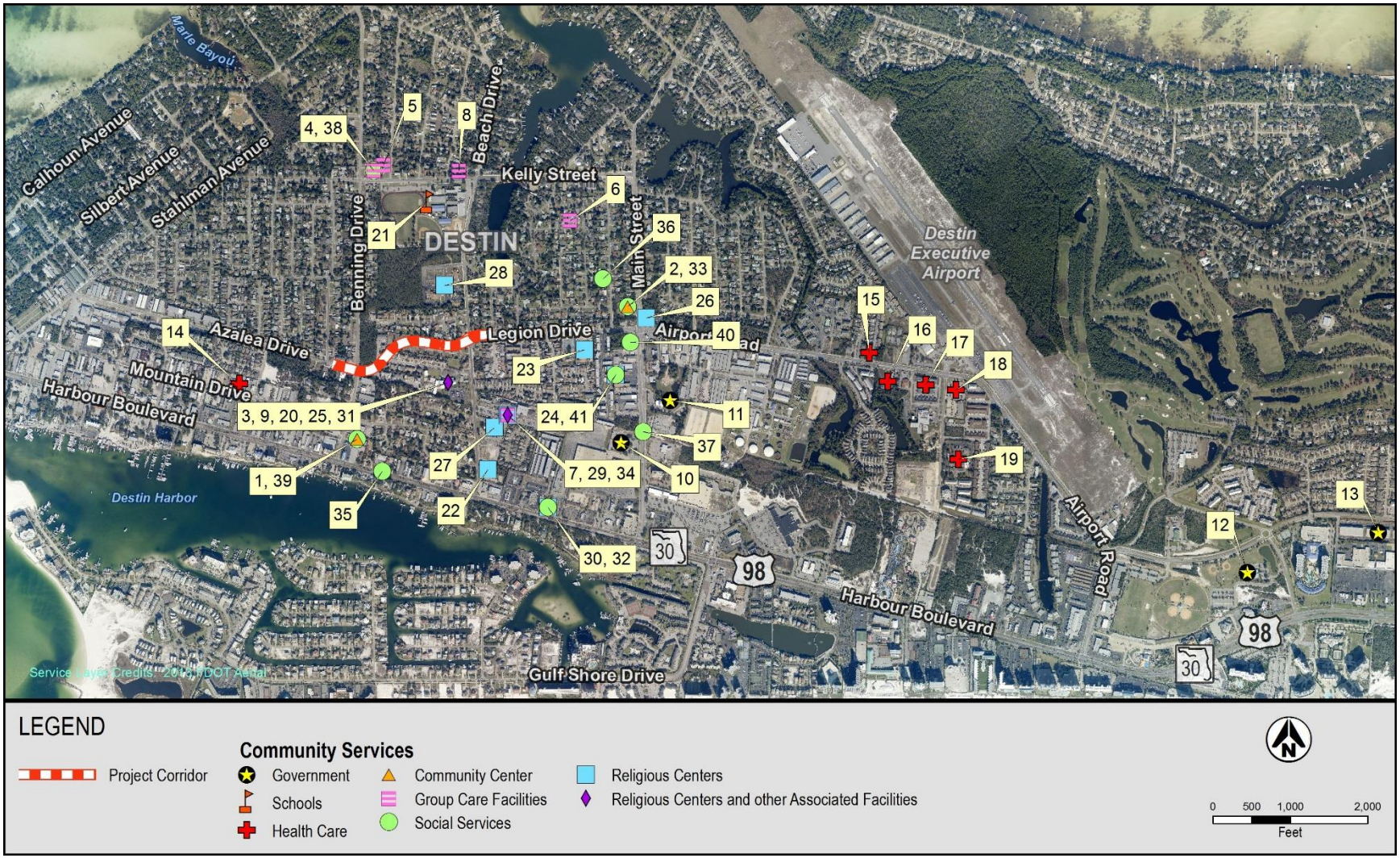
Not included in the list of community services, but also of importance due to the access benefits they would experience from implementation of the project are: fire and police protection services. The closest fire station is located at 848 Airport Road, approximately 0.6 mile east of the project. The Okaloosa County Sheriff's Department, which provides police services for the City of Destin, has an office at the Destin City Hall at 4200 Indian Bayou Trail, approximately 2 miles east of the project. By creating an alternate corridor to SR 30/US 98, the delivery of both fire and police protection services will be greatly enhanced, especially for the western segment of Destin. Even if the service providers utilize SR 30/US 98 instead of the alternate corridor, the congestion relief provided by the alternate corridor will enhance the delivery of emergency services.

TABLE A-3: COMMUNITY SERVICE PROVIDERS IN STUDY AREA

TYPE	NAME	ADDRESS	MAP ID
Community Centers	AMVETS Post 29	106 Benning Drive	1
	American Legion Post 296	311 Main Street	2
Group Care Facilities	**Destin Christian Academy**	**201 Beach Drive**	**3**
	Childcare Network 105	502 Benning Drive	4
	Brooke Summers	503 3rd Avenue	5
	Richard & Amy Madden	709 Swan Lane	6
	Destin United Methodist Children	**200 Beach Drive**	**7**
	Destin Elementary School	633 Kelly Street	8
	First Baptist Child Development	**201 Beach Drive**	**9**
Government	US Post Office	175 Main Street	10
	Destin Water Users Inc.	218 Main Street	11
	Destin City Hall	4200 Indian Bayou Tr.	12
	Highway Safety and Motor Vehicle	4012 Commons Drive	13
Health Care	Destin Surgery Clinic, PA	415 Mountain Drive	14
	Destin Dental Center	985 Airport Road	15
	White Wilson Medical Center	990 Airport Road	16
	Destin Emergency Care Center	996 Airport Road	17
	Amedisys Home Health of the Panhandle	1008 Airport Road	18
	Destin Healthcare and Rehabilitation Center	195 Mattie M. Kelly Blvd.	19
Schools	**Destin Christian Academy**	**201 Beach Drive**	**20**
	Destin Elementary School	630 Kelly Street	21
Religious Centers	Cornerstone Presbyterian Church	50 Beach Drive	22
	Assembly of God Church - Destin	726 Legion Drive	23
	Church of Jesus Christ Destin Branch	225 Main Street	24
	First Baptist Church of Destin	**201 Beach Drive**	**25**
	Safe Harbor Presbyterian Church	801 Airport Road	26
	Church of Christ Destin	150 Beach Drive	27
	Corpus Christi Catholic Church	**307 Beach Drive**	**28**
	Destin United Methodist Church	**200 Beach Drive**	**29**
	Hope Family Ministries	737 Hwy 98 East	30
Social Services	**First Baptist Church Child Development Center**	**201 Beach Drive**	**31**
	The Abercrombie Center	737 Hwy 98 East	32
	American Legion 296	311 Main Street	33
	Jacob's Ladder Preschool	**200 Beach Drive**	**34**
	Quinn Physical Therapy PA	623 Hwy 98 East	35
	Ready Set Go	315 Spring Street	36
	Disaster Response Team	200 Main Street	37
	Child Care Network Inc.	502 Benning Drive	38
	AMVETS Post 29	106 Benning Drive	39
	D Dan's Entertainment Agency - Destin	245 Main Street	40
	Comfort Keepers	225 Main St.	41

*Bold type indicates the community service is near the proposed project.

FIGURE A-1
COMMUNITY SERVICES LOCATION MAP



Minority and Low-Income Population

This project has been developed in accordance with Title VI of the Civil Rights Act of 1964, and the Civil Rights Act of 1968, as amended in 1988. Title VI provides that no person shall, on the grounds of race, color, religion, sex, national origin, marital status, handicap, or family composition, be excluded from participation in, or be denied the benefits of, or be otherwise subject to discrimination under any program of the federal, state, or local government. Title VIII guarantees each person equal opportunity in housing regardless of race, color, religion, sex, national origin, age or disability. This project is not expected to have a disproportionate or adverse impact on any distinct minority, ethnic, religious, low-income, elderly, or handicapped groups.

The field review of the project area confirmed the presence of the residential areas that appear to have low income or minority residents. Public meetings have been held within the project area to ensure that opportunity is given to all residents and businesses along the corridor to provide input into this project.

The 2010 Census indicates the median household income, within a 500-foot buffer of the project area, is $56,428. The total population in 2010 was 277 persons totaling 115 households, of which six households were below poverty level in the previous 12 months. However, no households received public assistance income. Of the 233 people, 25 years and over, living within the 500-foot buffer of the project area, 170 (89.01 percent) were high school graduates or higher and twenty-one percent (42 persons) had a Bachelor's degree or higher. Most of the population (88.09 percent) was White Alone. The minority group having the greatest representation in the project area is the Hispanic or Latino of Any Race with 12.64 percent (35 people) of the population.

There are132 housing units in the project area with a median value of $225,150. Of these 60 are owner-occupied and 55 are renter-occupied units. Only one of the occupied housing units had no vehicle.

Also, within the study area, the 2010 Census data indicates that 8.46 percent of the population (22 persons) did not speak English at all and that 17.69 percent (46) speaks English not well or not at all. Written translation obligations may be required for this project since the eligible Limited English Proficiency (LEP) language group does meet or exceed the threshold (five percent or 1,000 persons or more in a project area that speak a language other than English per the FDOT PD&E Manual, Part 1, Chapter 11, Section 11.1.2.2).

Table A-4 presents the demographic of the 500-foot project buffer in comparison with that of Okaloosa County. The analysis of GIS data indicates the project area is comprised of a slightly larger minority population as compared to Okaloosa County. Also, the racial/ethnic make-up of the minority population differs from that in the County, with the study area having twice the percentage of persons of Hispanic origin as the County and a considerably less percentage of African-Americans than the County.

TABLE A-4: 2010 PROJECT AREA DEMOGRAPHICS

DEMOGRAPHIC	500-FOOT BUFFER		OKALOOSA COUNTY	
	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
Total Population	277	100.00%	182,076	100.00%
Racial Characteristics				
White Alone (Race)	244	88.09%	149,733	82.24%
African-American (Race)	4	1.44%	16,908	9.29%
Asian Alone (Race)	7	2.53%	5,633	3.09%
American Indian or Alaska Native	0	0.00%	1,251	0.69%
"Other" (Race)	13	4.69%	2,527	1.39%
Ethnicity Characteristics				
Hispanic or Latino (Ethnic Group)	35	12.64%	11,733	6.44%
Language Ability				
Age 5 and Over	258	93.14%	170,259	93.51%
Speaks English Not at All	22	8.46%	743	0.44%
Speaks English Not Well or At All	46	17.69%	3,172	1.86%
Income Characteristics				
Total Households	115	100.00%	74,442	100.00%
Median Household Income	$56,428	-	$54,242	-
Households Below Poverty Level	6	5.22%	7,414	9.96%
Households with Public Assistance	0	0.00%	983	1.32%
Education Characteristics				
Median Age	38	-	38	-
Population Over 25	233	84.11%	154,230	84.71%
High School Graduate or Higher	170	89.01%	110,268	71.50%
Bachelor's Degree or Higher	42	21.99%	32,632	21.16%
Housing Characteristics				
Total Housing Units	132	100.00%	91,624	100.00%
Owner-Occupied Units	60	45.45%	48,772	53.23%
Renter Occupied Units	55	41.67%	23,670	25.83%
Vacant Units	17	12.88%	19,182	20.94%
Median Housing Value	$225,150	-	$204,400	-
Occupied Housing Units w/ No Vehicle	1	0.76%	2,735	3.78%

Eight of the 25 census blocks comprising the project area had no minority populations, six blocks had less than 10 percent minority populations, seven blocks had between ten and 20 percent minority populations, and four blocks had more than twenty but less than forty percent of the population as minorities. There are six census blocks that are either crossed by, or adjacent to, the proposed project (see **Figure A-2** and **Table A-5**).

FIGURE A-2
PROJECT AREA CENSUS BLOCKS

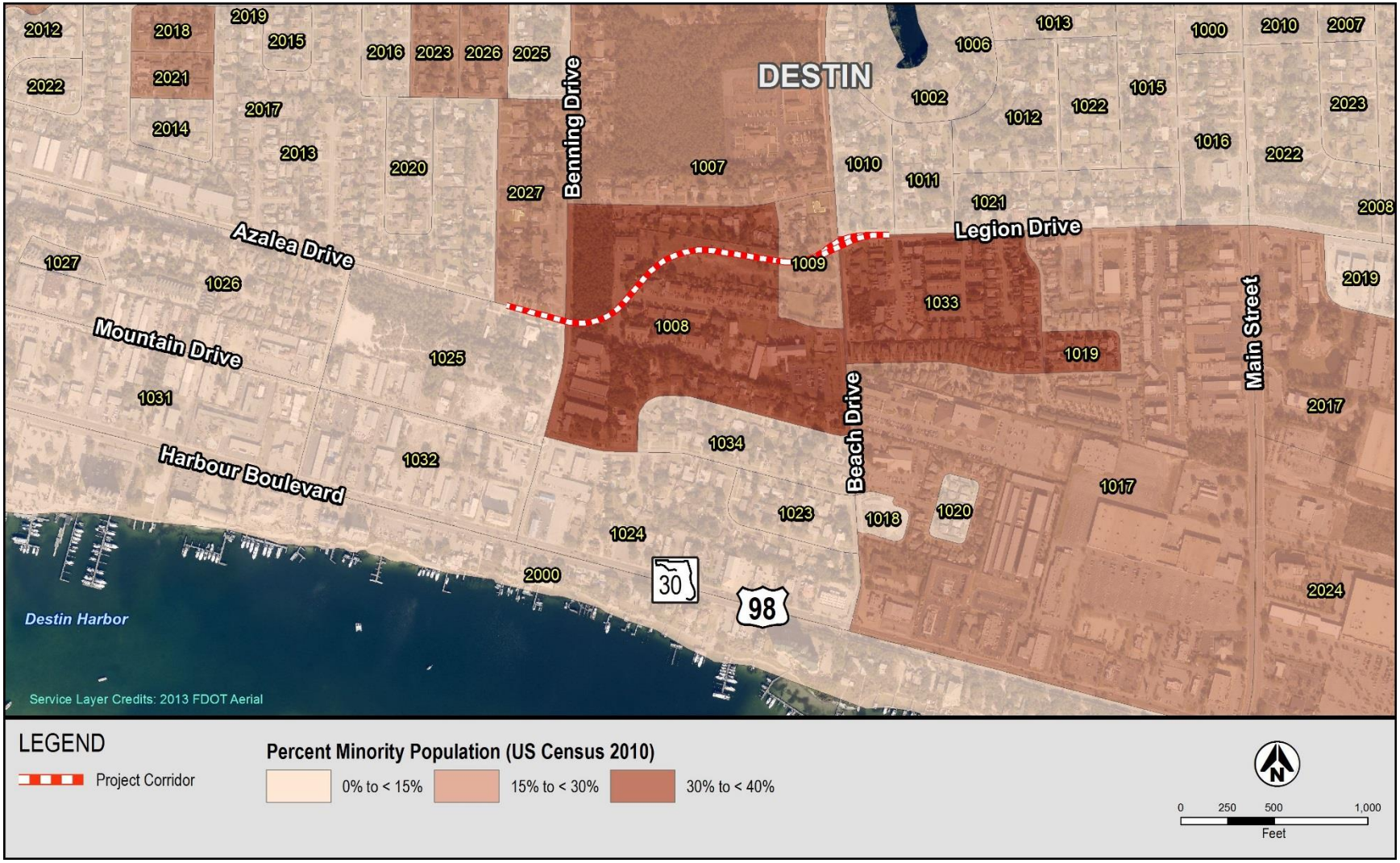


TABLE A-5: 2010 PROJECT AREA CENSUS BLOCK DATA

CENSUS BLOCK	TOTAL POPULATION	MINORITY POPULATION AS A WHOLE	PERCENT MINORITIES	AFRICAN AMERICAN	AMERICAN INDIAN or ALASKA NATIVE	ASIAN ALONE	HISPANIC OR LATINO	SOME OTHER RACE ALONE
1007	98	14	15.10	0	0	1	14	6
1008	**228**	**74**	**32.50**	**1**	**0**	**10**	**40**	**21**
1009	**26**	**4**	**15.40**	**0**	**1**	**0**	**1**	**0**
1010	27	0	0.00	0	0	0	0	0
1025	7	0	0.00	0	0	0	0	0
1033	398	153	38.40	13	4	13	118	25
2027	70	16	22.90	0	1	5	7	0

***Bold font indicates the census blocks containing the proposed project alignment**

One census block (1010) has no minorities. Two Census blocks (1008 and 1009) are crossed by the project's alignment and four census blocks (1010, 1025, 1033 and 2027) are located at the project termini. Census Block 1007 was included because its southern boundary is Legion Drive which is part of the study area. Only Census Blocks 2027, 1008, and 1033 have a minority percentage above 20 percent, primarily Hispanic or Latino.

There is no distinction between the build alternatives' effects on the study area population. The principal adverse effect of the project is the relocation of nine to sixteen residences. Although the project was designed to minimize relocations and the effect of relocations on the community as much as practicable, relocations are unavoidable. However, the City of Destin will carry out a Right of Way and Relocation Program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17). And in accordance with Title VI of the Civil Rights Act of 1964, no person shall be excluded from participation in, or denied benefits of, or be subject to discrimination under any program or activity receiving federal assistance on the ground of race, color, or national origin. Therefore, it has been determined that the proposed project will not have any disproportionately high and adverse human health and environmental effects on minority or low-income populations.

Along with the Civil Rights Act, Executive Order 12898 (Environmental Justice) ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (United States Environmental Protection Agency [EPA], 1994). This project is not expected to have a disproportionately adverse impact on minority or low-income households. Title VI information available at the Public Hearing.

Public Involvement

A comprehensive Public Involvement Program was initiated with this project. This program is compliant with the FDOT PD&E Manual, Section 339.155 Florida Statues (F.S.), Executive Orders 11990 and 11988: Council on Environmental Quality Regulations for implementing the procedural provision of the National Environmental Policy Act; and 23 Code of Federal Regulations 771.

Advanced Notification

An Advance Notification was issued on April 1, 2015 to the Florida State Clearinghouse, Department of Environmental Protection/Office of Intergovernmental Programs with copies to federal, state and local agencies and other interested parties, including tribal representatives, to inform the recipients of the initiation of the proposed project, obtain agency input on the project's potential for involvement with resources under their jurisdiction, and to document the need for resource agency or tribal involvement with the project. Following the 45-day review, response letters were received from the following agencies:

- National Marine Fisheries Service (NMFS) – indicated that it did not appear the project would have any direct involvement with NMFS trust resources.
- Florida Fish and Wildlife Conservation Commission (FFWCC) – recommended that sea turtle friendly lighting be used along the roadway.
- Florida State Clearinghouse (FSC) – indicated that the Northwest Florida Water Management District (NWFWMD) recommended an Environmental Resource Permit pre-application meeting be schedules; that the Florida Department of Economic Opportunity (FEO) advised the project is consistent with the Destin 2020 Comprehensive Plan; and stated that the project is consistent with the Florida Coastal Management Program (FCMP).

Agency comments and City of Destin responses are provided in **Appendix C**.

Alternatives Public Meeting

An Alternatives Public Meeting was held September 15, 2015, at the City Council Chambers in Destin, Florida. The project alternatives were presented to the public at that time with the purpose of obtaining public feedback to assist in the selection of a recommended alternative. Most commenters favored the project, especially if roundabouts were used instead of the four -leg intersection. Most commenters also preferred that Sandalwood Drive end in a cul-de-sac and Sandalwood Court be connected directly to the proposed project (Option C). The negative feedback centered on the fact that this is only one of several projects that are needed to complete the by-pass corridor and remaining sections are not currently funded.

Public Hearing

A public hearing was conducted on October 18, 2016 at the City Council chambers in the City Hall Annex, 4100 Indian Bayou Trail, Destin, Florida 32541. The hearing was held to present project study findings, conceptual renderings, and to provide the public with the opportunity to comment on the recommended alternative.

A total of 30 persons attended. Five comment sheets were returned, and five individuals chose to make verbal statements during the hearing. Although the proceedings were transcribed, the court reported passed away shortly after the hearing. All speakers were notified and requested to provide their comments. A record of the meeting was recreated using the hearing script and speaker registration cards, which contained notes regarding the speakers' concerns, and the responses from two of the speakers.

Comments from the public included the following:

- One person wants a left turn onto Benning Drive and recommended the City initiate a shuttle service,
- Another person wants a noise buffer, a crossover for eat-west traffic on US 98, an outlet for Sandalwood Drive, and is concerned about the school traffic congestion between 2:00 and 3:30 pm,
- Three people are worried about relocations, including an elderly widow on a pension, and people who do not believe they will be able to acquire a similar property with the right-of-way compensation they receive,
- One person was concerned about bicycle safety,
- One person was concerned about safety and property value,
- Another person was concerned that the corner of her property is on a curve and is worried about cars coming up into her yard, the effect on her property value, and feels that building an interim alternative is a waste of money, and
- One person is concerned about bottlenecking at Legion, and church and school traffic surges.

The one comment received in opposition to the project was based on the commenter's misconception that the project would be constructed as initially as a four-lane facility. The commenter's concern was that four lanes of traffic would be constricted at the project termini where the connecting roadways are currently only two-lane. The commenter did not understand that the project would be constructed in phases with the first phase being only a two-lane roadway with the widening to occur when traffic warrants.

Documentation associated with these meetings is provided in **Appendix D** (Alternatives Public Meeting) and **Appendix E** (Public Hearing).

A-2 Economic

Substantial Impacts?
Enhanced

The proposed project would benefit the local economy in two ways: improving congestion on SR 30/US 98 and by advancing the goals of the Harbor Community and Town Center CRAs. SR 30/US 98 through Okaloosa County, a principal arterial, is also a major freight corridor. In a survey of stakeholders conducted by the Okaloosa Walton MPO, the chronic delays caused by congestion on SR 30/US 98 is their number one problem. Although the proposed Destin Cross Town Connector is a Non-Strategic Intermodal System (Non-SIS) project, once completed, the connector would improve congestion on SR 30/US 98 by providing an alternate, less congested route for local traffic. By removing a portion of local traffic from SR 30/US 98 (Harbor Boulevard), large employers such as the U.S. military, the hospitality industry, and defense contractors would see improvement freight transport and delivery times. Smaller businesses located along SR 30/US 98 would likely see an increase in customer activity due to the improved access.

By improving connectivity to commercial land uses east, west, and south of the project corridor, the Destin Cross Town Connector would benefit the Harbor and Town Center Community Redevelopment Areas (CRAs), discussed in Section A-3. Improved transportation connectivity would likely attract new businesses and services to the area as well as improve access and convenience for residents north of SR 30/US 98. The attraction of new business to the area additional benefit of generating jobs.

A-3 Land Use Changes

Substantial Impacts?
Enhanced

The proposed project is in the urbanized area of the City of Destin in southeast Okaloosa County, Florida. **Table A-6** provides the generalized land uses within the study area. Residential is the predominant land use in the study area followed by retail/office. Together these categories comprise 47.9 percent of the study area.

TABLE A-6: GENERALIZED EXISTING LAND USES WITHIN THE STUDY AREA

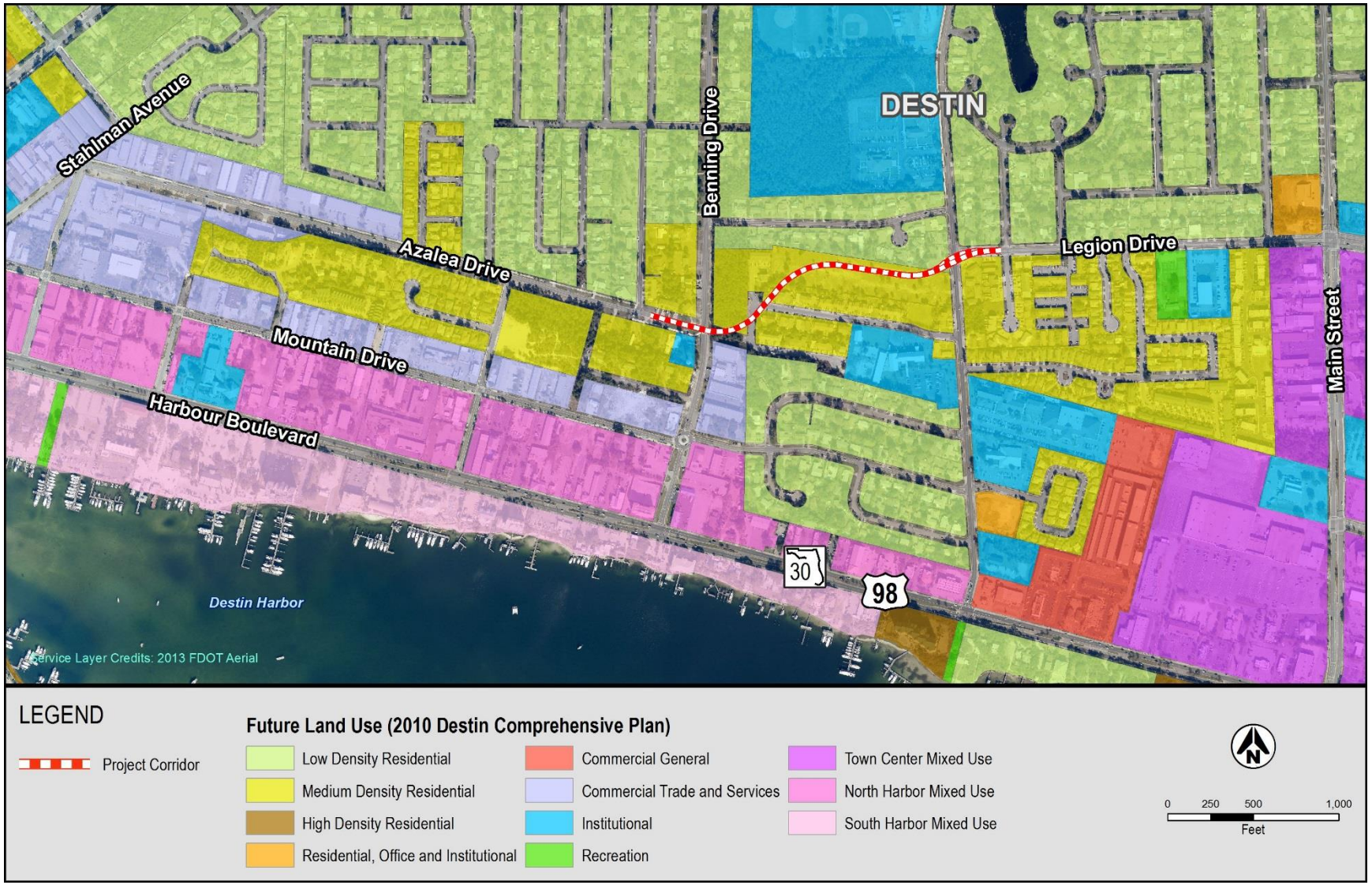
LAND USE CATEGORY	ACRES	PERCENTAGE OF STUDY AREA
Industrial	11.7	1.70%
Institutional	43.3	6.28%
Parcels with No Values	10.2	1.48%
Public/Semi-Public	35.4	5.14%
Recreation	14.2	2.06%
Residential	261.5	37.04%
Retail/Office	74.9	10.86%
Vacant Nonresidential	15.8	2.29%
Vacant Residential	26.3	3.82%

Existing land uses specifically along the project corridor consist of a mix of single family detached residences and town homes, and vacant land. There is some light commercial use on Benning Drive and Beach Drive just south of the corridor. **Figure A-3** shows existing land use.

The future land uses, shown in **Figure A-4,** were obtained from the City of Destin GIS Department. The primary future land use designation along the corridor is Medium Density Residential. South of the corridor there is some commercial (Trades and Services) land use designated along the east side of Benning Drive and some Institutional along Beach Drive and some Commercial General where Beach Drive intersects SR 30/US 98.

FIGURE A-3
EXISTING LAND USE MAP

FIGURE A-4
FUTURE LAND USE MAP



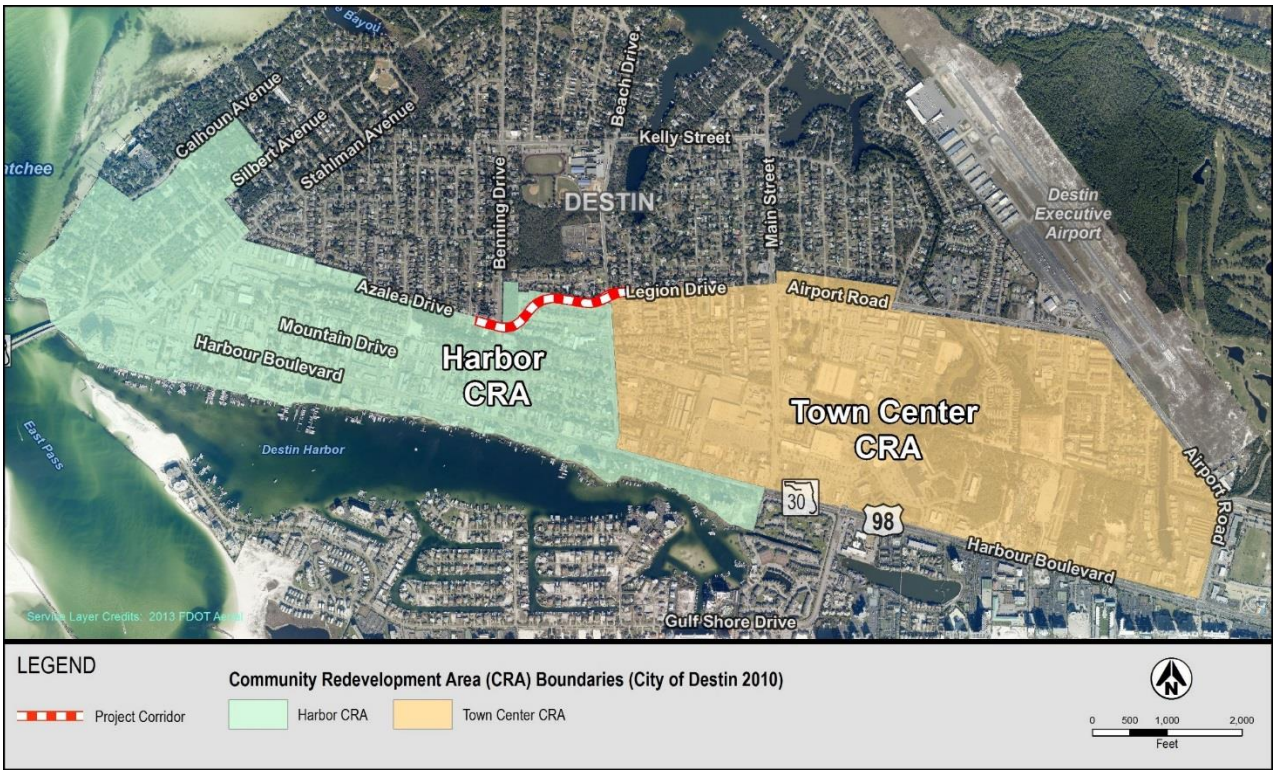
The acreages of the future land use designations in the study area are provided in **Table A-7**. From **Table A-7**, it is apparent that the primary existing land uses will persist. Public/Semi-Public land uses are forecasted to experience the greatest growth, almost doubling to 9.41 percent of the study area. Residential land use will only increase slightly and will likely occur on lands that are currently vacant residential areas.

TABLE A-7: GENERALIZED FUTURE LAND USES WITHIN THE STUDY AREA

LAND USE CATEGORY	ACRES	PERCENTAGE OF STUDY AREA
Commercial, Office, Tourism, Marina	31.2	4.52%
Industrial, Extractive, Transportation	0.7	0.10%
Mixed Use, Activity Center, Urban Village	91.2	13.24%
Public/Semi-Public, Gov., Institutional	64.9	9.41%
Recreation, Open space	2.1	0.30%
Residential High (>12 DU)	2.7	0.40%
Residential Low (<1 DU)	8.4	1.21%
Residential Medium (<13 DU)	278.7	40.44%
Water Bodies	80.5	11.68%

The City of Destin has designated two CRAs: the Town Center CRA and the Harbor CRA (**Figure A-5**). The purpose of the CRAs is to encourage new business and redevelopment, investment in infrastructure improvements, and reconstruction of blighted areas. The Town Center CRA, which was established March 3, 1998, is located north of SR 30/US 98 and bounded by Airport Road on the east and Beach Drive on the west. The Harbor CRA was established in 2003. The CRA was modified by an Interlocal Agreement between the City of Destin and Okaloosa County in 2005. The Harbor CRA extends from Destin Harbor north to encompass Azalea Drive and from Beach Drive west to Choctawhatchee Bay. SR 30/US 98 and the proposed project are located within the boundaries of the Harbor CRA. The proposed project is also adjacent to the western boundary (Beach Drive) of the Town Center CRA and connects to its northern limit (Legion Drive). The connectivity provided by the Destin Cross Town Connector is consistent with the goals of the CRAs.

FIGURE A-5
DESTIN COMMUNITY REDEVELOPMENT AREAS



Because the proposed project supports the land use policies of the City, the proposed project is not expected to alter the forecasted land use patterns in the study area. Any future changes in land uses would be attributable to the on-going development trend. While the proposed project will support the existing plans to attract new businesses and redevelopment of blighted areas, the improvements will not induce secondary development since these actions are already in place.

A-4 Mobility

Substantial Impacts?
Enhanced

The study area has only limited bicycle and/or pedestrian facilities (see Section D.6) and no bus service. However, transit service is currently provided along Mountain Drive, one block south of Azalea Drive. It is expected that the improved connectivity provided by the proposed project would likely attract future bus service, especially as an alternate route to the airport.

Further, the proposed project includes designated bicycle lanes and sidewalks in each direction. The provision of these facilities, as discussed in Section D.6, is consistent with the City of Destin's Pedestrian and Bicycle Master Plan and will enhance the connectivity of the existing facilities in the study area.

Therefore, the proposed project, which is being developed to improve congestion on SR 30/US 98, would not only facilitate the more efficient movement of freight and vehicular traffic, it will accommodate other transportation modes, resulting in an expected net enhancement of mobility.

A-5 Aesthetic Effects

Substantial Impacts?
No

Within the project limits, the land use is primarily undeveloped/vacant residential land immediately adjacent to the proposed right-of-way, except south of the proposed road at the end of Sandalwood Drive and Sandalwood Court and north of the proposed road near the project terminus at Beach Drive. There is also residential use beyond the adjoining vacant parcel. However, most residential units with exposure to the proposed road currently have privacy fences which will shield residents from the view of the roadway.

These residential areas are noise sensitive sites, but a traffic noise study conducted for the project, and summarized later in this document, did not find that any noise sensitive receptor would experience noise levels in excess of the Federal Highway Administration's Noise Abatement Criteria (NAC).

The proposed project will be constructed in phases with a two-lane facility provided in the first phase, which is consistent with the existing roads in the immediate vicinity of the project. Widening of the facility to four lanes will occur when traffic warrants. It is expected that the connecting roads would also be widened to four lanes simultaneously with or before the widening of this project. Any potential vibration effects of construction activities will be short-lived and minimized with the use of best management practices.

The proposed project will not affect the view of any community focal point. However, it should be noted that the proposed improvements would include landscaping to minimize any potential adverse aesthetic effects.

A-6 Relocation Potential

Substantial Impacts?
Yes

The proposed improvements have been developed to minimize right-of-way acquisition and displacements as much as possible. However, since the proposed project is on new alignment through a developed area, right-of-way acquisition, including relocations will be required. The right-of-way acquisition for the interim two-lane facility with roundabout intersections requires the same relocations as Alternatives 1 and 2, Options A, B, and C. Although the ultimate Alternative 1 (with signalized intersections) would require less right-of-way than the interim facility, because the interim facility will be built first, the right-of-way cost for Alternative 1, is the right-of-way cost of the interim facility.

Table A-8 provides the right-of-way acquisition costs, the number of parcels to be acquired, and the number and type of relocations for each Build alternative. For information on these relocations, please refer to the *Destin Cross Town Connector Conceptual Stage Relocation Plan* (CSRP), prepared for this project in compliance with the Federal Highway Administration (FHWA*) Technical Advisory T6640.8A,* Section 9.1.3 of the FDOT *Right of Way Manual*. Further minimization of right-of-way acquisition and relocations may be achieved during the design phase by obtaining design exceptions or variances, where such measures would reduce impacts.

TABLE A-8: RIGHT-OF-WAY ACQUISITION AND RESIDENTIAL AND BUSINESS DISPLACEMENTS

ALTERNATIVE/ OPTION	TOTAL PARCELS TO BE ACQUIRED	NUMBER VACANT PARCELS	RESIDENTIAL PARCELS		BUSINESS PARCELS		TOTAL RESIDENTIAL AND BUSINESS RELOCATIONS	ESTIMATED R/W & RELOCATION COSTS
			TOTAL RESIDEN6TIAL PARCELS	NUMBER RELOCATIONS	TOTAL BUSINESS PARCELS	NUMBER RELOCATIONS		
Alternative 1 Option A	17	1	16	10	0	0	10	$2,800,000
Alternative 1 Option B	17	1	16	10	0	0	10	$2,600,000
Alternative 1 Option C	18	1	17	10	0	0	10	$2,600,000
Alternative 2 Option A	22	1	19	13	2	1	14	$4,400,000
Alternative 2 Option B	22	1	19	13	2	1	14	$4,200,000
Alternative 2 Option C	23	1	20	13	2	1	14	$4,200,000

*Parcel 00-2S-22-2167-0000-0310 has one tenant on one parcel relocation. RW Cost includes tenant impacts.
**Parcel 00-2S-22-2335-0000-0130 has three tenants on one parcel relocation. RW Cost includes tenant impacts.
Note: Relocations are highlighted with light blue.

It has been determined through field surveys and market data obtained from the Emerald Coast Association of Realtors that suitable replacement housing is available near the study area to accommodate the anticipated residential displacement. Similarly, suitable commercial properties are available near the study area.

To minimize the unavoidable effects of right-of-way acquisition and displacement of people, the City of Destin will carry out a Right-of-Way and Relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

The City of Destin provides advance notification of impending right-of-way acquisition. Before acquiring right-of-way, all properties are appraised based on comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

No person lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date, and no occupant of a residential property will be required to move until decent, safe and sanitary replacement housing is made available. "Made available" means that the affected person has either by himself obtained and has the right of possession of replacement housing, or that the City of Destin has offered the relocatee decent, safe and sanitary housing which is within his financial means and available for immediate occupancy.

At least one relocation specialist is assigned to each project to carry out the Relocation Assistance and Payments program. A relocation specialist will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

All tenants and owner-occupied relocatees will receive an explanation regarding all options available to them, such as 1) varying methods of claiming reimbursement for moving expenses; 2) rental replacement housing, either private or publicly subsidized; 3) purchase of replacement housing; and 4) moving owner-occupied housing to another location.

Financial assistance is available to the eligible relocatee to:

- Reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a road project.
- Make up the difference, if any, between the amounts paid for the acquired dwelling and the cost of a comparable decent, safe and sanitary dwelling available on the private market, as determined by the City.
- Provide reimbursement of expenses, incidental to the purchase of a replacement dwelling.
- Make payment for eligible, increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to $31,000 combined.

A displaced tenant may be eligible to receive a payment, not to exceed $7,200 to rent a replacement dwelling or room, or to use as down payment, including closing costs, on the purchase of a replacement dwelling.

ATTACHMENT B – CULTURAL

B-1 Historic Sites/Districts

Substantial Impacts?
No Involvement

A cultural resources assessment, conducted in accordance with the procedures contained in 36 CFR Part 800, including background research and a field survey coordinated with the State Historic Preservation Officer (SHPO), was performed for the project. No historical sites or Districts were identified, nor are any expected to be encountered during subsequent project development. The SHPO has determined that no resources listed or eligible for listing on the National Register of Historic Places will be impacted. The SHPO concurrence letter is in **Appendix F.**

B-2 Archaeological Sites

Substantial Impacts?
No Involvement

A cultural resources assessment, conducted in accordance with the procedures contained in 36 CFR Part 800, including background research and a field survey coordinated with the State Historic Preservation Officer (SHPO), was performed for the project. No archaeological sites were identified, nor are any expected to be encountered during subsequent project development. The SHPO has determined that no resources listed or eligible for listing on the National Register of Historic Places will be impacted. The SHPO concurrence letter is provided in **Appendix F** and coordination with the Seminole Tribe of Florida is in **Appendix G.**

B-3 Recreation Areas

Substantial Impacts?
No

The City of Destin maintains and operates 31 recreational properties. Although there are no recreation areas adjacent to the proposed project, there are parks within and adjacent to the study area that are within the area of influence of the proposed project (i.e. the creation of a continuous road due to the construction of the missing link between Benning Drive and Beach Drive would provide a park patron the ability to access the park without traveling on SR 30/US 98 between Stahlman Avenue and Airport Road). The parks that are influenced by the proposed project are shown in **Figure B-1** and listed in **Table B-1**. Parks included in the list were identified for inclusion based on the following considerations:

- Small neighborhood parks located along the continuous corridor created by the project were included as they could be influenced by the project (small parks deep within a neighborhood not likely used by patrons outside of a neighborhood were not included).
- Parks with special facilities not available at other parks and located generally in the area between Stahlman Avenue and the intersection of Airport Road at SR 30/US 98 (Emerald Coast Parkway). An example of such a facility is the Destin Community Center.
- Parks with access to water/beaches.
- Parks with sports facilities (included because city teams play at more than one facility).

FIGURE B-1
RECREATION AREAS LOCATION MAP

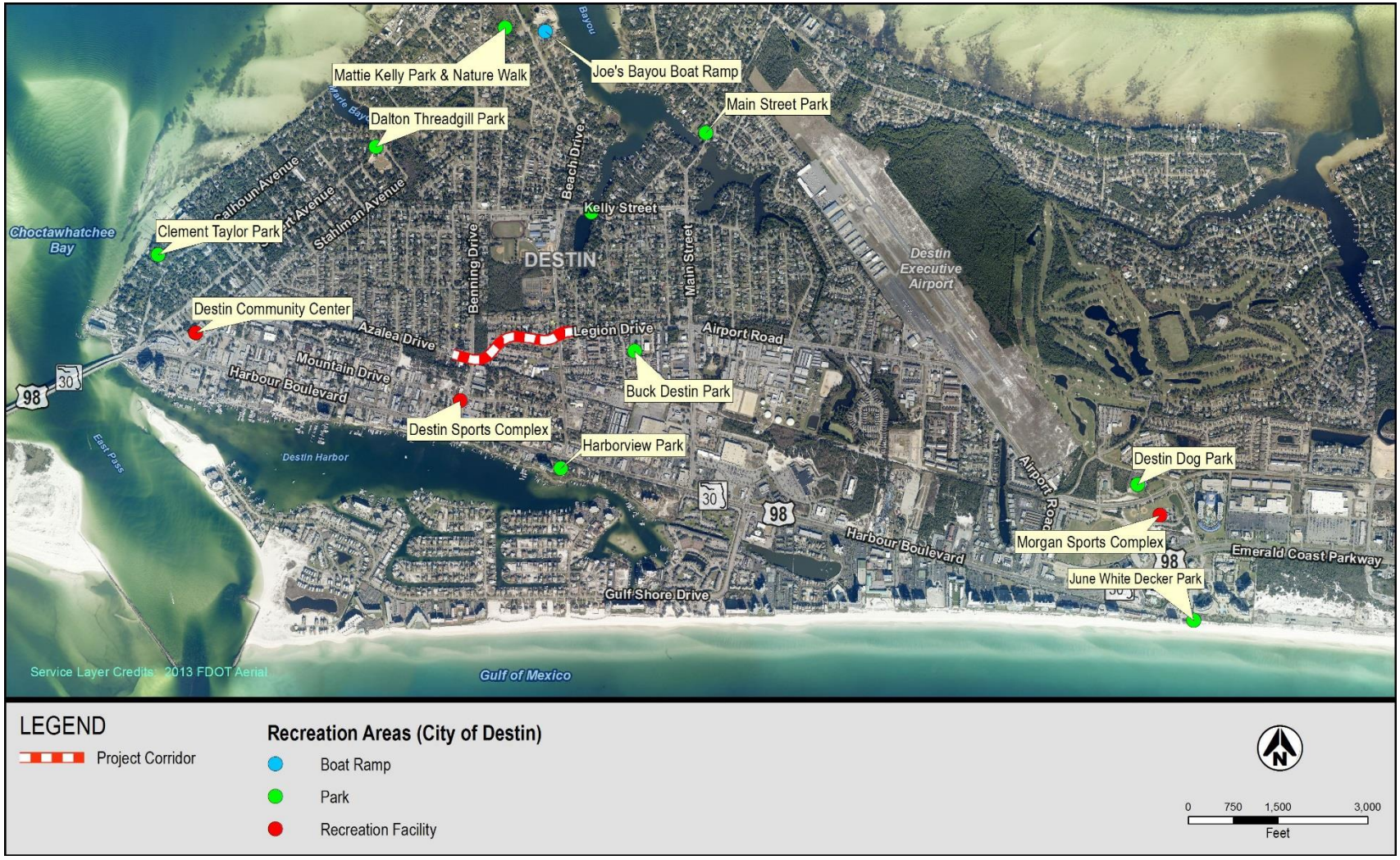


TABLE B-1: RECREATION AREAS WITHIN THE AREA OF PROJECT INFLUENCE

RECREATION AREA	ADDRESS	AVAILABLE FACILITIES
Buck Destin Park	**724 Legion Drive**	**Basketball court, picnic tables, playground, tennis courts**
Clement Taylor Park	131 Calhoun Avenue	3.5-acre park with swim area, benches, grills, pavilion, picnic tables, playground, sand volleyball court
Dalton Threadgill Park	711 Hickory Street	3.9-acre with baseball fields, concession stand, softball fields, t-ball field
Destin Community Center	101 Stahlman Avenue	4 meeting rooms, basketball court, board room, gym, game room, playground, stage
Destin Dog Park	4100 Indian Bayou Trail	Benches, water stations, parking, separate areas for large and small dogs.
Destin Sports Complex	**460 Kelly Street**	**Track, baseball fields, basketball court, picnic tables, playground, football field, soccer fields, softball fields**
Harborview Park	**Beach Drive and SR 30/US 98**	**Waterfront deck with benches, picnic tables, bike rack, handicap parking**
Joe's Bayou Boat Ramp	800 Beach Drive	Five boat launch ramps, parking area, bathrooms
June White Decker Park	Scenic Hwy 98	Swim area, bike rack, parking, restrooms
Kelly Street Duck Pond	**Kelly Street**	**No facilities**
Main Street Park	605 Main Street	0.75-acre waterfront park, ADA accessible with fishing pier & picnic facilities
Mattie Kelly Park & Nature Walk	825 Beach Drive	10-acre park with bayou access, pier, beach area, picnic area
Morgan Sports Complex	4200 Indian Bayou Trail	½ basketball court, baseball fields, picnic tables, playground, sand volleyball court, soccer fields, softball fields, walking path

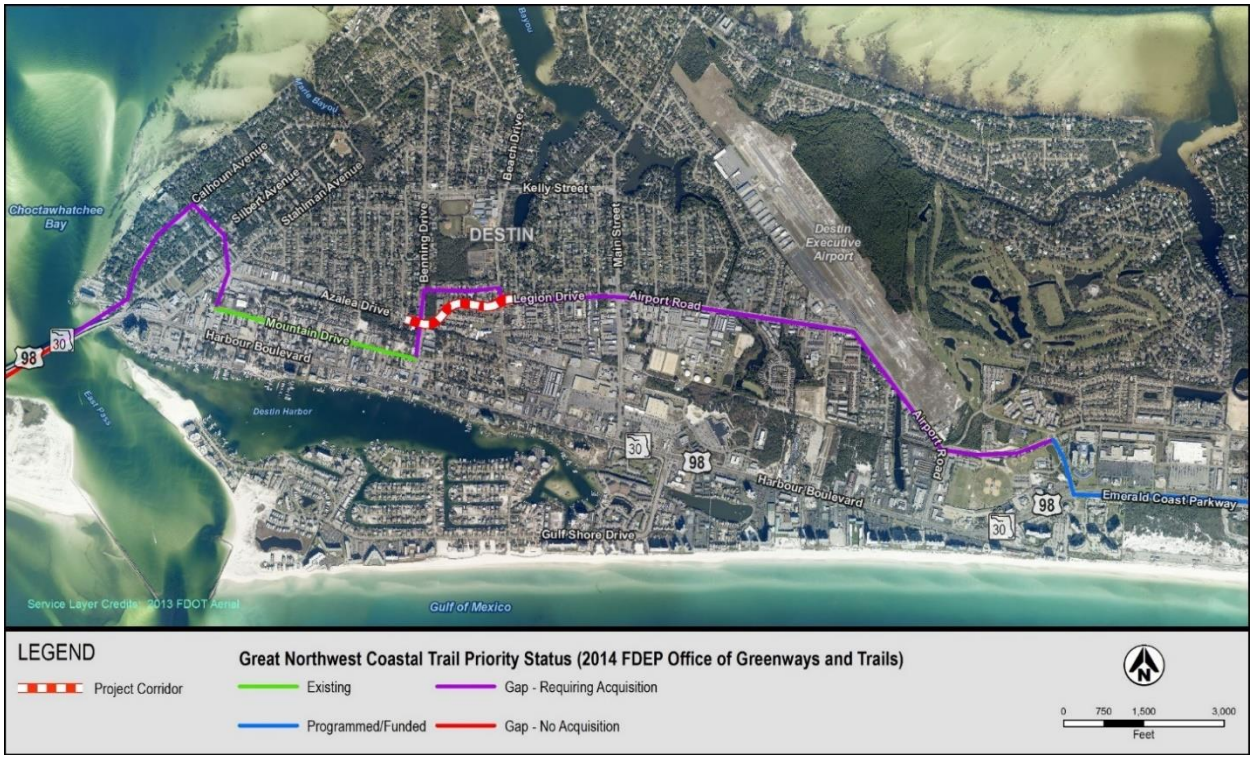
***Facilities in bold font are close to the project corridor**

In addition to the parks above, the Florida Department of Environmental Protection (FDEP) Division of Greenways and Trails identifies the Great Northwest Coastal Trail (GNCT) Corridor as a Trail Priority in the 2013-2017 timeframe. As proposed, the GNCT consists of two trail corridors: the western corridor extends 115.4 miles between Pensacola, Florida and Panama City while the eastern corridor (Panama City to the St. Marks Corridor) is 148.8 miles in length. Currently the trail from Pensacola to Panama City consists of 50.5 miles of Existing/Programmed/Funded links through four counties. The trail through Okaloosa County is 26.7 miles in length and generally follows the SR 30/US 98 corridor passing through Fort Walton Beach and Destin. In Destin, there is a 2.9-mile segment of the trail that has been constructed. The remainder of the trail through Okaloosa County requires right-of-way acquisition.

Figure B-2 shows that the proposed alignment of the GNCT in Destin would travel from Stalhman Avenue down Palmetto Street to Mountain Drive, where it then follows Mountain Drive to Benning Drive, travels north on Benning Drive to the west segment of Legion Drive, along Legion Drive to Beach Drive to connect to and follow the eastern segment of Legion Drive to and along Airport Road. The segment of the GNCT that follows Mountain Drive, between Palmetto Street and Benning Drive, has been constructed. The remaining segments described above require right-of-way acquisition.

The proposed Destin Cross Town Connector project would only be involved with the proposed GNCT in Destin where the trail intersects Azalea Drive at Benning Drive and where the eastern segment of Legion Drive intersects Beach Drive. There is potential for the FDEP Division of Greenways and Trails to reroute the portion of the GNCT trail along the western segment of Legion Drive, between Benning Drive and Beach Drive, to the alignment for the Destin Cross Town Connector project. Since the Destin Cross Town Connector project will provide bicycle and pedestrian facilities, utilization of these facilities could lessen the cost of the GNCT through Destin by eliminating the need for right-of-way acquisition for that segment.

FIGURE B-2
GREAT NORTHWEST COASTAL TRAIL IN DESTIN



ATTACHMENT C – NATURAL

C-1 Wetlands

Substantial Impacts?
No Involvement

The proposed project's alignment was surveyed for the presence of wetlands and no wetlands were found within the study area.

C-2 Aquatic Preserves and Outstanding FL Waters

Substantial Impacts?
No Involvement

There are no Aquatic Preserves in the project area; therefore, this project will not have any involvement with Aquatic Preserves.

Outstanding Florida Waters (OFWs) are waters designated by the Florida Department of Environmental Protection for special protection due to their natural attributes. The closest OFW is Henderson Beach State Park, which is located outside of the study area. Therefore, the project would not have any involvement with designated OFWs.

C-3 Water Quality

Substantial Impacts?
No

Choctawhatchee Bay is designated as Class II - Shellfish Propagation or Harvesting. All other surface waters are designated Class III Fish Consumption; Recreation, Propagation and Maintenance of a Healthy, Well Balanced Population of Fish and Wildlife. Destin Harbor (WBID #917A) and Joes Bayou (WBID #906) are on the Verified Impaired Waters list. This list is comprised of water bodies that do not meet the parameters of the Surface Water Quality Standards (62-302, F.A.C.) for their water classification and the Impaired Waters Rule (IWR, 62-303, F.A.C.). **Table C-1** lists the parameters for which the water bodies fail to meet water quality standards.

TABLE C-1: WATER QUALITY PARAMETERS NOT MET BY WATER BODY SEGMENTS

WATER BODY	WBID	PARAMETER	TMDL STATUS
Destin Harbor	917A	Fecal Coliform	Low
		Mercury (fish tissue)	Established Statewide
Joes Bayou	906	Mercury (fish tissue)	Medium

The NWFWMD was contacted to determine if the proposed project would have any adverse effects on the listed impaired waters. After discussion with the NWFWMD, it was concluded that the stormwater collection and treatment system for the proposed project would adequately treat stormwater and no adverse effects to the listed impaired waters would result from the proposed improvement. Therefore, no nutrient load analysis and treatment will be necessary in the proposed stormwater ponds.

The proposed project, which includes a stormwater collection and treatment system, would contribute to efforts to improve water quality in the study area surface waters by providing treatment prior to discharge. While preliminary analysis on potential stormwater pond locations was conducted during this study, the exact locations will be determined during the design phase of the project. In any case, the City owns sufficient right-of-way to accommodate ponds.

The proposed project is also located within an area designated as Less Vulnerable to Contamination of the Floridan Aquifer and More Vulnerable to Contamination of the Surficial Aquifer, according to the Floridan Aquifer Vulnerability Assessment. The implementation of the proposed stormwater collection and treatment system will reduce the amount of untreated runoff that enters the aquifer.

Well locations within the project area were obtained from the NWFWMD. The wells in this area are limited to irrigation supply. No wells will be impacted by the proposed improvements.

A Water Quality Impact Evaluation (WQIE) has been completed for the proposed project (see **Appendix H** for the WQIE checklist). The proposed stormwater facility design will include, at a minimum, the water quantity requirements for water quality impacts as required by the Northwest Florida Water Management District in Rule 40A-1 and FDEP rules 62-346 and 62-25 F.A.C. In addition, a stormwater pollution prevention plan and BMPs will be implemented during construction to protect both surface and groundwaters.

Construction activities have the potential for short-term, temporary impacts on water quality. The City of Destin will address the potential effects of construction activities on water quality by use of BMP. The Engineer may require the use of additional erosion and sedimentation control features or methods not specified in the plans to address unanticipated conditions.

C-4 Wild and Scenic Rivers

Substantial Impacts?
No Involvement

The project is not within the boundaries of any river listed in the Nationwide Rivers Inventory. Therefore, the coordination requirement for the Wild and Scenic Rivers Act does not apply to this project.

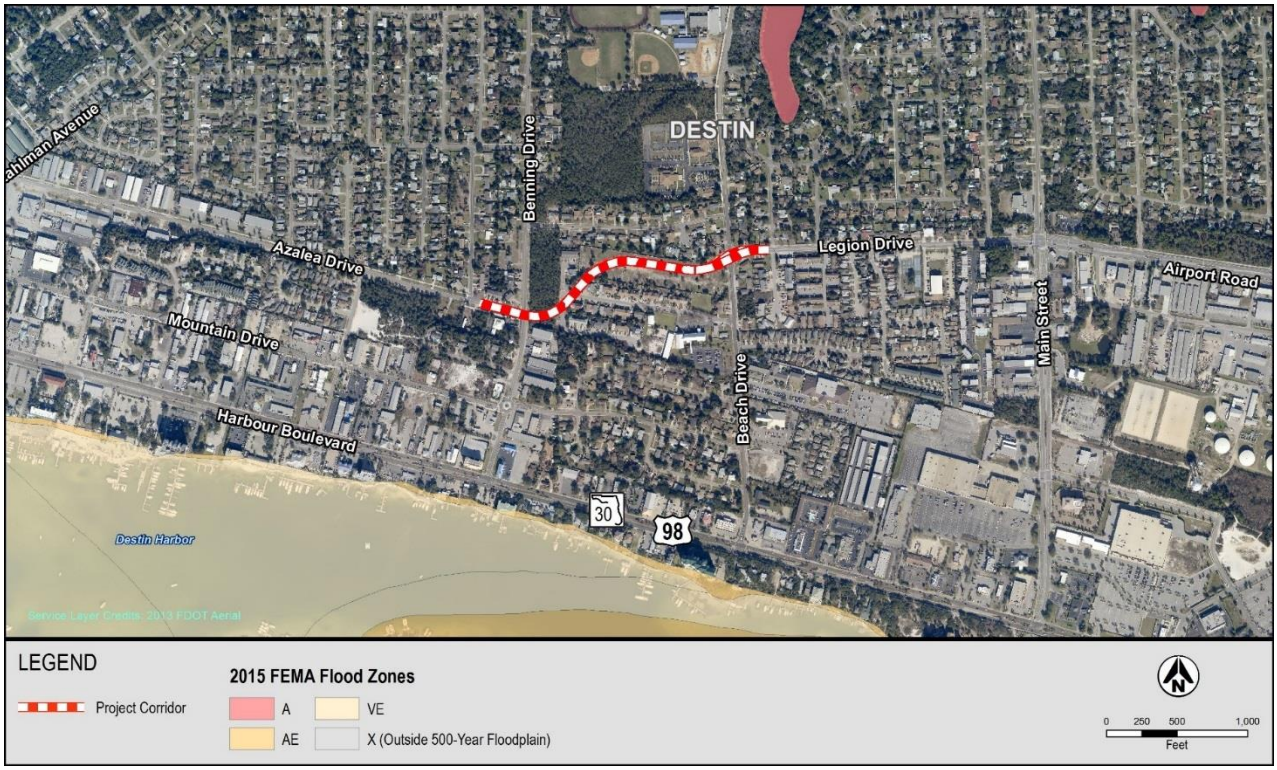
C-5 Drainage and Floodplains

Substantial Impacts?
No Involvement

In accordance with Executive Order 11988 "Floodplain Management", U.S. Department of Transportation (DOT) Order 5650.2, and Chapter 23, CFR 650A, impacts to floodplains from the proposed improvements have been considered. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map 12091C0488H dated December 6, 2002, was reviewed to determine the FEMA identified base flood zones in the study area. The floodplain map, shown on **Figure C-1,** indicates that there are no designated floodways in the study area and the only flood zones are associated with Destin Harbor and Joes Bayou, both of which are beyond the limits of the proposed project. Therefore, there is no involvement with regulatory floodways and no work is being performed below the 100-year flood elevation. As a result, this project does not encroach upon the base floodplain.

Since floodplains will not be altered by the proposed project and since the project is located in an already developed area and the City of Destin has approved flood plain management procedures to minimize involvement with floodplains, it has been determined that the project will not support base floodplain development that is incompatible with existing floodplain management programs.

FIGURE C-1
FLOODPLAIN LOCATIONS



C-6 Coastal Barrier Resources

Substantial Impacts?
No Involvement

Coastal barrier resources are land areas that have been designated to restrict federal assistance for most activities within the boundaries of coastal barrier units, except for Otherwise Protected Areas (OPA), which cannot receive federal flood insurance. The purpose of the federal legislation that established coastal barrier resource designations is: 1) to minimize loss of human life by discouraging development in high risk areas, 2) to reduce wasteful expenditure of federal resources, and 3) to protect natural resources associated with coastal barriers.

Therefore, in accordance with the Federal Coastal Barrier Resources Act of 1982 (CBRA), the Coastal Barrier Improvement Act of 1990 (CBIA), the Florida Coastal Zone Management Act, Part II, Chapter 380, F.S., and revisions to the Local Coastal Comprehensive Plan under Part II, Chapter 163, F.S., this project has been reviewed for involvement with designated coastal barrier resources. Within Destin, there is a designated CBRA unit located north of SR 30/US 98 up to and including some of Choctawhatchee Bay from Indian Bayou eastward to the Walton County line. South of SR 30/US 98 there is a designated Otherwise Protected Areas (OPA) that extends south into the Gulf of Mexico and otherwise bounded by the boundaries of Henderson Beach State Park. From the eastern boundary of Henderson Beach State Park eastward to the Walton County line, the area south of SR 30/US 98, except for certain developed areas, is in the CBRA unit north of SR 30/US 98.

The proposed improvement is west, and well outside, of the designated coastal barrier resources. Since the proposed improvement from Azalea Drive at Benning Drive to Legion Drive at Beach Drive are not within a CBRA unit and they do not lead directly to a CBRA unit or an OPA, the coordination requirements of the CBRA do not apply.

C-7 Protected Species and Habitat

Substantial Impacts?
No

This project has been evaluated for potential impacts to threatened and endangered species in accordance with Section 7(c) of the Endangered Species Act of 1973, as amended, and Rules 39- 25.002, 39-27.002, and 39-27.011 of the Wildlife Code of the State of Florida (Chapter 39, F.A.C.), and Part 2, Chapter 16 of the FDOT *PD&E Manual*.

Threatened and endangered (T&E) wildlife species and rare plant occurrences within the 6.8-acre footprint of the proposed ROW were qualitatively evaluated via desktop analyses and field surveys. Several sources of data and information were used to identify potential T&E listed species within the study area. These sources included FDOT, USFWS, FNAI, and the FFWCC. Specific information sources and databases utilized include the following:

- United States Fish and Wildlife Service (USFWS) Species List for Okaloosa County
- FNAI Element Occurrence (EO) Data

- FNAI EO Report dated July 27, 2015
- FFWCC Eagle Nest Locator
- FFWCC Water Bird Colony Data
- USDA, NRCS, Soil Survey Geographic (SSURGO) database for Okaloosa County, Florida, June 1995
- http://SoilDataMart.nrcs.usda.gov/
- USFWS NWI Database
- USFWS Classification of Wetlands and Deepwater Habitats of the United States (1979)
- NWFWMD, FLUCFCS data (1995)
- Aerial photographs of the study area, circa 2010, 2013 and 2015
- United States Geological Survey (USGS) Topographic Quadrangle maps, 7.5-minute series

In addition, project biologists surveyed for additional species that could also occur within the study area based on their experience in conducting similar field studies throughout the Gulf Coast of Florida.

Of the 31 wildlife and plant species in the FNAI EO Report (see **Table C-2**), two plant species listed as threatened by the FDACS, Gulf coast lupine (*Lupinus westianus*) and large-leaved jointweed (*Polygonella macrphylla*), are documented to occur near the proposed study area. There are three listed species likely to occur within or near the study area and 25 additional listed species (seven wildlife and 18 plants) which have the potential to occur within or near the study area.

Some plants and animals included in this list of 31 species were considered even though their potential to occur is unlikely, such as sea turtles which have very specific habitat requirements that are not present within the study area.

No listed wildlife and plant species were found within 300 feet of the alternatives. In a phone conversation on July 29, 2015, with Harold Mitchell (USFWS), the USFWS concurred with the effect findings for each species discussed below (**Appendix I**). No comments or concerns were raised by the USFWS for these species.

TABLE C-2: FEDERAL AND STATE LISTED SPECIES THAT MAY OCCUR WITHIN OR NEAR THE PROJECT AREA

Species		Listing Status	Likelihood of Occurrence
Mammals			
Peromyscus polionotus allophrys	Choctawhatchee Beach Mouse	E, FE	Potential
Fish			
*Acipenser oxyrinchus desotoi**	Gulf Sturgeon	FT	Likely
Reptiles and Amphibians			
Gopherus polyphemus	Gopher tortoise	C, ST	Potential
Drymarchon corais couperi	Eastern Indigo Snake	FT, ST	Potential
Chelonia mydas	Green Sea Turtle	E, FE	Potential
Dermochelys coriacae	Leatherback Sea Turtle	E, FE	Potential
Caretta caretta	Loggerhead Sea Turtle	E, T, FT	Likely
Birds			
Athene cunicularia floridana	Florida burrowing owl	SSC	Potential
Haliaeetus leucocephalus	Bald Eagle	BGEPA, MBTA	Potential
Sternula antillarium	Least Tern	ST	Likely
Rhynchops niger	Black Skimmer	SSC	Potential
Plants			
Asclepius viridula	Southern milkweed	ST	Potential
Calamovilfa curtissi	Curtiss'sandgrass	ST	Potential
Chrysopsis gossypina cruiseana	Cruise's Goldenaster	SE	Potential
Chrysopsis godfreyi	Godfery's Goldenaster	SE	Potential
Cladonia perforata	Perforate reindeer lichen	FE, SE	Potential
*Euphorbia telephioides***	Telephus spurge	FT, SE	Potential
Hymenocallis henryae	Panhandle spider lily	SE	Potential
Linum westii	West's flax	SE	Potential
Litsea aestivalis	Pondspice	SE	Potential
Lupinus westianus	Gulf coast lupine	ST	Documented
Pinguicula primuliflora	Primrose-flowered butterwort	SE	Potential
Platanthera integra	Yellow fringeless orchid	SE	Potential
Polygonella macrophylla	Large-leaved jointweed	ST	Documented
Rhexia parviflora	Small-flowered meadowbeauty	SE	Potential
*Rhexia salicifolia***	Panhandle meadowbeauty	ST	Potential
Ruellia noctiflora	White-flowered wild petunia	SE	Potential
Sarracenia leucophylla	White top pitcher - plant	SE	Potential
Tephrosia mohrii	Pineland Hoary-pea	ST	Potential
Xyris scabrifolia	Harper's yellow-eyed grass	ST	Potential

Notes:

*USFWS has designated the Gulf of Mexico, Choctawhatchee Bay, Choctawhatchee River and its tributaries as critical habitat for the Gulf sturgeon; no suitable habitat exists within alternative alignments.

**May warrant federal protection

FE - Federally Endangered
FT - Federally Threatened
MBTA - Migratory Bird Treaty Act
SE - State Endangered
ST - State Threatened
SSC - State Species of Special Concern
C – Candidate for Federal Listing
CE – Consideration Encouraged (USFWS)
BGEPA - Bald and Golden Eagle Protection Act
Observed - Observed during field reviews
Documented (FNAI) - Listed or rare species documented on or near study area within the last twenty years.
Documented/Historic (FNAI) - Listed or rare species documented, but not observed/reported in or near study area within the last twenty years.
Likely (FNAI) - Listed or rare species likely to occur in or near study area; based on suitable habitat and/or known occurrences in the vicinity.
Potential (FNAI) - Study area lies within the known or predicted range of the species listed.

Eastern indigo snake

Eastern indigo snake habitat is found within the study area. No specific surveys were conducted for this species during this study and no individuals were observed during surveys for other species and/or during wetlands evaluations. Given the lack of suitable gopher tortoise habitat within the study area and alternative alignments, it appears that the subject project will have no effect on the federally-threatened eastern indigo snake. In addition, Standard Protection Measures for the Eastern Indigo Snake will be adhered to and included in the approved construction plans.

Gopher tortoise

No gopher tortoise burrows were located by project biologists proximal to alternative alignments nor were observed within the 300-foot buffer associated with alternative alignments. The potential for gopher tortoise exists within the sand pine (413) habitat. FFWCC guidance for gopher tortoise permitting and/or relocation will need to be addressed if gopher tortoise burrows are observed in the future. A survey is required prior to permitting, and again 90 days prior to construction. Standard FFWCC gopher tortoise permitting guidelines will be implemented during the design phase, (e.g., surveys within suitable habitat 90 days prior to construction). Given that permitting through FFWCC allows for relocating potentially affected gopher tortoises, it appears that this project will have no effect on the state-listed gopher tortoise.

Bald eagle

The FFWCC bald eagle locator website and FNAI indicate that there is an active bald eagle nest approximately two (2) miles west of the study area. The proposed project may contain habitat suitable for bald eagles, however, no bald eagle nests were observed within or proximal to the preferred alternative during a field survey conducted in July 2014. The closest bald eagle nest to the study area is within Eglin Air Force Base property on Okaloosa Island (Nest OL006 - active 2014). Due to FWC nest #OL006 being well beyond the primary management zone (660 feet) established for bald eagle nests, it appears that the subject project will have no effect on the bald eagle. In the event a bald eagle constructs a nest along the project alignment prior to or during construction activities, National Bald Eagle Management Guidelines will be followed.

Plants

As a part of assessing wetland resources and T&E species, a listed-plant survey was conducted in July 2014 across all alignments under consideration. No listed plant species were observed during this survey. Primary vegetative species within the study area and alternative alignments (including the preferred) are ruderal grasses within the open (vacant) land. However, the FNAI report concerning the study area (July 27, 2015) lists occurrences of Gulf coast lupine and large-leaved jointweed as being documented within a mile of the proposed study area. However, no habitat exists within the study area for these listed species; therefore, this project should have no effect on federal or state-listed plants.

The findings of the analysis of potential project involvement with Federally- and State-listed species has been documented in the *Destin Cross Town Connector Endangered Species Biological Assessment Report* which has been coordinated with the USFWS.

The Florida Fish and Wildlife Conservation Commission (FFWCC) have noted that the project is located within the City of Destin and recommended, due to the proximity of sea turtle nesting beaches, that the sea turtle friendly lighting be used along the roadway. Lighting proposed along this project will be consistent with requirements for sea turtles.

Based on the research and analysis conducted for the project, coordination with the USFWS and in accordance with Part 2, Chapter 16 of the *PD&E Manual*, an impact determination of "None" has been reached for Wildlife and Habitat.

C-8 Essential Fish Habitat

Substantial Impacts?
No Involvement

On May 7, 2015, the National Marine Fisheries Service (NMFS), after conducting a site inspection of the project area, determined that the proposed project would not have direct or indirect impacts to NMFS trust resources (see **Appendix C**).

ATTACHMENT D – PHYSICAL

D-1 Noise

Substantial Impact?
No

A noise study was conducted in accordance with Title 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise, using methodology established in Part 2, Chapter 18 of the FDOT *PD&E Manual*. The study was performed to determine if any noise sensitive receptors would experience traffic noise levels that approach or exceed FHWA's Noise Abatement Criteria (NAC) resulting from the proposed improvements, and if noise abatement measures would be warranted at these sites.

Due to the relatively high ambient levels (primarily from airplanes) and low predicted noise levels from traffic, it was determined that traffic is not the dominant noise source. This is partially due to the project location falling within the limits of Aircraft Noise Zone D associated with the Destin Airport/Coleman Kelly Field. Aircraft Noise Zone D represents that portion of west Destin located within or above the "Maximum Mission F-35 Noise Contour" of 65 decibels. Because the dominant noise source is not from traffic, this is one of the rare cases where existing noise levels and predicted noise levels should be and have been added together to determine the noise levels associated with the 2042 Build Alternatives. If this is not done, the 2042 Build Alternatives noise level would show a decrease over the No Build Alternative, which would present a false scenario.

Predicted noise levels were forecasted for a total of 36 noise sensitive receptor sites (listed in **Table D-1** and shown on **Figure D-1**) representing 92 noise sensitive sites. All the sites are single and/or multi-family residences, classified as Activity Category B under the FHWA NAC.

Existing noise levels at the 36 representative sites ranged from 57.1 decibels [dB(A)] to 58.0 dB(A). Design year (2042) noise levels were predicted to range from 56.7 dB(A) to 64.5 dB(A), depending on the alternative. No noise sensitive sites would experience noise levels that would approach or exceed the applicable level [(66 dB(A)] of the NAC. Nor would any sites experience a substantial increase in noise levels [an increase of 15 dB(A)] over existing levels. Because none of the representative noise sensitive sites would experience noise levels that approach or exceed FHWA NAC or were a substantial increase over existing noise levels, noise abatement measures were not evaluated.

A land use review will be implemented again during the project's design phase to identify noise sensitive sites that have received a building permit after August 10, 2015, but prior to the date of public knowledge (i.e., date that the project's environmental document is approved). If the review identifies noise sensitive sites that have been permitted prior to the date of public knowledge, then the noise sensitive sites will be evaluated for traffic noise impacts and abatement considerations, if needed.

TABLE D-1: PREDICTED NOISE LEVELS AT NOISE SENSITIVE RECEPTORS

Receptor	2015 Existing (dBA)	2042 No-Build (dBA)	2042 Alternative 1 Option A (dBA)	2042 Alternative 1 Option B (dBA)	2042 Alternative 1 Option C (dBA)	2042 Alternative 2 Option A (dBA)	2042 Alternative 2 Option B (dBA)	2042 Alternative 2 Option C (dBA)	Site Considered for Abatement under any Build Alternative/ Option
R1	57.1	57.1	58.7	58.7	58.7	60.6	60.6	60.6	No
R2	57.1	57.1	62.5	62.5	62.5	63.7	63.7	63.7	No
R3	57.1	57.1	58.2	58.2	58.2	59.2	59.2	59.2	No
R4	57.1	57.1	57.6	57.6	57.6	58.1	58.1	58.1	No
R5	57.1	57.1	63.9	63.9	63.9	64.5	64.5	64.5	No
R6	57.1	57.1	58.1	58.1	58.1	58.4	58.4	58.4	No
R7	58.0	58.0	58.5	58.5	58.5	58.7	58.7	58.7	No
R8	58.0	58.0	58.4	58.4	58.4	58.6	58.6	58.6	No
R9	58.0	58.0	58.4	58.4	58.4	58.6	58.6	58.6	No
R10	58.0	58.0	62.8	62.8	62.8	62.5	62.5	62.5	No
R11	58.0	58.0	60.3	60.3	60.3	60.2	60.2	60.2	No
R12	58.0	58.0	58.8	58.8	58.8	58.9	58.9	58.9	No
R13	58.0	58.0	59.1	59.1	59.1	59.2	59.2	59.2	No
R14	58.0	58.0	60.6	60.6	60.6	60.6	60.6	60.6	No
R15	58.0	58.0	61.7	61.7	61.7	61.9	61.9	61.9	No
R16	58.0	58.0	61.0	61.0	61.0	61.6	61.6	61.6	No
R17	58.0	58.0	59.9	59.9	59.9	60.2	60.2	60.2	No
R18	58.0	58.0	58.7	58.7	58.7	58.9	58.9	58.9	No
R19	58.0	58.0	59.3	59.3	59.3	60.8	60.8	60.8	No
R20	58.0	58.0	60.6	60.6	60.6	62.2	62.2	62.2	No
R21	58.0	58.0	58.7	58.7	58.7	59.2	59.2	59.2	No
R22	58.0	58.0	59.0	59.0	59.0	59.5	59.5	59.5	No
R23	58.0	58.0	59.7	59.7	59.7	60.4	60.4	60.4	No
R24	58.0	58.0	59.3	59.3	59.3	60.0	60.0	60.0	No
R25	58.0	58.0	58.5	58.5	58.5	58.8	58.8	58.8	No
R26	57.1	57.1	57.8	57.8	57.8	58.2	58.2	58.2	No
R27	57.1	57.1	57.9	57.9	57.9	58.3	58.3	58.3	No
R28	57.1	57.1	57.8	57.8	57.8	58.1	58.1	58.1	No
R29	57.1	57.1	57.7	57.7	57.7	58.1	58.1	58.1	No
R30	57.1	57.1	57.6	57.6	57.6	57.9	57.9	57.9	No
R31	57.1	57.1	57.5	57.5	57.5	57.9	57.9	57.9	No
R32	57.1	57.1	57.4	57.4	57.4	57.7	57.7	57.7	No
R33	57.1	57.1	57.4	57.4	57.4	57.7	57.7	57.7	No
R34	57.1	57.1	57.8	57.8	57.8	58.4	58.4	58.4	No
R35	57.1	57.1	58.8	58.8	58.8	56.7	56.7	56.7	No
R36	57.1	57.1	58.4	59.4	59.4	60.6	60.6	60.6	No

FIGURE D-1
NOISE RECEPTOR LOCATIONS

Noise and vibration effects may result from heavy equipment movement and construction activities. Construction noise and vibration sensitive sites adjacent to the project include: schools, churches, eye centers, medical centers, and residences. For these sensitive sites the application of the FDOT *Standard Specifications for Road and Bridge Construction* will minimize or eliminate most potential construction noise and vibration impacts. However, should unanticipated noise or vibration issues arise during the construction process, the Project Engineer, in concert with the Contractor, will investigate additional methods of controlling these impacts. For more information concerning the analysis conducted during the PD&E study, please refer to the *Destin Cross Town Connector Noise Study Report*.

D-2 Air Quality

Substantial Impacts?
No

In accordance with the Clean Air Act Amendments of 1990, an air quality impact analysis was conducted for this project utilizing the FDOT CO Florida 2012 screening test. The No Build and Build Alternatives were screened at the worst-case scenario intersection [Beach Drive at Legion Drive] and both conditions passed the screening test, as none of the predicted concentrations exceeded the Carbon Monoxide (CO) National Ambient Air Quality Standards (NAAQS) of 35 parts per million (ppm) for a 1-hour averaging time and a 9 ppm for an 8-hour averaging time (see **Table D-2**).

TABLE D-2: COFLORIDA 2012 SCREENING TEST RESULTS

CONDITION AND LOCATION	CO STANDARD		OPENING YEAR		DESIGN YEAR	
	1-HR CO (ppm)	8-HR CO (ppm)	1-HR CO (ppm)	8-HR CO (ppm)	1-HR CO (ppm)	8-HR CO (ppm)
No Build Condition at Beach Drive/ Legion Drive	35	9	5.6	3.4	5.6	3.4
Build Condition at Beach Drive/ Legion Drive	35	9	5.4	3.2	5.4	3.2

This project is in an area which has been designated as attainment for all the NAAQS under the criteria provided in the Clean Air Act Amendments of 1990. Therefore, the Clean Air Act conformity requirements do not apply to this project. However, the City of Destin is aware of the proposed USEPA rule change. The potential for air quality impacts under the revised rules will be reevaluated during design once the rule changes are finalized and Okaloosa County has established air quality standards.

The air quality effect of highway construction activities will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled through watering or the application of other controlled materials in accordance with FDOT's *Standard Specifications for Road and Bridge Construction*.

D-3 Contamination

Substantial Impacts?
No Involvement

A contamination screening evaluation was conducted for the proposed project in accordance with Part 2, Chapter 19 of the FDOT *PD&E Manual*. The purpose of the analysis was to identify potential contamination sites within and/or adjacent to the proposed alignment and assess the risk of the project having involvement with contamination. The results of the Level 1 screening evaluation have been documented in the *Destin Cross Town Connector Contamination Screening Evaluation Report (CSER)*.

Federal and State environmental databases were reviewed to identify any facility that handles, stores, or treats hazardous materials or petroleum products or may have had a discharge of hazardous or petroleum materials in the past. Following the identification of one Resource Conservation and Recovery Act regulated facility (Time Saver 10 Minute Oil & Lube Center) and one solid waste facility (Destin Hurricane Debris Staging Area) from the regulatory databases and review of land use maps and historical photographs, a site reconnaissance and limited investigation of the properties on or immediately adjacent to the project corridor was conducted. The field review revealed two sites (NAPA Auto Parts and O'Reilly Auto Parts) that sell products containing regulated or hazardous substances as present within the study area. **Figure D-2** shows the locations of the potential contamination sites in relation to the project.

Each site was evaluated for the risk of encountering contamination. The rating system involved an assessment of the type of contamination, the severity of contamination, and the proximity of the potential contamination source to the project limits. Each site was assigned one of the following ranks (from lowest to highest risk) "No", "Low", "Medium", "High" (for an explanation of these ratings, please see the *CSER*).

The City of Destin's Hurricane Debris Staging Area was assigned a "No" rating because, to date, no debris has been stored onsite and the City has acquired a new site for that purpose. The Time Saver 10 Minute Oil & Lube site was rated as "Low", meaning the site has a hazardous waste identification number or deals with hazardous materials, but there is no reason to believe there would be any involvement with contamination in relation to the project. Both of the auto parts stores were also rated as "No" risk of contamination since there is no evidence that contamination is present on either site. Since no potential contamination sites were rated as "Medium" or "High", no additional contamination assessment activities are recommended for these sites.

The Build Alternatives were evaluated for the potential for involvement with contamination at these locations. The Time Saver 10 Minute Oil & Lube Center is located more than 500-feet from the project right-of-way. Therefore, the project would have no involvement with contamination from this site.

FIGURE D-2
POTENTIAL CONTAMINATION SITES LOCATION MAP

The City of Destin's Hurricane Debris Staging Area, while located within the proposed project's alignment, was assigned a "No" risk rating because, to date, the site has not been used for the temporary storage of disaster debris. Therefore, it has been concluded that the project has no risk for involvement with known contamination. **Table D-3** summarizes the pertinent information about the sites identified in the contamination screening evaluation. More information on the sites and the contamination screening evaluation process and the results is contained in the CSER.

TABLE D-3: POTENTIAL CONTAMINATION SITES IN STUDY AREA

MAP ID NUMBER	FACILITY NAME AND ADDRESS	EPA or FDEP FACILITY ID #	FACILITY TYPE	STORAGE TANKS PRESENT	CONTAMINATION/ CLEAN-UP STATUS	FACILITY STATUS	RISK RATING
1	Time Saver 10 Minute Oil 530 Mountain Drive Destin, FL 32541	FLR000167536	CESQG	No	In compliance	Open	Low
2	NAPA Auto Parts 519 Mountain Drive Destin, FL 32541		Retail Store	No	N/A	Open	No
3	O'Reilly Auto Parts (formerly Destin Auto Service) 602 Mountain Drive Destin, FL 32541	141850 (70930)	Retail Store	No	N/A	Closed	No
4	City of Destin 209 Beach Drive Destin, FL 32541	100664	Hurricane Debris Staging	No	In compliance	Active	No

D-4 Utilities and Railroads

Substantial Impacts?
No

Seven utility providers have been identified as having utilities within the project area. **Table D-4** provides a list of the utility providers obtained from that coordination.

TABLE D-4: UTILITY PROVIDERS

UTILITY TYPE	UTILITY PROVIDER	CONTACT	CONTACT NUMBER	EMAIL ADDRESS
Telephone	AT&T Florida	Jonathan Blankinchip	850-436-1489	jb966psk1674@att.com
Phone & Fiber Optic	CenturyLink	Bobby Wiedeman	850-664-3446	bobby.h.weideman@centurylink.com
CATV-Fiber Optic	Cox Southeast	Roger Dixon	850-314-8163	roger.dixon@cox.com
Water/Sewer Reuse Lines	Destin Water Users, Inc.	Monica Autrey	850-837-6146	mautrey@dwuinc.com
Electric	Gulf Power Company - Destin	Chad Swails	850-429-2446	ceswails@southernco.com
Traffic Signalization	Okaloosa County Traffic Signals	Al Poudrier	850-651-7295	apoudrier@co.okaloosa.fl.us
Gas	Okaloosa Gas District	Essa Rhebi	850-729-4870	essarhebi@okaloosagas.com

In accordance with Part 2, Chapter 21 of the *PD&E Manual*, the utility providers have been notified of the proposed improvements and were provided preliminary plans on which they were asked to identify the location of their utilities within the project area.

Most of the utilities are located within the existing ROW of Azalea Drive, Benning Drive, Legion Drive, Beach Drive, and along Sandalwood Drive will need to be relocated with any of the proposed improvements. The extent of involvement with the utilities will depend on the alternative/option selected. Coordination with the utility providers will continue in the design phase to ensure that there is minimal interruption in the delivery of utility services during construction.

No railroads are located within the project area.

D-5 Construction

Substantial Impacts?
No

Construction activities for the project may have short-term air, noise, vibration, water quality, traffic flow, and visual effects for those residents and travelers within the immediate vicinity of the project.

Effects on air quality will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled through watering or the application of other controlled materials in accordance with BMP.

Noise and vibration effects could result from the heavy equipment movement and construction activities such as pile driving and vibratory compaction of embankments. Noise control measures will include those contained in FDOT's *Standard Specifications for Road and Bridge Construction*. Adherence to local construction noise and/or construction vibration ordinances by the contractor will also be required, where applicable.

Water quality effects resulting from erosion and sedimentation during construction will be controlled in accordance with the City of Destin's *Construction Stormwater Pollution Prevention Plan* and through BMPs.

Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project. Signs will be used, as appropriate, to provide notice of road closures and other pertinent information to the traveling public. The local news media will be notified in advance of road closings, and other construction-related activities, which could excessively inconvenience the community so that motorists, residents, and business persons will be able to plan travel routes in advance.

A sign providing the name, address, and telephone number of a City representative will be displayed on-site to assist the public in obtaining immediate answers to questions and for logging complaints about project activity.

Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling. Traffic delays will be controlled to the extent possible where many construction operations are in progress at the same time.

For the residents living adjacent to the proposed project, some of the materials stored for the project may be displeasing visually; however, this is a temporary condition and should pose no substantial problem in the short term.

Construction of the roadway may require excavation of unsuitable material (muck), placement of embankments, and use of materials, such as limerock, asphaltic concrete, and Portland cement concrete. Demucking is not anticipated since there are no wetland sites. The removal of structures and debris will be in accordance with local and State regulatory agencies permitting this operation. The contractor is responsible for his methods of controlling pollution on haul roads, in borrow pits, other materials pits, and areas used for disposal of waste materials from the project. Temporary erosion control features will consist of temporary grassing, sodding, mulching, sandbagging, slope drains, sediment basins, sediment checks, artificial coverings, and berms.

D-6 Bicycles and Pedestrians

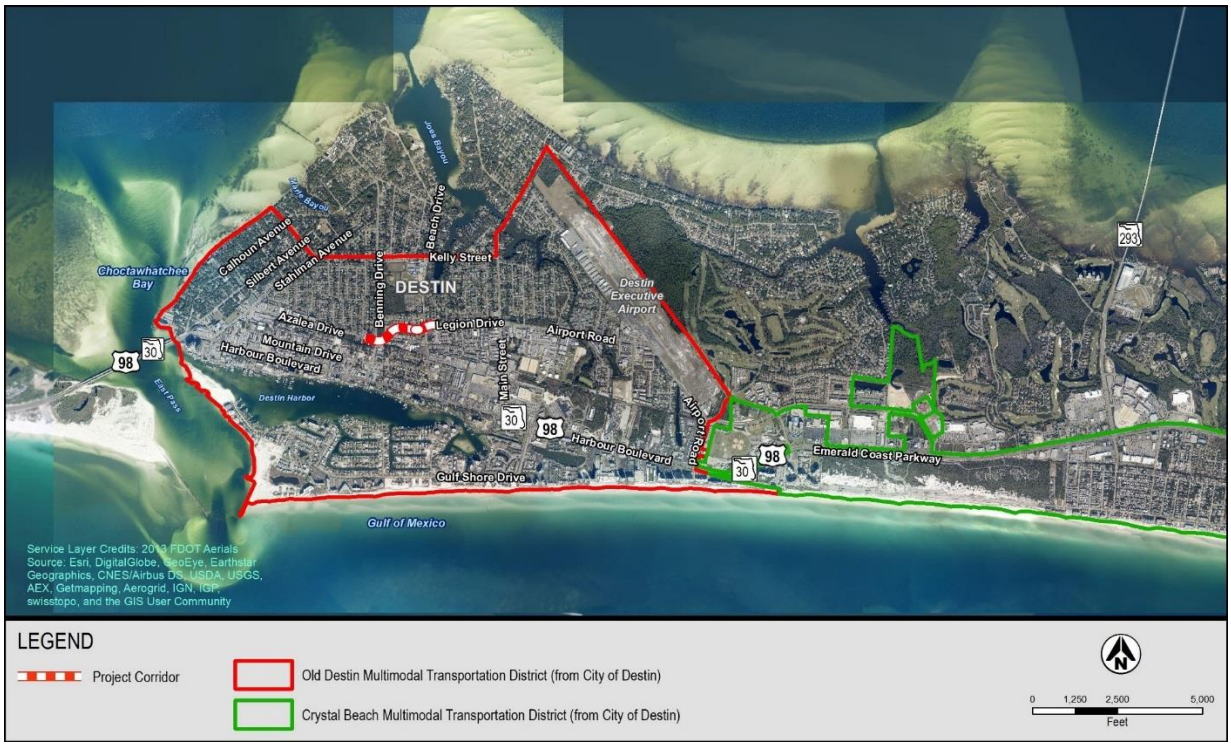
Substantial Impacts?
Enhanced

The proposed project is located within Destin's Multimodal Transportation District (MMTD) (**Figure D-3**) which was established, among other reasons, to support transportation options by planning for and implementing improvements to the City's bicycle and pedestrian network.

The bicycle/pedestrian network is incomplete in the study area. While Benning Drive has bicycle lanes on both sides of the road, there are no bike lanes on Azalea Drive, although a sidewalk is present on the north side of the road from Snapper Drive west. Nor are there bike lanes on either Legion Drive or Beach Drive, although both roads have sidewalks.

The City's 2000 Pathways Master Plan, updated in 2009, documents the existing facilities, and identifies and prioritizes improvements to the bicycle and pedestrian system. The plan identifies both a sidewalk and bike lanes across the City-owned property proposed for the Destin Cross Town Connector. Map 2-2 in the Transportation Element of the *City of Destin Comprehensive Plan* identifies needed bicycle/pedestrian improvements, including: Beach Drive as a bicycle priority and sidewalk improvements and a priority bicycle lane along the proposed project alignment.

FIGURE D-3
DESTIN MULTI-MODAL TRANSPORTATION DISTRICT



In compliance with 23 USC 109(n), full consideration of bicycle alternatives has been considered in the development of the proposed project. The Build Alternatives will improve safety for bicyclists and pedestrians, as they will provide five-foot dedicated bicycle lanes and ten-foot sidewalks (in both directions). The bicycle facilities will be designed in accordance with the *Florida Bicycle Facilities Planning and Design Handbook* and the American Association of State Highway and Transportation Officials (AASHTO) Standards. Additionally, pedestrian crossings will be provided at the intersection of Azalea Drive and Benning Drive and at the intersection of Legion Drive with Beach Drive.

D-7 Navigation

Substantial Impact?
No Involvement

The proposed project does not cross any navigable waterways; therefore, coordination with the US Coast Guard regarding this project is not required.

LIST OF TECHNICAL REPORTS AND MEMORANDA COMPLETED FOR THIS PROJECT

Destin Cross Town Connector Preliminary Engineering Report

Destin Cross Town Connector Contamination Screening Evaluation Report

Destin Cross Town Connector Endangered Species Biological Assessment

Destin Cross Town Connector Noise Study Report

Destin Cross Town Connector Traffic Analysis Report

Destin Cross Town Connector Conceptual Stage Relocation Plan

Destin Cross Town Connector Public Involvement Summary Report

Cultural Resource Assessment Survey, Destin Cross Town Connector Project (by others)

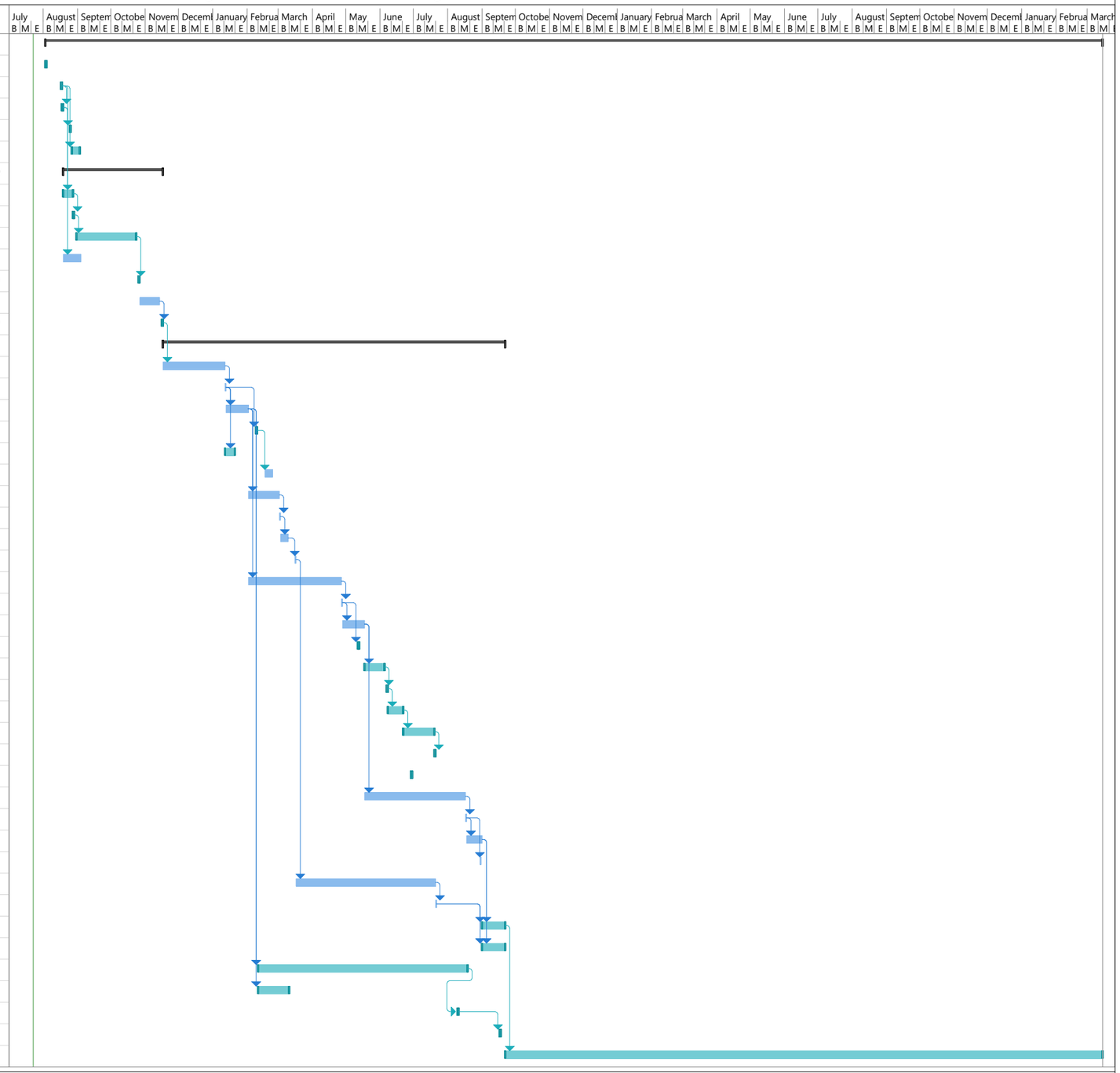
Cultural Resources Technical Memorandum, Destin Cross Town Connector Project

Wetland Technical Memorandum, Destin Cross Town Connector

Air Quality Technical Memorandum, Destin Cross Town Connector

Destin Cross Town Connector, from Benning Drive to Beach Drive ReDesign

ID	Task Name	Duration	Start	Finish
1	**Overall Project Timeline**	**682 days**	**Mon 8/3/20**	**Tue 3/14/23**
2	City Council Approval	1 day	Mon 8/3/20	Mon 8/3/20
3	Contract Execution	1 day	Mon 8/17/20	Mon 8/17/20
4	Kickoff Meeting / Site Review	1 day	Tue 8/18/20	Tue 8/18/20
5	Meet with FDOT to Discuss Design and Re-Evaluation	1 day	Tue 8/25/20	Tue 8/25/20
6	**Surveying**	5 days	Thu 8/27/20	Wed 9/2/20
7	**Phase I (30%) Construction Plans**	**64 days**	**Wed 8/19/20**	**Mon 11/16/20**
8	Typical Section Analysis	7 days	Wed 8/19/20	Thu 8/27/20
9	Typical Section submittal to City	1 day	Fri 8/28/20	Fri 8/28/20
10	30% Construction Plan Development	40 days	Mon 8/31/20	Fri 10/23/20
11	Utility Coordination (Information Gathering)	12 days	Wed 8/19/20	Thu 9/3/20
12	30% Construction Plan Submittal (City & Utilities)	1 day	Mon 10/26/20	Mon 10/26/20
13	30% Construciton Plan Review by City	14 days	Tue 10/27/20	Fri 11/13/20
14	30% Construction Plans Approval	1 day	Mon 11/16/20	Mon 11/16/20
15	**Engineering Design Phase**	**221 days**	**Tue 11/17/20**	**Tue 9/21/21**
16	60% Construction Plan Development	40 days	Tue 11/17/20	Mon 1/11/21
17	60% Construction Plans / Utilities / Cost Estimate Submittal	1 day	Tue 1/12/21	Tue 1/12/21
18	City Review	14 days	Wed 1/13/21	Mon 2/1/21
19	Utility Meeting	1 day	Tue 2/9/21	Tue 2/9/21
20	Geotechnical Plan Review	7 days	Tue 1/12/21	Wed 1/20/21
21	Subsurface Utility Engineering	5 days	Wed 2/17/21	Tue 2/23/21
22	Permit Preparation	20 days	Tue 2/2/21	Mon 3/1/21
23	Permit Submittal to City	1 day	Tue 3/2/21	Tue 3/2/21
24	City Permit Review	5 days	Wed 3/3/21	Tue 3/9/21
25	Permit Submittal to NWFWMD	1 day	Tue 3/16/21	Tue 3/16/21
26	90% Construction Plan Development	60 days	Tue 2/2/21	Mon 4/26/21
27	90% Construction Plans / Utilities / Cost Estimate Submittal	1 day	Tue 4/27/21	Tue 4/27/21
28	City Review	14 days	Wed 4/28/21	Mon 5/17/21
29	Utility Meeting	1 day	Wed 5/12/21	Wed 5/12/21
30	Establish Right-of-Way Requirements	14 days	Tue 5/18/21	Fri 6/4/21
31	Submit Final Right-of-Way Requirements to City	1 day	Mon 6/7/21	Mon 6/7/21
32	City Review of Final Right-of-Way Requirements	10 days	Tue 6/8/21	Mon 6/21/21
33	Update Legal Descriptions & Sketches	20 days	Tue 6/22/21	Mon 7/19/21
34	Submit Legals & Sketches to City	1 day	Tue 7/20/21	Tue 7/20/21
35	Design / Re-Evaluation Public Meeting	1 day	Tue 6/29/21	Tue 6/29/21
36	100% Construction Plans Development	65 days	Tue 5/18/21	Mon 8/16/21
37	100% Construction Plan / Utilities / Bid Tab and Cost Estimate submittal	1 day	Tue 8/17/21	Tue 8/17/21
38	City Review	10 days	Wed 8/18/21	Tue 8/31/21
39	Utility Coordination	1 day	Mon 8/30/21	Mon 8/30/21
40	Permit Agency Review (Time Depends on Impacts)	90 days	Wed 3/17/21	Tue 7/20/21
41	Receive Permit Approval	1 day	Wed 7/21/21	Wed 7/21/21
42	Final Construction Plan Development	15 days	Wed 9/1/21	Tue 9/21/21
43	Final Construction Specifications Bid Tab and Cost Estimate Submittal	15 days	Wed 9/1/21	Tue 9/21/21
44	**Design Re-Evaluation**	135 days	Thu 2/11/21	Wed 8/18/21
45	Re-Evaluation Traffic Study Review	20 days	Thu 2/11/21	Wed 3/10/21
46	Design Re-Evaluation Submittal to City/FDOT	1 day	Tue 8/10/21	Tue 8/10/21
47	Final Re-Evaluation Submittal to City/FDOT	1 day	Fri 9/17/21	Fri 9/17/21
48	**Right-of-Way Acquistion Process**	385 days	Wed 9/22/21	Tue 3/14/23



Project: Destin Schedule July 20
Date: Thu 7/23/20

Task — Summary — Inactive Milestone — Duration-only — Start-only — External Milestone — Manual Progress
Split — Project Summary — Inactive Summary — Manual Summary Rollup — Finish-only — Deadline
Milestone — Inactive Task — Manual Task — Manual Summary — External Tasks — Progress

Contamination Screening Evaluation Report

DESTIN CROSS TOWN CONNECTOR

From the intersection of Azalea Drive with Benning Drive to the intersection of Legion Drive with Beach Drive

FPID: None Assigned
FAP: None Assigned

The Destin Cross Town Connector is a proposed new four-lane, divided roadway that would provide the missing link in the Destin Cross Town Connector corridor that extends from the intersection of SR 30/US 98 with Stahlman Avenue to the intersection of SR 30/US 98 with Airport Road. The missing link will enable the Destin Cross Town Connector to operate as a parallel facility to SR 30/US 98 thereby alleviating congestion on SR 30/US 98.

January 2016

DESTIN CROSS TOWN CONNECTOR
CONTAMINATION SCREENING EVALUATION REPORT
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DESTIN CROSS TOWN CONNECTOR
CONTAMINATION SCREENING EVALUATION REPORT
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LIST OF ACRONYMS

Acronym	Name
AASHTO	American Association of State Highway Transportation Officials
AST	Aboveground Storage Tanks
CESQG	Conditionally Exempt Small Quantity Generators
DTS	Destin Executive Airport
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FEMA	Federal Emergency Management Agency
GIS	Geographic Information System
HSG	Hydrologic Soil Group
IWR	Impaired Waters Rule
LOS	Level of Service
LRTP	Long Range Transportation Plan
MMTD	Multi-Modal Transportation District
NRCS	Natural Resources Conservation Services
NWFWMD	Northwest Florida Water Management District
OFWs	Outstanding Florida Waters
PD&E	Project Development and Environment
RV	Recreational Vehicle
SR	State Road
TMDL	Total Maximum Daily Load
TPO	Transportation Planning Organization
TSM&O	Transportation System Management and Operations
USEPA	United States Environmental Protection Agency
UST	Underground Storage Tank
WBID	Waterbody Identification

SECTION 1 INTRODUCTION

In accordance with Part 2, Chapter 22 of the Florida Department of Transportation's (FDOT) *Project Development and Environment (PD&E) Manual*, a contamination screening evaluation has been conducted for the proposed Destin Cross Town Connector project in Destin, Florida (**Figure 1-1**). This report summarizes the results of that evaluation.

1.1 PURPOSE

The primary purpose of the proposed project is to reduce congestion on SR 30 (US 98) by providing an alternate route for local traffic. Secondary purposes are to improve interconnectivity of the local multi-modal transportation network and enhance the safety of the public users of the transportation network.

1.2 BACKGROUND

SR 30 (US 98), the primary arterial serving both local and through traffic in the City of Destin, Florida, is a mostly four-lane divided roadway that has been backlogged, except for a six lane segment from Matthew Boulevard to the Walton County line, for many years. Due to the developed nature along SR 30 (US 98), capacity improvements would be both highly disruptive and expensive. Therefore, the City of Destin, in 2005, created a multi-modal transportation district (MMTD) which includes SR 30 (US 98), along with a system of collector roadways that serve the major mobility needs of Destin.

Destin's stated purpose in establishing a MMTD is "to encourage a mix of land uses, support transportation options, and promote pedestrian-oriented site and building design". The intent is to maintain the existing road network through strategic connections, reconstruction and widening projects, where appropriate, while focusing on promoting accessibility by all modes of transportation. The proposed project is one of those strategic connections that would improve congestion on SR 30 (US 98) by re-routing local traffic from SR 30 (US 98) to a parallel corridor that would be created by providing the missing link between Azalea Drive and Legion Drive. This parallel corridor would extend from the intersection of Stahlman Avenue with SR 30/US 98 (Harbor Boulevard) along Stalhman Avenue to Azalea Drive and along Azalea Drive to Benning Drive, then from Benning Drive on the Destin Cross Town Connector to the intersection of Beach Drive with Legion Drive. The corridor would continue along Legion Drive and Airport Road to Commons Boulevard and along Commons Boulevard to SR 293 (Danny Wuerfful Way). See **Figure 1-2**.

FIGURE 1-1 PROJECT LOCATION AND STUDY AREA MAP

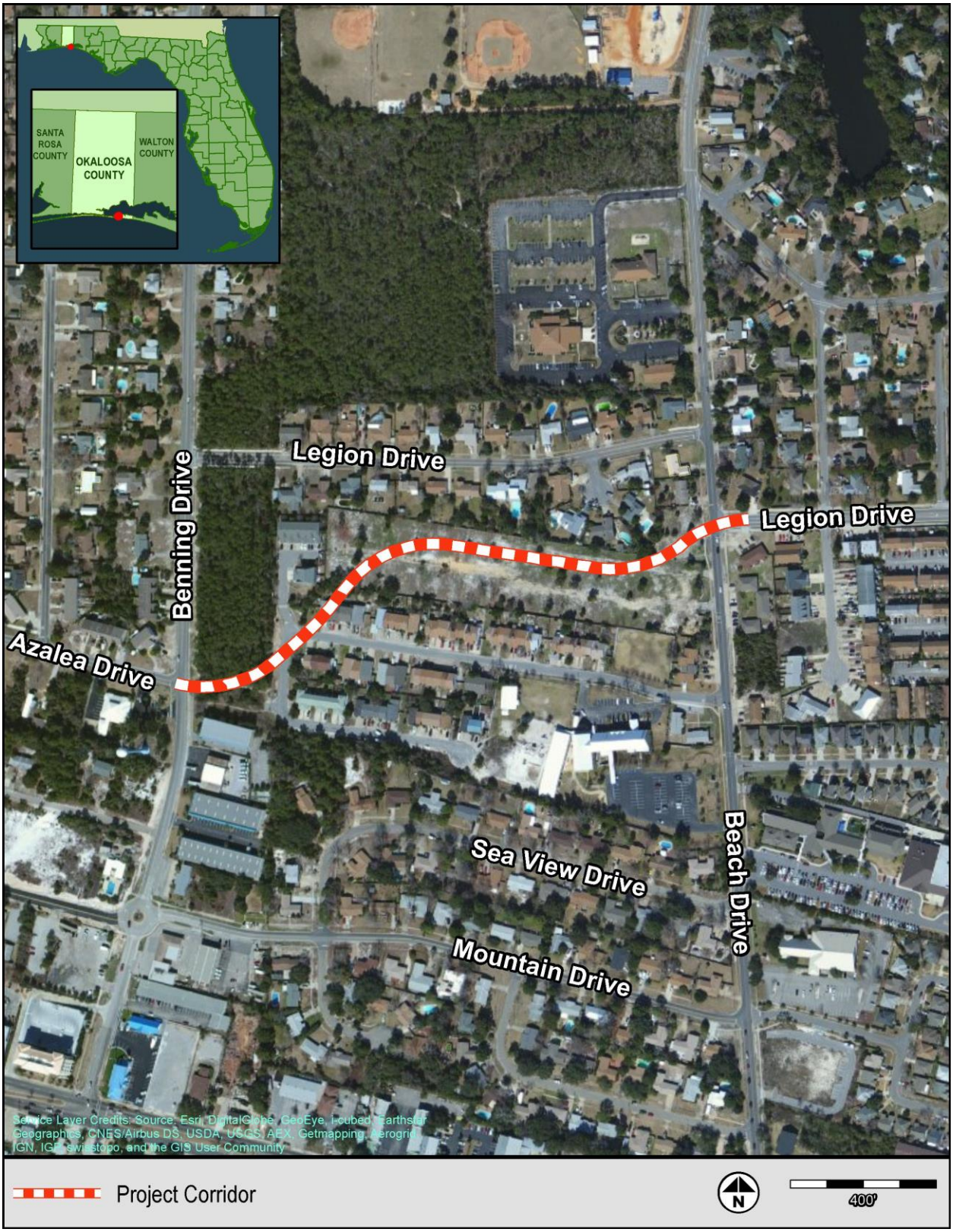


FIGURE 1-2 ALTERNATE CORRIDOR WITH THE DESTIN CROSS TOWN CONNECTOR LINK

SECTION 2 PROJECT DESCRIPTION

2.1 PROJECT DESCRIPTION

The proposed project consists of approximately 0.4 miles of new four-lane divided roadway north of and generally parallel to SR 30/US 98 (Harbor Boulevard). The project begins on Azalea Drive west of its intersection with Benning Drive and extends northeastward to Legion Drive just east of its intersection with Beach Drive within the City of Destin, Florida. The new roadway would have an urban typical section (**Figure 2-1**) with two 11-foot lanes and a four-foot bicycle lane in each direction separated by a 15.5-foot median. Type F curb and a ten-foot sidewalk will be provided along each side of the roadway. Drainage will be collected in a closed stormwater system and conveyed to a retention pond. The roadway typical section requires 110 feet of right-of-way.

2.2 NEED FOR THE PROJECT

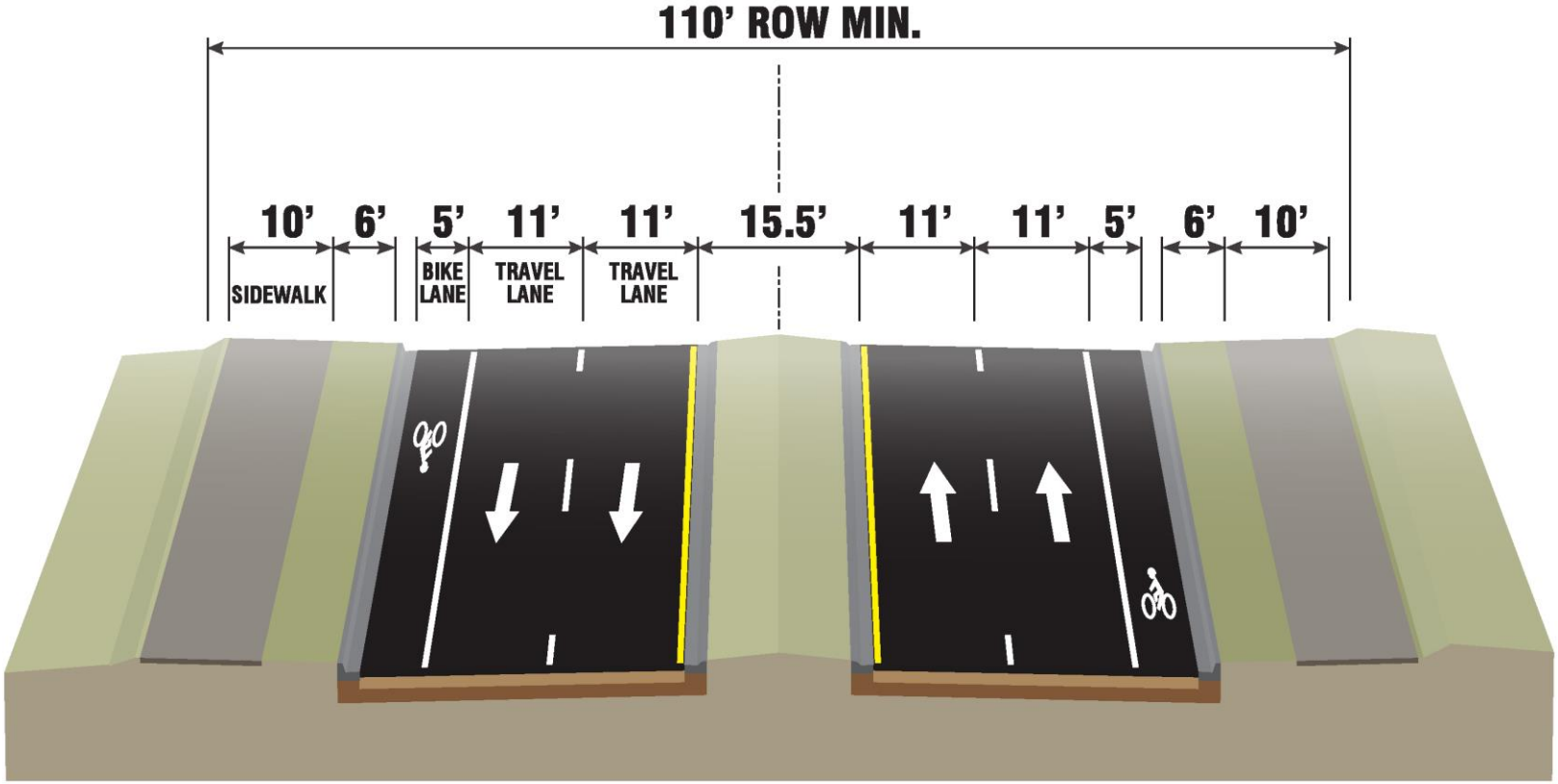
Capacity
SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway) in the City of Destin, Florida is a congested facility having Annual Average Daily Traffic (AADT) ranging from 44,000 to 51,500 in 2014 with a Level of Service of F. Adding capacity to this facility is prohibitive due to right-of-way costs. The realignment and future enhancement of Legion Drive can serve to alleviate congestion along the SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway) corridor by providing an alternate parallel route consisting of Stahlman Avenue to Azalea Drive to Legion Drive/Airport Road.

System Linkage
Currently, there is no road north of and that travels parallel to SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway) from Stahlman Avenue to the intersection of Airport Road with SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway) that could serve as an alternate route to SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway).

The existing road network in the project study area includes: Azalea Drive, which extends from Stahlman Avenue to Benning Drive; Legion Drive from Benning Drive to Beach Drive; and Legion Drive from Beach Drive to Main Street where it continues east of Main Street as Airport Road to the Destin/Fort Walton Beach Airport and to SR 30 /US 98 (Harbor Boulevard/Emerald Coast Parkway). The segment of Legion Drive from Benning Drive to Beach Drive is offset to the north from both Azalea Drive and from Legion Drive at Beach Drive eastward. Connecting the offset segment of Legion Drive was not feasible due to the significant number of relocations that would be required.

The proposed project, which would connect Azalea Drive at Benning Drive directly to Legion Drive at Beach Drive, would provide an alternate route to SR 30 (US 98/Harbor Boulevard/Emerald Coast Parkway) extending from Stahlman Avenue to the intersection of Airport Road with SR 30 (US 98/Harbor Boulevard/Emerald Coast Parkway).

FIGURE 2-1 PROPOSED URBAN TYPICAL SECTION



Transportation Demand

According to the Okaloosa Walton Transportation Planning Organization's (TPO) Congestion Management Process Plan (adopted February 2013), SR 30 (US 98/Harbor Boulevard/Emerald Coast Parkway) from the East Pass Bridge to Matthew Boulevard has been operating at Level of Service (LOS) F since 2002. The proposed project would provide an alternate route to the congested SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway) corridor for local traffic.

The City's 2010 Comprehensive Plan Evaluation and Appraisal Report requires the City to shift the focus of the concurrency management system from expanding system capacity to preserving existing capacity. The proposed project is one measure being implemented by the City that is consistent with preserving the existing capacity of SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway).

Legislation

The proposed project is consistent with the Okaloosa-Walton TPO Long Range Transportation Plan (LRTP) and the City of Destin's 2020 Comprehensive Plan Policy 2.1.1.1: Pursue Additional Road Corridor Improvements; Policy 2-1.1.2: Relieve Congestion; and Policy 2-1.1.12: Construct Transportation Facilities to MMTD Standards.

Social Demands or Economic Development

The proposed project falls within both the MMTD and the North Harbor Planning Area, which according to the City of Destin's 2010 Comprehensive Plan "shall complement the South Harbor Planning Area festive market place and shall accommodate both permanent residential uses, and licensed commercial hotels, motels, bed and breakfast establishments and other commercial transient living accommodations intended for short-term occupancy, tourist commercial development, including strategically located off-site parking that can be designed as an integral part of a transit or trolley system. Design criteria should ensure a harmonious pedestrian-oriented design……..should provide for strategic pedestrian accessways that link the area north and south of Harbor Boulevard west of Beach Drive." Among the major objectives of the Destin Harbor Area Master Plan was improvement in the function and form of SR 30/US 98 (Harbor Boulevard) from the East Pass to the east property line of parcel #002S-22-0700-000E-0060.

The proposed project would enhance the function of SR 30/US 98 (Harbor Boulevard) by providing an alternate route for local traffic currently using SR 30 /US 98 (Harbor Boulevard) for local trips. It would also improve the connectivity of the bicycle/pedestrian network within the North Harbor Planning Area

Modal Interrelationships

Policy 2-1.1.1 of the Transportation Element of the City of Destin's Comprehensive Plan required design and construction of additional road corridors that will facilitate the movement of both auto and non-auto traffic, including "an east/west roadway parallel to and north of Harbor Boulevard/Emerald Coast Parkway….. to relieve congestion on Harbor Boulevard/Emerald Coast Parkway". By providing the missing link in the corridor defined as Stahlman Avenue from SR 30/US 98 (Harbor Boulevard) to Azalea Drive, along Azalea Drive to Benning Drive, and along Legion Drive/Airport Road from Beach Drive to SR 30/US 98 (Emerald Coast Parkway), the proposed project would provide a continuous corridor that would serve as an alternate to

SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway). Such a corridor would not only improve the interconnectivity of the vehicular transportation network, but would allow for improved delivery of transit services. Further, the new corridor created by the proposed project would also provide local traffic with an alternate route to the use of SR 30/US 98 to access the Destin Executive Airport (DTS).

There are existing sidewalks along Benning Drive from Azalea Drive to SR 30 (US 98); along Beach Drive from Kelly Avenue to SR 30/US 98 (Harbor Boulevard); and along Legion Drive and Airport Road from Beach Drive to SR 30/US 98 (Harbor Boulevard). There is an existing bicycle lane along Benning Drive from SR 30/US 98 (Harbor Boulevard) to Calhoun Avenue and along Beach Drive, north of the study area. An existing multiuse trail extends from Beach Drive along Legion Drive and Airport Road. Planned pedestrian and bicycle facilities include a sidewalk and bicycle path along Azalea Drive and a bicycle path along Beach Drive from SR 30/US 98 (Harbor Boulevard) to Kelly Drive. The proposed Destin Cross Town Connector project would include the provision of bicycle/pedestrian facilities that would connect with the existing and planned bicycle/pedestrian facilities, including connecting Azalea Drive with Legion Drive, thereby improving the interconnectivity of the bicycle/pedestrian network, in compliance with the City's Comprehensive Plan and as required for the MMTD.

Safety

Crash data for SR 30/US 98 (Harbor Boulevard) from 500 feet west of the intersection of SR /US 98 with Benning Drive to 500 feet east of Beach Drive was obtained from the FDOT for the five year period from 2009 to 2013 (**Table 2-1**). This segment of SR 30/US 98 is actually below the average crash rate. However, other segments of SR 30/US 98 within the larger study area (from the Marler Bridge to SR 293) had high crash locations (**Table 2-2**). High crash road segments, as identified by FDOT, include a minimum frequency of eight crashes during a five-year period on a particular segment.

TABLE 2-1
FDOT 2009-2013 CRASH DATA

YEAR	NUMBER OF CRASHES	SR 30/US 98 AADT	STATEWIDE AVERAGE CRASH RATE	ACTUAL CRASH RATE	SAFETY RATIO
2009	7	45,000	2.941	0.945	0.321
2010	9	45,000	2.941	1.215	0.413
2011	18	51,500	2.941	2.123	0.722
2012	18	44,500	2.941	2.457	0.836
2013	30	49,500	2.941	3.682	1.252

TABLE 2-2
HIGH CRASH LOCATIONS IN THE LARGER STUDY AREA

MILE POST	DESCRIPTION OF LOCATION
17.440 to 17.486	Calhoun Avenue
21.347 to 21.747	Walmart Shopping Center entrance, Henderson Beach Road, Plantation Commons
22.447 to 22.547	Matthews Boulevard
22.647 to 22.767	Crystal Beach Plaza and SR 263

2.3 PROJECT ALTERNATIVES

No Build, Transportation System Management and Operations (TSM&O), Multi-modal, and Build alternatives have been evaluated. The alternatives are described below.

No-Build Alternative

The No-Build Alternative would simply leave the existing roadway network in its current configuration. No capacity, intersection, pedestrian, bicycle, or safety improvements would be implemented beyond those already approved.

The No-Build Alternative has a number of positive attributes. No expenditure of public funds for design, right of way acquisition, or construction would be required. Traffic would not be disrupted due to construction thus avoiding inconveniences to local businesses and residences. There would be no impacts to wetlands, threatened or endangered species. With the No-Build Alternative there is no risk of involvement with potentially contaminated sites. No costs would be incurred due to utility relocation. There would be no direct or indirect impacts to the socio-economic characteristics, community cohesion, or system linkage of the area.

However, the No-Build Alternative fails to fulfill the purpose and need for the project, and/or fails to meet the goals, policies, and criteria of Destin's Comprehensive Plan or the Okaloosa-Walton TPO Long Range Transportation Plans. Although, the No-Build Alternative fails to meet the purpose and need for the project, it will remain a viable alternative and will be evaluated along with the Build Alternatives.

Transportation System Management & Operations Alternatives

TSM&O alternatives include those activities that maximize the efficiency of the existing multimodal system. Possible TSM&O options include traffic management systems, parking management, traffic control, the addition of turn lanes, traffic signal timing optimization, freight management, conversion of existing non-tolled managed lanes to tolled lanes. TSM&O improvements alone would provide little to meeting the project's purpose and need. Much like the No-Build Alternative, the TSM alternative fails to fulfill the needs and goals of the Destin Comprehensive Plan. For all of these reasons, no TSM alternative was considered as a solution for the project needs.

Multi-Modal Alternatives

Multi-modal solutions to substandard roadways are generally only effective within highly urbanized or constrained corridors. Specific examples of multi-modal alternatives are mass transit systems such as bus or rail options. Although the SR 30/US 98 corridor is urbanized, it is not typical of areas where transit systems are most effective. Transit services, provided by Okaloosa County Transit, have proved insufficient in alleviating congestion on SR 30/US 98 (Harbor Boulevard). Several different factors are responsible for this, including: limited ridership, the community's location on a peninsula (which affects the size and location of the transit network within the community), the tourist economy, and the volume of through traffic traveling to destinations beyond the transit network, among others. Therefore, the City of Destin created a Multimodal Transportation District (MMTD) to expand bicycle, pedestrian and transit services within the district. However, the plans for the MMTD recognize that these facilities have to be enhanced with strategic road improvements, of which this project is one. Therefore, no further consideration of a multi-modal alternative was considered.

Build Alternatives

Two build alternatives (Alternatives 1 or 2) each with three options (A, B, or C) are under consideration (see **Figures 2-2 through 2-7**). Each alternative utilizes the same alignment but proposes different intersection configurations and different access solutions for the Sandalwood neighborhood. Alternative 1A would provide a standard four-leg intersection at the Azalea Drive/Benning Drive intersection, with crosswalks on each leg, and a standard four-leg intersection with a dedicated right-turn lane for eastbound traffic at the Beach Drive/Legion Drive (east) intersection. Crosswalks would be provided on each leg of both intersections and the dedicated right-turn lane. Since the proposed road would bisect Anna Street, there would be a new intersection on the north side of the Cross Town Connector at Anna Street. South of the proposed road, Anna Street would be reconfigured to restore the connection between Sandalwood Court and Sandalwood Drive.

Alternative 1B is similar to Alternative 1A having the same alignment and the same four-leg intersection with crosswalks on all approaches at the project termini and a dedicated right-turn lane for eastbound traffic at the Beach Drive intersection with Legion Drive (east). Alternative 1B would also provide the same intersection with Anna Street and the Destin Cross Town Connector. However, Alternative 1B differs from Alternative 1A in that it would provide an intersection between the Destin Cross Town Connector and Sandalwood Drive, across from the Anna Street/Destin Cross Town Connector intersection, and an intersection between the Destin Cross Town Connector and Sandalwood Court. All three intersections would only allow right-in, right-out turns and none of these intersections would have crosswalks delineated on the pavement.

Alternative 1C is similar to Alternative 1A in that it has the same alignment, same four-leg intersection with crosswalks at the project termini and the dedicated right-turn lane for eastbound traffic at the intersection of Beach Drive with Legion Drive (east), and a three-leg intersection with Anna Street. It is similar to Alternative 1B in that it provides an intersection between Sandalwood Court and the Destin Cross Town Connector, but differs from Alternative 1B in that a cul de sac is created at the end of Sandalwood Drive. No crosswalk is provided at the Sandalwood Court intersection.

Alternative 2A utilizes the same road alignment as Alternative 1A but provides a roundabout at both the Azalea Drive/Benning Drive intersection and at the Beach Drive/Legion Drive intersection. The Beach Drive/Legion Drive roundabout would also have a dedicated right-turn lane for eastbound traffic, and both roundabouts would have crosswalks on all approaches to the intersections. Alternative 2 provides the same intersection configuration with Anna Street north of the Destin Cross Town Connector and the same realignment of Anna Street between Sandalwood Court and Sandalwood Drive as Alternative 1A. Therefore, Alternative 2A is identical to Alternative 1A except for the intersections at the project termini.

Alternative 2B is similar to Alternative 2A having the same alignment and the same roundabouts with crosswalks on all approaches at the project termini and a dedicated right-turn lane for eastbound traffic at the Beach Drive intersection with Legion Drive (east). Alternative 2B would also provide the same intersection with Anna Street and the Destin Cross Town Connector. However, Alternative 2B differs from Alternative 2A in that it would provide an intersection between the Destin Cross Town Connector and Sandalwood Drive, across from the Anna Street/Destin Cross Town Connector intersection, and an intersection between the Destin Cross Town Connector and Sandalwood Court. All three intersections

would only allow right-in, right-out turns, and none of these intersections would have crosswalks delineated on the pavement.

Alternative 2C is similar to Alternative 2A in that it has the same alignment, same roundabouts with crosswalks at the project termini and the dedicated right-turn lane for eastbound traffic at the intersection of Beach Drive with Legion Drive (east), and a three-leg intersection with Anna Street. It is similar to Alternative 2B in that it provides an intersection between Sandalwood Court and the Destin Cross Town Connector, but differs from Alternative 2B in that a cul de sac is created at the end of Sandalwood Drive. No crosswalk is provided at the Sandalwood Court intersection.

FIGURE 2-2 ALTERNATIVE 1A

FIGURE 2-3 ALTERNATIVE 1B

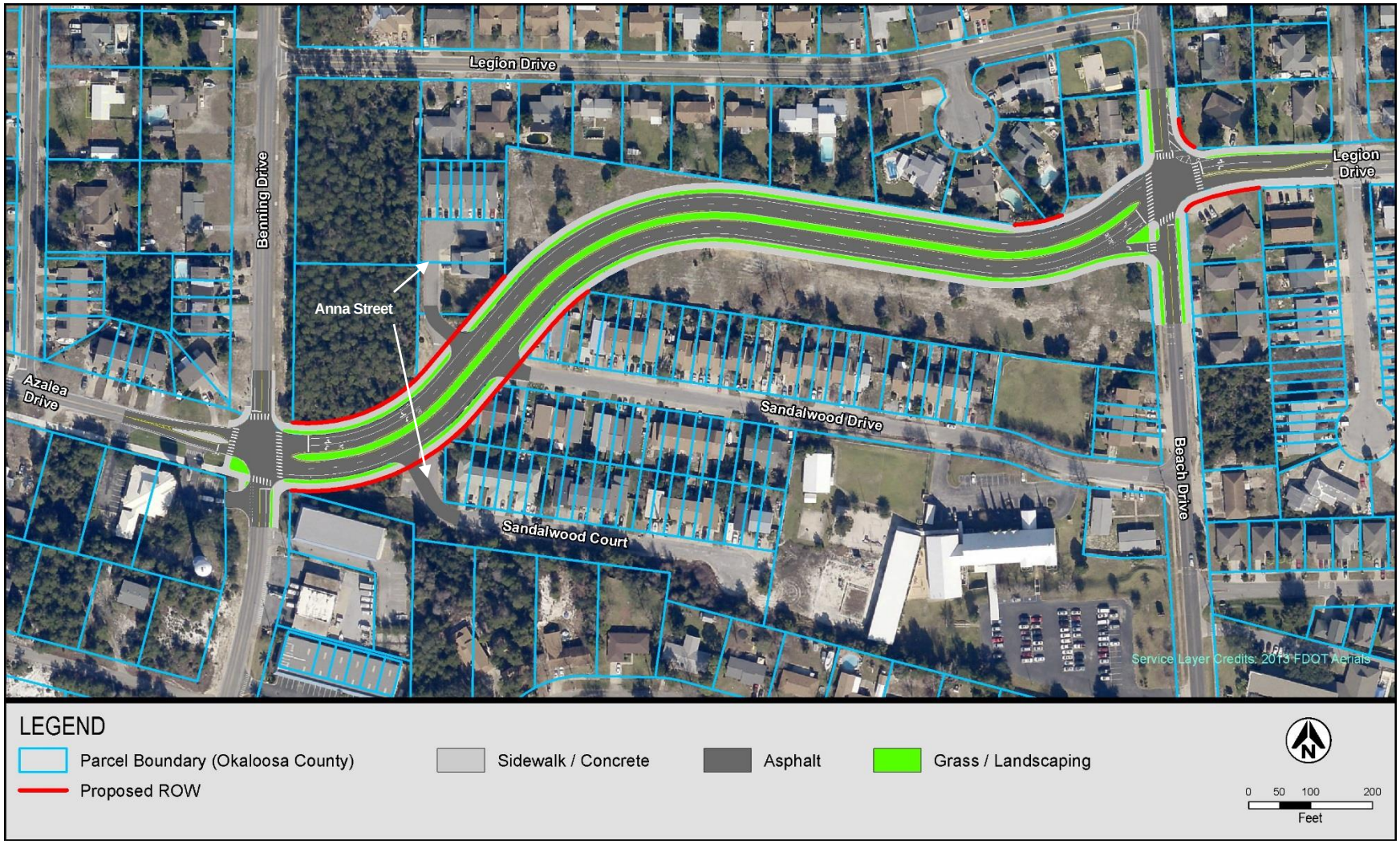


FIGURE 2-4 ALTERNATIVE 1C

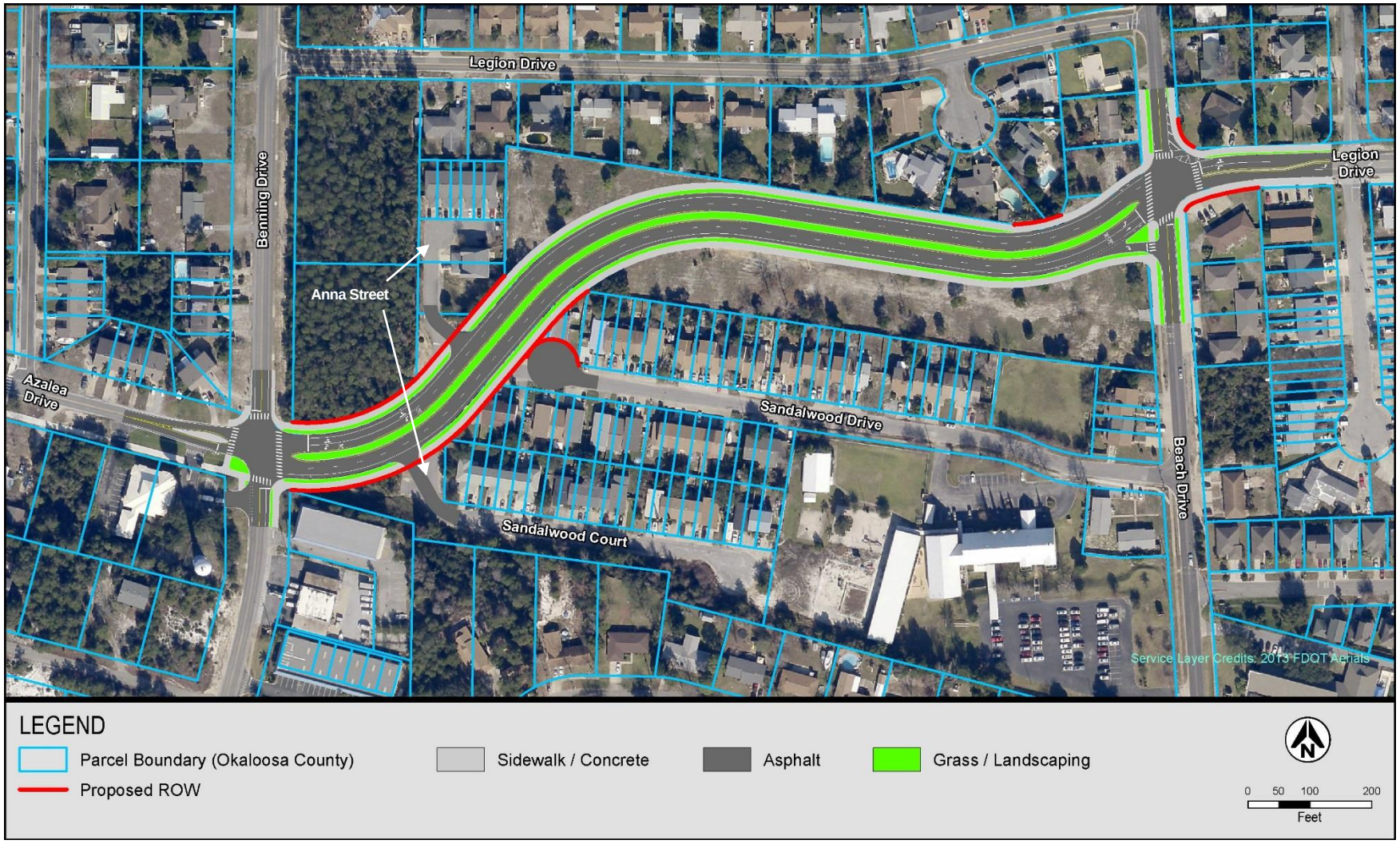


FIGURE 2-5 ALTERNATIVE 2A

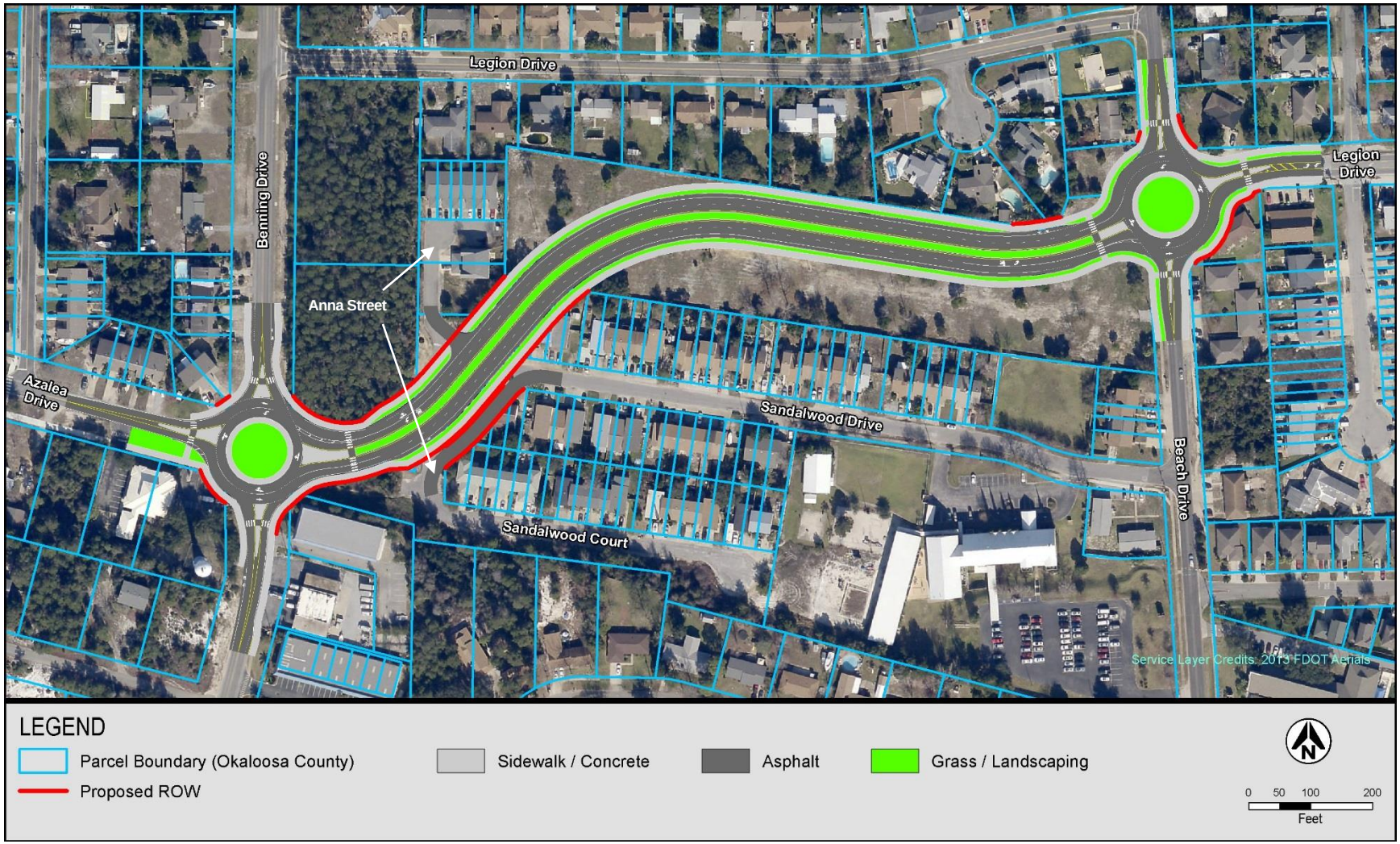


FIGURE 2-6 ALTERNATIVE 2B

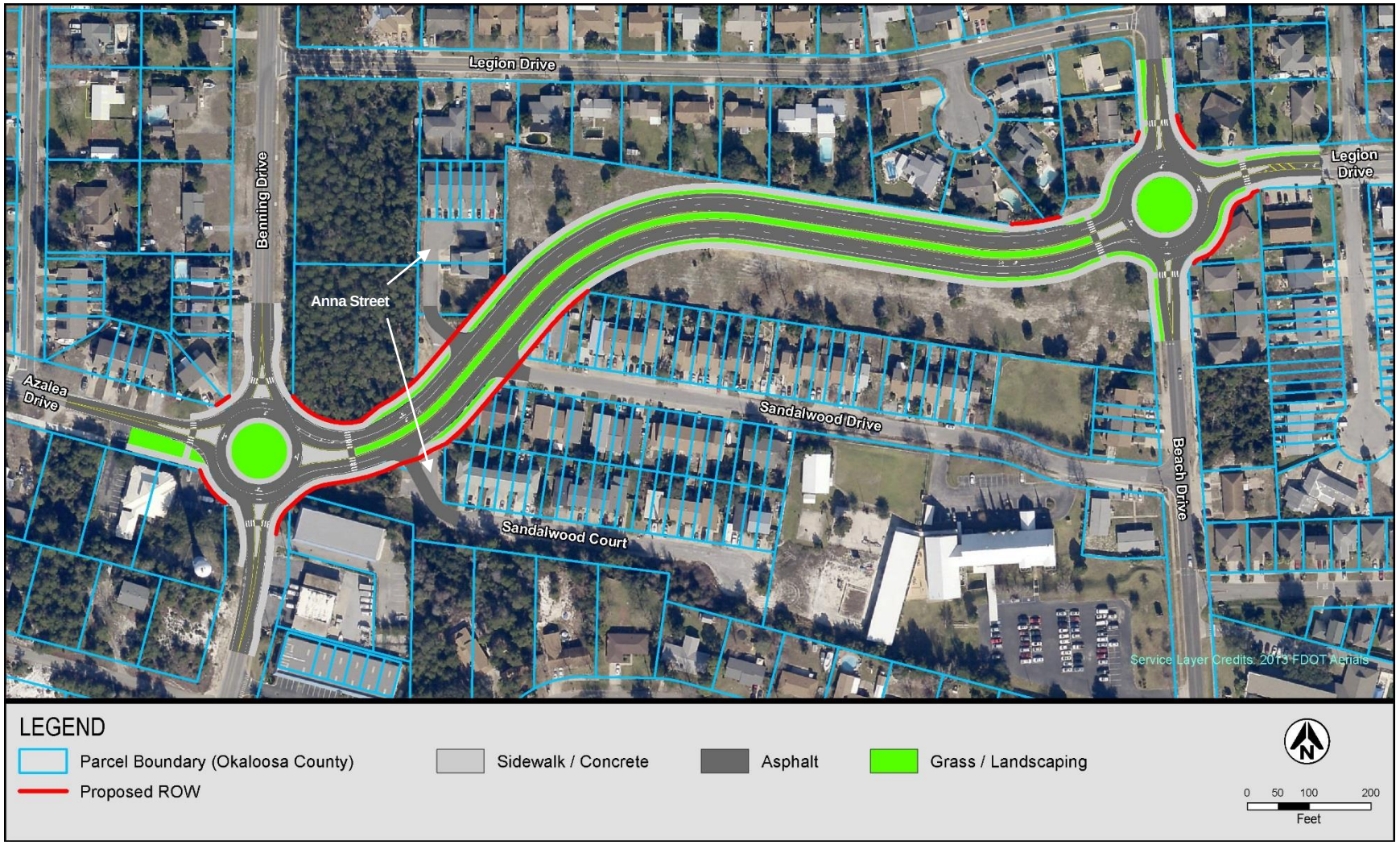


FIGURE 2-7 ALTERNATIVE 2C

SECTION 3 EXISTING ENVIRONMENT

3.1 LAND USES

Land uses within the proposed corridor are either vacant or medium density residential. North of Azalea Drive and north of Legion Drive, the land uses are primarily low-density residential. Along Benning Drive and Beach Drive the land uses are mostly residential, with some community services, such as churches. However, as these roads approach SR 30/US 98 (Harbor Boulevard) the land uses become a mix of residential and commercial. Land uses along Mountain Drive, which travels parallel to and one block north of SR 30/US 98 (Harbor Boulevard), has commercial uses from Stahlman Avenue to just east of its intersection with Benning Drive. From east of Benning Drive to Beach Drive, Mountain Drive is residential. Along SR 30/US 98 (Harbor Boulevard) the land use is commercial. **Figure 3-1** shows the future land use designations in the study area as illustrated on the City of Destin's 2010 Future Land Use Map, and is an accurate reflection of current land use.

3.2 HYDROLOGICAL FEATURES

The features that define the hydrologic properties of the study area include soils, surface waters, and groundwater. Man-made facilities that relate to these features include wells, and septic systems. The following is a discussion of the presence of these features in the Destin Cross Town Connector study area.

Soils

The Natural Resources Conservation Services (NRCS) soil survey information was reviewed for the study area. See **Figure 3-2** for the distribution of the soil types. **Table 3-1** lists the soils present within 1,000 feet of the proposed project, together with the applicable Hydrologic Soil Group (HSG), Unified Soil Classification, American Association of State Highway Transportation Officials (AASHTO) soil classification, and depth to seasonal high groundwater table. These soil classifications are representative designations of the soil properties that are of interest to the organization creating the taxonomy. The Unified Soil Classification and the AASHTO soil classification systems are engineering classification systems which are more concerned with the engineering properties of the soils.

TABLE 3-1
NATURAL RESOURCES CONSERVATION SERVICE SOIL DATA

SOIL MAP ID	SOIL NAME	HYDROLOGIC SOIL GROUP	UNIFIED SOIL CLASS	AASHTO	DEPTH TO SEASONAL HIGH WATER TABLE (in inches)	HYDRIC/ NOT HYDRIC
18	Newhan-Corolla Complex, Rolling	A	SP, SW, SP - SM	A-2, A-3	>80 inches	Not Hydric
10	Kureb Sand, 0 to 8 percent slopes	A	SP, SP – SM	A-3	>80 inches	Not Hydric

FIGURE 3-1 FUTURE LAND USE MAP

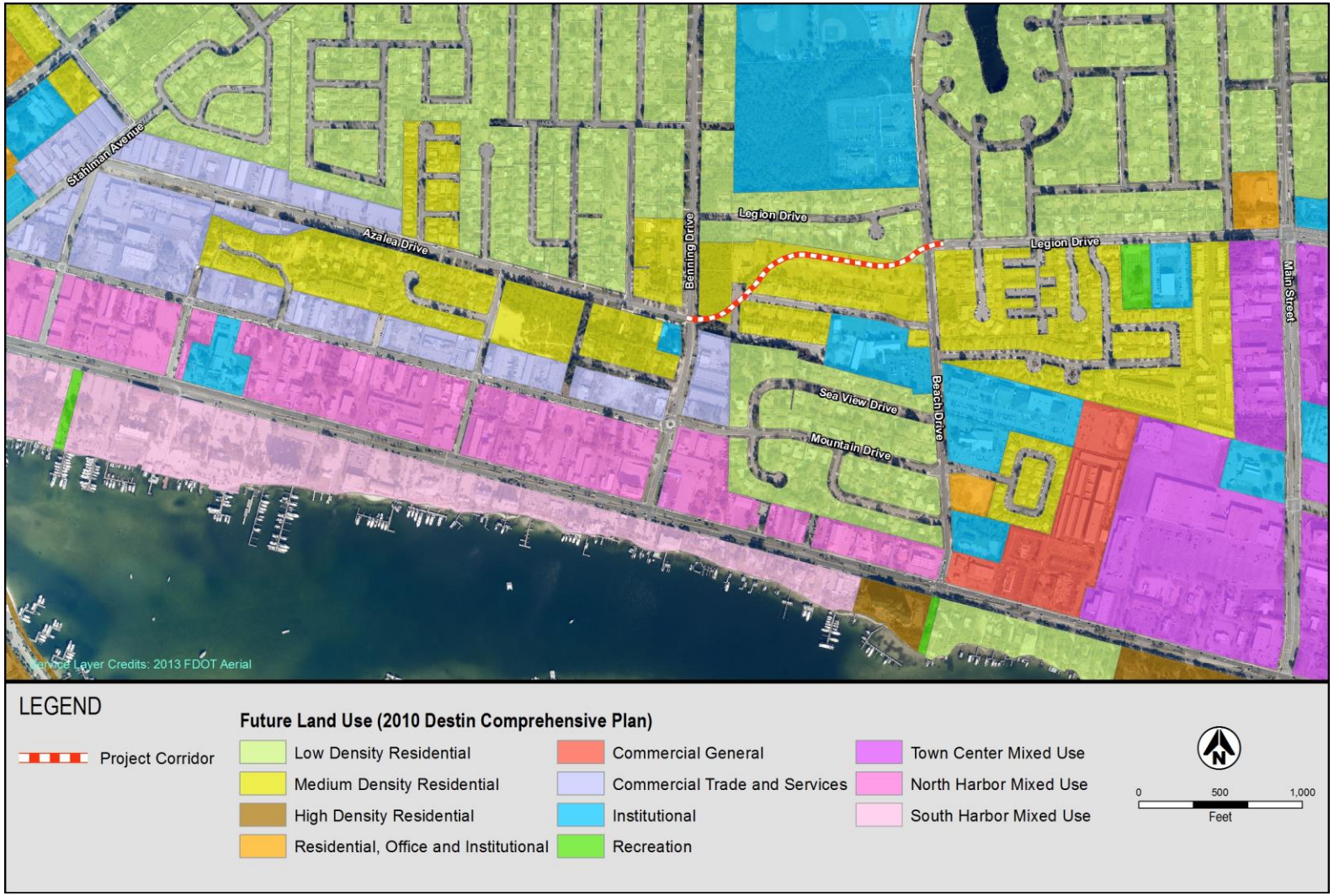


FIGURE 3-2 SOILS DISTRIBUTION MAP

As shown in the above table, the soils within the study area are classified A, B, C, and/or D in the HSG classification system. Descriptions of the HSG groups are provided in the **Table 3-2**, shown below. When a soil has a dual group classification (A/D, B/D), the first letter is applicable to drained areas and the second letter is applicable for undrained areas.

TABLE 3-2
HYDROLOGIC SOIL GROUP (HSG) CLASSIFICATIONS

HYDROLOGIC GROUP	DESCRIPTION
A	Soils are characterized as having a high infiltration rate with a very high runoff potential
B	Soils having a moderate infiltration rate when thoroughly wet
C	Soils having a slow infiltration rate when thoroughly wet.
D	Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet.

From the above information, it is apparent that the soils within the contamination assessment study area have a high rate of infiltration. Although the water table is six feet or more below the land surface, the high permeability of the soils is indicative of a potential risk of contamination entering the water table. Once in the water table, the direction of flow is influenced by the location of the discharge point. Natural discharge points are waterbodies, such as lakes, streams, and the Gulf of Mexico. However, the direction of flow to these discharge points can be interrupted by pumping from wells. Therefore, the location of supply wells is important in determining whether pumping is likely to affect the movement of contaminated groundwater.

Groundwater

Hydrology of the Sand-and-Gravel Aquifer, Southern Okaloosa and Walton Counties, Northwest Florida[1] was reviewed to determine groundwater depth in the vicinity of the project corridor, as well as the probable direction of groundwater flow. These two factors could help determine the likelihood of groundwater contamination migrating in the direction of the project.

The Sand and Gravel Aquifer in southern Okaloosa County extends from land surface to the top of the underlying Pensacola Clay confining bed and ranges in thickness from approximately 10 feet in south-central Walton County to about 210 feet in southwestern Okaloosa County. The Sand and Gravel Aquifer is divided into three hydrologic zones: a surficial zone (water table), an intermediate zone (not always present), and a main producing zone. The intermediate zone is semi-confining, while the permeability of the surficial and main producing zones varies with the areal variations in their sediments, they are both transmissive. Because the grain size of these two zones increases from east to west and because the presence of clay decreases from east to west, the permeability of surficial zone and the main producing zone increases westward.

The surface of the water table is generally a muted reflection of the surface topography and varies in depth from a few feet below land surface to 25 to 50 feet. The water table is recharged directly by rainfall moving down through the surficial soil. When the recharge water reaches the water table surface, water movement becomes

[1] Hayes, Larry R. USGS, and Barr, Douglas E., NWFWMD, *Hydrology of the Sand and Gravel Aquifer, southern Okaloosa and Walton Counties, Northwest Florid*a, U.S. Geological Survey Water-Resources Investigations Report 82-4110, 1983.

predominantly lateral, until it discharges into surface waters or is pumped. Groundwater, in areas of direct recharge, are highly vulnerable to contamination by spills and/or untreated discharges to soils or surface waters. Average recharge rates for the whole of Okaloosa County have been estimated to be 10 inches per year[2]. The rate is less in low-lying areas with unsuitable soils, and may be higher in areas of highly permeable sandy soils.

The water quality of the Sand and Gravel aquifer in Okaloosa County is generally acceptable for private domestic usage, irrigation, and industrial use. Public water supplies, however, come from the Florida Aquifer due to its greater yield.

Wells

The Northwest Florida Water Management District (NWFWMD) maintains a database of well sites. All well locations within 1,000 feet of the proposed project are shown graphically in **Figure 3-3**. There are a total of fifteen wells, all of which are for landscape irrigation. **Table 3-3** provides a listing of the wells in the study area by permit number, each well's diameter and depth, and location.

TABLE 3-3
NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT WELLS

MAP ID	PERMIT NUMBER	WELL DIAMETER (in Inches)	WELL DEPTH (in Feet)	LOCATION
1	W201400249	2.00	45	597 Legion Drive
2	P201000911	4.00	80	124 Benning Drive
3	P201000062	2.00	40	207A Beach Drive
4	P200601399	2.00	30	295 Azalea Drive
5	P200800002	2.00	40	349 Sailfish Drive
6	P200702931	2.00	50	606 Legion Drive
7	P200502827	2.00	40	402 Benning Drive
8	M200601080	4.00	60	101 Benning Drive
9	P200600574	2.00	40	114 Benning Drive
10	W201304458	2.00	45	302 Benning Drive
11	W201303343	2.00	45	606 Mountain Drive
12	W201301254	2.00	45	599 Legion Drive
13	W201501304	2.00	50	534 Mountain Drive
14	W201501305	2.00	55	536 Mountain Drive
15	W201401817	2.00	45	312 Beach Drive

Septic Systems

The Geographic Information System (GIS) databases for Okaloosa County have been reviewed to determine the locations of existing septic systems throughout the project area. There was only one septic system noted and that site has been closed.

[2] Vecchioli, John, Tibbals, C. H., Duerr, A. D., and Hutchinson, C. B., *Groundwater Recharge in Florida – A Pilot Study in Okaloosa, Pasco, and Volusia Counties*, US Geological Survey, Water-Resources Investigation Report 90-4195, 1990, p. 5.

FIGURE 3-3 NWFWMD WELL LOCATIONS

Surface Water Features

Choctawhatchee Bay and East Pass are designated Class II Shellfish Propagation or Harvesting. All other surface waters are designated Class III Fish Consumption: Recreation, propagation and Maintenance of a Healthy, Well Balanced Population of Fish and Wildlife. The closest Outstanding Florida Waters (OFWs) is Henderson Beach State Park, well outside the study area. There are two water body segments on the Verified Impaired Waters list: Destin Harbor (WBID #917A) and Joes Bayou (WBID #906). This list is comprised of water bodies that do not meet the parameters of the Surface Water Quality Standards (62-302, F.A.C.) for their water classification and the Impaired Waters Rule (IWR, 62-303, F.A.C.). Projects discharging to verified impaired waters that have parameters for which a Total Maximum Daily Load (TMDL) has been established must meet the TMDL criteria. **Table 3-4** lists the parameters for which the two water bodies fail to meet water quality standards and the TMDL status for those parameters.

TABLE 3-4 WATER QUALITY PARAMETERS NOT MET BY WATER BODY SEGMENTS

WATER BODY	WBID	VERIFIED IMPAIRED PARAMETER	TMDL STATUS
Destin Harbor	917A	Fecal Coliform	Low
		Mercury (fish tissue)	Established Statewide
Joes Bayou	906	Mercury (fish tissue)	Medium

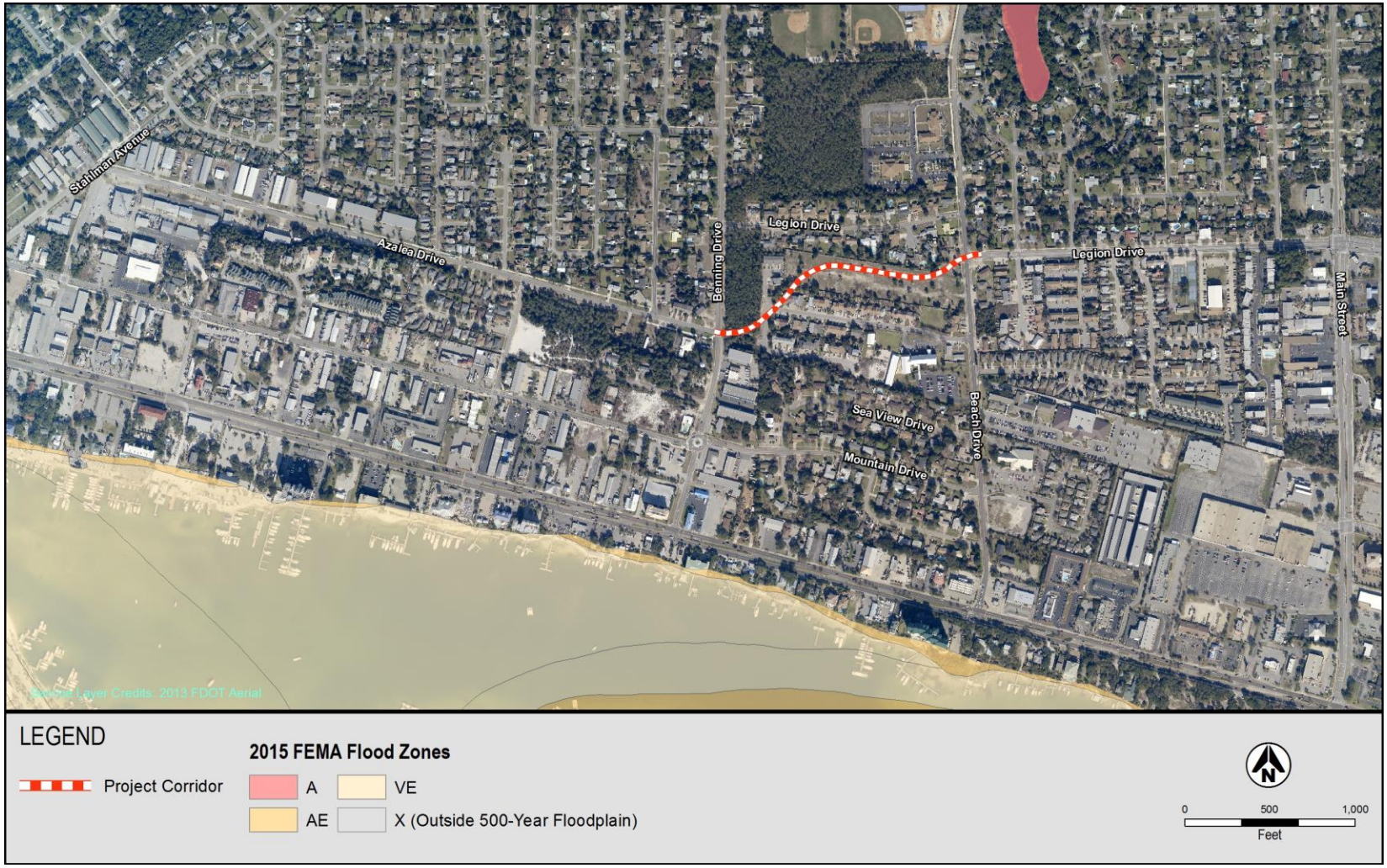
The proposed project, which includes a stormwater collection and treatment system designed to meet the requirements of the NWFWMD and the City of Destin, would contribute to efforts to improve water quality in the study area surface waters by providing treatment prior to discharge. The proposed stormwater facility design will include, at a minimum, the water quantity requirements for water quality impacts as required by the NWFWMD in Rule 40A-1 and Florida Department of Environmental Protection (FDEP) rules 62-346 and 62-25 F.A.C. In addition, a stormwater pollution prevention plan and best management practices will be implemented during construction to protect both surface and groundwaters. Therefore, the proposed project should not have an adverse effect on water quality.

Floodplains

The Federal Emergency Management Agency (FEMA) defines flood zones based on varying levels of flood risk. High risk areas (areas with a one percent annual chance of flooding) have flood zone designations with an A in the designation (such as Zones A, AE, A1-30, AH, etc.), unless the high risk area is coastal, then they have a V in the designation (such as Zone V, VE, V1-30) which represents the area has additional hazards associated with storm generated wave action. Letter designations with numbers indicate the elevation at which hydrologic analysis has indicated the one percent annual flood would occur. Moderate to low risk areas have designations of B, C, or X and are outside the one percent annual chance of flooding. Areas where the risk of flood hazard is undetermined are designated Zone D.

The proposed project is located in Flood Zone X according to the City of Destin's current Flood Zone Map (**Figure 3-4**). The City is re-examining flood zones and developing detailed flood hazard maps, but this information is not yet available. Based on the existing information, Zone X areas have been determined to be outside the 500-year floodplain (outside the 1 percent and 0.2 percent annual chance floodplain). Therefore, the proposed project would have no involvement with floodplains of moderate or high risk.

FIGURE 3-4 FLOODPLAIN MAP



SECTION 4 METHODOLOGY

4.1 DOCUMENTATION

A preliminary evaluation of the Destin Cross Town Connector study area was conducted to determine the potential for the project to encounter contamination from properties and/or operations which handle regulated substances and that are located in the vicinity of the proposed project. This evaluation followed the guidelines of the FDOT *PD&E Manual* - Part 2, Chapter 22.

Initially, various government databases were queried to identify any sites regulated for contamination within 1,000 feet of the proposed project right-of-way. Historical aerial photographs dating back to 1973 were reviewed to identify past activities that might have involved the potential for contamination problems. Existing land uses were identified to understand the current or recent past uses and, therefore, the potential for contamination on parcels within the study area that might not have been identified through the regulatory database search. A field verification of all properties within or adjacent to the project limits was conducted to further assess the possibility of toxic and/or hazardous materials that could possibly be released if disrupted. Through these efforts, a total of two (2) sites were identified: as permitted to handle hazardous materials; as having had contamination problems that are being remediated or have been remediated; or currently have contamination problems that require remediation. In addition, the field review identified two sites that were not found in any database, but that sell products containing regulated or hazardous substances. Sites within 500-feet of the project right-of-way were included because should the site have had groundwater contamination, the potential exists for the contamination plume to migrate off site. Should a contamination plume migrate in the direction of the proposed project, its presence could present a risk of project workers encountering the contamination during construction.

Data Records Search

The contamination databases in the FDOT Environmental Screening Tool provided the initial identification of potential contamination sites within 1,000 feet of the proposed alignment for the Destin Cross Town Connector. These were supplemented with the online resources provided by the FDEP and the United States Environmental Protection Agency (USEPA).

Aerial Photographs

Historical aerials for 1973, 1985, 1995 and 2005 (**Appendix A**) were reviewed and analyzed to identify any sites that may previously have been used in a manner likely to cause on-site contamination. A summary of these aerials is presented below.

The 1973 aerial photograph shows that much of the area that is the City of Destin is undeveloped. Infrastructure that is present includes: the airport; development fronting the water (along SR 30/US 98 (Harbor Boulevard) from the east end of the East Pass bridge to east of Beach Drive, and along Calhoun Avenue from SR 30/US 98 to, and along, Beach Drive at Joes Bayou); and some of the existing road network (Mountain Drive, Beach Drive, Benning Drive, and Legion Drive between Beach Drive and Main Street, but not between Benning Drive and Beach Drive). The interior of the peninsula is mostly undeveloped. The project study area is undeveloped

except for the project's proposed alignment which was being used as a recreational vehicle (RV) campground. There is no development adjacent to the campground.

The 1985 map shows rapid development occurred over the previous twelve years. Although pockets of undeveloped areas remain, much of the formerly vacant interior areas have been developed, especially east of Beach Drive and west of Benning Drive north of Azalea Drive. Legion Drive has been extended between Benning Drive and Beach Drive, and the area south of Legion Drive, including the Sandalwood neighborhood has been developed. SR 30/US 98 (Harbor Boulevard) is much more densely developed and development extends further to the east than it did in 1973.

As would be expected, by 1995, all but a few remaining undeveloped interior areas are now developed. Development east of Beach Drive, particularly south of Legion Drive appears to be more commercial than residential, but vacant areas remain north of SR 30/US 98 (Harbor Boulevard) between Main Street and Airport Road. The area bounded by Benning Drive, Legion Drive, Beach Drive, and a line extending due east from Azalea Drive to Beach Drive is developed very similar to today's development with the major difference being the RV campground is still in use.

By 2005, most of the peninsula area that is within the city of Destin has been developed. Commercial areas extend from Destin Harbor to just north of Azalea Drive on its west end and to Legion Drive between Main Street and Airport Road. The project study area remains very much like it was in 1995, except for the addition of the First Baptist Church and Destin Christian Academy.

The review of the historical aerial photographs shows that Destin is a very young city. Probably due to its position along the coast, most early development in Destin was of a residential nature with commercial development mostly limited to SR 30/US 98 (Harbor Boulevard). As the City grew, the interior areas were developed as neighborhoods. The commercial district remained along SR 30/US 98 (Harbor Boulevard), expanding northward and eastward. Due to the stability of the study area neighborhood and its undeveloped condition prior to the residential development, there is no reason to expect that there were any former land uses in the project area that would have had potential for contamination issues.

Field Verification

A site visit of the study area was conducted on July 22, 2015. Any new or unrecorded site that was occupied by an activity that may have the potential for handling hazardous materials, or may have the potential for contamination based on site conditions, was noted. Any potential contamination sites identified during this visit or obtained from the data records search and that are within 500 feet of the proposed project right-of-way were documented on field data sheets, which are provided in **Appendix B.** This inspection included photographing the site and recording the presence of features such as those described in **Table 4-1**.

TABLE 4-1
POTENTIAL CONTAMINATION INDICATORS

Ground staining	Odors	Drums	Ventilation pipes	Monitor wells	Underground lines
Standing liquids	Sink holes	Containers	Transformers	Septic tanks	

All the information derived from the aforementioned sources is utilized to make a determination of the potential risk for the project to have involvement with contamination and for making recommendations regarding further investigation or remediation, if warranted. Each site within or adjacent to the project right-of-way was rated to indicate the level of risk for contamination problems.

4.2 CONTAMINATION RATING SYSTEM

Sites identified within the project right-of-way, or within 500-feet of the right-of-way are evaluated for the potential risk of contamination. Sites outside of, but within 500-feet, of the right-of-way are rated because of the potential for a groundwater contaminant plume to migrate within the right-of-way. Risk potential is based on factors such as: type of activity at the site, past or current presence of contamination, and status of any remediation activities.

The contamination rating system is divided into four degrees of risk: **No, Low, Medium,** and **High**. These are explained below. This system expresses the degree of concern for potential contamination problems. Known problems may not necessarily present a cause for concern if: the regulatory agencies are aware of the situation; actions, where necessary, are either complete or are underway; and these actions do not have an adverse impact on the proposed project. The FDOT's hazardous materials rating system is provided below.

No: There is nothing to indicate contamination would be a problem. It is possible contaminants could have been handled on the property. All information indicates problems should not be expected. Additional assessment activities are not recommended.

Low: The former or current operation has a hazardous waste generator identification number, or deals with hazardous material. Based on all available information there is no reason to believe the project would have any involvement with contamination. Additional assessment activities are not recommended.

Medium: Indications are found that identify known soil and/or water contamination. The problem does not need remediation, is being remediated, or continued monitoring is required. The potential exists that the contamination may impact the project. Additional assessment should be considered.

High: There is a potential for contamination problems. Contamination is known to exist and is likely to impact the project. Further assessment activities are recommended after alignment selection to determine the actual presence and/or levels of contamination and the need for remedial action.

SECTION 5 POTENTIAL CONTAMINATION SITES IN THE STUDY AREA

5.1 POTENTIAL CONTAMINATION SITES

Figure 5-1 shows the locations of the potential contamination sites within 1,000 feet of the study area that were identified through the aforementioned methods. The regulatory data base search identified one hazardous waste facility (Time Saver 10 Minute Oil Lube Center), which is also a Resource Conservation and Recovery Act regulated facility, and one solid waste facility. The field investigation identified two sites (NAPA Auto Parts and O'Reilly Auto Parts) that sell products containing regulated or hazardous substances.

The Time Saver 10 Minute Oil & Lube Center (Time Saver) is located at 530 Mountain Drive, within 1,000 feet of the project, but beyond the 500-foot limit used to identify sources with groundwater contamination. The business at this site has a small quantity generator identification number. Conditionally Exempt Small Quantity Generators (CESQG) generate 100 kilograms or less of hazardous waste per month. Time Saver performs routine oil and lube changes and handles products such as antifreeze, solvents, used oil and other lubricants. Waste is collected, stored in drums, and disposed off-site.

The solid waste facility is the only listed site that is within the alignment for the proposed road. This facility is an approved Hurricane Debris Staging Area. Debris Staging Areas are areas identified for the temporary storage of debris from hurricanes or other disasters and must be approved annually for such use by the FDEP. The site in question has not been used to date for the storage of debris and, therefore, presents no risk of involvement with contamination.

The field inspection identified two additional sites within approximately 1,000 feet of the proposed project: NAPA Auto Parts and O'Reilly Auto Parts (formerly Destin Auto Service). Both of these businesses sell auto parts and accessories, some of which may contain regulated or hazardous substances. However, the businesses do not perform maintenance or repairs on site and, therefore, do not generate hazardous waste. The sites were included in this report because they sell products containing regulated or hazardous substances and, therefore, has a very slight risk of contamination occurring in the event of a spill. The sites have not been identified as having, or having had, contamination issues.

The four sites have been evaluated for the potential risk of contamination occurring on site. **Table 5-1** summarizes information about the potential contamination sites identified through the database search and field verification and identifies the risk ratings assigned to each.

FIGURE 5-1 LOCATIONS OF POTENTIAL CONTAMINATION SITES

TABLE 5-1
POTENTIAL CONTAMINATION SITES IN STUDY AREA

FACILITY NAME AND ADDRESS	MAP ID #	EPA or FDEP FACILITY ID #	FACILITY TYPE	STORAGE TANKS PRESENT	UST	AST	CONTAMINATED MEDIUM	CONTAMINATION/ CLEAN-UP STATUS	FACILITY STATUS	RISK RATING
Time Saver 10 Minute Oil 530 Mountain Drive Destin, FL 32541	1	FLR000167536 110041667844	CESQG	No	No	No	None	In compliance	Open	Low
NAPA Auto Parts 519 Mountain Drive Destin, FL 32541	2		Retail Store	No	No	No	Unknown	N/A	Open	No
O'Reilly Auto Parts (formerly Destin Auto Service) 602 Mountain Drive Destin, FL 32541	3	141850 (70930)	Retail Store	No	No	No	Unknown	N/A	Closed	No
City of Destin 209 Beach Drive Destin, FL 32541	4	100664	Vacant lot for Hurricane Debris Staging	No	No	No	No	In compliance	Active	No

SECTION 6 PROJECT IMPACTS

The search of the regulatory agency databases, review of historical aerial photographs and existing land uses, and field survey of all properties within 500-feet of the proposed project resulted in the identification of four potential contamination sites. The inclusion of sites outside of, but adjacent to, the alternatives' proposed right-of-way is based on the assumption that, if groundwater contamination were present, there could be potential for the contaminant plume to migrate into the right-of-way.

Additional research was conducted on the four sites within 500-feet of the proposed project to ascertain whether contamination was known to have occurred on each site and the status of any site assessment and remediation activities, if any (see **Section 7**). Those potential contamination sites within 500 feet of the project that would have been rated as having no risk of contamination are also eliminated from further evaluation. Any remaining sites with a medium or high risk of contamination are evaluated to determine the potential for the project to have involvement with those sites. If the project is found to have involvement with potentially-contaminated sites, the involvement is assessed and recommendations are made for conducting further investigation of the sites, coordination with the applicable regulatory agencies, and identification of potential remediation measures.

The City of Destin's Hurricane Debris Staging Area (209 Beach Drive) has been determined to have no risk of contamination because the site has not yet been used for staging of hurricane debris.

Time Saver 10 Minute Oil & Lube Center, was rated as having a low risk of contamination since the site is in compliance and does not have a record of having a release of petroleum products or other hazardous materials.

Both NAPA Auto Parts and O'Reilly's Auto Parts only sell products containing regulated or hazardous substances and neither have any record of a release of regulated or hazardous substances. Therefore, both these facilities were rated as no risk.

Because the Destin Cross Town Connector alternatives utilize the same alignment for the roadway and only vary in terms of their intersection configurations and the access options for the Sandalwood neighborhood, there is no difference in the risk of involvement between the four Build alternatives. All alternatives require the acquisition of the Hurricane Debris Staging Area; however, since this area has no known contamination, there is no risk of involvement with contamination from this site. The second site, Time Saver 10 Minute Oil and Lube Center, not only has a low risk of contamination, it is located more than 500-feet from the project right-of-way; therefore, the project would have no involvement with this site.

SECTION 7 REGULATORY STATUS OF SITES

The four sites identified for evaluation were investigated to determine the risk of contamination problems on the sites by searching the FDEP and USEPA databases for records of site inspections, violations of regulatory conditions, discharges of contaminants, site assessments, and remediation activities, if any. The following summarizes each site's status.

Time Saver 10 Minute Oil & Lube Center ***FLR000167536***
530 Mountain Drive

There were no records relating to permitting or clean-up/remediation for this site; however, there were a limited number of compliance and enforcement documents that include a site compliance report, a letter notifying Time Saver of possible violations, and a letter from Time Saver indicating their corrective actions (**Appendix C**).

The following description of the Time Saver operation is from a Hazardous Waste Inspection Report that documented a site inspection conducted by FDEP on June 11, 2010.

> Time Saver 10 Minute Oil & Lube (Time Saver) performs oil changes and lubrication services but does not do major automotive repair work. Used oil is stored in four, double walled 300-gallon used oil tanks, a 250-gallon used oil tote, and 55-gallon drum. The 300-gallon used oil tanks are stored in the facility's in-ground changing pit. Used oil that is spilled in the pit is mopped up and the oily water poured into the used oil tanks. Used oil filters are stored in six 55-gallon drums located behind the facility on an asphalt surface. The used oil tanks, used oil tote and used oil filter drums were all properly labeled, closed, and in good condition. Used oil and used oil filters are transported by Aaron Oil Co. (ALD983180233). Used batteries are taken to NAPA or O'Reilly's for a core charge.
>
> However, Time Saver had a 55-gallon used oil drum that was not labeled and had a large cut in the top of the drum. The store manager informed the site inspector that boaters would come by and pour used oil into the empty drums located behind the facility. Although Time Saver closed the drums securely, a hole was cut in the top, and oil poured in. There was no secondary containment for this drum. The 250-gallon tote was located in the front of the facility near the bay doors. The tote was without proper secondary containment.

FDEP notified Time Saver on July 1, 2010 that it needed to ensure that all containers used to store used oil have adequate secondary containment capable of holding 110 percent of the volume of the largest container. They also were informed that they needed to ensure that all containers used to store used oil were properly labeled with the words "Used Oil". FDEP also notified Time Saver that they needed to ensure that the used oil is properly disposed and discontinue the use of the compromised used oil drum.

July 7, 2010, Time Saver informed FDEP in writing that a new, properly labeled 55-gallon drum had been requested from Aaron Oil and that the 250-gallon used oil tote has been removed from service.

Hurricane Debris Staging Area ***100664***
209 Beach Drive
This location has been identified as a temporary disaster debris staging area since 2012. Temporary staging areas for hurricane-generated debris must be approved by the FDEP in order for the owner/operator of the staging area to receive Public Assistance funds from FEMA.

This is the only site within the City of Destin authorized for staging hurricane debris. There is approximately 250,000 square feet of area available for the collection of debris. A small area with a hardened surface will accommodate vehicles. Temporary roadways may have to be added depending on the amount of debris. The City's plan for the operation of the staging area is that only construction and demolition debris and horticultural debris would be delivered to the site. Entry to the site would be from the northeast corner of the property off Beach Drive and exiting would occur through the southeast corner. Grinders and heavy equipment would operate in the middle of the property and relocate, as necessary. The debris would be reduced at this location, and reloaded for transfer to an appropriate disposal site. To date, the property has not been used for temporary disaster debris staging.

Documents related to preauthorization, including inspection reports, are listed in FDEP Solid Waste Electronic database. Only those related to the most recent year (2015) and the preceding year (2014) have been included in **Appendix C.**

NAPA Auto Parts ***None***
510 Mountain Drive
No records were found regarding operations at this site.

O'Reilly's Auto Parts ***141850***
602 Mountain Drive
Destin Auto Parts was previously operated at this location. No records were found regarding operations at this site.

SECTION 8 CONCLUSION AND RECOMMENDATIONS

The City of Destin has evaluated the proposed project alignment and has determined that none of the build alternatives, or the options for connecting Sandalwood Court with Sandalwood Drive, have involvement with any known sites having medium or high risk of potential contamination. Therefore, there is no risk of the proposed project having involvement with known contamination.

CONTAMINATION SCREENING EVALUATION REPORT

APPENDICES

APPENDIX A	**HISTORICAL AERIAL PHOTOGRAPHS**
APPENDIX B	**SITE ASSESSMENT FORMS AND PHOTOGRAPHS**
APPENDIX C	**POTENTIAL CONTAMINATION SITES REGULATORY RECORDS**

APPENDIX A
HISTORICAL AERIAL PHOTOGRAPHS

APPENDIX A-1 1973 HISTORICAL AERIAL

APPENDIX A-2 1985 HISTORICAL AERIAL

APPENDIX A-3 1995 HISTORICAL AERIAL

APPENDIX A-4 2005 HISTORICAL AERIAL

APPENDIX A-1
1973 HISTORICAL AERIAL

APPENDIX A-2
1985 HISTORICAL AERIAL

APPENDIX A-3
1995 HISTORICAL AERIAL

APPENDIX A-4
2005 HISTORICAL AERIAL

APPENDIX B
SITE ASSESSMENT FORMS AND PHOTOGRAPHS

B-1 TIME SAVER 10-MINUTE OIL & LUBE

Site Assessment Form
Site Photographs

B-2 HURRICANE DEBRIS STAGING AREA

Site Assessment Form
Site Photographs

B-3 NAPA AUTO PARTS

Site Assessment Form
Site Photographs

B-4 O'REILLY AUTO PARTS/DESTIN AUTO SERVICE

Site Assessment Form
Site Photographs

APPENDIX B-1
TIME SAVER 10-MINUTE OIL & LUBE
Site Assessment Form

PRELIMINARY FIELD EVALUATION SHEET

SITE ID / NAME: Time Save 10 Minute Oil	
DATE: 7/22/2015	
LATITUDE: 30.393645	LONGITUDE: -86.497060
ADDRESS: 530 Mountain Drive, Destin FL, 32541	
PROXIMITY TO RIGHT-OF-WAY: ~1,000 Ft.	

GENERAL TOPOGRAPHY: Flat
SURFACE CONDITIONS: Paved parking lot (asphalt/concrete)
LANDSCAPING, VEGETATION: Some grass and landscaping along perimeter of property and building
DRAINAGE CHARACTERISTICS: Unknown

WELLS: None visible
BARRELS, DRUMS, TANKS: None visible
DEBRIS, TRASH PILES: None visible
GROUND STAINING: Typical automobile staining on asphalt
STANDING LIQUIDS: None visible
ODORS: None
EXTERIOR MECHANICAL: Electrical equipment at southern portion of property (see image 3 below)
EXPOSED PIPING OR OTHER BURIED ITEMS: None visible
OTHER NOTES:

PRELIMINARY FIELD EVALUATION:		
X	NO	There MAY BE contamination associated with the property; however, there is no evidence or reason to believe that contamination in the soil or groundwater should exist.
	LOW	There MAY BE or is KNOWN contamination associated with this parcel; however, is not believed to have a significant impact on the project.
	MEDIUM	There MAY BE or is KNOWN contamination associated with this parcel which MAY impact the project.
	HIGH	Contamination is KNOWN to exist on the parcel and will LIKELY impact the project.

Site Photographs

Image 1

Image 2

APPENDIX B-2
HURRICANE DEBRIS STAGING AREA
Site Assessment Form

PRELIMINARY FIELD EVALUATION SHEET

SITE ID / NAME: City of Destin Hurricane Debris Site	
DATE: 7/22/2015	
LATITUDE: 30.396348	LONGITUDE: -86.492322
ADDRESS: 209 Beach Drive, Destin, FL 32541	
PROXIMITY TO RIGHT-OF-WAY: Directly adjacent/within proposed ROW	

GENERAL TOPOGRAPHY: Flat
SURFACE CONDITIONS: Gravel in some places; asphalt at the eastern edge of the property
LANDSCAPING, VEGETATION: Patchy grass and few trees throughout property
DRAINAGE CHARACTERISTICS: Unknown; no visible swales or ditches

WELLS: None visible
BARRELS, DRUMS, TANKS: None visible
DEBRIS, TRASH PILES: None visible
GROUND STAINING: None visible
STANDING LIQUIDS: None visible
ODORS: None
EXTERIOR MECHANICAL: Some power lines and electrical features (see image 4 below)
EXPOSED PIPING OR OTHER BURIED ITEMS: There were pipes located throughout the property (see image 5 below)
OTHER NOTES:

PRELIMINARY FIELD EVALUATION:		
X	NO	There MAY BE contamination associated with the property; however, there is no evidence or reason to believe that contamination in the soil or groundwater should exist.
	LOW	There MAY BE or is KNOWN contamination associated with this parcel; however, is not believed to have a significant impact on the project.
	MEDIUM	There MAY BE or is KNOWN contamination associated with this parcel which MAY impact the project.
	HIGH	Contamination is KNOWN to exist on the parcel and will LIKELY impact the project.

Site Photographs

Image 1

Image 2

Image 3

Image 4

Image 5

APPENDIX B-3
NAPA AUTO PARTS
Site Assessment Form

PRELIMINARY FIELD EVALUATION SHEET

SITE ID / NAME: Napa Auto Parts	
DATE: 7/22/2015	
LATITUDE: 30.394504	LONGITUDE: -86.497826
ADDRESS: 519 Mountain Drive, Destin FL, 32541	
PROXIMITY TO RIGHT-OF-WAY: ~1,000 Ft.	

GENERAL TOPOGRAPHY: Flat
SURFACE CONDITIONS: Paved parking lot (asphalt/concrete)
LANDSCAPING, VEGETATION: Some grass and landscaping along perimeter of property and building
DRAINAGE CHARACTERISTICS: Ditch/swale at the southern edge of the property (see image 4 below)

WELLS: None visible
BARRELS, DRUMS, TANKS: None visible
DEBRIS, TRASH PILES: None visible
GROUND STAINING: Typical automobile staining on asphalt
STANDING LIQUIDS: None visible
ODORS: None
EXTERIOR MECHANICAL: Electrical equipment at southern portion of property (see image 3 below)
EXPOSED PIPING OR OTHER BURIED ITEMS: None visible
OTHER NOTES:

PRELIMINARY FIELD EVALUATION:		
X	NO	There MAY BE contamination associated with the property; however, there is no evidence or reason to believe that contamination in the soil or groundwater should exist.
	LOW	There MAY BE or is KNOWN contamination associated with this parcel; however, is not believed to have a significant impact on the project.
	MEDIUM	There MAY BE or is KNOWN contamination associated with this parcel which MAY impact the project.
	HIGH	Contamination is KNOWN to exist on the parcel and will LIKELY impact the project.

Site Photographs

Image 1

Image 2

Image 3

Image 4

Image 5

APPENDIX B-4
O'REILLY AUTO PARTS/DESTIN AUTO SERVICE
Site Assessment Form

PRELIMINARY FIELD EVALUATION SHEET

SITE ID / NAME: O'Reilly Auto Parts/Destin Auto Service	
DATE: 7/22/2015	
LATITUDE: 30.393293	LONGITUDE: -86.494917
ADDRESS: 602 Mountain Drive, Destin, FL 32541	
PROXIMITY TO RIGHT-OF-WAY: 400-500 Ft.	

GENERAL TOPOGRAPHY: Flat
SURFACE CONDITIONS: Paved parking lot (asphalt/concrete)
LANDSCAPING, VEGETATION: Some grass and landscaping along perimeter of property and building
DRAINAGE CHARACTERISTICS: Unknown; no visible swales or ditches

WELLS: None visible
BARRELS, DRUMS, TANKS: None visible
DEBRIS, TRASH PILES: None visible
GROUND STAINING: Typical automobile staining on asphalt
STANDING LIQUIDS: None visible
ODORS: None
EXTERIOR MECHANICAL: None visible
EXPOSED PIPING OR OTHER BURIED ITEMS: None visible
OTHER NOTES:

PRELIMINARY FIELD EVALUATION:		
X	NO	There MAY BE contamination associated with the property; however, there is no evidence or reason to believe that contamination in the soil or groundwater should exist.
	LOW	There MAY BE or is KNOWN contamination associated with this parcel; however, is not believed to have a significant impact on the project.
	MEDIUM	There MAY BE or is KNOWN contamination associated with this parcel which MAY impact the project.
	HIGH	Contamination is KNOWN to exist on the parcel and will LIKELY impact the project.

Site Photographs

Image 1

Image 2

Image 3

APPENDIX C
POTENTIAL CONTAMINATION SITE REGULATORY RECORDS

APPENDIX C-1 TIME SAVER 10-MINUTE OIL & LUBE CENTER

06/11/2010	FDEP Hazardous Waste Inspection Report
07/01/2010	FDEP Letter to Time Saver 10-Minute Oil & Lube Center
07/10/2010	Time Saver Oil & Lube Center Letter to FDEP

APPENDIX C-2 HURRICANE DEBRIS STAGING AREA

05/14/2013	City of Destin Letter to FDEP Providing Information for approval of hurricane debris staging area
05/21/2013	FDEP Inspection Checklist
05/24/2013	FDEP Letter of Pre-Authorization for Disaster Debris Management Site
04/14/2014	FDEP Letter to City of Destin regarding renewal of Disaster Debris Management Site Approval
04/11/2014	City of Destin Letter Updating Information for Disaster Debris Management Site Approval
05/19/2014	FDEP Letter of Preauthorization for Disaster Debris Management Site
05/13/2014	FDEP Inspection Checklist
04/27/2015	FDEP Letter of Preauthorization for Disaster Debris Management Site

APPENDIX C-1
TIME SAVER 10-MINUTE OIL & LUBE

Florida Department of

Environmental Protection

Hazardous Waste Inspection Report

FACILITY INFORMATION:

Facility Name: Time Saver 10 Minute Oil & Lube Center

On-Site Inspection Start Date: 06/11/2010 **On-Site Inspection End Date:** 06/11/2010

ME ID#: 94639 **EPA ID#:** FLR000167536

Facility Street Address: 530 Mountain Dr, Destin, Florida 32541-2332

County Name: Okaloosa

NOTIFIED AS:

N/A

INSPECTION TYPE:

Routine Inspection for CESQG (<100 kg/month) facility

Routine Inspection for Used Oil facility

INSPECTION PARTICIPANTS:

Principal Inspector: Aaron Mitchell, Environmental Specialist

Other Participants: Chad McLain, Manager

LATITUDE / LONGITUDE: Lat 30° 23' 39.1992" / Long 86° 29' 55.0428"

SIC CODE: 7549 - Services - automotive services, nec

TYPE OF OWNERSHIP: Private

Introduction:

Time Saver 10 Minute Oil & Lube Center (Time Saver) is an oil changing facility that has been in business for approximately ten years and has five employees. There are two other Time Saver facilities located in Shalimar and Ft. Walton Beach, Florida. All three facilities are owned by Mike McCowen. The Destin facility is managed by Chad McLain. Mr. McLain facilitated the inspection.

Process Description:

Time Saver performs routine oil and lube changes at its facility. No major automotive repair work is done. Used oil is stored in four double walled 300-gallon used oil tanks, a 250-gallon used oil tote and a 55-gallon drum. The 300-gallon used oil tanks are stored in the facilities in-ground changing pit. Used oil that is spilled in the pit is mopped up and the oily water is poured into the used oil tanks. Used oil filters are stored in six 55 -gallon drums located behind the facility on an asphalt surface. The used oil tanks, used oil tote and used oil filter drums were all properly labeled closed and in good condition. Used oil and used oil filters are transported by Aaron Oil Co.(ALD983180233). Used batteries are taken to NAPA or Oreily's for a core charge.

Observations
The 55-gallon used oil drum was not labeled and had a large cut in the top of the drum. Mr. McLain informed the inspector that boaters would come by and pour used oil into empty drums located behind the facility. The facility closed the drums securely but a hole was cut in the top of the drums and oil poured in. There was no secondary containment for this drum. The 250-gallon tote was located in the front of the facility near the bay doors. The tote was without proper secondary containment.

New Potential Violations and Areas of Concern:

Used Oil Generator Checklist

Type:	Area Of Concern
Rule:	279.22(b)(1)
Question Number:	5.20
Question:	Are containers/tanks in good condition?
Explanation:	Time Saver had a 55-gallon drum that had a large cut in the top of the container which allowed for the possible release of used oil to the environment. 279.22(b)(1) states " Containers used to store used oil must be (1) In good condition (no severe rusting, apparent structural defects or deterioration); and (2) Not leaking (no visible leaks).
Corrective Action:	Time Saver needs to ensure that the used oil is properly disposed and discontinue the use of the compromised used oil drum.

Type:	Area Of Concern
Rule:	279.22(c)(1)
Question Number:	5.40
Question:	Are containers/tanks storing used oil marked with the words "Used Oil"?
Explanation:	Time Saver had a 55-gallon used oil drum that was not properly labled with the words used oil. 279.22(c)(1) states "Containers and aboveground tanks used to store used oil at generator facilities must be labeled or marked clearly with the words "Used Oil."
Corrective Action:	Time Saver needs to ensure all containers and tanks used to store used oil are properly labled with the words "Used Oil."

Type:	Violation
Rule:	62-710.401(6)
Question Number:	5.100
Question:	Either double-walled or stored on an oil-impermeable surface with engineered secondary containment that has the capacity to hold 110% of the volume of the largest container within the secondary containment (regardless of size)? Note: Inside containers that are 55 gallons or less are assumed to meet the secondary containment requirement if they are stored on an oil-impervious surface. Inside containers/tanks that are larger than 55 gallons and are portable/wheeled are assumed to meet the secondary containment if they are stored on an oil-impervious surface and if they are typically emptied every 24 hours.
Explanation:	Time Saver had a 250-gallon used oil tote and a 55-gallon drum that did not have proper secondary containment. Rule 62-710.401(6) states that: No person may store used oil in tanks or containers unless they are clearly labeled with the words "used oil" and are in good condition (no severe rusting, apparent structural defects or deterioration) with no visible oil leakage. If tanks or containers are not stored inside a structure, the contents shall be closed, covered or otherwise protected from the weather. If tanks or containers are not double-walled, they shall be stored on an oil-impermeable surface such as sealed concrete or asphalt, and must have secondary containment which has the capacity to hold 110% of the volume of the largest tank or container within the containment area.
Corrective Action:	Time Saver needs to ensure that all containers used to store used oil are in adequate secondary containment.

Summary of Potential Violations and Areas of Concern:

Potential Violations

Rule Number	Area	Date Cited	Explanation
Used Oil Generator Checklist			
62-710.401(6)		06/11/2010	Time Saver had a 250-gallon used oil tote and a 55-gallon drum that did not have proper secondary containment. Rule 62-710.401(6) states that: No person may store used oil in tanks or containers unless they are clearly labeled with the words "used oil" and are in good condition (no severe rusting, apparent structural defects or deterioration) with no visible oil leakage. If tanks or containers are not stored inside a structure, the contents shall be closed, covered or otherwise protected from the weather. If tanks or containers are not double-walled, they shall be stored on an oil-impermeable surface such as sealed concrete or asphalt, and must have secondary containment which has the capacity to hold 110% of the volume of the largest tank or container within the containment area.

Areas of Concern

Rule Number	Area	Date Cited	Explanation
Used Oil Generator Checklist			
279.22(b)(1)		06/11/2010	Time Saver had a 55-gallon drum that had a large cut in the top of the container which allowed for the possible release of used oil to the environment. 279.22(b)(1) states " Containers used to store used oil must be (1) In good condition (no severe rusting, apparent structural defects or deterioration); and (2) Not leaking (no visible leaks).
279.22(c)(1)		06/11/2010	Time Saver had a 55-gallon used oil drum that was not properly labled with the words used oil. 279.22(c)(1) states "Containers and aboveground tanks used to store used oil at generator facilities must be labeled or marked clearly with the words "Used Oil."

ATTACHMENTS:

Used Oil Tote

55-gallon Used Oil Drum

Conclusion:

Time Saver needs to ensure that all containers used to store used oil have adequate secondary containment capable of holding 110% percent of the volume of the largest container.
Time Saver needs to ensure that all containers used to store used oil are properly labeled with the words used oil.

Signed:

A hazardous waste compliance inspection was conducted on this date, to determine your facility's compliance with applicable portions of Chapters 403 & 376, F.S., and Chapters 62-710, 62-730, 62-737, & 62 -740 Florida Administrative Code (F.A.C.). Portions of the United States Environmental Protection Agency's Title 40 Code of Federal Regulations (C.F.R.) 260 - 279 have been adopted by reference in the state rules under Chapters 62-730 and 62-710, F.A.C. The above noted potential items of non-compliance were identified by the inspector(s).

This is not a formal enforcement action and may not be a complete listing of all items of non-compliance discovered during the inspection.

Aaron Mitchell	Environmental Specialist
PRINCIPAL INSPECTOR NAME	**PRINCIPAL INSPECTOR TITLE**
Aaron Mitchell	
PRINCIPAL INSPECTOR SIGNATURE	FDEP **ORGANIZATION** — 6/28/2010 **DATE**
Chad McLain	Manager
REPRESENTATIVE NAME	**REPRESENTATIVE TITLE**
NO SIGNATURE	10 Minute Time Saver Oil & Lube Center
REPRESENTATIVE SIGNATURE	**ORGANIZATION**

NOTE: By signing this document, the Site Representative only acknowledges receipt of this Inspection Report and is not admitting to the accuracy of any of the items identified by the Department as "Potential Violations" or areas of concern.

Florida Department of
Environmental Protection
Northwest District
160 Governmental Center, Suite 308
Pensacola, Florida 32502-5794

Charlie Crist
Governor

Jeff Kottkamp
Lt. Governor

Michael W. Sole
Secretary

July 1, 2010

CERTIFIED, RETURN RECEIPT REQUESTED

NON-COMPLIANCE LETTER

Mr. Mike McCowen
Time Saver 10 Minute Oil & Lube Center
530 Mountain Drive
Destin, Florida 32541

Dear Mr. McCowen:

This is to inform you of possible violations of law for which you may be responsible, and to seek your cooperation in resolving the matter. A field inspection by Department of Environmental Protection (Department) personnel on June 11, 2010, of Time Saver 10 Minute Oil & Lube Center in Okaloosa County, Florida, indicates that violations of the Resource Conservation and Recovery Act and Chapters 376 and 403, Florida Statutes and Rules may exist at the above-described facility. These possible violations are described in the "Summary of Potential Violations and Areas of Concern" section of the enclosed Inspection Report. (All Title 40 Code of Federal Regulations provisions have been adopted by reference in Florida Administrative Code, Chapter 62-730).

The activities observed during the Department's field inspection and any other activities at your facility that may be contributing to violations of the above-described statutes or rules may involve potential liability for civil penalties and should be ceased. Operation of a facility in violation of state statutes or rule may result in liability for damages and restoration as set forth in Section 403.727, Florida Statutes (F.S.).

Please be informed that this letter is part of an agency investigation preliminary to agency action within the meaning of Section 120.57(5), F.S. We request that you review the Potential Violations and Areas of Concern noted in the enclosed inspection report and respond in writing within 14 days of receipt of this Non-compliance Letter. The Department is interested in reviewing any facts you may have that will assist in determining whether any violations have occurred. Your written response should either describe what you have done to address the Potential Violations and Areas of Concern of the report, or provide evidence to support a claim that the potential violations did not occur.

It is the Department's intention to allow you to document compliance or corrective actions. Your failure to respond promptly in writing may result in the initiation of formal enforcement proceedings. Follow-up inspections may be conducted to determine compliance with other Department rules and regulations.

We look forward to your cooperation in completing the investigation and resolution of this matter. If you have any questions, please contact Aaron Mitchell at telephone (850) 595-8360, extension 1258.

Sincerely,

Michael S. Kennedy, P.G.
Waste Program Administrator

MSK/amb

Enclosure: Hazardous Waste Inspection Report

Time Saver Oil & Lubrication Centers

Office
7055 Pro Am Court
Navarre, Fl. 32566
850-936-0485

Time Saver #1
510 Mary Esther Blvd.
Ft. Walton Beach, Fl. 32548
850-243-3997

Time Saver #2
530 Mountain Drive
Destin, Fl. 32541
850-837-9785

Time Saver #3
1111 Eglin Parkway
Shalimar, Fl. 32579
850-651-5250

07/10/2010

Mr. Kennedy,

In reference to your Non-Compliance Letter dated 07/01/2010 please be advised of the following:

Question Number 5.20 – A new, properly labeled, 55 gallon drum has been requested from Aaron Oil.

Question Number 5.40 – The 250 gallon used oil tote has been removed from service.

We appreciate your agency's inspection and it is our intent to be in full compliance with all regulations.

Sincerely,

Michael McCowen

RECEIVED
JUL 14 2010
NORTHWEST FLORIDA
DEP

APPENDIX C-2
HURRICANE DEBRIS STAGING AREA

Public Services Department

4200 Indian Bayou Trail | Destin, FL 32541 | Phone: 850-837-6869 | Fax: 850-837-9693 | www.cityofdestin.com

May 14, 2013

RECEIVED
MAY 15 2013
NORTHWEST FLORIDA
DEP

Florida Department of Environmental Protection
Attn: Dawn Templin, P.E.
160 West Government Street, Ste 308
Pensacola, FL 32502

SUBJECT: Staging Areas for Hurricane Generated Debris

Dear Ms Templin:

The City received your letter dated March 22, 2013 regarding the public assistance funds and pre-authorization of hurricane debris removal staging areas. We have included or attached the requested information below. We have also downloaded the guidance document provided by you to operate the staging area in accordance with your directives. The following should provide you with the information to pre authorize our recommended site.

1. Description of the staging area design: There is about 250,000 square feet of area to work with, a small area has a hardened surface so it will accommodate vehicles, we may have to add temporary roadways depending on the amount of debris found during the initial damage assessment, the area was previously a campground and is located in a residential area, we anticipate entering through the NE corner of the property and exiting through the SE corner of the property, grinders and heavy equipment will operate in the middle of the property and relocate as necessary. The site will have the appropriate stormwater control measures as well as dust control measures. The site will be secured after hours

2. Plans for operation of the staging area will include both staging and processing. We anticipate only C & D and horticultural debris to be at the site. We expect the debris to be reduced at this location and then transferred to an appropriate disposal site. We anticipate hours of operation to be dawn to dusk, 7 days a week. The only personnel to have access to the location are monitors and contractors. The general public will not have access, they will place their debris along the roadway for disposal during the initial and secondary run.

3. The type waste accepted will be construction and demolition (C & D) as well as horticultural debris.

4. The address of the staging area is 209 Beach Drive, Destin, FL 32541

5. The latitude and longitude is Lat 30:23:46.9163/Long 86:29:32.1152

6. To get to the property you must travel east from Pensacola on Highway 98, turn north onto Beach Dr, travel for approximately 1500 feet and the property is located on the west side of the roadway.

7. Aerial Photo and site map attached.

8. The site managers and main points of contact are:

Emergency Manager/Acting Public Services Director - Timothy L. Pietenpol, 850-837-6869 (tpietenpol@cityofdestin.com)

and/or

City Engineer – David Campbell, 850-837-4242, (dcampbell@cityofdestin.com)

Should you require additional information, please contact the Public Services Department at 837-4242.

Sincerely,

Timothy L. Pietenpol

Atch:
1. Legal description
2. Aerial photo

cc:
Mayor/Sam Seevers
City Manager/Maryann Ustick

Florida Department of
Environmental Protection
Inspection Checklist

FACILITY INFORMATION:

Facility Name: CITY OF DESTIN HURRICANE DEBRIS STAGING AREA

On-Site Inspection Start Date: 05/21/2013

On-Site Inspection End Date: 05/21/2013

WACS No.: 100664

Facility Street Address: 209 BEACH DRIVE

City: DESTIN

County Name: OKALOOSA

Zip: 32541

INSPECTION PARTICIPANTS:

(Include ALL Landfill and Department Personnel with Corresponding Titles)

Principal Inspector: Ross Mitchell, Inspector

Other Participants: None, n/a

INSPECTION TYPE:

Routine Operation Inspection for Other Facilities - Disaster Debris Staging Area facility

ATTACHMENTS TO THE INSPECTION CHECK LIST:

This Cover Page to the Inspection Checklist may include any or all of the following attachments as appropriate.

COMMENTS:

05/21/2013

Today's inspection was conducted in response to the City of Destin's request for pre-approval from the Department to use this site for temporary storage of hurricane/storm generated debris in the event of a significant storm for the 2013 Hurricane Season.

Site access is currently restricted. If this site is activated, access control to prevent unauthorized dumping and scavenging must be provided. It appears that this site meets the required setbacks from potable wells and water bodies, including wetlands. This site is not located in the right-of-way of a public road or alley. There was no preexisting waste or materials on site at the time of the inspection.

It appears that the site is suitable for the temporary storage of hurricane/storm generated debris. If the site is activated after a storm event, please ensure operations are in compliance with the attached FDEP Hurricane Debris Staging Area Guidance document.

In addition, please be aware that debris containing large amounts of vegetative waste that is placed in piles can quickly become a fire hazard. Any facility accumulating debris of this type should be managed so that the potential for fire is minimized. Please consult with your local fire department, or the State of Florida Forest Service, (http://www.floridaforestservice.com/) for fire prevention guidance.

ATTACHMENTS:

Proposed Staging Area

Proposed Staging Area

Signed:

Ross Mitchell **PRINCIPAL INSPECTOR NAME**	Inspector **PRINCIPAL INSPECTOR TITLE**	
B Mitchell **PRINCIPAL INSPECTOR SIGNATURE**	FDEP - NWD Compliance Assurance Program **ORGANIZATION**	5/22/2013 **DATE**
None **REPRESENTATIVE NAME**	n/a **REPRESENTATIVE TITLE**	
NO SIGNATURE **REPRESENTATIVE SIGNATURE**	n/a **ORGANIZATION**	

Supervisor: James Byer

NOTE: By signing this document, the Site Representative only acknowledges receipt of this Inspection Report and is not admitting to the accuracy of any of the items identified by the Department as "Not Ok" or areas of concern.

Florida Department of
Environmental Protection
Northwest District Office
160 Governmental Center
Pensacola, Florida 32502-5794

Rick Scott
Governor

Herschel T. Vinyard Jr.
Secretary

Sent via email to: tpietenpol@cityofdestin.com

Date: 5/24/2013

Tim Pietenpol
Public Services Dept.
4200 Indian Bayou Trl.
Destin, FL 32541-4305

RE: 2013 - Pre-Authorization for Disaster Debris Management Sites (DDMS)

Dear Tim Pietenpol:

This is to notify you that on 5/24/2013, we approved your request for pre-authorization of a disaster debris management site (DDMS) located in Okaloosa County for 2013. Disaster debris includes hurricane/storm-generated debris and all other types of disaster debris.

The Department has evaluated your request for a DDMS at the following location:

WACS ID: 100664
City of Destin Hurricane Debris Staging Area
209 Beach Drive, Destin
Lat 30:23:46.9163 / Long 86:29:32.1152
Type(s) of Debris Managed: Construction & Demolition debris, Yard Trash

In the event of a major storm event or other disaster which results in the Department issuing an Emergency Final Order (the Order) for your county, you may begin using this temporary DDMS as necessary, while also requesting issuance of a field authorization from the Department. Once activated, a DDMS is subject to the following conditions, in addition to the requirements of the Order and Florida Statute 403.7071:

1. Standing water must not be allowed to accumulate in or within 50 feet of areas used to store or process disaster debris;
2. The Department must be notified in writing when the site is opened and begins accepting debris, and when the site is closed and stops accepting debris;
3. Access must be controlled to prevent unauthorized dumping and scavenging;
4. A DDMS must have spotters to correctly identify and segregate waste types for appropriate management;
5. Once the site is open, a spotter must be located in the area where waste is being deposited in order to spot and remove prohibited waste items;
6. The DDMS is limited to managing the type(s) of debris listed above; any putrescible waste received at the DDMS must be removed from the site within 48 hours; all other types of prohibited waste should be managed in accordance with the guidance document (see link below);
7. Unless otherwise approved by the Department in response to a written request from you, the DDMS must cease operation and all disaster debris must be removed from the sites on or before the expiration date of an Order that has been executed by the Department, unless it is modified or extended by further authorization.

Failure to comply with the conditions of the field authorization, or failure to adequately close a site by the required closure date, may result in enforcement action by the Department.

The Department has also prepared a guidance document on the establishment, operation and closure of a DDMS for disaster debris. This guidance includes recommended practices, which you are expected to follow as much as practicable, as well as additional requirements from the Order. A copy of this guidance document is available on the DEP website
http://www.dep.state.fl.us/mainpage/em/files/debris_guidance.pdf

If you have any questions or comments on this approval letter, please feel free to contact Dawn Templin by E-mail at Dawn.Templin@dep.state.fl.us or by phone at (850)595-0644. In order to provide better service to you, the Department is using electronic documents as much as possible. Please provide your E-mail address when replying.

Sincerely,

J. C. Harp 5/24/2013

J. Charles Harp
Northwest District

Date

CH / dt

Cc: Larissa.Pallo@em.myflorida.com , James.Bartlett@em.myflorida.com

This letter generated by cope_ca.

FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION

NORTHWEST DISTRICT
160 W. GOVERNMENT STREET
PENSACOLA, FLORIDA 32502-5794

RICK SCOTT
GOVERNOR

CARLOS LOPEZ-CANTERA
LT. GOVERNOR

JONATHAN P. STEVERSON
SECRETARY

April 14, 2015

Sent via e-mail to:
council@cityofdestin.com
mponder@cityofdestin.com

The Honorable Mel Ponder, Mayor
City of Destin
4200 Indian Bayou Trail
Destin, Florida 32541

Dear Mayor Ponder:

Temporary staging areas for hurricane-generated debris must be approved by the Florida Department of Environmental Protection (Department) in order for the owner/operator of the staging area to receive Public Assistance funds from FEMA. Pre-authorization of any proposed hurricane-generated debris temporary staging sites should be requested to ensure the site is authorized prior to a storm event.

Please notify the Department of the proposed sites that will be utilized by the City as a temporary staging of any potential hurricane-generated debris during the 2015 hurricane season. Please provide the following information for each proposed temporary staging area:

1. Description of the staging area design,
2. Plans for operation of the staging area,
3. Type of waste accepted (construction and demolition (C&D) debris or yard trash and tree debris, etc.),
4. Address,
5. Latitude and longitude,
6. Directions from major roadways if site is not located adjacent to a major roadway,
7. Aerial photo and site location map,
8. Name, telephone number, and e-mail address for site manager, and
9. Name, telephone number, and e-mail address for the City's main contact person

The Department pre-authorized the following sites for the 2014 hurricane season. If any of these sites are also proposed for the 2015 hurricane season, please provide updated contact information including: name, telephone number, and e-mail address for the site manager and the City's main contact person.

WACS ID:	City	Description
100664	Destin	CITY OF DESTIN HURRICANE DEBRIS STAGING AREA-209 BEACH DRIVE

The Department has also prepared a guidance document on the establishment, operation, and closure of staging areas for hurricane-generated debris. This guidance includes recommended practices, which you are expected to follow as much as practicable, as well as additional requirements from the Emergency Final Order. A copy of this guidance document is available on the following internet link:

http://www.dep.state.fl.us/mainpage/em/files/0922_debris_guidance.pdf

If you have any questions, please contact me at 850-595-0644, or by e-mail at dawn.templin@dep.state.fl.us.

Sincerely,

Dawn Templin, P.E.
Solid Waste Section

DKT/dt/r

c: Greg Kisela, City of Destin, rgoulart@cityofdestin.com
Tim Pietenpol, City of Destin, tpietenpol@cityofdestin.com

Public Services Department

4200 Indian Bayou Trail | Destin, FL 32541 | Phone: 850-837-6869| Fax: 850-837-9693 | www.cityofdestin.com

April 11, 2014

Florida Department of Environmental Protection
Attn: Dawn Templin, P.E.
160 West Government Street, Ste 308
Pensacola, FL 32502-5740

SUBJECT: Temporary Staging Areas for Hurricane Generated Debris

Dear Ms Templin:

The City received your letter dated April 10, 2014, regarding the pre-authorization of a temporary staging area for hurricane generated debris. The information you have on file for 209 Beach Drive is still current. The City would like to update the following information as requested in your letter:

Main Contact and Site Manager: Tim Pietenpol, 850-837-6869, tpietenpol@cityofdestin.com

Alternate Contact: David Campbell, 850-837-6869, dcampbell@cityofdestin.com

Additionally, would you please update the Mayor's contact information as follows:

Honorable Mel Ponder, mponder@cityofdestin.com

Sincerely,

Timothy L. Pietenpol

Atch:
May 24, 2013 FDEP letter

cc:
Mayor/Mel Ponder
City Manager/Maryann Ustick

RECEIVED
APR 14 2014
NORTHWEST FLORIDA
DEP

PUBLIC SERVICES
Voice – (850) 837-6869 ext: 3114 · Fax – (850) 269-2343 · tpietenpol@cityofdestin.com

FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION

160 W GOVERNMENT STREET, SUITE 308
PENSACOLA, FLORIDA 32502-5740

RICK SCOTT
GOVERNOR

CARLOS LOPEZ-CANTERA
LT. GOVERNOR

HERSCHEL T. VINYARD JR.
SECRETARY

May 19, 2014

Mr. Timothy L. Pietenpol
Public Services Department
City of Destin
4200 Indian Bayou Trail
Destin, Florida 32541
tpietenpol@cityofdestin.com

Re: City of Destin DDMS Facility
WACS ID No.: 100664
Okaloosa County

Dear Mr. Pietenpol:

Department personnel conducted a pre-authorization inspection of a proposed location for temporary staging of hurricane-generated debris at 209 Beach Drive on May 13, 2014. Based on the information collected during the inspection, the proposed location was determined to satisfy the requirements for pre-authorization. A copy of the inspection report is attached for your records. A Pre-Authorization for Disaster Debris Management Sites will be issued by the Department for this location.

The Department has also prepared a guidance document on the establishment, operation and closure of a disaster debris management site. A copy of this guidance document is attached. Should you have any questions or comments, please contact Ross Mitchell at (850) 595-0623 or by e-mail at ross.mitchell@dep.state.fl.us.

Sincerely,

Jim Byer
Environmental Manager
Compliance Assurance Program
Northwest District
Florida Department of Environmental Protection

JCB/rm/r

Enclosures: Inspection Report
Staging Area Guidance for Hurricane-generated Debris

c: Dawn.Templin@dep.state.fl.us

Florida Department of
Environmental Protection
Inspection Checklist

FACILITY INFORMATION:

Facility Name: CITY OF DESTIN HURRICANE DEBRIS STAGING AREA

On-Site Inspection Start Date: 05/13/2014

On-Site Inspection End Date: 05/13/2014

WACS No.: 100664

Facility Street Address: 209 BEACH DRIVE

City: DESTIN

County Name: OKALOOSA

Zip: 32541

INSPECTION PARTICIPANTS:

(Include ALL Landfill and Department Personnel with Corresponding Titles)

Principal Inspector: Ross Mitchell, Inspector

Other Participants: None, n/a

INSPECTION TYPE:

Routine Operation Inspection for WPF - Disaster Debris Management Site (DDMS) facility

ATTACHMENTS TO THE INSPECTION CHECK LIST:

This Cover Page to the Inspection Checklist may include any or all of the following attachments as appropriate.

COMMENTS:

05/13/2014

An inspection was performed at the Beach Drive site on May 13, 2014. The City of Destin has requested pre-approval from the Department to use this area for the temporary storage of hurricane/storm generated debris in the event of a significant storm for the 2014 Hurricane Season.

Site access is controlled by fencing, and wire-cable. It appears that this site meets the required setbacks in regards to potable wells and water bodies. This site is not located in the right-of-way of a public road or alley. There was no preexisting waste or materials on site at the time of the inspection.

It appears that the site is suitable for the temporary storage of hurricane/storm generated debris. If the site is activated after a storm event, please ensure operations are in compliance with the attached FDEP Hurricane Debris Staging Area Guidance document.

In addition, please be aware that debris containing large amounts of vegetative waste that is placed in piles can quickly become a fire hazard. Any facility accumulating debris of this type should be managed so that the potential for fire is minimized. Please consult with the local fire department, or the State of Florida Forest Service (http://www.floridaforestservice.com/) for fire prevention guidance.

ATTACHMENTS:

Proposed Staging Area

Proposed Staging Area

Signed:

Ross Mitchell	Inspector	
PRINCIPAL INSPECTOR NAME	**PRINCIPAL INSPECTOR TITLE**	
R. Mitchell		
PRINCIPAL INSPECTOR SIGNATURE	FDEP - NWD CA Program **ORGANIZATION**	5/14/2014 **DATE**
None	n/a	
REPRESENTATIVE NAME	**REPRESENTATIVE TITLE**	
NO SIGNATURE	n/a	
REPRESENTATIVE SIGNATURE	**ORGANIZATION**	

NOTE: By signing this document, the Site Representative only acknowledges receipt of this Inspection Report and is not admitting to the accuracy of any of the items identified by the Department as "Not Ok" or areas of concern.

Florida Department of Environmental Protection Guidance for Establishment, Operation and Closure of Staging Areas for Storm-generated Debris with or without Deepwater Horizon Oil Spill Debris

June 25, 2010

General Information

1. The Department of Environmental Protection (Department) understands that in addition to other requirements by the Federal Emergency Management Agency (FEMA), staging areas must be approved by the Department in order for the owner/operator of the staging area to receive Public Assistance funds from FEMA. Field authorizations for staging areas by the Department may be issued prior to or following a site inspection by Department personnel for staging areas to be used for temporary storage and processing of storm-generated debris (hereinafter called "storm debris"). Field authorizations for debris staging areas may only be issued by the Department subsequent to an Executive Order by the Governor declaring a state of emergency or an Emergency Final Order by the Secretary of the Department authorizing debris staging areas.

2. This guidance document does not apply to management of oil spill debris from the Deepwater Horizon Oil Spill (hereinafter called "the Spill"), which commenced on April 20, 2010, except to the extent that oil spill debris may be mixed with storm debris. Oil debris cleanup activity is otherwise authorized under Emergency Final Order OGC No. 10-1610, as amended, and field authorizations for staging areas to address the oil debris are issued by the Department in accordance with that Order. These "oil spill debris staging areas" are separate from and should not be confused with "storm debris staging areas" that are addressed in this guidance.

3. If a storm event occurs resulting in the Department issuing an Emergency Final Order to address cleanup of debris from that storm, then the Spill may also result in oil from the Spill being mixed with this storm debris in the coastal areas of Florida. In those cases, this guidance does apply to staging areas that will be managing storm debris that is also mixed with oil from the Spill. Any storm debris mixed with this oil is considered a mixed waste and may be managed at an approved storm debris staging areas. It does not have to be handled separately from other mixed debris at the storm debris staging area, but it must be disposed of at permitted Class I landfills.

4. Field authorizations for storm debris staging areas (hereinafter called "staging areas") for managing storm debris with or without oil from the Spill may be requested by providing oral or written notice to the Department containing the following information.

    - A description of the staging area design: For example, is the staging area an open field or paved? Is it near bodies of water or potable wells? What areas would be used for staging debris and for processing?

- Plans for operation of the staging area: For example, will it be used for staging only or also processing? What wastes will be managed and what are the anticipated operating hours and days of the week when the site will be open? Who can bring wastes to the site? If processing occurs, what type is expected?

- The location of the staging area should be provided including the address and, if possible, its latitude and longitude or directions from major roadways.

- The name, address, and telephone number of the site manager should be provided.

5. The Department prefers that requests for approval of staging areas be made by solid waste officials in the county or city where the staging area is located. Such staging areas do not need to be owned by the local government but must have county or city (or its designated contractors) oversight and management. The Department may consider approving the private operation of staging areas on a case-by-case basis.

6. The owner or operator of each staging area should keep records of the amount and type of waste received, waste sent off-site for disposal or recycling, and waste left on-site. Such records can be very valuable for demonstrating that the staging area has been operated in accordance with applicable regulations and orders. These records should be kept at a location designated by the site manager and made available for review by Department staff upon request.

Location of Staging Areas

7. If possible, it is advisable to test the soil, groundwater and/or surface water at a proposed staging area prior to receipt of storm debris to establish pre-existing conditions.

8. Staging areas for debris other than yard trash and uncontaminated vegetative debris must not be located within 500 feet of a potable water well, unless otherwise approved by the Department. Staging areas for yard trash and uncontaminated vegetative debris must not be located within 100 feet of a potable water well, unless otherwise approved by the Department.

9. Staging areas for debris other than yard trash and uncontaminated vegetative debris must not be located within 200 feet of a natural or artificial body of water, unless otherwise approved by the Department. Staging areas for yard trash and uncontaminated vegetative debris must not be located within 50 feet of a natural or artificial body of water, unless otherwise approved by the Department.

10. In no case should a staging area be located in wetlands or a water body.

Operation of Staging Areas

11. Staging areas should have:

    - Stormwater controls, such as silt fences, to prevent discharge of contaminated runoff into water bodies where such discharge may cause violations of Department standards (example: turbidity);
    - Some method to control the offsite migration of dust, wood chips or other debris residuals from vehicular traffic and from the handling of debris and ash;
    - Some type of access control to prevent unauthorized dumping and scavenging; and,
    - Spotters to correctly identify and segregate waste types for appropriate management.

12. All reasonable steps must be taken to minimize the release of contaminants from the storm debris at the staging area, especially if it is mixed with oil from the Spill. If contaminants are released into the environment, the entity operating the staging area must take immediate steps to contain the release and notify the Department within 24 hours.

13. Only construction and demolition debris, land clearing debris, yard trash, vegetative waste, or Class III waste may be stored at the staging area. Class I waste (such as household garbage, putrescible waste, mixed wastes containing these materials, or wastes visibly contaminated with oil from the Spill) must be removed from the staging areas and disposed of as soon as practicable to prevent odor, vectors and sanitary nuisances. Again, spotters should be used during waste pickup and/or at the staging areas to correctly identify and segregate waste types for appropriate management. The following management options for the storm debris must be followed.

    - Class I wastes, including all mixed wastes, must be disposed of at a Class I landfill or, except for asbestos-containing materials, in a waste-to-energy facility that is authorized to accept such wastes.
    - Non-recyclables and residuals generated from segregation of storm debris shall also be disposed of in a Class I landfill or waste-to-energy facility.
    - Uncontaminated yard trash may be disposed of in permitted lined or unlined landfills, permitted land clearing debris facilities or permitted construction and demolition debris disposal facilities.
    - Uncontaminated yard trash and clean wood may be processed at a registered

yard trash processing facility.

- Construction and demolition debris that is mixed with other storm debris need not be segregated from other solid waste prior to disposal in a lined landfill. Construction and demolition debris that is either source-separated or is separated from other storm debris at an authorized staging area and is not visibly contaminated with oil from the Spill may be managed at a permitted construction and demolition debris disposal or recycling facility, upon approval by the Department of the methods and operational practices used to inspect the waste during segregation.

- Unsalvageable refrigerators and freezers containing solid waste such as rotting food that may create a sanitary nuisance may be disposed of in a Class I landfill; provided, however, that chlorofluorocarbons and capacitors must be removed and recycled to the greatest extent practicable using techniques and personnel meeting the requirements of 40 CFR Part 82.

14. Burning of storm-generated yard trash, other vegetative debris, and in some cases demolition debris (provided reasonable efforts are made to limit the demolition debris being burned to untreated wood), including such materials that may be mixed with oil from the Spill, is allowed in air curtain incinerators (ACIs) if the conditions of the appropriate Emergency Final Order[1] are followed. The following additional information is provided for operation of the ACIs and management of the ash residue.

    - The ACI burn area should have a minimum setback distance of 100 feet from the debris piles and 1000 feet from the nearest building, or as required by the local Fire Department.

    - Ash should be removed from the ACI burn pit when the level reaches approximately two feet below the lip of the burn pit and the burn should be extinguished two hours before removal of the ash.

    - As required in the Emergency Final Order, ash residue from the combustion of vegetative debris may be disposed of in a permitted disposal facility, or may be land spread in any areas approved by local government officials except in wellfield protection areas, wetlands, or water bodies.

    - As required in the Emergency Final Order, ash from the combustion of other storm debris shall be disposed of in a Class I landfill.

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[1] The Emergency Final Orders can be obtained from the Department's website at the following address: http://www.dep.state.fl.us/mainpage/em/. The Emergency Final Orders also include information on the management of domestic wastewater residuals.

15. Open pile burning of storm-generated vegetative debris must receive prior authorization from the Division of Forestry. Ash from this burning may be disposed or used as described above for ACIs. Open pile burning of storm debris contaminated with oil from the Spill is not allowed except as may be specifically provided in the Emergency Final Order.

16. Chipping and/or grinding of uncontaminated storm-generated vegetative debris is encouraged to help reduce the volume of the material. The Department recommends the following guidelines for managing the volume reduced material.

    - In accordance with National Fire Protection Association[2], mulch and chip piles should not exceed 18 feet in height, 50 feet in width and 350 feet in length. Piles should be subdivided by fire lanes having at least 25 feet of clear space at the base around each pile. These piles should not be compacted.

    - Smoking should only be allowed in designated areas well away from the combustible material.

    - Possible uses of the size reduced material include: (1) a soil amendment where it is disked into the soil or mixed with potting soil; (2) as mulch for weed control, moisture retention, soil temperature control, erosion control or slope stabilization; (3) fuel; (4) feedstock for composting operations; (5) animal bedding material; and (6) pulp wood.

    - Use of the size reduced material as a soil amendment must be at normally accepted agronomic rates as determined by industry practice. Recommendations for appropriate application rates by the Institute of Food and Agricultural Sciences[3] (IFAS) may be used, and can be obtained from the local IFAS Agricultural Extension agent.

    - The use of mulch must be considered beneficial rather than disposal. Mulch must not be placed in water bodies or on wetlands.

Closure of Staging Areas

17. Staging areas for storm debris are temporary locations that can be used for the duration of the Emergency Final Order or as otherwise approved by the Department. The following guidelines apply to the closing of temporary staging areas.

    - Owner/operators of the staging areas must contact the Department prior to closing a staging area to discuss and coordinate what will be required for closure

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[2] NFPA 230, "Standard for the Fire Protection of Storage"
[3] The web address for IFAS is http://www.ifas.ufl.edu/

including environmental sampling, if needed.

- All storm debris must be removed by the expiration of the Emergency Final Order, unless otherwise approved by the Department.

- Mulch produced from processing uncontaminated vegetative debris may be left on-site if prior approval is obtained from the Department. The Department will consider these requests on a case-by-case basis.

- Areas that were only used to stage uncontaminated vegetative debris, or ash from burning solely vegetative debris, will not require any environmental sampling after the debris or ash is removed unless there is reason to believe that the area may have become contaminated (e.g., significant visible staining or known contaminant releases in the area).

- Areas that were used to stage mixed debris, or ash from burning mixed debris, will normally require environmental sampling after the debris or ash is removed unless there is reason to believe that no contamination of the area occurred (e.g., the area is paved with asphalt or concrete and there is no visible evidence of staining or known contaminant releases).

- When environmental sampling for soils and groundwater is needed, it should typically include at least one soil sample and one groundwater monitoring well in areas showing significant visible staining or areas believed to be impacted by the staged waste or ash. Unless otherwise approved by the Department, these samples should normally be analyzed for total RCRA metals, volatile organic compounds and semi-volatile organic compounds using approved EPA methods. The Department can also require other approaches to conducting environmental sampling at staging areas on a case-by-case basis.

18. The Department must be informed in writing when all closure activities at the staging area are completed. If environmental sampling was conducted as part of the closure activities, then the closure notice should include the results of this sampling, unless otherwise approved by the Department.

Mary Jean Yon, Director
Division of Waste Management

6/25/10
Date

FLORIDA DEPARTMENT OF
ENVIRONMENTAL PROTECTION
Northwest District Office
160 Governmental Center
Pensacola, Florida 32502-5794

RICK SCOTT
GOVERNOR

CARLOS LOPEZ-CANTERA
LT. GOVERNOR

JONATHAN P. STEVERSON
SECRETARY

Sent via email to: tpietenpol@cityofdestin.com

Date: 4/27/2015

Tim Pietenpol
Public Services Dept.
4200 Indian Bayou Trl.
Destin, FL 32541-4305

RE: 2015 - Pre-Authorization for Disaster Debris Management Sites (DDMS)

Dear Tim Pietenpol:

This is to notify you that on 4/27/2015, we approved your request for pre-authorization of a disaster debris management site (DDMS) located in Okaloosa County for 2015. Disaster debris includes hurricane/storm-generated debris and all other types of disaster debris.

The Department has evaluated your request for a DDMS at the following location:

WACS ID: 100664
City of Destin Hurricane Debris Staging Area
209 Beach Drive, Destin
Lat 30:23:46.9163 / Long 86:29:32.1152
Type(s) of Debris Managed: Construction & Demolition debris, Yard Trash

In the event of a major storm event or other disaster which results in the Department issuing an Emergency Final Order (the Order) for your county, you may begin using this temporary DDMS as necessary, while also requesting issuance of a field authorization from the Department. Once activated, a DDMS is subject to the following conditions, in addition to the requirements of the Order and Florida Statute 403.7071:

1. Standing water must not be allowed to accumulate in or within 50 feet of areas used to store or process disaster debris;
2. The Department must be notified in writing when the site is opened and begins accepting debris, and when the site is closed and stops accepting debris;
3. Access must be controlled to prevent unauthorized dumping and scavenging;
4. A DDMS must have spotters to correctly identify and segregate waste types for appropriate management;
5. Once the site is open, a spotter must be located in the area where waste is being deposited in order to spot and remove prohibited waste items;
6. The DDMS is limited to managing the type(s) of debris listed above; any putrescible waste received at the DDMS must be removed from the site within 48 hours; all other types of prohibited waste should be managed in accordance with the guidance document (see link below);
7. Unless otherwise approved by the Department in response to a written request from you, the DDMS must cease operation and all disaster debris must be removed from the sites on or before the expiration date of an Order that has been executed by the Department, unless it is modified or extended by further authorization.

Failure to comply with the conditions of the field authorization, or failure to adequately close a site by the required closure date, may result in enforcement action by the Department.

The Department has also prepared a guidance document on the establishment, operation and closure of a DDMS for disaster debris. This guidance includes recommended practices, which you are expected to follow as much as practicable, as well as additional requirements from the Order. A copy of this guidance document is available on the

DEP website http://www.dep.state.fl.us/mainpage/em/files/debris_guidance.pdf

If you have any questions or comments on this approval letter, please feel free to contact Dawn Templin by E-mail at Dawn.Templin@dep.state.fl.us or by phone at (850)595-0644. In order to provide better service to you, the Department is using electronic documents as much as possible. Please provide your E-mail address when replying.

Sincerely,

Elizabeth Mullins Orr 4/27/2015

Elizabeth Mullins Orr Date
Permitting Program Administrator
Northwest District

EO / dt

Cc: Enrique.Hernandez@em.myflorida.com , Timothy.Parsons@DOS.myflorida.com , James.Bartlett@em.myflorida.com

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PUBLIC INVOLVEMENT SUMMARY REPORT

Destin Cross Town Connector
Azalea Drive at Benning Drive to Legion Drive at Beach Drive
Okaloosa County, Florida

Federal Aid Project No.: Not Applicable
Financial Project ID: Not Applicable
ETDM No.: Not Applicable

Prepared for:

City of Destin Public Services Department
4200 Indian Bayou Trail
Destin, Florida 32541

The proposed project consists of approximately 0.4 miles of new four-lane divided roadway beginning on Azalea Drive west of Benning Drive and extends northeastward to Legion Drive (east) just past its intersection with Beach Drive within the City of Destin, Florida. This project is one of two planned strategic connections of local streets that would relieve congestion on SR 30/US 98.

May 2018

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LIST OF ACRONYMS

AN	Advance Notification
CEQ	Council of Environmental Quality
FCMP	Florida Coastal Management Program
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FFWCC	Florida Fish and Wildlife Conservation Commission
GIS	Geographical Information System
NMFS	National Marine Fisheries Service
NEPA	National Environmental Protection Agency
NWFWMD	Northwest Florida Water Management District
PD&E	Project Development and Environment
PIP	Public Involvement Plan
TPO	Transportation Planning Organization
USACE	United State Army Corps of Engineers
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service

1.0 PUBLIC INVOLVEMENT PROGRAM

A Public Involvement Program has been developed and carried out as an integral part of the Destin Cross Town Connector project since the initiation of the project. The purpose of this program was to establish and maintain communication with the public at large and the individuals and agencies concerned with the project and its potential impacts. This program is summarized in a Public Involvement Plan (PIP). The PIP includes a mailing list that is continually updated to include individuals and organizations requesting inclusion. The PIP also provides a strategy to disseminate information to and receive input from concerned citizens, private groups (residential/business/non-governmental agencies), and government agencies. The PIP, located in **Appendix A-1**, outlines ways to share information with these groups, and efficiently record and process the information received from the public.

This Public Involvement Summary Report summarizes the effort to fully identify, address, and resolve project-related issues identified through the Public Involvement Program. Materials associated with public participation (i.e. newsletters, mailing list, Public Meeting and Hearing notifications, handouts, etc.) are referenced in this document and located in the Appendices.

2.0 COORDINATION WITH AGENCIES

2.1 Advance Notification

To ensure open communication and early agency and public input, an Advance Notification (AN) was provided to state and federal agencies and other interested parties defining the project and, in cursory terms, describing anticipated issues and impacts. The AN was made available by the City of Destin to the Florida State Clearinghouse and the agencies listed below on April 1, 2015. A copy of the AN package is located in **Appendix B-1**.

2.2 Agencies on Mailing List

Federal Agencies

- Federal Aviation Administration – Airports District Office
- Federal Emergency Management Agency – Mitigation Division
- Federal Highway Administration (Buddy Cunill, Linda Anderson, Cathy Kendall, Joseph Sullivan)
- Federal Transit Administration (Jennifer Hibbert, Stan Mitchell, Andres Ramirez)
- National Marine Fisheries Service (Brandon Howard)
- National Park Service (Anita Barnett)
- Natural Resources Conservation Service (Rick A. Robbins)
- U.S. Army Corps of Engineers – Regulatory Branch (Robert B. Barron, Andrew Phillips)
- U.S. Department of Agriculture – Southern Region
- U.S. Department of Commerce – National Marine Fisheries Service, Southeast Regional Director
- U.S. Department of Commerce – National Marine Fisheries Service, Habitat Conservation Division
- U.S. Department of Health and Human Services – National Center for Environmental Health
- U.S. Department of Housing and Urban Development, Regional Environmental Officer
- U.S. Department of Interior – Bureau of Indian Affairs
- U.S. Department of Interior – U.S. Fish and Wildlife Service (Jane Monaghan)
- U.S. Department of Interior – Bureau of Land Management, Southeastern States Field Office

- U.S. Department of Interior – National Park Service, Southeast Regional Office
- U.S. Department of Interior – U.S. Geological Survey Chief
- U.S. Environmental Protection Agency (Madolyn Dominy)
- U.S. Forest Service

Tribes

- Poarch Band of Creek Indians of Alabama (The Honorable Mr. Buford Rolin, Chairman)
- Miccosukee Tribe of Indians of Florida (The Honorable Mr. Colley Billey, Chairman)
- Muscogee (Creek) Nation of Oklahoma (The Honorable Mr. George Tiger, Principal Chief)
- Seminole Tribe of Florida (Paul N. Backhouse, Alison Swing, The Honorable Mr. James E. Billie, Chairman)
- Seminole Nation of Oklahoma (The Honorable Mr. Leonard M. Harjo, Principal Chief)

State Agencies

- Florida Department of Agriculture and Consumer Services (Steve Bohl, Vince Morris)
- Florida Department of Economic Opportunity (Matt Preston, Chris Wiglesworth)
- Florida Department of State (Ginny L. Jones, Daniel McClarnon, Alyssa McManus, Timothy Parsons)
- Florida Department of Transportation - Environmental Management Office (Marjorie Bixby)
- Florida Department of Transportation, District 3 (Peggy Kelley)
- Florida Fish and Wildlife Conservation Commission (Terry Gilbert, Jennifer Goff, MaryAnn Poole, Scott Sanders)
- Florida Inland Navigation District (Mr. David Roach)

Regional/Local Agencies

- Okaloosa-Walton Transportation Planning Organization (Mary Robinson)
- Northwest Florida Water Management District (Vanessa Helton, Janet Strutzel)
- Destin City Council
- Mayor of Destin (Mel Ponder)
- Destin City Manager (Greg Kisela)
- Okaloosa County Planning and Development (Elliot Kampert)
- Okaloosa County Commission (Wayne Harris, Nathan Boyles, Kelly Windes, Carolyn Ketchel, Trey Goodwin)

2.3 Summary of Agency Responses to July 21, 2009 Advance Notification

Comments from the agencies that responded to the Advance Notification package are contained in **Appendix B-2**, and are summarized below.

Florida Department of Environmental Protection (FDEP)

Finding: Consistent, With Comments

Comment: Based on the information contained in the AN and state agency comments, the state has no objections to allocation of federal funds for the subject project and, therefore, the funding is consistent with the Florida Coastal Management Program (FCMP). To ensure the project's continued consistency with the FCMP, the concerns identified by our reviewing agencies must be addressed prior to project implementation. The state's continued concurrence will be based on the activity's compliance with FCMP authorities, including federal and state monitoring of the activity to ensure its continued conformance, and

the adequate resolution of issues identified during this and subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting process, in accordance with Section 373.428, *Florida Statutes*.

Response: *No response required.*

Florida Department of State, Division of Historical Resources

Finding: No involvement.

Comment: No comments were provided.

Response: *No response required.*

Northwest Florida Water Management District (NWFWMD)

Finding: None

Comment: This project will require Environmental Resource Permit (ERP) review by the NWFWMD under Chapter 62-330, F.A.C. It is recommended that a pre-application meeting be scheduled as soon as possible.

Response: *A pre-application meeting will be scheduled at the appropriate time, as soon as practical during project design.*

Florida Department of Economic Opportunity (FDEO)

Finding: Consistent, with Comments

Comment: The DEO advises that, based on the 2020 Destin Comprehensive Plan, the proposed roadway improvements are consistent with the comprehensive plan and the City's development goals. The Northwest Florida Transportation Corridor Authority (NFTCA) 2013 Master Plan identifies and promotes transportation projects that improve mobility, promote economic development, enhance traveler safety, improve hurricane evacuation, and alleviate traffic congestion. The NFTCA's 2013 Master Plan ranks the Destin Cross Town Connector as the number 1 project. The project is consistent with Goal 2-1 of the transportation Element and Policies 2-1.1.1 through 2-1.1.4 which assign first priority to projects within the City's Multimodal Transportation District (MMTD) and identifies the need for east-west multimodal alternatives to relieve congestion along Harbor Boulevard/US 98. The project connects Airport Road with Azalea Drive, which together form a 2.5-mile alternative to Harbor Drive/US 98. Also, the multimodal priority projects listed in the capital improvements schedule include a "Legion to Azalea Connection". The project is shown as part of improvements and extension of Azalea Drive (Maps 2-1 and 2-2). The project is shown in the Okaloosa Walton TPO 2035 LRTP cost Feasible Plan (adopted march 15, 2012), which shows the design phase occurring in fiscal year 2015-2020, right-of-way acquisition in 2026-2030, and construction in 2031-2035. The Future Land Uses that surround the project include: Town Center Mixed Use, Industrial, and Institutional. Dewey "Buck" Destin Park is located approximately 0.22 miles east of the eastern project limit at Legion Drive and Beach Drive. The project is located within the limits of Aircraft Noise Zone D, which represents that portion of West Destin located within or above the "Maximum Mission F-35 Noise Contour" of 65 decibels. Located outside of these contours (i.e., < 65 dB), Zones A, B, and C surround the Destin Airport/Coleman Kelly Field.

Response: *No response required.*

Florida Fish and Wildlife Conservation Commission (FFWCC)

Finding: Consistent, With Comments

Comment: The FWC notes that the project is located within the developed section of the City of Destin. Due to the presence of sea turtle nesting beaches nearby, staff recommends the use of sea turtle friendly lighting along the roadway. Specifically, to minimize impacts to nearby marine turtle nesting beaches, all permanent exterior lighting fixtures associated with the roadway should minimize light contribution to urban sky glow that could be visible from the marine turtle nesting beach. Possible solutions include use of full cutoff (well shielded) lower-pressure sodium or LED fixtures that allow no emission of light above the horizontal plane of the fixture. High pressure sodium fixtures may be acceptable if well shielded; however, metal halide lights are not recommended.

Response: *Turtle-friendly lighting consistent with the FFWCC's guidelines will be incorporated into the project design.*

National Marine Fisheries Service (NMFS)

Finding: No involvement

Comment: NMFS staff conducted a site inspection of the project area on April 21, 2015. It does not appear that the project will have any direct or indirect impacts to NMFS trust resources.

Response: *No response required.*

3.0 AGENCY COORDINATION

3.1 Agency Coordination Meetings

In an effort to better define and address the concerns of environmental permit and review agencies, a field review of the site by an Atkins environmental scientist was conducted and coordination was accomplished through correspondence and telephone contacts. Documentation of these contacts is provided in the Endangered Species Biological Assessment Report.

3.2 Agency Comments on Environmental Documents

The draft *Endangered Species Biological Assessment Report* was provided to the USFWS for their determination of effect on listed species, and their comments are included in the final report.

4.0 LOCAL GOVERNMENT MEETINGS

Coordination has occurred with the Destin City Council and staff. A list of significant meetings with City officials and the dates they were conducted are provided in **Table 1**.

Table 1: Meetings with the Destin City Officials

Meeting	Date of Meeting
Kick-Off Meeting with City Engineer and staff	01/16/2015
Progress meeting with City Engineer and staff	02/20/2015
Presentation to Destin City Council	03/16/2015
Progress meeting with City Engineer and staff	07/14/2015
Meeting with City Engineer and Destin Water Users	08/21/2016
Public Workshop	09/15/2015
Recommended Alternative Presentation to Destin City Council	04/18/2016
Public Hearing	10/18/2016

5.0 PUBLIC COORDINATION

The public involvement for the Destin Cross Town Connector project is an on-going process that continues throughout the project's development and includes formal presentations to the public. Generally, during the PD&E phase, two meetings are held: a public meeting/workshop to present the alternatives under consideration; and a public hearing at which the recommended alternative is presented to the public for comment. The following summarizes those meetings.

5.1 Alternatives Public Workshop – September 15, 2015

An Alternatives Public Workshop was held on September 15, 2015 at the City Council Chambers in the City Hall Annex, 4100 Indian Bayou Trail, Destin, FL 32541. The workshop was held to present preliminary project information and obtain public input on the proposed alternatives. The meeting began at 5:00 P.M. and lasted until 6:30 pm (CDT). Attendees were invited to walk around the room and view the aerial photography, maps and graphics on display and speak informally with project staff.

A total of 41 persons attended the public workshop. There were a total of 18 respondents, only three of whom were actual residents of the Sandalwood neighborhood, although several of the non-residents do own rental property there. Eleven comment sheets and a letter from the Seminole Tribe of Florida were returned. Seven people made comments directly to the court reporter, including one who also turned in a comment sheet. Twelve of the respondents favored Alternative 2 with Option C, and one respondent favored Alternative 1 with Option A. Five respondents had general comments and did not express a preference for any alternative.

Most respondents made specific comments favoring the use of roundabouts. Other comments included reasons for selecting Option C: allows access for service vehicles on southern portion and limits traffic on the norther portion; limits the number of intersections on the connector road to one; prevents traffic from the connector using Sandalwood Drive as a short-cut; Option A is too expensive. At least one person was opposed to the project as a waste of money based on the assumption that at the project termini traffic would have to transition from a four-lane to a two-lane road. One person asked when Legion Drive would be widened to four lanes while another asked if the widening of Legion Drive would be on the north or south side of the road. One person, as an active bike rider and jogger appreciated the bike path. The one person favoring Alternative 1 with Option A based the decision on the ultimate typical section, as the comment provided indicated that using roundabouts as an interim solution was sensible.

Notice of the Public Workshop was published in the Destin Log on September 9, 2015 and was noticed on the City's website (http://www.cityofdestin.com). In addition, invitational mailers/letters to attend the Alternatives Public Workshop were mailed to agencies, state and local officials, and owners of property within 500 feet of the centerline of the proposed alternatives. The invitation letters, the newspaper notice, meeting handout, sign-in sheet, workshop exhibits, newspaper certification, and public comments with the City's responses can be viewed in **Appendix D**.

5.2 Public Hearing

A Public Hearing was held on October 18, 2016 at the City Council Chambers in the City Hall Annex, 4100 Indian Bayou Trail, Destin, FL 32541. The hearing was held to present project study findings, conceptual renderings, and to provide the public the opportunity to formally comment on the recommended alternatives. The meeting began at 5:30 P.M. and lasted until 7:00 pm (CDT). The meeting was opened with a scripted introduction, followed by a pre-recorded PowerPoint presentation. Individuals were asked to complete written comment sheets or speaker registration cards if they chose to make a formal statement, and the floor was opened for comments. The hearing was then closed by script, and was recorded by a professional court reporter.

A total of 30 persons attended the public hearing. Five comment sheets were returned, and five individuals chose to make verbal statements during the hearing. Comments and responses were tracked using the Comment Tracking Log shown as **Table 2**, which follows this section.

Regretfully, the court reporter passed away suddenly shortly after the hearing, before she could transcribe her recording, and her employer (Hitchcock & Associates) was unable to locate her raw recording. They were able to re-create a record of the meeting using the hearing script and speaker registration cards. Atkins corresponded with the speakers, explained the circumstances, and requested that the speakers provide a written summary of their comments for the public record. Two responses were received. Notes on the speaker card for two other speakers made it possible to summarize their concerns. One person had no notes on his speaker registration card and failed to respond to the request for additional information.

One person wants to be able to make a left turn onto Benning, and recommends the City initiate a shuttle service. One person wants a noise buffer, a crossover for east-west traffic on US 98, on outlet for Sandalwood, and is concerned about the school traffic congestion between 2 and3:30 pm. Three people are worried about relocation, including an elderly widow on a pension, and people who do not believe they will be able to acquire a similar property with the ROW compensation they expect to receive. One person is concerned about bike lane safety, and one was concerned about safety and property value. One was concerned that the corner of her property is on a curve and is worried about cars coming up into her yard, the effect on her property value, and is feels that building an interim alternative is a waste of money if the ultimate outcome is expected to be a 4-lane roadway. She thinks it would be more efficient to just go ahead and build the final alternative. One person is concerned about bottlenecking at Legion, and church and school traffic surges.

Notice of the Public Hearing was published in the Destin Log on October 8 and October 12, 2016 and was noticed on the City's website: (http://www.cityofdestin.com/Calendar.aspx?EID=3898&month=10&year=2016&day=18&calType=0). Notice was also published in the Florida Administrative Review on October 7, 2016 and on the web site "FloridaPublicNotices.com" on October 8 (http://floridapublicnotices.com/ads/26/6861726.pdf), and October 12 (http://floridapublicnotices.com/ads/82/6863982.pdf), 2016. In addition, invitational mailers/letters to attend the Public Hearing were mailed to agencies, state and local officials, and owners of property within 500 feet of the centerline of the proposed alternatives. The invitation letters, the

newspaper publications, meeting handout, sign-in sheet, hearing exhibits, and public comments with the City's responses can be viewed in **Appendix E**.

Table 2: Comment Tracking Log

City of Destin Cross-Town Connector
Comment Tracking Log

Log No.	Date Rec'd	First Name & MI	Last Name	Mailing Address	City	St	Zip	E-Mail Address	Comment	Nature of Comment	Response Method	Response Summary	Response Date
001	9/15/15	Myra F.	Williams	521 Second Ave.	Destin	FL	32541	myra@howardgrp.com	Supportive; non-resident; 2C	G	L	Acknowledged	11/30/15
002	9/15/15	Keith	Howard	741 Bayou Drive	Destin	FL	32541	keith@howardgrp.com	Supportive; non-resident; 2C	G	L	Acknowledged	11/30/15
003	9/15/15	Craig	Faust	900 Gulf Shore Drive	Destin	FL	32541	craig@destinapraiser.com	Non-resident; 2C	G	L	Acknowledged	11/30/15
004	9/15/15	Claude	Newland	4033 Indian Trail	Destin	FL	32541	Rustic19@cox.net	Rental owner; non-resident; 2C	G	L	Acknowledged	11/30/15
005	9/15/15	Carolyn	Dalton	661 Sandalwood Court	Destin	FL	32541	Dalton777@cox.net	Resident; 2C	G	L	Acknowledged	11/30/15
006	9/15/15	Renee	Wood	3790 Misty Way	Destin	FL	32541	Not provided	Non-resident; 1A	G	L	Acknowledged	11/30/15
007	9/15/15	Jeff	Freeman	4000 Dancing Cloud Court #17	Destin	FL	32541	Not provided	Non-resident; 2C	G	L	Acknowledged	11/30/15
008	9/15/15	Dawn	Pack	301 Cardinal Lane	Destin	FL	32541	5willpack5@gmail.com	Non-resident; 2C	G	L	Acknowledged	11/30/15
009	9/15/15	Troy	Pack	301 Cardinal Lane	Destin	FL	32541	etoremember@gmail.com	Non-resident; 2C	G	L	Acknowledged	11/30/15
010	9/15/15	Darla	O'Brian	614 Sandalwood Drive	Destin	FL	32541	Not provided (verbal)	Resident; 2C	G	L	Acknowledged	11/30/15
011	9/15/15	James	Pate	716 Kelly Street	Destin	FL	32541	Not provided (verbal)	Resident; 2C	G	L	Acknowledged	11/30/15
012	9/15/15	Tona	Newland	4033 Indian Trail	Destin	FL	32541	Not provided (verbal)	Supportive; rental owner	G	L	Acknowledged	11/30/15
013	9/15/15	Mark	Nacol	830 N Lakeside Drive	Destin	FL	32541	Not provided (verbal)	Supportive; concerned about taxes	G	L	Acknowledged	11/30/15
014	9/15/15	Lisa	Snuggs	539 Azalea Drive	Destin	FL	32541	Not provided (verbal)	Wants signalized intersection.	G	L	Acknowledged	11/30/15
015	9/15/15	Emily	Boswell	716 Kelly Street	Destin	FL	32541	Not provided (verbal)	2C	G	L	Acknowledged	11/30/15
016	9/17/15	Chip	O'Brian	614 Sandalwood Drive	Destin	FL	32541	chip@chipservices.com	Resident; 2C	G	L	Acknowledged	11/30/15
017	9/25/15	Denise	Ingram	610 Legion Drive	Destin	FL	32541	Not provided/incomplete	Non-resident; opposes 4-lane	G	L	Acknowledged	11/30/15
018	10/30/15	Andrew	Weidman	30290 Josie Billie Hwy.	Clewiston	FL	33440	andrewweidman@semtribe.com	Tribal interest	G	L	Acknowledged	11/30/15
019	10/18/16	Dana	Mims	527 Sandalwood Court	Destin	FL	32541	Undecipherable	Wants to be able to make left turn onto Benning; wants shuttle service.	G	L	Acknowledged	6/19/17
020	10/18/16	Kathy	Jenner	704 Elise Lane	Destin	FL	32541	Not provided	Wants noise buffer, crossover, outlet for Sandalwood. Concerned about school traffic dump 2-3:30 pm.	G	L	Acknowledged	6/19/17
021	10/18/16	Cindy	Putman	601 Sandalwood Drive	Destin	FL	32541	Not provided	Concerned about relocation.	G	L	Acknowledged	6/19/17

022	10/18/16	Chip & Darla	O'Brian	614 Sandalwood Drive	Destin	FL	32541	chip@chipservices.com	Doesn't want to relocate, doesn't want cul de sac near property. (Owns 2 properties.)	G	L	Acknowledged	6/19/17
023	10/18/16	Joanne	Anderson	611 Sandalwood Drive	Destin	FL	32541	Not provided	Doesn't want to relocate.	G	L	Acknowledged	6/19/17
024	10/18/16	Nancy	Weidenhamer	808 Wild Oak Avenue	Destin	FL	32541	Not provided	Bike lane safety.	G	L	Acknowledged	6/19/17
025	10/18/16	Andrew	Galloway	205 Benning Drive, Unit 5	Destin	FL	32541	Not provided	Project alternatives, safety, property value.	G	L	Acknowledged	6/19/17
026	10/18/16	Russell	Morgan	802 Dawn Lane	Destin	FL	32541	Not provided	Speaker – did not reply to RAI	G	L	Acknowledged	6/19/17
027	10/24/16	Georgine	Hillgenberg	615 Sandalwood Drive	Destin	FL	32541	georgineh@cox.net	Concerned about cars in her yard (corner of her property on the curve), property value, and wait for 4-lane.	G	L	Acknowledged	6/19/17
028	10/26/16	Lydia	Gallup	307 Seagull Lane	Destin	FL	32541	Not provided	Concerned about bottlenecking at Legion, & church and school traffic.	G	L	Acknowledged	6/19/17
029													
030													

Nature of Comment Legend:
RUE – Request Updates by Email
RUM – Request Updates by Mail
RUF – Request Updates by Fax
G – General Comments
SD – Substantive Drainage

Method of Response Legend:
PC – Phone Call
L – Letter
PV – Personal Visit
E – Email
HO – Handoff

6.0 CONCLUSION

The City of Destin pursued a comprehensive public involvement program that included published public notices, mailed individual invitations to property owners, businesses, and other interested parties, public workshops and hearings. Despite some unusual challenges every attempt was made to reach out to members of the public, allow them to voice their preferences, opinions, and concerns, and respond to each of them.

The final alternative recommendations, and the reasoning behind the recommendations, are contained in the project Final Preliminary Engineering Report.

APPENDICES

APPENDIX A **Public Involvement Program**

APPENDIX B **Advance Notification**

APPENDIX C **Other Agency Correspondence**

APPENDIX D **Alternatives Public Workshop**

APPENDIX E **Public Hearing**

Appendix A

Public Involvement Program

A-1 Public Involvement Plan

A-2 Contact Mailing List

APPENDIX A-1

Public Involvement Plan

PUBLIC INVOLVEMENT PLAN

Destin Cross Town Connector
From Benning Drive to Beach Drive
Okaloosa County, Florida

Financial Project Identification Number: Not Applicable
Federal Aid Project Number: Not Applicable

In accordance with Part 1, Chapter 11 of the "Project Development and Environment Manual", this Public Involvement Program is submitted to the District Environmental Office Engineer for review and approval.

Submitted By: _____ **Date:** _____
Gregory S. Allen, P.E.
Atkins

Approved By: _____ **Date:** _____
Mr. David O. Campbell, P.E.
Destin Public Services Director/City Engineer

Approved By: _____ **Date:** _____
J. Brandon Bruner, P.E.
FDOT – District 3 Environmental Management Engineer

Approved By: _____ **Date:** _____
Ian Satter
FDOT – District 3 Public Information Director

PUBLIC INVOLVEMENT PLAN

Project Development and Environment (PD&E) Study for the Destin Cross Town Connector (from Benning Drive to Beach Drive)

The city of Destin (City) recognizes the importance of involving the public in an early and continuous information exchange. An effective Public Involvement Plan (PIP) can foster understanding and cooperation between the City and the public and help develop a transportation system that meets real community needs.

The purpose of this PIP is to outline a strategy for providing information to and receiving input from concerned citizens, private groups (residential/business), and government agencies. The overall goal of this plan is to help ensure that the study reflects the values and needs of the community it is designed to benefit. The PIP will help the public understand transportation plans and projects and empower them to participate in the decision-making process. This PIP outlines ways to share information with the affected community and manage the input received from the community. A schedule of events and list of documentation exhibiting compliance with these procedures is included.

According to the 2009-2013 American Community Survey 5-Year Estimate, approximately 3% (+/- .4%) of Okaloosa County's populace speaks English "less than very well", and limited English proficiency accommodations are not required.

This plan complies with the Florida Department of Transportation's (FDOT) *Project Development and Environment (PD&E) Manual*, Part 1, Chapter 11 (dated 6/15/12); Section 339.155, Florida Statutes; Executive Orders 11990 and 11988; Council on Environmental Quality Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act; and 23 Code of Federal Regulations 771.

For additional information regarding this project, please contact:

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Project Manager
Atkins, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504
850-478-9844
Gregory.Allen@atkinsglobal.com

David O. Campbell, P.E.
Public Services Director/City Engineer
City of Destin
4200 Indian Bayou Trail
Destin, Florida 32541
850-837-4242
dcampbell@cityofdestin.com

1.0 DESCRIPTION OF PROPOSED IMPROVEMENT

FDOT Financial Project Identification (FPID) Number: Not applicable

Federal Aid Project Number: Not Applicable

Project Limits: Benning Drive to Beach Drive (See Project Location Map – Attachment A.)

Project Description: The proposed transportation improvement would provide approximately 0.4 mile of new four-lane roadway within Destin, Florida. The proposed improvements would begin on Azalea Drive just west of Benning Drive and extend eastward just past the intersection of Legion Drive with Beach Drive. The project traverses through the area of Anna Street, Sandalwood Court, and Sandalwood Drive.

The proposed typical section for the new road consists of a four-lane divided urban typical section having two 11-foot travel lanes and a four-foot bicycle lane in each direction separated by a 15.5 foot median within 110 feet of right-of-way. Type F curb and a ten-foot sidewalk would be provided along each side of the roadway. Drainage would be collected in a closed stormwater system and conveyed to a retention pond(s).

It is anticipated that the Class of Action (COA) for the Destin Cross Town Connector will be a Type 2 Categorical Exclusion.

2.0 BACKGROUND

Several transportation planning documents have identified the need for a new east-west corridor to relieve traffic on US 98 (Harbor Boulevard/Emerald Coast Parkway). These documents include: *Evaluation and Appraisal Report Destin 2010 Comprehensive Plan,* Northwest Florida Transportation Corridor Authority *2013 Master Plan,* and the Okaloosa Walton Transportation Planning Organization's *Cost Feasible Plan* (CFP) element of the *2035 Long Range Transportation Plan* (LRTP).

The PD&E Study for the Destin Cross Town Connector is intended to identify critical issues related to the project, such as impacts to the natural and social environment, as well as other issues that may be identified as the project progresses and to involve the public in the project's development and decision-making. The benefits of the new facility include relieving congestion on US 98 (Harbor Boulevard/Emerald Coast Parkway) and improving mobility and interconnectivity in the transportation network.

3.0 PROJECT GOALS

3.1 Goals of the Public Involvement Plan

The purpose of the PIP is to effectively engage the public in evaluating transportation needs within the study area and determining which improvements best accommodate those needs. To accomplish this, the PIP will present opportunities to interact with the public and address the diverse interests and concerns of federal/state/regional regulatory agencies, interested groups, property owners along the project alignment, and the public at large.

This PIP has four (4) main goals:

- ***GOAL 1: EARLY AND CONTINUOUS INVOLVEMENT***
  The public will be involved early in the decision-making process.

- ***GOAL 2: NUMEROUS OPPORTUNITIES***
  The public will be given many opportunities to participate in the decision-making process.

- ***GOAL 3: UNDERSTANDABLE AND ACCURATE INFORMATION***
  The public will be provided clear, timely, and accurate information throughout the project development process.

- ***GOAL 4: MULTIPLE INVOLVEMENT TECHNIQUES***
  The public will be involved with a flexible and varied participation process, which will feature several involvement techniques and methods in order to yield the most effective results.

3.2 Steps to Achieve the PIP Goals

The main steps in achieving the goals of the PIP include:

- Enhance public awareness of the purpose and goals of the study
- Actively seek input from those involved in the study
- Actively seek feedback on the materials and results of the study
- Provide a variety of opportunities for public participation
- Establish a method to respond to project-related concerns and issues raised by the public

The public involvement activities will target specific agencies, organizations, and members of the general public who can, and should, contribute to the project. A community inventory will be developed to identify groups with common interests. The inventory will be used to best determine the most effective communication tools to involve those groups. Public involvement activities will be continually assessed for effectiveness throughout the study. Activities and techniques will be adjusted according to assessment findings.

3.3 Identification of Agencies and Affected Public

The following local, regional, state, or federal agencies having a concern in this project due to jurisdictional review or expressed interest have been identified and will be contact directly by the city of Destin through the Advance Notification process at the outset of the project in accordance with the FDOT PD&E Manual, Part 1, Chapter 3, Advance Notification. As other concerned public agencies are identified throughout the study they also will be listed and contacted.

The project will be entered into FDOT's Efficient Transportation Decision Making (ETDM) process through the Environmental Screening Tool (EST). As a result, the following agencies will be provided opportunities to comment on the project through their participation with the ETDM process and/or the automated Advance Notification (AN) package:

Federal:

- Federal Highway Administration (FHWA)
- Federal Emergency Management Agency (FEMA)
- Federal Railroad Administration (FRA)

- Federal Transit Administration (FTA)
- Federal Aviation Administration (FAA)
- US Department of Health and Human Services (HHS)
- US Department of Interior – Bureau of Indian Affairs (BIA)
- US Department of Agriculture (USDA)
- US Department of Interior – Bureau of Land Management (BLM)
- US Department of Housing and Urban Development (HUD)
- US Department of Interior – US Geological Survey Chief (USGS)
- US Army Corps of Engineers (USACE)
- US Coast Guard (USCG)
- US Environmental Protection Agency (EPA)
- US Fish and Wildlife Service (USFWS)
- US Department of Interior – National Parks Service (NPS)
- US Forest Service (USFS)
- US Department of Commerce - National Marine Fisheries (NMFS)

State:

- Florida Department of Transportation (FDOT)
- Florida Department of Economic Opportunity (FDEO)
- Florida Department of Agriculture and Consumer Services (DACS)
- Florida Department of State – State Historic Preservation Office (SHPO)
- Florida Department of Environmental Protection (FDEP)
- Florida Fish and Wildlife Conservation Commission (FWC)
- Florida Inland Navigation District (FIND)

Regional:

- Northwest Florida Water Management District (NWFWMD)
- West Florida Regional Planning Council

Tribal:

- Seminole Tribe of Florida
- Miccosukee Tribe of Indians of Florida
- Poarch Band of Creek Indians of Alabama
- Muscogee (Creek) Nation of Oklahoma
- Seminole Nation of Oklahoma
- Mississippi Band of Choctaw Indians

The following federal, state, and regional representatives, public interest groups, or organizations having a direct or expressed interest in the project have been identified and will also be contacted in reference to the project:

Federal Delegation:

- Marco Rubio ..... US Senator
- Bill Nelson ..... US Senator
- Jeff Miller ..... US Representative, District 1

State Delegation:

- Rick Scott ..... Florida Governor
- Don Gaetz ..... Florida State Senator, District 4

Okaloosa County:

- Wayne Harris..... Commissioner, District 1
- Carolyn Ketchel..... Commissioner, District 2
- Nathan Boyles..... Commissioner, District 3
- Terry Goodwin..... Commissioner, District 4
- Kelly Windes..... Commissioner, District 5
- John Hofstad..... County Administrator
- JD Peacock..... Clerk of the Court
- Pete Smith..... Property Appraiser
- Larry R. Ashley..... Sheriff
- Ben Anderson..... Tax Collector
- Paul Lux..... Supervisor of Elections

City of Destin:

- Mel Ponder..... Mayor
- Rodney Braden..... Councilman
- Tuffy Dixon..... Councilman
- Jim Foreman..... Councilman
- Cyron Marler..... Councilman
- Prebble Ramswell..... Councilwoman
- Sandy Trammell..... Councilwoman
- Jim Wood..... Councilman
- Greg Kisela..... City Manager
- Kenrick Gallander..... Director of Planning
- Doug Ranier..... Public Information Manager

Community Groups/Entities:

The following local, state, and national public interest groups or organizations having a direct or expressed interest in the project study have been identified and will be contacted by Escambia County.

- Florida-Alabama Transportation Planning Organization
- Residents in and around Destin, Florida

3.4 Notification of Public

The following techniques, at a minimum, will be employed to notify the public of the proposed transportation improvement and to solicit public input into the project development process:

Direct Mail
The following will be notified by direct mail of opportunities to provide input into the project development process and/or obtain project information.

Property Owners – Those whose property lies, in whole or part, within 300 feet on either side of the centerline of each project alternative (Section 339.155 F.S.).

Public Officials – Appropriate agencies and local government officials, including elected, appointed, and staff positions.

Interested Parties – Neighborhood associations, civic organizations, and individuals who request to be placed on the mailing list for this project.

Media

Advertisements will be placed in the following newspapers to notify the general public of meetings or the Public Hearings.

- ***Florida Administrative Weekly (***www.flrules.org)
  (Public Hearing notice only)
  107 W. Gaines St.
  Tallahassee, FL 32399-0250
  (850) 245-6270
- ***The Northwest Florida Daily News*** (*http://www.nwfdailynews.com*)
  2 Eglin Parkway
  Fort Walton Beach, Florida 32548
  (850) 863-1111

Television

- ***WJHG Newschannel 7*** (www.wjhg.com/station/)
  8195 Front Beach Road
  Panama City Beach, FL 32407
  (850) 234-7777
- ***WEAR ABC Channel 3*** and ***WFGX My 35*** (www.weartv.com/station/)
  4990 Mobile Highway
  Pensacola, FL 32506
  (850) 456-3333

Radio

- ***WFTW (News and Talk 1260)***
  NewsTalk 1260
  225 NW Hollywood Blvd.
  Ft. Walton Beach, FL 32548
  (850) 243-7676
  (www.cumulusradio.com)
- **WPSM (Psalm 91.1)**
  233 N. Hill Avenue
  Fort Walton Beach, FL 32548
  (850) 244-7667
  (http//wpsm.com)
- **WZNS (Z96)**
  Cumulus Broadcasting, LLC
  225 NW Hollywood Blvd.
  Fort Walton Beach, FL 32458

(850) 664-0965
(www.z96.com)

- ***WKSM (99 Rock)***
  225 NW Hollywood Blvd.
  Fort Walton Beach, FL 32548
  (850) 243-7676
  (www.wksm.com)

Suggested activities using the media include, but are not limited to:

- Press releases – News/press releases will be submitted to the FDOT seven days prior to each public meeting and the public hearing.
- Public service announcements – In order to distribute PD&E Study information, fliers will be made available to organizations such as neighborhood/ civic groups, the FDOT, Okaloosa County and the City of Destin, to publish in existing newsletters and web sites.
- Television opportunities to provide information and encourage public response.
- Public Notices/Legal Display Ads – Public advertisement will consist of a legal display advertisement published in the area newspaper with the largest circulation twice prior to the public meeting/hearing, and once to announce Federal Location and Design Concept Acceptance (LDCA) at the end of the study.
- Direct Mail Lists – The following will be contacted by direct mail in order to obtain input throughout the project development process and/or in order to provide project information:

  Those whose property lies, in whole or part, within at least 300 feet on either side of the centerline of each project alternative (Section 339.155 F.S.), as well as other local citizens who may be impacted by the construction of this project. This portion of the mailing list will be based on the County Property Appraiser's tax rolls.

  Local elected and appointed officials or individuals who request to be placed on the mailing list for this project.

  Public and private groups, organizations, agencies or businesses that request to be placed on the mailing list for this project.

The City's project manager, Mr. David O. Campbell, P.E is the City's media contact person. Mr. Campbell can be reached at 850-837-4242, or via email at dcampbell@cityofdestin.com.

4.0 PUBLIC OUTREACH ACTIVITIES

4.1 Mailing/Contact List

It is critical to the success of the public involvement efforts to identify and target interested citizenry. A Master Contact List will be created and maintained using public sources, as well as information provided by neighborhood associations, chambers of commerce, utility companies, civic organizations, professional business associations, government agencies, and elected officials. Additionally, each individual who participates in public involvement activities, or otherwise expresses any interest in the project, will be added to the Master Contact List.

4.2 Public Involvement Materials (to be developed)

The City will develop a variety of materials to notify the public of upcoming public involvement opportunities and to provide project updates. These materials will incorporate graphics to capture attention and will contribute to the public's understanding of the process. Written materials will clearly convey the project information in accordance with Florida Executive Order 07-01 (Governor Crist's Plain Language Initiative). Additionally, all materials will be reviewed through a Quality Control process to ensure that materials provided to the public are accurate, timely, and useful in meeting specific public involvement goals. The following items may be prepared as part of the team's material development effort:

- **Newsletters** – Invitation and information letters and newsletters will be distributed to elected and appointed officials, property owners/tenants, business owners/operators, and interested parties, as feasible. A maximum of six newsletters will be mailed out to the public over the course of the studies. These newsletters will focus on providing current project information to the public, announcing scheduled public meetings, and providing contact information for questions and/or comments.

- **News/Press Releases** - News/press releases will be submitted to the FDOT prior to each public meeting and the public hearing.

- **Information Packages/Public Meeting Handouts** – These packets will be prepared for each public meeting and will focus on providing a plain language summary of meeting information, as well as updates on the project.

- **Public Meeting presentations** – Visual presentations will be developed for specific public meetings. These may include PowerPoint presentations, videos, and/or automated renderings.

- **Project Website** – A user-friendly project website will be developed for the public to access updated information on the project throughout the project's life. The website will be easy for the public to navigate and will be filled with interactive and comprehensive project information. In addition to a home page, the website will include at a minimum, a project overview page, a PD&E definition page, a project information page, a public involvement page, and a project schedule page (in accordance with the Scope of Services). The project website will be linked to the Escambia County website, as well as to the ETDM Public Access website.

All materials prepared for release to the public, including those listed above, will be coordinated and approved with the appropriate City staff through the City Project Manager.

4.3 Public Meetings

The following public information meetings are proposed to involve the public in the project development process and to inform interested parties of the project status. All meetings will be held in accordance with the applicable federal and state laws, including Title VI of the Civil Rights Act of 1964 and related statutes and the Americans with Disabilities Act of 1990.

- **Scoping Meetings** – Scoping will be accomplished through the projects' publication in FDOT's Environmental Transportation Decision Making on-line screening tool, which

provides agencies and other stakeholders the opportunity for early input to and consideration of a project's potential environmental effects.

- **MPO/TPO Meetings** –Presentations will be made to the TPO and appropriate TPO Technical Committees prior to public meetings. Summary notes of the meeting(s) will be prepared and provided to the City.

- **Elected Officials/Agency Meetings** – Presentations will be given to local officials and agencies prior to the Public Information Meeting(s) and the Public Hearing to apprise local officials of the project status, specific location and design concepts, and receive their comments. Summary notes of the meeting(s) will be prepared and provided to the City.

- **Alternatives Public Meeting** – An Alternatives Public Meeting will be held for the project in order to receive input from the public before the selection of a preferred alternative(s). Summary notes of the meeting(s) will be prepared and provided to the City. A sign-in sheet will be used to record attendance. Comments from these meetings will be collected and tracked according to Section 4.4 of this plan.

  While the meeting location has not been determined, the meetings will be held at appropriate facilities convenient to the project location. Additionally, the meeting facilities will be inspected for suitability and compliance with the Americans with Disabilities Act of 1990. The meetings will be advertised in local newspapers, consistent with Section 3.4 of this plan.

- **Unscheduled Public and Agency Meetings** – These meetings consist of miscellaneous small group or neighborhood meetings or presentations to elected officials, public agencies, civic organizations, or the general public. They are normally handled in an informal manner and may occur at any time throughout the project. These meetings may include briefings to the City, local chambers of commerce, tourist development councils, and environmental agencies. Summary notes of the meeting(s) will be prepared and provided to the City.

  A record will be kept of all agency meetings that include the date of the meeting, a list of attendees, a summary of comments/issues discussed, and any actions to be taken as a result.

- **Coordination Meetings with FHWA** – A meeting with FHWA may be required in order to inform the FHWA of the project. It is anticipated that up to one such meeting may be required as part of this task. Support will be provided to the City in the form of meeting preparation, attendance, and follow-up services.

- **Public Hearing** – In compliance with the PD&E Manual, 23 CFR 771, and Section 339.155 F.S., a public hearing will be held at an appropriate facility convenient to the study site. A display advertisement will appear in the Northwest Florida Daily News twice prior to the public hearing. The advertisements will state compliance with Title VI and related statues and will also provide Americans with Disabilities Act (ADA) information. If there is Section 4(f) involvement, the notice will indicate such involvement as well as involvement with wetlands. Information on where environmental and engineering reports supporting the PD&E studies will be available for public review at least 21 calendar days prior to the public hearing date will be provided. Additionally, an advertisement will be placed in the

Florida Administrative Weekly in accordance with Chapter 11 – 2.9.3.1 of the PD&E Manual.

Invitational letters will be sent out to all property owners as required by Section 339.155, F.S. and to local elected and appointed government officials notifying them of the upcoming public hearing. Notices will also be delivered to residences and businesses located along the project corridor. A sign-in sheet will be used to record attendance at meetings.

Tape recordings, slide presentations and/or video presentations, project corridor aerial maps, graphics, and handouts will be prepared to supplement the oral presentation which will identify the locally preferred alternative. The public will be able to make comments and ask questions (verbally and in written form). A court reporter will be present and a verbatim transcript of the hearing will be compiled, to include written comments received at the hearing and written comments received within the established comment period (10 days) after the hearing. All public hearing documentation (handouts, presentation, graphics, etc.) will be included with the transcript. The transcript, along with comments received by the County and affidavits of publication of legal ads, will become a part of the Public Hearing record.

While the hearing location has not been determined, the hearing will be held at appropriate facilities convenient to the project location. Additionally, the hearing facility will be inspected for suitability and compliance with the Americans with Disabilities Act of 1990.

After the public hearing, responses to all letters received as a result of the hearing and questions and comments not answered at the public hearing will be made in writing.

A legal notice announcing the Federal Highway Administration's (FHWA) approval of the final document and recommendations will be published in the Northwest Florida Daily News. In addition, news items detailing the FDOT's recommendations to FHWA will be provided to local media.

The transcript package will be produced and submitted following the public hearing. The transcript package will include a verbatim hearing transcript prepared by an approved court reporter, an errata sheet detailing any transcript discrepancies, a copy of all correspondence received as part of the public hearing record, and affidavits of publication for newspaper ads advertising the hearing.

4.4 Public Outreach Activity Schedule

The table below shows the activities for which dates have been scheduled. This does not include dates for small group meetings that are expected to occur throughout the life of the project.

SCHEDULE OF PUBLIC INVOLVEMENT ACTIVITIES

Activity	2014	2015	2016
Compile Mailing List	12/14		
Enter Project Into ETDM		1/15	
Newsletter 1		6/15	
Alternatives Public Meeting		7/15	
Newsletter 2		11/15	
Alternatives Public Hearing			1/16
Location Design Concept Acceptance			6/16

4.5 Public Comment Protocol

Prompt and effective response to public comments will increase community trust and enhance the perception of the County's credibility. Therefore, a procedure for handling comments in a timely manner has been developed. A key element of this process is a comment tracking system (see Appendix B). The following information will be recorded for every public comment that is collected:

- **Tracking number**: A numbering system will be used to track and respond to comments. Tracking numbers can be especially useful when a large volume of comments are received. A recommended syntax for the tracking number: year (15), month (10) and then number of the comments in chronological order. For example, the 25th comment received at a meeting in July, 2015 would have 150725 as the tracking number. (See Comment Tracking Log, Attachment B)

- **Date:** The date a comment is received is important for documenting the evaluation of this project. It also establishes a benchmark for timely response.

- **Name, Address, Telephone Number** (optional) **and email** (optional): This information is needed in order to provide a response to comments.

Determining the substance of the comment is critical for responding in an appropriate manner. Initially, the comments will be separated into four categories:

- **General** comments are directly related to the study, but do not require a detailed response.

- **Procedural** comments are related to the public involvement process.

- **Requests for information** are common. These comments are directly related to the study and do require follow-up.

- **Miscellaneous** comments are beyond the scope of the project. The comments may be related to another County activity or be completely outside the sphere of the County's influence.

Comments will be tracked from the time of receipt through response. The City will review all comments and consider them for incorporation into the project study. Those comments that require a response will be identified and an appropriate response will be sent to the commenter in a timely manner. Copies of all written responses along with the comment log will be maintained. If not listed at the time the comment is received, the entity will be added to the Master Contact List.

5.0 ANALYSIS AND SUMMARY OF PUBLIC COMMENTS

A Comments and Coordination Report will be developed to summarize the results and recommendations of the public meetings and public hearing. The report will also contain the overall input provided through the other public involvement techniques utilized in the project development process. The report will include all comments and responses received from the public as well as the Advance Notification; coordination with local officials and agencies; the verbatim transcript of the public hearing; proof of publication of legal ads; sign-in sheets; public hearing certification; and all public correspondence. The report will be forwarded to the City for submittal to the FDOT District Environmental Management Engineer and summarized in the final engineering documents.

6.0 EVALUATION AND ASSESSMENT OF THE PUBLIC INVOLVEMENT PLAN

In order to determine if the public involvement activities are achieving the desired results, it is critical to assess their effectiveness throughout the study. The following issues will be addressed after each public involvement activity.

- Was there an acceptable level of participation?
- Do the same people participate in a variety of project public involvement opportunities? Are there others who should be participating? Who is missing?
- Are the appropriate communication techniques being employed?
- Do the comments demonstrate a general understanding of the project or do we need to be clearer in our presentation of the project information?
- Are the comments received from the community relevant to the project? Are they realistic and appropriate to the project?
- Are there significant unresolved issues on the project?

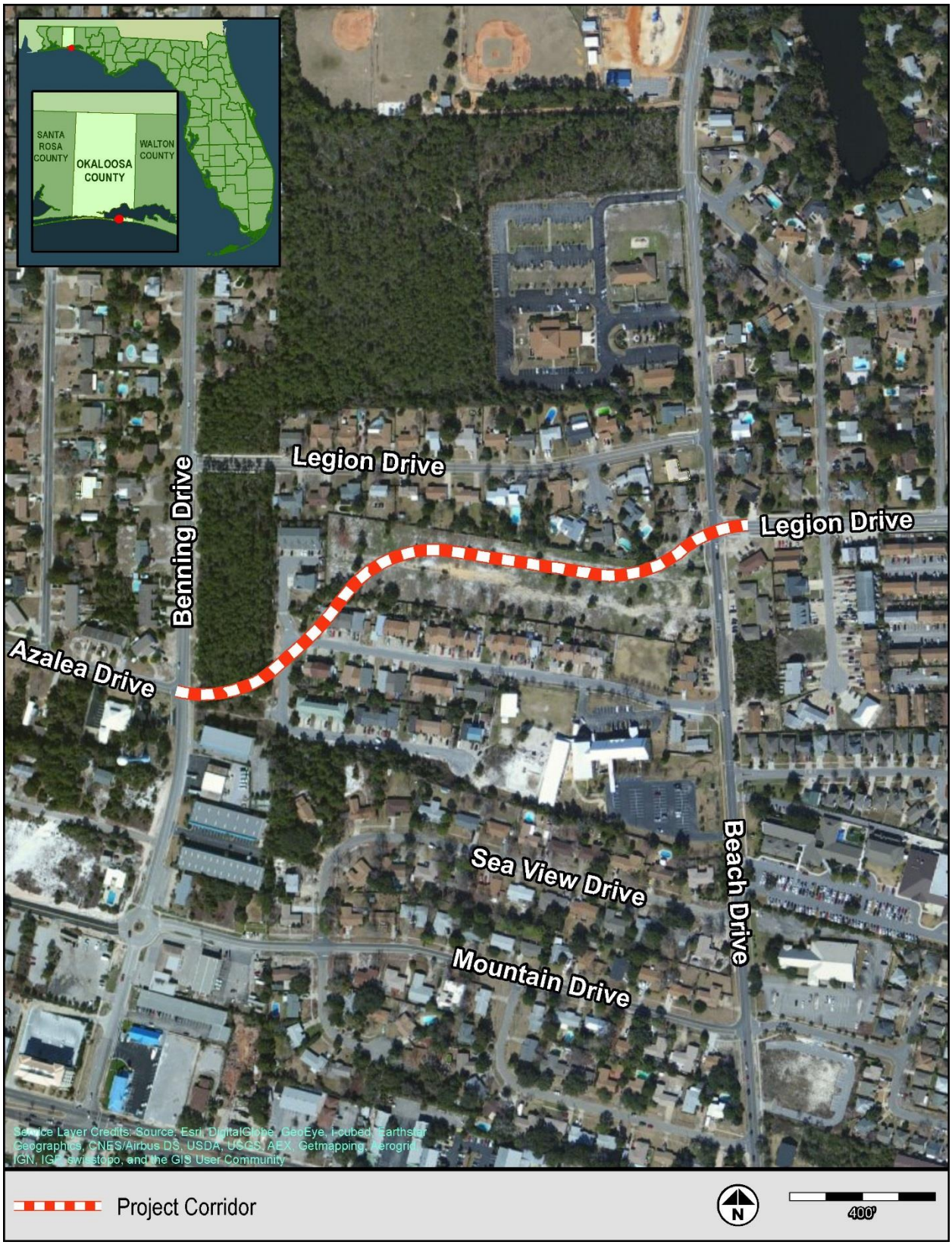
The use of systematic evaluation efforts will allow the City to improve ineffective techniques and add new public involvement activities, if appropriate.

7.0 PUBLIC INVOLVEMENT DURING DESIGN

It is anticipated that the Design Project Manager will maintain the appropriate level of public involvement activities throughout the final design process. These public involvement activities may include additional coordination meetings with local government and environmental permitting agencies, work sessions, and small group meetings.

Attachment A

Project Location Map



Comment Tracking Log

Log No.	Date Received	First Name & MI	Last Name	Mailing Address	City	St	Zip	E-Mail Address	Comment	Nature of Comment	Method of Response	Summary of Response	Date Responded

Nature of Comment Legend:
RUE – Request Updates by Email
RUM – Request Updates by Mail
RUF – Request Updates by Fax
G – General Comments
SD – Substantive Drainage

Method of Response Legend:
PC – Phone Call
L – Letter
PV – Personal Visit
E – Email
HO – Handoff

APPENDIX A-2

Contact Mailing List

Destin Cross Town Connector Mailing List (300ft from ROW)

PARCEL NUMBER	MAP ID	OWNER	SITE ADDRESS	SITE ADDRESS 2	CITY	ZIP	STATE	MAILING ADDRESS	MAILING ADDRES
00-2S-22-0635-0000-0CA0	1	DESTIN GARDEN T/H HOMEOWNERS	BENNING DR				FL	(ADDRESS UNKNOWN)	
00-2S-22-0635-0000-0100	2	SCHMITZ AARON J	539 AZALEA DR	10	DESTIN	32541	FL	(ADDRESS UNKNOWN)	
00-2S-22-0635-0000-0090	3	STOKES TONI LYN	539 AZALEA DR	9	DESTIN	32541	FL	539 AZALEA DR #9	
00-2S-22-0635-0000-0080	4	BREWSTER JOSEPH S JR	539 AZALEA DR	8	DESTIN	32541	FL	PO BOX 284	
00-2S-22-0635-0000-0070	5	SNUGGS LISA R	539 AZALEA DR	7	DESTIN	32541	FL	539 AZALEA DR # 7	
00-2S-22-0635-0000-0060	6	ANDERSON GREGORY & SUZANNE	539 AZALEA DR	6	DESTIN	32541	FL	431 ANDERSON DR	
00-2S-22-0635-0000-0050	7	GALLOWAY ANDREW L	205 BENNING DR	5	DESTIN	32541	FL	205 BENNING DR UNIT 5	
00-2S-22-0635-0000-0040	8	GAGNON DENIS & DI FEBO CAROLYN	205 BENNING DR	4	DESTIN	32541	FL	P O BOX 5792	
00-2S-22-0635-0000-0030	9	ADLER MIKEL A	205 BENNING DR	3	DESTIN	32541	FL	205 BENNING DR #3	
00-2S-22-0635-0000-0020	10	MCGARVEY EDWARD J & VIVIEN	205 BENNING DR	2	DESTIN	32541	FL	716 LEGION DR	
00-2S-22-0635-0000-0010	11	HOLMES DAVID A & SUSAN	205 BENNING DR	1	DESTIN	32541	FL	205 BENNING DR #1	
00-2S-22-0310-000H-H07A	12	ENGVALL MARGARET WINTON					FL	416 KENSINGTON RD	
00-2S-22-0310-000H-H070	13	WINTON GEORGE P						1917 MILLBROOK DR	
00-2S-22-2168-0000-0080	14	WALTER GUIDO TRUST	415 ANNA ST		DESTIN	32541	FL	615 OVERBROOK DR	
00-2S-22-2168-0000-0070	15	WALTER GUIDO TRUST	413 ANNA ST		DESTIN	32541	FL	615 OVERBROOK DR	
00-2S-22-0000-0009-0000	16	CITY OF DESTIN	209 BEACH DR		DESTIN	32541	FL	4200 INDIAN BAYOU TRAIL	
00-2S-22-2165-0000-0060	17	WALTER GUIDO TRUST	411 ANNA ST		DESTIN	32541	FL	615 OVERBROOK DR	
00-2S-22-2165-0000-0050	18	WALTER GUIDO TRUST	409 ANNA ST		DESTIN	32541	FL	615 OVERBROOK DR	
00-2S-22-2165-0000-0040	19	WALTER GUIDO TRUST	407 ANNA ST		DESTIN	32541	FL	615 OVERBROOK DR	
00-2S-22-2165-0000-0030	20	WALTER GUIDO TRUST	405 ANNA ST		DESTIN	32541	FL	615 OVERBROOK DR	
00-2S-22-2165-0000-0020	21	WALTER GUIDO TRUST	403 ANNA ST		DESTIN	32541	FL	615 OVERBROOK DR	
00-2S-22-2165-0000-0010	22	WALTER GUIDO TRUST	401 ANNA ST		DESTIN	32541	FL	615 OVERBROOK DR	
00-2S-22-3083-000B-0010	23	SCHOENHERR JUERGEN K & CHRISTA	600 LEGION DR		DESTIN	32541	FL	600 LEGION DR	
00-2S-22-3083-000B-0020	24	WEBB JAMES R	602 LEGION DR		DESTIN	32541	FL	(ADDRESS UNKNOWN)	
00-2S-22-3083-000B-0030	25	CONN JULIAN T & DAVIS DESSIE M	604 LEGION DR		DESTIN	32541	FL	604 LEGION DR	
00-2S-22-3083-000B-0040	26	NORET BRIAN R	606 LEGION DR		DESTIN	32541	FL	140 LANCASTER AVE	
00-2S-22-3083-000B-0050	27	JOB KENNETH G & WANDA	608 LEGION DR		DESTIN	32541	FL	608 LEGION DR	
00-2S-22-3083-000B-0060	28	INGRAM DENISE M	610 LEGION DR		DESTIN	32541	FL	610 LEGION DR	
00-2S-22-3083-000B-0070	29	GEORGE SHELLY & TIMOTHY J JR	612 LEGION DR		DESTIN	32541	FL	612 LEGION DR	
00-2S-22-3083-000B-0080	30	WILSON DAVID & ROXIE M	614 LEGION DR		DESTIN	32541	FL	614 LEGION DR	
00-2S-22-3083-000B-0100	31	WILSON J A B III	618 LEGION DR		DESTIN	32541	FL	618 E LEGION DR	
00-2S-22-3083-000B-0110	32	BERKEY PHYLLIS	620 LEGION CT		DESTIN	32541	FL	620 E LEGION CT	
00-2S-22-3083-000B-0120	33	SWILLEY STEVEN & CHRISTINE E	622 LEGION CT		DESTIN	32541	FL	622 LEGION COURT	
00-2S-22-3083-000B-0130	34	HAYES CHARLIE W & DEE ANN	624 LEGION CT		DESTIN	32541	FL	624 LEGION CT	
00-2S-22-3083-000B-0180	35	CITY OF DESTIN	215 BEACH DR		DESTIN	32541	FL	4200 INDIAN BAYOU TRAIL	
00-2S-22-3083-000B-0170	36	CITY OF DESTIN	217 BEACH DR		DESTIN	32541	FL	4200 INDIAN BAYOU TRAIL	
00-2S-22-3083-000B-0160	37	FINN SCOTT S & SHARON R	219 BEACH DR		DESTIN	32541	FL	219 BEACH DR	
00-2S-22-3083-000B-0150	38	KEENER FAMILY TRUST	221 BEACH DR		DESTIN	32541	FL	C/O DON A KEENER	PO BOX 488
00-2S-22-3083-000B-0140	39	ROUNDTREE CHRISTINA M & MARK	626 LEGION CT		DESTIN	32541	FL	626 LEGION CT	
00-2S-22-3083-000A-0030	40	PARKS J L & ROORDA A J	605 LEGION DR		DESTIN	32541	FL	605 LEGION DR	
00-2S-22-3083-000A-0040	41	STEWART DARRELL E	607 LEGION DR		DESTIN	32541	FL	(ADDRESS UNKNOWN)	
00-2S-22-3083-000A-0050	42	DEVER HELGA	609 LEGION DR		DESTIN	32541	FL	PO BOX 277	
00-2S-22-3083-000A-0060	43	BROWNING ALVIN E	611 LEGION DR		DESTIN	32541	FL	611 E LEGION	
00-2S-22-3083-000A-0070	44	WALLEY REX D & KRISTEEN R	613 LEGION DR		DESTIN	32541	FL	613 LEGION DR	
00-2S-22-3083-000A-0080	45	HALL DORIS L	615 LEGION DR		DESTIN	32541	FL	615 LEGION DR E	
00-2S-22-3083-000A-0090	46	GARDNER TRAVIS A & GEORGE A	617 LEGION DR		DESTIN	32541	FL	617 LEGION DR	
00-2S-22-3083-000A-0100	47	STONE LARRY G & SYLVIA A	619 LEGION DR		DESTIN	32541	FL	619 LEGION DR	
00-2S-22-3083-000A-0130	48	PERKINS DAVID L & CONNIE R	625 LEGION DR		DESTIN	32541	FL	625 LEGION DR E	

00-2S-22-3083-000A-0140	49	JOWERS KARY A & JULIE A	301 BEACH DR			DESTIN	32541	FL	301 BEACH DR	
00-2S-22-2371-000P-0050	50	SLATER BRIAN K	304 BEACH DR			DESTIN	32541	FL	304 BEACH DR	
00-2S-22-2371-000P-0060	51	SUGARS CHRISTINA R	302 BEACH DR			DESTIN	32541	FL	302 BEACH DR	
00-2S-22-2371-000P-0070	52	GUIDINETTI ERICK S	701 LEGION DR			DESTIN	32541	FL	(ADDRESS UNKNOWN)	
00-2S-22-2371-000P-0100	53	FEDERAL NATIONAL MORTGAGE	305 SEAGULL LN			DESTIN	32541	FL	C/O SETERUS INC	14523 SW MILLIKEN WA
00-2S-22-2371-000P-0090	54	HUGHES TIMOTHY & BROWN KRISTIE	303 SEAGULL LN			DESTIN	32541	FL	303 SEAGULL LN	
00-2S-22-2371-000P-0080	55	ANDERSON JASON & ASHLEY ETAL	301 SEAGULL LN			DESTIN	32541	FL	301 SEAGULL LN	
00-2S-22-2371-000O-0030	56	ARNOLD SHIRLEY WINDHAM	302 SEAGULL LN			DESTIN	32541	FL	241 EAST WAYNE RD	
00-2S-22-2371-000O-0040	57	ALLRED JEFFREY	300 SEAGULL LN			DESTIN	32541	FL	(ADDRESS UNKNOWN)	
00-2S-22-0971-0000-0040	58	BENEFICIAL FLORIDA INC	708 LEGION DR	4		DESTIN	32541	FL	636 REGENCY BLVD	
00-2S-22-0971-0000-0050	59	KERSANAC MURI C & JAMES TIMOTH	708 LEGION DR	5		DESTIN	32541	FL	315 SPRING LANE	
00-2S-22-2140-0000-0010	60	STOCKWELL AMANDA C	220 ANN CIR	1		DESTIN	32541	FL	(ADDRESS UNKNOWN)	
00-2S-22-2140-0000-0020	61	O'BANNON PEGGY S	220 ANN CIR	2		DESTIN	32541	FL	344 L'ATRIUM	
00-2S-22-2336-0000-0010	62	LEDBETTER TOBY G	215 ANN CIR	1		DESTIN	32541	FL	330 OLEANDER AVE	
00-2S-22-2336-0000-0020	63	ROTH TONI A & LEDBETTER ROY W	215 ANN CIR	2		DESTIN	32541	FL	(ADDRESS UNKNOWN)	
00-2S-22-2336-0000-0030	64	COGGINS JOHN & LEE	215 ANN CIR	3		DESTIN	32541	FL	7904 SEVILLE DR	
00-2S-22-2336-0000-0040	65	COGGINS LISA L & JOHN W	215 ANN CIR	4		DESTIN	32541	FL	(ADDRESS UNKNOWN)	
00-2S-22-2335-0000-0110	66	DILLAHA RYAN	219 ANN CIR	A		DESTIN	32541	FL	219 ANN CIRCLE #A	
00-2S-22-2335-0000-011A	67	NGUYEN NGA BICH	219 ANN CIR	B		DESTIN	32541	FL	1821 MUSTANG ST	
00-2S-22-2335-0000-0120	68	GATLIN JERRY D & SUSAN R	704 LEGION DR			DESTIN	32541	FL	4702 VALLEY OAK DR	
00-2S-22-2335-0000-0130	69	FRED H LOWE FAMILY PARTNERS	700 LEGION DR			DESTIN	32541	FL	7816 MAUI CIRCLE	
00-2S-22-2335-0000-0140	70	FRED H LOWE FAMILY PARTNERS	214 BEACH DR			DESTIN	32541	FL	7816 MAUI CIRCLE	
00-2S-22-2335-0000-0150	71	FRED H LOWE FAMILY PARTNERS	212 BEACH DR			DESTIN	32541	FL	7816 MAUI CIRCLE	
00-2S-22-2335-0000-0160	72	BUCKHEAD HOLDING INC	BEACH DR					FL	127 NORTH PARTIN DR	
00-2S-22-0000-0001-017A	73	PFEIFFER LILI J	207 BEACH DR	B		DESTIN	32541	FL	10 APACHE COURT	
00-2S-22-0000-0001-017D	74	TRUST 207C BEACH DR DESTIN FL	207C BEACH DR			DESTIN	32541	FL	C/O NATHANIEL G LANDRY	2553 GRAND POPLAR S
00-2S-22-0000-0001-017B	75	PRITCHARD F E	207 BEACH DR	D		DESTIN	32541	FL	1072 ISLAND DR	
00-2S-22-0000-0048-0010	76	FIRST BAPTIST CHURCH						FL	OF DESTIN FLORIDA,INC	201 BEACH DR
00-2S-22-2166-0000-0010	77	DALTON CAROLYN S	669 SANDALWOOD DR			DESTIN	32541	FL	661 SANDALWOOD DR	
00-2S-22-2166-0000-0020	78	ROSSI ALEX A	667 SANDALWOOD DR			DESTIN	32541	FL	667 SANDALWOOD DR	
00-2S-22-2166-0000-0030	79	MACK ELIZABETH W	665 SANDALWOOD DR			DESTIN	32541	FL	PO BOX 804	
00-2S-22-2166-0000-0040	80	SCHOULS MARTHA	663 SANDALWOOD DR			DESTIN	32541	FL	3615 36TH ST	
00-2S-22-2166-0000-0050	81	DALTON CAROLYN D	661 SANDALWOOD DR			DESTIN	32541	FL	661 SANDALWOOD DR	
00-2S-22-2166-0000-0060	82	BONASERA TODD S	659 SANDALWOOD DR			DESTIN	32541	FL	1505 E PONDEROSA RD	
00-2S-22-2166-0000-0070	83	ULFERTS DEAN I	655 SANDALWOOD DR			DESTIN	32541	FL	(ADDRESS UNKNOWN)	
00-2S-22-2166-0000-0080	84	JENNER KATHERINE A	651 SANDALWOOD DR			DESTIN	32541	FL	704 ELISE LN	
00-2S-22-2166-0000-0090	85	JENNER KATHERINE A	649 SANDALWOOD DR			DESTIN	32541	FL	704 ELISE LN	
00-2S-22-2166-0000-0100	86	US BANK NATIONAL ASSOCIATION	647 SANDALWOOD DR			DESTIN	32541	FL	4801 FREDERICA ST	
00-2S-22-2166-0000-0110	87	LUNA GASPAR E & NORMA N	645 SANDALWOOD DR			DESTIN	32541	FL	645 SANDALWOOD DR	
00-2S-22-2166-0000-0120	88	BURKE GAIL	643 SANDALWOOD DR			DESTIN	32541	FL	PO BOX 1146	
00-2S-22-2167-0000-0130	89	NYSEWANDER DAN R & VICTORIA L	639 SANDALWOOD DR			DESTIN	32541	FL	639 SANDALWOOD DR	
00-2S-22-2167-0000-0140	90	JOHNSON MARK D & C WHALEN	637 SANDALWOOD DR			DESTIN	32541	FL	9207 CAPTIVA CR	
00-2S-22-2167-0000-0150	91	KOENIG ROBERT L & TINA L	635 SANDALWOOD DR			DESTIN	32541	FL	635 SANDALWOOD DR	
00-2S-22-2167-0000-0160	92	FOGLE MARK S	633 SANDALWOOD DR			DESTIN	32541	FL	633 SANDALWOOD DR	
00-2S-22-2167-0000-0170	93	LEMASTER JAMES & ALICE	631 SANDALWOOD DR			DESTIN	32541	FL	214 WINTERSTOWN RD	
00-2S-22-2167-0000-0180	94	BRAUER JILL A	629 SANDALWOOD DR			DESTIN	32541	FL	4121 AIKEN RD	
00-2S-22-2167-0000-0190	95	JACKSON JASON M	625 SANDALWOOD DR			DESTIN	32541	FL	3680 WINBROOKE LN	
00-2S-22-2167-0000-0200	96	BLACKBURN JAMES R	623 SANDALWOOD DR			DESTIN	32541	FL	PO BOX 1615	
00-2S-22-2167-0000-0210	97	MCKINNEY ANTHONY	621 SANDALWOOD DR			DESTIN	32541	FL	1574 VENICE AVE	
00-2S-22-2167-0000-0220	98	ODOM ROBERT M JR & KATIE M	619 SANDALWOOD DR			DESTIN	32541	FL	619 SANDALWOOD DR	

00-2S-22-2167-0000-0230	99	WOOD DOLORES M	617 SANDALWOOD DR		DESTIN	32541	FL	617 SANDAL WOOD DR
00-2S-22-2167-0000-0240	100	HILLGENBERG DAVID & G L	615 SANDALWOOD DR		DESTIN	32541	FL	615 SANDALWOOD DR
00-2S-22-2167-0000-0250	101	ANDERSEN JOANNE A	611 SANDALWOOD DR		DESTIN	32541	FL	PO BOX 641
00-2S-22-2167-0000-0260	102	FERMIN ZOILO A	609 SANDALWOOD DR		DESTIN	32541	FL	8094 RALEIGH ST
00-2S-22-2167-0000-0270	103	GOLDEN MILAGROS T & KASPER S	607 SANDALWOOD DR		DESTIN	32541	FL	607 SANDALWOOD DR
00-2S-22-2167-0000-0280	104	LEMASTER JAMES A & ALICE G	603 SANDALWOOD DR		DESTIN	32541	FL	214 WINTERSTOWN RD
00-2S-22-2167-0000-029A	105	O'BRIAN GEORGE E & DARLA R	605 SANDALWOOD DR		DESTIN	32541	FL	614 SANDALWOOD DR
00-2S-22-2167-0000-0300	106	PUTMAN CYNTHIA C	601 SANDALWOOD DR		DESTIN	32541	FL	PO BOX 43
00-2S-22-2167-0000-0310	107	CARON ROGER M	602 SANDALWOOD DR		DESTIN	32541	FL	602 SANDALWOOD DR
00-2S-22-2167-0000-0320	108	LEBLANC GREGORY M	604 SANDALWOOD DR		DESTIN	32541	FL	604 SANDALWOOD DR
00-2S-22-2167-0000-0330	109	LIANOS EDUARDO JR & STEPHANIE	606 SANDALWOOD DR		DESTIN	32541	FL	(ADDRESS UNKNOWN)
00-2S-22-2167-0000-0340	110	EDGE RAYMOND A	608 SANDALWOOD DR		DESTIN	32541	FL	608 SANDALWOOD DR
00-2S-22-2167-0000-0360	111	O'BRIAN GEORGE	614 SANDALWOOD DR		DESTIN	32541	FL	614 SANDALWOOD DR
00-2S-22-2167-0000-0370	112	HUENERBERG SCOTT R (HEIRS OF)	616 SANDALWOOD DR		DESTIN	32541	FL	(ADDRESS UNKNOWN)
00-2S-22-2167-0000-0380	113	MUREASAN REMUS M & MONICA	618 SANDALWOOD DR		DESTIN	32541	FL	618 SANDALWOOD DR
00-2S-22-2167-0000-0400	114	BOBBITT TRACY L	620 SANDALWOOD DR		DESTIN	32541	FL	620 SANDALWOOD DR
00-2S-22-2167-0000-0410	115	PATE JAMES D	622 SANDALWOOD DR		DESTIN	32541	FL	716 KELLY ST
00-2S-22-2167-0000-0420	116	ORTLIP PATRICIA GERRETS	624 SANDALWOOD DR		DESTIN	32541	FL	216 CLAYMORE DR
00-2S-22-2167-0000-0430	117	CALDWELL JOHN W	626 SANDALWOOD DR		DESTIN	32541	FL	626 SANDALWOOD DR
00-2S-22-2167-0000-0440	118	DICEBURG LLC	628 SANDALWOOD DR		DESTIN	32541	FL	9 BAYSHORE DR
00-2S-22-2167-0000-0610	119	DEWBERRY DAVID & VERA	523 SANDALWOOD CT		DESTIN	32541	FL	517 AZALEA DR
00-2S-22-2167-0000-0620	120	JENNER KATHERIN	521 SANDALWOOD CT		DESTIN	32541	FL	704 ELISE LN
00-2S-22-2167-0000-0630	121	DICEBURG LLC	519 SANDALWOOD CT		DESTIN	32541	FL	9 BAYSHORE DR
00-2S-22-2167-0000-0640	122	WALTER GUIDO TRUST	517 SANDALWOOD CT		DESTIN	32541	FL	615 OVERBROOK DR
00-2S-22-2167-0000-0650	123	WALTER GUIDO TRUST	515 SANDALWOOD CT		DESTIN	32541	FL	615 OVERBROOK DR
00-2S-22-2167-0000-0660	124	GARMONY RANDALL K	513 SANDALWOOD CT		DESTIN	32541	FL	513 SANDALWOOD CT
00-2S-22-2167-0000-0670	125	JENKINS SCOTT M	511 SANDALWOOD CT		DESTIN	32541	FL	(ADDRESS UNKNOWN)
00-2S-22-2167-0000-0680	126	NGUYEN THANG & TAMMY	509 SANDALWOOD CT		DESTIN	32541	FL	4918 KINGS WAY
00-2S-22-2167-0000-0690	127	BAILEY DEB TRUST			DESTIN	32541	FL	435 KEETER RD
00-2S-22-2167-0000-0700	128	NGUYEN THANG & TAMMY	505 SANDALWOOD CT		DESTIN	32541	FL	4918 KINGS WAY
00-2S-22-2167-0000-0710	129	NGUYEN THANG & TAMMY	503 SANDALWOOD CT		DESTIN	32541	FL	4918 KINGSWAY
00-2S-22-2167-0000-0720	130	MATTHEWS ELAINE K	501 SANDALWOOD CT		DESTIN	32541	FL	416 SPRING LANE
00-2S-22-3081-000E-0040	131	BAKER MAU TSEN	SEA VIEW DR				FL	621 SEAVIEW DR
00-2S-22-3081-000E-0030	132	BAKER MAU TSEN	621 SEA VIEW DR		DESTIN	32541	FL	621 SEAVIEW DR
00-2S-22-1015-0000-0000	133	BENNING DRIVE BUSINESS PARK					FL	HEADER RECORD
00-2S-22-1015-0000-00A0	134	ROBERT & BARBARA BAGBY TRUSTS	134 BENNING DR	A			FL	470 CAPTAINS CIRCLE
00-2S-22-1015-0000-00B0	135	CARR RICHARD D TRUST	134 BENNING DR	B	DESTIN	32541	FL	240 GULF SHORE DR #433
00-2S-22-1015-0000-00C0	136	BAGBY ROBERT TRST & CARR R TRS	134 BENNING DR	C			FL	134 BENNING DR
00-2S-22-0310-000H-H088	137	DST UNLIMITED LLC	128-132 BENNING DR		DESTIN	32541	FL	P O BOX 5239
00-2S-22-0313-0000-0CA0	138	EMERALD COAST BUSINESS PARK	124 BENNING DR		DESTIN	32541	FL	160 INDUSTRIAL PARK DR
00-2S-22-0313-0000-0010	139	HOGLIFE LLC	124 BENNING DR	1	DESTIN	32541	FL	1 COOSA CT
00-2S-22-0310-000E-E16L	140	DESTIN WATER USERS INC					FL	PO BOX 308
00-2S-22-0310-000E-E16C	141	BELL MIKE & SHELIA & PAK MARK					FL	2440 EMERALD DR
00-2S-22-0310-000E-E16G	142	VANZO AMY	531 SEA HILLS DR		DESTIN	32541	FL	(ADDRESS UNKNOWN)
00-2S-22-0310-000E-E16K	143	DESTIN WATER USERS INC	135 BENNING DR		DESTIN	32541	FL	PO BOX 308
00-2S-22-0310-000E-E16F	144	DEARMON ALICE F TRUST					FL	523 SEA HILLS DR
00-2S-22-0310-000E-E16M	145	DEARMON ALICE F TRUST					FL	523 SEAHILLS DR

APPENDIX B

Advance Notification

B-1 Advance Notification Package

B-2 Preliminary Environmental Documentation

B-3 Agency Responses

APPENDIX B-1

Advance Notification Package

Public Services Department

4200 Indian Bayou Trail | Destin, FL 32541 | Phone: 850-837-6869| Fax: 850-837-9693 | www.cityofdestin.com

April 1, 2015

Ms. Lauren Milligan, Environmental Manager
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Boulevard, Mail Station 47
Tallahassee, Florida 32399-3000

Re: Advance Notification
Destin Cross Town Connector
City of Destin, Florida

Dear Ms. Milligan:

The Advance Notification (AN) Package for the above referenced project is being submitted by the City of Destin for distribution to State agencies that may have a regulatory interest in this project. We are also distributing the AN Package to local and federal agencies as noted in the attached distribution list.

This is a Federal aid action; however, since the proposed action is not on the State Highway System network, the City of Destin will be the lead agency. The determination of the class of action will be based upon environmental evaluations and comments from other agencies. A review for consistency with the Coastal Zone Management Act and Presidential Executive Order 12372 is required by 15 CFR 930 because Federal funds are anticipated to be involved.

In addition, please review this project for consistency, to the maximum extent feasible with the approved Comprehensive Plan of the local government jurisdictions pursuant to Chapter 163, Florida Statutes.

Consistency reviewers have 45 days from the receipt of the AN to provide their comments. Once you have received their comments, please supply a summary and consistency determination for your agency within 60 days of receipt of the AN. If you need more review time, send a written request for an extension to the project's consultant, at the address below, within the initial 60 day comment period.

Any comments should be addressed to:

Cathie Cash, PD&E Project Manager
Atkins North America, Inc.
2639 North Monroe Street, Building C
Tallahassee, Florida 32303

Your expeditious handling of this notice is greatly appreciated.

Sincerely,

David O. Campbell

David O. Campbell, P.E.
Public Services Director
City of Destin

Attachments: Advance Notification Package Transmittal List
Advance Notification Package

OMB Number: 4040-0004
Expiration Date: 04/31/2012

Application for Federal Assistance SF- 424 Version 02

*1. Type of Submission:	*2. Type of Application	* If Revision, select appropriate letter(s)
☐ Preapplication	☒ New	
☒ Application	☐ Continuation	*Other (Specify)
☐ Changed/Corrected Application	☐ Revision	_____

3. Date Received:	4. Applicant Identifier:

5a. Federal Entity Identifier:	*5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:	7. State Application Identifier:

8. APPLICANT INFORMATION:

*a. Legal Name: City of Destin

*b. Employer/Taxpayer Identification Number (EIN/TIN):	*c. Organizational DUNS:
N/A	N/A

d. Address:

*Street 1: 4200 Indian Bayou Trail
Street 2:
*City: Destin
County: Okaloosa
*State: Florida
Province:
*Country: United States of America
*Zip / Postal Code 32541

e. Organizational Unit:

Department Name:	Division Name:
N/A	N/A

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: Ms. *First Name: Cathie
Middle Name: _____
*Last Name: Cash
Suffix: _____

Title: Project Manager

Organizational Affiliation:
Atkins Engineering

*Telephone Number: (850)575-1800 Fax Number:

*Email: Cathie.Cash@atkinsglobal.com

OMB Number: 4040-0004
Expiration Date: 04/31/2012

Application for Federal Assistance SF-424 Version 02

***Applicant Federal Debt Delinquency Explanation**

The following should contain an explanation if the Applicant organization is delinquent of any Federal Debt.

PROJECT DESCRIPTION

The proposed project would provide 0.4 mile of new ultimately four-lane roadway from Benning Drive to Beach Drive in the City of Destin, Florida (**Figure 1**). The provision of this segment of road would link the west-east Azalea Drive with the west-east Legion Drive. By providing a connecting link between Azalea Drive and Legion Drive, a continuous roadway from Stahlman Avenue to the intersection of Airport Road with US 98 would be provided.

The proposed ultimate roadway would be a four-lane divided urban typical section with two 11-foot lanes and a 4-foot bicycle lane in each direction separated by a 15.5 foot median within a 110 feet of right-ofway (**Figure 2**). Type F curb and a ten-foot sidewalk will be provided along each side of the roadway. Drainage will be collected in a closed stormwater system and conveyed to a retention pond(s).

Two intersection configurations are being considered for the connections to Benning Drive and Beach Drive: a typical four-leg intersection and a round-about intersection.

Figure 1: Project Location Map

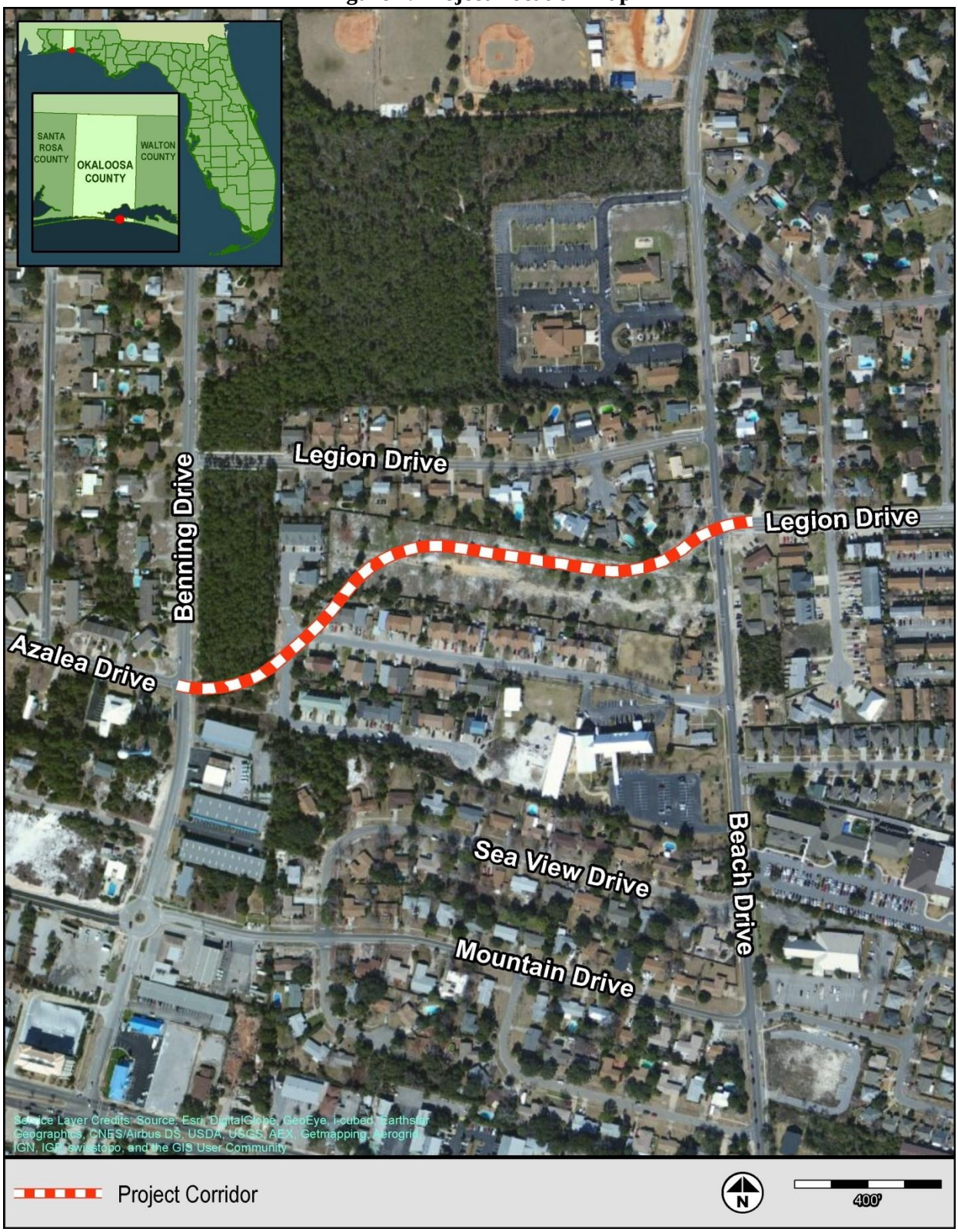
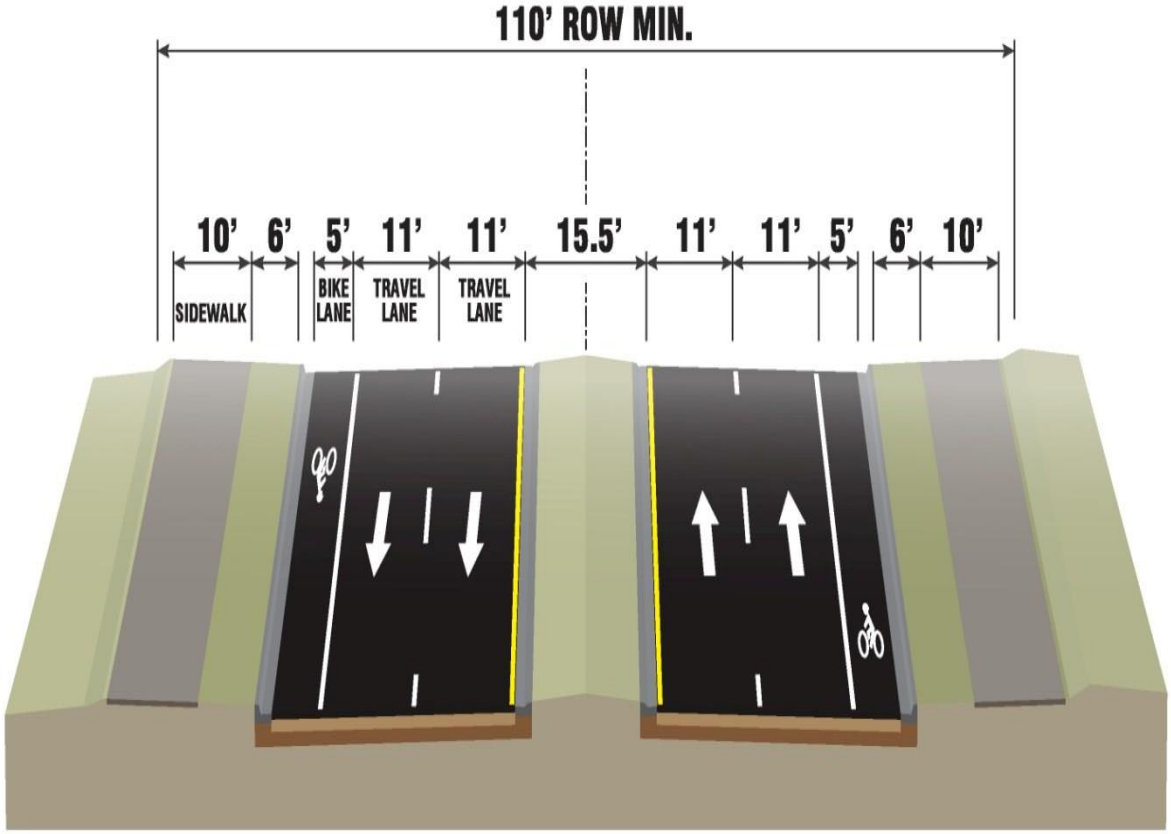


Figure 2: Proposed Typical Section



PURPOSE AND NEED STATEMENT

PURPOSE

The primary purpose of the proposed Destin Cross Town Connector project is to complete a missing link in the local transportation network between Azalea Drive at Benning Drive and Legion Drive at Beach Drive that would provide a continuous west-east route for local traffic and reduce congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) consistent with the Okaloosa-Walton Transportation Planning Organization's (TPO) *2035 Long Range Transportation Plan* (LRTP) and the City of Destin's *2020 Comprehensive Plan Transportation Element Policy 2.1.1.1 through 2.1.1.4 and 2-1.3.16*. Secondary purposes are to improve interconnectivity of the local multi-modal transportation network and enhance the safety of the users of the transportation network.

NEED

The need for the proposed action is based on several factors. The proposed new segment of road is needed to connect two roadways (Azalea Drive and Legion Drive, which becomes Airport Road); thereby providing a continuous west-east route from Stahlman Avenue to SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway). This continuous west-east route would serve as an alternative to SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) to relieve congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) and would complete one of several projects to improve the interconnectedness of the transportation system within Destin's Multimodal Transportation District. The proposed action is also needed to improve the operational characteristics and future capacity needs of the transportation system to meet the projected traffic volumes and improve safety.

System Linkage

The proposed project would provide a missing link in the local transportation network. By connecting Azalea Drive at Benning Drive to Legion Drive at Beach Drive, the proposed project would provide a continuous route from Stahlman Avenue to SR 30 (US 98/ Harbor Boulevard/Emerald Coast Parkway), a distance of approximately 1.6 miles. The absence of this connection requires local traffic to utilize either SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) or one of three circuitous routes using neighborhood streets to access destinations on the opposing side of the city.

Roadway Capacity

The Okaloosa Walton TPO *Congestion Management Process Plan* (CMPP), adopted February 2013, identifies SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) from East Pass Bridge (west end) to Gulf Shore Drive as backlogged (**Table 1**). The maximum daily capacity for this roadway to maintain the LOS standard is 36,700 (LOS D). The average AADT between 2002 and 2011 is 48,860, 33.1 percent more traffic than the maximum allowed.

Table 1: AADT and Level of Service on SR 30/US 98 from East Pass Bridge (west end) to Gulf Shore Drive*

LOS (STD) and Max Vol.	AADT			Peak Hour/ Peak Direction		
	Analysis Year	AADT Volume	AADT LOS	LOS (STD)/ Max Vol.	Volume	LOS
(D) 36,700	2002	48,250	F	(D) 1,960	2,574	F*
	2003	52,000	F		2,774	F*
	2004	51,050	F		2,724	F*
	2005	51,800	F		2,764	F*
	2006	50,750	F		2,708	F*
	2007	50,250	F		2,681	F*
	2008	47,500	F		2,534	F*
	2009	40,500	F		2,161	F*
	2010	45,000	F		2,401	F*
	2011	51,500	F		2,748	F*
	2016	56,860	F		3,033	F*
	2021	62,778	F		3,349	F*

*Source: *Congestion Management Process Plan*, Okaloosa-Walton TPO, February 2013 and Florida Traffic Online.

Transportation Demand

SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) from the west end of the East Pass Bridge to Gulf Shore Drive has been operating at LOS F since 2002 and is projected to remain at LOS F through the year 2021. The Average Annual Daily Traffic (AADT) volumes range from a low of 40,500 in 2009 to a high of 62,778 in 2021.

The proposed Destin Cross Town Connector would provide the link required to complete an alternative corridor to the highly congested section of US 98 from Stahlman Ave to Airport Road. With US 98 being congested, some local drivers will divert to the alternative route thereby reducing congestion on US 98.

Relief to Parallel Facilities

SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) is the only west-east through route on the Choctawhatchee peninsula and is heavily congested, especially during tourist season. The proposed project would relieve congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) by diverting local traffic off this facility. It would also serve as an alternative for local through traffic utilizing residential streets to avoid the congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway). These local streets include Mountain Drive, Kelly Street, and non-parallel streets (Benning Drive, Beach Drive, and Main Street) that provide connections to the parallel streets to create a route that avoids SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway).

Modal Interrelationships

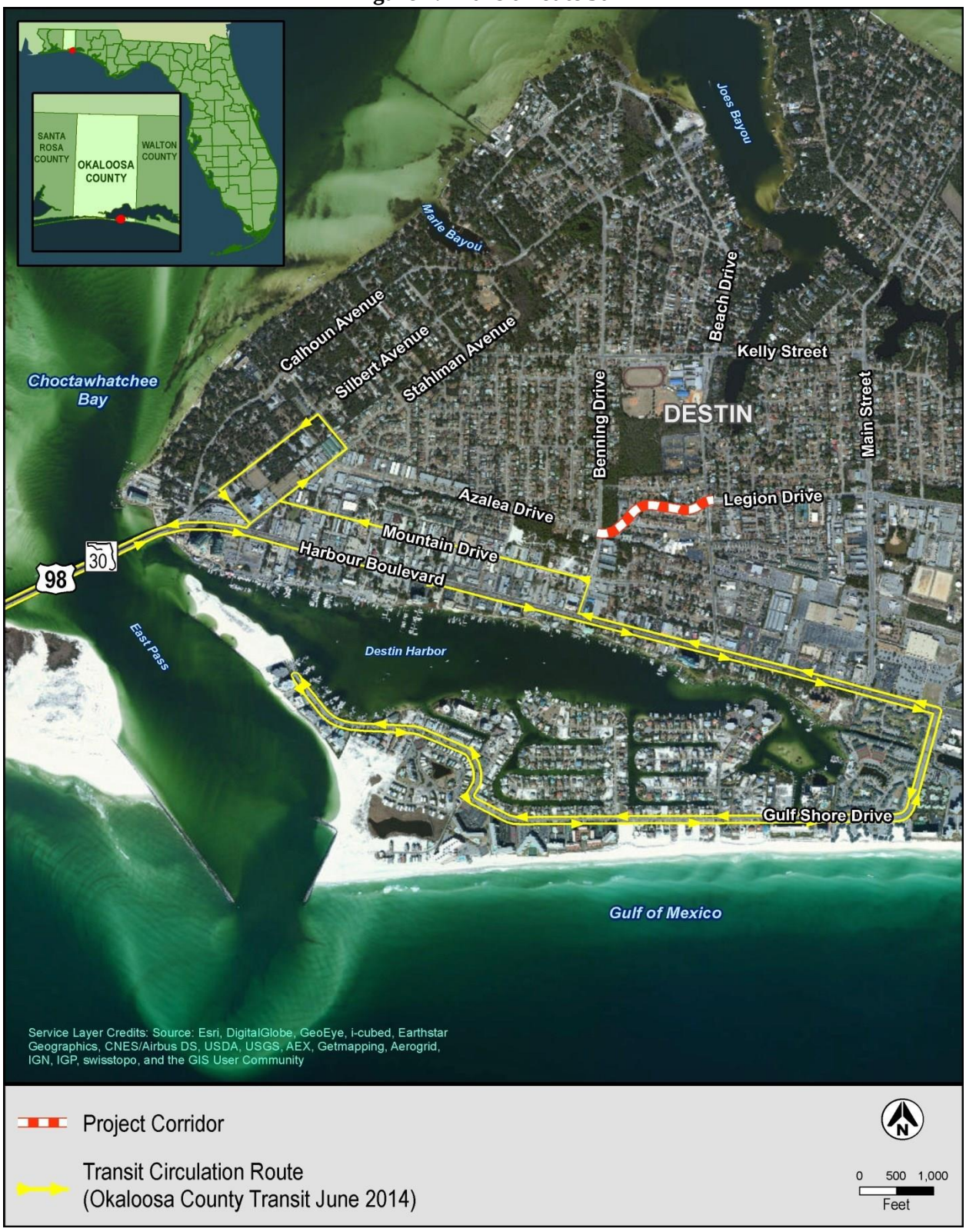
The proposed project is located within the City of Destin's Multimodal Transportation District (MMTD), established in 2006 by a Comprehensive Plan amendment. In addition to requiring a system for assessing concurrency requirements for new development based on pedestrian-oriented site design and multimodal

infrastructure development, the comprehensive plan amendment provided policies for expanding pedestrian and bicycle facilities, enhanced transit coverage and service, and development of an interconnected street network, among others. The intent of improving the interconnectedness of the street network (Policy 2-1.3.7) is to provide an alternative route to Harbor Boulevard/ Emerald Coast Parkway (SR 30/ US 98) for local traffic.

Existing bicycle and pedestrian facilities on the principal roads in the project area include: dedicated bicycle lanes on both sides of Benning Drive and a sidewalk on the east side of the road; sidewalks on both sides of Beach Drive, but no bicycle lanes; a sidewalk on the north side of Azalea Drive except within a block of the intersection of Azalea Drive with Benning Drive where the sidewalk crosses to the south side of the road and no bicycle lanes; and sidewalks on both sides of Legion Drive, but no bicycle lanes. The proposed bicycle and pedestrian facilities associated with the Destin Cross Town Connector will compliment the local Multimodal Transportation District and further improve the existing network of bicycle lanes and sidewalks located adjacent to the study area.

Transit in Destin is provided in partnership with Okaloosa County Transit. There are three routes in the City of Destin, all of which use a segment of SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway). The transit route closest to the study area is Route 30 (Destin Connector), shown in **Figure 1**. It connects Okaloosa Island to Gulf Shore Drive and operates every 20 minutes during the summer and every 45 minutes during the winter. Reduction in congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) would likely improve transit service by either shortening travel time or facilitating the arrival of transit vehicles on schedule.

Figure 1: Transit Route 30



Safety

However, FDOT crash records from 2009 to 2013 were obtained and analyzed for SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway). As shown in **Table 2**, the area between Benning Drive and Beach Drive experienced a total of 82 crashes within the five year period. Of these, more than half (46) were unrelated to traffic entering or existing either intersection. Most crashes were the result of rear-end collisions, but there was one collision with a pedestrian and one with a utility pole, resulting in 53 injuries and one fatality.

Table 2: 2009-2013 Crash Data for SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) from 500 feet west of Benning Drive to 500 feet east of Beach Drive

Year	Total Crashes	Statewide Average Crash Rate	Actual Crash Rate	Safety Ratio
2009	7	2.941	0.945	0.321
2010	9	2.941	1.215	0.413
2011	18	2.941	2.123	0.722
2012	18	2.941	2.457	0.836
2013	30	2.941	3.682	1.252

Note: Crash rates are per million vehicles. Source: FDOT Crash Analysis Reporting System.

Except for 2013, this segment of SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) is actually below the average crash rate for similar facilities. The following additional segments of SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) (provided by milepost) within the larger study area are designated as high crash segments:

- MP 17.449 to 17.476 (Calhoun Avenue)
- MP 21.347 to 21.747 (Walmart Shopping Center entrance, Henderson Beach Rd., Plantation Commons entrances)
- MP 22.447 to 22,547 (Matthews Boulevard)
- MP 22.547 to 22.767 (Crystal Beach Plaza and SR 263)

Table 2 shows a trend of increasing crash rates and increasing safety ratios within the segment of SR 30 (US 98/ Harbor Boulevard/Emerald Coast Parkway) between Benning Drive to Beach Drive. Without alleviating congestion, this trend could be expected to continue.

Emergency Evacuation

SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) is the only through route that travels the length of the Choctawhatchee peninsula and, therefore, is critical for the delivery of fire, police, and other emergency services. The congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) is a source of delay in the delivery of these services. The combination of a reduction in congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) and the provision of an alternative route for emergency vehicles would improve delivery of emergency services.

Social Demands and Economic Development

The Okaloosa Walton 2035 *LRTP* projects a population increase in Okaloosa County of 52,751 people between 2006 and 2035. An analysis of the population assigned to the NWFRPM traffic analysis zones

(TAZs) in the project area show that the project area is forecasted to experience a 20 percent increase in population between 2015 and 2035.

The TPO's *Regional Freight Network Plan – Highways of Commerce,* identifies existing and future "highways of commerce". "Highways of commerce" are associated with economic activity that generates or attracts significant amounts of freight or results in the need to transfer freight from one mode to another. They may also be associated with military installation and their suppliers. "Highways of commerce" are part of Florida's Strategic Intermodal System (SIS) which is a statewide network of highpriority transportation facilities. Within the vicinity of the Destin Cross Town Connector study area, SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) is "designated as a highway of commerce."

The TPO's *Regional Freight Network Plan – Highways of Commerce* indicates that SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) serves defense, aerospace and electronics manufacturers located near Hurlburt Field (on US 98 west of and adjacent to the City of Fort Walton Beach). The primary issue affecting this roadway's effectiveness in meeting the needs of this industry is congestion/delay.

Delivery of goods and services to local businesses is also hampered by this congestion, especially during tourist season, and by pedestrian traffic. Through trucks are able to avoid congestion by using longer alternate routes, but this option is not available to local delivery trucks, creating a reliability problem in the collection and/or delivery of goods and services.

The Destin Cross Town Connector project could alleviate some of the issues identified in the *Regional Freight Network Plan* by alleviating congestion and delay on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) through the diversion of local traffic.

Plan Consistency

The proposed improvements for the new roadway connection are consistent with the planned improvements in the City of Destin *2020 Comprehensive Plan Transportation Element Policies 2-1.1.1 through 2-1.1.4* as follows:

> **Policy 2-1.1.1: Pursue Additional Road Corridor Improvements.** The City shall continue to pursue the acquisition of rights-of-way, the design and the construction of multimodal facilities for future and existing corridors that will facilitate the east-west and north–south movement of all modes of transportation as shown on Maps 2-1 and 2-2 of this Transportation Element.
>
> **Policy 2-1.1.2: Relieve Congestion.** Any new roadway improvement related to Policy 21.1.1 shall contribute to automobile congestion relief on Harbor Boulevard/US Highway 98 East/Emerald Coast Parkway and existing north-south corridors by providing alternatives for local traffic.
>
> **Policy 2-1.1.3: Maintain New Road Corridor Alignments.** The City shall continue to implement the multimodal corridor management plan that identifies alignment opportunities and challenges for all modes of transportation, including parallel facilities for

Harbor Boulevard/Emerald Coast Parkway and Main Street shown on Maps 2-1 and 2-2 of this Transportation Element.

Policy 2-1.1.4: Rights-of-Way (ROW) for Additional Access Road. The City shall acquire the necessary ROW east of Azalea Drive/Mountain Drive to complete the east/west route and north-south connections referenced in Policy 2-1.1.1 above. Nothing in this policy shall prohibit the City from accepting or obtaining the necessary rights-ofway in advance of 2020.

The proposed project is consistent with the Okaloosa Walton TPO 2035 *LRTP Cost Feasible Plan* adopted March 15, 2012 which shows the design phase of the project as occurring in Fiscal Year 2015-2020, the right-of-way acquisition phase as occurring in 2026-2030, and the construction phase occurring in 2031-2035.

Further, the proposed project is also listed in the 2015-2019 Transportation Improvement Program (TIP), adopted June 26, 2014 and amended August 21, 2014, as Project Number EN615: Corridor Management Plan – Section 2 E/W Alignment (Beach Drive to Benning Drive) Preliminary Engineering in 2014/2015 (Section 2 – Capacity, Page 15).

The project is also consistent with recommendations of the Northwest Florida Transportation Corridor Authority (NFTCA) *2013 Master Plan* (adopted April 2013). The NFTCA was created to improve mobility in Northwest Florida. It does this by identifying and promoting transportation projects that "improve mobility, promote economic development, enhance traveler safety, improve hurricane evacuation, and alleviate traffic congestion". The NFTCA *2013 Master Plan* documents the qualitative and cost benefit analyses of 36 transportation projects across the region. Project Number 19, the Destin Cross Town Connector, was ranked overall as the number 1 project (page ES-4).

APPENDIX B-2

Preliminary Environmental Documentation

Preliminary Environmental Discussion
ETDM Project #14200
Destin Crosstown Connector
Okaloosa County, Florida
Programming Screen
FDOT District Three

Social and Economic

Land Use

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis District 3 Generalized Land Use identified residential with 26.3 acres (45.3%), vacant residential with 5.9 acres (10.1%), institutional with 3.8 acres (6.59%), and retail/office with 1.6 acres (2.68%) as the four major existing land uses within the 500-foot buffer distance.

The Future Land Use as shown in the EST identified residential/medium more than Residential Low (RL); <13 dwelling units, public/semi-public/government/institutional; and commercial, office, tourism, marina as the future land uses along the project corridor within the 500-foot buffer distance. The Okaloosa County Future Land Use Map does not include this portion of Destin. The City of Destin Future Land Use Map along with the Future Land Use Element is in the process of being updated. The other chapters of Destin's *2020 Comprehensive Plan* have been submitted to the Department of Economic Opportunity (DEO) for review and have been approved by DEO

The proposed improvements for the new roadway connection are consistent with the planned improvements in the City of Destin *2020 Comprehensive Plan Transportation Element Policies 2-1.1.1* through 2-1.1.4 as follows:

Policy 2-1.1.1: Pursue Additional Road Corridor Improvements. The City shall continue to pursue the acquisition of rights-of-way, the design and the construction of multimodal facilities for future and existing corridors that will facilitate the east-west and north–south movement of all modes of transportation as shown on Maps 2-1 and 2-2 of this Transportation Element.

Policy 2-1.1.2: Relieve Congestion. Any new roadway improvement related to Policy 2-1.1.1 shall contribute to automobile congestion relief on Harbor Boulevard/US Highway 98 East/Emerald Coast Parkway and existing north-south corridors by providing alternatives for local traffic.

Policy 2-1.1.3: Maintain New Road Corridor Alignments. The City shall continue to implement the multimodal corridor management plan that identifies alignment opportunities and challenges for all modes of transportation, including parallel facilities for Harbor Boulevard/Emerald Coast Parkway and Main Street shown on Maps 2-1 and 2-2 of this Transportation Element.

Policy 2-1.1.4: Rights-of-Way (ROW) for Additional Access Road. The City shall acquire the necessary ROW east of Azalea Drive/Mountain Drive to complete the east/west route and north-south connections referenced in Policy 2-1.1.1 above. Nothing in this policy shall prohibit the City from accepting or obtaining the necessary rights-of-way in advance of 2020.

The proposed project is consistent with the Okaloosa Walton Transportation Planning Organization's (TPO) *2035 Long Range Transportation Plan* (LRTP) *Cost Feasible Plan* (CFP) adopted March 15, 2012, which shows the design phase of the project as occurring in Fiscal Year 2015-2020, the right-of-way acquisition phase as occurring in 2026-2030, and the construction phase occurring in 2031-2035.
Further, the proposed project is also listed in the *2015-2019 Transportation Improvement Program (TIP)*, adopted June 26, 2014 and amended August 21, 2014, as Project Number EN615: Corridor Management Plan – Section 2 E/W Alignment (Beach Drive to Benning Drive) Preliminary Engineering in 2014/2015 (Section 2 – Capacity, Page 15).

The project is also consistent with recommendations of the Northwest Florida Transportation Corridor Authority (NFTCA) *2013 Master Plan* (adopted April 2013). The NFTCA was created to improve mobility in Northwest Florida. It does this by identifying and promoting transportation projects that "improve mobility, promote economic development, enhance traveler safety, improve hurricane evacuation, and alleviate traffic congestion". The NFTCA *2013 Master Plan* documents the qualitative and cost benefit analyses of 36 transportation projects across the region. Project Number 19, the Destin Cross Town Connector, was ranked overall as the number 1 project (page ES-4).

The proposed project is expected to result in minimal involvement with land use resources.

Social

Social resources are listed in Contaminated Sites, Aesthetics, Land Use, Economic, Mobility, Recreation Areas, and Historic and Archaeological Sites.

The Environmental Screening Tool (EST) Sociocultural Data Report (SDR) was used for demographic data (the SDR can be found within the Community Coordination of the EST). The SDR uses the Census 2012 American Community Survey (ACS) data and reflects the approximation of the population based on area of the 500-ft. buffer intersecting the census block groups along the project corridor. Using the 500-ft buffer, the SDR identified the following demographics.

Population and Income

The SDR identified 110 households with a population of 256 people. The median family income is $52,418. Several households are below poverty level (9.09%), but no household receives public assistance.

Race and Ethnicity

The minority population makes up 15.62% of the total population comprising mainly of "Some Other Race Alone" with a population of 21 people (8.2%), "Claimed 2 or More Races" with a population of 11 (4.3%), and "Black or African American Alone" with a population of 8 people (3.12%) within the 500-foot buffer distance. There are 28 people (10.94%) that have a "Hispanic or Latino of Any Race" ethnicity. Also, based on the 2010 Census Block Data, there are no minority populations greater than 40% in the project area.

Age and Disability

The median age is 36 and persons age 65 and over comprise 11.72% of the population. There are 13 people (7.14%) between the ages of 16 and 64 that have a disability.

Language

There are not any people that speak English "not at all" and 19 people (7.95%) that speak English "not well". Based on the demographic data it appears that Spanish is the other language spoken. Written translation obligations under "safe harbor" are expected for this project since the eligible Limited English Proficiency (LEP) language group meets the threshold (constitute 5 percent or 1,000 persons or more in a project area speak a language other than English per the FDOT PD&E Manual, Part 1, Chapter 11, Section 11.2.4). Refinement of the LEP population totals and requirements will be further evaluated in Project Development as part of the Sociocultural Effects (SCE) Evaluation.

The EST Geographic Information System (GIS) analysis identified two social service facilities: First Baptist Church of Destin Child Development Center and Jacob's Ladder Preschool; three group care facilities: Destin United Methodist Children Development, Destin Christian Academy, and First Baptist Child Development; and an Office of Greenways and Trails (OGT) Hiking Trail Priority and Multi-Use Trail Opportunity: Great Northwest Coastal Trail Corridor is within the 500-foot buffer distance. The Great Northwest Coastal Trail Corridor is not an existing trail and the trail is currently not shown on the Florida Greenways and Trails System Plan (2013 – 2017).

This project will be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968, along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice), which ensures that minority and/or low-income households are neither disproportionably adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994). The proposed project is expected to result in minimal involvement with social resources.

Relocation Potential

The project is within the city limits of Destin, Florida. The Environmental Screening Tool (EST) Geographic Information System (GIS) category District 3 Generalized Land Use identifies residential, vacant residential, institutional, and retail/office as the four major existing land uses within the 500-foot buffer distance. The Northwest Florida Water Management District (NWFWMD) Residential Areas 2010 data shows that residential areas within the project's 500-ft. buffer distance include 20.8 acres (35.73%) of medium density, fixed single family units; 12.6 acres (21.6%) of high density, multiple dwelling units, low rise (three stories or less); and 5 acres (8.66%) of high density, fixed single family units. The project is initially proposed to be 0.4 mile of new two-lane roadway from Benning Drive to Beach Drive. Ultimately the proposed project is part of a larger project that would provide a four lane roadway from Stahlman Avenue to the intersection of Airport Road and SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway). Residential areas flank both sides of the corridor which is mainly on open land. The proposed project will be designed to minimize the need for relocations; however, should relocations be required, a Conceptual Stage Relocation Plan (CSRP) that includes information on available replacement property and relocation assistance will be prepared.

The proposed project is expected to result in minimal involvement with relocation.

Farmlands

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any farmlands within the 500-foot buffer distance. The project is expected to result in no involvement with farmlands.

Aesthetic Effects

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis District 3 Generalized Land Use identified residential with 26.3 acres (45.3%), vacant residential with 5.9 acres (10.1%), Institutional with 3.8 acres (6.59%), and retail/office with 1.6 acres (2.68%) as the four major existing land uses within the 500-foot buffer distance. The NWFWMD Residential Areas 2010 data shows that residential areas include 20.8 acres (35.73%) of medium density, fixed single family units; 12.6 acres (21.6%) of high density, multiple dwelling units, low rise (three stories or less); and 5 acres (8.66%) of high density, fixed single family units within the 500-foot buffer distance.

The proposed project is expected to result in minimal involvement with aesthetic resources and will be analyzed in detail during Project Development.

Economic

There are no Developments of Regional Impact (DRI) or Planned Unit Developments (PUD) shown within the 500-foot buffer distance.

The Okaloosa Walton *2035 LRTP* projects a population increase in Okaloosa County of 52,751 people between 2006 and 2035. An analysis of the population assigned to the Northwest Florida Regional Planning Model (NWFRPM) traffic analysis zones (TAZs) in the project area show that the project area is forecasted to experience a 20 percent increase in population between 2015 and 2035.

The TPO's *Regional Freight Network Plan – Highways of Commerce,* identifies existing and future "highways of commerce" and transportation improvements needed to enhance the economic competitiveness in the region. Within the vicinity of the Destin Cross Town Connector study area, SR 30 (US 98/Harbor Boulevard/ Emerald Coast Parkway) is the only highway "designated a highway of commerce"; however, Airport Road, Main Street and Benning Drive carry truck traffic, as well.

SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) serves defense, aerospace and electronics manufacturers located near Hurlburt Field (on US 98 west of and adjacent to the City of Fort Walton Beach). The primary issue affecting this roadway's effectiveness in meeting the needs of this industry is congestion/delay.

Locally, delivery of goods and services to local businesses is hampered by this congestion, especially during tourist season, and by pedestrian traffic. Jaywalking is common and vehicle traffic is reduced to a slow crawl. Side street signal activations are more common and signal progressions are increased. Through trucks are able to avoid these problems by using longer alternate routes, but this option is not available to local delivery trucks, creating a reliability problem.

The proposed project will enhance regional connectivity.

Mobility

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified several Bus Transit Routes within the 500-foot buffer distance. Transit in Destin is provided in partnership with Okaloosa County Transit. There are three routes in the City of Destin, all of which use a segment of SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway). No transit routes are located along the project study

area. The transit route closest to the study area is Route 30 (Destin Connector), which is located south of this project. It connects Okaloosa Island to Gulf Shore Drive and operates every 20 minutes during the summer and every 45 minutes during the winter.

SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) is the only west-east through route on the Choctawhatchee peninsula and is heavily congested, especially during tourist season. The proposed project would relieve congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) by diverting local traffic off this facility. It would also alleviate local through traffic utilizing residential streets to avoid the congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway). These local streets include Mountain Drive, Kelly Street, and non-parallel streets (Benning Drive, Beach Drive, and Main Street) that provide connections to the parallel streets and create a route that avoids SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway).

The proposed project is located within the City of Destin's Multimodal Transportation District (MMTD), established in 2006 by a comprehensive plan amendment. In addition to requiring a system for assessing concurrency requirements for new development based on pedestrian-oriented site design and multimodal infrastructure development, the comprehensive plan amendment provided policies for expanding pedestrian and bicycle facilities, enhanced transit coverage and service, and development of an interconnected street network, among others. The intent of improving the interconnectedness of the street network (Policy 2-1.3.16) is to provide an alternative route to SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) for local traffic.

Existing bicycle and pedestrian facilities on the principal roads in the project area include: dedicated bicycle lanes on both sides of Benning Drive and a sidewalk on the east side of the road; sidewalks on both sides of Beach Drive, but no bicycle lanes; a sidewalk on the north side of Azalea Drive except within a block of the intersection of Azalea Drive with Benning Drive where the sidewalk crosses to the south side of the road and no bicycle lanes; and sidewalks on both sides of Legion Drive, but no bicycle lanes. The proposed bicycle and pedestrian facilities associated with the proposed project will complement the local MMTD and further improve the existing network of bicycle lanes and sidewalks located adjacent to the study area.

SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) is the only through route that travels the length of the Choctawhatchee peninsula and, therefore, is critical for the delivery of fire, police, and other emergency services. The congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) is a source of delay in the delivery of these services. The combination of a reduction in congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) and the provision of an alternative route for emergency vehicles would improve delivery of emergency services.

The Destin Cross Town Connector project could alleviate some of the issues identified in the *Regional Freight Network Plan* by alleviating congestion and delay on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) through the diversion of local traffic.
The proposed project will enhance mobility resources.

Cultural

Section 4(f) Potential
Refer to the Historic and Archaeological Sites and Recreation Areas issues for Section 4(f) Potential.

Historic and Archaeological Sites
The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified no historic and archeological resources within the 500-foot buffer distance. A Cultural Resource Assessment (CRA) will be conducted to verify this in Project Development.

The proposed project is anticipated to have no involvement with historic and archaeological sites.
***Section 4(f) Potential**:* Section 4(f) involvement is unknown at this time and will depend on the results of the CRA. There may be involvement if any NRHP-eligible resources are identified.

Recreation Areas
The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified two outdoor recreational areas at the Emerald Coast Business Park and Destin Garden Townhomes within the 500-foot project buffer area. Also, the Office of Greenways and Trails (OGT) Hiking Trail Priority and Multi-Use Trail Opportunity, Great Northwest Coastal Trail Corridor is within the 500-foot buffer distance. This is not an existing trail and the trail is currently not shown on the Florida Greenways and Trails System Plan (2013 – 2017).

Although recreational areas existing in the project area, the proposed project is anticipated to result in no involvement with these recreational areas.

***Section 4(f) Potential**:* It is anticipated that Section 4(f) resources will be avoided, but coordination will occur with the Federal Highway Administration (FHWA) during Project Development if warranted.

Natural

Wetlands
The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any wetlands within the 500-foot buffer distance. A wetland evaluation will be conducted to verify this in Project Development. The proposed project is expected to result in no involvement with wetland resources.

Water Quality and Quantity
Within the 500-foot buffer distance, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified two Verified Impaired Waters; Destin Harbor and Joes Bayou. Principal Aquifers of the State of Florida described as Coastal Lowlands Aquifer System is 58.1 acres (100%). The Recharge Areas of the Floridan Aquifer shows a "Discharge of Less than 1" as 100%. Potential contamination facilities are listed under Contamination. The project will be designed to meet state water quality and quantity requirements, and best management practices will be utilized during construction. The proposed project is expected to result in minimal involvement with water quality and quantity resources.

Floodplains

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any Special Flood Hazard Areas. D-FIRM Flood Hazard Zones identifies Flood Zone X with 58.1 acres (100%) within the 500-foot buffer distance. During Project Development, engineering design features and hydrological drainage structures will be designed such that stormwater transport, flow, and discharge meet or exceed flood control requirements.

The proposed project is expected to have no involvement with floodplain resources.

Wildlife and Habitat

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any documented wildlife occurrences, but the USFWS lists several species in this ecological service area. An endangered species biological assessment will be conducted to verify this in Project Development.

The proposed project is expected to result in no involvement with wildlife and habitat resources.

Coastal and Marine

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any Environmentally Sensitive Shorelines or Coastal Barrier Resource Systems within the 500-foot buffer distance.

The proposed project is anticipated to have no involvement with coastal or marine resources.

Physical

Noise

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis District 3 Generalized Land Use identified residential, vacant residential, institutional, and retail/office as the four major existing land uses within the 500-foot buffer distance. The Northwest Florida Water Management District (NWFWMD) Residential Areas 2010 data shows that residential areas include 20.8 acres (35.73%) of medium density, fixed single family units; 12.6 acres (21.6%) of high density, multiple dwelling units, low rise (three stories or less); and 5 acres (8.66%) of high density, fixed single family units within the 500-foot buffer distance. The EST GIS analysis also identified two social service facilities, First Baptist Church of Destin Child Development Center and Jacob's Ladder Preschool. Also, three group care facilities were identified: Destin United Methodist Children Development, Destin Christian Academy, and First Baptist Child Development.

The proposed project is expected to result in minimal involvement regarding the noise issue and will be analyzed in detail during Project Development.

Air Quality

This portion of Okaloosa County has not been designated as nonattainment or maintenance for ozone, carbon monoxide (CO), particulate matter (PM), or any of the National Ambient Air Quality Standards (NAAQS) in accordance with the Clean Air Act. The proposed project is expected to have minimal impact on air quality.

Contamination

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified one onsite sewage (with the status of closed) and two solid waste facilities (both listed as City of Destin Hurricane Debris Staging Areas) located within the 500-foot buffer distance. A contamination screening evaluation will be conducted to verify this in Project Development. Any source identified will be assessed to determine the need for remediation during construction.

The proposed project is expected to result in minimal involvement with potential sources of contamination.

Infrastructure

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified one Federal Aviation Administration obstruction (tank) and two solid waste facilities (both listed as City of Destin Hurricane Debris Staging Area) within the 500-foot buffer distance.

The proposed project is expected to result in minimal involvement with infrastructure resources.

Navigation

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any features associated with Navigation within the 500-foot buffer distance.

The proposed project is expected to have no involvement with navigation resources.

Special Designations

Special designations include Outstanding Florida Waters (OFW), Aquatic Preserves, Scenic Highways, and Wild and Scenic Rivers.

Outstanding Florida Waters

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any Outstanding Florida Waters within the 500-foot buffer distance. The proposed project is expected to have no involvement with Outstanding Florida Waters resources.

Aquatic Preserves

The EST GIS analysis did not identify any Aquatic Preserves within the 500-foot buffer distance. This proposed project will have no involvement with Aquatic Preserves resources.

Scenic Highways

The EST GIS analysis did not identify any Scenic Highways within the 500-foot buffer distance. The proposed project will have no involvement with any Scenic Highway resources.

Wild and Scenic Rivers

The EST GIS analysis did not identify any Wild and Scenic Rivers within the 500-foot buffer distance. The proposed project will have no involvement with any Wild and Scenic Rivers resources.

APPENDIX B-3

Agency Responses to AN

Florida Department of Environmental Protection	**June 19, 2015**
Florida Department of State	**April 21, 2015**
Northwest Florida Water Management District	**June 19. 2015**
Florida Department of Economic Opportunity	**June 2, 2015**
Florida Fish and Wildlife Commission	**May 18, 2015**
National Marine Fisheries Service	**May 7, 2015**

Florida Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Rick Scott
Governor

Carlos Lopez-Cantera
Lt. Governor

Jonathan P. Steverson
Interim Secretary

June 19, 2015

Ms. Catherine Cash, AICP
PD&E Project Manager
Atkins North America, Inc.
2639 North Monroe Street, Building C
Tallahassee, FL 32303

RE: Florida Department of Transportation – Advance Notification – City of Destin, Destin Cross Town Connector Project – Destin, Okaloosa County, Florida.
SAI # FL201504217258C

Dear Ms. Cash:

The Florida State Clearinghouse has coordinated a review of the subject Advance Notification (AN) under the following authorities: Presidential Executive Order 12372; § 403.061(42), *Florida Statutes*; the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended; and the National Environmental Policy Act, 42 U.S.C. §§ 4321-4347, as amended.

The Florida Fish and Wildlife Conservation Commission (FWC) notes that project is located within the developed section of the City of Destin. Due to the presence of sea turtle nesting beaches nearby, staff recommends the use of sea turtle friendly lighting along the roadway. Specifically, to minimize impacts to nearby marine turtle nesting beaches, all permanent exterior lighting fixtures associated with the roadway should minimize light contribution to urban sky glow that could be visible from the marine turtle nesting beach. Possible solutions include use of full cutoff (well shielded) lower-pressure sodium or LED fixtures that allow no emission of light above the horizontal plane of the fixture. High pressure sodium fixtures may be acceptable if well shielded; however, metal halide lights are not recommended. Additional information on sea turtles and lighting guidelines can be found on the FWC's website: http://www.myfwc.com/wildlifehabitats/managed/sea-turtles/lighting/. Please refer to the enclosed FWC letter for further details.

Staff from the Northwest Florida Water Management District (NWFWMD) has reviewed the proposal and notes that this project will require Environmental Resource Permit (ERP) review by the NWFWMD under Chapter 62-330, *Florida Administrative Code*. It is recommended that an ERP pre-application meeting be scheduled as soon as possible. Please contact the NWFWMD's Crestview Field Office (850) 683-5048 for further assistance. If there are any questions concerning this review, please contact Mr. Paul Thorpe, Chief of the Bureau of Environmental and Resource Planning, at (850) 539-5999 or Paul.Thorpe@nwfwater.com.

FLORIDA DEPARTMENT of STATE

RICK SCOTT
Governor

KEN DETZNER
Secretary of State

Mr. Frank Keel
Atkins North America, Inc.
2639 N. Monroe Street, Building C
Tallahassee, FL 32303-0250

February 17, 2015

Re: DHR Project File No.: 2015-0512 / Received by DHR: January 20, 2015
Cultural Resource Assessment Survey, Destin Cross Town Connector Project, Okaloosa County, Florida

Dear Frank:

Our office received and reviewed the above referenced survey report in accordance with Chapters 267 of the *Florida Statutes*, for possible adverse impact to cultural resources (any prehistoric or historic district, site, building, structure, or object) listed, or eligible for listing, in the National Register of Historic Places (NRHP).

In 2009, ACI conducted a Phase I level cultural resources assessment survey of the subject project. No historic properties were encountered during this assessment. The City of Destin did not submit that report to this office for review. In 2015, Atkins North American, Inc. conducted a historic structures re-evaluation of the project area to determine, if in the intervening time, structures within or adjacent to the project area have reached 50 years of age. None were encountered.

Atkins determined that the proposed project will have no effect on cultural resources listed, or eligible for listing in the NRHP, or otherwise of archaeological, historical, or architectural significance within the survey area. Atkins recommends no further investigation of this project area.

Based on the information provided, our office concurs with these determinations and finds the submitted report complete and sufficient in accordance with Chapter 1A-46, *Florida Administrative Code*. It should be noted, however, that if this project receives any federal transportation funding, further coordination with the Florida Dept. of Transportation and this office may be warranted for Section 106 (federal) compliance. If you have any questions, please contact Alyssa McManus, by email at alyssa.mcmanus@dos.myflorida.com, or by telephone at 850.245.6333 or 800.847.7278.

Sincerely,

Robert F. Bendus, Director
Division of Historical Resources
and State Historic Preservation Officer

Xc: Joy Swanson, FDOT District Three, Chipley

APPENDIX C

Other Agency Correspondence

SEMINOLE TRIBE OF FLORIDA
TRIBAL HISTORIC PRESERVATION OFFICE
AH-TAH-THI-KI MUSEUM

TRIBAL HISTORIC
PRESERVATION OFFICE

SEMINOLE TRIBE OF FLORIDA
AH-TAH-THI-KI MUSEUM

30290 JOSIE BILLIE HWY
PMB 1004
CLEWISTON, FL 33440

PHONE: (863) 983-6549
FAX: (863) 902-1117

SEMINOLE TRIBE OF FLORIDA
AH-TAH-THI-KI
MUSEUM

TRIBAL OFFICERS

CHAIRMAN
JAMES E. BILLIE

VICE CHAIRMAN
MITCHELL CYPRESS

SECRETARY
LAVONNE KIPPENBERGER

TREASURER
PETER HAHN

October 30, 2015

Ms. Jessica Golema, PE
Engineer II, Transportation Design
Atkins North America, Inc.
1141 Jackson Avenue
Chipley, Florida 32428
Phone: (850) 260-3212
Email: Jessica.golema@atkinsglobal.com

Subject: Destin Cross Town Connector, Okaloosa County, Florida
THPO#: 0028540

Dear Ms. Golema:

Thank you for contacting the Seminole Tribe of Florida's Tribal Historic Preservation Office (STOF-THPO) regarding the proposed Destin Cross Town Connector project in Okaloosa County, Florida. This letter is to acknowledge that the STOF-THPO has reviewed the report technical report *Cultural Resource Assessment Technical Memorandum: Azalea Drive Extension from Azalea Drive to Legion Drive, City of Destin, Okaloosa County, Florida* and has no objection to your finding of "no historic properties affected" at this time. However, the STOF-THPO would like to be informed in the event that any archaeological, historical, or burial resources are inadvertently discovered during execution of the undertaking. Thank you and we look forward to working with you in the future.

Respectfully,

Andrew J. Weidman, MA, RPA
STOF-THPO, Compliance Review Section
30290 Josie Billie Hwy, PMB 1004
Clewiston, FL 33440
Office: 863-983-6549 x12216
Email: andrewweidman@semtribe.com

APPENDIX D

Public Workshop

D-1 Public Workshop Newspaper Announcement

D-2 Florida Administrative Weekly Announcement

D-3 Elected/Appointed Officials Letter

D-4 Property Owner/Interested Party Letter

D-5 Public Workshop Handout

D-6 Public Workshop Sign-In Sheet

D-7 Public Workshop Exhibits

D-8 Public Workshop Comments

APPENDIX D-1

Public Workshop Newspaper Announcement

The Destin Log

PUBLISHED WEDNESDAY AND SATURDAY
35008 Emerald Coast Piwy, Ste. 501
P.O. Box 339 • Destin, FL 32541
Destin, Okaloosa County, Florida
USPS #067750

State of Florida
County of Okaloosa

Before the undersigned personally appeared REANNA CAIRNS,

who on oath says that (s)he is the DIGITAL & MARKETING MANAGER

of The Destin Log, a newspaper published twice a week at Destin, in Okaloosa

County, Florida and that the attached copy of advertisement, being a Legal Notice

in the matter of Legal **50904**

was published in said newspaper in the issue(s) of:

9th Day of September 2015

_____ Day of _____ 20

_____ Day of _____ 20

_____ Day of _____ 20

Affiant further says that the said The Destin Log is a newspaper published at Destin, in said Okaloosa County, Florida, and that the said newspaper has heretofore been continually published in said Okaloosa County, Florida, for a period of one year preceding the first publication of the attached copy of advertisement, and affiant further says that (s) he has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in said newspaper.

Reanna Cairns

Sworn to and subscribed before me this 10th day of September, A.D. 2015

S. E. Whittaker

Notary Public, State of Florida At Large

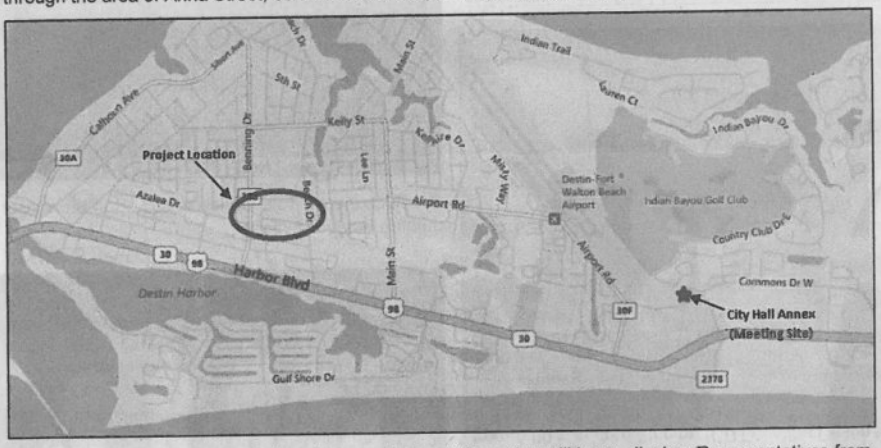
S. E. WHITTAKER
Commission # FF 173593
Expires November 2, 2018
Bonded Thru Troy Fain Insurance 800-385-7019

DESTIN CROSS TOWN CONNECTOR FROM BEACH DRIVE TO BENNING DRIVE

PUBLIC NOTICE

The City of Destin invites you to attend a public workshop concerning the Destin Cross Town Connector from Beach Drive to Benning Drive. The Beach Drive to Benning Drive project will provide a direct connection to the east-west corridor intended to provide an alternate route to US Highway 98 for local traffic. The meeting will be held Tuesday, September 15, 2015 from 5:00 p.m. to 6:30 p.m. (CDT), at the Destin City Council Chambers in the City Hall Annex, 4100 Indian Bayou Trail, Destin, FL 32541.

The proposed transportation improvement would provide approximately 0.4 miles of new four-lane roadway within Destin, Florida. The proposed improvements would begin on Azalea Drive just west of Benning Drive and extend eastward just past the intersection of Legion Drive with Beach Drive. The project traverses through the area of Anna Street, Sandalwood Court, and Sandalwood Drive.



There will be no formal presentation. Maps and other information will be on display. Representatives from the City and project engineers and planners will be available to explain proposed improvements and answer questions. Local elected and appointed officials have been invited and may be in attendance at this workshop.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodation under the Americans with Disabilities Act, or persons who require translation services (free of charge) should contact Gregory S. Allen, P.E., at (850) 478-9844 at least seven days prior to the meeting.

If you have any questions regarding the proposed project or this meeting, please contact Public Services Director/City Engineer David O. Campbell P.E. at 850-837-4242, ext. 3185, or via email at dcampbell@cityofdestin.com.

Leg. 50904

APPENDIX D-2

Florida Administrative Weekly Announcement

DEPARTMENT OF HEALTH

Office of Statewide Research

The Florida Department of Health announces a public meeting to which all persons are invited.

DATE AND TIME: September 21, 2015, 2:00 p.m. – 4:00 p.m.

PLACE: Conference call number: 1(888)670-3525, conference code: 2922384719, followed by the # key

GENERAL SUBJECT MATTER TO BE CONSIDERED: Alzheimer's Disease Research Grant Advisory Board meeting pertaining to the Ed and Ethel Moore Alzheimer's Disease Research Program.

A copy of the agenda may be obtained by contacting: Public Health Research Unit, Division of Community Health Promotion, (850)245-4585.

For more information, you may contact: Public Health Research Unit, Division of Community Health Promotion, (850)245-4585.

DEPARTMENT OF CHILDREN AND FAMILIES

Family Safety and Preservation Program

The Department of Children and Families announces a public meeting to which all persons are invited.

DATE AND TIME: September 22, 2015, 9:30 a.m. – 12:00 Noon

PLACE: (1) In person: The Salvation Army Worship Center, 1110 W. Sligh Avenue, Tampa, FL 33604

(2) By conference call: 1(888)670-3525, participant code: 9590495753#

GENERAL SUBJECT MATTER TO BE CONSIDERED: This is a meeting of the Services and Resources Committee of the Statewide Human Trafficking Council.

A copy of the agenda may be obtained by contacting: Kimberly Grabert at Kimberly.Grabert@myflfamilies.com.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 5 days before the workshop/meeting by contacting: Kimberly Grabert at Kimberly.Grabert@myflfamilies.com. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

ENTERPRISE FLORIDA, INC.

The Enterprise Florida, Inc. and the Florida Defense Support Task Force announces a public meeting to which all persons are invited.

DATE AND TIME: Thursday, September 17, 2015, 9:00 a.m. – 2:00 p.m., ET

PLACE: DoubleTree by Hilton St. Augustine, 116 San Marco Avenue, St. Augustine, Florida 32084

GENERAL SUBJECT MATTER TO BE CONSIDERED: This meeting will discuss proposed actions that will assist in preserving, protecting and enhancing Florida's military installations and missions.

A copy of the agenda may be obtained by contacting: Marcy Sanders, (850)878-4566, msanders@enterpriseflorida.com.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 1 day before the workshop/meeting by contacting: Marcy Sanders, (850)878-4566, msanders@enterpriseflorida.com. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

For more information, you may contact: Bruce Grant, (850)878-0826, bgrant@enterpriseflorida.com.

ATKINS - PENSACOLA

The City of Destin announces a workshop to which all persons are invited.

DATE AND TIME: Tuesday, September 15, 2015, 5:00 p.m. – 6:30 p.m. (CDT)

PLACE: Destin City Council Chambers in the City Hall Annex, 4100 Indian Bayou Trail, Destin, FL 32541

GENERAL SUBJECT MATTER TO BE CONSIDERED: The Destin Cross Town Connector from Beach Drive to Benning Drive. The Beach Drive to Benning Drive project will provide a direct connection to the east-west corridor intended to provide an alternate route to US Highway 98 for local traffic.

There will be no formal presentation. Maps and other information will be on display. Representatives from the City and project engineers and planners will be available to explain proposed improvements and answer questions. Local elected and appointed officials have been invited and may be in attendance at this workshop.

A copy of the agenda may be obtained by contacting: Gregory S. Allen, PE at gregory.allen@atkinsglobal.com or phone: (850)478-9844.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 7 days before the workshop/meeting by contacting: Gregory S. Allen, PE at gregory.allen@atkinsglobal.com or phone: (850)478-9844. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

For more information, you may contact: Destin Public Services Director/City Engineer David O. Campbell P.E. at (850)837-4242, ext. 3185 or via email: dcampbell@cityofdestin.com.

COMMONGROUND/MGS (FDOT – DISTRICT SIX)

The Florida Department of Transportation (FDOT) District Six announces a public meeting to which all persons are invited.

DATE AND TIME: Tuesday, September 15, 2015, 6:00 p.m. – 8:00 p.m.; a formal presentation will begin at 6:30 p.m.

PLACE: Miami Dade College, Wolfson Campus, Room 7128, 300 N.E Second Avenue, Miami, Florida 33132

GENERAL SUBJECT MATTER TO BE CONSIDERED: The purpose of the meeting is to discuss the upcoming I-395 Reconstruction Project. This project involves the rebuilding of the Interstate 395 (I-395) corridor from its terminus at the west of the I-95/Midtown Interchange (I-95/State Road 836/I-395) to its corridor terminus at the West Channel Bridges of US 41/MacArthur Causeway, approximately 1.4 miles. I-395 is an Interstate Principal Arterial and major east-west connector serving Miami Beach and the ports.

A copy of the agenda may be obtained by contacting: Raul Quintela, P.E., Project Manager, Florida Department of Transportation District Six, 1000 NW 111 Avenue, Miami, Florida 33172, (305)470-5117, raul.quintela@dot.state.fl.us.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 7 days before the workshop/meeting by contacting: Ms. Eman Gomaa, P.E., at (305)470-5219; in writing at 1000 NW 111 Avenue, Room 6111-A, Miami, FL 33172 or by email: eman.gomaa@dot.state.fl.us. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

For more information, you may contact: Raul Quintela, P.E., Project Manager, Florida Department of Transportation District Six, 1000 NW 111 Avenue, Miami, Florida 33172, (305)470-5117, raul.quintela@dot.state.fl.us.

THE VALERIN GROUP, INC.

The Florida Department of Transportation (FDOT) announces a hearing to which all persons are invited.

DATE AND TIME: Thursday, September 17, 2015, 5:00 p.m. – 7:00 p.m.

PLACE: The Days Inn – Airport Florida Mall, 9301 S. Orange Blossom Trail, Orlando, Florida 32837

GENERAL SUBJECT MATTER TO BE CONSIDERED: A public hearing is being held for the Access Management design project for US 441 from south of Taft Vineland Road to south of the Beachline Expressway (State Road 528) in Orange County. The hearing is being conducted to give interested persons an opportunity to express their views concerning the location, conceptual design, and social and economic, and environmental effects of the proposed improvements.

This project is being designed to reduce congestion, enhance safety, and achieve an acceptable level of service while minimizing potential impacts. The change in access management will be implemented with the use of raised medians to improve safety. Other improvements proposed as part of this project are updating sidewalk connections and crossings to conform to the Americans with Disabilities Act (ADA), as well as improved pavement markings.

The hearing will be held on Thursday, September 17, 2015, at the Days Inn, 9301 S. Orange Blossom Trail, Orlando, Florida 32837. The hearing will begin as an open house at 5:00 p.m. with a formal presentation at 6:00 p.m., after which participants may provide their verbal comments to all present. The hearing ends at 7:00 p.m. Staff will be available to discuss the project and answer questions. Notices are being sent to all property owners located within at least 300 feet on either side of the project corridor, and to other public officials, organizations, and individuals interested in the project.

Participants may also provide verbal comments directly to a court reporter before and after the formal presentation. Written comments can be submitted at the hearing, be sent by mail to Leonel Cortes, P.E., FDOT Project Manager, 719 South Woodland Boulevard, Deland, Florida 32720 or by email: Leonel.Cortes@dot.state.fl.us. All written comments will become part of the project's public record. Written comments must be postmarked no later than September 28, 2015. All comments, written and oral, will become part of the project's public record.

APPENDIX D-3

Elected/Appointed Officials Letters

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504
Telephone: +1.850.478.9844
Fax: +1.850.478.0620
www.atkinsglobal.com/northamerica

August 21, 2015

The Honorable (FName, LName)
(Add 1)
(Add 2)
(City, State, Zip)

RE: Public Workshop for Destin Cross-town Connector from Beach Drive to Benning Drive

Dear (Title LName):

The City of Destin invites you to attend a public workshop concerning the Destin Cross Town Connector from Beach Drive to Benning Drive. The Beach Drive to Benning Drive project will provide a direct connection to the east-west corridor intended to provide an alternate route to US Highway 98 for local traffic. The meeting will be held Tuesday, September 15, 2015 from 5:00 p.m. to 6:30 p.m. (CDT), at the Destin City Council Chambers in the City Hall Annex, 4100 Indian Bayou Trail, Destin, FL 32541.

The proposed transportation improvement would provide approximately 0.4 miles of new fourlane roadway within Destin, Florida. The proposed improvements would begin on Azalea Drive just west of Benning Drive and extend eastward just past the intersection of Legion Drive with Beach Drive. The project traverses through the area of Anna Street, Sandalwood Court, and Sandalwood Drive.

Maps and other information will be on display. There will be no formal presentation.
Representatives from the City and project engineers and planners will be available to explain proposed improvements and answer questions.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodation under the Americans with Disabilities Act, or persons who require translation services (free of charge) should contact me at my direct line (850) 466-4113 at least seven days prior to the meeting.

If you have any questions regarding the proposed project or this meeting, please contact Public Services Director/City Engineer David O. Campbell P.E. at 850-837-4242, ext. 3185, or via email at dcampbell@cityofdestin.com.

Sincerely,

Gregory S. Allen, P.E.
Associate Vice President/Project Director

APPENDIX D-4

Property Owner/Interested Party Notification Letter

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504
Telephone: +1.850.478.9844
Fax: +1.850.478.0620
www.atkinsglobal.com/northamerica

August 24, 2015

RE: Public Workshop for Destin Cross-town Connector from Beach Drive to Benning Drive

Dear Interested Party:

The City of Destin invites you to attend a public workshop concerning the Destin Cross Town Connector from Beach Drive to Benning Drive. The Beach Drive to Benning Drive project will provide a direct connection to the east-west corridor intended to provide an alternate route to US Highway 98 for local traffic. The meeting will be held Tuesday, September 15, 2015 from 5:00 p.m. to 6:30 p.m. (CDT), at the Destin City Council Chambers in the City Hall Annex, 4100 Indian Bayou Trail, Destin, FL 32541.

The proposed transportation improvement would provide approximately 0.4 miles of new fourlane roadway within Destin, Florida. The proposed improvements would begin on Azalea Drive just west of Benning Drive and extend eastward just past the intersection of Legion Drive with Beach Drive. The project traverses through the area of Anna Street, Sandalwood Court, and Sandalwood Drive.

Maps and other information will be on display. There will be no formal presentation.
Representatives from the City and project engineers and planners will be available to explain proposed improvements and answer questions.

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If you have any questions regarding the proposed project or this meeting, please contact Public Services Director/City Engineer David O. Campbell P.E. at 850-837-4242, ext. 3185, or via email at dcampbell@cityofdestin.com.

Sincerely,

Gregory S. Allen, P.E.
Associate Vice President/Project Director

ADLER MIKEL A
205 BENNING DR #3
DESTIN, FL 32541

ALLINDER JOE A JR TRUSTEE
612 N OVERBROOK DR
FT WALTON BCH, FL 325473528

ANDERSON A G SR TRUSTEE
3715 NAVAJO TRACE
DOTHAN, AL 363050000

ARNOLD SHIRLEY WINDHAM
241 EAST WAYNE RD
DOTHAN, AL 36301

BARKER CRAIG H & CALLIE A
726 BEACH DR
DESTIN, FL 32541

BEACH COMMUNITY BANK
17 SOUTHEAST EGLIN PKWY
FT WALTON BEACH, FL 32548

BEACH COMMUNITY BANK
17 SOUTHEAST EGLIN PKWY
FT WALTON BEACH, FL 32548

BEACH COMMUNITY BANK
17 SOUTHEAST EGLIN PKWY
FT WALTON BEACH, FL 32548

BENEFICIAL FLORIDA INC
636 REGENCY BLVD
BRANDON, FL 335100000

BONASERA TODD S
1505 E PONDEROSA RD
FT WALTON BCH, FL 32547

BREWSTER JOSEPH S JR
PO BOX 284
FT WALTON BCH, FL 325491653

BURKE GAIL
PO BOX 1146
DESTIN, FL 325400000

CALDWELL JOHN W
626 SANDALWOOD DR
DESTIN, FL 325412435

CITY OF DESTIN
4200 INDIAN BAYOU TRAIL
DESTIN, FL 325414305

DALTON CAROLYN D
661 SANDALWOOD DR
DESTIN, FL 325401567

DEARMON ALICE F TRUST
523 SEAHILLS DR
DESTIN, FL 325412322

DEARMON ALICE F TRUST
523 SEA HILLS DR
DESTIN, FL 32541

DEWBERRY DAVID & VERA
517 AZALEA DR
DESTIN, FL 325412307

DICEBURG LLC
9 BAYSHORE DR
SHALIMAR, FL 32579

DIXON DANA L & VALINDA J
PO BOX 1322
SANTA ROSA BCH, FL 324590000

DORMINY LAND COMPANY LLC
1 PAHOKEE LANE
DESTIN, FL 32541

EDGE RAYMOND A
608 SANDALWOOD DR
DESTIN, FL 325412435

FINN SCOTT S & SHARON R
219 BEACH DR
DESTIN, FL 325412446

FIRST BAPTIST CHURCH OF DESTIN FLORIDA,I
201 BEACH DR
DESTIN, FL 32541

FIRST BAPTIST CHURCH OF DESTIN FLORIDA,I
201 BEACH DR
DESTIN, FL 32541

FRED H LOWE FAMILY PARTNERS
7816 MAUI CIRCLE
DIAMONDHEAD, MS 39525

FUDGE SARAH L TRUST
19165 E 39TH ST
DENVER, CO 80249

GALLUP JAMES E JR
307 SEAGULL LANE
DESTIN, FL 32541

GLOVASKI WILSON T & IVANI T
(ADDRESS UNKNOWN)
,

GUIDINETTI ERICK S
(ADDRESS UNKNOWN)
,

HANSEN CHRISTOPHER A
3751 S 20TH ST
LEAVENWORTH, KS 66048

HARTMANN AMY R
220 ANN CIR #7
DESTIN, FL 32541

HENDERSON LYNWOOD JR & SHELBY
59 INITIAL LN
SANTA ROSA BCH, FL 324590000

HOLMES HIRVENIA ALICE
710 LEGION DR P-2
DESTIN, FL 325410000

HUENERBERG SCOTT R (HEIRS OF)
(ADDRESS UNKNOWN)
,

HUNTER PAUL ANTHONY & DEBORAH
5 CAHABA CT
DESTIN, FL 32541

I & D INVESTMENTS LLC
1150 AIRPORT RD #172
DESTIN, FL 32541

JACOBSON HILTRUD H TRUST
75 HEWETT POINT RD
SANTA ROSA BCH, FL 32459

JADDIP ENTERPRISES LLC
320 HARBOR BLVD, UNIT 401
DESTIN, FL 32541

JENNER KATHERIN
704 ELISE LN
DESTIN, FL 32541

JENNER KATHERINE A
704 ELISE LN
DESTIN, FL 32541

JOHNSON MARK D & C WHALEN
9207 CAPTIVA CR
ST PETE BEACH, FL 33706

JONES WALTER S & MARY L TRUST
4057 LAUREN CT
DESTIN, FL 32541

JULIANO JASPER C & JOHN F
(ADDRESS UNKNOWN)
,

KLEINE ERIC A
(ADDRESS UNKNOWN)
,

KLING JANICE
122 INDIGO LOOP
MIRAMAR BEACH, FL 32550

KRISHE JOANNE (HEIRS OF)
(ADDRESS UNKNOWN)
,

LEBLANC GREGORY M
604 SANDALWOOD DR
DESTIN, FL 32541

LIANOS EDUARDO JR & STEPHANIE
(ADDRESS UNKNOWN)
,

LUNA GASPAR E & NORMA N
645 SANDALWOOD DR
DESTIN, FL 32541

MACHADO NELTON SR & PATRICIA
422 LEE LN
DESTIN, FL 325411915

MALLETTE VIRGINIA L
815 KELLAIRE CT
DESTIN, FL 32541

MATHES DOUGLAS & KATHERYN
206 SNAPPER #12
DESTIN, FL 325410000

MATTHEWS ELAINE
PO BOX 1005
DESTIN, FL 325400000

MCKINNEY ANTHONY
1574 VENICE AVE
FT WALTON BCH, FL 32547

MCKINNEY ANTHONY
1574 VENICE AVE
FT WALTON BEACH, FL 32547

MIMS MALCOLM C & DANA C
45 PINE RIDGE TRACE
DESTIN, FL 32541

MOORE BRENDA
306 BEACH DR
DESTIN, FL 325410000

NELSON NELS P
(ADDRESS UNKNOWN)
,

NETRO JOSUE & CYNTHIA
(ADDRESS UNKNOWN)
,

NGUYEN NGA BICH
1821 MUSTANG ST
NAVARRE, FL 32566

NGUYEN THANG & TAMMY
4918 KINGSWAY
HOUSTON, TX 770690000

NGUYEN THANG & TAMMY
4918 KINGS WAY
HOUSTON, TX 770690000

O'BANNON PEGGY S
344 L'ATRIUM
DESTIN, FL 325410000

O'BRIAN GEORGE
614 SANDALWOOD DR
DESTIN, FL 325412435

ORTLIP PATRICIA GERRETS
216 CLAYMORE DR
LAFAYETTE, LA 705033834

PATE JAMES D
716 KELLY ST
DESTIN, FL 32541

R & S BEACH HOLDINGS LLC
PO BOX 5731
DESTIN, FL 32541

ROBERT & BARBARA BAGBY TRUSTS
470 CAPTAINS CIRCLE
DESTIN, FL 32541

STOCKWELL AMANDA C
(ADDRESS UNKNOWN)
,

STOCKWELL AMANDA C
(ADDRESS UNKNOWN)
,

STOCKWELL AMANDA C
(ADDRESS UNKNOWN)
,

SUGARS CHRISTINA R
302 BEACH DR
DESTIN, FL 325410000

SWILLEY STEVEN & CHRISTINE E
622 LEGION COURT
DESTIN, FL 325410000

TRUST 207C BEACH DR DESTIN FL C/O NATHAN
2553 GRAND POPLAR ST
OCOEE, FL 347610000

US BANK NATIONAL ASSOCIATION
4801 FREDERICA ST
OWENSBORO, KY 42301

VANZO AMY
(ADDRESS UNKNOWN)
,

WALTER GUIDO TRUST
615 OVERBROOK DR
FT WALTON BCH, FL 32547

WALTER GUIDO TRUST
615 OVERBROOK DR
FT WALTON BCH, FL 32547

WALTER GUIDO TRUST
615 OVERBROOK DR
FT WALTON BCH, FL 32547

WALTER GUIDO TRUST
615 OVERBROOK DR
FT WALTON BCH, FL 32547

WALTER GUIDO TRUST
615 OVERBROOK DR
FT WALTON BCH, FL 32547

WALTER GUIDO TRUST
615 OVERBROOK DR
FT WALTON BCH, FL 32547

WALTER GUIDO TRUST
615 OVERBROOK DR
FT WALTON BCH, FL 32547

WALTER GUIDO TRUST
615 OVERBROOK DR
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615 OVERBROOK DR
FT WALTON BCH, FL 32547

WALTER GUIDO TRUST
615 OVERBROOK DR
FT WALTON BCH, FL 32547

WALTER GUIDO TRUST
615 OVERBROOK DR
FT WALTON BCH, FL 32547

WALTER GUIDO TRUST
615 OVERBROOK DR
FT WALTON BCH, FL 32547

WOOD DOLORES M
617 SANDAL WOOD DR
DESTIN, FL 32541

BINGHAM JANELL TRUST C/O
BARTLEY H BINGH
1021 FOREST BROOK DR
BIRMINGHAM, AL 35226

2299 HERITAGE CIR
NAVARRE, FL 32566
DUTROW CHARLES III

1715 WESTMINISTER PLACE
NICHOLS HILLS, OK 73120

BOLTZ GEORGE & EVANGELIA
JAILLETTE RUNGRUANG
610 SHREWSBURY RD
FT WALTON BCH, FL 325690000

WATTS MICHAEL W & RHONDA
155 MISTY COVE #103
MIRAMAR BEACH, FL 32550

KOENIG ROBERT M
710 LEGION DR O-3
DESTIN, FL 325412528 SCANLAN
KORNELIA
710 LEGION DR UNIT 01
DESTIN, FL 32541

APPENDIX D-5

Public Workshop Meeting Handout

Public Participation and Design Development

Atkins depends on public participation in developing our transportation plans and designs. Our public participation model includes:

- Public Workshops
- Solicitation of Comments
- Preparation of Concept Plan
- Final Design
- Public Hearing/Presentation to City Officials and Members of the Public

The City of Destin adheres to the Americans with Disabilities Act and will make reasonable modifications for access to City services, programs and activities.

The City of Destin complies with various non-discrimination laws and regulations, including Title VI of the Civil Rights Act of 1964. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express concerns about Title VI may do so by contacting :

David O. Campbell P.E.
Public Services Director/City Engineer
4200 Indian Bayou Trail
Destin, Florida 32541
850-837-4242, ext. 3185
dcampbell@cityofdestin.com

OR

Gregory S. Allen, P.E.
Atkins Project Manager
2114 Airport Blvd., Suite 1450
Pensacola, Florida 32504
PH: 850-478-9844
gregory.allen@atkinsglobal.com

DESTIN CROSS TOWN CONNECTOR

Beach Drive to Benning Drive

Public Workshop

Destin City Hall Annex

Tuesday, September 15, 2015

5:00 p.m.

Welcome

Welcome and thank you for participating in this public workshop for the Destin Cross Town Connector. The purpose of this public meeting is to give the general public an opportunity to express their views and comments concerning the proposed project. Project representatives from the City of Destin and Atkins are on hand to discuss the project and answer questions. Any persons who wish to submit written comments and other exhibits in place of or in addition to an oral discussion with project representatives may submit comments to Atkins, who will report all comments to the City. Please submit comments by mail, telephone, fax, or e-mail by September 25, 2015.

Please address comments to:

Gregory S. Allen, P. E.
Atkins
2114 Airport Blvd., Suite 1450,
Pensacola, FL 32504
Phone (850) 478-9844
Email gregory.allen@atkinsglobal.com

After today's meeting, Atkins will meet with the Public Service Director/City Engineer to review the comments from the public meeting. Revisions will be made based on public comments and discussions with the City of Destin.

Project Description

The focus of this project is the Beach Drive to Benning Drive phase of the Destin Cross Town Connector, which will provide a direct connection to the east-west corridor intended to provide an alternate route to US Highway 98 for local traffic. The proposed transportation improvement would provide approximately 0.4 miles of new four-lane roadway within the City. The proposed improvements would begin on Azalea Drive just west of Benning Drive and extend eastward just past the intersection of Legion Drive with Beach Drive. The project traverses through the area of Anna Street, Sandalwood Court, and Sandalwood Drive.

Project Location

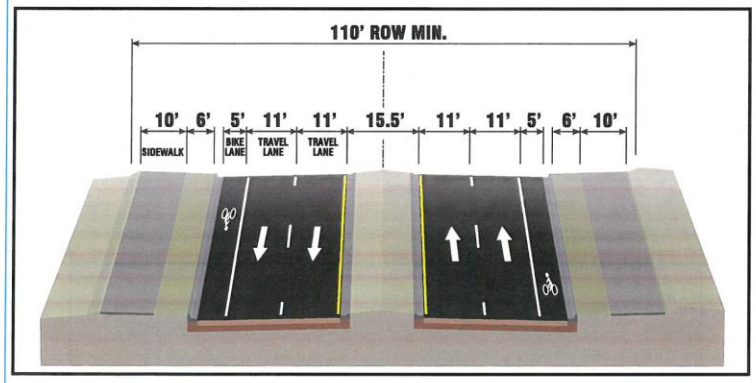
PD&E Study

A PD&E study is conducted to develop transportation improvement alternatives based on project needs. Each alternative is evaluated to determine the social, economic, and environmental impacts that alternative may have to the project corridor. The "no-build" alternative examines the possibility of leaving the corridor as-is, simply allowing for routine maintenance, and is considered a viable alternative throughout the course of the study. The PD&E process, authorized by the National Environmental Policy Act of 1969, is a combined effort to analyze project-related information in order to develop the best alternative to meet transportation needs with minimal impact to the community and to the natural environment.

Project Schedule

Task	Completion Date
Draft Environmental Impact Report Submittal to FDOT	December 2, 2015
Public Hearing	March 17, 2016
Final Preliminary Engineering Report Submittal	May 26, 2016
Final Environmental Impact Report Submittal	June 1, 2016
Finalize Interim Design	August 1, 2016

Final Design Typical Section



Four-lane divided roadway typical section.

Final Design Alternatives

APPENDIX D-6

Public Workshop Sign-In Sheets

DESTIN CROSS TOWN CONNECTOR
Beach Drive to Benning Drive
Public Workshop
Destin City Hall Annex
Tuesday, September 15, 2015
5:00 p.m.

Public Meeting Sign-in Sheet
PLEASE PRINT CLEARLY

#	NAME	ADDRESS	PHONE	E-MAIL
1	Greg LeBlanc	604 Sandalwood Dr	2258925493	frenchie13@yahoo.com
2	Dino Russell	624 Mimosa Ave	850 200 3083	dino@nixpest.com
3	Doug Rainer	City of Destin		
4	Tre / DAll	307 CAndina Ln	850-217-315	etoremembon@gmail.com
5	Dawn Pack	"	"	"
6	DREW GALLOWAY	205 BENNING DR. UNIT 5	850-420-9516	DREWGALLOWAY@GMAIL
7	CAREE SULAK	205 BENNING DR. UNIT 5	850 533 0642	careesulak@gmail.com
8	Scott Anderson	539 AZALEA Dr # G	259-4411	marinemechanix4@hotmail
9	Suzanne Anderson	539 Azalea Dr #G	246-0073	sanderssonainnerspace.com
10	THOMAS TATE	716 Kelly ST	259-2788	
11	Jeffrey Fyock	539 Unit G Azalea Drive	200-3346	nwf850@yahoo.com
12	Joanna Dawson	617 Mountain Dr	5303187285	judawson@aol.com
13	Michael Dawson	" "	"	"
14	Craig Faust	900 Gulf Shore Dr. #1004	850-217-940	craig@destinpropane
15	Lockwood Wernet	218 Main St.	850-8897614	lwernet@fwinternet.com

DESTIN CROSS TOWN CONNECTOR
Beach Drive to Benning Drive
Public Workshop
Destin City Hall Annex
Tuesday, September 15, 2015
5:00 p.m.

Public Meeting Sign-in Sheet
PLEASE PRINT CLEARLY

#	NAME	ADDRESS	PHONE	E-MAIL
1	Jim Wood		(850)269-0196	JWood@ci.destin.com
2	Renee Wood		(850) 269-0196	reneewood@embarqmail.com
3	Bev Henry		8508652443	beverlyhenry@cox.net
4	Keith Howard		850-585-9661	KeithHoward@cityofdestin.com
5	Steve Schmidt		(850) 837-4242	sschmidt@cityofdestin.com
6	Claude Perry		850-865 1063	x x x
7	Mary Beth Washnock		(850) 332-7976	marybeth.washnock@wrpc.org
8	Myra Williams		974-1028	myra@howardgrp.com
9	Emily Boswell		974-1599	emilyboswell164@yahoo
10	John King		585-4537	JohnKingRE@AOL
11	Hank Woolland		337-3121	hwoolland@ci.fwb.fl.us.com
12	Denise Ingram		499-9346	dingram@cox.net
13	Carolyn Dalton		837-8551	dalton777@cox.net
14	Mark Nacol		225 235 6060	Dawl115@aol.com
15	Lisa Snuggs		850-830-2331	LISASNUGGS@COX.Net

DESTIN CROSS TOWN CONNECTOR
Beach Drive to Benning Drive
Public Workshop
Destin City Hall Annex
Tuesday, September 15, 2015
5:00 p.m.

Public Meeting Sign-in Sheet
PLEASE PRINT CLEARLY

#	NAME	ADDRESS	PHONE	E-MAIL
1	JOANNE ANDERSEN	601 SANDALWOOD Dr	621-7087	
2	Cindy Putman	601 Sandalwood	217-5101	cputman@cox.net
3	Tona Newland	4033 Indian Trail	654-2955	rustic19@cox.net
4	Claude Newland	" " "		Same
5	Chip & Darla O'Brian	614 Sandalwood Dr	837-0370	
6	BRYANT PAULK	FDOT - Milton	9812754	bryant.paulk@dot.state.fl.us
7	Jill Lavender	West Florida Regional Planning Council	332-7976	jill.lavender@wfrpc.org
8	KEN GALLANDER	86 COUNTRY CLUB DR W	803. 3621	gallander710 ms.com
9	Kimberley Nergler	3598 waverly Circle	4097319685	Kmegler@gmail.com
10	Roger Cox	4371 Stonebridge Rd.	650-7099	
11				
12				
13				
14				
15				

DESTIN CROSS TOWN CONNECTOR
Beach Drive to Benning Drive
Public Workshop
Destin City Hall Annex
Tuesday, September 15, 2015
5:00 p.m.

Public Meeting Sign-in Sheet
PLEASE PRINT CLEARLY

#	NAME	ADDRESS	PHONE	E-MAIL
1	JEFF & LAURIE FREEMAN	4000 DANCING CLOUD CT. #17	850-461-2419	LAURIEANDJEFF FREEMAN@ GMAIL
2	Carolyn			
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				

APPENDIX D-7

Public Workshop Exhibits

Destin Crosstown Connector

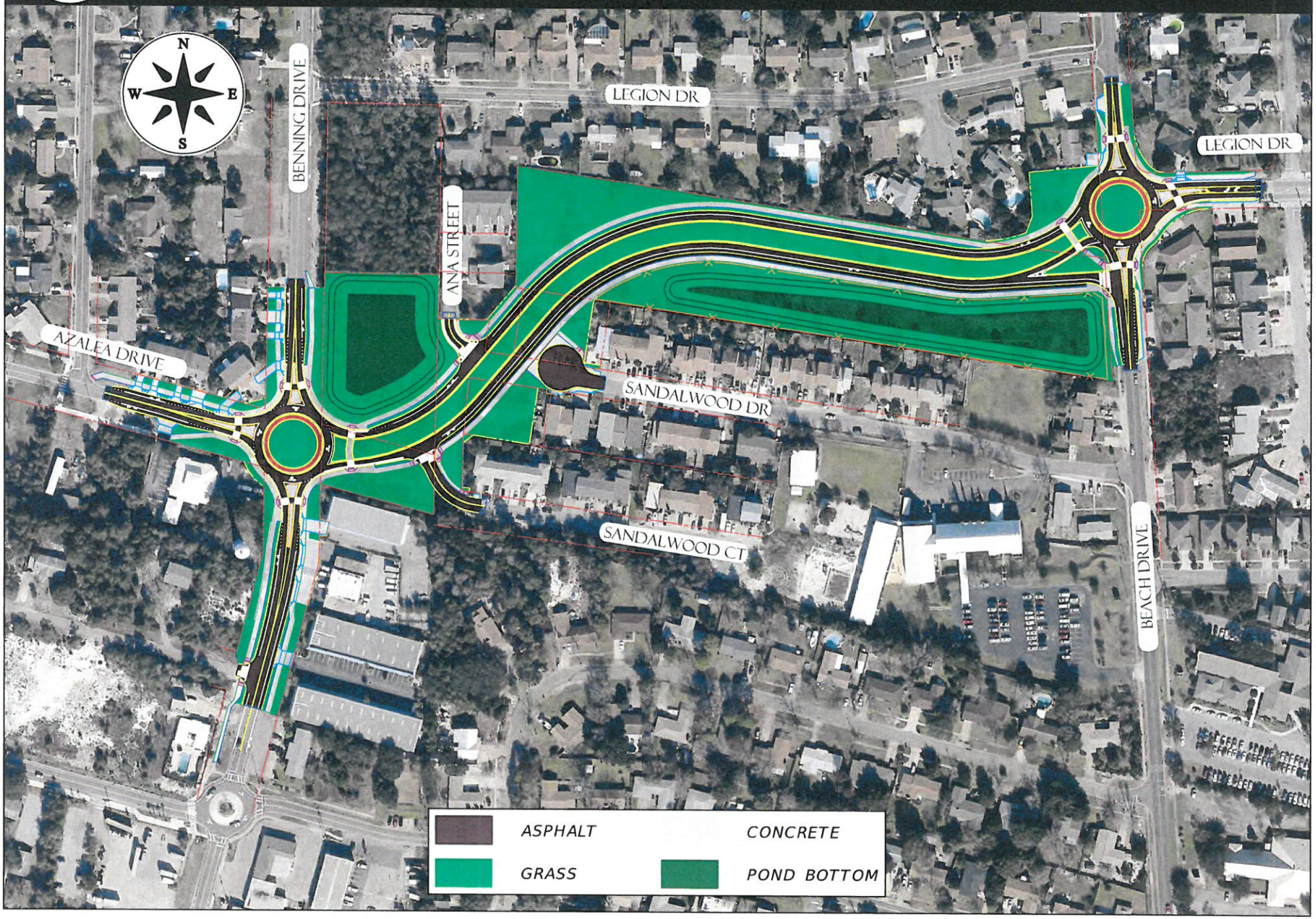
City of Destin, Florida

Destin Crosstown Connector - Alternative 1-C

City of Destin, Florida

Destin Crosstown Connector

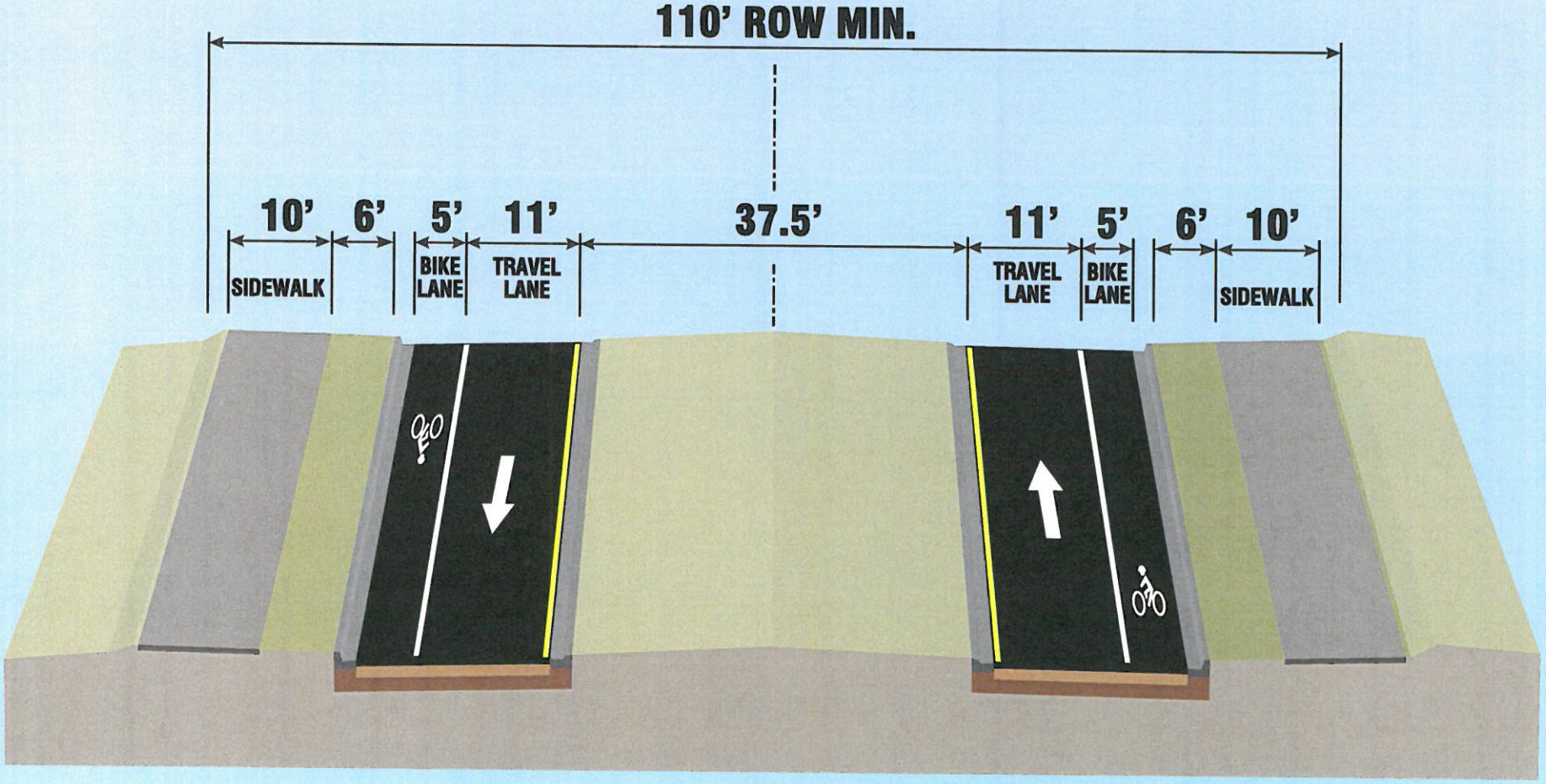
City of Destin, Florida



DESTIN CROSS TOWN CONNECTOR

ATKINS

Interim Urban Typical Section



APPENDIX D-8

Public Meetings Written and Verbal Comments and Responses

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Workshop
September 15, 2015
Comment Sheet

PLEASE PRINT CLEARLY

Name: Troy Pack Date: 9/15/15

Address: 301 Cardinal Ln

Are you a resident of the Sandalwood neighborhood? Yes ☐ No ☒

Which is your preferred alternative? Alternative: 1 ☐ 2 ☒
Option: A ☐ B ☐ C ☒

E-mail Address: ctoremember@gmail.com

Phone Number: 850-217-3155

Comments:

We would like to know more about the timeline for expanding Legion from Beach to Main St.

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE
OR
FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE, AND MAIL NO LATER THAN SEPTEMBER 25, 2015.

ATKINS

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504

Telephone: +1.850.478.9844
Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

November 30, 2015

Mr. Troy Pack
301 Cardinal Lane
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Mr. Pack:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments and preference for Alternative 2 Option C have been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project.

The time table for completion of the PD&E phase includes a public hearing in the winter of 2016 and submittal of final documents by summer of 2016. The project will then enter the final design phase, which is expected to take about 6 months. At this time funds for right-of-way acquisition and construction have not been identified; therefore, the timetable for completion of those phases is unknown. Specifically, you requested information regarding Legion Drive between Main Street and Beach Drive. Unfortunately, the section of Legion Drive between Main Street and Beach Drive is not within project limits of this project. It is safe to estimate that the segment of Legion Drive between Main Street and Beach Drive will have a similar study conducted prior to any right-of-way purchases or construction. We would suggest that you stay in contact with the City of Destin staff regarding future projects on the segment o froadway you are interested in.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Workshop
September 15, 2015
Comment Sheet

PLEASE PRINT CLEARLY

Name: Dawn Pack Date: 9-15-15

Address: 301 Cardinal Lane
Destin, FL 32541

Are you a resident of the Sandalwood neighborhood? Yes ☐ No ☒

Which is your preferred alternative? Alternative: 1 ☐ 2 ☒
Option: A ☐ B ☐ C ☐

E-mail Address: 5willpack5@gmail.com

Phone Number: 850.650.6952

Comments:

When Legion Dr., between Main & Beach, goes 4 lane, which side of the road will you take? We've heard that the single family homes on the north side will go. It makes more sense to take the south side - more rentals & free space.

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE
OR
FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE, AND MAIL NO LATER THAN SEPTEMBER 25, 2015.

ATKINS

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504
Telephone: +1.850.478.9844
Fax: +1.850.478.0620
www.atkinsglobal.com/northamerica

November 30, 2015

Ms. Dawn Pack
301 Cardinal Lane
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Ms. Pack:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comment expressing a preference for widening the south side of Legion Drive between Beach Drive and Main Street and preference for Alternative 2 have been forwarded to the City of Destin Public Services Director/City Engineer, and is now a permanent component of the public involvement element for this project.

The time table for completion of the PD&E phase includes a public hearing in the winter of 2016 and submittal of final documents by summer of 2016. The project will then enter the final design phase, which is expected to take about 6 months. At this time funds for right-of-way acquisition and construction have not been identified; therefore, the timetable for completion of those phases is unknown. Specifically, you requested information regarding Legion Drive between Main Street and Beach Drive. Unfortunately, the section of Legion Drive between Main Street and Beach Drive is not within project limits of this project. It is safe to estimate that the segment of Legion Drive between Main Street and Beach Drive will have a similar study conducted prior to any right-of-way purchases or construction. The determination of which side of the roadway right-of-way would be purchased on would occur during the future study. Public involvement activiites that allow for additional public feedback would be conducted during the future study. We would suggest that you stay in contact with the City of Destin staff regarding future projects on the segment o froadway you are interested in.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Workshop
September 15, 2015
Comment Sheet

PLEASE PRINT CLEARLY

Name: JEFF FREEMAN Date: 9-15-2015

Address: 4000 DANCING CLOUD CT. #17
DESTIN

Are you a resident of the Sandalwood neighborhood? Yes ☐ No ☒

Which is your preferred alternative? Alternative: 1 ☐ 2 ☒
Option: A ☐ B ☐ C ☒

E-mail Address:

Phone Number:

Comments:

ROUND-A-BOUTS SEEM TO BE VERY EFFECTIVE FOR CONTROL OF TRAFFIC FLOW.

OPTION C ALLOWS ACCESS FOR SERVICE VEHICLES ON S. PORTION OF SANDALWOOD AND LIMITS TRAFFIC ON NORTH PORTION W/ CONSIDERATION FOR CHURCH & SCHOOL AT INTERSECTION W/ BEACH DR.

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE
OR
FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE, AND MAIL NO LATER THAN SEPTEMBER 25, 2015.

ATKINS

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504

Telephone: +1.850.478.9844
Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

November 30, 2015

Mr. Jeff Freeman
4000 Dancing Cloud Court, #17
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Mr. Freeman:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments and preference for Alternative 2 Option C have been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Workshop
September 15, 2015
Comment Sheet

PLEASE PRINT CLEARLY

Name: Renee Lodd Date: Sept. 15, 2015

Address: _____

_____

Are you a resident of the Sandalwood neighborhood? Yes ☐ No ☒

Which is your preferred alternative? Alternative: 1 ☒ 2 ☐
Option: A ☒ B ☐ C ☐

E-mail Address: _____

Phone Number: _____

Comments: Well thought out alternatives. Understand putting round abouts first makes sure all land is available. Well done!

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE
OR
FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE, AND MAIL NO LATER THAN SEPTEMBER 25, 2015.

ATKINS

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504

Telephone: +1.850.478.9844
Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

November 30, 2015

Ms. Renee Wood
3790 Misty Way
Destin, Florida 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Ms. Wood:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments and preference for Alternative 1 Option A have been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Workshop
September 15, 2015
Comment Sheet

PLEASE PRINT CLEARLY

Name: Carolyn Dalton Date: 8-15-15

Address: 661 Sandalwood and 669 Sandalwood

Are you a resident of the Sandalwood neighborhood? Yes ☑ No ☐

Which is your preferred alternative? Alternative: 1 ☐ 2 ☑
Option: A ☐ B ☐ C ☑

E-mail Address: dalton777@cox.net

Phone Number: 850-837-8551

Comments:

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE
OR
FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE, AND MAIL NO LATER THAN SEPTEMBER 25, 2015.

ATKINS

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504

Telephone: +1.850.478.9844
Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

November 30, 2015

Ms. Carolyn Dalton
661 Sandalwood
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Ms. Dalton:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments and preference for Alternative 2 Option C have been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Workshop
September 15, 2015
Comment Sheet

PLEASE PRINT CLEARLY

Name: CLAUDE NEWLAND Date: 9/15/15

Address: 4033 INDIAN TRAIL
DESTIN, FL 32541

Are you a resident of the Sandalwood neighborhood? Yes ☐ No ☒ (OWN A RENTAL HOUSE AT 625 SEAVIEW DR. (NEAR SANDALWOOD))

Which is your preferred alternative? Alternative: 1 ☐ 2 ☒ Option: A ☐ B ☐ C ☒

E-mail Address: rustic19@cox.net

Phone Number: 850-654-2955 (H) 850-582-1074 (C)

Comments: (1) ROUNDABOUTS IN DESTIN SEEM TO WORK VERY WELL. THEY MOVE TRAFFIC FASTER THAN RED LIGHT INTERSECTIONS & MOST DESTIN RESIDENTS ARE NOW PRETTY MUCH USED TO ROUNDABOUTS! SINCE "ALTERNATIVE 2" (WITH ROUNDABOUTS) WILL BE USED PRIMARILY BY DESTIN RESIDENT, I THINK WE SHOULD USE ROUNDABOUTS.

(2) I PREFER OPTION C OVER OPTION B BECAUSE THERE WILL ONLY BE ONE INTERSECTION (NOT TWO) ON THE CONNECTOR ROAD. OPTION C (WITH CUL-DE-SAC) WILL ENABLE SANDALWOOD DR RESIDENTS TO EXIT THEIR NEIGHBORHOOD IN THE SAME MANNER THEY ARE CURRENTLY ACCUSTOMED TO. A CUL-DE-SAC WILL PREVENT (OPTION C) [redacted] UNWANTED TRAFFIC FROM COMING OFF THE CONNECTOR ROAD & DRIVING THRU THE SANDALWOOD SUB-DIVISION.

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE

OR

FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE, AND MAIL NO LATER THAN SEPTEMBER 25, 2015.

"OPTION A" IS TOO EXPENSIVE!

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November 30, 2015

Mr. Claude Newland
4033 Indian Trail
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Mr. Newland:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments and preference for Alternative 2 Option C have been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Workshop
September 15, 2015
Comment Sheet

PLEASE PRINT CLEARLY

Name: Craig Faust Date: 9/15/15

Address: 900 Gulf Shore Dr #1094 Destin FL 32541

Are you a resident of the Sandalwood neighborhood? Yes ☐ No ☒

Which is your preferred alternative? Alternative: 1 ☐ 2 ☒
Option: A ☐ B ☐ C ☒

E-mail Address: Craig@destinappraiser.com

Phone Number: 850-217-9600

Comments:

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE
OR
FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE, AND MAIL NO LATER THAN SEPTEMBER 25, 2015.

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www.atkinsglobal.com/northamerica

November 30, 2015

Mr. Craig Faust
600 Gulf Shore Drive #1094
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Mr. Faust:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments and preference for Alternative 2 Option C have been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Workshop
September 15, 2015
Comment Sheet

PLEASE PRINT CLEARLY

Name: Keith Howard Date: 9.15.15

Address: 741 Bayou Drive
Destin, FL 32541

Are you a resident of the Sandalwood neighborhood? Yes ☐ No ☒

Which is your preferred alternative? Alternative: 1 ☐ 2 ☑
Option: A ☐ B ☐ C ☒

E-mail Address: keith@howardgrp.com

Phone Number: 850 - 585 9661

Comments: LOVE ROUNDBOUT

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE
OR
FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE, AND MAIL NO LATER THAN SEPTEMBER 25, 2015.

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November 30, 2015

Mr. Keith Howard
741 Bayou Drive
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Mr. Howard:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments and preference for Alternative 2 Option C have been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Workshop
September 15, 2015
Comment Sheet

PLEASE PRINT CLEARLY

Name: Myra F. Williams Date: 9.15.15

Address: 521 Second Ave.
Destin, FL 32541

Are you a resident of the Sandalwood neighborhood? Yes ☐ No ☑

Which is your preferred alternative? Alternative: 1 ☐ 2 ☑
Option: A ☐ B ☐ C ☑

E-mail Address: myra@howardgrp.com

Phone Number: 850-974-1028

Comments:

- Thankful to see this plan move forward.
- It will improve overall quality of transportation.
- good long term plan for expansion.
- As an active biker/jogger I appreciate the bike path.
- I am a huge fan of roundabouts. If they keep traffic flowing as designed the learning curve for citizens will dissipate and it would be normal everyday habit.

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE
OR
FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE, AND MAIL NO LATER THAN SEPTEMBER 25, 2015.

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November 30, 2015

Ms. Myra Williams
521 Second Avenue
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Ms. Williams:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments and preference for Alternative 2 Option C have been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Workshop
September 15, 2015
Comment Sheet

PLEASE PRINT CLEARLY

Name: CHIP O'BRIAN Date: 9-17-15

Address: 614 SANDALWOOD DR & 605 SANDALWOOD DR DESTIN FL 32541

Are you a resident of the Sandalwood neighborhood? Yes ☒ No ☐

Which is your preferred alternative? Alternative: 1 ~~☒~~ 2 ☒ (i/p) Alterative 2
Option: A ☐ B ☐ C ☒

E-mail Address: CHIP@CHIPSERVICES.COM

Phone Number: 850-699-1900

Comments: FIRST LET ME SAY I THINK THIS IS A COMPLETE WASTE OF TAXPAYERS MONEY, THIS A BAND-AID OR A BULLET WOUND. IF THIS IS GOING TO HAPPEN AS A SANDALWOOD HOME OWNER & RES. OPTION "C" IS THE ONLY OPTION, BASE ON "B" WOULD MAKE SANDALWOOD A RACETRACK FOR DRIVES TO CUT THROUGH. "A" IS A JOKE YOU WOULD NEED TO BUY ANOTHE TOWNHOUSE BUILDING!

WHAT REALLY IS THE BIG JOKE IS COMING OFF A FOUR LANE AT AIR PORT RD TO TWO LANE ON LEGION. "BOTTLE NECK"!! THIS NEEDS A PUBLIC VOTE, ~~[illegible]~~

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE

OR

FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE, AND MAIL NO LATER THAN SEPTEMBER 25, 2015.

AND MUCH MORE STUDY THAT NEEDS TO BE PUBLIC. APPEARS YOU ARE PITCHING AS END LANE AND ITS NOT

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Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

November 30, 2015

Mr. Chip O'Brian
614 Sandalwood Drive
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Mr. O'Brian:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments about the project wasting taxpayer money and being insufficient to solve traffic congestion issues along with your preference for Alternative 2 Option C have been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project. This project represents a component of a much larger roadway system since funding is not available to fund improvements to the entire Destin Cross Town Connector corridor.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

DESTIN CROSS TOWN CONNECTOR
BEACH DRIVE TO BENNING DRIVE
PUBLIC WORKSHOP

Destin City Hall Annex

Tuesday, September 15, 2015

5:00 p.m.

GREGORY S. ALLEN, P.E.
Atkins Project Manager
2114 Airport Boulevard
Pensacola, Florida 32504
850.478.9844
gregory.allen@atkinsglobal.com

HITCHCOCK & ASSOCIATES, INC.
Registered Professional Reporters

111 South Baylen Street
P.O. Box 13253
Pensacola, Florida 32591-3253

Phone (850) 434-6447
434-6773

CHIP O'BRIAN
614 SANDALWOOD DRIVE
DESTIN, FLORIDA

I live on Sandalwood Drive, so this directly affects me and my family. I own two properties on Sandalwood; I've lived there for thirty years. I have one property that's affected directly by them taking out a set of the townhouses. I own one over there, and I live directly across the street from the other set.

From my understanding, they're talking about only two-laning this project down Legion Drive, doing the cut-through and then going into Azalea Drive and only running two lanes at the present until later funding or traffic flow dictates four lanes.

The most ridiculous thing I've ever heard in my life. You cannot dump four lanes off of Airport Road into two lanes and it be any kind of a bypass. It's a complete waste of the taxpayers' money in Destin.

If you fund a project once and then fund it twice, does it not cost you double the money to fund it? Absolutely.

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November 30, 2015

Mr. Chip O'Brian
614 Sandalwood Drive
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Mr. O'Brian:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments about the project wasting taxpayer money and being insufficient to solve traffic congestion issues along with your preference for Alternative 2 Option C have been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project. This project represents a component of a much larger roadway system since funding is not available to fund improvements to the entire Destin Cross Town Connector corridor.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

DARLA O'BRIAN
614 SANDALWOOD DRIVE
DESTIN, FLORIDA

I pick Alternative 2 and Option C as my preference.

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November 30, 2015

Ms. Darla O'Brian
614 Sandalwood Drive
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Ms. O'Brian:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments and preference for Alternative 2 Option C have been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

JAMES PATE
716 KELLY STREET
DESTIN, FLORIDA

I own the property at 622 Sandalwood Drive, and I'm in favor of Option C, the one with the roundabout and it being a dead end street -- Sandalwood Drive being a dead end, not a through street. Roundabouts are fine. Roundabouts for the new road are going to be great, better than stoplights.

Thank you very much.

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November 30, 2015

Mr. James Pate
716 Kelly Street
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Mr. Pate:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments and preference for Alternative 2 Option C have been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

EMILY BOSWELL
716 KELLY STREET
DESTIN, FLORIDA

Exactly what he said. I want Alternative 2, Option C.

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November 30, 2015

Ms. Emily Boswell
716 Kelly Street
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Ms. Boswell:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments and preference for Alternative 2 Option C have been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

TONA NEWLAND
4033 INDIAN TRAIL
DESTIN, FLORIDA

Tell the project manager that I do like the roundabouts. I would like for them to start with the roundabouts in the -- and I guess it would make sense to start with the two-lane road, and then in time, expand to the four lane, as supply and demand, and, then, I like that roundabout, too. They're far enough away from each other.

And so, you know, that's it, I guess. I mean, right now, they -- I don't know that much about it, so, anyway -- and I like the wide sidewalks. It really bothers me to think of children next to the road, you know, so that would be good for the kids. Of course, that's probably going to be more commercial over there.

Okay. So that's what I have to say. I want a traffic light at Marler and 98, and the reason is because at Marler, there's a city parking lot, and you cannot get into the city parking lot from

Highway 98. You need a light with a left-hand turn. You cannot come out and make a left-hand turn on 98 because they need that light for a turn lane, and because if people were on 98, then they could get into the city parking lot, but most people don't know you have to go down Mountain Drive in order to get to the parking lot. And then when people turn in -- and if they could have a parking garage, that would solve a lot of problems.

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November 30, 2015

Ms. Tona Newland
4033 Indian Trail
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Ms. Newland:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments approving of roundabouts, the initial two laning of the roadway and installation of wider sidewalks are now a permanent component of the public involvement element for the project. Additionally, the request to install a traffic signal at Marler and US 98 has been sent to the City of Destin Public Services Director/City Engineer but the intersection if outside of the limits of the currently funded project.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

MARK NACOL
830 NORTH LAKESIDE DRIVE
DESTIN, FLORIDA

This is great. I hope it all works out for us locals. Just keep the taxes down, will you?

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November 30, 2015

Mr. Mark Nacol
830 North Lakeside Drive
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Mr. Nacol:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments regarding keeping taxes down and supporting the project have been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

LISA SNUGGS
539 AZALEA DRIVE
DESTIN, FLORIDA

I'm concerned that if a roundabout goes at Legion and Beach, that the schoolchildren will have trouble crossing the road. There's a school to the north and to the south, and I think there should be a light there.

That's it.

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Fax: +1.850.478.0620

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November 30, 2015

Ms. Lisa Snuggs
539 Azalea Drive
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Ms. Snuggs:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comment expressing a preference for a signalized intersection at Legion Drive and Beach Drive because of schoolchildren crossing at that location has been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

APPENDIX E

Public Hearing

E-1 Public Hearing Newspaper Announcement

E-2 Florida Administrative Weekly Announcement

E-3 Elected/Appointed Officials Letter

E-4 Property Owner/Interested Party Letter

E-5 Public Hearing Handout

E-6 Public Hearing Sign-In Sheet

E-7 Public Hearing Exhibits

E-8 Public Hearing Comments and Responses

E-9 Public Hearing Record

APPENDIX E-1

Public Hearing Newspaper Announcement

The Destin Log

1225 Airport Road
P.O. Box 339 • Destin, FL 32541
Published Wednesday and Saturday
Destin, Okaloosa County, Florida

STATE OF FLORIDA
COUNTY OF BAY

Before the undersigned authority personally appeared Angella Clagg, who on oath says that she is a Legal Advertising Representative of The Destin Log, a newspaper published at Destin in Okaloosa County, Florida; that the attached copy of advertisement, being a Legal Advertisement **#6017777** in the matter of **PUBLIC NOTICE - Atkins** in the Okaloosa County Court, was published in said newspaper in the issue of **October 8, 12, 2016**.

Affiant further says that the said The Destin Log is a newspaper published at Destin, in said Okaloosa County, Florida, and that the said newspaper has heretofore been continuously published in said Okaloosa County, Florida, each Wednesday and Saturday and has been entered as periodicals matter at the post office in Destin, in said Okaloosa County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement, and affiant further says that (s)he has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in said newspaper.

Angella Clagg

State of Florida
County of Bay
Sworn to and subscribed before me this **12th** day of **October**, A.D., **2016**.
By Angella Clagg, Legal Advertising Representative of The Destin Log, who is personally known to me or has produced N/A as identification.

Elizabeth J. Kirkland
Notary Public, State of Florida at Large

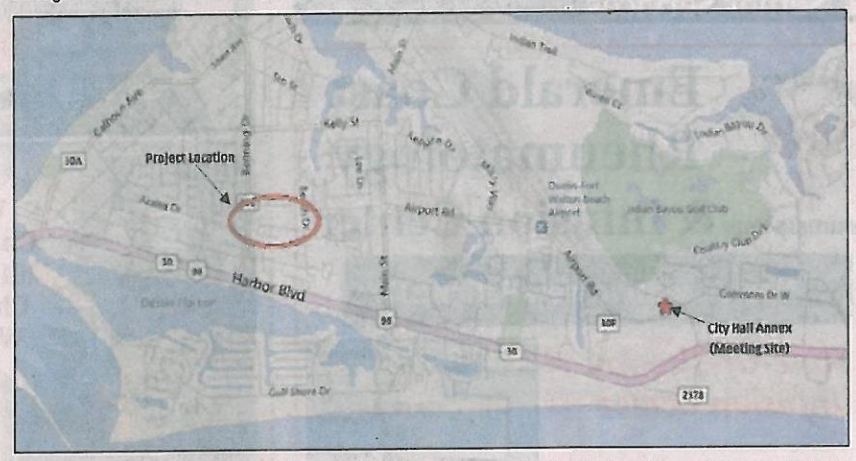
ELIZABETH J. KIRKLAND
Notary Public - State of Florida
My Comm. Expires Jun 16, 2017
Commission # EE 883144
Bonded Through National Notary Assn.

DESTIN CROSS TOWN CONNECTOR FROM BEACH DRIVE TO BENNING DRIVE

PUBLIC NOTICE

The City of Destin invites you to attend a public hearing concerning the Destin Cross Town Connector from Beach Drive to Benning Drive. The Beach Drive to Benning Drive project will provide a direct connection to the east-west corridor intended to provide an alternate route to US Highway 98 for local traffic. The meeting will be held Tuesday, October 18, 2016 from 5:30 p.m. to 6:30 p.m. (CDT), at the Destin City Council Chambers in the City Hall Annex, 4100 Indian Bayou Trail, Destin, FL 32541.

The proposed transportation improvement would provide approximately 0.4 miles of new four-lane roadway within Destin, Florida. The proposed improvements would begin on Azalea Drive just west of Benning Drive and extend eastward just past the intersection of Legion Drive with Beach Drive. The project traverses through the area of Anna Street, Sandalwood Court, and Sandalwood Drive.



There will be a formal presentation at 6:00 p.m. Maps and other information will be on display. Representatives from the City and project engineers and planners will be available to explain proposed improvements and answer questions. Local elected and appointed officials have been invited and may be in attendance at this workshop. Project development and environment documents are available for your review at the Destin City Hall, 4200 Indian Bayou Trail, Destin, FL 32541.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodation under the Americans with Disabilities Act, or persons who require translation services (free of charge) should contact Gregory S. Allen, P.E., at (850) 478-9844 at least seven days prior to the meeting.

If you have any questions regarding the proposed project or this meeting, please contact Public Services Director/City Engineer David O. Campbell P.E. at 850-837-4242, ext. 3185, or via email at dcampbell@cityofdestin.com.

6017777

APPENDIX E-2

Florida Administrative Weekly Announcement

ATKINS - PENSACOLA

The City of Destin announces a hearing to which all persons are invited.

DATE AND TIME: Tuesday, October 18, 2016, 5:30 p.m. – 6:30 p.m. (CT); formal presentation at 6:00 p.m.

PLACE: Destin City Council Chambers in the City Hall Annex, 4100 Indian Bayou Trail, Destin, FL 32541

GENERAL SUBJECT MATTER TO BE CONSIDERED: The Destin Cross Town Connector from Beach Drive to Benning Drive. The Beach Drive to Benning Drive project will provide a direct connection to the east-west corridor intended to provide an alternate route to US Highway 98 for local traffic.

A copy of the agenda may be obtained by contacting: Gregory S. Allen, PE at gregory.allen@atkinsglobal.com or (850)478-9844. Project development and environment documents are available for review at the Destin City Hall, 4200 Indian Bayou Trail, Destin, FL 32541.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 7 days before the workshop/meeting by contacting: Gregory S. Allen, PE at gregory.allen@atkinsglobal.com or (850)478-9844. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

For more information, you may contact: Destin Public Services Director/City Engineer David O. Campbell, P.E., (850)837-4242, ext. 3185, dcampbell@cityofdestin.com.

~~TranSystems~~

The Florida Department of Transportation District 3 announces a workshop to which all persons are invited.

DATE AND TIME: Wednesday, November 2, 2016, 8:30 a.m., CT

PLACE: Florida Department of Transportation, District 3 Design Conference Room, 1074 US-90, Chipley, FL 32428

GENERAL SUBJECT MATTER TO BE CONSIDERED: FDOT is soliciting applications for Federal Transit Administration's Sections 5310, 5311 and 5339 operating and capital grant programs. This workshop is being held to discuss the following for interested applicants:

- Updates on new federal laws affecting surface transportation programs
- Application eligibility requirements
- Review of the process once a grant is awarded
- The Department's vehicle procurement process
- Disadvantaged Business Enterprise (DBE) information
- Collision investigation information

Companies or groups that provide mobility transit which includes private, for-profit, non-profit, local governments and taxi companies are eligible to apply. Agency grant writers, administrators, and transportation managers are encouraged to attend the workshop.

A copy of the agenda may be obtained by contacting: Zach Balassone - znbalassone@transystems.com.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 7 days before the workshop/meeting by contacting: FDOT Project Manager Kathy Rudd, 1(888)638-0250, extension 1549, Kathy.Rudd@dot.state.fl.us. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

Section VII
Notice of Petitions and Dispositions Regarding Declaratory Statements

DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

Division of Florida Condominiums, Timeshares and Mobile Homes

NOTICE IS HEREBY GIVEN that the Division of Florida Condominiums, Timeshares, and Mobile Homes, Department of Business and Professional Regulation, State of Florida, has declined to rule on the petition for declaratory statement filed by Eva Marie Raleigh and other Unit Owners, In Re: Newth Gardens Association, Inc., Docket No. 2016040815, on August 29, 2016. The following is a summary of the agency's declination of the petition:

The Division declined to issue a Declaratory Statement because it is unable to issue a statement when there is no present controversy, question, or doubt; or when no specific statutory provision, agency rule, or agency order is specified; or without competent substantial evidence. The order was filed with the Agency Clerk on October 5, 2016.

A copy of the Order Declining of the Petition for Declaratory Statement may be obtained by contacting: Danielle Walker, Administrative Assistant II, at Department of Business and Professional Regulation, Division of Florida Condominiums, Timeshares, and Mobile Homes, 2601 Blair Stone Road, Tallahassee, Florida 32399-1030; (850)717-1539; Danielle.Walker@myfloridalicense.com.

APPENDIX E-3

Elected/Appointed Officials Letter

Elected

ATKINS

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504

Telephone: +1.850.478.9844
Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

September 22, 2016

The Honorable (FName, LName)
(Position)
(Agency)
(Add 1)
(Add 2)
City, State, Zip

RE: Public Hearing for Destin Cross-town Connector from Beach Drive to Benning Drive

Dear (Title, LName):

The City of Destin invites you or a member of your staff to attend a public hearing concerning the Destin Cross Town Connector from Beach Drive to Benning Drive. The Beach Drive to Benning Drive project is the last connecting leg for the Connector, an east-west corridor intended to help relieve traffic congestion on US Highway 98. The meeting will be held Tuesday, October 18, 2016 from 5:30 p.m. to 6:30 p.m. (CDT), at the Destin City Council Chambers in the City Hall Annex, 4100 Indian Bayou Trail, Destin, FL 32541.

The proposed transportation improvement would provide approximately 0.4 mile of new four-lane roadway within Destin, Florida. The proposed improvements would begin on Azalea Drive just west of Benning Drive and extend eastward just past the intersection of Legion Drive with Beach Drive. The project traverses through the area of Anna Street, Sandalwood Court, and Sandalwood Drive.

Maps and other information will be on display. There will be a formal presentation at 6:00 p.m. Representatives from the City and project engineers and planners will be available to explain proposed improvements and answer questions. Project development and environment documents are available for your review at the Destin City Hall, 4200 Indian Bayou Trail, Destin, FL 32541.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodation under the Americans with Disabilities Act, or persons who require translation services (free of charge) should contact me at my direct line (850) 466-4113 at least seven days prior to the meeting.

If you have any questions regarding the proposed project or this meeting, please contact Public Services Director/City Engineer David O. Campbell P.E. at 850-837-4242, ext. 3185, or via email at dcampbell@cityofdestin.com.

Sincerely,

Gregory S. Allen, P.E.
Associate Vice President/Project Director

First Name	Last Name	Letter Salutation	Agency	ADDR1	ADDR2	CITY	STATE	Postal Code
Bill	Nelson	Senator	United States Senate	US Courthouse Annex	111 N. Adams Street	Tallahassee	FL	32301
Marco	Rubio	Senator	United States Senate	1 N Palafox Street		Pensacola	FL	32502
Jeff	Miller	Congressman	United States House of Representatives	4300 Bayou Blvd.	Suite 13	Pensacola	FL	32503
Rick	Scott	Governor	Governor of Florida	400 S. Monroe St.		Tallahassee	FL	32399
Don	Gaetz	Senator	Florida State Senator, District 4	404 South Monroe Street		Tallahassee	FL	32399
Wayne	Harris	Commissioner, District 1	Okaloosa County	302 N. Wilson St., Ste. 302		Crestview	FL	32536
Carolyn	Ketchel	Commissioner, District 2	Okaloosa County	302 N. Wilson St., Ste. 302		Crestview	FL	32536
Nathan	Boyles	Commissioner, District 3	Okaloosa County	302 N. Wilson St., Ste. 302		Crestview	FL	32536
Trey	Goodwin	Commissioner, District 4	Okaloosa County	302 N. Wilson St., Ste. 302		Crestview	FL	32536
Kelly	Windes	Commissioner, District 5	Okaloosa County	302 N. Wilson St., Ste. 302		Crestview	FL	32536
John	Hofstad	County Administrator	Okaloosa County	1804 Lews Turner Blvd.,Ste.400		Ft. Walton Beach	FL	32547
JD	Peacock	Clerk of the Court	Okaloosa County	101 E. James Lee Blvd.		Crestview	FL	32536
Pete	Smith	Property Appraiser	Okaloosa County	73 Eglin Pkwy. NE, Ste. 202		Ft. Walton Beach	FL	32548
Larry	Ashley	Sheriff	Okaloosa County	50 2nd Street		Shalimar	FL	32579
Ben	Anderson	Tax Collector	Okaloosa County	4012 Commons Dr. W, Ste.122		Destin	FL	32541
Paul	Lux	Supervisor of Elections	Okaloosa County	302 Wilson St., North, Ste. 102		Crestview	FL	32536
Mary Beth	Jackson	Superintendent of Schools	Okaloosa County	120 Lowery Place		Ft. Walton Beach	FL	32548
Scott	Fischer	Mayor	City of Destin	4200 Indian Bayou Trail		Destin	FL	32541
Rodney	Braden	Councilman	City of Destin	4200 Indian Bayou Trail		Destin	FL	32541
Tuffy	Dixon	Councilman	City of Destin	4200 Indian Bayou Trail		Destin	FL	32541
Jim	Foreman	Councilman	City of Destin	4200 Indian Bayou Trail		Destin	FL	32541
Cyron	Marler	Councilman	City of Destin	4200 Indian Bayou Trail		Destin	FL	32541
Prebble	Ramswell	Councilwoman	City of Destin	4200 Indian Bayou Trail		Destin	FL	32541
Parker	Destin	Councilman	City of Destin	4200 Indian Bayou Trail		Destin	FL	32541
Chatham	Morgan	Councilman	City of Destin	4200 Indian Bayou Trail		Destin	FL	32541

Appointed

ATKINS

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504

Telephone: +1.850.478.9844
Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

September 22, 2016

(Salutation FName LName)
(Position)
(Agency)
(Add1)
(Add 2)
(City, State, Zip)

RE: Public Hearing for Destin Cross-town Connector from Beach Drive to Benning Drive

Dear (Salutation LName):

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If you have any questions regarding the proposed project or this meeting, please contact Public Services Director/City Engineer David O. Campbell P.E. at 850-837-4242, ext. 3185, or via email at dcampbell@cityofdestin.com.

Sincerely,

Gregory S. Allen, P.E.
Associate Vice President/Project Director

Agency	Address Salutation	Position	Agency 2	Letter Salutation	First Name	Last Name	Last Name Greeting	ADDR1	ADDR2	CITY	STATE	Postal Code
Federal Highway Administration	Mr.	Division Administrator	Federal Highway Administration	Mr.	James	Christian	Christian	3500 Financial Plaza	Suite 400	Tallahassee	FL	32312
Federal Railroad Administration		Regional Administrator	Federal Railroad Administration	Sir or Madam:				61 Forsythe Street SW, Suite 16T20		Atlanta	GA	30303
Federal Transit Administration	Ms.	Regional Administrator	Federal Transit Administration	Ms.	Yvette	Taylor	Taylor	230 Peachtree, NW	Suite 800	Atlanta	GA	30303
Federal Emergency Management Agency	Ms.	Region IV Administrator	Federal Emergency Management Agency	Ms.	Gracia	Szczech	Szczech	3003 Chamblee Tucker Road		Atlanta	GA	30341
Federal Aviation Administration	Mr.	Region 4 Administrator	Federal Aviation Administration	Mr.	Dennis	Roberts	Roberts	P.O. Box 20636		Atlanta	GA	30320
U.S. Environmental Protection Agency - Region IV	Mrs.	Regional Administrator	U.S. Environmental Protection Agency	Mrs.	Heather McTeer	Toney	Toney	61 Forsyth Street, SW		Atlanta	GA	30303
U.S. Army Corps of Engineers	Mr.	Division Chief	U.S. Army Corps of Engineers	Mr.	Donnie	Kinard	Kinard	P.O. Box 4970		Jacksonville	FL	32232
U.S. Army Corps of Engineers	Mr.	Section Chief	U.S. Army Corps of Engineers	Mr.	Cliff	Payne	Payne	41 North Jefferson Street	Suite 301	Pensacola	FL	32502
U.S. Department of Interior - US Fish and Wildlife Service	Ms.	Regional Director	US Fish and Wildlife Service	Ms.	Cynthia	Dohner	Dohner	1875 Century Blvd. NE., Suite 400		Atlanta	GA	30345
US Department of Health and Human Services	Dr.	Regional Director	Region 4	Dr.	Pamela	Roshell	Roshell	61 Forsyth Street	RM 5B95	Atlanta	GA	30303
U.S. Environmental Protection Agency - Region 4	Ms.	Regional Administrator	U.S. Environmental Protection Agency	Ms.	Gwendolyn Keyes	Fleming	Fleming	Atlanta Federal Center, 61 Forsyth Street, SW		Atlanta	GA	30303
US Department of Interior	Ms.	Deputy Region Director	Eastern Regional Office	Ms.	Johnna	Blackhair	Blackhair	545 Marriott Drive	Suite 700	Nashville	TN	37214
US Department of Interior	Mr.	Regional Director, Southeast Region	US Geological Survey	Ms.	Marge	Davenport	Davenport	1770 Corporate Drive	Suite 500	Norcross	GA	30093
US Department of Interior	Mr.	Southeastern District Manager	Bureau of Land Management, Eastern States Office	Ms.	Karen	Mountsen	Mountsen	411 Briarwood Drive	Ste. 404	Jackson	MS	39206
US Department of Interior	Mr.	Regional Director, Southeast Region	National Park Service	Mr.	Stan	Austin	Austin	100 Alabama Street SW	1924 Bldg	Atlanta	GA	30303
US Department of Agriculture	Mr.	State Director, Florida/Virgin Islands	Rural Development	Mr.	Richard	Machek	Machek	Post Office Box 147010		Gainesville	FL	32614-7010
US Department of Agriculture		Regional Administrator	US Forest Service, Region 8	Mr.	Edward	Macie		1720 Peachtree Road NW		Atlanta	GA	30309
US Department of Housing and Urban Development	Mr.	Regional Administrator	Region IV	Mr.	Edward	Jennings, Jr.	Jennings	Five Points Plaza Building	40 Marietta	Atlanta	GA	30303
National Oceanic and Atmospheric Administraton	Dr.	Administrator, Southeast Regional Office	NOAA Marine Fisheries	Dr.	Roy	Crabtree	Crabtree	263 13th Avenue South		St. Petersburg	FL	33701
Florida Dept. Environmental Protection	Mr.	District Director	Florida Dept. Environmental Protection	Mr.	Shawn	Hamilton	Hamilton	160 West Government Street	Suite 308	Pensacola	FL	32502
Florida Department of State - State Historic Preservation Office (SHPO)	Mr.	Director	Florida Department of State - Division of Historical Resources	Mr.	Timothy	Parsons, Ph.D.,	Parsons	500 South Bronough Street	Room 423	Tallahassee	FL	32399
Florida Fish and Wildlife Conservation Commission	Mr.	Executive Director	Florida Fish and Wildlife Conservation Commission	Mr.	Nick	Wiley	Wiley	620 South Meridian Street		Tallahassee	FL	32399
FDOT - District EMO Engineer	Ms.	District Environmental Management Engineer	Florida Department of Transportation	Mr.	Brandon	Bruner, P.E.	Bruner	1074 Highway 90		Chipley	FL	32428
FDOT - Director of Transportation Development	Mr.	Director of Transportation Development	Florida Department of Transportation	Mr.	Jason	Peters, P.E.	Peters	1074 Highway 90		Chipley	FL	32428
FDOT - Director of Transportation Operations	Mr.	Director of Transportation Operations	Florida Department of Transportation	Mr.	Phillip	Gainer, P.E.	Gainer	1074 Highway 90		Chipley	FL	32428
FDOT - District Secretary	Mr.	District Secretary	Florida Department of Transportation	Mr.	Tommy	Barfield, P.E.	Barfield	1074 Highway 90		Chipley	FL	32428
FDOT - District Design Engineer	Mr.	District Design Engineer	Florida Department of Transportation	Mr.	Jared	Perdue, P.E.	Perdue	1074 Highway 90		Chipley	FL	32428
FDOT - Intermodal Systems Development Manager	Mr.	Intermodal Systems Development Manager	Florida Department of Transportation	Mr.	Tim	Smith, P.E.	Smith	1074 Highway 90		Chipley	FL	32428
FDOT - Public Information Officer	Mr.	Public Information Director	Florida Department of Transportation	Mr.	Ian	Satter	Satter	1074 Highway 90		Chipley	FL	32428
FDOT - Systems Planner	Mr.	District Planning Manager	Florida Department of Transportation	Mr.	Lyle	Seigler	Seigler	1074 Highway 90		Chipley	FL	32428
Florida Department of Transportation - State Environmental Management Office	Mr.	Manager	FDOT - State Environmental Management Office	Mr.	Ken	Morefield	Morefield	605 Suwannee Street (MS 37)		Tallahassee	FL	32399
Florida Department of Transportation - Office of Work Program	Ms.	Federal Aid Manager	FDOT - Office of Work Program and Budget	Ms.	Lisa	Saliba	Saliba	605 Suwannee Street (MS 21)		Tallahassee	FL	32399
Florida Department of Transportation - Native American Coordination	Mr.	Native American Coordinator	FDOT - Native American Coordination	Mr.	Roy	Jackson	Jackson	605 Suwannee Street (MS 37)		Tallahassee	FL	32399
Florida Department of Economic Opportunity	Ms.	North Florida Community Planning Team Leade	Community Planning, Development, and Services	Ms.	Sherry	Spiers	Spiers	107 East Madison Street		Tallahassee	FL	32399
Northwest Florida Water Mgmt District	Mr.	Executive Director	Northwest Florida Water Mgmt District	Mr.	Jon	Steverson	Steverson	81 Water Management Drive		Havana	FL	32333
West Florida Regional Planning Council	Ms.	Executive Director	West Florida Regional Planning Council	Mr.	Austin	Mount	Mount	P.O. Box 11399		Pensacola	FL	32524
West Florida Regional Planning Council	Ms.	Senior Transportation Planner (OWTPO)	West Florida Regional Planning Council	Ms.	Mary Beth	Washnock	Washnock	P.O. Box 11399		Pensacola	FL	32524
Seminole Tribe of Florida	Mr.	Chairman	Seminole Tribe of Florida	Mr.	James	Billie	Billie	6300 Stirling Road		Hollywood	FL	33024
Seminole Tribe of Florida	Mr.	Acting Tribal Historic Preservation Officer	Tribal Historic Preservation Office	Mr.	Paul	Blackhouse	Blackhouse	30290 Josie Billie Highway	PMB 1004	Clewiston	FL	33440
Seminole Tribe of Florida	Ms.	Compliance Review Supervisor	Tribal Historic Preservation Office	Ms.	Anne	Mullins	Mullins	30290 Josie Billie Highway	PMB 1004	Clewiston	FL	33440
Miccosukee Tribe of Indians of Florida	Mr.	Chairman	Miccosukee Tribe of Indians of Florida	Mr.	Colley	Billie	Billie	Tamiami Station	PO Box 44	Miami	FL	33144
Miccosukee Tribe of Indians of Florida	Mr.	Section 106 and NAGPRA Coordinator	Miccosukee Tribe of Indians of Florida	Mr.	Fred	Dayhoff	Dayhoff	HC 61	SR Box 68	Ochopee	FL	34141
Poarch Band of Creek Indians of Alabama	Ms.	Tribal Chair	Poarch Band of Creek Indians	Ms.	Stephanie	Bryan	Bryan	5811 Jack Springs Road		Atmore	AL	36502
Poarch Band of Creek Indians of Alabama	Mr.	Acting Tribal Historic Preservation Officer	Poarch Band of Creek Indians	Mr.	Robert	Thrower	Thrower	5811 Jack Springs Road		Atmore	AL	36502
Muscogee (Creek) Nation	Mr.	Principal Chief	Omuscogee (Creek) Nation Office of the Administration	Mr.	George	Tiger	Tiger	PO Box 580		Okmulgee	OK	74477
Muscogee (Creek) Nation	Mr.	Tribal Historic Preservation Officer	Muscogee (Creek) National Cultural Preservation	Mr.	Emman	Spain	Send via E-mail address on FDOT web site					
Seminole Nation of Oklahoma	Mr.	Principal Chief	Seminole Nation of Oklahoma	Mr.	Leonard	Harjo	Harjo	PO Box 1498		Wewoka	OK	74884
Seminole Nation of Oklahoma	Ms.	Tribal Historic Preservation Officer	Seminole Nation of Oklahoma	Ms.	Natalie	Harjo	Harjo	PO Box 1498		Wewoka	OK	74884
Mississippi Band of Choctaw Indians	Chief		Mississippi Band of Choctaw Indians	Chief	Phyliss	Anderson	Anderson	101 Industrial Road		Choctaw	MS	39350
Mississippi Band of Choctaw Indians	Mr.	Tribal Historic Preservation Officer	Mississippi Band of Choctaw Indians	Mr.	Kenneth	Carleton	Carleton	101 Industrial Road		Choctaw	MS	39350
City of Destin	Ms.	City Manager	City of Destin	Ms.	Carisse	LeJeune	LeJeune	4200 Indian Bayou Trail		Destin	FL	32541
City of Destin	Mr.	Director of Planning	City of Destin	Mr.	Steve	Schmidt	Schmidt	4200 Indian Bayou Trail		Destin	FL	32541
City of Destin	Mr.	Public Information Manager	City of Destin	Mr.	Doug	Ranier	Ranier	4200 Indian Bayou Trail		Destin	FL	32541

APPENDIX E-4

Property Owner/Interested Party Letter

ATKINS

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504

Telephone: +1.850.478.9844
Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

September 22, 2016

RE: Public Hearing for Destin Cross-town Connector from Beach Drive to Benning Drive

Dear Interested Party:

The City of Destin invites you to attend a public hearing concerning the Destin Cross Town Connector from Beach Drive to Benning Drive. The Beach Drive to Benning Drive project is the last connecting leg for the Connector, an east-west corridor intended to help relieve traffic congestion on US Highway 98. The meeting will be held Tuesday, October 18, 2016 from 5:30 p.m. to 6:30 p.m. (CDT), at the Destin City Council Chambers in the City Hall Annex, 4100 Indian Bayou Trail, Destin, FL 32541.

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If you have any questions regarding the proposed project or this meeting, please contact Public Services Director/City Engineer David O. Campbell P.E. at 850-837-4242, ext. 3185, or via email at dcampbell@cityofdestin.com.

Sincerely,

Gregory S. Allen, P.E.
Associate Vice President/Project Director

ADLER MIKEL A
205 BENNING DR #3
DESTIN, FL 32541

BAGBY ROBERT TRST & CARR R TRS
134 BENNING DR
DESTIN, FL 32541

BAILEY DEB TRUST
435 KEETER RD
CANTON, GA 30114

BRAUER JILL A
4121 AIKEN RD
PENSACOLA, FL 325033403

BREWSTER JOSEPH S JR
PO BOX 284
FT WALTON BEACH, FL 325490000

BROOM TIMOTHY H & MARY B
211 SNAPPER DR
DESTIN, FL 325412209

BROWNING ALVIN E
611 E LEGION
DESTIN, FL 325412415

BURKE GAIL
PO BOX 1146
DESTIN, FL 325400000

CALDWELL JOHN W
626 SANDALWOOD DR
DESTIN, FL 325412435

CITY OF DESTIN
4200 INDIAN BAYOU TRAIL
DESTIN, FL 325414305

CITY OF DESTIN
4200 INDIAN BAYOU TRL
DESTIN, FL 325414305

DALTON CAROLYN D
661 SANDALWOOD DR
DESTIN, FL 325401567

DEARMON ALICE F TRUST
523 SEAHILLS DR
DESTIN, FL 325412322

DEWBERRY DAVID & VERA
517 AZALEA DR
DESTIN, FL 325412307

DICEBURG LLC
9 BAYSHORE DR
SHALIMAR, FL 32579

DIMOV DIMO & IVANOVA MIROSLAVA
703 MANOR CIRCLE
OSAGE BEACH, MO 650650000

DIXON DANA L & VALINDA J
PO BOX 1322
SANTA ROSA BCH, FL 324590000

DYESS LLC
824 CROSS ST
DESTIN, FL 32541

EDGE RAYMOND A (HEIRS OF)
608 SANDALWOOD DR
DESTIN, FL 325412435

FINN SCOTT S & SHARON R
715 SEAGULL CIR
DESTIN, FL 325411943

FIRST BAPTIST CHURCH OF DESTIN FLORIDA,I
201 BEACH DR
DESTIN, FL 32541

FLEMING SHAWN & CAROLYN
255 BENT ARROW DR
DESTIN, FL 325410000

GALLOWAY ANDREW L
205 BENNING DR UNIT 5
DESTIN, FL 32541

GALLUP JAMES E JR
307 SEAGULL LANE
DESTIN, FL 32541

GLOVASKI WILSON T & IVANI T
(ADDRESS UNKNOWN)
,

GROZA IOAN & ESTERA M
1014 AIRPORT RD #142
DESTIN, FL 32541

GUIDINETTI ERICK S
(ADDRESS UNKNOWN)
,

HALL DORIS L
615 LEGION DR E
DESTIN, FL 325412415

HARRY DENISE M
1452 W POWDER COURT
EAGLE, ID 83616

HEBERT JASON R
38 INDIAN BAYOU DR
DESTIN, FL 325412209

HENDERSON MICHAEL L
508 DRIFTWOOD CIRCLE
DESTIN, FL 325410000

HUENERBERG SCOTT R (HEIRS OF)
(ADDRESS UNKNOWN)
,

HUGHES TIMOTHY & BROWN KRISTIE
303 SEAGULL LN
DESTIN, FL 32541

INGRAM DENISE M
610 LEGION DR
DESTIN, FL 32541

J&L REVOCABLE TRUST C/O GUIDO WALTER
615 OVERBROOK DR
FT WALTON BEACH, FL 32547

J&L REVOCABLE TRUST C/O GUIDO WALTER
615 OVERBROOK DR
FT WALTON BEACH, FL 32547

J&L REVOCABLE TRUST C/O GUIDO WALTER
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J&L REVOCABLE TRUST C/O GUIDO WALTER
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FT WALTON BEACH, FL 32547

J&L REVOCABLE TRUST C/O GUIDO WALTER
615 OVERBROOK DR
FT WALTON BEACH, FL 32547

JENNER KATHERINE A
704 ELISE LN
DESTIN, FL 32541

JOHNSON MARK D & C WHALEN
9207 CAPTIVA CR
ST PETE BEACH, FL 33706

JULIANO JASPER C & JOHN F
(ADDRESS UNKNOWN)
,

KEENER JOHN H
218 SNAPPER DR
DESTIN, FL 325412210

KOENIG ROBERT L & TINA L
635 SANDALWOOD DR
DESTIN, FL 325412442

LANDRY GLYNDA & SMITH THERESA
9390 HUNTERS WAY DR
SEMMES, AL 365750000

LEBLANC GREGORY M
604 SANDALWOOD DR
DESTIN, FL 32541

LUNA GASPAR E & NORMA N
645 SANDALWOOD DR
DESTIN, FL 32541

MAGNOLIA PARK HOMEOWNERS ASSC
PO 5415
DESTIN, FL 32540

MALLETTE VIRGINIA L
815 KELLAIRE CT
DESTIN, FL 32541

MATHES DOUGLAS & KATHERYN
206 SNAPPER #12
DESTIN, FL 325410000

MATTHEWS ELAINE
PO BOX 1005
DESTIN, FL 325400000

MATTHEWS ELAINE K
416 SPRING LANE
DESTIN, FL 32541

MCKINNEY ANTHONY
268 OLDE POST RD
NICEVILLE, FL 32578

MCKINNEY ANTHONY
268 OLDE POST RD
NICEVILLE, FL 32578

MILES ADAM
704 LEGION DR #3
DESTIN, FL 32541

MILES ADAM
704 LEGION DR #3
DESTIN, FL 32541

MILES ADAM
704 LEGION DR #3
DESTIN, FL 32541

MILES ADAM
704 LEGION DR #3
DESTIN, FL 32541

MIMS DANA C
527 SANDALWOOD CT
DESTIN, FL 32541

MOOK BRANDON & ASHLEY
249 BENT ARROW DR
DESTIN, FL 32541

MOORE BRENDA
306 BEACH DR
DESTIN, FL 325410000

MUEROVA VASILENA
211 WILDCAT COURT
DESTIN, FL 32541

NAROV BLAGOVEST T
4040 DANCING CLOUD CT #350
DESTIN, FL 325410000

NGUYEN NGA BICH
1821 MUSTANG ST
NAVARRE, FL 32566

ORTLIP PATRICIA GERRETS
216 CLAYMORE DR
LAFAYETTE, LA 705033834

PATE JAMES D
716 KELLY ST
DESTIN, FL 32541

PELLEY LUC G & TINA W
215 SNAPPER DR
DESTIN, FL 325412209

RANDY WISE HOMES INC
27 N PARTIN DR
NICEVILLE, FL 32578

RANDY WISE HOMES INC
27 N PARTIN DR
NICEVILLE, FL 32578

REMOL THERESA A
630 SANDALWOOD DR
DESTIN, FL 325410000

ROBERT & BARBARA BAGBY TRUSTS
470 CAPTAINS CIRCLE
DESTIN, FL 32541

SCHOULS MARTHA
3615 36TH ST
ASTORIA, NY 111061344

SHELLEY GERALD G & GLENN R
642 HARBOR BLVD
DESTIN, FL 32541

SLATER BRIAN K
304 BEACH DR
DESTIN, FL 32541

STEWART DARRELL E
ADDRESS UNKNOWN
,

SWILLEY STEVEN & CHRISTINE E
622 LEGION COURT
DESTIN, FL 325410000

TRUST 207C BEACH DR DESTIN FL C/O NATHAN
2553 GRAND POPLAR ST
OCOEE, FL 347610000

VALENCIA THEODORE JR
423 ANDERSON DR
DESTIN, FL 32541

WEBB JAMES R
(ADDRESS UNKNOWN)
,

WEN WENDY & HU YIMING
(ADDRESS UNKNOWN)
,

WILLIAMS GREGORY A & CYNTHIA C
2611 GREEN BAY AVE
PENSACOLA, FL 32526

WINTON GEORGE P
1917 MILLBROOK DR
JOHNSON CITY, TN 376041485

WOOD DOLORES M
617 SANDAL WOOD DR
DESTIN, FL 32541

APPENDIX E-5

Public Hearing Handout

Public Participation and Design Development

The Project Team depends on public participation in developing our transportation plans and designs. Our public participation model includes:

- Public Workshops During PD&E Phase
- Solicitation of Comments
- Preparation of Concept Plan
- **Public Hearing/Presentation to City Officials and Members of the Public**
- Final Design
- Public Workshops During Final Design (if needed)

The City of Destin adheres to the Americans with Disabilities Act and will make reasonable modifications for access to City services, programs and activities.

The City of Destin complies with various non-discrimination laws and regulations, including Title VI of the Civil Rights Act of 1964. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express concerns about Title VI may do so by contacting :

David O. Campbell P.E.
Public Services Director/City Engineer
4200 Indian Bayou Trail
Destin, Florida 32541
850-837-4242, ext. 3185
dcampbell@cityofdestin.com

OR

Gregory S. Allen, P.E.
Atkins Project Manager
2114 Airport Blvd., Suite 1450
Pensacola, Florida 32504
PH: 850-478-9844
gregory.allen@atkinsglobal.com

DESTIN CROSS TOWN CONNECTOR

Beach Drive to Benning Drive

Public Hearing

Destin City Hall Annex

Tuesday, October 18, 2016

5:30 p.m.

Welcome

Welcome and thank you for participating in this public hearing for the Destin Cross Town Connector. The purpose of this hearing is to give the general public an opportunity to express their views and comments concerning the proposed project. Project representatives from the City of Destin and Atkins are on hand to discuss the project and answer questions. The hearing will begin as an open house at 5:30 p.m., followed with a formal presentation at 6:00 p.m. After the formal presentation, any interested persons will be given the opportunity to express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed project.

Any person who wish to submit written comments and other exhibits in place of or in addition to an oral discussion with project representatives may submit comments to Atkins. All comments will be recorded as part of public record. Please submit comments by mail, telephone, fax, or e-mail by October 28, 2016.

Please address comments to:

Gregory S. Allen, P. E.
Atkins
2114 Airport Blvd., Suite 1450,
Pensacola, FL 32504
Phone (850) 478-9844
Email gregory.allen@atkinsglobal.com

After today's meeting, Atkins will meet with the Public Service Director/City Engineer to review the comments from the public hearing. Revisions will be made based on public comments and discussions with the City of Destin.

Project Description

The focus of this project is the Beach Drive to Benning Drive phase of the Destin Cross Town Connector, which will provide a direct connection to the east-west corridor intended to provide an alternate route to US Highway 98 for local traffic. The proposed transportation improvement would provide approximately 0.4 miles of new four-lane roadway within the City. The proposed improvements would begin on Azalea Drive just west of Benning Drive and extend eastward just east of the intersection of Legion Drive with Beach Drive. The project traverses through the area of Anna Street, Sandalwood Court, and Sandalwood Drive.

Project Location

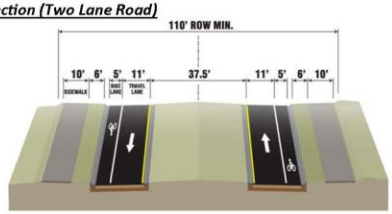
PD&E Study

A PD&E study is being conducted, consistent with the requirements of the National Environmental Policy Act, to develop and evaluate alternatives for implementing transportation improvements consistent with the project needs and local transportation policies and goals. As part of this process, the alternatives' impacts on the social, cultural, natural and physical environment of the study area has been identified. Based on the results of this evaluation, input from the public workshop held on 09/12/2015, comments received throughout the PD&E study, engineering analysis, and information from the City of Destin, a recommended alternative has been identified. Although future traffic projections indicate the need for a four-lane facility by the design year (2040), it is proposed to construct the facility in two phases. The first phase, would be an interim two-lane road with curb and gutter, 10-foot sidewalks, bicycle lanes, 35.5 foot wide grassed median, and stormwater drainage facilities. This design will allow the future widening to provide the ultimate four-lane facility without the need to acquire additional right-of-way. The recommended alternative will not become the preferred alternative until the City of Destin has considered the public hearing comments. A final Environmental Impact Report will be prepared to document the selection of the preferred alternative.

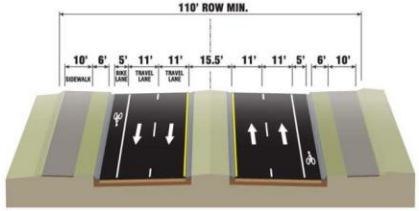
Project Schedule

Task	Completion Date
Draft Environmental Impact Report Submittal to FDOT	March 3, 2016
Public Hearing	October 18, 2016
Final Preliminary Engineering Report Submittal	November 30, 2016
Final Environmental Impact Report Submittal	November 30, 2016
Finalize Interim Design	February 1, 2017

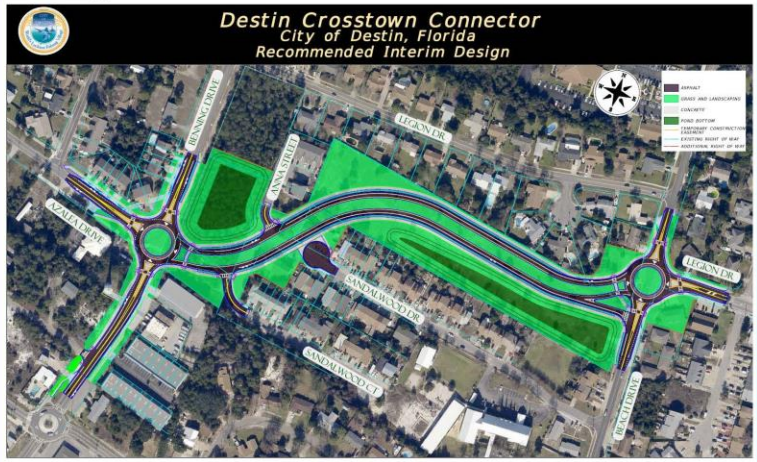
Interim Design Typical Section (Two Lane Road)



Final Design Typical Section (Four Lane Road)



Interim Design



Final Design

APPENDIX E-6

Public Hearing Sign-In Sheets

DESTIN CROSS TOWN CONNECTOR
Beach Drive to Benning Drive
Public Hearing
Destin City Hall Annex
Tuesday, October 18, 2016
5:30 p.m.

Public Hearing Sign-in Sheet
PLEASE PRINT CLEARLY

#	NAME	ADDRESS	PHONE	E-MAIL
1	Sam J Fermin	7094 Raleigh ST	850 936-0336	
2	Zoila A. Fermin	8094 Raleigh ST	850 936-0336	
3	Chatham Morgan	802 Dawn Lane	850-687-4778	CMorgan@cityofdestin.com
4	TRACY Babbitt	620 Sandalwood Dr	850 650 1529	
5	Georgine Hillacker	615 Sandalwood Dr	850-837-7700	
6	Nancy Weidenhamer	808 Wild Oak Ave	850 585 3823	Nweidenhamer@gmail.com
7	Cadee Gallway	205 UNIT 5 BENNING DR	850 865-6551	cadeegallway@gmail.com
8	Andrew Gallway	205 UNIT 5 BENNING DR	850 420 9579	DREWGALLWAY@gmail.com
9	Steve Mancuso	65 SICILIA BLUFF DESTIN	850-837-3536	
10	Adam Miller	427 Benning Dr	850-537-6620	
11	Sonya Miller	/	/	
12	Jill Lavender	4081 E. Olive Rd, Suite A Pensacola, FL 32514	850-332-7976	jill.lavender@nwfrpc.org
13	CHERYL SOCKMAN	2114 AIRPORT BLVD. STE 1450, PENSACOLA FL	850.478.9844	cheryl.sockman@atkinsglobal.com
14				
15				

DESTIN CROSS TOWN CONNECTOR
Beach Drive to Benning Drive
Public Hearing
Destin City Hall Annex
Tuesday, October 18, 2016
5:30 p.m.

Public Hearing Sign-in Sheet
PLEASE PRINT CLEARLY

#	NAME	ADDRESS	PHONE	E-MAIL
1	DANA MiMS	527 SANDALWOOD CT DESTIN	8506870231	
2	Kathy Jewell	704 Elise Ln Destin	654 5087	
3	Scott Dewan	523 Sea Hills Dr.	850 837 6985	destinsd@aol
4	Cindy Putman	601 Sandalwood Dr	217-5101	CPUTMAN@COX.NET
5	JoAnn Auberson	601 Sandalwood Dr	621-7899	joand25039@aol.com
6	Hank Wood	4100 Destin Commons	337-3171	hwood@cityofdestin.com
7	James/Renee Wood	3790 Mistic Way, Destin FL	269-0196	army guy in destin @ embarqmail.com
8	Lydia Gallup	301 Seagull Ln Destin FL	865 545 6	sincerelylydia@gmail.com
9				
10				
11				
12				
13				
14				
15				

DESTIN CROSS TOWN CONNECTOR
Beach Drive to Benning Drive
Public Hearing
Destin City Hall Annex
Tuesday, October 18, 2016
5:30 p.m.

Public Hearing Sign-in Sheet
PLEASE PRINT CLEARLY

#	NAME	ADDRESS	PHONE	E-MAIL
1	David Campbell	4200 Indian Destin FL		
2	Cathy Murphy	109 Castle Ct, Mary Esther 603 Sandalwood	217-0951	
3	Carisse' LeJeune	4200 Indian Bayou Trail Destin		
4	Sonya Grant	58 Paginet, Miramar Bch		
5	Eddie Grant	"		
6	Darla O'Brian	614 Sandalwood Dr, Destin		
7	Chip O'Brian	" " "		
8	Ron SKINNER	604 SCENIC W	217-6536	
9	Ray Kirkland	P.O Box 607 Chipley FL 32428	330-1550	ray.kirkland@dot.state.fl.us
10				
11				
12				
13				
14				
15				

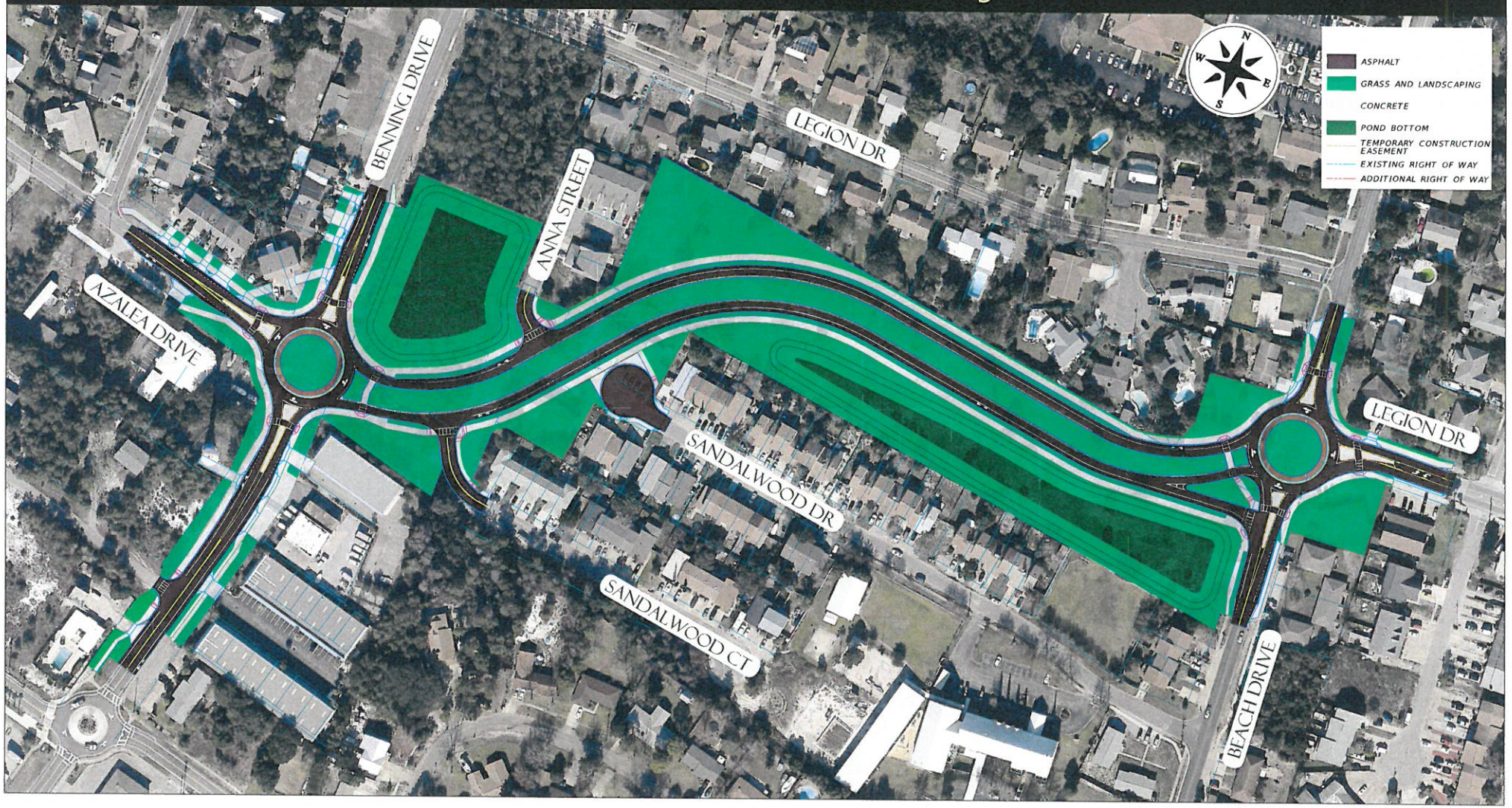
APPENDIX E-7

Public Hearing Exhibits

Destin Crosstown Connector

City of Destin, Florida

Recommended Interim Design



Destin Crosstown Connector

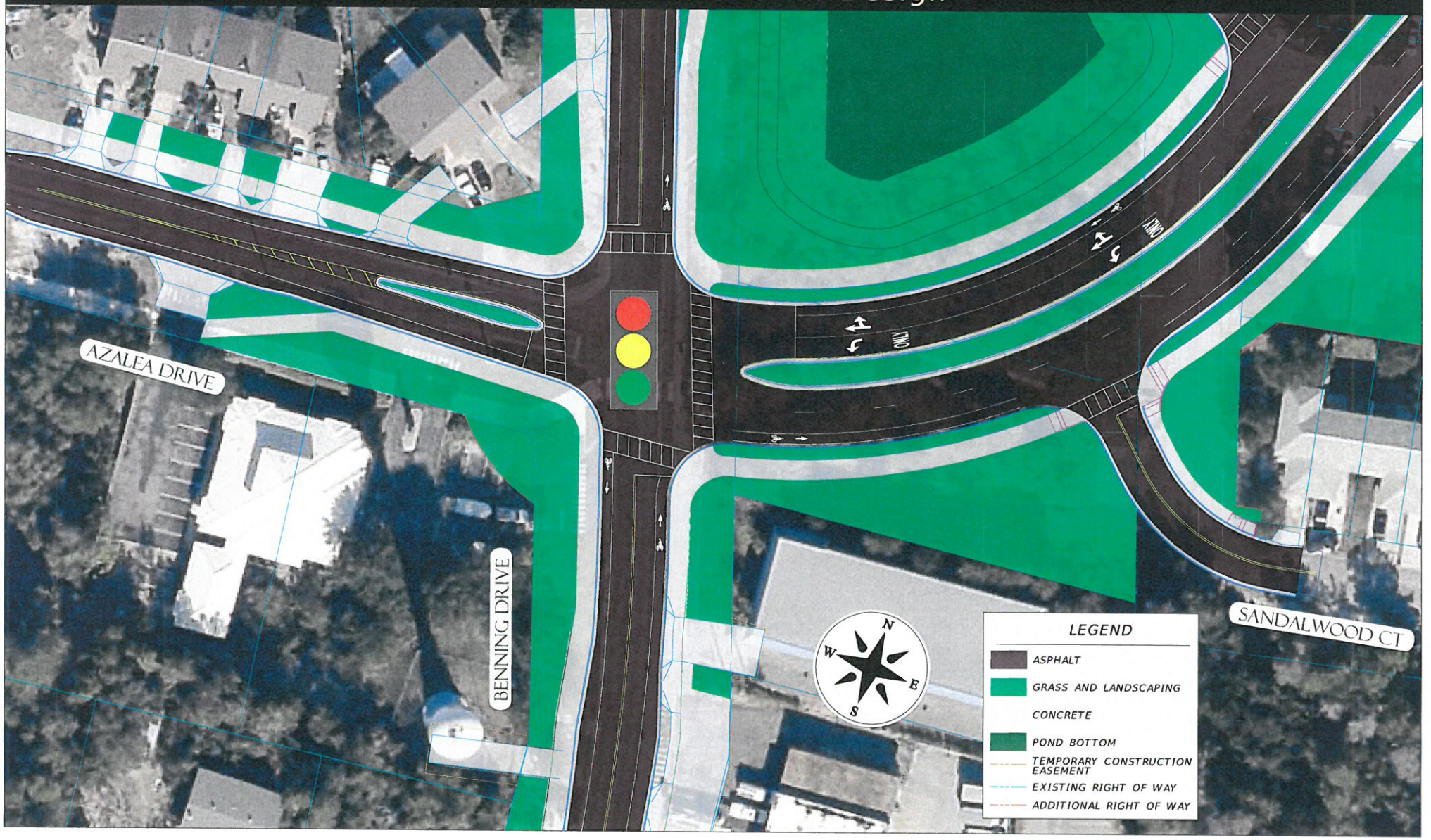
City of Destin, Florida

Recommended Final Design

Destin Crosstown Connector

Azalea Drive and Benning Drive

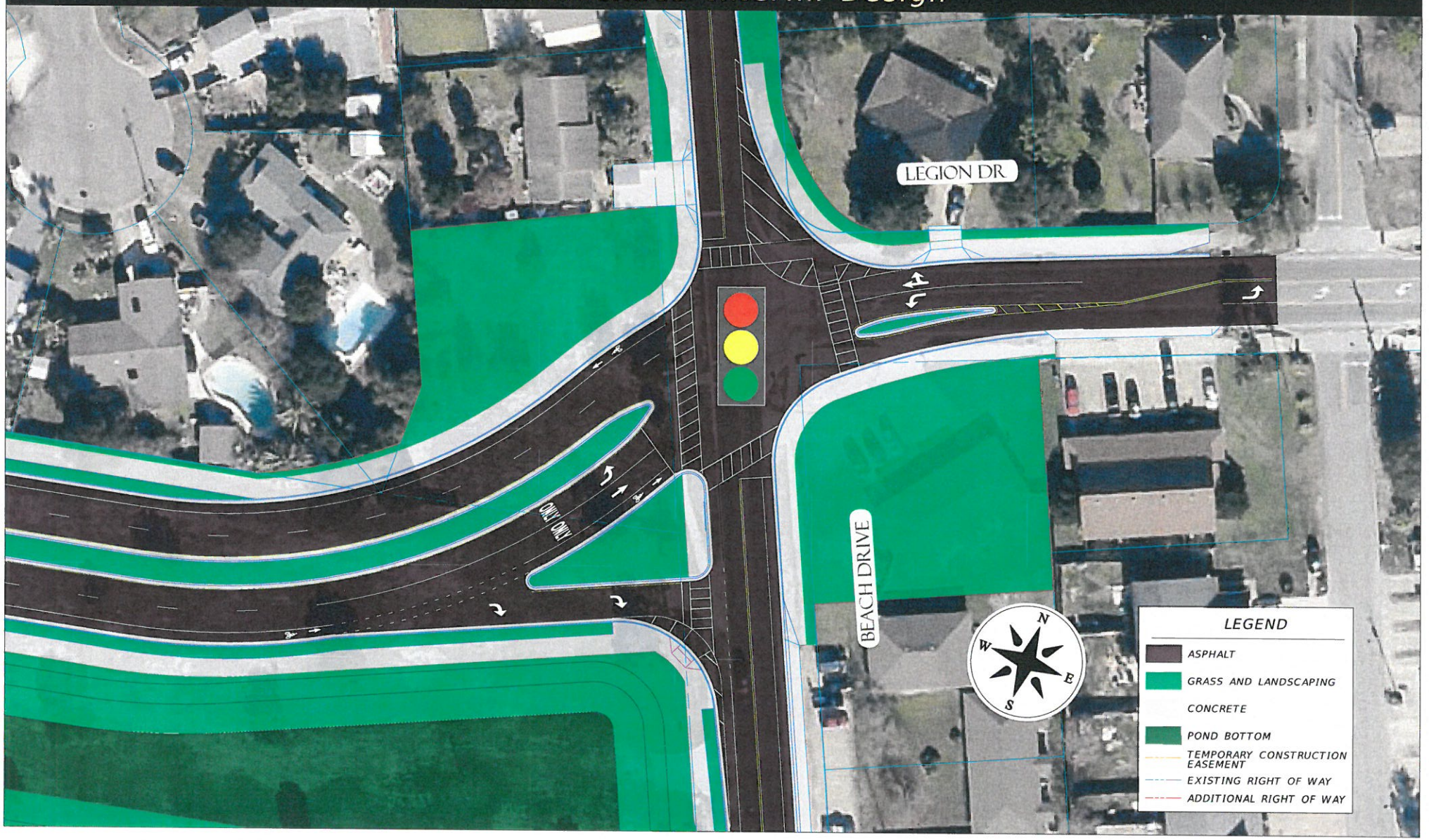
Recommended Interim Design



Destin Crosstown Connector

Legion Drive and Beach Drive

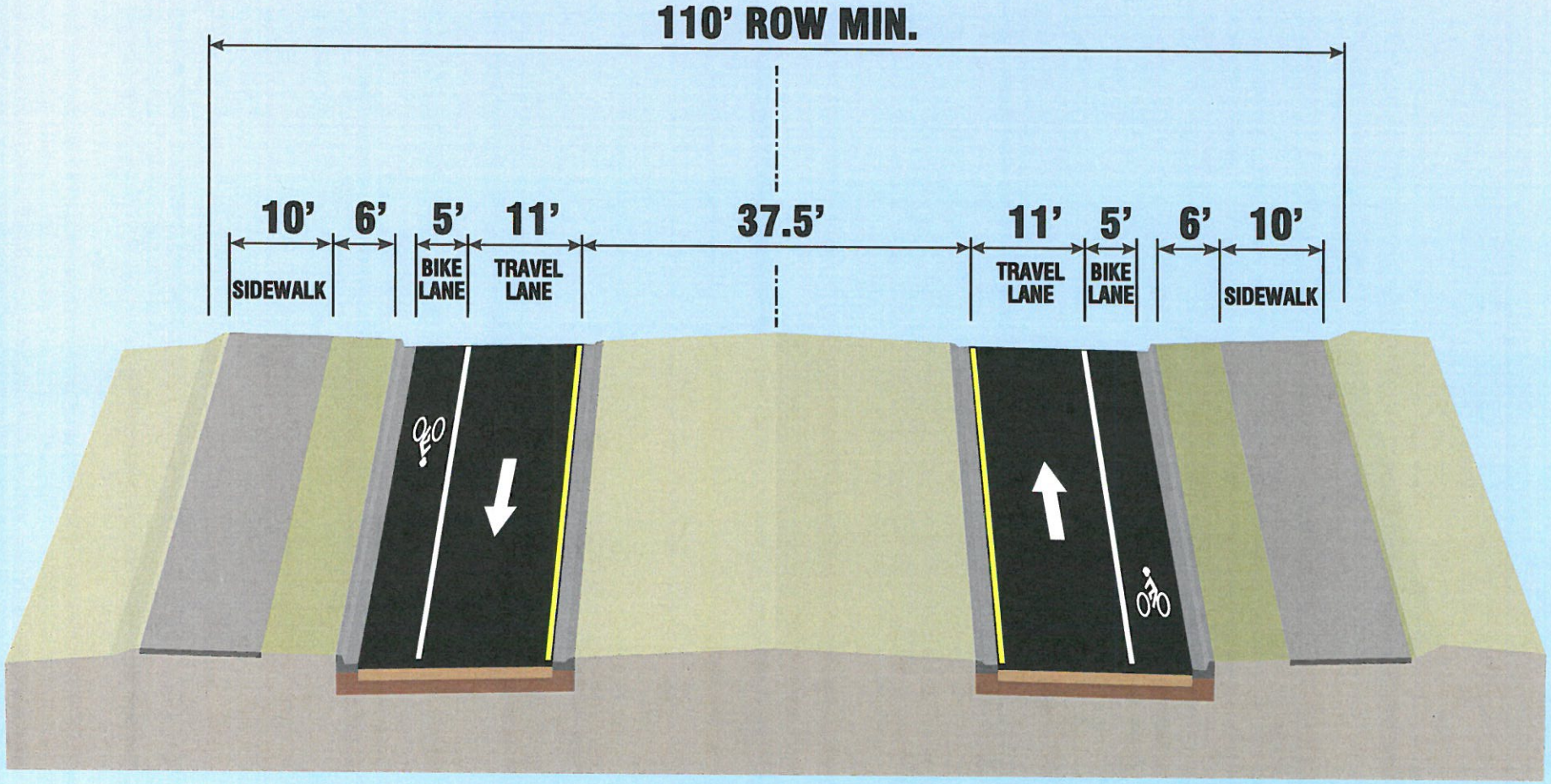
Recommended Interim Design



DESTIN CROSS TOWN CONNECTOR

ATKINS

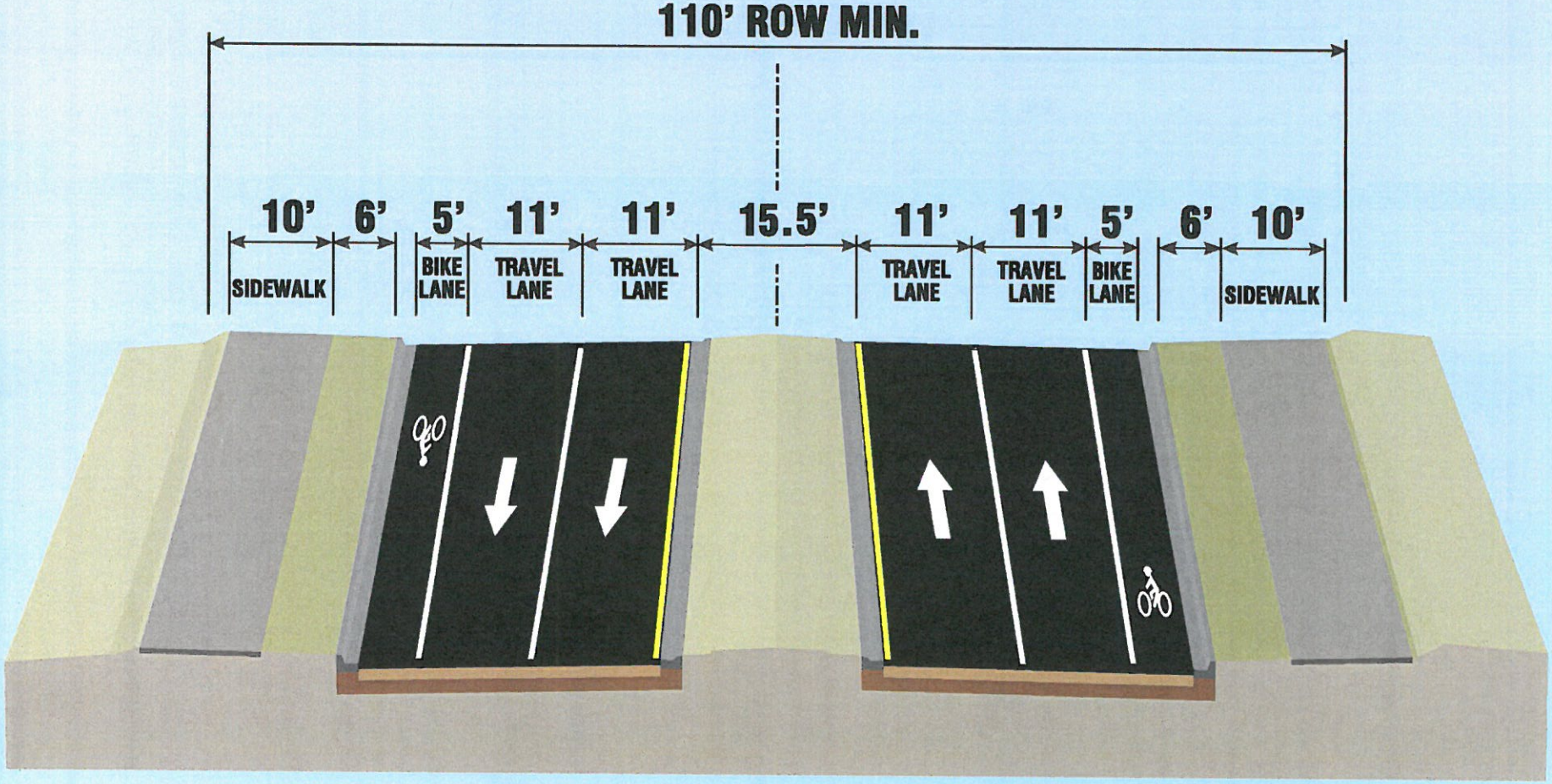
Interim Urban Typical Section



DESTIN CROSS TOWN CONNECTOR

ATKINS

Final Urban Typical Section



APPENDIX E-8

Public Hearing Comments and Responses

#1

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Hearing
October 18, 2016
Public Speaker Registration

PLEASE PRINT CLEARLY

Comments are limited to three (3) minutes.

If you wish to address the hearing, please fill out this card completely and give it to an attendant prior to the start of the meeting. You will be called during the Public Comment portion of the meeting.

Name Anderson (Last) Joann (First) a (Middle Initial)

Address 611 (Number) Sandalwood Dr (Street) Destin (City)

Please check one:

- ☐ Authorized to speak for the following organization: _____
- ☐ Speaking only as a member of the following organization: _____
- ☒ Speaking as a private citizen of the City of Destin
- ☐ Other

DESCRIBE SUBJECT OF YOUR REMARKS – Use other side. Please be specific.

Agent referenced no plans to cure / abandon, widen this is my home

ATKINS

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504

Telephone: +1.850.478.9844
Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

January 24, 2017

Mrs. Joanne Anderson
611 Sandalwood Drive
Destin, FL 32541

Dear Mrs. Anderson:

Thank you for attending the Destin Cross Town Connector Public Hearing on October 18, 2016, and for providing your comments at the end of the recorded presentation.

We regret to inform you that the Court Reporter who was present to transcribe the hearing unexpectedly passed away shortly after the hearing. Attempts by her employer to locate her transcription of the hearing have been unsuccessful.

Atkins is reaching out to everyone who completed a speaker card, and asking if you could take a few minutes to provide us with a written summary of your verbal comments, so that we can include it with the project documentation.

In light of the circumstances, we feel this is the best way to ensure your concerns are included in the project file.

For your convenience we have enclosed a form for your comments, and a stamped, pre-addressed envelope. A copy of your speaker registration card is also enclosed for your reference. Please return your comments before February 10, 2017, to ensure they are included in the Public Involvement Report.

Thank you. We look forward to hearing from you very soon.

Sincerely,
Atkins

Gregory S. Allen, PE
Associate Vice President/Group Manager

Encl: Comment Form
Pre-addressed Envelope
Speaker Card

ATKINS

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504

Telephone: +1.850.478.9844
Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

June 19, 2017

Mrs. Joanne Anderson
611 Sandalwood Drive
Destin, FL 32541

RE: Destin Cross-Town Connector from Beach Drive to Benning Drive

Dear Mrs. Anderson:

Thank you for taking the time to attend the October 18, 2016 public hearing held at the Destin City Hall Annex for the Destin Cross-Town Connector from Beach Drive to Benning Drive. The need to acquire your property has been identified for this transportation improvement project. We understand that the process of relocating is a very stressful event and the City of Destin has contracted with Hayes Consulting to coordinate the acquisition and relocation process.

Marsha Hayes will be coordinating the relocation work on this project. Brantley and Associates, Inc. will be performing the appraisals for the project. Ms. Hayes will work with you regarding the relocation and try to make the process less stressful. The City of Destin has the funding to acquire your parcel. If Marsha Hayes with Hayes Consulting has not contacted you about the acquisition, please contact her at 850-638-5411 or by her email address: marsha_hayes@yahoo.com.

Regretfully, the death of the court reporter and the loss of her notes precluded your verbal comments from being included in the formal written report of the public hearing, and we have not received a response from you to our request for a written summation of your concerns. We have included your speaker's card with your written comment about your concerns for the sanctity of your home in the report, and it is now a permanent component of the public involvement element for this project. If you have additional questions or comments, please do not hesitate to contact me. My phone number is 850-478-9844 or by email at Gregory.Allen@atkinsglobal.com.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

c: David O. Campbell P.E.

#2

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Hearing
October 18, 2016
Public Speaker Registration

PLEASE PRINT CLEARLY

Comments are limited to three (3) minutes.

If you wish to address the hearing, please fill out this card completely and give it to an attendant prior to the start of the meeting. You will be called during the Public Comment portion of the meeting.

Name: Morgan (Last) Russell (First) Chatham (Middle Initial)

Address: 402 (Number) Dawn Lane (Street) Destin (City)

Please check one:

- ☐ Authorized to speak for the following organization: _____
- ☐ Speaking only as a member of the following organization: _____
- ☒ Speaking as a private citizen of the City of Destin
- ☐ Other

DESCRIBE SUBJECT OF YOUR REMARKS – Use other side. Please be specific.

ATKINS

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504

Telephone: +1.850.478.9844
Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

January 24, 2017

Mr. Russell Morgan
802 Dawn Lane
Destin, FL 32541

Dear Mr. Morgan:

Thank you for attending the Destin Cross Town Connector Public Hearing on October 18, 2016, and for providing your comments at the end of the recorded presentation.

We regret to inform you that the Court Reporter who was present to transcribe the hearing unexpectedly passed away shortly after the hearing. Attempts by her employer to locate her transcription of the hearing have been unsuccessful.

Atkins is reaching out to everyone who completed a speaker card, and asking if you could take a few minutes to provide us with a written summary of your verbal comments, so that we can include it with the project documentation.

In light of the circumstances, we feel this is the best way to ensure your concerns are included in the project file.

For your convenience we have enclosed a form for your comments, and a stamped, pre-addressed envelope. A copy of your speaker registration card is also enclosed for your reference. Please return your comments before February 10, 2017, to ensure they are included in the Public Involvement Report.

Thank you. We look forward to hearing from you very soon.

Sincerely,
Atkins

Gregory S. Allen, PE
Associate Vice President/Group Manager

Encl: Comment Form
Pre-addressed Envelope
Speaker Card

ATKINS

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2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504

Telephone: +1.850.478.9844
Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

June 19, 2017

Mr. Russell Morgan
802 Dawn Lane
Destin, FL 32541

RE: Destin Cross-Town Connector from Beach Drive to Benning Drive

Dear Mr. Morgan:

Thank you for taking the time to attend the October 18, 2016 public hearing held at the Destin City Hall Annex for the Destin Cross-Town Connector from Beach Drive to Benning Drive.

Regretfully, the death of the court reporter and the loss of her notes precluded your verbal comments from being included in the formal written report of the public hearing, and we have not received a response from you to our request for a written summation of your concerns. We have included your speaker's card in the report, and it is now a permanent component of the public involvement element for this project. If you have additional questions or comments, please do not hesitate to contact me. My phone number is 850-478-9844 or by email at Gregory.Allen@atkinsglobal.com.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

c: David O. Campbell P.E.

#3

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Hearing
October 18, 2016
Public Speaker Registration

PLEASE PRINT CLEARLY

Comments are limited to three (3) minutes.

If you wish to address the hearing, please fill out this card completely and give it to an attendant prior to the start of the meeting. You will be called during the Public Comment portion of the meeting.

Name: Weidenhamer (Last) Nancy (First) L (Middle Initial)

Address: 808 (Number) Wild Oak Ave (Street) Destin (City)

Please check one:

- ☐ Authorized to speak for the following organization:
- ☒ Speaking only as a member of the following organization: Public Works/Public Safety
- ☐ Speaking as a private citizen of the City of Destin
- ☐ Other

DESCRIBE SUBJECT OF YOUR REMARKS – Use other side. Please be specific.

Comments:

The bike lane only 5' <u>next</u> to moving traffic.

Why could it not be away from traffic lane? Maybe closer to 10' sidewalk?

ATKINS

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504

Telephone: +1.850.478.9844
Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

January 24, 2017

Ms. Nancy Weidenhamer
808 Wild Oak Avenue
Destin, FL 32541

Dear Ms. Weidenhamer:

Thank you for attending the Destin Cross Town Connector Public Hearing on October 18, 2016, and for providing your comments at the end of the recorded presentation.

We regret to inform you that the Court Reporter who was present to transcribe the hearing unexpectedly passed away shortly after the hearing. Attempts by her employer to locate her transcription of the hearing have been unsuccessful.

Atkins is reaching out to everyone who completed a speaker card, and asking if you could take a few minutes to provide us with a written summary of your verbal comments, so that we can include it with the project documentation.

In light of the circumstances, we feel this is the best way to ensure your concerns are included in the project file.

For your convenience we have enclosed a form for your comments, and a stamped, pre-addressed envelope. A copy of your speaker registration card is also enclosed for your reference. Please return your comments before February 10, 2017, to ensure they are included in the Public Involvement Report.

Thank you. We look forward to hearing from you very soon.

Sincerely,
Atkins

Gregory S. Allen, PE
Associate Vice President/Group Manager

Encl: Comment Form
Pre-addressed Envelope
Speaker Card

ATKINS

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504

Telephone: +1.850.478.9844
Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

June 19, 2017

Ms. Nancy Weidenhamer
808 Wild Oak Avenue
Destin, FL 32541

RE: Destin Cross-Town Connector from Beach Drive to Benning Drive

Dear Ms. Weidenhamer:

Thank you for taking the time to attend the October 18, 2016 public hearing held at the Destin City Hall Annex for the Destin Cross-Town Connector from Beach Drive to Benning Drive. The 5-foot bike lake is a standard bike lane width for this type of facility with a design speed of 30 mph. An 8 to 10-foot sidewalk is also included behind the curb and gutter providing area for recreational cycling usage. The overall path width behind curb and gutter is currently dictated by right-of-way constraints. The goal is to minimize the amount of right-of-way required while still providing safe and efficient facilities for area residents. I have attached a copy of the typical section and plan view with an aerial background for your use.

Regretfully, the death of the court reporter and the loss of her notes precluded your verbal comments from being included in the formal written report of the public hearing, and we have not received a response from you to our request for a written summation of your concerns. We have included your speaker's card with your written comment concerning the safety of the bike lane in the report, and it is now a permanent component of the public involvement element for this project. If you have additional comments to make or can present further information regarding your comment, please contact me at your convenience. My phone number is 850-478-9844 or by email at Gregory.Allen@atkinsglobal.com.

Again, thank you for your interest in this endeavor.

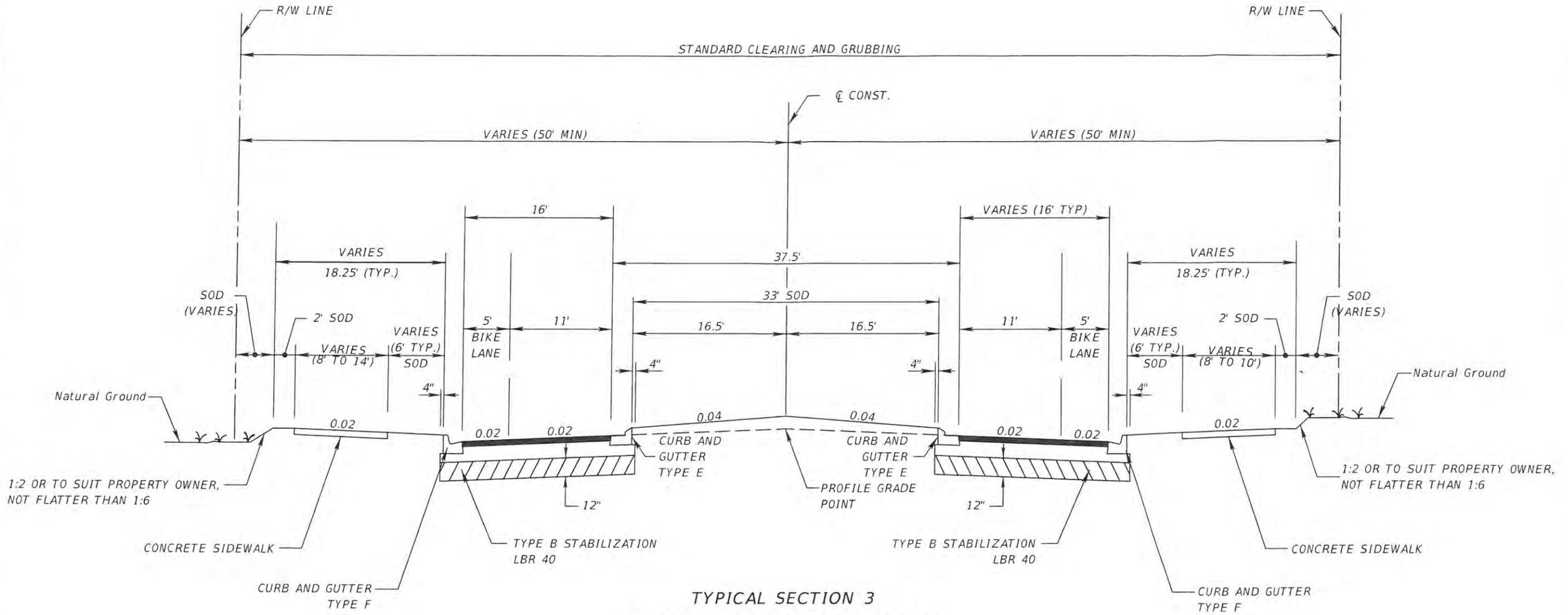
Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

c: David O. Campbell P.E.

Destin Crosstown Connector

City of Destin, Florida



TYPICAL SECTION 3
DESTIN CROSS TOWN CONNECTOR
STA. 30+06.00 TO 46+35.77

TRAFFIC DATA

CURRENT YEAR = 2017 AADT = 0
ESTIMATED OPENING YEAR = 2022 AADT = 2640
ESTIMATED DESIGN YEAR = 2042 AADT = 3270
K = 9% D = 52.1% T = 1.8% (24 HOUR)
DESIGN HOUR T = 3.5%
DESIGN SPEED = 30 MPH

NEW CONSTRUCTION

OPTIONAL BASE GROUP 6 WITH
TYPE SP-19 STRUCTURAL COURSE (PG 76-22, PMA, TRAFFIC B) (2.5")
TYPE FC-12.5 FRICTION COURSE (PG 76-22, PMA, TRAFFIC B) (1.25")

*SIDEWALK LIMITS
STA. 26+20.00 TO 48+80.03 (LT) (DESTIN CROSS TOWN CONNECTOR)
STA. 27+86.87 TO 48+01.61 (RT) (DESTIN CROSS TOWN CONNECTOR)

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ATKINS NORTH AMERICA, INC.
2114 AIRPORT BOULEVARD, SUITE 1450
PENSACOLA, FLORIDA 32504
(850) 478-9844
FBPE CERTIFICATE OF AUTHORIZATION NO. 24
KEVIN M. MORGAN, P.E. #71350

CITY OF DESTIN

COUNTY	CONSTRUCTION PLANS FOR:
OKALOOSA	DESTIN CROSS TOWN CONNECTOR

TYPICAL SECTION

SHEET NO. 6

#4

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Hearing
October 18, 2016
Public Speaker Registration

PLEASE PRINT CLEARLY

Comments are limited to three (3) minutes.

If you wish to address the hearing, please fill out this card completely and give it to an attendant prior to the start of the meeting. You will be called during the Public Comment portion of the meeting.

Name _____
Last First Middle Initial

Address _____
Number Street City

Please check one:

- ☐ Authorized to speak for the following organization: _____
- ☐ Speaking only as a member of the following organization: _____
- ☐ Speaking as a private citizen of the City of Destin
- ☐ Other

DESCRIBE SUBJECT OF YOUR REMARKS – Use other side. Please be specific.

ATKINS

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504

Telephone: +1.850.478.9844
Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

January 24, 2017

Mr. Chip O'Brian
614 Sandalwood Drive
Destin, FL 32541

Dear Mr. O'Brian:

Thank you for attending the Destin Cross Town Connector Public Hearing on October 18, 2016, and for providing your comments at the end of the recorded presentation.

We regret to inform you that the Court Reporter who was present to transcribe the hearing unexpectedly passed away shortly after the hearing. Attempts by her employer to locate her transcription of the hearing have been unsuccessful.

Atkins is reaching out to everyone who completed a speaker card, and asking if you could take a few minutes to provide us with a written summary of your verbal comments, so that we can include it with the project documentation.

In light of the circumstances, we feel this is the best way to ensure your concerns are included in the project file.

For your convenience we have enclosed a form for your comments, and a stamped, pre-addressed envelope. A copy of your speaker registration card is also enclosed for your reference. Please return your comments before February 10, 2017, to ensure they are included in the Public Involvement Report.

Thank you. We look forward to hearing from you very soon.

Sincerely,
Atkins

Gregory S. Allen, PE
Associate Vice President/Group Manager

Encl: Comment Form
Pre-addressed Envelope
Speaker Card

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Hearing
October 18, 2016
Comment Sheet

The individual completing this comment sheet was a speaker at the Cross Town Connector Public Hearing on October 18, 2016. The court reporter who was transcribing the event passed away shortly after this meeting, and her employer is unable to locate the transcription. This written comment was solicited to substitute for the lost transcription.

PLEASE PRINT CLEARLY

Name: "CHIP" G. E. O'BRIAN & DALLA R. O'BRIAN

Address: 614 SANDALWOOD DR. DESTIN, FL 32541

Comments: AS OWNER OF 605 & 608 SANDALWOOD DR TWO PROPERTIES CITY IS WANTING TO TAKE FROM US. FIRST PROBLEM. I DON'T WISH TO SELL. SECOND. THE FACT THAT YOU STATED THEY WILL BE APPRAISED IS NOT FAIR TO ALL OWNERS AS PER PERSON AS IN PAST TO DO NO UPGRADES OR REPAIRS. BUILDINGS ARE IN NEED TO GET THEM UP TO SHAPE TO GET FAIR PRICE. BANK I SAY! NEXT THE MATTER OF WHEN THIS IS GOING TO TAKE PLACE THE TAKING OF MY PROPERTIES IS STRONGLY IN QUESTION THIS HAS BEEN GOING ON FOR EVER

CONTINUE ON REVERSE IF NECESSARY. PLEASE RETURN THE COMMENT SHEET NO LATER THAN FEBRUARY 10, 2017.

We can not be expected to work our lives around your time table without being compensated for our time & loss of money because we can't sell our products or make plans to use our means.

In addition I own 614 Sandalwood Dr which it appear you will be placing a cul de sac in front of. This should not be placed in front my house. First appears your turning point of my yard & drive way. In addition we lived here for 33 years I will not be happy with cars turning around in front of my living room with lights beam through my front windows. The cul de sac need to be twenty feet past my house. I've sent email to your to your Road & City with no response. Feel like we're in for a long battle over this.

Chip Brian

ATKINS

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504

Telephone: +1.850.478.9844
Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

June 19, 2017

Mr. Chip O'Brian & Ms. Darla O'Brian
614 Sandalwood Drive
Destin, FL 32541

RE: Destin Cross-Town Connector from Beach Drive to Benning Drive

Dear Mr. & Ms. O'Brian:

Thank you for taking the time to attend the October 18, 2016 public hearing held at the Destin City Hall Annex for the Destin Cross-Town Connector from Beach Drive to Benning Drive. The need to acquire your property has been identified for this transportation improvement project. We appreciate that you are raising concerns over property acquisition and project funding. The Project Development & Environment Phase and Design Phase will be complete this year.

Currently, the City of Destin only has the funding for three parcels. However, FDOT has funded additional right-of-way acquisition in 2021 and 2022, so funding will be available beyond the three parcels starting in July 2020. The City of Destin may find additional funding prior to July 2020, but it is uncertain at this time. Regarding your property concerns and improvements, please contact Marsha Hayes with Hayes Consulting who is currently under contract with the City of Destin for the three parcel acquisitions. Her number is 850-638-5411, or her email address is marsha_hayes@yahoo.com.

The cul-de-sac on Sandalwood Drive has been modified to a "T" turnaround. The changes should alleviate some of your concerns. If someone travels errantly down Sandalwood Drive and must turn around, the headlights should direct away from your front window. No parking signs will also be placed in the area. I have attached a copy of the plan view with an aerial background for your use.

Your comments have been included for consideration in the final Public Involvement Report, and are a permanent component of the public involvement element for this project. If you have additional questions, please do not hesitate to contact me. My phone number is 850-478-9844 or by email at Gregory.Allen@atkinsglobal.com.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

c: David O. Campbell P.E.

Destin Crosstown Connector

City of Destin, Florida

#5

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Hearing
October 18, 2016
Public Speaker Registration

PLEASE PRINT CLEARLY

Comments are limited to three (3) minutes.

If you wish to address the hearing, please fill out this card completely and give it to an attendant prior to the start of the meeting. You will be called during the Public Comment portion of the meeting.

Name Kitman Cindy
Last First Middle Initial

Address 601 Sandalwood Destin
Number Street City

Please check one:

- ☐ Authorized to speak for the following organization: _____
- ☐ Speaking only as a member of the following organization: _____
- ☒ Speaking as a private citizen of the City of Destin
- ☐ Other

DESCRIBE SUBJECT OF YOUR REMARKS – Use other side. Please be specific.

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Fax: +1.850.478.0620

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January 24, 2017

Ms. Cindy Putman
601 Sandalwood Drive
Destin, FL 32541

Dear Ms. Putman:

Thank you for attending the Destin Cross Town Connector Public Hearing on October 18, 2016, and for providing your comments at the end of the recorded presentation.

We regret to inform you that the Court Reporter who was present to transcribe the hearing unexpectedly passed away shortly after the hearing. Attempts by her employer to locate her transcription of the hearing have been unsuccessful.

Atkins is reaching out to everyone who completed a speaker card, and asking if you could take a few minutes to provide us with a written summary of your verbal comments, so that we can include it with the project documentation.

In light of the circumstances, we feel this is the best way to ensure your concerns are included in the project file.

For your convenience we have enclosed a form for your comments, and a stamped, pre-addressed envelope. A copy of your speaker registration card is also enclosed for your reference. Please return your comments before February 10, 2017, to ensure they are included in the Public Involvement Report.

Thank you. We look forward to hearing from you very soon.

Sincerely,
Atkins

Gregory S. Allen, PE
Associate Vice President/Group Manager

Encl: Comment Form
Pre-addressed Envelope
Speaker Card

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Hearing
October 18, 2016
Comment Sheet

The individual completing this comment sheet was a speaker at the Cross Town Connector Public Hearing on October 18, 2016. The court reporter who was transcribing the event passed away shortly after this meeting, and her employer is unable to locate the transcription. This written comment was solicited to substitute for the lost transcription.

PLEASE PRINT CLEARLY

Name: Cindy Putman

Address: 601 Sandalwood Dr. Destin Fl 32541

~~Comments:~~ I have an end unit with EXTRA land as does my neighbor at 602 Sandalwood Dr. I have a whole house generator plus a shed on the property. I want to stay in Destin, Fl as I have lived here over 21 years. I am now retired and unable to secure a loan. I want a 2/2 or larger one-story house with a large yard. Destin City representatives have told us NOT to do improvements on our homes. Yet now you want to enter our homes to appraise them. We are not staging our homes with marble + crystal chandeliers because we do not want to move.

CONTINUE ON REVERSE IF NECESSARY. PLEASE RETURN THE COMMENT SHEET NO LATER THAN FEBRUARY 10, 2017.

The city has been so unfair as not to be helpful in finding a good home for the move. No one has told us <u>when</u> or <u>how</u> or <u>where</u> we will move. Nor do we have any idea of how much time we will have between an offer + the closing and then a move. Everything is so confusing and terrifying of not knowing where we will move.

Cindy Pettman

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Fax: +1.850.478.0620

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June 19, 2017

Ms. Cindy Putman
601 Sandalwood Drive
Destin, FL 32541

RE: Destin Cross-Town Connector from Beach Drive to Benning Drive

Dear Ms. Putnam:

Thank you for taking the time to attend the October 18, 2016 public hearing held at the Destin City Hall Annex for the Destin Cross-Town Connector from Beach Drive to Benning Drive. The need to acquire your property has been determined for this transportation improvement project. We understand that the process of relocating is a very stressful event and the City of Destin has contracted with Hayes Consulting to coordinate the acquisition and relocation process.

Marsha Hayes will be coordinating the relocation work on this project. Brantley and Associates, Inc. will be performing the appraisals for the project. Ms. Hayes will work with you regarding the relocation and try to make the process less stressful. The City of Destin has the funding to acquire certain parcels and your parcel has been chosen to be one of the parcels. The City of Destin is actively looking for additional funding for the project. FDOT has also recently added right-of-way funding in 2021 and 2022. Please contact Marsha Hayes with Hayes Consulting at 850-638-5411, or her email address is marsha_hayes@yahoo.com.

Your comments have been included for consideration in the final Public Involvement Report, and are a permanent component of the public involvement element for this project. If you have additional questions, please do not hesitate to contact me. My phone number is 850-478-9844 or by email at Gregory.Allen@atkinsglobal.com.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

c: David O. Campbell P.E.

ANDREW GALLOWAY
205 Benning Drive, Unit 5
Destin, Florida 32541
850.420.9596

My main concerns at this point are my property, which is located at the corner of Benning and Azalea, have not been properly addressed as to how they're going to deal with our property regarding the elevations on how the driveway could possibly be rerouted; why they have not taken more of the building that I live in, the two properties that are attached together, more into consideration when putting this roundabout together. It has traffic -- it has headlights shining through the front of our house from one side to the other all night long, with the cars being probably within thirty feet of our front door.

There was one of the interim plans that had the traffic light, and I wish they would take that more into consideration, because at this point, I don't see how they could put the roundabout in where they have it planned,

and the way it's planned would be an encroachment on our property, so they're talking about a partial eminent domain.

We haven't had the ability to have any way to speak to anybody about this, and we are left in limbo at this point about the amount of money we have put in our property for improvements.

We feel as if the final project plan would be more suitable and less impact on multiple properties there at the Benning and Azalea intersection. I would like to find out how much cost difference is it to have a two-lane versus a four-lane, to have a roundabout versus a traffic light, and is -- and, you know, at this point, with the traffic light being the ultimate solution or design, why would they waste the money and in turn -- how am I going to convey this -- put -- without taking away the value of our property and creating a dangerous situation for myself, my wife and my child.

I also have the same concerns that

some of the other homeowners did: That we are being left in limbo on the termination of the time line of this project. We're not interested in selling our house, but if we wanted to, we probably couldn't, and so there's been a shadow cast over our property at this point, which is unfair. We feel that it's unfair and we would like to have more answers, but nobody -- the elevations are one of our concerns. Our biggest concern -- safety is obviously our biggest concern, and nobody from Atkins has addressed these questions that we've had, and I've spoken to at least a half a dozen members of the Atkins team.

I spent one hour with the city engineer last week, and he has the same concerns that I do and didn't have the answers as well. And even today, the interim plan almost finalized, nobody had any adequate answers for me, and I'm frustrated and would like to -- I would like to hear from somebody who can address these concerns.

For the record, I still believe that the traffic light, which was the original plan several years ago, is the best alternative and the least impact and hardship on homeowners at that -- at the intersection where we own.

I believe that's all I can address right now. I'll go through my notes.

The way that the plan has our driveway would be on a significant grade, which leads right into the opening of the intersection, but more so affected by the roundabout than with the traffic light. With the interim plans, when the roundabout is in such close proximity to the front of our house and the small amount of research I have done recently, I have found multiple instances where less -- with less radiuses and turns where cars have wound up crashing into homes, even here in Destin.

I believe that's it.

REPORTER'S CERTIFICATE

STATE OF FLORIDA)
:
COUNTY OF OKALOOSA)

I, Anita D. Griffith, Court Reporter and Notary Public, certify that I was authorized to and did transcribe the foregoing commentary and that the transcript is a true and complete record of said commentary and transcribed by me.

Dated this 21st day of October, 2016.

/s/ Anita D. Griffith
Anita D. Griffith
Notary Public, State of Florida
My Commission No.: #EE 198737
Expires: May 15, 2020

ATKINS

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Pensacola, Florida 32504

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Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

June 19, 2017

Mr. Andrew Galloway
205 Benning Drive, Unit 5
Destin, FL 32541

RE: Destin Cross-Town Connector from Beach Drive to Benning Drive

Dear Mr. Galloway:

Thank you for taking the time to attend the October 18, 2016 public hearing held at the Destin City Hall Annex for the Destin Cross-Town Connector from Beach Drive to Benning Drive. We appreciate that you are raising concerns over property acquisition and project funding. The need to acquire a portion of your property has been identified for this transportation improvement project. The Project Development & Environment Phase and Design Phase will be complete this year.

Currently, the City of Destin only has the funding to acquire three parcels. However, FDOT has funded right-of-way acquisition in fiscal years 2021 and 2022. Property acquisition funding will be available beyond the three parcels starting in July 2020. The City of Destin may find additional funding prior to July 2020, but it is uncertain at this time. No funding has been identified for construction but it will most likely occur after 2022 since the right-of-way acquisition must be complete before construction can begin.

Based on comments, concerns, and other considerations from the City and the public, the interim intersection at Benning Drive and Destin Connector will be a four-way stop and not a roundabout. This should resolve many of your concerns with the project. I have attached a copy of the typical section and plan view with an aerial background for your use.

Your comments and concerns about the project alternatives, safety, and property values, as well as your preference for the alternative that included an at-grade intersection with a traffic light, have been included for consideration in the final Public Involvement Report, and are a permanent component of the public involvement element for this project. If you have additional questions, please do not hesitate to contact me. My phone number is 850-478-9844 or by email at Gregory.Allen@atkinsglobal.com.

Again, thank you for your interest in this endeavor.

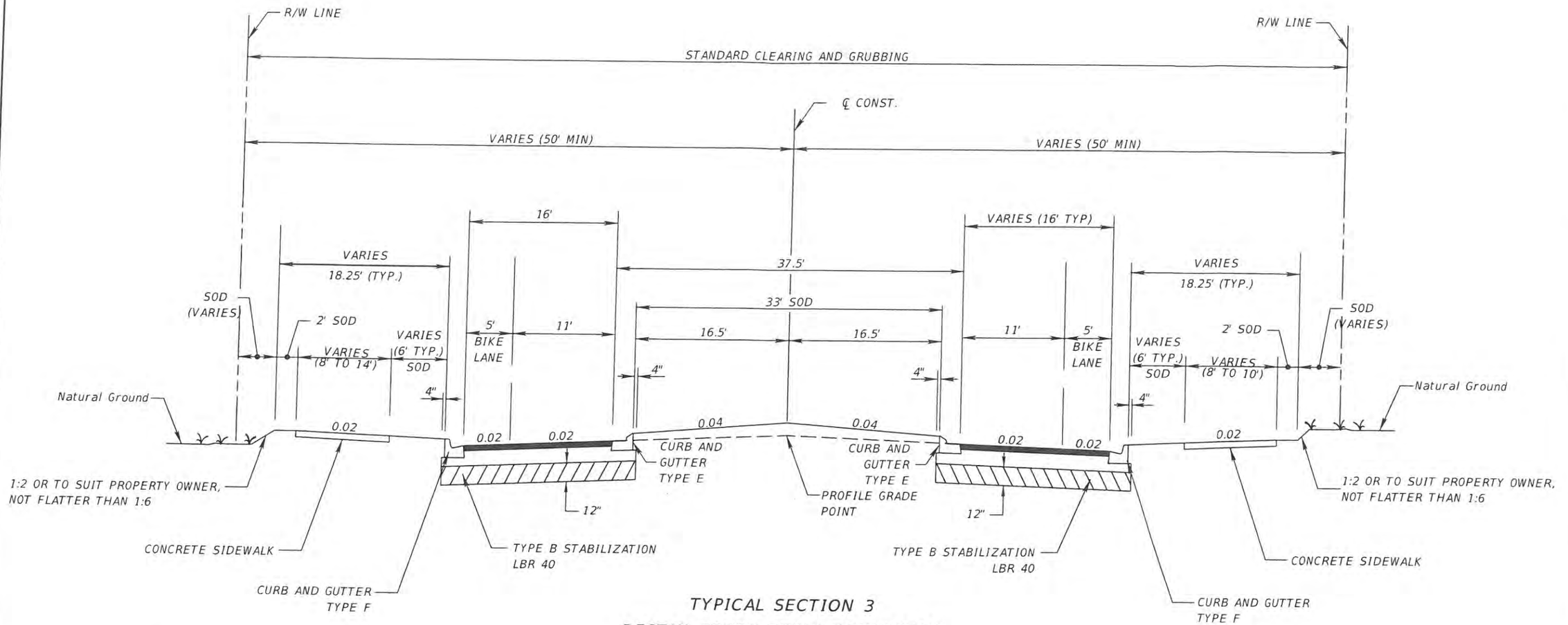
Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

c: David O. Campbell P.E.

Destin Crosstown Connector

City of Destin, Florida



TYPICAL SECTION 3
DESTIN CROSS TOWN CONNECTOR
STA. 30+06.00 TO 46+35.77

TRAFFIC DATA

CURRENT YEAR = 2017 AADT = 0
ESTIMATED OPENING YEAR = 2022 AADT = 2640
ESTIMATED DESIGN YEAR = 2042 AADT = 3270
K = 9% D = 52.1% T = 1.8% (24 HOUR)
DESIGN HOUR T = 3.5%
DESIGN SPEED = 30 MPH

NEW CONSTRUCTION

OPTIONAL BASE GROUP 6 WITH
TYPE SP-19 STRUCTURAL COURSE (PG 76-22, PMA, TRAFFIC B) (2.5")
TYPE FC-12.5 FRICTION COURSE (PG 76-22, PMA, TRAFFIC B) (1.25")

*SIDEWALK LIMITS
STA. 26+20.00 TO 48+80.03 (LT) (DESTIN CROSS TOWN CONNECTOR)
STA. 27+86.87 TO 48+01.61 (RT) (DESTIN CROSS TOWN CONNECTOR)

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ATKINS NORTH AMERICA, INC.
2114 AIRPORT BOULEVARD, SUITE 1450
PENSACOLA, FLORIDA 32504
(850) 478-9844
FBPE CERTIFICATE OF AUTHORIZATION NO. 24
KEVIN M. MORGAN, P.E. #71350

CITY OF DESTIN

COUNTY	CONSTRUCTION PLANS FOR:
OKALOOSA	DESTIN CROSS TOWN CONNECTOR

TYPICAL SECTION

SHEET NO. 6

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Hearing
October 18, 2016
Comment Sheet

PLEASE PRINT CLEARLY

Name: Lydia Gallup Date: 10/26/16

Address: 357 Seagull Ln Destin

E-mail Address:

Phone Number:

Comments:

It seems as though with Airport, the Destin Cross Town Connector each being 2 lane roads, a bottleneck will occur at Legion where the two roads are connected, given that Legion is only 1 lane in either direction. Is there anything planned to help alleviate this issue? Additionally, Beach Dr already struggles with stop-and-go traffic during church and school times; how does the city intend the extra traffic + traffic light to be handled to prevent delays?

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE
OR
FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE, AND MAIL NO LATER THAN OCTOBER 28, 2016.

ATKINS

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Pensacola, Florida 32504

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Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

June 19, 2017

Ms. Lydia Gallup
307 Seagull Lane
Destin, FL 32541

RE: Destin Cross-Town Connector from Beach Drive to Benning Drive

Dear Ms. Gallup:

Thank you for taking the time to attend the October 18, 2016 public hearing held at the Destin City Hall Annex for the Destin Cross-Town Connector from Beach Drive to Benning Drive. We have provided a response for your concerns for the following items:

1. Bottleneck at Legion Drive
   Response: The City is actively looking for additional funding for widening improvements to Azalea Drive and Legion Drive. As these corridors are widened, the proposed connector facility will also be widened to allow additional capacity and the intersections will be signalized. In the interim condition, the direct continuation of Legion Drive to Azalea Drive should allow for more efficient movement of traffic. This is due in part to the reduced number of turning maneuvers required. As the corridor is widened, intersections will be reevaluated for appropriate traffic control measures. I have attached a copy of the typical section and plan view with an aerial background for your use.

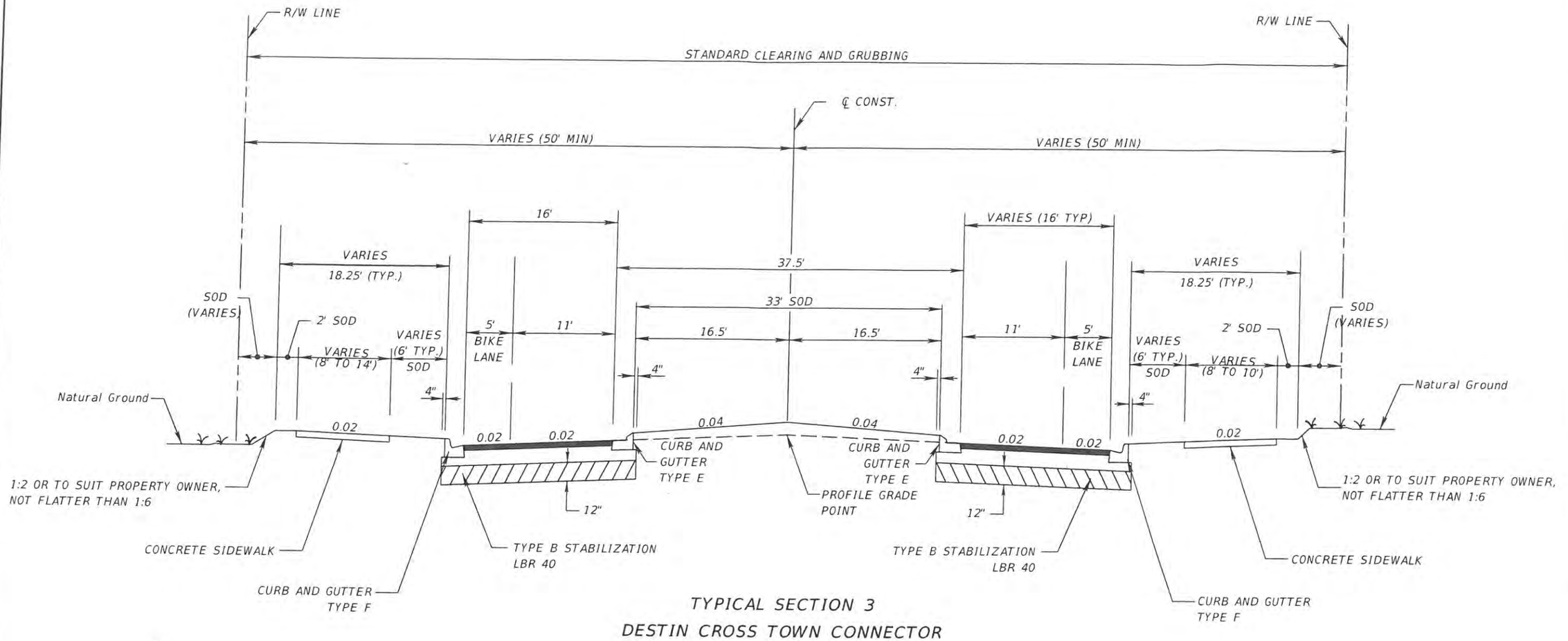
Your comments have been included for consideration in the final Public Involvement Report, and are a permanent component of the public involvement element for this project. If you have additional questions, please do not hesitate to contact me. My phone number is 850-478-9844 or by email at Gregory.Allen@atkinsglobal.com.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

c: David O. Campbell P.E.



TYPICAL SECTION 3
DESTIN CROSS TOWN CONNECTOR
STA. 30+06.00 TO 46+35.77

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*SIDEWALK LIMITS
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STA. 27+86.87 TO 48+01.61 (RT) (DESTIN CROSS TOWN CONNECTOR)

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KEVIN M. MORGAN, P.E. #71350

CITY OF DESTIN

COUNTY	CONSTRUCTION PLANS FOR:
OKALOOSA	DESTIN CROSS TOWN CONNECTOR

TYPICAL SECTION

SHEET NO. 6

Destin Crosstown Connector

City of Destin, Florida

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Hearing
October 18, 2016
Comment Sheet

PLEASE PRINT CLEARLY

Name: Georgine Hillgenberg Date: 10/24/16

Address: 615 Sandalwood Dr
Destin, FL 32541

E-mail Address: georgineh@cox.net

Phone Number: 850-837-7100

Comments: ① The corner of our property will be at a curve right at the sidewalk. Will there be a reinforced wall to protect cars from coming in our yard. ② What will this do to our property value? ③ Why wait to four lane this road. The round about at Commons and Indian Bayou backs up now aprox. ½ mile. I feel the round abouts will only cause more back ups.

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE
OR
FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE, AND MAIL NO LATER THAN OCTOBER 28, 2016.

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June 19, 2017

Ms. Georgine Hillgenberg
716 Kelly Street
Destin, FL 32541

RE: Destin Cross-Town Connector from Beach Drive to Benning Drive

Dear Ms. Hillgenberg:

Thank you for taking the time to attend the October 18, 2016 public hearing held at the Destin City Hall Annex for the Destin Cross-Town Connector from Beach Drive to Benning Drive. We have provided a response for your concerns for the following items:

1. Potential wall placement to protect property.
   Response: The proposed geometrics utilized for the roadway design are based on a 30-mph design speed. The proposed typical section includes curb and gutter which should keep vehicles within the roadway footprint but if they do drive over the curb, border width behind the curb and gutter is provided including an 8-foot to 10-foot sidewalk throughout the project limits. A small section of gravity wall is proposed from Station 35+98 to Station 36+40 to avoid additional right-of-way impacts. I have attached a copy of the typical section, plan view, plan view with an aerial background and a cross section depicting the small gravity wall for your use.
2. Property value changes due to project.
   Response: The amenities associated with the roadway will include sidewalks, bicycle lanes, decorative lighting, and a raised median with landscaping. The City believes that these enhanced community features will add value to the area and help to make this a desirable area to live.
3. Four lane road now instead of phasing.
   Response: The roadway will be able to be widened to four lanes very easily into the proposed median in the future when traffic conditions dictate. The segments to the east and west of the Destin Connector are currently two lane sections that warrant improvements and the City of Destin is actively pursuing means to fund the projects. The traffic study conducted for this project indicates that the proposed two-lane will allow an acceptable level of service until the segments on either side are widened.

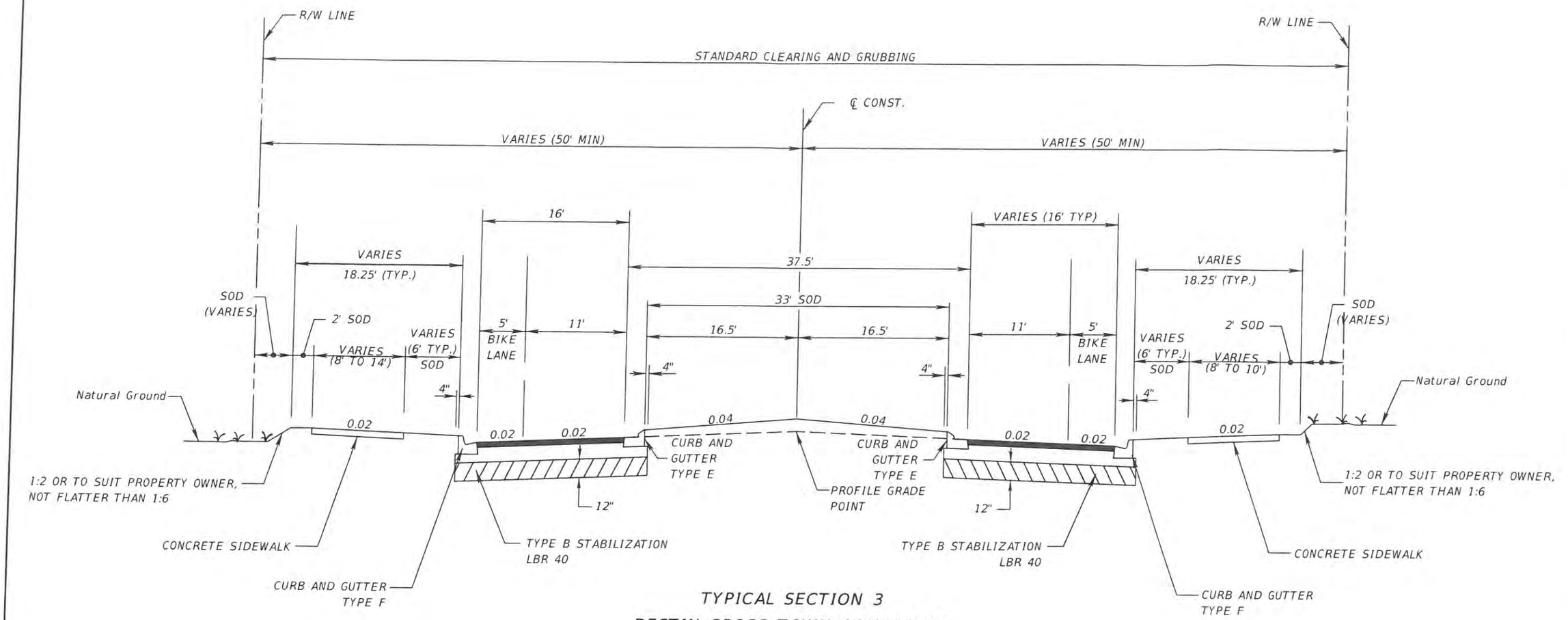
Your comments have been included for consideration in the final Public Involvement Report, and are a permanent component of the public involvement element for this project. If you have any additional questions, please do not hesitate to contact me. My phone number is 850-478-9844 or by email at Gregory.Allen@atkinsglobal.com.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

c: David O. Campbell P.E.



TYPICAL SECTION 3
DESTIN CROSS TOWN CONNECTOR
STA. 30+06.00 TO 46+35.77

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NEW CONSTRUCTION

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TYPE SP-19 STRUCTURAL COURSE (PG 76-22, PMA, TRAFFIC B) (2.5")
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*SIDEWALK LIMITS
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CITY OF DESTIN

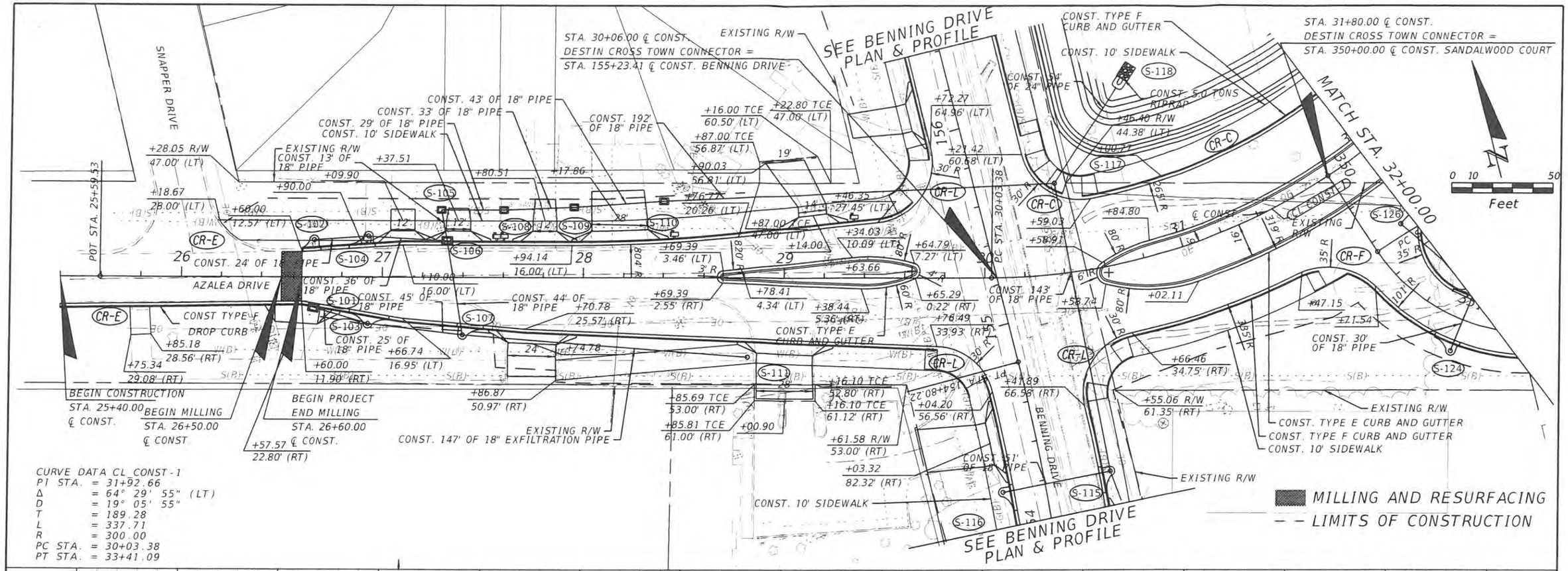
COUNTY	CONSTRUCTION PLANS FOR:
OKALOOSA	DESTIN CROSS TOWN CONNECTOR

TYPICAL SECTION

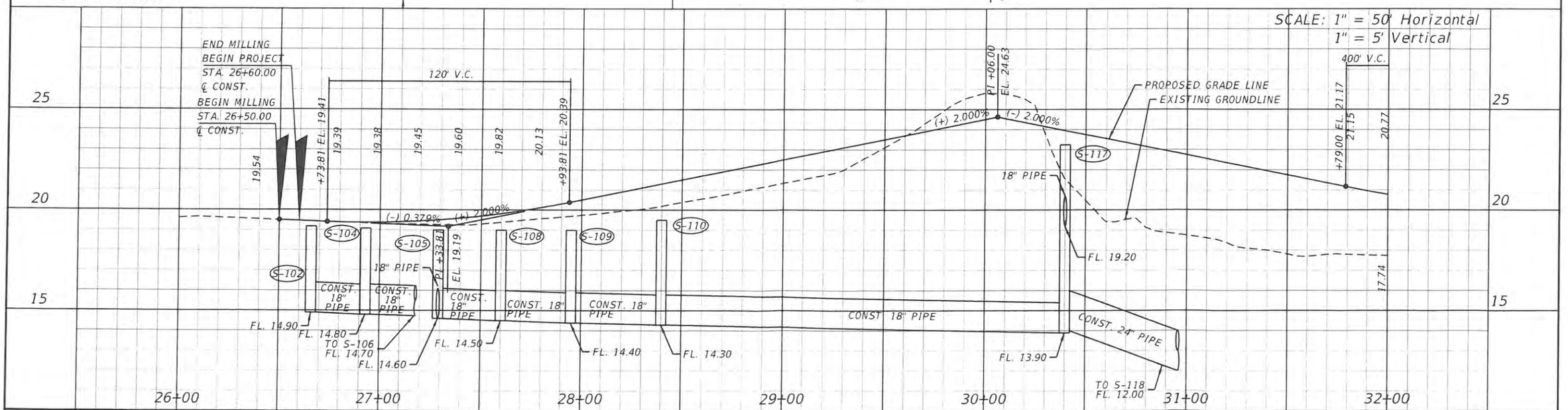
SHEET NO. 6

Destin Crosstown Connector

City of Destin, Florida



CURVE DATA CL CONST-1
PI STA. = 31+92.66
Δ = 64° 29' 55" (LT)
D = 19° 05' 55"
T = 189.28
L = 337.71
R = 300.00
PC STA. = 30+03.38
PT STA. = 33+41.09



REVISIONS			
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KEVIN M. MORGAN, P.E. #71350

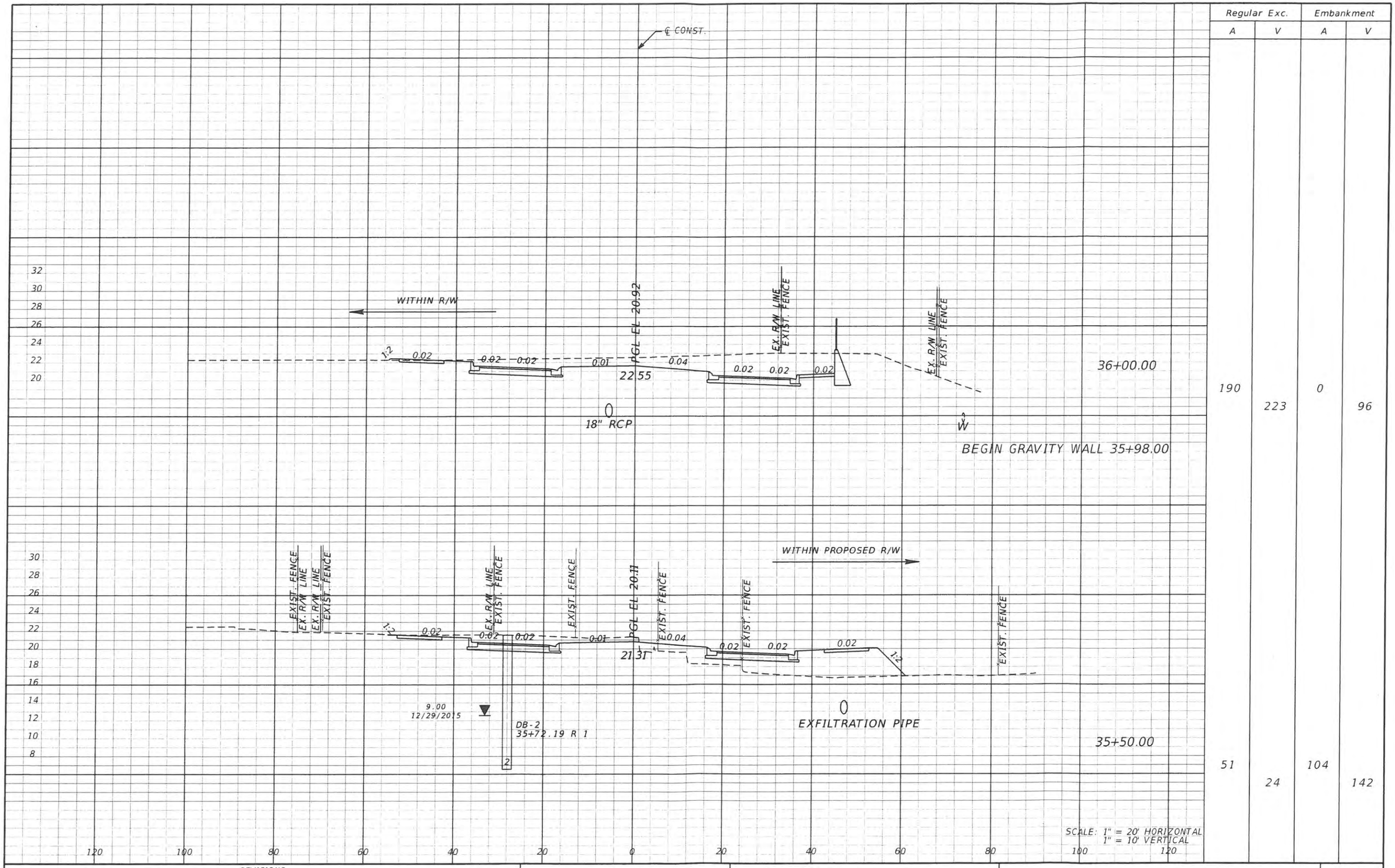
CITY OF DESTIN

COUNTY	CONSTRUCTION PLANS FOR:
OKALOOSA	DESTIN CROSS TOWN CONNECTOR

PLAN & PROFILE DESTIN CONNECTOR

SHEET NO. 16

morg2110 5/30/2017 8:43:25 AM T:\City of Destin\Destin Connector\Drawings\roadway\plprrd01.dgn



SCALE: 1" = 20' HORIZONTAL
1" = 10' VERTICAL

Regular Exc.		Embankment	
A	V	A	V
190	223	0	96
51	24	104	142

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ATKINS NORTH AMERICA, INC.
2114 AIRPORT BOULEVARD. SUITE 1450
PENSACOLA, FLORIDA 32504
(850) 478-9844
FBPE CERTIFICATE OF AUTHORIZATION NO. 24

KEVIN M. MORGAN, P.E. #71350

CITY OF DESTIN

COUNTY	CONSTRUCTION PLANS FOR:
OKALOOSA	DESTIN CROSS TOWN CONNECTOR

CROSS SECTIONS
CROSS TOWN CONNECTOR

SHEET NO. 76

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Hearing
October 18, 2016
Comment Sheet

PLEASE PRINT CLEARLY

Name: Kathy Jenner Date: 10-18-16

Address: 704 Elise Ln Destin FL

OWNER: 651 & 649 Sandalwood Dr + 521 Sandalwood Ct.

E-mail Address:

Phone Number: 850 6545087

Comments: (1) Traffic Noise Sound Buffer

(2) Cross over for East/West Travel Without entering Traffic congestion at Beach & Benning

(3) No Outlet for Sandalwood Dr to by pass - must go back to Beach to enter & travel West or East

(4) 2- Church schools & 1-Public school all dumping Between 2-3:30 pm on To Beach Dr-

I see these problems.

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE
OR
FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE, AND MAIL NO LATER THAN OCTOBER 28, 2016.

ATKINS

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504

Telephone: +1.850.478.9844
Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

June 19, 2017

Ms. Kathy Jenner
704 Elise Lane
Destin, FL 32541

RE: Destin Cross-Town Connector from Beach Drive to Benning Drive

Dear Ms. Jenner:

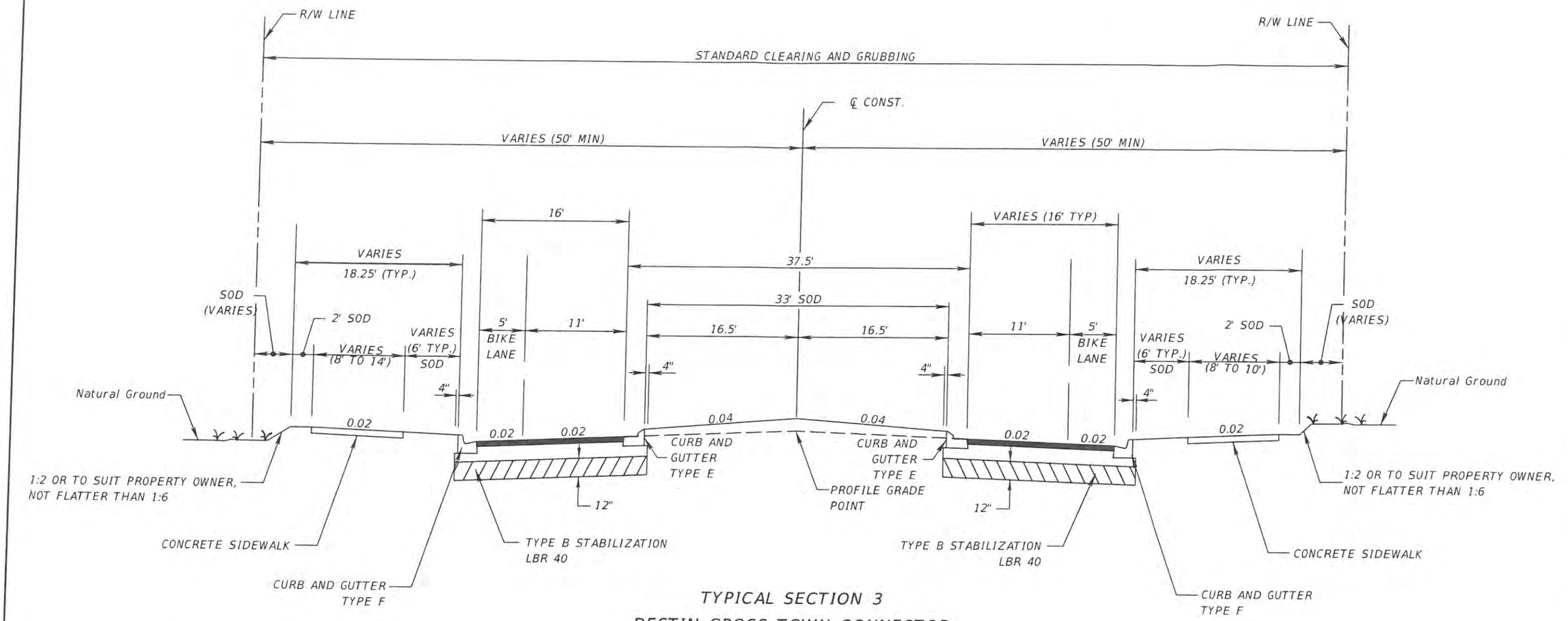
Thank you for taking the time to attend the October 18, 2016 public hearing held at the Destin City Hall Annex for the Destin Cross-Town Connector from Beach Drive to Benning Drive. We have provided a response for your concerns for the following items:

1. Traffic Noise Sound Barrier
   Response: A noise study was conducted for the project; however, projected noise levels did not exceed the Federal Highway Administration (FHWA) criteria warranting inclusion of noise walls into the project.
   Request for left turn out of Sandalwood Court and Sandalwood Drive and crossover in the proposed median.
   Response: The proposed raised median is being installed in lieu of a two-way left turn lane to provide a safer roadway for the traveling public, especially in the future when the two lanes are increased to four lanes. The proposed median will allow for future median widening to create four lanes of traffic when the need arises in the future. The raised median is not only safer since it aides in preventing collisions but also allows the City to enhance the look of the roadway and surrounding properties with decorative landscaping. The intersection of Sandalwood Court was identified as being within the proposed left turn lane (influence area) from the Destin Connector to Benning Drive. Due to the severity of conflicts between left turning vehicles, left turn movements are not recommended within the influence area of an intersection.
2. The proposed roundabout at Beach Drive should operate more efficiently once constructed versus the stop condition that currently exists. At the public meetings, several options were depicted for the Sandalwood Court and Sandalwood Drive area. Based on public input from the public meetings, the majority of the residents along Sandalwood Drive did not want a connection to the Destin Connector since it would allow a high volume of cut-through traffic and would create a less safe environment for residents of Sandalwood Drive. I have attached a copy of the typical section and plan view with an aerial background for your use.
3. Presence of Schools and Churches create traffic problems between 2 pm – 3:30 pm.
   Response: We acknowledge that traffic congestion exists in the area, especially during certain times of the day. The improvements proposed for this project are intended to provide an acceptable level of service for the traffic in the area. The roundabout at Beach Drive/Destin Connector/Legion Drive should help to alleviate the backups at the current stop controlled intersection.

Your comments have been included for consideration in the final Public Involvement Report, and are a permanent component of the public involvement element for this project. Again, thank you for your interest in this endeavor. If you have additional questions, please do not hesitate to contact me. My phone number is 850-478-9844 or by email at Gregory.Allen@atkinsglobal.com.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager
c: David O. Campbell P.E.



TYPICAL SECTION 3
DESTIN CROSS TOWN CONNECTOR
STA. 30+06.00 TO 46+35.77

TRAFFIC DATA

CURRENT YEAR = 2017 AADT = 0
ESTIMATED OPENING YEAR = 2022 AADT = 2640
ESTIMATED DESIGN YEAR = 2042 AADT = 3270
K = 9% D = 52.1% T = 1.8% (24 HOUR)
DESIGN HOUR T = 3.5%
DESIGN SPEED = 30 MPH

NEW CONSTRUCTION

OPTIONAL BASE GROUP 6 WITH
TYPE SP-19 STRUCTURAL COURSE (PG 76-22, PMA, TRAFFIC B) (2.5")
TYPE FC-12.5 FRICTION COURSE (PG 76-22, PMA, TRAFFIC B) (1.25")

*SIDEWALK LIMITS
STA. 26+20.00 TO 48+80.03 (LT) (DESTIN CROSS TOWN CONNECTOR)
STA. 27+86.87 TO 48+01.61 (RT) (DESTIN CROSS TOWN CONNECTOR)

REVISIONS			
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CITY OF DESTIN

COUNTY	CONSTRUCTION PLANS FOR:
OKALOOSA	DESTIN CROSS TOWN CONNECTOR

TYPICAL SECTION

SHEET NO. 6

Destin Crosstown Connector

City of Destin, Florida

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Hearing
October 18, 2016
Comment Sheet

PLEASE PRINT CLEARLY

Name: DANA MIMS Date: 10/18/2016

Address: 527 SANDALWOOD CT, DESTIN

E-mail Address: scorpion26ro@yahoo.com

Phone Number: 850-687-0231

Comments: (1) I leave on Sandalwood CT and I would like to be able to take a left to get on Benning Dr. without to go all the way to the intersection of Beach Dr. and Legion Dr. and come all the way back just to be able to go on Benning Dr. or Azalea Dr. I don't see the purpose of the grass or any landscaping between the lanes. Why this connector can not be like Legion Dr.? 2 lanes with a turning lane in the middle?

(2) I would like to see a shuttle bus stop somewhere along this new connector. There will be way more people using public transit if the stops are more accessible

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE
OR
FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE, AND MAIL NO LATER THAN OCTOBER 28, 2016.

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www.atkinsglobal.com/northamerica

June 19, 2017

Ms. Dana Mims
527 Sandalwood Court
Destin, FL 32541

RE: Destin Cross-Town Connector from Beach Drive to Benning Drive

Dear Ms. Mims:

Thank you for taking the time to attend the October 18, 2016 public hearing held at the Destin City Hall Annex for the Destin Cross-Town Connector from Beach Drive to Benning Drive. We reviewed your comment concerning the proposed median, left turn request out of Sandalwood Court and the addition of a shuttle bus stop with City staff and offer the following explanation.

The proposed raised median is being installed in lieu of a two-way left turn lane to provide a safer roadway for the traveling public, especially in the future when the two lanes are increased to four lanes. The proposed median will allow for future median widening to create four lanes of traffic when the need arises in the future. The raised median is not only safer since it aides in preventing collisions but also allows the City to enhance the look of the roadway and surrounding properties with decorative landscaping. I have attached a copy of the typical section and plan view with an aerial background for your use.

The intersection of Sandalwood Court was identified as being within the proposed left turn lane (influence area) from the Destin Connector to Benning Drive. Due to the severity and number of conflicts between left turning vehicles, left turn movements are not recommended within the influence area of an intersection.

Your request for the shuttle bus stop on the new alignment was vetted with City staff and City staff indicated that proposed bus stops are located outside the limits of this project but are very close to the Beach Drive and Benning intersections. You can request specific shuttle stop locations through the West Florida Regional Planning Council. A form is available on their website, www.wfrpc.org/programs/okaloosa-transit-cooperative.

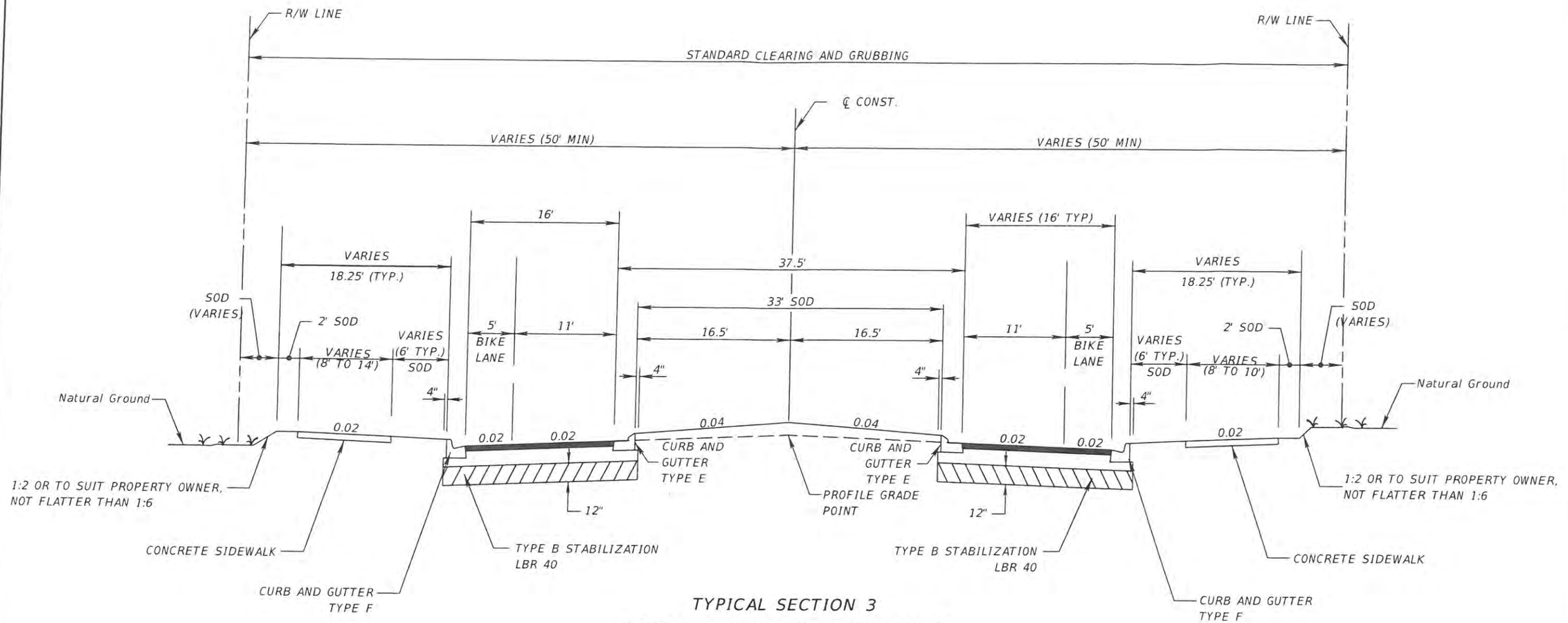
Your comments have been included for consideration in the final Public Involvement Report, and are a permanent component of the public involvement element for this project. If you have any additional questions, please do not hesitate to contact me. My phone number is 850-478-9844 or by email at Gregory.Allen@atkinsglobal.com.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

c: David O. Campbell P.E.



TYPICAL SECTION 3
DESTIN CROSS TOWN CONNECTOR
STA. 30+06.00 TO 46+35.77

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CITY OF DESTIN

COUNTY	CONSTRUCTION PLANS FOR:
OKALOOSA	DESTIN CROSS TOWN CONNECTOR

TYPICAL SECTION

SHEET NO. 6

Destin Crosstown Connector

City of Destin, Florida

APPENDIX E-9

Public Hearing Record

IN RE: DESTIN CROSS TOWN CONNECTOR

Beach Drive to Benning Drive

Public Hearing

Destin City Hall Annex

Tuesday, October 18, 2016, 5:30 p.m.

PUBLIC HEARING

Held on Tuesday, October 18, 2016, beginning at 5:30 p.m., Destin City Hall Annex, Destin, Florida.

HITCHCOCK & ASSOCIATES COURT REPORTING, INC.
111 South Baylen Street
Pensacola, Florida 32501
(850) 434-6447
FAX: (850) 434-0415

MR. HELMS: Good evening. The City of Destin would like to welcome you to the public hearing for the Destin Cross Town Connector. My name is Jeff Helms. I am the Atkins principal-in-charge of the project on behalf of the City of Destin.

The proposed improvement involves construction 0.4 miles of new four-lane road between Benning Drive and Beach Drive, which the City of Destin has classified as a major collector. The proposed improvements would begin on Azalea Drive just west of Benning Drive and extend eastward just past the intersection of Legion Drive with Beach Drive. The project traverses through the area of Anna Street, Sandalwood Court, and Sandalwood Drive.

This hearing is being held to provide you with the opportunity to comment on this project. Here with me tonight are David Campbell, City of Destin Public Services director/city engineer, Greg Allen, Atkins project manager, and other representatives of the City of Destin and consultant project team.

At this time, we would like to recognize any federal, state, county, or city officials who may be present tonight. Are there any officials who would like to be recognized?

(No officials were recognized.)

We now will begin the presentation.

The purpose of this public hearing is to share information with the general public about the proposed improvement, its conceptual design, all alternatives under study, and the potential beneficial and adverse social, economic, and environmental impacts upon the community. The public hearing also serves as an official forum, providing an opportunity to the public to express their opinions and concerns regarding the project.

Public participation at this hearing is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

There are three primary components to tonight's hearing: First, the open house, which occurred prior to the presentation, where you were invited to view the project

displays and to speak directly with the project team and provide your comments in writing or to the court reporter;

Second, this presentation, which will explain the project purpose and need, study alternatives, potential impacts, both beneficial and adverse, and proposed methods to mitigate adverse project impacts;

And third, a formal comment period following this presentation, where you will have the opportunity to provide oral statements at the microphone, or you may speak directly to the court reporter, or in writing.

This public hearing was advertised consistent with federal and state requirements. Persons wishing to express their concerns about Title VI may do so by contacting either the Destin Public Services director/city engineer or the consultant project manager. This contact information is also provided in the project brochure and on a sign displayed at this hearing.

The objective of the Destin Cross Town Connector is to provide an alternative to

SR 30/US 98 for motorized traffic, while increasing transportation options by creating an intermodal network by focusing on bicycle, pedestrian, and transit service, as well as vehicular transportation.

Several transportation planning documents have identified the need for a new east-west corridor to relieve traffic on SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway). These documents include: Evaluation and Appraisal Report Destin 2010 Comprehensive Plan, Northwest Florida Transportation Corridor Authority 2013 Master Plan, and the Okaloosa-Walton Transportation Planning Organization's Cost Feasible Plan (CFP) element of the 2035 Long Range Transportation Plan (LRTP).

Alternatives considered for the corridor include no action, TSM&O, multimodal, and build alternatives.

1. No-action Alternatives

The no-action alterative would simply leave the existing roadway network in its current configuration. No capacity, intersection, pedestrian, bicycle, or safety

improvements would be implemented beyond those already approved.

The no-action alternative has a number of positive attributes. No expenditure of public funds for design, r/w acquisition, or construction would be required. Traffic would not be disrupted due to construction, thus avoiding inconveniences to local businesses and residences. There would be no impacts to threatened or endangered species. With the no-action alternative, there is no risk of involvement with potentially contaminated sites. No costs would be incurred due to utility relocation. There would be no direct or indirect impacts to the socioeconomic characteristics, community cohesion, or system linkage of the area.

However, the no-action alternative fails to fulfill the purpose and need for the project, and/or fails to meet the goals, policies, and criteria of Destin's Comprehensive Plan or the Okaloosa-Walton TPO LRTP. Although the no-action alternative fails to meet the purpose and need for the project, it will remain a viable alternative

and will be evaluated along with the build alternatives.

2. Transportation System Management & Operations (TSM&O)

TSM&O alternatives include those activities that maximize the efficiency of the existing multimodal system. Possible TSM&O options include traffic management systems, parking management, traffic control, the addition of turn lanes, traffic signal timing optimization, freight management, conversion of existing non-tolled managed lanes to tolled lanes. TSM&O improvements alone would provide little to meeting the project's purpose and need. Much like the no-action alternative, the TSM&O alternative fails to fulfill the needs and goals of the Destin Comprehensive Plan. For all of these reasons, no TSM&O alternative was considered a solution for the project needs.

3. Multimodal Alternatives

Multimodal solutions to substandard roadways are generally only effective within highly urbanized or constrained corridors. Specific examples of multimodal alternatives

are mass transit systems such as bus or rail options. Although the SR 30/US 98 corridor is urbanized, it is not typical of areas where transit systems are most effective. Transit services provided by Okaloosa County Transit have proved insufficient in alleviating congestion on SR 30/US 98 (Harbor Boulevard). Several different factors are responsible for this, including limited ridership, the community's location on a peninsula (which affects the size and location of the transit network within the community), the tourist economy, and the volume of through traffic traveling to destinations beyond the transit network, among others.

Therefore, the City of Destin created a multimodal transportation district (MMTD) to expand bicycle, pedestrian, and transit services within the district. However, the plans for the MMTD recognize that these facilities have to be enhanced with strategic road improvements, of which this project is one. Bus stop facilities are planned along this route, outside the project limits, and

are currently not needed within the limits. Beyond the addition of bus stops, no further consideration of a multimodal alternative was considered.

4. Build Alternatives

The proposed roadway would be classified as a major collector with a posted speed of 25 mph. The ultimated roadway configuration would be a four-lane divided roadway with bicycle and pedestrian facilities. Because Azalea Drive and Legion Drive are not currently four-lane roads, the proposed project would be constructed in phases, with the first phase providing a two-lane facility.

Two build alternatives (Alternatives 1 or 2) each with three options (A, B, or C) were considered. Each alternative utilizes the same alignment, but proposes different intersection configurations and different access solutions for the Sandalwood neighborhood. The alternatives and their options are discussed as follows:

Alternative 1A would provide a standard four-leg intersection at the Azalea

Drive/Benning Drive intersection, and a standard four-leg intersection with a dedicated right-turn lane for eastbound traffic at the Beach Drive/Legion Drive (east) intersection. Crosswalks would be provided on each leg of both intersections and the dedicated right-turn lane. Since the proposed road would bisect Anna Street, there would be a new intersection on the north side of the Cross Town Connector at Anna Street. South of the proposed road, Anna Street would be reconfigured to restore the connection between Sandalwood Court and Sandalwood Drive. Estimated cost of Alternative 1A is 8.7 million dollars.

Alternative 1B is similar to Alternative 1A, having the same alignment and the same four-leg intersection with crosswalks on all approaches at the project termini and a dedicated right-turn lane for eastbound traffic at the Beach Drive intersection with Legion Drive (east). Alternative 1B would also provide the same intersection with Anna Street and the Destin Cross Town Connector.

However, Alternative 1B differs from

Alternative 1A, in that it would provide an intersection between the Destin Cross Town Connector and Sandalwood Drive, across from the Anna Street/Destin Cross Town Connector intersection, and an intersection between the Destin Cross Town Connector and Sandalwood Court. All three intersections would only allow right-in/right-out turns, and none of these intersections would have crosswalks delineated on the pavement. Estimated cost of Alternative 1B is 8.3 million dollars.

Alternative 1C is similar to Alternative 1A, in that it has the same alignment, same four-leg intersection with crosswalks at the project termini, and the dedicated right-turn lane for eastbound traffic at the intersection of Beach Drive with Legion Drive (east), and a three-leg intersection with Anna Street. It is similar to Alternative 1B, in that it provides an intersection between Sandalwood Court and the Destin Cross Town Connector, but differs from Alternative 1B in that a cul-de-sac is created at the end of Sandalwood Drive. No crosswalk is provided at the Sandalwood Court

intersection. Estimated cost of Alternative 1C is 8.3 million dollars.

Alternative 2A utilizes the same road alignment as Alternative 1A, but provides a roundabout at both the Azalea Drive/Benning Drive intersection and at the Beach Drive/Legion Drive intersection. The Beach Drive/Legion Drive roundabout would also have a dedicated right-turn lane for eastbound traffic, and both roundabouts would have crosswalks on all approaches to the intersections.

Alternative 2A provides the same intersection configuration with Anna Street north of the Destin Cross Town Connector, and the same realignment of Anna Street between Sandalwood Court and Sandalwood Drive as Alternative 1A.

Therefore, Alternative 2A is identical to Alternative 1A, except for the intersections at the project termini. Estimated cost of Alternative 2A is 10.8 million dollars.

Alternative 2B is similar to Alternative 2A having the same alignment and the same

roundabouts with crosswalks on all approaches at the project termini, and a dedicated right-turn lane for eastbound traffic at the Beach Drive intersection with Legion Drive (east). Alternative 2B would also provide the same intersection with Anna Street and the Destin Cross Town Connector.

However, Alternative 2B differs from Alternative 2A in that it would provide an intersection between the Destin Cross Town Connector and Sandalwood Drive, across from the Anna Street/Destin Cross Town Connector intersection, and an intersection between the Destin Cross Town Connector and Sandalwood Court. All three intersections would only allow right-in/right-out turns, and none of these intersections would have crosswalks delineated on the pavement. Estimated cost of Alternative 2B is 10.4 million dollars.

Alternative 2C is similar to Alternative 2A, in that it has the same alignment, same roundabouts with crosswalks at the project termini, and the dedicated right-turn lane for eastbound traffic at the intersection of Beach Drive with Legion Drive (east), and a

three-leg intersection with Anna Street.

It is similar to Alternative 2B, in that it provides an intersection between Sandalwood Court and the Destin Cross Town Connector, but differs from Alternative 2B in that a cul-de-sac is created at the end of Sandalwood Drive. No crosswalk is provided at the Sandalwood Court intersection. Estimated cost of Alternative 2C is 10.4 million dollars.

Based on the environmental considerations discussed later in this presentation, costs and engineering factors, a recommended alternative has been identified. The recommended alternative is not the preferred or final alternative. The City of Destin will make that determination after all public and agency comments have been considered with the results of the environmental studies.

As previously mentioned, the proposed project will be constructed in two phases, the interim two-lane configuration and the final four-lane configuration. For the interim project, it is recommended that

Alternative 2, Option C, a two-lane facility having roundabouts at Benning Drive and Beach Drive, with a cul-de-sac on Sandalwood Drive and direct access form Sandalwood Court to the Cross Town Connector, be provided.

For the final project, it is recommended that Alternative 1, Option C, a four-lane facility having a standard four-leg intersection at Benning Drive and at Beach Drive, with a cul-de-sac on Sandalwood Drive and direct access from Sandalwood Court to the Cross Town Connector, be provided.

The change in intersection type is necessitated by future traffic volumes in excess of the capacity of the roundabout.

Benefits vary depending on the alternative and the type of access under discussion. For instance, cross-town access improvements are achieved by providing a continuous roadway from Stahlman to Airport and US 98.

Local access into the Sandalwood neighborhood would be improved by the direct access provided under Alternatives 1B, 1C, 2B, and 2C, but would be unchanged under

Alternatives 1A and 2A. Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling. Traffic delays will be minimized to the extent possible when many construction operations are in progress at the same time.

The proposed improvements include 10-foot wide sidewalks, Americans with Disabilities Act (ADA) compatible ramps with detectable warning surfaces, crosswalks, and signage to ensure pedestrian safety.

An EIR has been prepared for this project, and it was found that there would be no involvement with farmlands, essential fish habitat, floodplains, outstanding Florida waters, aquatic preserves, wild and scenic rivers, coastal barrier resources, wetlands, or potential contamination sites.

Land Use

The proposed project supports the land use policies of the City, and therefore would not have an adverse effect on land uses. It is also consistent with the City's 2010 Comprehensive Plan and the 2035 Long Range

Transportation Plan (LRTP).

Community Cohesion

The proposed project should have no adverse effect on community cohesion, even though it would introduce a road between two separate neighborhoods (based on distance, orientation, and character). There would be impacts to the Sandalwood neighborhood: acquisition of some structures, separation of the townhomes along Anna Street from the rest of the neighborhood, and change in access between Sandalwood Court and Sandalwood Drive. There would also be varying effects on the ease of access between Anna Street and Sandalwood neighborhoods, depending on the alternative (discussed in the EIR).

Alternatives 1B, 1C, and 2C would not introduce increased traffic to the Sandalwood neighborhood, but would degrade the operation of the Cross Town Connector due to the proximity of the access to the neighborhood being so close to the Azalea Drive/Benning Drive intersection. The alternatives were evaluated to determine which performed best, and it was determined that Alternatives 1A

and 2A preformed best (because they allowed traffic into the Sandalwood neighborhood), and Alternatives 1B and 2B performed worst.

Environmental Justice

Although census blocks 1008 and 1033 had a high percentage of minorities in the population (above 30%), there were no minority communities within the limits of the project.

Air Quality

The project is in an area that has been designated by the United States Environmental Protection Agency (USEPA) as attainment for all the National Ambient Air Quality Standards (NAAQS). Therefore, the transportation conformity rule (40 Code of Federal Regulations (CFR) Part 93) does not apply. However, the City of Destin is aware of the proposed USEPA rule change. The potential for air quality impacts under the revised rules will be re-evaluated during design once the rule changes are finalized and Okaloosa County has established air quality standards.

The air quality effect of highway

construction activities will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of other controlled materials in accordance with FDOT's Standard Specifications for Road and Bridge Construction.

Noise and Vibration

A project noise study was conducted, during which traffic noise levels were modeled for 36 receptors representing 92 noise sensitive sites. No noise sensitive sites would experience noise levels that would approach or exceed the applicable noise abatement criteria (66 dBA), nor would any sites experience a substantial increase in noise levels over existing noise levels. Therefore, no area would experience noise levels requiring consideration of noise abatement measures.

Noise and vibration effects may result

from heavy equipment movement and construction activities. Construction noise and vibration sensitive sites adjacent to the project include schools, churches, eye centers, medical centers, and residences. For these sensitive sites, the application of the FDOT Standard Specifications for Road and Bridge Construction will minimize or eliminate most potential construction noise and vibration impacts. However, should unanticipated noise or vibration issues arise during the construction process, the project engineer, in concert with the contractor, will investigate additional methods of controlling these impacts.

Bicycles/Pedestrians

The bicycle and pedestrian network is incomplete within the study area; therefore, the proposed project includes bicycle and pedestrian facilities. The bicycle facilities will be designed in accordance with the Florida Bicycle Facilities Planning and Design Handbook and the American Association of State Highway and Transportation Officials (AASHTO) Standards.

Additionally, pedestrian crossings will be provided at the intersection of Azalea Drive and Benning Drive and at the intersection of Legion Drive with Beach Drive for all alternatives.

Historic and Archaeological Sites

The state historic preservation officer has determined that "no resources listed or eligible for listing on the National Register of Historic Places will be impacted by any of the alternatives."

Water Quality

Surface waters in the study area are designated as Class III. The NWFWMD has concluded that the stormwater collection and treatment system for the proposed project would adequately treat stormwater, and no adverse effects to verified impaired waters would result from the proposed improvement.

The proposed stormwater treatment system will also reduce the amount of untreated runoff that enters the surficial aquifer. It will include, at a minimum, the water quantity requirements for water quality impacts as required by the State of Florida

in Rule 62-330 FAC and the Environmental Protection Agency (EPA).

Construction activities have the potential for short-term, temporary impacts on water quality. The City of Destin will address the potential effects of construction activities on water quality through the use of best management practices (BMPs). The engineer may require the use of additional erosion and sedimentation control features or methods not specified in the plans to address unanticipated conditions.

Wildlife and Habitat

The study area was evaluated for potential impacts to threatened and endangered species. No listed wildlife and plant species were found within 300 feet of the alternatives. Since gopher tortoise habitat may be found within alternative alignments and associated 300-foot buffers, the Florida Fish and Wildlife Conservation Commission (FFWCC) Gopher Tortoise Permitting Guidelines pertaining to surveying, excavating, and relocating will be followed.

Sea turtles occur within the Gulf of

Mexico and nest on adjacent beaches. As the study area is located approximately one mile from the Gulf of Mexico beaches, there would be no direct involvement with sea turtles. However, during the State Clearinghouse review period, the Florida Fish and Wildlife Conservation Commission (FFWCC) commented that due to the presence of sea turtle nesting beaches nearby, staff recommends the use of sea turtle friendly lighting along the roadway.

The Florida Natural Areas Inventory (FNAI) indicates that the loggerhead sea turtle is likely to occur within the study area, while the green and leatherback sea turtles have the potential to occur within or near the study area. The nearest sea turtle habitat is the Gulf of Mexico approximately one mile south of the study area. The proposed project lighting will be sea turtle friendly in compliance with the FFWCC's request.

Should any state-listed plant species be positively identified within construction limits, the appropriate state agencies will

be contacted and afforded an opportunity to transplant them per Florida Statute 581.185.

Relocations

Project alternatives were developed to minimize right-of-way acquisition and displacements as much as possible. However, the proposed project is on new alignment through a developed area and right-of-way acquisitions, including some relocations will be required. Potential relocations vary depending on the alternative, but range from 14 to 15 residential relocations and one business relocation. These may be further reduced during the project design phase.

In order to minimize the unavoidable effects of right-of-way acquisition and displacement, a right-of-way and relocation program will be carried out in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Public Law 91-646, as amended by Public Law 100-17). This project has been developed in accordance with the Civil Rights Act of 1964, the Civil Rights Act of 1968, and in accordance with

Executive Order 12898.

FDOT's Standard Specifications for Road and Bridge Construction and Best Management Practices (BMPs) will be utilized to reduce noise, traffic delays, air quality impacts, and other issues that would impact area residents' quality of life. Types of measures that would be implemented are discussed in more detail below, but could include storage of materials out of sight, coordinating with public service and utility providers to minimize disruption in the delivery of services, confining work to daylight hours, minimizing fugitive dust, requiring noise controls on equipment, and implementing a traffic control plan to minimize possible delays.

Community Services

Construction activities could result in temporary lane closures on some roads, potentially increasing congestion and slowing emergency response times. Therefore, the contractor will be required to coordinate construction activities that affect existing roads with emergency service providers and

notify fire departments of any waterline relocations that may affect water supply for fire suppression. In addition, the contractor will be required to coordinate with school officials to minimize delays on school bus routes.

Utilities

Much of the project is on a new alignment, but in areas where existing roads are incorporated into the project, utilities could be affected by some construction activities. As a result, there may be a need to temporarily re-route utility lines or cables. Such relocations of utility lines and cables may result in intermittent and short-term interruption of service. Prior to construction, coordination will be conducted with utility providers to minimize any disruption in service.

One of the unavoidable consequences on a project such as this is the necessary relocation of families or businesses. On this project, we anticipate the relocation of 14 to 16 households, depending on the final alternative selected, and one business. All

right-of-way acquisition will be conducted in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, commonly known as the Uniform Act.

If you are required to make any type of move as a result of a City of Destin project, you can expect to be treated in a fair and helpful manner and in compliance with the Uniform Relocation Assistance Act.

If a move is required, you will be contacted by an appraiser who will inspect your property. We encourage you to be present during the inspection and provide information about the value of your property.

You may also be eligible for relocation advisory services and payment benefits. If you are being moved, and you are unsatisfied with the City's determination of your eligibility for payment or the amount of that payment, you may appeal that determination.

You will be promptly furnished necessary forms and notified of the procedures to be followed in making that appeal.

A special word of caution: If you move

before you receive notification of the relocation benefits that you might be entitled to, your benefits may be jeopardized.

Relocation specialists who will be supervising this program will be identified when the final alternative has been selected and funding has been confirmed.

There have been various opportunities for the public to provide input on this project. A public meeting was held on September 15, 2015. We welcome any oral or written comments you might have that will help us make this important decision.

At the conclusion of this presentation, our personnel will distribute speaker cards to those in the audience who have not received one and would like to make a statement. A court reporter will record your statement, and a verbatim transcript will be made of all oral proceedings at this hearing.

If you do not wish to speak at the microphone, you may present your comments in writing or directly to the court reporter at the comment table. Each method of submitting

a comment carries equal weight.

Written comments received or postmarked no later than ten days following the date of this public hearing will become a part of the public record for this public hearing. All written comments should be mailed to the address shown in your handout.

The next step is to incorporate your input on this public hearing into our decision-making process. After the comment period closes and your input has been considered, a decision will be made and the final PD&E document will be sent to the City of Destin, and may be provided to the Okaloosa-Walton Transportation Planning Organization and the Florida Department of Transportation for location and design concept acceptance and potential funding.

This project has and will continue to be undertaken within all applicable state and federal rules and regulations.

This concludes our presentation. We will now offer you the opportunity to make a public statement.

Anyone desiring to make a statement or

present written views and/or exhibits regarding the location, conceptual design, or social, economic, and environmental effects of the improvements will now have an opportunity to do so. If you are holding a speaker's card, please give it to a member of the project team. If you have not received a speaker's card and wish to speak, please raise your hand so you can receive a card to fill out.

Written statements and exhibits may be presented in lieu of or in addition to oral statement. All written material received at this public hearing and by the City's consulting engineer at 2114 Airport Boulevard, Suite 1450, Pensacola, Florida 32504, postmarked no later than ten days following the date of this public hearing will become a part of the public record for this hearing. All written comments should be addressed to the Atkins Project Manager, Gregory S. Allen, PE.

Comments may also be emailed to gregory.allen@atkinsglobal.com.

We will now call upon those who have

turned in speaker's cards. When you come forward, please state your name and address. If you represent an organization, municipality, or other public body, please provide that information as well. We ask that you limit your input to three minutes. Please come to the microphone so the court reporter will be able to get a complete record of your comments.

If you have completed a speaker's card, please repeat your name and address; if not, state your name and address and complete a speaker's card after you've given your statement for the public record.

(The following speakers spoke: Joanne Anderson, Russell Morgan, Nancy Weidenhamer, Caip O'Brian, and Cindy Putman. *See attached.*)

Does anyone else desire to speak?

(There were no additional speakers.)

MR. HELMS: The verbatim transcript of this hearing's oral proceedings, together will all written material received as part of the hearing record and all studies, displays, and informational material provided at the

hearing, will be made a part of the project decision-making process and will be available at the public service director/city engineer's office for public review upon request.

Thank you for attending this public hearing and for providing your input into this project. I hereby officially close the public hearing for the Destin Cross Town Connector.

Thank you again and have a good evening.

(Whereupon, the public hearing was concluded.)

(The following statement was given to the court reporter by Andrew Galloway:)

ANDREW GALLOWAY
205 Benning Drive, Unit 5
Destin, Florida 32541
850.420.9596

My main concerns at this point are my property, which is located at the corner of Benning and Azalea, have not been properly addressed as to how they're going to deal with our property regarding the elevations on how the driveway could possibly be rerouted; why they have not taken more of the building

that I live in, the two properties that are attached together, more into consideration when putting this roundabout together. It has traffic -- it has headlights shining through the front of our house from one side to the other all night long, with the cars being probably within 30 feet of our front door.

There was one of the interim plans that had the traffic light, and I wish they would take that more into consideration, because at this point, I don't see how they could put the roundabout in where they have it planned, and the way it's planned would be an encroachment on our property, so they're talking about a partial eminent domain.

We haven't had the ability to have any way to speak to anybody about this, and we are left in limbo at this point about the amount of money we have put in our property for improvements.

We feel as if the final project plan would be more suitable and less impact on multiple properties there at the Benning and Azalea intersection.

I would like to find out how much cost difference is it to have a two-lane versus a four-lane, to have a roundabout versus a traffic light, and is -- and, you know, at this point, with the traffic light being the ultimate solution or design, why would they waste the money, and in turn -- how am I going to convey this -- put -- without taking away the value of our property and creating a dangerous situation for myself, my wife and my child.

I also have the same concerns that some of the other homeowners did, that we are being left in limbo on the termination of the timeline of this project. We're not interested in selling our house, but if we wanted to, we probably couldn't, and so there's been a shadow cast over our property at this point, which is unfair. We feel that it's unfair, and we would like to have more answers, but nobody -- the elevations are one of our concerns.

Our biggest concern -- safety is obviously our biggest concern, and nobody from Atkins has addressed these questions

that we've had, and I've spoken to at least a half a dozen members of the Atkins team. I spent one hour with the city engineer last week, and he has the same concerns that I do, and didn't have the answers as well. And even today, the interim plan almost finalized, nobody had any adequate answers for me, and I'm frustrated and would like to -- I would like to hear from somebody who can address these concerns.

For the record, I still believe that the traffic light, which was the original plan several years ago, is the best alternative and the least impact and hardship on homeowners at that -- at the intersection where we own. I believe that's all I can address right now. I'll go through my notes.

The way that the plan has our driveway would be on a significant grade, which leads right into the opening of the intersection, but more so affected by the roundabout than with the traffic light. With the interim plans, when the roundabout is in such close proximity to the front of our house -- and the small amount of research I have done

recently, I have found multiple instances where less -- with less radiuses and turns, where cars have wound up crashing into homes, even here in Destin.

I believe that's it.

(Concluded.)

CERTIFICATE OF REPORTER

STATE OF FLORIDA)

COUNTY OF ESCAMBIA)

I, SUZANNE FENDLEY, Court Reporter and Notary Public, certify that I was authorized to, and did, transcribe the foregoing public hearing, and that the transcript is a true and complete record of the hearing, and transcribed by me.

I further certify that I am not a relative, employee, attorney, or counsel of any of the parties, nor am I a relative or employee of any of the parties' attorney or counsel connected with the action, nor am I financially interested in the action.

DATED this 26th day of January, 2017.

SUZANNE FENDLEY
Court Reporter and Notary Public

MEMORANDUM

To: City of Destin

From: Bryant Brantley, Atkins Engineering

Re: Air Quality Analysis for the Destin Cross Town Connector Project, Okaloosa County, FL
Financial Project ID: Not Applicable
Federal Aid Number: Not Applicable

Date: October 16, 2015

The referenced proposed project is located in the City of Destin in Okaloosa County, an area currently designated as being in attainment for the following criteria air pollutant(s): ozone/nitrogen dioxide/particulate matter (2.5 microns in size and 10 microns in size)/sulfur dioxide/carbon monoxide/lead. The project area can be seen in the attachment.

The project alternatives were subjected to a carbon monoxide (CO) screening model that makes various conservative worst-case assumptions related to site conditions, meteorology, and traffic. The Florida Department of Transportation's (FDOT's) screening model, CO Florida 2012, uses the latest United States Environmental Protection Agency (USEPA)-approved software (***MOBILE6 and CAL3QHC***) to produce estimates of one-hour and eight-hour CO at default air quality receptor locations. The one-hour and eight-hour estimates can be directly compared to the one-and eight-hour ***National Ambient Air Quality Standards (NAAQS)*** for CO that are 35 parts per million (ppm) and 9 parts per million (ppm), respectively

The roadway intersection forecast to have the highest total approach traffic volume was Beach Drive/ Legion Drive. The Build and No-Build scenarios for both the opening year (2032) and the design year (2042) were evaluated. The traffic data input used in the evaluation can be seen in **Table 1,** attached.

Estimates of CO were predicted for the default receptors which are located 10 feet to 150 feet from the edge of the roadway. Based on the results from the screening model, the highest project-related CO one- and eight-hour levels are not predicted to meet or exceed the one- or eight-hour ***National Ambient Air Quality Standards (NAAQS)*** for this pollutant with either the No-Build or Build alternatives. As such, the project "passes" the screening model. The results of the screening model are shown in **Table 2** through **Table 5**, attached. **Tables 6 - 9** are the output sheets from the model runs.

SCREENING TEST RESULTS

Results for the opening year (2032) no build conditions are provided in Table 2. The highest predicted CO concentration is 5.6 ppm for a 1-hour averaging time and 3.4 ppm for an 8-hour averaging time. All the predicted CO concentrations for the opening year no build conditions are below the NAAQS of 35 ppm for a 1-hour averaging time and 9 ppm for an 8-hour averaging time.

Results for the opening year (2032) build conditions are provided in Table 3. The highest predicted CO concentration is 5.4 ppm for a 1-hour averaging time and 3.2 ppm for an 8-hour averaging time.

All the predicted CO concentrations for the opening year build conditions are below the NAAQS of 35 ppm for a 1-hour averaging time and 9 ppm for an 8-hour averaging time.

Results for the design year (2042) no build conditions are provided in Table 4. The highest predicted CO concentration is 5.6 ppm for a 1-hour averaging time and 3.4 ppm for an 8-hour averaging time. All the predicted CO concentrations for the design year no build conditions are below the NAAQS of 35 ppm for a 1-hour averaging time and 9 ppm for an 8-hour averaging time.

Results for the design year (2042) build conditions are provided in Table 5. The highest predicted CO concentration is 5.4 ppm for a 1-hour averaging time and 3.2 ppm for an 8-hour averaging time. All the predicted CO concentrations for the design year build conditions are below the NAAQS of 35 ppm for a 1-hour averaging time and 9 ppm for an 8-hour averaging time.

Construction activities will cause minor short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to all State and local regulations and to the FDOT *Standard Specifications for Road and Bridge Construction*.

In accordance with the ***Clean Air Act***, this project is in an area which has been designated as attainment for all the air quality standards under the criteria provided in the Clean Air Act Amendments of 1990, therefore, conformity does not apply.

Tables 6 through 9 show the CO Florida 2012 output sheets.

GREEN HOUSE GASES

The project is expected to improve traffic flow on parallel facilities, specifically SR 30/US 98 therefore relieving congestion, which should reduce operational greenhouse gas emissions.

ATTACHMENTS

FIGURE 1 PROJECT LOCATION MAP

TABLE 1 TRAFFIC DATA TABLE

TABLE 2 YEAR 2032 OPENING YEAR NO BUILD CONDITIONS

TABLE 3 YEAR 2032 OPENING YEAR BUILD CONDITIONS

TABLE 4 YEAR 2042 DESIGN YEAR NO BUILD CONDITIONS

TABLE 5 YEAR 2042 DESIGN YEAR BUILD CONDITIONS

TABLE 6 YEAR 2032 OPENING YEAR NO BUILD CONDITIONS CO FLORIDA 2012 OUTPUT SHEET

TABLE 7 YEAR 2032 OPENING YEAR BUILD CONDITIONS CO FLORIDA 2012 OUTPUT SHEET

TABLE 8 YEAR 2042 DESIGN YEAR NO BUILD CONDITIONS CO FLORIDA 2012 OUTPUT SHEET

TABLE 9 YEAR 2042 DESIGN YEAR BUILD CONDITIONS CO FLORIDA 2012 OUTPUT SHEET

Figure 1 Project Location Map

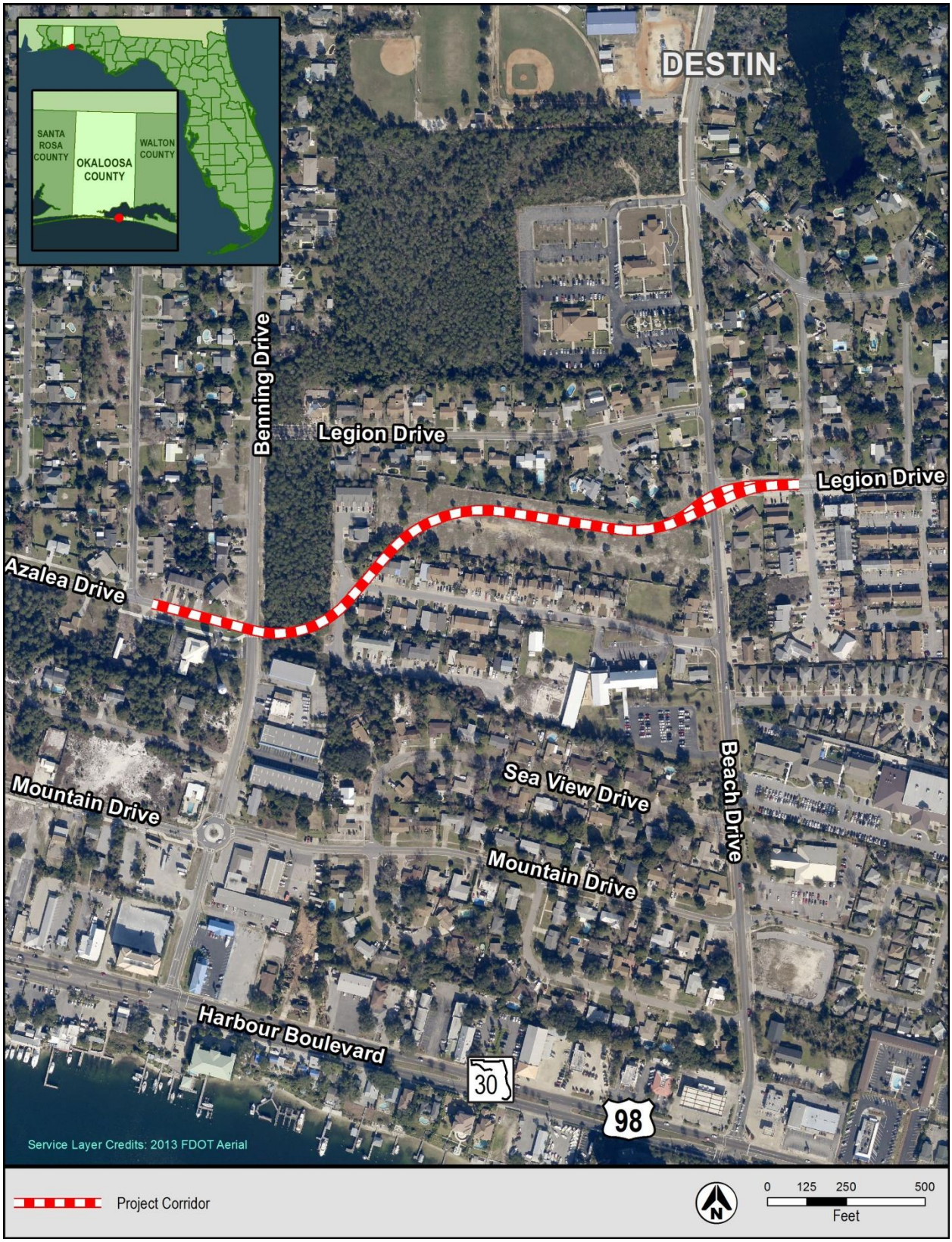

Table 1: Traffic Factors

Year	2032 No Build								
Intersection:	Beach Drive/South Legion Drive								
Land Use:									
	WB			**NB**			**SB**		
	# of Lanes	VPH	Speed	# of Lanes	VPH	Speed	# of Lanes	VPH	Speed
Beach Drive	1	720	30						
South Legiona Drive				1	224	30	1	224	30

Year	2032 Build											
Intersection:	Beach Drive/South Legion Drive											
Land Use:	0											
	EB			**WB**			**NB**			**SB**		
	# of Lanes	VPH	Speed	# of Lanes	VPH	Speed	# of Lanes	VPH	Speed	# of Lanes	VPH	Speed
Beach Drive	1	363	30	1	363	30						
South Legiona Drive							1	226	30	1	226	30

Year	2042 No Build								
Intersection:	Beach Drive/South Legion Drive								
Land Use:	0								
	WB			**NB**			**SB**		
	# of Lanes	VPH	Speed	# of Lanes	VPH	Speed	# of Lanes	VPH	Speed
Beach Drive	1	782	30						
South Legiona Drive				1	154	30	1	154	30

Year	2042 Build											
Intersection:	Beach Drive/South Legion Drive											
Land Use:	0											
		EB			**WB**			**NB**			**SB**	
Beach Drive	# of Lanes	VPH	Speed	# of Lanes	VPH	Speed	# of Lanes	VPH	Speed	# of Lanes	VPH	Speed
South Legiona Drive	1	394	30	1	394	30						
							1	155	30	1	155	30

Table 2: Year 2032 Opening Year No Build Conditions

Beach Drive/ Legion Drive Intersection

Receptor	Peak Hour Traffic Volume	Average Speed (MPH)	1-hr ppm	8-hr ppm
Default Rec 1	720	30	5.5	3.3
Default Rec 2	720	30	5.5	3.3
Default Rec 3	720	30	5.6	3.4
Default Rec 4	720	30	5.4	3.2
Default Rec 5	720	30	5.3	3.2
Default Rec 6	720	30	5.2	3.1
Default Rec 7	720	30	5.3	3.2
Default Rec 8	720	30	5.5	3.3
Default Rec 9	720	30	5.5	3.3
Default Rec 10	720	30	5.5	3.3
Default Rec 11	720	30	5.4	3.2
Default Rec 12	720	30	5.5	3.3
Default Rec 13	720	30	5.6	3.4
Default Rec 14	720	30	5.5	3.3
Default Rec 15	720	30	5.5	3.3
Default Rec 16	720	30	5.5	3.3
Default Rec 17	720	30	5.5	3.3

Table 3: Year 2032 Opening Year Build Conditions

Beach Drive/Legion Drive Intersection

Receptor	Peak Hour Traffic Volume	Average Speed (MPH)	1-hr ppm	8-hr ppm
Default Rec 1	363	30	5.1	3.1
Default Rec 2	363	30	5.2	3.1
Default Rec 3	363	30	5.3	3.2
Default Rec 4	363	30	5.2	3.1
Default Rec 5	363	30	5.2	3.1
Default Rec 6	363	30	5.1	3.1
Default Rec 7	363	30	5.3	3.2
Default Rec 8	363	30	5.3	3.2
Default Rec 9	363	30	5.2	3.1
Default Rec 10	363	30	5.2	3.1
Default Rec 11	363	30	5.1	3.1
Default Rec 12	363	30	5.3	3.2
Default Rec 13	363	30	5.4	3.2
Default Rec 14	363	30	5.2	3.1
Default Rec 15	363	30	5.2	3.1
Default Rec 16	363	30	5.1	3.1
Default Rec 17	363	30	5.3	3.2
Default Rec 18	363	30	5.3	3.2
Default Rec 19	363	30	5.2	3.1
Default Rec 20	363	30	5.2	3.1

Table 4: Year 2042 Design Year No Build Conditions

Beach Drive/Legion Drive Intersection

Receptor	Peak Hour Traffic Volume	Average Speed (MPH)	1-hr ppm	8-hr ppm
Default Rec 1	782	30	5.5	3.3
Default Rec 2	782	30	5.5	3.3
Default Rec 3	782	30	5.6	3.4
Default Rec 4	782	30	5.4	3.2
Default Rec 5	782	30	5.3	3.2
Default Rec 6	782	30	5.2	3.1
Default Rec 7	782	30	5.3	3.2
Default Rec 8	782	30	5.6	3.4
Default Rec 9	782	30	5.5	3.3
Default Rec 10	782	30	5.5	3.3
Default Rec 11	782	30	5.5	3.3
Default Rec 12	782	30	5.5	3.3
Default Rec 13	782	30	5.6	3.4
Default Rec 14	782	30	5.5	3.3
Default Rec 15	782	30	5.5	3.3
Default Rec 16	782	30	5.5	3.3
Default Rec 17	782	30	5.5	3.3

Table 5: Year 2042 Design Year Build Conditions

Beach Drive/ Legion Drive Intersection

Receptor	Peak Hour Traffic Volume	Average Speed (MPH)	1-hr ppm	8-hr ppm
Default Rec 1	394	30	5.1	3.1
Default Rec 2	394	30	5.2	3.1
Default Rec 3	394	30	5.3	3.2
Default Rec 4	394	30	5.2	3.1
Default Rec 5	394	30	5.2	3.1
Default Rec 6	394	30	5.1	3.1
Default Rec 7	394	30	5.3	3.2
Default Rec 8	394	30	5.3	3.2
Default Rec 9	394	30	5.2	3.1
Default Rec 10	394	30	5.2	3.1
Default Rec 11	394	30	5.1	3.1
Default Rec 12	394	30	5.3	3.2
Default Rec 13	394	30	5.4	3.2
Default Rec 14	394	30	5.2	3.1
Default Rec 15	394	30	5.2	3.1
Default Rec 16	394	30	5.1	3.1
Default Rec 17	394	30	5.3	3.2
Default Rec 18	394	30	5.3	3.2
Default Rec 19	394	30	5.2	3.1
Default Rec 20	394	30	5.2	3.1

Table 6: Year 2032 Opening Year No Build Conditions CO Florida 2012 Output Sheet

CO Florida 2012 - Results
Thursday, October 08, 2015

Project Description

Project Title	Destin Cross Town Connector
Facility Name	Beach Drive/South Legion Drive
User's Name	Bryant Brantley
Run Name	2032 No Build
FDOT District	3
Year	2032
Intersection Type	East Tee
Speed	Arterial 30 mph
Approach Traffic	Arterial 720 vph

Environmental Data

Temperature	39.3 °F
Reid Vapor Pressure	13.3 psi
Land Use	Urban
Stability Class	D
Surface Roughness	175 cm
1 Hr. Background Concentration	5.0 ppm
8 Hr. Background Concentration	3.0 ppm

Results
(ppm, including background CO)

Receptor	Max 1-Hr	Max 8-Hr
1	5.5	3.3
2	5.5	3.3
3	5.6	3.4
4	5.4	3.2
5	5.3	3.2
6	5.2	3.1
7	5.3	3.2
8	5.5	3.3
9	5.5	3.3
10	5.5	3.3
11	5.4	3.2
12	5.5	3.3
13	5.6	3.4
14	5.5	3.3
15	5.5	3.3
16	5.5	3.3
17	5.5	3.3

****
**********PROJECT PASSES**********
NO EXCEEDANCES OF NAAQ STANDARDS ARE PREDICTED
****

Table 7: Year 2032 Opening Year Build Conditions CO Florida 2012 Output Sheet

CO Florida 2012 - Results
Thursday, October 08, 2015

Project Description

Project Title	Destin Cross Town Connector
Facility Name	Beach Drive/South Legion Drive
User's Name	Bryant Brantley
Run Name	2032 Build
FDOT District	3
Year	2032
Intersection Type	4 X 4
Speed	Arterial 30 mph
Approach Traffic	Arterial 363 vph

Environmental Data

Temperature	39.3 °F
Reid Vapor Pressure	13.3 psi
Land Use	Urban
Stability Class	D
Surface Roughness	175 cm
1 Hr. Background Concentration	5.0 ppm
8 Hr. Background Concentration	3.0 ppm

Results
(ppm, including background CO)

Receptor	Max 1-Hr	Max 8-Hr
1	5.1	3.1
2	5.2	3.1
3	5.3	3.2
4	5.2	3.1
5	5.2	3.1
6	5.1	3.1
7	5.3	3.2
8	5.3	3.2
9	5.2	3.1
10	5.2	3.1
11	5.1	3.1
12	5.3	3.2
13	5.4	3.2
14	5.2	3.1
15	5.2	3.1
16	5.1	3.1
17	5.3	3.2
18	5.3	3.2
19	5.2	3.1
20	5.2	3.1

****
**********PROJECT PASSES**********
NO EXCEEDANCES OF NAAQ STANDARDS ARE PREDICTED
****

Table 8: Year 2042 Build Year No Build Conditions CO Florida 2012 Output Sheet

CO Florida 2012 - Results
Thursday, October 08, 2015

Project Description

Project Title	Destin Cross Town Connector
Facility Name	Beach Drive/South Legion Drive
User's Name	Bryant Brantley
Run Name	2042 No Build
FDOT District	3
Year	2042
Intersection Type	East Tee
Speed	Arterial 30 mph
Approach Traffic	Arterial 782 vph

Environmental Data

Temperature	39.3 °F
Reid Vapor Pressure	13.3 psi
Land Use	Urban
Stability Class	D
Surface Roughness	175 cm
1 Hr. Background Concentration	5.0 ppm
8 Hr. Background Concentration	3.0 ppm

Results
(ppm, including background CO)

Receptor	Max 1-Hr	Max 8-Hr
1	5.5	3.3
2	5.5	3.3
3	5.6	3.4
4	5.4	3.2
5	5.3	3.2
6	5.2	3.1
7	5.3	3.2
8	5.6	3.4
9	5.5	3.3
10	5.5	3.3
11	5.5	3.3
12	5.5	3.3
13	5.6	3.4
14	5.5	3.3
15	5.5	3.3
16	5.5	3.3
17	5.5	3.3

****
**********PROJECT PASSES**********
NO EXCEEDANCES OF NAAQ STANDARDS ARE PREDICTED
****

Table 9: Year 2042 Build Year Build Conditions CO Florida 2012 Output Sheet

CO Florida 2012 - Results
Thursday, October 08, 2015

Project Description

Project Title	Destin Cross Town Connector
Facility Name	Beach Drive/South Legion Drive
User's Name	Bryant Brantley
Run Name	2042 Build
FDOT District	3
Year	2042
Intersection Type	4 X 4
Speed	Arterial 30 mph
Approach Traffic	Arterial 394 vph

Environmental Data

Temperature	39.3 °F
Reid Vapor Pressure	13.3 psi
Land Use	Urban
Stability Class	D
Surface Roughness	175 cm
1 Hr. Background Concentration	5.0 ppm
8 Hr. Background Concentration	3.0 ppm

Results
(ppm, including background CO)

Receptor	Max 1-Hr	Max 8-Hr
1	5.1	3.1
2	5.2	3.1
3	5.3	3.2
4	5.2	3.1
5	5.2	3.1
6	5.1	3.1
7	5.3	3.2
8	5.3	3.2
9	5.2	3.1
10	5.2	3.1
11	5.1	3.1
12	5.3	3.2
13	5.4	3.2
14	5.2	3.1
15	5.2	3.1
16	5.1	3.1
17	5.3	3.2
18	5.3	3.2
19	5.2	3.1
20	5.2	3.1

****
**********PROJECT PASSES**********
NO EXCEEDANCES OF NAAQ STANDARDS ARE PREDICTED
****

Conceptual Stage Relocation Plan

Destin Cross Town Connector
Azalea Drive at Benning Drive to Legion Drive at Beach Drive
Okaloosa County, Florida

Federal Aid Project No.: Not Applicable
Financial Project ID: Not Applicable
ETDM No.: Not Applicable

Prepared by:

Atkins

Prepared for:

City of Destin Public Services Department
4200 Indian Bayou Trail
Destin, Florida 32541

The proposed project consists of approximately 0.4 miles of new four-lane divided roadway beginning on Azalea Drive west of Benning Drive and extends northeastward to Legion Drive (east) just past its intersection with Beach Drive within the City of Destin, Florida. This project is one of the strategic connections that would relieve congestion on SR 30/US 98.

August 2015

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1 INTRODUCTION

1.1 Project Description

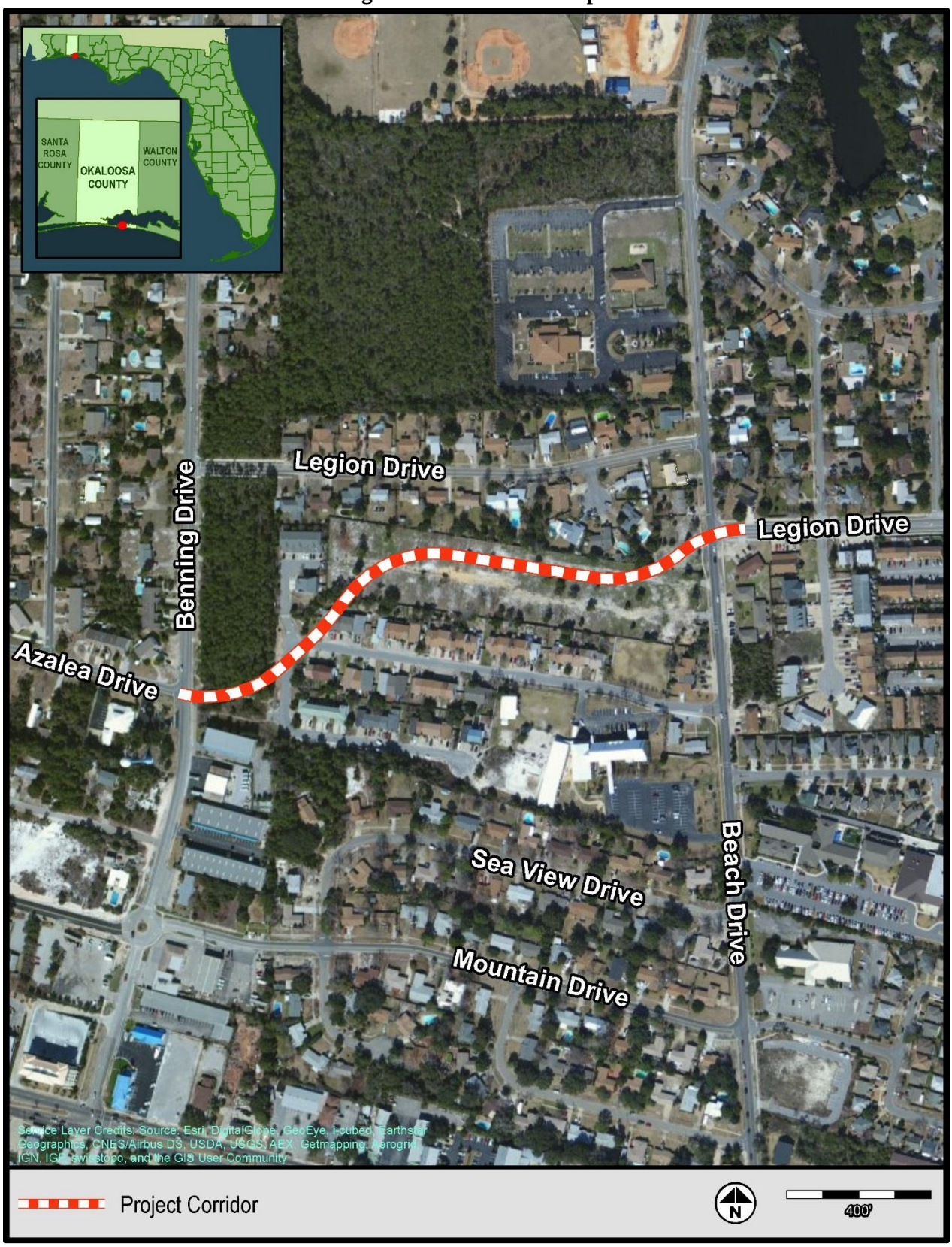
The proposed project consists of approximately 0.4 miles of new four-lane divided roadway north of and generally parallel to SR 30/US 98 (Harbor Boulevard) (**Figure A-1** for project location map). The project begins on Azalea Drive west of its intersection with Benning Drive and extends northeastward to Legion Drive just east of its intersection with Beach Drive within the City of Destin, Florida. The new roadway would have an urban typical section with two 11-foot lanes and a five-foot bicycle lane in each direction separated by a 15.5-foot median. Type F curb and a ten-foot sidewalk will be provided along each side of the roadway. Drainage will be collected in a closed stormwater system and conveyed to a retention pond. The roadway typical section requires a 110 feet of right-of-way.

The proposed improvements comprising the Build Alternatives are based on the predicted traffic conditions in the design year (2042). The Build Alternatives would provide approximately 0.4 miles of new four-lane divided roadway connecting Azalea Drive at Benning Drive with Legion Drive at Beach Drive. Because Azalea Drive and Legion Drive are not currently four-lane roads, the proposed project would be constructed in phases with the first phase providing a two-lane roadway and the second phase providing the ultimate four-lane facility. The interim roadway will have wide medians that will accommodate widening to the center, a closed drainage system sized for the ultimate build out, and roundabouts at the intersections of Azalea Drive with Benning Drive and Legion Drive with Beach Drive to maximize traffic operations.

1.2 Relocation Overview

The following synopsis of each of the potential displacements anticipated indicates the relocation activity generated by the proposed acquisition on this project. The primary category identified for relocation/potential relocation for this project is residential. Based on data obtained from the local real estate market (See Tables 3.1 and 3.2), replacement sites are available to accommodate the successful and timely relocation of the residential occupants within the respective neighborhoods from which they will be displaced. In summary, availability of improved and vacant listings indicated sufficient sites for the displaced relocatees.

Figure A-1 – Location Map



2 ESTIMATE OF HOUSEHOLDS TO BE DISPLACED

2.1 Minority Displacement

According to the 2010 US Census for the City of Destin, approximately 10% of the total population is minority.

2.2 Income Range

According to Census Bureau information for the City of Destin, the median household income in 2013 dollars is $63,750.

2.3 Tenure of Structures

According to the Okaloosa County Property Appraiser's website, the residences that have been identified for relocation on this project have actual ages between 10 years and 41 years and effective ages between 10 years and 41 years.

2.4 Elderly Households

According to the 2010 US Census for the City of Destin, approximately 25% of the total households are elderly occupied.

2.5 Persons in Households

According to the 2010 US Census for the City of Destin, the average household size is 2.30.

2.6 Handicapped or Disabled Relocatees

No relocatees on this project have been identified as handicapped or disabled. However, should the need arise for special assistance a list of Advisory Health and Social Service Organizations have been included in Appendix A of this report.

TABLE 2.1
RESIDENTIAL RELOCATEES

Address	Owner/Tenant	Segments	Remarks
501 Sandalwood Court	Tenant	1-A, 2-A	Potential Relocation/Proximity to New Road
602 Sandalwood Drive	Owner	All	N/A
604 Sandalwood Drive	Owner	All	N/A
606 Sandalwood Drive	Tenant	All	N/A
608 Sandalwood Drive	Owner	1-A, 2-A	Potential Relocation/ Access
601 Sandalwood Drive	Owner	All	N/A
603 Sandalwood Drive	Tenant	All	N/A
605 Sandalwood Drive	Tenant	All	N/A
607 Sandalwood Drive	Owner	All	N/A
609 Sandalwood Drive	Tenant	All	N/A
611 Sandalwood Drive	Owner	All	N/A
700 Legion Drive Apt 1	Tenant	2-A, 2-B, 2-C	N/A
700 Legion Drive Apt 2	Tenant	2-A, 2-B, 2-C	N/A
700 Legion Drive Apt 3	Tenant	2-A, 2-B, 2-C	N/A
701 Legion Drive	Tenant	2-A, 2-B, 2-C	Potential Relocation/Access
219 Beach Drive	Owner	2-A, 2-B, 2-C	Potential Relocation/Access

TABLE 2.2
RESIDENTIAL DISPLACEMENT SUMMARY

Residential Displacements	1-A	1-B	1-C	2-A	2-B	2-C	Interim A	Interim B	Interim C
Owner Displacements	6	5	5	7	6	6	7	6	6
Tenant Displacements	5	4	4	9	8	8	9	8	8
Total Number of Persons Displaced (Estimated)	26	21	21	37	33	33	37	33	33

The right-of-way required for the interim two-lane facility with roundabout intersections will be adequate for both ultimate alternatives. Alternative 1 requires less right-of-way than the interim facility; however, because the interim facility will be built first, the cost of right-of-way considered for this analysis is the cost of the interim rather than the cost of the ultimate right-of-way. Alternative 2 requires slightly more square footage than the interim, but the impacts to access and structures are similar. Therefore, the estimated relocations for this project are the same for the same for Alternative 2, Options A, B, & C and Interim Project, Options A, B, & C.

3 Availability of Decent, Safe, and Sanitary Housing

3.1 Residential Housing Available for Sale and Rent

It has been determined through field surveys and market data, obtained from Emerald Coast Association of Realtors that suitable replacement housing is available near the study area to accommodate anticipated residential displacements. See Tables 3.1 and 3.2 for detailed listings.

TABLE 3.1
RESIDENTIAL HOUSING FOR SALE

Address	Square Feet	Bed	Bath	List Price
4000 Gulf Terrace Drive 198	960	2	1	$105,000
4100 Dancing Cloud Court 266	1,013	2	2	$116,000
4100 Dancing Cloud Court 281	1,013	2	2	$119,900
4000 Dancing Cloud Court 2	1,013	2	2	$120,000
4100 Dancing Cloud Court Unit 280	1,013	2	2	$123,900
4000 Dancing Cloud Court 23	1,013	2	2	$124,500
4100 Dancing Cloud Court Unit 272	1,013	2	2	$124,900
238 Indian Oaks Drive	1,474	2	2	$125,500
4207 Indian Bayou Trail # 2206	970	2	2	$129,000
4203 Indian Bayou Trail # 1312	970	2	2	$129,800
4010 Dancing Cloud Court Unit 404	1,147	3	2	$129,900
4207 Indian Bayou Trail # 2103	970	2	2	$130,000
138 Timber Court 138	1,161	2	1.5	$132,000
4203 Indian Bayou Trail # 1412	970	2	2	$134,800
4207 Indian Bayou Trail 2512	970	2	2	$137,900
4207 Indian Bayou Trail #2205	970	2	2	$138,999
3581 Grand Oaks Way	1,362	3	2	$139,900
3871 Indian Trail Unit 4D	1,300	2	2.5	$139,900
4203 Two Trees Road 1403	970	2	2	$145,000
626 4TH Street	1,290	3	1.5	$145,990
4207 Two Trees Road 2903	970	2	2	$149,900
4207 Indian Bayou Trail 2812	970	2	2	$149,900
4207 Indian Bayou Trail # 2307	970	2	2	$151,500

Address	Square Feet	Bed	Bath	List Price
1014 Airport Road Unit 152	1,375	3	2	$153,900
4075 Dancing Cloud Court 199	1,147	3	2	$154,900
150 Bent Arrow Drive UNIT 34	1,414	2	2.5	$156,500
4507 Furling Lane 308	1,500	2	2.5	$159,000
139 Timber Court 139	1,000	2	2	$159,000
4207 Indian Bayou Trail # 2614	970	2	2	$160,000
4203 Indian Bayou Trail # 11003	970	2	2	$165,000
4203 Indian Bayou Trail # 1510	970	2	2	$165,500
4203 Indian Bayou Trail # 1605	970	2	2	$169,000
1000 Airport Road Unit 110	1,375	3	2	$169,000
4207 Indian Bayou Trail # 21204	970	2	2	$169,500
4507 Furling Lane Suite 309	1,500	2	2.5	$169,900
4207 Indian Bayou Trail # 2306	970	2	2	$172,900
3857 Indian Trail 413	1,020	2	2	$175,000
4203 Indian Bayou Trail 1202	1,175	2	2	$175,000
207 Beach Drive APT A	1,500	3	1.5	$175,000
4207 Indian Bayou Trail # 2503	970	2	2	$178,900
4207 Indian Bayou Trail # 2710	970	2	2	$182,900
4203 Indian Bayou Trail # 11110	970	2	2	$183,900
4203 Indian Bayou Trail # 11211	970	2	2	$184,900
275 Mattie M Kelly Boulevard 275	1,543	3	2.5	$188,000
4207 Indian Bayou Trail # 21208	970	2	2	$189,000
401 Twin Lakes Lane #401	1,560	3	2.5	$189,000
4207 Indian Bayou Trail # 2416	1,156	2	2	$189,750

Address	Square Feet	Bed	Bath	List Price
4203 Indian Bayou Trail # 11208	970	2	2	$189,900
15 Rue D Etretat	1,118	2	2	$190,000
255 Mattie M Kelly Boulevard	1,543	3	2.5	$193,900
4207 Indian Bayou Trail # 2302	1,175	2	2	$194,500
311 Mattie M Kelly Boulevard 311	1,543	3	2.5	$194,500
4203 Indian Bayou Trail # 11002	1,175	2	2	$198,000
4203 Indian Bayou Trail 1401	1,175	2	2	$199,000
173 Lola Circle	1,054	3	2	$199,000
4207 Indian Bayou Trail # 2502	1,175	2	2	$199,000
4207 Indian Bayou Trail # 2216	1,134	2	2	$199,000
235 Pelican Place Unit 17	1,465	2	2.5	$199,000
259 Mattie M Kelly Boulevard 259	1,543	3	2.5	$199,000
4203 Indian Bayou Trail # 1902	1,175	2	2	$199,870
239 Mattie M Kelly Boulevard 239	1,543	3	2.5	$199,900
4207 Indian Bayou Trail # 2902	1,175	2	2	$204,000
3857 Indian Trail 504	1,020	2	2	$209,000
239 Twin Lakes Lane	1,487	3	2.5	$218,000
607 Sea Oats Drive	1,379	3	2	$219,000
428 Primrose Circle	1,260	3	2	$219,000
216 Twin Lakes Lane	1,580	3	2.5	$220,000
531 Benning Drive	1,535	3	1.5	$224,900
52 Rue D'honfleur	1,240	2	2	$228,800
430 Primrose Circle	1,403	3	2	$229,000
325 Main Street	1,170	2	2	$237,000

Address	Square Feet	Bed	Bath	List Price
4203 Two Trees Road 11116	1,175	2	2	$240,000
1142 Bay Court	1,594	3	2	$248,000
4203 Indian Bayou Trail 1916	1,150	2	2	$249,000
326 Wimico Circle	1,968	3	2	$249,000

TABLE 3.2
RESIDENTIAL HOUSING FOR RENT

Address	Square Feet	Bed	Bath	List Price
710 Legion Drive Unit L4	850	2	1.5	$875
5000 Sandestin Blvd S 7805	1,646	0	1	$900
4000 Gulf Terrace Drive Unit 187	750	1	1	$950
5002 Sandestin Boulevard 6826	469	0	1	$950
832 Cross Street B	2,874	2	2	$1,000
200 Sandestin 1415	1,068	2	2	$1,050
202 Sandestin C2	1,050	2	2	$1,150
315 Sibert Avenue	784	2	1	$1,195
4090 Dancing Cloud Ct 245	1,013	2	2	$1,200
150 Bent Arrow Drive 1	1,440	2	2.5	$1,250
166 Knots Place 166	968	2	2	$1,250
164 Bent Arrow	1,100	2	2	$1,250
285 Payne 30 B	964	2	2	$1,250
1014 Airport Road Unit 149	1,375	3	2	$1,275
112 Seascape Drive Unit 506	732	1	1.5	$1,290
150 Bent Arrow Drive Unit 36	1,414	2	2.5	$1,300
1014 Airport Rd 172	1,400	3	2	$1,300
1080 E Highway 98 Unit 112	861	2	2	$1,350
1006 Highway 98 # 133	1,028	3	2	$1,350
9500 Grand Sandestin 2621	620	1	1	$1,350
9800 Grand Sandestin Boulevard 5607	785	1	1	$1,350
9800 Grand Sandestin Boulevard 5707	785	1	1	$1,350
9300 Baytowne Wharf Boulevard 221	675	1	1	$1,350

Address	Square Feet	Bed	Bath	List Price
1150 Airport Road 143	1,440	3	2.5	$1,375
315 Sibert Avenue	1,216	3	2	$1,395
3635 Monique Court	1,182	3	2	$1,400
602 Legion Drive	1,468	3	2	$1,400
5002 Sandestin South Boulevard Unit 6829	795	1	1	$1,400
9800 Grand Sandestin Boulevard Unit 5207	785	1	1	$1,400
112 Seascape Boulevard 1707	1,175	2	2	$1,440
309 Mattie M. Kelly Boulevard (309)	1,548	3	2.5	$1,450
4203 Indian Bayou Trail # 1607	970	2	2	$1,550
5155 Beachwalk Circle 5155	1,500	2	2	$1,600
122 Seascape Drive Unit 2001	1,588	3	3	$1,630
535 Sibert Avenue	1,585	3	2	$1,700
5104 Beachwalk Place 5104	1,500	3	2	$1,700
508 Magnolia Place	1,385	3	3	$1,750
284 W Sandestin Boulevard	1,327	2	2.5	$1,750
521 3RD Avenue	1,840	3	2.5	$1,800
767 Sandpiper Drive	1,560	3	3	$1,800
4507 Furling Lane Suite 305	1,915	3	3	$1,850
525 Augusta Way Unit 11103	1,300	2	2	$1,850
305 Summitt Drive	2,263	3	2.5	$1,895
5000 Sandestin Boulevard 7807	1,646	2	1	$1,900
4793 E Trovare	1,879	3	2.5	$1,949
4715 Amhurst Circle	1,974	3	2.5	$1,990

4 Special Advisory Services

There were no special cases identified on this project such as handicapped or disabled displacements that warrant special assistance. However, a list of advisory services is located in Appendix A of this report.

5 Last Resort Housing

It has been determined through field surveys and market data that suitable replacement housing is available near the study area to accommodate anticipated residential displacement. However, given age and condition of the existing structures, it is not anticipated last resort housing payments will be necessary. Comparable replacement housing was located through the Emerald Coast Association of Realtors MLS service. All housing is available without discrimination.

6 Estimate of the Number, Type and Size of Business

The business to be potentially relocated within the limits of this project comprises a small part of the overall economic base. It will be important to relocate this business, if necessary, within close proximity of the project area.

TABLE 6.1
BUSINESS DISPLACEMENT SUMMARY

Company Name	Address	Employees (Estimated)	Remarks
Watertree Health	135 Benning Drive	20	Potential Relocation on ALTS 2-A, 2-B, 2-C

TABLE 6.2
IMPROVED COMMERCIAL LISTINGS FOR SALE

Address	List Price	Remarks
1219 Airport Road STE 313	$72,960	N/A
1219 Airport Road STE 314	$82,745	N/A
1219 Airport Road STE 315	$82,745	N/A
1219 Airport Road STE 316	$84,835	N/A
1209 AIRPORT Road STE 6	$99,900	N/A
1209 AIRPORT Road STE 7	$99,900	N/A
1209 AIRPORT Road STE 8	$99,900	N/A
150 Industrial Park Road 2	$124,900	N/A
127 Harbor Boulevard STE 11	$129,000	N/A
34940 Emerald Coast Parkway 181	$159,000	N/A
543 HARBOR Boulevard 101	$169,000	N/A
124 BENNING Drive	$174,800	N/A
4507 Furling Lane STE 106	$183,000	N/A
4507 Furling Lane STE 106	$183,000	N/A
3997 Commons Drive Unit D	$204,000	N/A
3997 W COMMONS Drive G	$214,900	N/A
3999 Commons Drive Unit I	$215,000	N/A
3999 Commons Drive Suite G	$224,900	N/A
3999 Commons Drive Suite F	$224,900	N/A
3997 COMMONS Drive Suite P	$225,000	N/A
146 CALHOUN Drive	$229,500	N/A
543 Harbor Boulevard STE 304	$249,000	N/A
4507 Furling Lane 113	$249,900	N/A

Address	List Price	Remarks
3999 Commons Drive Suite D	$249,900	N/A
3999 Commons Drive Suite E	$249,900	N/A
4507 Furling Lane STE 108	$259,000	N/A
297 Azalea Drive UNIT 3	$268,800	N/A
543 Harbor Boulevard STE 303	$299,000	N/A
127 Harbor Boulevard STE 1	$299,000	N/A
1219 Airport Road STE 313-316	$323,285	N/A
4010 E Commons Drive 116	$325,000	N/A
4012 Commons Drive 226	$360,000	N/A
261 Azalea Drive	$375,000	N/A
315 Mountain Drive	$450,000	N/A
1001 AIRPORT Road	$485,000	N/A
334 Calhoun Avenue	$495,000	N/A
138 CALHOUN Avenue	$500,000	N/A
4012 W COMMONS Drive 104	$500,000	N/A
225 Main Street 7	$525,000	N/A
4012 W COMMONS Drive 224 & 226	$550,000	N/A
297 Azalea Drive UNIT 2	$550,800	N/A
247 Main Street	$595,000	N/A
1241 Airport Road 200	$650,000	N/A
4010 Commons Drive 112/114	$695,000	N/A
4477 Legendary Drive STE 101	$740,000	N/A
297 Azalea Drive UNIT 1	$750,000	N/A

TABLE 6.2
IMPROVED COMMERCIAL LISTINGS FOR LEASE

Address	List Price/Month	Remarks
120 Benning Drive 1	$800	N/A
151 Regions Way 3-A	$850	N/A
150 Industrial Park Road 10	$900	N/A
737 HARBOR Boulevard 6	$900	N/A
215 MOUNTAIN Drive 107	$975	N/A
215 Mountain Drive 112	$1,050	N/A
737 HARBOR Boulevard 5	$1,070	N/A
4012 Commons Drive	$1,133	N/A
3999 Commons Drive N	$1,200	N/A
3999 Commons Drive O	$1,200	N/A
737 HARBOR Boulevard 4	$1,500	N/A
385 HARBOR Boulevard 220	$1,600	N/A
4012 Commons Drive	$2,266	N/A
1008 Airport Road SUITE C	$2,475	N/A
36468 EMERALD COAST Parkway 11103	$3,200	N/A
4012 Commons Drive	$3,420	N/A
4012 W COMMONS Drive 110	$3,450	N/A
36474C Emerald Coast Parkway 3201	$4,570	N/A
1241 Airport Road 200	$5,250	N/A

7 Early Consultation with the Local Government

It is assumed there will be no incentive packaging for relocatees in Okaloosa County. There will be no tax abatement or any special programs other than the assistance provided by the City of Destin. The Okaloosa County Building and Zoning Department has indicated, in the past, that variances for non-conforming buildings as a result of an eminent domain taking will be considered on an individual case basis.

NOTE: Advisory assistance is discussed in Section III.

8 IMPACTS ON THE COMMUNITY AND SPECIAL POPULATIONS

The City of Destin proposes to construct approximately 0.4 miles of new four-lane divided roadway from Azalea Drive west of its intersection with Benning Drive to Legion Drive just east of its intersection with Beach Drive within the City of Destin, Florida. The construction of this project is expected to minimally disrupt neighborhood activity. The completion of this project will not subdivide neighborhoods or negatively impact neighborhood identities. The project does not separate residences from community facilities such as churches, schools, shopping area or civic or cultural facilities. The project is not expected to contribute to social isolation of any special populations of elderly, handicapped, minority or transient dependent.

9 ACQUISITION AND RELOCATION ASSISTANCE RESOURCES

In order to minimize the unavoidable effects of the right of way acquisition and displacement of people, the City of Destin will carry out a Right of Way Acquisition and Relocation Assistance Program in accordance with Florida Statutes, Chapter 339.09(5) the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646, as amended) and the established guidelines by which these programs are administered. The City of Destin provides advance notification of impending right of way acquisition. Before acquiring right of way, all properties are appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

At least one Relocation Agent is assigned to each highway project to carry out the Relocation Assistance and Payments Program. A Relocation Agent will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and find help in locating replacement property. **Relocation resources are available to all relocatees without discrimination.**

Financial assistance is available to the eligible residential owner-occupant to (A) make up the difference, if any, between the amount paid for the acquired dwelling and the cost of an available dwelling on the private market, (B) provide reimbursement of expenses such as legal fees and other closing costs incurred by buying a replacement dwelling or selling the acquired property to the City of Destin, and (C) make payment for an increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments for an owner occupant are limited to $31,000.00. A displaced residential tenant may be eligible to receive a supplement, not to exceed $7,200.00 to rent a replacement dwelling or room, or to use as a down payment (including closing costs) on the purchase of a replacement dwelling.

An individual, family, business, farm operation, or nonprofit organization is entitled to payment for actual, reasonable and necessary moving expenses for a distance of not more than 50 miles, in most cases, provided that the eligibility requirements are met for an initial or subsequent occupant and the property is subsequently acquired by the City of Destin.

No persons lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date, and no occupant of a residential property will be required to move until decent, safe and sanitary replacement housing is "made available." "Made available" means that the affected person has either by himself obtained and had the right of possession of replacement housing, or that the City of Destin has offered the relocatee decent, safe and sanitary housing which is within his financial means and is available for immediate occupancy.

10 POTENTIAL HAZARDOUS WASTE CONCERNS

The City of Destin has evaluated the proposed project alignment and has determined that none of the build alternatives, or the options for connecting Sandalwood Court with Sandalwood Drive, have involvement with any known sites having medium or high risk of potential contamination. Therefore, there is no risk of the proposed project having involvement with known contamination.

FACILITY NAME AND ADDRESS	MAP ID #	EPA or FDEP FACILITY ID #	FACILITY TYPE	STORAGE TANKS PRESENT	UST	AST	CONTAMINATED MEDIUM	CONTAMINATION/ CLEAN-UP STATUS	FACILITY STATUS	RISK RATING
Time Saver 10 Minute Oil 530 Mountain Drive Destin, FL 32541	1	FLR000167536 110041667844	CESQG	No	No	No	None	In compliance	Open	Low
NAPA Auto Parts 519 Mountain Drive Destin, FL 32541	2		Retail Store	No	No	No	Unknown	N/A	Open	No
O'Reilly Auto Parts (formerly Destin Auto Service) 602 Mountain Drive Destin, FL 32541	3	141850 (70930)	Retail Store	No	No	No	Unknown	N/A	Closed	No
City of Destin 209 Beach Drive Destin, FL 32541	3	100664	Vacant lot for Hurricane Debris Staging	No	No	No	No	In compliance	Active	No

11 FUNCTIONAL REPLACEMENT OF REAL PROPERTY IN PUBLIC OWNERSHIP

There were no publicly owned lands identified that would require functional replacement of real property in public ownership.

12 IMPACTS ON CEMETERIES OR BURIAL PLOTS

There are no impacts on cemeteries or burial plots by this project.

APPENDIX

ADVISORY HEALTH AND SOCIAL SERVICE ORGANIZATIONS		
Name	**Address**	**Telephone**
Addiction Prevention Coalition	457 Calhoun Avenue Destin, FL 32541	850-687-6831
Alzheimer's Family Services Inc	1901 N Palafox St Pensacola, FL 32501	850-478-7790
American Cancer Society	99 Eglin Pkwy NE #37 Fort Walton Beach, FL 32548	850-244-9042
American Red Cross	4100 S Ferdon Blvd, Crestview, FL 32536	850-423-1243
Big Brothers/Big Sisters of Northwest Florida	356 Sudduth Cir NE Fort Walton Beach, FL 32548	850-664-5437
Boy Scouts of America Gulf Coast Council	9440 University Pkwy Pensacola, FL 32514	850-476-6336
Boys & Girls Club of the Emerald Coast	923 Denton Blvd NW, Fort Walton Beach, FL 32548	850-862-1616
Catholic Social Services	11 1st St SE Fort Walton Beach, FL 32548	850- 243-3959
Childcare Network	5002 Benning Drive Destin, FL 32541	850-837-4004
Children's Home Society of Florida	176 Harris Blvd, Fort Walton Beach, FL 32547	850-833-3872
Covenant Hospice, Inc	220 Eglin Pkwy NE, Fort Walton Beach, FL 32547	850-729-1800
Destin Senior Center	108 Stahlman Ave, Destin, FL 32541	850-424-6415
Epilepsy Foundation of Florida	916 E Fairfield Dr, Pensacola, FL 32503	850-433-1395
Girl Scouts of the Florida Panhandle	4585 Isabella Ingram Drive Pensacola, FL 32504	850-434-1333
Goodwill Industries of the Big Bend	747 Harbor Blvd, Destin, FL 32541	850-837-8516

ADVISORY HEALTH AND SOCIAL SERVICE ORGANIZATIONS		
Name	**Address**	**Telephone**
Harvest House	300 Mountain Drive Destin, FL 32541	850-837-2277
Legal Services of North Florida, Inc.	133 Staff Drive Ste. B Ft. Walton Beach, Fl 32548	850-862-3279
Lutheran Services Florida	51 Yacht Club Dr # B, Fort Walton Beach, FL 32548	850-664-0145
Life Inc.	109 Fetting Avenue NW Ft Walton Beach, FL 32547	850-862-9020
Salvation Army	348 Miracle Strip Pkwy SW, Fort Walton Beach, FL 32548	850-243-4531
United Way of Okaloosa and Walton Counties	112 Tupelo Ave SE, Fort Walton Beach, FL 32548	850-243-0315

RESOURCES

- Concept Drawings
- Emerald Coast Board of Realtors MLS
- Okaloosa County Property Appraiser Website
- Contamination Screening Evaluation Report
- US Census Bureau websites
  1. http://www.census.gov/quickfacts/table/PST045214/00,1217325
  2. http://factfinder.census.gov

ENVIRONMENTAL IMPACT REPORT

1. PROJECT DESCRIPTION AND PURPOSE AND NEED

a. Project Information

Project Name:	Destin Cross Town Connector
Project Limits:	Azalea Drive at Benning Drive to Legion Drive at Beach Drive
County	Okaloosa
ETDM Number:	N/A
Financial Project No.	N/A

b. Proposed Improvements: The proposed project consists of approximately 0.4 miles of new four-lane divided roadway north of and generally parallel to SR 30/US 98 (Harbor Boulevard). The project begins on Azalea Drive west of Benning Drive and extends northeastward to Legion Drive (east of Beach Drive) just past its intersection with Beach Drive within the City of Destin, Florida. The new roadway has been classified as a major collector and would have a posted speed limit of 25 miles per hour (mph) (design speed of 30 mph) and would utilize an urban typical section having two 11-foot lanes and a five-foot bicycle lane in each direction separated by a 15.5-foot median. Florida Department of Transportation (FDOT) Type F curb and gutter and a ten-foot sidewalk will be provided along each side of the roadway. Drainage will be collected in a closed stormwater system and conveyed to a retention pond for treatment. A description of the improvements, including the proposed typical section are provided in Attachment 1.

The proposed roadway typical section requires 110 feet of right-of-way. Although the City of Destin owns most of the property within the proposed alternative alignments, additional right-of-way will be required, mostly near the project termini. The alternative alignments have been developed to minimize right-of-way acquisition and displacements as much as possible; however, depending on the alternative, the project would impact between 16 and 22 parcels, and require between 14 and 15 residential relocations. Details on the proposed alternatives and their environmental impacts are discussed further in the report.

Because Azalea Drive at Benning Drive and Legion Drive at Beach Drive are currently two-lane roads that do not yet have improvements scheduled, the construction of the Destin Cross Town Connector will occur in two phases (interim and ultimate). The interim phase will consist of a two-lane facility within the 110-foot right-of-way. It is expected that the interim two-lane facility would be widened to the ultimate four-lane roadway by 2042, the design year for the project. Details on the interim and ultimate typical sections are provided in Attachment 1.

c. Purpose and Need: State Road (SR) 30/US 98 (Harbor Boulevard), a principal arterial serving both local and through traffic in Destin, Florida, is a four-lane divided roadway that has been backlogged for many years. Due to the highly-developed nature along SR 30/US 98, capacity improvements would be both highly disruptive and expensive. Therefore, the City of Destin in 2005, created a Multimodal Transportation District (MMTD) which includes SR 30/US 98, along with a system of collector roadways that serve the major mobility needs of Destin. The intent is to maintain the existing road network through strategic connections, reconstruction and

widening projects, where appropriate, while focusing on promoting accessibility by all modes of transportation. The proposed project is one of the strategic connections that would relieve congestion on SR 30/US 98 by re-routing local traffic from SR 30/US 98 to a parallel corridor that would be created by providing the missing segment between Azalea Drive and Legion Drive. This parallel corridor would extend from the intersection of Stahlman Avenue with SR 30/US 98 (Harbor Boulevard) along Stahlman Avenue to Azalea Drive and along Azalea Drive to Benning Drive, then from Benning Drive to the intersection of Beach Drive with Legion Drive (the project proposed in this report). The corridor would continue along Legion Drive and Airport Road to Commons Boulevard and along Commons Boulevard to SR 293 (Danny Wuerffel Way).

Several planning documents have identified the need for a new east-west corridor to relieve traffic on SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway). These documents include: Evaluation and Appraisal Report (EAR) Destin 2010 Comprehensive Plan, Northwest Florida Transportation Corridor Authority (NFTCA) *2016 Master Plan*, and the Okaloosa Walton Transportation Planning Organization's (OWTPO) *Cost Feasible Plan* (CFP) element of the *2040 Long Range Transportation Plan* (LRTP).

The proposed new roadway connection is consistent with the planned improvements in the City of Destin Comprehensive Plan, Transportation Element Policy 2-1.1.1, which states that the City shall pursue design and construction of additional road corridors and specifically includes an east-west roadway parallel to and north of SR 30/US 98 (Harbor Boulevard/ Emerald Coast Parkway) to relieve existing congestion on SR 30/US 98. It is also consistent with the goals of the Harbor and Town Center Community Redevelopment Plans (CRAs).

The OWTPO's 2040 *Long Range Transportation Plan* (LRTP) *Cost Feasible Plan* (adopted February 16, 2017) also shows the Destin Cross Town Connector from Benning Drive to Beach Drive as providing a two-lane roadway. It shows the cost of the remaining phases (right-of-way and construction) as an estimated $895,109 for right-of-way acquisition and an estimated construction cost of $1,029,335.

The proposed project is listed in the FY 2017 to FY 2021 Transportation Improvement Program (TIP), adopted June 16, 2016 and amended February 16, 2017, as Project Number EN615: Corridor Management Plan – Section 2 E/W Alignment (Beach Drive to Benning Drive) Non-SIS for $5,500,000 in grant funds for the construction phase in 2018/2019 (Section 2 – Capacity, Page 24).

The project is also consistent with recommendations of the NFTCA *2016 Master Plan* (adopted April 2013, Amended June 2016). The NFTCA Master Plan provides a "framework for the most efficient investment of resources" to ensure a safe and reliable transportation system "while making northwest Florida economically competitive with other regions in the state and nation". The NFTCA 2016 Master Plan documents the qualitative and cost benefit analyses of 33 transportation projects (one of which was removed during the 2016 update) across the region. Project Number 19, the Destin Cross Town Connector, was ranked overall as the number 1 project (refer to page ES-4 of the 2016 Master Plan).

2. ENVIRONMENTAL ANALYSIS

Topical Categories	Substantial Impacts? Yes	No	Enhance	No Inv		Basis for Decision
A. SOCIAL IMPACTS						
1. Social	[ ]	[X]	[ ]	[ ]		See Attachment A.1
2. Economic	[ ]	[ ]	[X]	[ ]		See Attachment A.2
3. Land Use Changes	[ ]	[ ]	[X]	[ ]		See Attachment A.3
4. Mobility	[ ]	[ ]	[X]	[ ]		See Attachment A.4
5. Aesthetic Effects	[ ]	[X]	[ ]	[ ]		See Attachment A.5
6. Relocation Potential	[X]	[ ]	[ ]	[ ]		See Attachment A.6
B. CULTURAL IMPACTS						
1. Historic Sites/Districts	[ ]	[ ]	[ ]	[X]		See SHPO Letter App. B
2. Archaeological Sites	[ ]	[ ]	[ ]	[X]		See SHPO Letter App. B
3. Recreation Areas	[ ]	[X]	[ ]	[ ]		See Attachment B.3
C. NATURAL ENVIRONMENT						
1. Wetlands and Other Surface Waters	[ ]	[ ]	[ ]	[X]		See Attachment C.1
2. Aquatic Preserves and Outstanding FL Waters	[ ]	[ ]	[ ]	[X]		See Attachment C.2 App. C
3. Water Quality and Water Quantity	[ ]	[X]	[ ]	[ ]		See Attachment C.3
4. Wild and Scenic Rivers	[ ]	[ ]	[ ]	[X]		See Attachment C.4
5. Floodplains	[ ]	[ ]	[ ]	[X]		See Attachment C.7
6. Coastal Barrier Resources	[ ]	{]	[ ]	[X]		See Attachment C.8
7. Protected Species and Habitat	[ ]	[X]	[ ]	[ ]		See USFWS Letter App. D
8. Essential Fish Habitat	[ ]	[ ]	[ ]	[X]		See NMFS Letter App. A
D. PHYSICAL IMPACTS						
1. Highway Traffic Noise	[ ]	[X]	[ ]	[ ]		See Attachment D.1
2. Air Quality	[ ]	[X]	[ ]	[ ]		See Attachment D.2
3. Contamination	[ ]	[ ]	[ ]	[X]		See Attachment D.3
4. Utilities and Railroads	[ ]	[X]	[ ]	[ ]		See Attachment D.4
5. Construction	[ ]	[X]	[ ]	[ ]		See Attachment D.5
6. Bicycles and Pedestrians	[ ]	[ ]	[X]	[ ]		See Attachment D.6
7. Navigation	[ ]	[ ]	[ ]	[X]		See Attachment D.7

***Topical Categories:** Yes = Substantial Impact; No = No Substantial Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement

**Supporting information is documented in the referenced attachment(s).

4. ANTICIPATED PERMITS

[ ] Individual Dredge and Fill Permit - USACE

[X } Nationwide Permit - USACE

[ ] Bridge Permit - USCG

[X] Environmental Resource Permit - WMD

[X] National Pollutant Discharge Elimination System Permit - FDEP

5. ENGINEERING ANALYSIS

See Attachment 1

6. COMMITMENTS

Relocations

To minimize the unavoidable effects of right-of-way acquisition and displacement, a right-of-way and relocation program will be carried out in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Public Law 91-646, as amended by Public Law 100-17). This project has been developed in accordance with the Civil Rights Act of 1964, the Civil Rights Act of 1968, and in accordance with Executive Order 12898.

Water Quality

The proposed stormwater facility design will include, at a minimum the water quantity requirements for water quality impacts as required by the Northwest Florida Water Management District (NWFWMD) in Rule 40A-1, 40A-4, 62-4, 62-341, 62-346, the Florida Department of Environmental Protection (FDEP) Rules 62-312 and 62-25 F.A.C. and the Environmental Protection Agency (EPA).

Wildlife and Habitat

Since gopher tortoise habitat may be found within alternative alignments and associated 300-foot buffers, the Florida Fish and Wildlife Conservation Commission (FFWCC) Gopher Tortoise Permitting Guidelines pertaining to surveying, excavating, and relocating will be followed.

Sea turtles occur within the Gulf of Mexico and nest on adjacent beaches. As the study area is located approximately one (1) mile from the Gulf of Mexico beaches, there would be no direct involvement with sea turtles. However, during the State Clearinghouse review period, the Florida Fish and Wildlife Conservation Commission (FFWCC) commented that due to the presence of sea turtle nesting beaches nearby, staff recommends the use of sea turtle friendly lighting along the roadway.

The Florida Natural Areas Inventory (FNAI) indicates that the loggerhead sea turtle is likely to occur within the study area, while the green and leatherback sea turtles have the potential to occur within or near the study area. The nearest sea turtle habitat is the Gulf of Mexico approximately one mile south of the study area. The proposed project lighting will be sea turtle friendly in compliance with the FFWCC's request.

Should any state-listed plant species be positively identified within construction limits, the appropriate state agencies will be contacted and afforded an opportunity to transplant them per Florida Statute 581.185.

Transit

As requested by Okaloosa County Transit the provision for bus turnouts will be evaluated in the design phase.

Bicycle/Pedestrian

The proposed improvements include 10-foot wide sidewalks, Americans with Disabilities Act (ADA) compatible ramps with detectable warning surfaces, crosswalks, and signage to ensure pedestrian safety.

7. SELECTED ALTERNATIVE

Following the public hearing (see Section A.1) and further engineering analysis to reduce impacts, the City of Destin selected a combination of Alternative 1 Option C and Alternative 2 Option C. Therefore, the selected alternative would utilize a standard four-leg stopped control intersection (Alternative 1 Option C) at Azalea Drive and Benning Drive, during the interim condition, which will be converted to a signalized intersection when warranted. The intersection at Beach Drive and Legion Drive (east) will be a single-lane roundabout (Alternative 2, Option C) in the interim condition and when traffic warrants it will be converted to a four-way signalized intersection. Crosswalks will be provided at each intersection and the dedicated right-turn lane. Sandalwood Court and Anna Street will tie to the Destin Cross Town Connector, and will only have right-in and right-out access. Crosswalks will be provided across Sandalwood Court and across Anna Street, but no crosswalks will be provided across the Cross Town Connector at these locations. Sandalwood Drive will not connect to the Cross Town Connector, but residents can access Sandalwood Drive as they do now, by utilizing Beach Drive for their entry and exit point. A turnaround will be added at the west end of Sandalwood Drive near the Destin Cross Town Connector. By utilizing the four-leg intersection at Azalea Drive and Benning Drive, less right-of-way would be required and the impacts to commercial and residential properties would be reduced. The selection of this hybrid option has the benefit of reducing right-of-way acquisition and construction costs by approximately $900,000.

8. PUBLIC INVOLVEMENT

[ ] A public hearing is not required

[ ] A public hearing will be held. This draft document is publicly available and comments can be submitted to Atkins North America, Inc. until _____.

Contact Information: Mr. Gregory Allen, P.E.
Project Manager
Atkins North America, Inc.
3114 Airport Blvd. Suite 1450
Pensacola, Florida 32504

[X] A public hearing was held on10/18/2016 and the transcript is available.

[ ] An opportunity for a public hearing was afforded and wad documented (insert date).

9. APPROVAL OF FINAL DOCUMENT

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

The final PEIR reflects consideration of the PD&E Study and the Public Hearing.

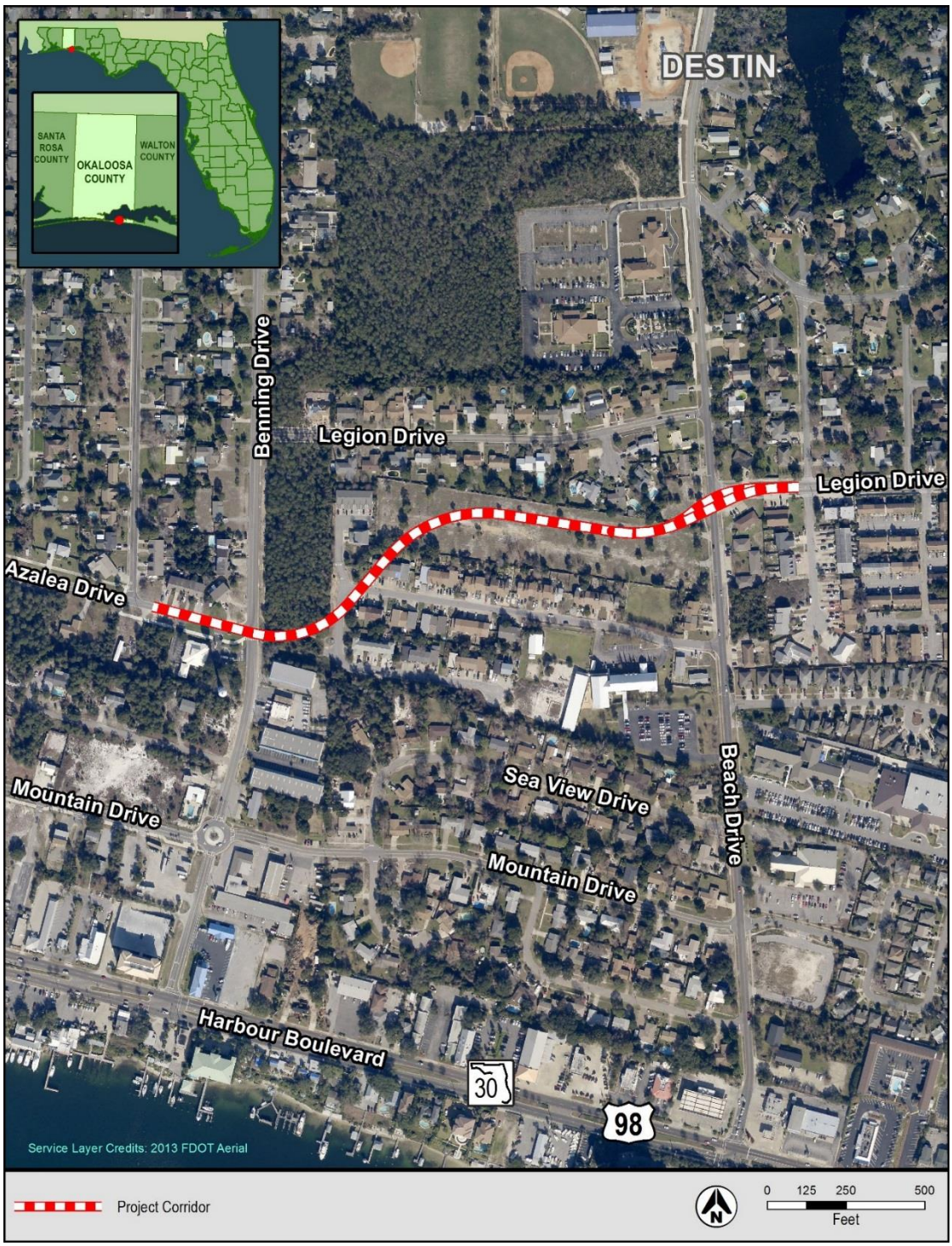
_____ _____/_____/_____

City of Destin Signing Authority **Date**

ATTACHMENT 1 – ENGINEERING

The proposed project is within the City of Destin, in Okaloosa County, Florida (**Figure 1**).

FIGURE 1
PROJECT LOCATION/STUDY AREA MAP



A. Existing Conditions

SR 30/US 98 (Harbor Boulevard) in the City of Destin, Florida is a congested facility having an Annual Average Daily Traffic (AADT) ranging from 44,000 to 51,500 vehicles per day in 2014 with a Level of Service (LOS) of F. Adding capacity to this facility is prohibitive due to right-of-way costs.

There is no existing continuous route north of and parallel to SR 30/US 98 (Harbor Boulevard) that connects Stahlman Avenue with SR 30/US 98 at Airport Drive or even further east to SR 293 (Danny Wuerffel Way). However, the City of Destin has determined that existing congestion problems on SR 30/US 98 could be alleviated by linking existing roads to provide an alternate through route for local traffic (**Figure 2**). The City has completed the connection between Commons Drive West and Commons Drive East. All that remains to provide an alternate route from the intersection of Stahlman Road with SR 30/US 98 to the intersection of East Commons Drive with SR 293 (Danny Wuerffel Way) is the connection of Azalea Drive at Benning Drive to Legion Drive at Beach Drive.

FIGURE 2
PROPOSED ALTERNATE ROUTE TO SR 30/US 98

Existing Roads

The existing roads have varying typical sections and road rights-of-way. Descriptions of each roadway is provided below (see the project *Preliminary Engineering Report* for additional details).

Azalea Drive

The existing typical section for Azalea Drive west of Benning Drive is a two-lane rural roadway with 12-foot travel lanes, no paved shoulders, and ribbon curb at the outside edges of pavement within a 100-foot right-of-way. A 10-foot sidewalk is present on the south side of the roadway. Stormwater runoff is collected in undefined swales on both sides of the road where it infiltrates directly into the ground as there is no defined treatment or detention system.

Legion Drive

The existing typical section for Legion Drive east of Beach Drive is a three-lane rural roadway with 11-foot travel lanes, a 10-foot dual left turn lane, no paved shoulders, and shoulder gutter curb at the outside edges of pavement, within a 66-foot right-of-way. An 8-foot sidewalk is present on both sides of the roadway. Stormwater runoff is collected in shallow roadside ditches on both sides of the road and conveyed by ditch bottom inlets to underdrains for treatment.

Benning Drive

The existing typical section for Benning Drive is a two-lane rural roadway with 11-foot travel lanes and 4-foot bike lanes within a 100-foot right-of-way. A 4-foot sidewalk is present on east side of the roadway. Stormwater runoff is collected in undefined swales on both sides of the road where it infiltrates directly into the ground as there is no defined treatment or detention system.

Beach Drive

The existing typical section for Beach Drive is a two-lane rural roadway with 12-foot travel lanes, no paved shoulders, and ribbon curb at the outside edges of pavement within a 66-foot right-of-way. A 5-foot sidewalk is present on both sides of the roadway. Stormwater runoff is collected in undefined swales on both sides of the road where it infiltrates directly into the ground as there is no defined treatment or detention system.

Existing Intersections

The intersection of Azalea Drive and Benning Drive is a “T”-intersection with a stop sign on the minor approach. The intersection of Beach Drive and Legion Drive is a “T”-intersection with a stop sign at all three approaches.

Existing Posted Speed

The posted speed limit is typically 30 mph, except for Azalea Drive which is posted at 35 mph.

Existing Traffic Data

Traffic counts were taken in the project vicinity to understand the current operating conditions of the roadways within the study area. **Table 1** is a summary of the existing operating conditions.

Table 1: Existing Traffic Data Near the Project Study Area

Roadway Segment	Observed AADT	Existing Daily LOS	Existing Two-Way PM Peak	Existing PM Peak LOS*
Stahlman Avenue (Mountain Drive to Azalea Drive)	2,500	B	260	B
Airport Road (US 98 to Main Street)	19,000	D	2,090	D
Main Street (US 98 to Airport Road)	9,200	C	860	C
Benning Drive (US 98 to Azalea Drive)	2,900	B	270	C
Commons Drive (SR 293 to Airport Road)	17,500	F	1,820	F
US 98 (SR 293 to Main Street)	52,500	F	4,860	F
US 98 (Main Street to Stahlman Avenue)	44,500	F	4,120	F

Note: Traffic data as obtained from FDOT 2015 Traffic Online count resource.
*LOS determined based on FDOT Quality Level of Service Handbook, Tables 2-1 & 2-4

Crash Data and Safety Analysis

Crash data for SR 30/US 98 (Harbor Boulevard) from 500 feet west of the intersection of SR 30/US 98 with Benning Drive to 500 feet east of Beach Drive was obtained from the FDOT for the five-year period from 2009 to 2013 (**Table 2**). This segment of SR 30/US 98 is below the average crash rate.

Table 2: FDOT 2009-2013 Crash Data for Project Study Area

Year	Number of Crashes	SR 30/US 98 AADT	Statewide Average Crash Rate	Actual Crash Rate	Safety Ratio
2009	7	45,000	2,941	0.945	0.321
2010	9	45,000	2,941	1.215	0.413
2011	18	51,500	2,941	2.123	0.722
2012	18	44,500	2,941	2.457	0.836
2013	30	49,500	2,941	3.682	1.252

Other segments of SR 30/US 98 within the larger study area (from the Marler Bridge to SR 293) had high crash locations (**Table 3**). High crash road segments, as identified by FDOT, include a minimum frequency of eight crashes during a five-year period on a particular segment.

Table 3: High Crash Locations Along SR 30/US 89 in the Larger Study Area

Mile Post	Description of Location
17.440 to 17.486	Calhoun Avenue
21.347 to 21.747	Walmart shopping Center entrance, Henderson Beach Road, Plantation Commons
22.447 to 22.547	Matthews Boulevard
22.647 to 22.767	Crystal Beach Plaza and SR 263

B. Alternatives Considered

Alternatives considered for alleviating existing and future congestion on SR 30/US 98 (Harbor Boulevard) included the No Build Alternative, Transportation System Management and Operations (TSM&O) measures, Multimodal Alternatives, and Build Alternatives. The following discussion describes the alternatives considered.

1. No Build Alternative

The No Build Alternative does not make the proposed connection between Azalea Drive and Legion Drive nor does it provide capacity, intersection, pedestrian, bicycle, or safety improvements beyond those currently programmed.

The No-Build Alternative has several positive attributes including no expenditure of public funds for design, right of way acquisition, or construction. There would be no need for residential or business relocations, and traffic would not be disrupted due to construction. No costs would be incurred due to utility relocation and there would be no direct or indirect impacts to community cohesion.

However, the No Build Alternative does not meet the project's purpose and need and is not consistent with the goals, policies, and criteria of the City of Destin's Comprehensive Plan or the Okaloosa-Walton TPO LRTP. It was considered throughout the PD&E study and compared to the impacts/benefits associated with the Build Alternatives.

2. Transportation Systems Management and Operations (TSM&O)

TSM&O alternatives include those activities that maximize the efficiency of the existing multimodal system. Possible TSM&O options include traffic management systems, parking management, traffic control, the addition of turn lanes, and traffic signal timing optimization. TSM&O improvements alone would provide minimal support in meeting the project's purpose and need. Much like the No-Build Alternative, the TSM&O alternative fails to fulfill the needs and goals of the Destin Comprehensive Plan. For these reasons, the TSM&O alternative was not a viable a solution to the project needs. However, Okaloosa County Transit has indicated that Destin Cross Town Connector could be incorporated as a potential new or modified route (see **Appendix F**) and, therefore, would like bus pull-offs included in the project. Locations for bus pull-offs will be determined during the design phase.

3. Multi-Modal Alternatives

Specific examples of multi-modal alternatives are mass transit systems such as bus or rail options which are most effective in large urbanized areas. Although the SR 30/US 98 corridor is urbanized, it is not typical of areas where transit systems are most effective. Transit services, provided by Okaloosa County Transit, have proved insufficient in alleviating congestion on SR 30/US 98 (Harbor Boulevard). Several different factors are responsible for this, including: limited ridership, the community's location on a peninsula (which affects the size and location of the transit network within the community), the tourist economy, and the volume of through traffic traveling to destinations beyond the transit network, among others. Even though the City of Destin created a MMTD to expand bicycle, pedestrian and transit services within the district, the MMTD recognizes that these facilities alone are insufficient to relieve congestion on SR 30/US 98 without

strategic road improvements, of which this project is one. Therefore, no further analysis of a multi-modal alternative was considered.

4. Build Alternatives

The proposed improvements comprising the Build Alternatives are based on the predicted traffic conditions in the design year (2042). The Build Alternatives would provide approximately 0.4 miles of new four-lane divided roadway connecting Azalea Drive at Benning Drive with Legion Drive at Beach Drive. Because Azalea Drive and Legion Drive are not currently four-lane roads, the proposed project would be constructed in phases with the first phase providing a two-lane roadway (**Figure 3A**) and the second phase providing the ultimate four-lane facility (**Figure 3B**), when Azalea Drive and Legion Drive are widened to four lanes. The interim typical section would have one 11-foot lane and a five-foot bicycle lane in each direction separated by a 37.5-foot median. The ultimate typical section would have two 11-foot lanes and a five-foot bicycle lane in each direction separated by a 15.5-foot median. FDOT Type F curb and gutter and a ten-foot sidewalk will be provided along each side of the roadway. Drainage will be collected in a closed stormwater system and conveyed to a retention pond for treatment, the location to be determined during the final design phase.

The proposed roadway will be classified as a major collector roadway in accordance with Table 8-1 of the City of Destin Land Development Code (LDC). Per the City of Destin LDC, the design speed for a major collector is to be 35 mph; however, due to geometric constraints, an exception will be pursued to use a 30-mph design speed. The posted speed limit will be 25 mph.

FIGURE 3A PROPOSED INTERIM TYPICAL SECTION

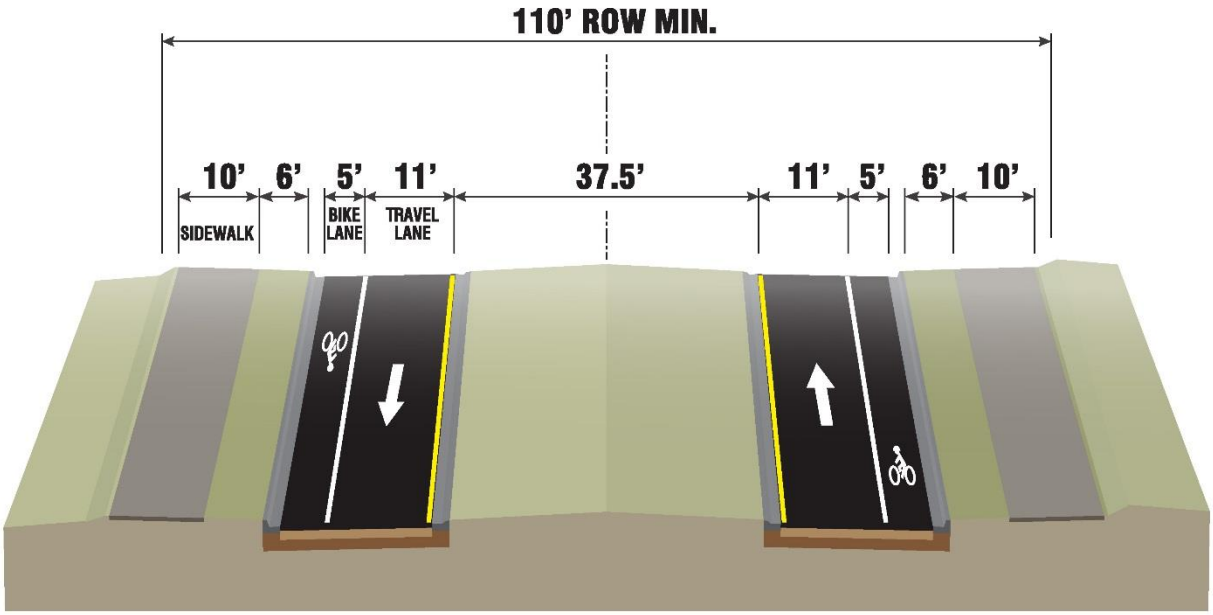
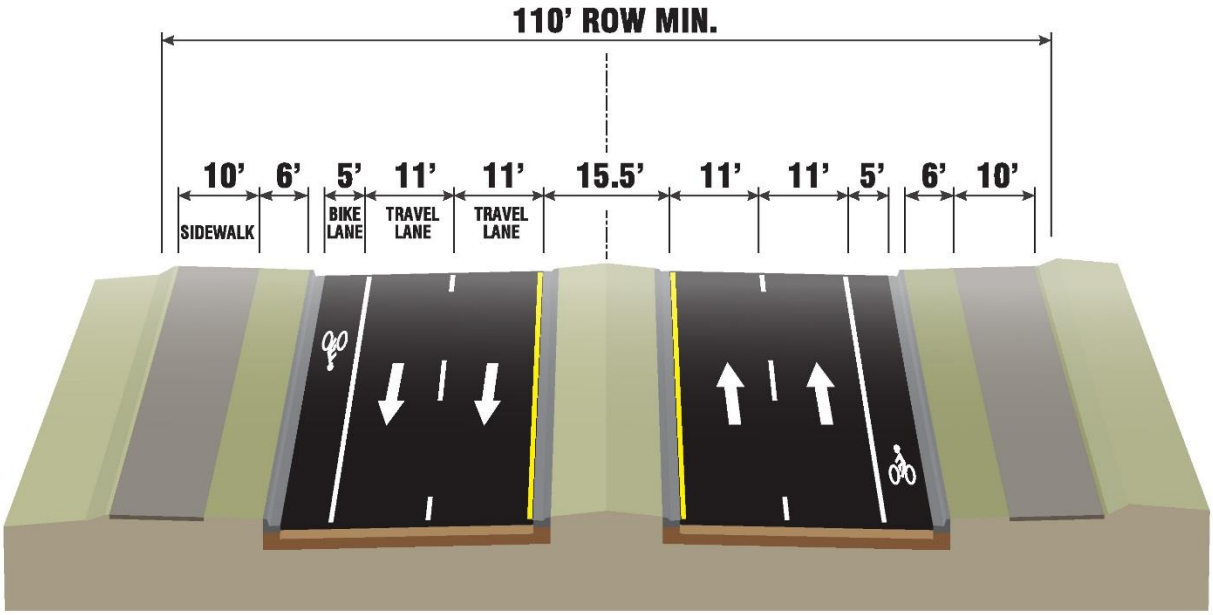


FIGURE 3B PROPOSED ULTIMATE TYPICAL SECTION



Two build alternatives (Alternatives 1 or 2) are proposed. Both build alternatives would utilize the same alignment to provide approximately 0.4 mile of new roadway, but would have different intersection configurations. Although not currently shown, the City of Destin has agreed to the inclusion of bus pull-offs in the project right-of-way. These would be developed during the design phase when the preferred alternative is identified. Alternative 1 makes use of signalized intersections while Alternative 2 proposes to use roundabouts. Both build alternative would have three access options (A, B, or C) for the Sandalwood neighborhood. The alternatives and their options are described, as follows.

Alternative 1 Option A (**Figure 4**) would provide a standard four-leg intersection at the Azalea Drive/Benning Drive intersection and a standard four-leg intersection with a dedicated right-turn lane for eastbound traffic at the Beach Drive/Legion Drive (east) intersection. Crosswalks would be provided on each leg of both intersections and the designated right-turn lane. Since the proposed road would bisect Anna Street, there would be a new intersection on the north side of the Cross Town Connector at Anna Street. South of the proposed road, Anna Street would be reconfigured to restore the connection between Sandalwood Court and Sandalwood Drive.

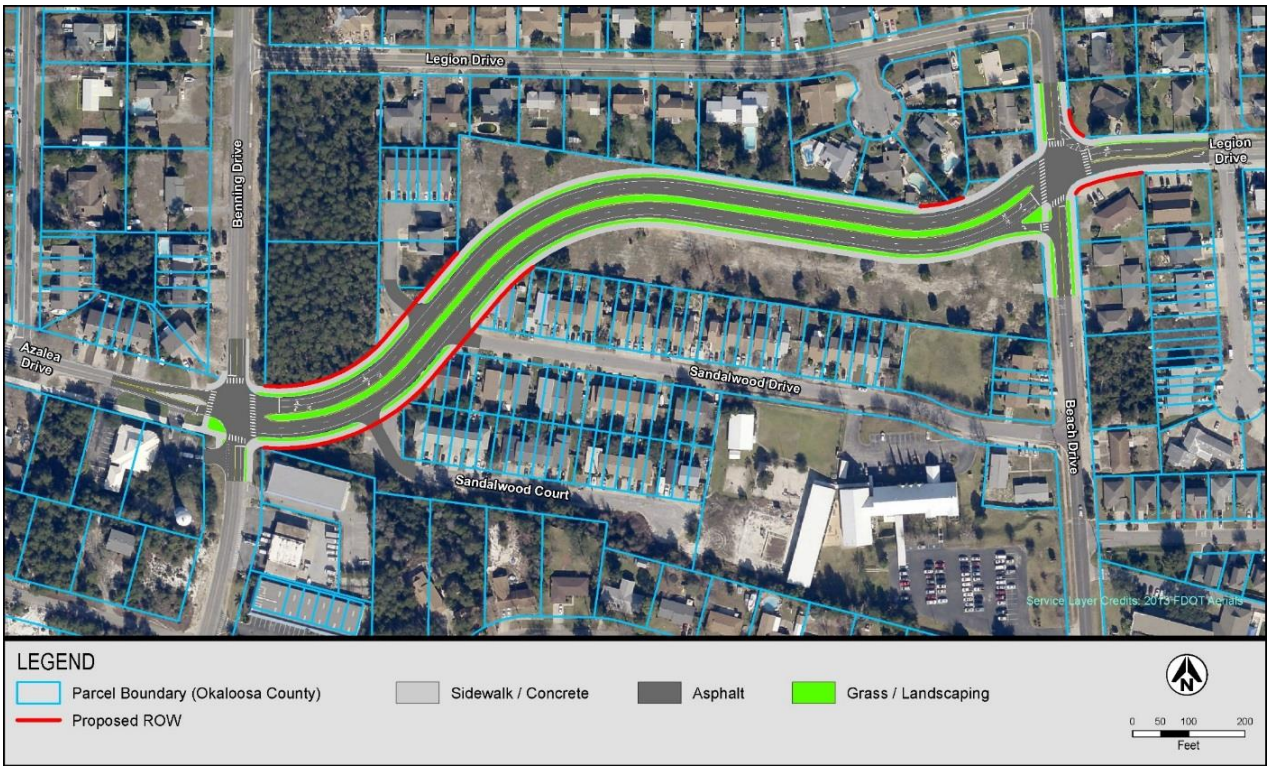
This alternative will require a portion or the entire acquisition of seventeen parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. None of the parcels affected are commercial properties. However, sixteen of the properties are residential and will require nine residents to be relocated. The estimated right-of-way cost for this Alternative is $2.8 million for the roadway and $0.4 million for the stormwater pond. The cost for the interim project is $10.5 million which includes $1.1 million for Design/CEI/MOT and $6.2 million for construction. The ultimate cost of the four-lane project is $13.5 million with includes an additional $0.3 million for Design/CEI/MOT and $1.2 million for construction in the widening phase.

Figure 4: Alternative Option A

Alternative 1 Option B (**Figure 5**) is similar to Alternative 1 Option A, having the same alignment and the same four-leg intersection with crosswalks on all approaches at the project termini and a dedicated right-turn lane for eastbound traffic at the Beach Drive intersection with Legion Drive (east). Alternative 1 Option B would also provide the same intersection with Anna Street and the Destin Cross Town Connector. However, Alternative 1 Option B differs from Alternative 1 Option A in that it would provide an intersection between the Destin Cross Town Connector and Sandalwood Drive, across from the Anna Street/Destin Cross Town Connector intersection, and an intersection between the Destin Cross Town Connector and Sandalwood Court. All three intersections would only allow right-in, right-out turns and none of these intersections would have crosswalks delineated on the pavement.

This alternative will require a portion or the entire acquisition of seventeen parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. None of the parcels affected are commercial properties. However, sixteen of the properties are residential and will require nine residents to be relocated. The estimated right-of-way cost for this Alternative is $2.6 million for the roadway and $0.4 million for the stormwater pond. The cost for the interim project is $10.1 million which includes $1.1 million for Design/CEI/MOT and $6.0 million for construction. The ultimate cost of the four-lane project is $13.1 million with includes an additional $0.3 million for Design/CEI/MOT and $1.2 million for construction in the widening phase.

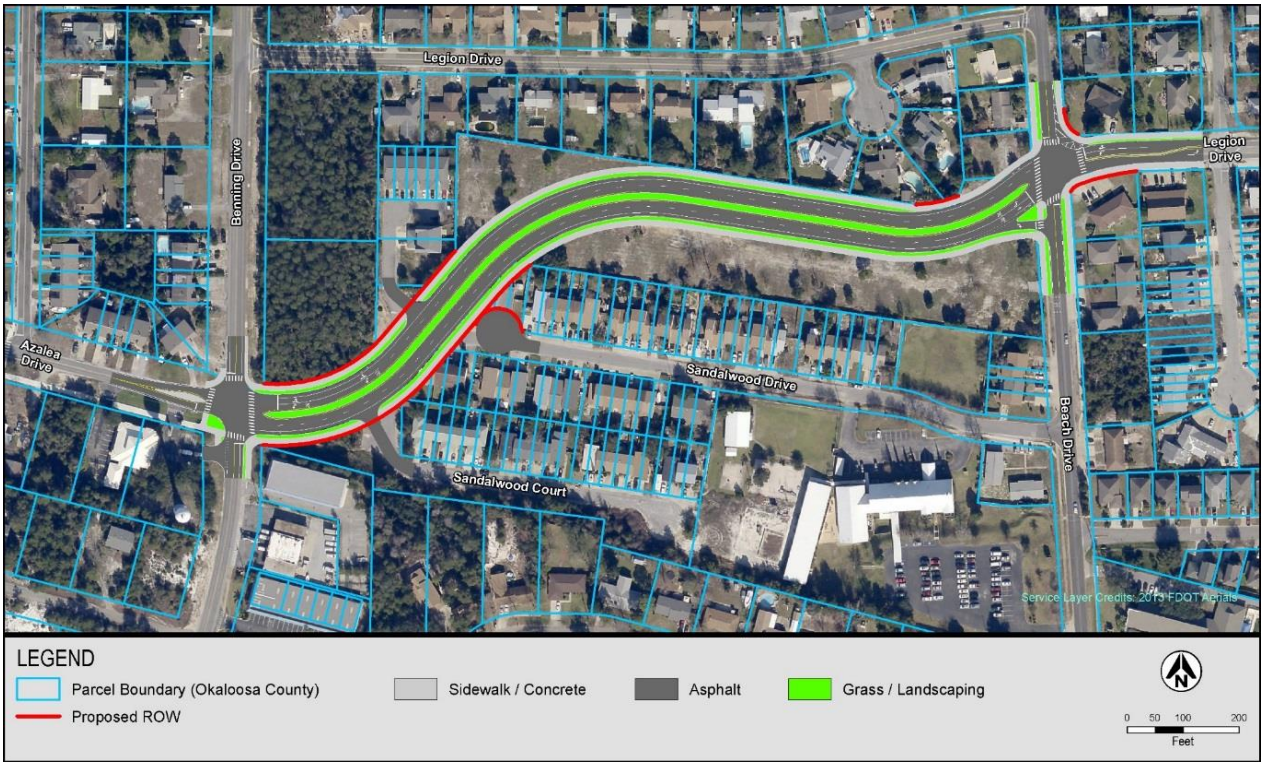
Figure 5: Alternative 1 Option B



Alternative 1 Option C **(Figure 6)** is similar to Alternative 1 Option A in that it has the same alignment, same four-leg intersection with crosswalks at the project termini and the dedicated right-turn lane for eastbound traffic at the intersection of Beach Drive with Legion Drive (east), and a three-leg intersection with Anna Street. It is similar to Alternative 1 Option B in that it provides an intersection between Sandalwood Court and the Destin Cross Town Connector, but differs from Alternative 1 Option B in that a cul-de-sac is created at the end of Sandalwood Drive. No crosswalk is provided at the Sandalwood Court intersection.

This alternative will require a portion or the entire acquisition of eighteen parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. None of the parcels affected are commercial properties. However, seventeen of the properties are residential and will require nine residents to be relocated. The estimated right-of-way cost for this Alternative is $2.6 million for the roadway and $0.4 million for the stormwater pond. The cost for the interim project is $10.2 million which includes $1.1 million for Design/CEI/MOT and $6.1 million for construction. The ultimate cost of the four-lane project is $13.2 million with includes an additional $0.3 million for Design/CEI/MOT and $1.2 million for construction in the widening phase.

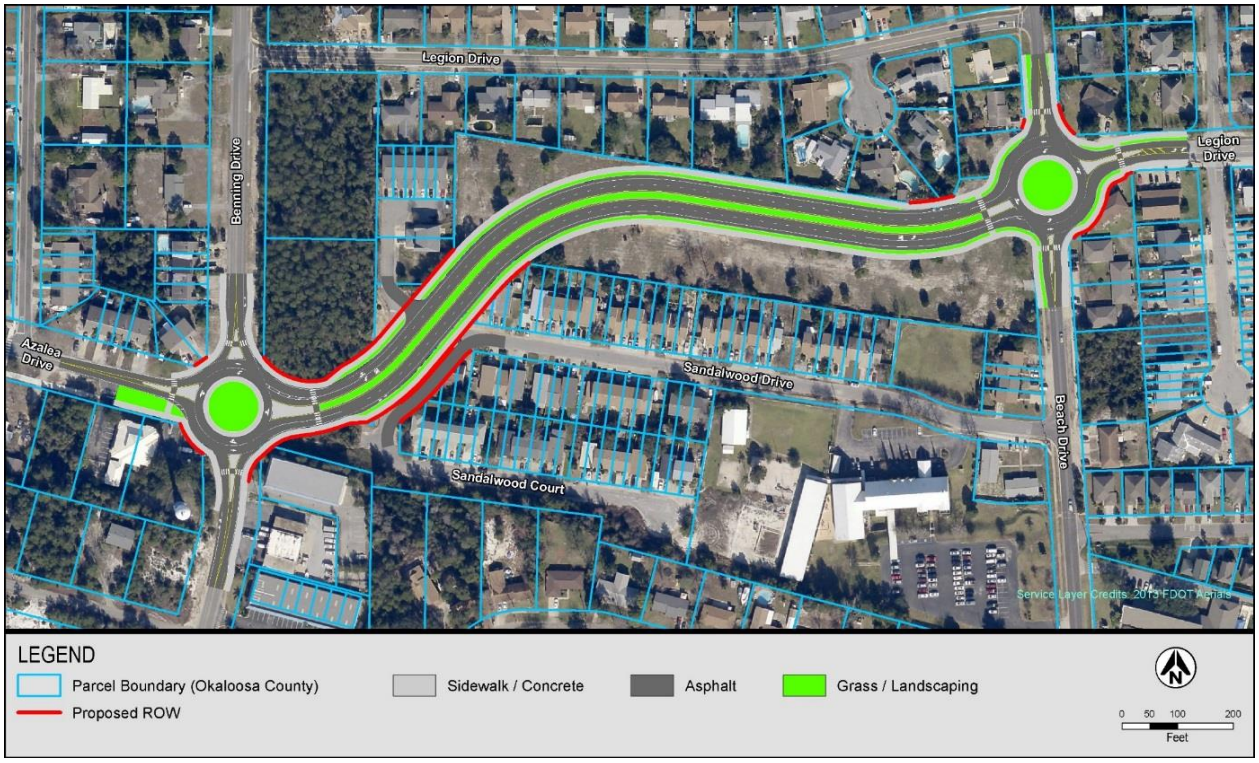
Figure 6: Alternative 1 Option C



Alternative 2 Option A (**Figure 7**) utilizes the same road alignment as Alternative 1 Option A but provides a roundabout at both the Azalea Drive/Benning Drive intersection and at the Beach Drive/Legion Drive intersection. The Beach Drive/Legion Drive roundabout would also have a dedicated right-turn lane for eastbound traffic, and both roundabouts would have crosswalks on all approaches to the intersections. Alternative 2 Option A provides the same intersection configuration with Anna Street north of the Destin Cross Town Connector and the same connection between Sandalwood Court and Sandalwood Drive as Alternative 1 Option A. Therefore, Alternative 2 Option A is identical to Alternative 1 Option A except for the intersections at the project termini.

This alternative will require a portion or the entire acquisition of twenty-two parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. Two of the parcels affected are commercial properties and nineteen are residential, requiring the relocation of nine residents. The estimated right-of-way cost for this Alternative is $4.4 million for the roadway and $0.4 million for the stormwater pond. The cost for the interim project is $11.2 million which includes $1.2 million for Design/CEI/MOT and $5.2 million for construction. The ultimate cost of the four-lane project is $13.4 million with includes an additional $0.2 million for Design/CEI/MOT and $0.9 million for construction in the widening phase.

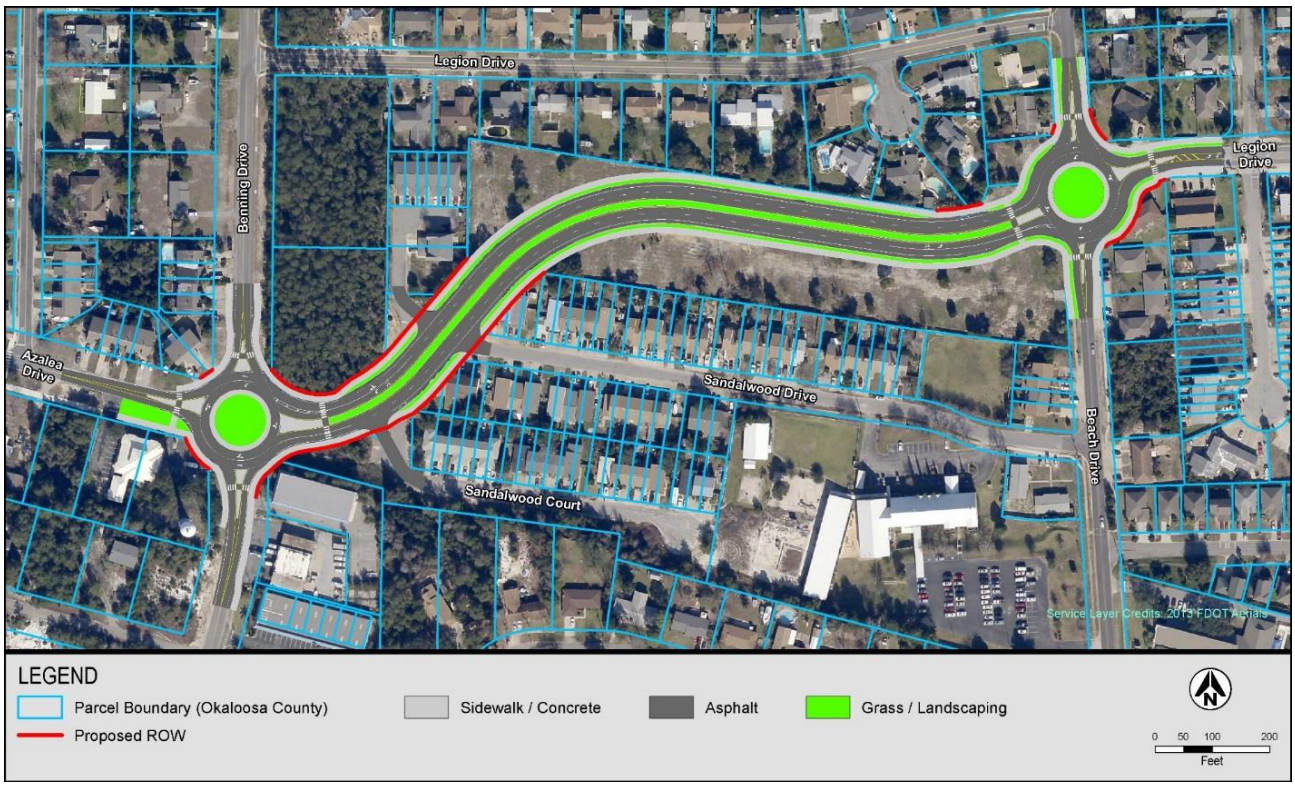
Figure 7: Alternative 2 Option A



Alternative 2 Option B (**Figure 8**) is similar to Alternative 2 Option A having the same alignment and the same roundabouts with crosswalks on all approaches at the project termini and a dedicated right-turn lane for eastbound traffic at the Beach Drive intersection with Legion Drive (east). Alternative 2 Option B would also provide the same intersection with Anna Street and the Destin Cross Town Connector. However, Alternative 2 Option B differs from Alternative 2 Option A in that it would provide an intersection between the Destin Cross Town Connector and Sandalwood Drive, across from the Anna Street/Destin Cross Town Connector intersection, and an intersection between the Destin Cross Town Connector and Sandalwood Court. All three intersections would only allow right-in, right-out turns, and none of these intersections would have crosswalks delineated on the pavement.

This alternative will require a portion or the entire acquisition of twenty-two parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. Two of the parcels affected are commercial properties and nineteen are residential, requiring the relocation of nine residents. The estimated right-of-way cost for this Alternative is $4.2 million for the roadway and $0.4 million for the stormwater pond. The cost for the interim project is $10.8 million which includes $1.2 million for Design/CEI/MOT and $5.0 million for construction. The ultimate cost of the four-lane project is $13.0 million with includes an additional $0.2 million for Design/CEI/MOT and $0.9 million for construction in the widening phase.

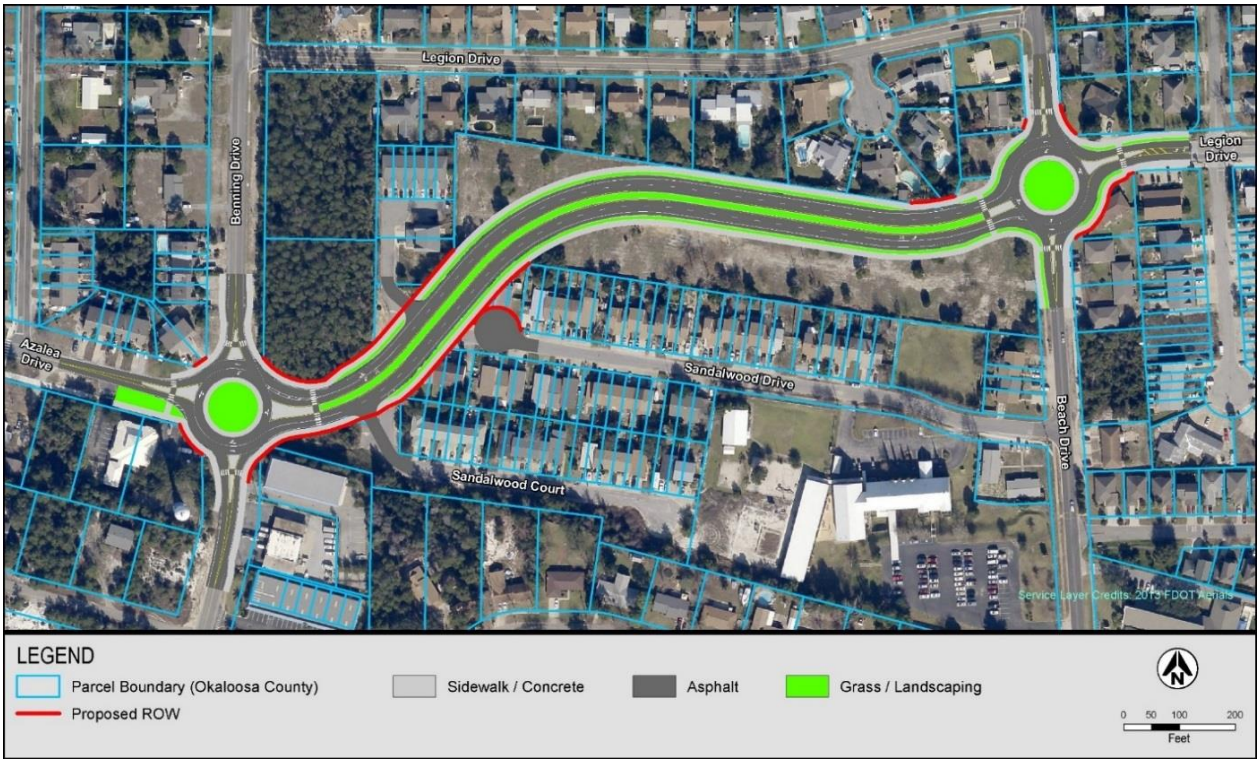
Figure 8: Alternative 2 Option B



Alternative 2 Option C (**Figure 9**) is similar to Alternative 2 Option A in that it has the same alignment, same roundabouts with crosswalks at the project termini, and the dedicated right-turn lane for eastbound traffic at the intersection of Beach Drive with Legion Drive (east), and a three-leg intersection with Anna Street. It is similar to Alternative 2 Option B in that it provides an intersection between Sandalwood Court and the Destin Cross Town Connector, but differs from Alternative 2 Option B in that a cul-de-sac is created at the end of Sandalwood Drive. No crosswalk is provided at the Sandalwood Court intersection.

This alternative will require a portion or the entire acquisition of twenty-three parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. Two of the parcels affected are commercial properties and twenty are residential, requiring the relocation of nine residents. The estimated right-of-way cost for this Alternative is $4.2 million for the roadway and $0.4 million for the stormwater pond. The cost for the interim project is $10.9 million which includes $1.2 million for Design/CEI/MOT and $5.1 million for construction. The ultimate cost of the four-lane project is $13.1 million with includes an additional $0.2 million for Design/CEI/MOT and $0.9 million for construction in the widening phase.

Figure 9: Alternative 2 Option C



C. Comparative Evaluation of Alternatives

Documentation of the analysis of the project's potential involvement with the social, cultural, natural, and physical environments is provided in **Attachments A, B, C, and D** to this document.

The right-of-way required for the interim two-lane facility with roundabout intersections will be adequate for both Alternatives 1 and 2 Options A, B, and C. Alternative 1, which proposes signalized intersections at the termini, requires less right-of-way than the roundabout intersection; however, because the roundabout intersection will be built first, the cost of right-of-way considered for this analysis is the cost of the interim configuration. There is no right-of-way cost of the ultimate configuration.

Table 4 is a comparative matrix of the alternatives that summarizes the No Build and Build Alternatives' costs, traffic operations issues, and potential involvement with the social, cultural, natural, and physical environment. The evaluation of alternatives determined there are no significant historic resources, wetlands, floodplains, Aquatic Preserves or Outstanding Florida Waters, wild and scenic rivers, coastal barrier resources, essential fish habitat, farmlands, or medium or high risk contamination sites within the project area. The proposed project will provide enhanced economic opportunity, is consistent with land use planning, improves mobility, and increases the connectivity of multi-modal transportation options by providing bicycle/pedestrian facilities and bus accommodations. The alternatives have been determined to not have substantial involvement with air, noise, wildlife habitat, recreation areas, community services, community cohesion, or water quality. Nor would any alternative have a disproportionate or adverse impact on any distinct minority, ethic, religious, low-income, elderly, or handicapped

groups. The project will require right-of-way acquisition that will result in nine residential displacements/relocations and one business relocation for Alternative 2 Options A, B, and C. It has been determined that suitable replacement housing is available near the study area to accommodate the anticipated residential displacements. To minimize the adverse effects of displacements, the City of Destin will carry out a Right-of-Way and Relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

TABLE 4: COMPARATIVE EVALUATION MATRIX

	Alt. 1 Option A	Alt. 1 Option B	Alt. 1 Option C	Alt. 2 Option A	Alt. 2 Option B	Alt. 2 Option C	No-Build
Total Acres	5.6	5.6	5.6	5.6	5.6	5.6	0
Total Length	0.42	0.42	0.42	0.42	0.42	0.42	0
Physical and Social							
Potential Right-of-Way Acquisition							
Residential Parcels Affected	16	16	17	19	19	20	0
Business Parcels Affected	0	0	0	2	2	2	0
Vacant Parcels Affected	1	1	1	1	1	1	0
Total Parcels Affected	**17**	**17**	**18**	**22**	**21**	**23**	**0**
Potential Relocations							
Residential Relocations	9	9	9	9	9	9	0
Business Relocations	0	0	0	1	1	1	0
Signs/Personal Property	0	0	0	0	0	0	0
Total Relocations	**9**	**9**	**9**	**10**	**10**	**10**	**0**
Community Cohesion Impacts							
Number of Community Cohesion Impacts	2	1	3	2	1	3	0
Cultural Resources							
Eligible Sites (within 500-ft buffer)	0	0	0	0	0	0	0
Potential Contamination Sites							
Number of "Low" Ranked Sites (No sites were ranked "Medium" or "High" risk.)	0	0	0	0	0	0	0
Potential Noise Sensitive Sites							
Number of Sites Approaching NAC	0	0	0	0	0	0	0
Number of Sites with Substantial Increase	0	0	0	0	0	0	0
Habitat and Species							
Potential for Land Use Change	None	None	None	None	None	None	None
Species Element Occurrences Observed*	0	0	0	0	0	0	0
Number of Listed Species Types Observed	0	0	0	0	0	0	0
Wetlands and Floodplains							
Wetlands Impacted (Acres)	0	0	0	0	0	0	0
100-Year Floodplain (Acres)	0	0	0	0	0	0	0
Water Bodies							
NHD Area (Acres)	0	0	0	0	0	0	0
NHD Waterbodies (Acres)	0	0	0	0	0	0	0
Traffic and Operations							
Traffic Operations							
*Relative Distance from Western Terminus***	1	2	2	1	2	2	0
*Number of New Access Points****	1	3	2	1	3	2	0
Total Traffic Operations Impacts	**2**	**5**	**4**	**2**	**5**	**4**	**0**
Corridor PM Peak Hour Performance							
Level of Service (Average Travel Speed)	LOS A (21.7 MPH)			LOS A (24.7 MPH)			N/A
Costs (Millions)							
Interim Estimated Roadway ROW Cost*****	$2.8	$2.6	$2.6	$4.4	$4.2	$4.2	$0.0
Interim Estimated Stormwater ROW Cost	$0.4	$0.4	$0.4	$0.4	$0.4	$0.4	$0.0
Interim Estimated Design/CEI/MOT Cost	$1.1	$1.1	$1.1	$1.2	$1.2	$1.2	$0.0
Interim Estimated Construction Cost	$6.2	$6.0	$6.1	$5.2	$5.0	$5.1	$0.0
Estimated Interim Cost	**$10.5**	**$10.1**	**$10.2**	**$11.2**	**$10.8**	**$10.9**	**$0.0**
Ultimate Estimated Design/CEI/MOT Cost	$0.3	$0.3	$0.3	$0.2	$0.2	$0.2	$0.0
Ultimate Estimated Construction Cost	$1.2	$1.2	$1.2	$0.9	$0.9	$0.9	$0.0
Estimated Ultimate Widening Cost	**$1.5**	**$1.5**	**$1.5**	**$1.1**	**$1.1**	**$1.1**	**$0.0**
Total Estimated Cost (millions)	**$13.5**	**$13.1**	**$13.2**	**$13.4**	**$13.0**	**$13.1**	**$0.0**

* Includes state and federal plants and animals within 300 ft. buffer. No federal species observed.
** Closer access points are worse for traffic operations at the project termini and are assigned a 2.
*** A four-leg intersection counts as two access points (does not include project termini).
**** Includes relocation cost.

ATTACHMENT A – SOCIAL AND ECONOMIC

A-1 Social

Substantial Impact?
No

The following discusses the effect of the proposed project on the study area community by examining its potential to affect community cohesion, the delivery or access to community services, whether there would be disproportionate impacts to minority and/or low-income populations and considers public input.

Community Cohesion

Except for the very west end of the project, which is undeveloped, densely wooded land, most of the proposed road alignment is on a parcel of vacant land that was previously used as an RV campground prior to being acquired by the City of Destin. North and south of the now City-owned parcel are two residential areas, both of which are oriented so that their fenced backyards face each other and are separated by the width of the city-owned property. The southern residential area is comprised of multi-family townhomes while the residential area north of the proposed alignment is comprised of single family homes. Given the separation of the two neighborhoods, the orientation (back-to-back) of the neighborhoods with respect to each other, and the different character (single family versus multi-family) of the neighborhoods, it is presumed that the two neighborhoods are separate communities. Therefore, the introduction of a road between the two neighborhoods would not be dividing a single cohesive community.

The proposed project would have at least three impacts within the Sandalwood neighborhood. The first is the acquisition of two structures containing townhomes along Sandalwood Drive. The second is the separation of the townhomes along Anna Street north of Sandalwood Drive from the rest of the neighborhood, and the third is the change in access between Sandalwood Court and Sandalwood Drive.

The acquisition of two structures containing townhomes at the west end of Sandalwood Drive, required under all Build alternatives, would be disruptive to the residents of the townhomes (more information on displacements and relocation is available in Section A-3). However, since the proposed road would displace townhomes at the end of Sandalwood Drive rather than from the middle of the neighborhood, the effect of the road on neighborhood cohesion would be minimal.

Regarding the separation of residents on Anna Street from the Sandalwood neighborhood, the townhomes on Anna Street already appear separated from the neighborhood. All other townhomes in the neighborhood are located adjacent to each other on either side of Sandalwood Drive or Sandalwood Court. The Anna Street townhomes are set back from the Sandalwood Drive townhomes and are further separated by a row of vegetation. All the Build alternatives would serve the existing direct connection between the Anna Street townhomes and those along Sandalwood Drive. All build alternatives would provide access from Anna Street to the Destin Cross Town Connector from which residents of Anna Street could still access Sandalwood Court and Sandalwood Drive by various routes, depending on the alternative.

Because the Anna Street intersection would provide right in, right out only access, under Alternative 1 Option A and Alternative 2 Option A, residents of Anna Street would turn right on the Destin Cross Town Connector and continue to Benning Drive where they would make a U-turn to return via the Cross Town Connector to Beach Drive, turning right on Beach Drive and continuing until it intersects with Sandalwood Drive. Under Alternative 1 Option B and Alternative 2 Option B, residents of Anna Street could access either Sandalwood Court or Sandalwood Drive after making a U-turn at Benning Drive. Under Alternative 1 Option C and Alternative 2 Option C, residents of Anna Street could access Sandalwood Court after making a U-turn at Benning Drive, but to access Sandalwood Drive, residents would have to travel the same route as for Alternative 1 Option A and Alternative 2 Option A.

In reverse, under Alternative 1 Option A and Alternative 2 Option A, residents of Sandalwood Court or Sandalwood Drive going to Anna Street would have to exit onto Beach Drive, continue to the Destin Cross Town Connector and along the Connector to Anna Street. Under Alternative 1 Option B and Alternative 2 Option B, residents of either Sandalwood Court or Sandalwood Drive would have to exit onto the Destin Cross Town Connector and continue to Beach Drive to make a U-turn in order to return to Anna Street. Under Alternative 1 Option C and Alternative 2 Option C, residents of Sandalwood Court would utilize the same route they use for Alternative 1 Option B and Alternative 2 Option B, while residents of Sandalwood Drive would utilize the route they would use for Alternative 1 Option A and Alternative 2 Option A.

To prevent the Destin Cross Town Connector from cutting off access between Sandalwood Drive and Sandalwood Court, Alternative 1 Option A and Alternative 2 Option A include realignment of Anna Street, south of the Destin Cross Town Connector, parallel to the Cross Town Connector between Sandalwood Court and Sandalwood Drive. This maintains the current access to Sandalwood Court from Beach Drive via Sandalwood Drive. Alternative 1 Option B, Alternative 1 Option C, Alternative 2 Option B, and Alternative 2 Option C do not include the realignment of Anna Street between Sandalwood Court and Sandalwood Drive. Instead these alternatives provide access from Sandalwood Court directly to the Destin Cross Town Connector. Under Alternative 1 Option B and Alternative 2 Option B, residents of Sandalwood Court desiring to visit residents of Sandalwood Drive would exit Sandalwood Court onto the Cross Town Connector to reach Sandalwood Drive. However, residents of Sandalwood Drive going to Sandalwood Court, because there would be no median opening on the Destin Cross Town Connector, would have to exit onto Beach Drive, take Beach Drive to the Destin Cross Town Connector, travel along the Connector to Benning Drive, make a U-turn at Benning Drive, and continue to Sandalwood Court.

Under Alternative 1 Option C and Alternative 2 Option C, residents of Sandalwood Court desiring to visit residents on Sandalwood Drive would be required to exit Sandalwood Court onto the Cross Town Connector, drive east to Beach Drive, then down Beach Drive to Sandalwood Drive. Residents on Sandalwood Drive going to Sandalwood Court would utilize the same route as for Alternative 1 Option B and Alternative 2 Option B.

Under Alternative 1 Option C and Alternative 2 Option C, residents of Sandalwood Drive would experience a separation from the residents on Sandalwood Court and vice versa, although, for the residents on Sandalwood Court, the convenience of an easier access out of the neighborhood for other purposes may offset the separation from community members on Sandalwood Drive.

Table A-1 summarizes the alternatives effects on community cohesion. For purposes of this summary, neighborhoods are identified as Anna Street, Sandalwood Drive, and Sandalwood Court. The neighborhood is considered impacted if reasonably close access between it and another neighborhood has not been provided. For instance, even though Anna Street is provided access to the Destin Cross Town Connector, residents of Anna Street can no longer directly access either Sandalwood Drive or Sandalwood Court.

TABLE A-1: COMMUNITY COHESION IMPACTS

AFFECTED NEIGHBORHOOD	ALTERNATIVE 1			ALTERNATIVE 2		
	OPTION A	OPTION B	OPTION C	OPTION A	OPTION B	OPTION C
North Anna Street Separated from Sandalwood Drive	X	-	X	X	-	X
North Anna Street Separated from Sandalwood Court	X	-	-	X	-	-
Sandalwood Drive Separated from Sandalwood Court	-	X	X	-	X	X
Sandalwood Court Separated from Sandalwood Drive	-	-	X	-	-	X
Total of Community Cohesion Impacts	**2**	**1**	**3**	**2**	**1**	**3**

Since Sandalwood Court, like Anna Street, does not lead to other streets or to businesses, the connection to the Destin Cross Town Connector under Alternative 1 Option B, Alternative1 Option C, Alternative 2 Option B and Alternative 2 Option C would not introduce an increased volume of traffic into the neighborhood. These access points would, however, degrade the operation of the proposed roadway due to their proximity to the Azalea Drive/Benning Drive intersection.

The effect of the alternatives on traffic operations on the Azalea Drive/Benning Drive intersection is measured in two ways, as shown in **Table A-2**. One is the relative distance from the intersection, with a new access point being further from the intersection having less impact than one that is closer. A new access point that is further away is given a 1, one that is closer is assigned a 2. The lower the overall score, the less of an anticipated impact on traffic operations. The second measure is the number of new access points created under an Alternative/Option.

TABLE A-2: ALTERNATIVE OPTIONS AFFECT ON TRAFFIC OPERATIONS

MEASURE OF IMPACT TO TRAFFIC OPERATIONS	ALTERNATIVE 1			ALTERNATIVE 2		
	OPTION A	OPTION B	OPTION A	OPTION B	OPTION A	OPTION B
Relative Distance from Western Project Terminus*	1	2	2	1	2	2
Number of New Access Points**	1	3	2	1	3	2
Total of Traffic Operations Impacts	**2**	**5**	**4**	**2**	**5**	**4**

*Closer access points are worse for traffic operations at the project terminus and are assigned a 2.
**A four-leg intersection counts as two access points.

Each of these measures of effect on traffic operations is assigned a number indicating how the alternative performs with the lowest number being best. Therefore, the distance an access point is from the western project terminus is either a 1 or a 2, with 1 being furthest away. The number of new access points is assigned a score of 1, 2, or 3. The number of measures for effect on traffic operations is totaled for each Alternative/Option to provide the overall impact on traffic operations at the Azalea Drive/Benning Drive intersection.

Community Services

Community services provide a focal point for adjoining neighborhoods and communities, as well as servicing the needs of the surrounding areas. Community services/providers include medical facilities, government buildings, libraries, community centers, educational facilities, group care facilities, religious institutions, cemeteries, and parks, among others. The community facilities/providers within the study area are listed in **Table A-3** and their locations are shown on **Figure A-1.** Some of the community services/providers are listed more than once as they fall within more than one category and some of the schools/group care facilities have the same address as the churches with which they are associated. Those shown in bold type are in the vicinity of the proposed project. However, none of these community services would be adversely impacted by the proposed project.

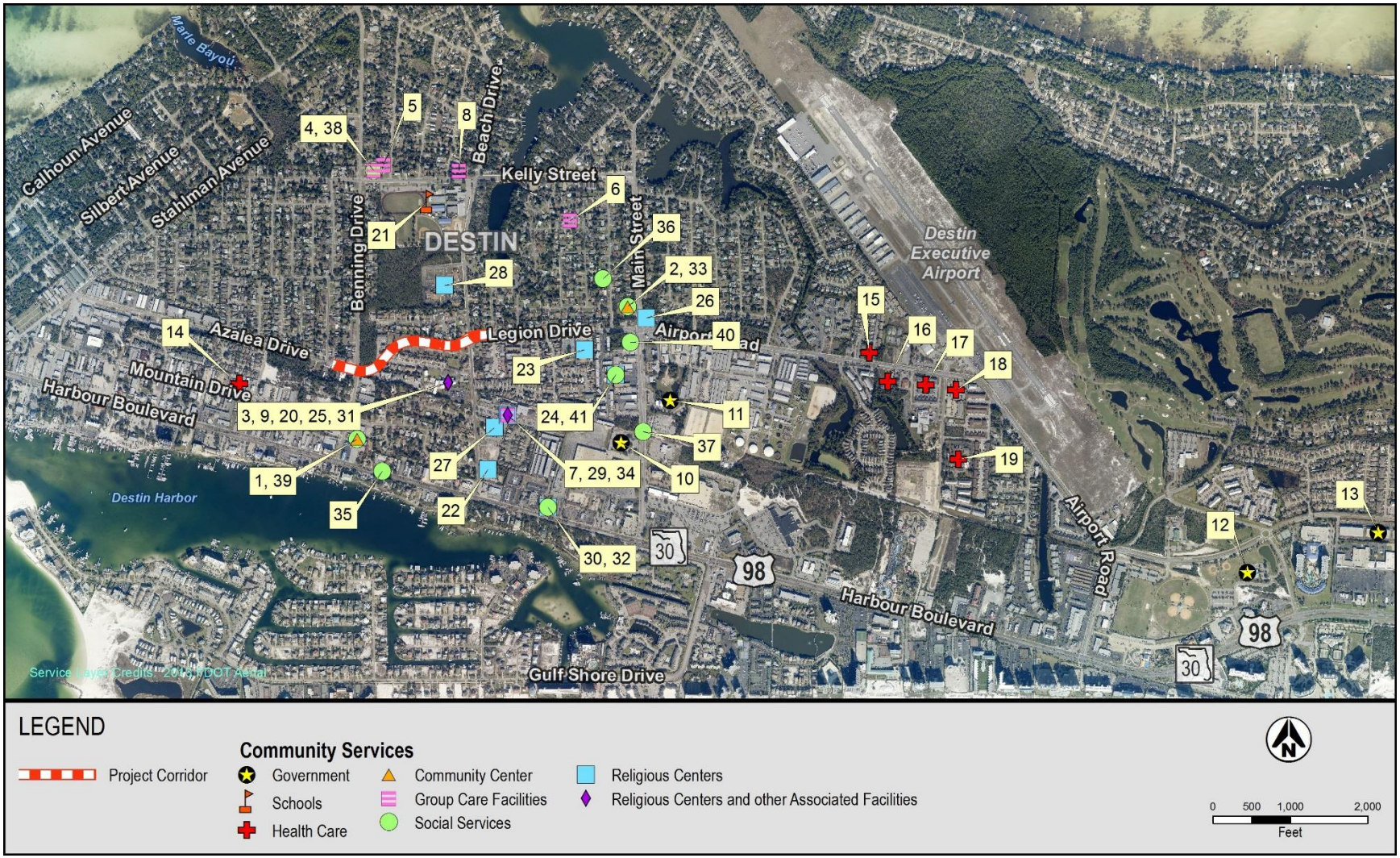
Not included in the list of community services, but also of importance due to the access benefits they would experience from implementation of the project are: fire and police protection services. The closest fire station is located at 848 Airport Road, approximately 0.6 mile east of the project. The Okaloosa County Sheriff's Department, which provides police services for the City of Destin, has an office at the Destin City Hall at 4200 Indian Bayou Trail, approximately 2 miles east of the project. By creating an alternate corridor to SR 30/US, the delivery of both fire and police protection services will be greatly enhanced, especially for the western segment of Destin. Even if the service providers utilize SR 30/US 98 instead of the alternate corridor, the congestion relief provided by the alternate corridor will enhance the delivery of emergency services.

TABLE A-3: COMMUNITY SERVICE PROVIDERS IN STUDY AREA

TYPE	NAME	ADDRESS	MAP ID
Community Centers	AMVETS Post 29	106 Benning Drive	1
	American Legion Post 296	311 Main Street	2
Group Care Facilities	**Destin Christian Academy**	**201 Beach Drive**	**3**
	Childcare Network 105	502 Benning Drive	4
	Brooke Summers	503 3rd Avenue	5
	Richard & Amy Madden	709 Swan Lane	6
	Destin United Methodist Children	**200 Beach Drive**	**7**
	Destin Elementary School	633 Kelly Street	8
	First Baptist Child Development	**201 Beach Drive**	**9**
Government	US Post Office	175 Main Street	10
	Destin Water Users Inc.	218 Main Street	11
	Destin City Hall	4200 Indian Bayou Tr.	12
	Highway Safety and Motor Vehicle	4012 Commons Drive	13
Health Care	Destin Surgery Clinic, PA	415 Mountain Drive	14
	Destin Dental Center	985 Airport Road	15
	White Wilson Medical Center	990 Airport Road	16
	Destin Emergency Care Center	996 Airport Road	17
	Amedisys Home Health of the Panhandle	1008 Airport Road	18
	Destin Healthcare and Rehabilitation Center	195 Mattie M. Kelly Blvd.	19
Schools	**Destin Christian Academy**	**201 Beach Drive**	**20**
	Destin Elementary School	630 Kelly Street	21
Religious Centers	Cornerstone Presbyterian Church	50 Beach Drive	22
	Assembly of God Church - Destin	726 Legion Drive	23
	Church of Jesus Christ Destin Branch	225 Main Street	24
	First Baptist Church of Destin	**201 Beach Drive**	**25**
	Safe Harbor Presbyterian Church	801 Airport Road	26
	Church of Christ Destin	150 Beach Drive	27
	Corpus Christi Catholic Church	**307 Beach Drive**	**28**
	Destin United Methodist Church	**200 Beach Drive**	**29**
	Hope Family Ministries	737 Hwy 98 East	30
Social Services	**First Baptist Church Child Development Center**	**201 Beach Drive**	**31**
	The Abercrombie Center	737 Hwy 98 East	32
	American Legion 296	311 Main Street	33
	Jacob's Ladder Preschool	**200 Beach Drive**	**34**
	Quinn Physical Therapy PA	623 Hwy 98 East	35
	Ready Set Go	315 Spring Street	36
	Disaster Response Team	200 Main Street	37
	Child Care Network Inc.	502 Benning Drive	38
	AMVETS Post 29	106 Benning Drive	39
	D Dan's Entertainment Agency - Destin	245 Main Street	40
	Comfort Keepers	225 Main St.	41

*Bold type indicates the community service is in the vicinity of the proposed project.

FIGURE A-1
COMMUNITY SERVICES LOCATION MAP



Minority and Low-Income Population

This project has been developed in accordance with Title VI of the Civil Rights Act of 1964, and the Civil Rights Act of 1968, as amended in 1988. Title VI provides that no person shall, on the grounds of race, color, religion, sex, national origin, marital status, handicap, or family composition, be excluded from participation in, or be denied the benefits of, or be otherwise subject to discrimination under any program of the federal, state, or local government. Title VIII guarantees each person equal opportunity in housing regardless of race, color, religion, sex, national origin, age or disability. This project is not expected to have a disproportionate or adverse impact on any distinct minority, ethnic, religious, low-income, elderly, or handicapped groups.

The field review of the project area confirmed the presence of the residential areas that appear to have low income or minority residents. Public meetings have been held within the project area to ensure that opportunity is given to all residents and businesses along the corridor to provide input into this project.

The 2010 Census indicates the median household income, within a 500-foot buffer of the project area, is $56,428. The total population in 2010 was 277 persons totaling 115 households, of which six households were below poverty level in the previous 12 months. However, no households received public assistance income. Of the 233 people, 25 years and over, living within the 500-foot buffer of the project area, 170 (89.01 percent) were high school graduates or higher and twenty-one percent (42 persons) had a Bachelor's degree or higher. Most of the population (88.09 percent) was White Alone. The minority group having the greatest representation in the project area is the Hispanic or Latino of Any Race with 12.64 percent (35 people) of the population.

There are132 housing units in the project area with a median value of $225,150. Of these 60 are owner-occupied and 55 are renter-occupied units. Only one of the occupied housing units had no vehicle.

Also, within the study area, the 2010 Census data indicates that 8.46 percent of the population (22 persons) did not speak English at all and that 17.69 percent (46) speaks English not well or not at all. Written translation obligations may be required for this project since the eligible Limited English Proficiency (LEP) language group does meet or exceed the threshold (five percent or 1,000 persons or more in a project area that speak a language other than English per the FDOT PD&E Manual, Part 1, Chapter 11, Section 11-1.2.4).

Table A-4 presents the demographic of the 500-foot project buffer in comparison with that of Okaloosa County. The analysis of GIS data indicates the project area is comprised of a slightly larger minority population as compared to Okaloosa County. Also, the racial/ethnic make-up of the minority population differs from that in the County, with the study area having twice the percentage of persons of Hispanic origin as the County and a considerably less percentage of African-Americans than the County.

TABLE A-4: 2010 PROJECT AREA DEMOGRAPHICS

DEMOGRAPHIC	500-FOOT BUFFER		OKALOOSA COUNTY	
	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
Total Population	277	100.00%	182,076	100.00%
Racial Characteristics				
White Alone (Race)	244	88.09%	149,733	82.24%
African-American (Race)	4	1.44%	16,908	9.29%
Asian Alone (Race)	7	2.53%	5,633	3.09%
American Indian or Alaska Native	0	0.00%	1,251	0.69%
"Other" (Race)	13	4.69%	2,527	1.39%
Ethnicity Characteristics				
Hispanic or Latino (Ethnic Group)	35	12.64%	11,733	6.44%
Language Ability				
Age 5 and Over	258	93.14%	170,259	93.51%
Speaks English Not at All	22	8.46%	743	0.44%
Speaks English Not Well or At All	46	17.69%	3,172	1.86%
Income Characteristics				
Total Households	115	100.00%	74,442	100.00%
Median Household Income	$56,428	-	$54,242	-
Households Below Poverty Level	6	5.22%	7,414	9.96%
Households with Public Assistance	0	0.00%	983	1.32%
Education Characteristics				
Median Age	38	-	38	-
Population Over 25	233	84.11%	154,230	84.71%
High School Graduate or Higher	170	89.01%	110,268	71.50%
Bachelor's Degree or Higher	42	21.99%	32,632	21.16%
Housing Characteristics				
Total Housing Units	132	100.00%	91,624	100.00%
Owner-Occupied Units	60	45.45%	48,772	53.23%
Renter Occupied Units	55	41.67%	23,670	25.83%
Vacant Units	17	12.88%	19,182	20.94%
Median Housing Value	$225,150	-	$204,400	-
Occupied Housing Units w/ No Vehicle	1	0.76%	2,735	3.78%

Eight of the 25 census blocks comprising the project area had no minority populations, six blocks had less than 10 percent minority populations, seven blocks had between ten and 20 percent minority populations, and four blocks had more than twenty but less than forty percent of the population as minorities. There are six census blocks that are either crossed by, or adjacent to, the proposed project (see **Figure A-2** and **Table A-5**).

FIGURE A-2
PROJECT AREA CENSUS BLOCKS

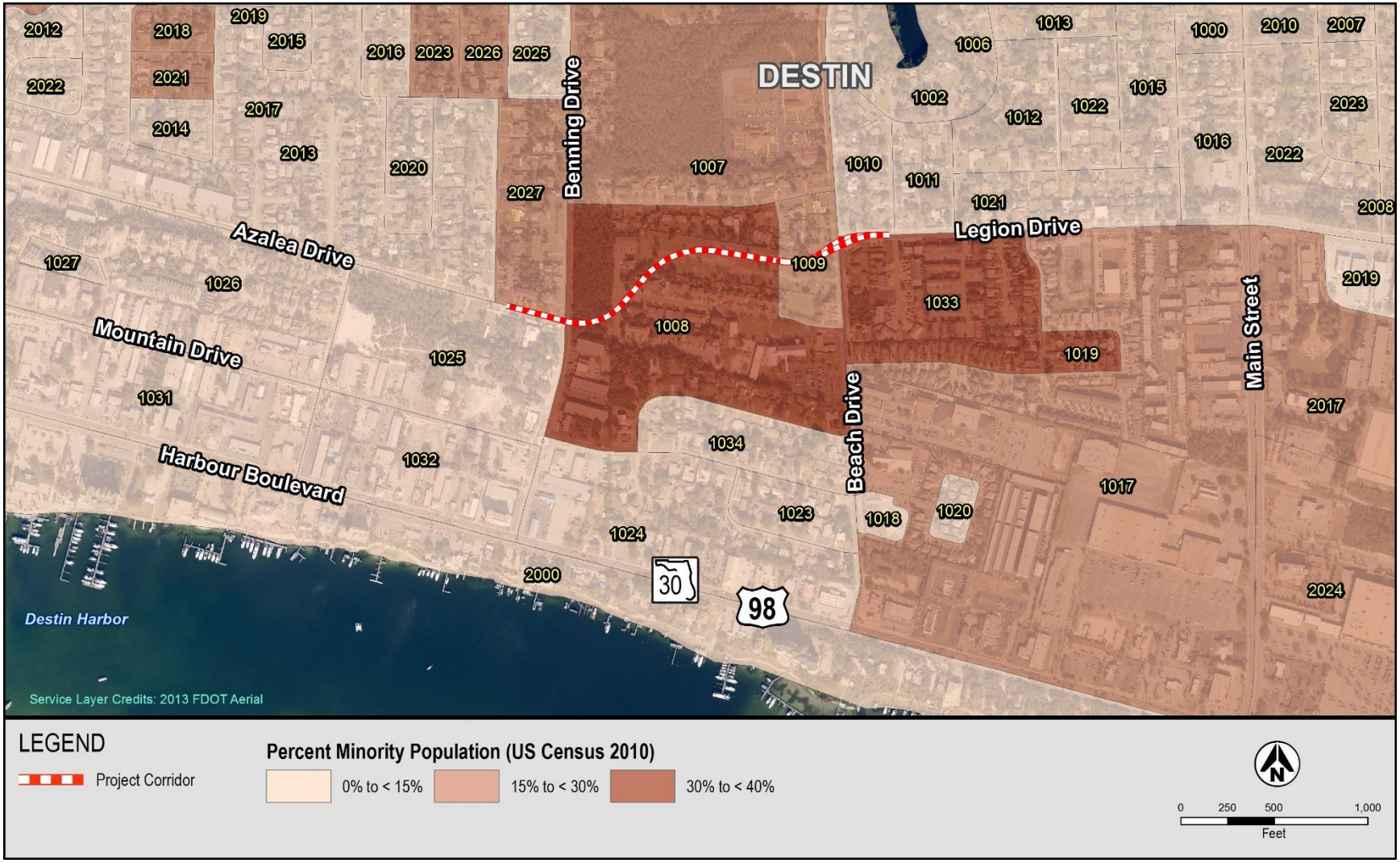


TABLE A-5: 2010 PROJECT AREA CENSUS BLOCK DATA

CENSUS BLOCK	TOTAL POPULATION	MINORITY POPULATION AS A WHOLE	PERCENT MINORITIES	AFRICAN AMERICAN	AMERICAN INDIAN or ALASKA NATIVE	ASIAN ALONE	HISPANIC OR LATINO	SOME OTHER RACE ALONE
1007	98	14	15.10	0	0	1	14	6
1008	**228**	**74**	**32.50**	**1**	**0**	**10**	**40**	**21**
1009	**26**	**4**	**15.40**	**0**	**1**	**0**	**1**	**0**
1010	27	0	0.00	0	0	0	0	0
1025	7	0	0.00	0	0	0	0	0
1033	398	153	38.40	13	4	13	118	25
2027	70	16	22.90	0	1	5	7	0

***Bold font indicates the census blocks containing the proposed project alignment**

One census block (1010) has no minorities. Two Census blocks (1008 and 1009) are crossed by the project's alignment and four census blocks (1010, 1025, 1033 and 2027) are located at the project termini. Census Block 1007 was included because its southern boundary is Legion Drive which is part of the study area. Only Census Blocks 2027, 1008, and 1033 have a minority percentage above 20 percent, primarily Hispanic or Latino.

There is no distinction between the build alternatives' effects on the study area population. The principal adverse effect of the project is the relocation of nine to sixteen residences. Although the project was designed to minimize relocations and the effect of relocations on the community as much as practicable, relocations are unavoidable. However, the City of Destin will carry out a Right of Way and Relocation Program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17). And in accordance with Title VI of the Civil Rights Act of 1964, no person shall be excluded from participation in, or denied benefits of, or be subject to discrimination under any program or activity receiving federal assistance on the ground of race, color, or national origin. Therefore, it has been determined that the proposed project will not have any disproportionately high and adverse human health and environmental effects on minority or low-income populations.

Along with the Civil Rights Act, Executive Order 12898 (Environmental Justice) ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (United States Environmental Protection Agency [EPA], 1994). This project is not expected to have a disproportionately adverse impact on minority or low-income households. Title VI information available at the Public Hearing.

Public Involvement

A comprehensive Public Involvement Program was initiated with this project. This program is compliant with the FDOT PD&E Manual, Section 339.155 Florida Statues (F.S.), Executive Orders 11990 and 11988: Council on Environmental Quality Regulations for implementing the procedural provision of the National Environmental Policy Act; and 23 Code of Federal Regulations 771.

Advanced Notification

An Advance Notification was issued on April 1, 2015 to the Florida State Clearinghouse, Department of Environmental Protection/Office of Intergovernmental Programs with copies to federal, state and local agencies and other interested parties, including tribal representatives, to inform the recipients of the initiation of the proposed project, obtain agency input on the project's potential for involvement with resources under their jurisdiction, and to document the need for resource agency or tribal involvement with the project. Following the 45-day review, response letters were received from the following agencies:

- National Marine Fisheries Service (NMFS) – indicated that it did not appear the project would have any direct involvement with NMFS trust resources.
- Florida Fish and Wildlife Conservation Commission (FFWCC) – recommended that sea turtle friendly lighting be used along the roadway.
- Florida State Clearinghouse (FSC) – indicated that the Northwest Florida Water Management District (NWFWMD) recommended an Environmental Resource Permit pre-application meeting be schedules; that the Florida Department of Economic Opportunity (FEO) advised the project is consistent with the Destin 2020 Comprehensive Plan; and stated that the project is consistent with the Florida Coastal Management Program (FCMP).

Agency comments and City of Destin responses are provided in Appendix A.

Alternatives Public Meeting

An Alternatives Public Meeting was held September 15, 2015, at the City Council Chambers in Destin, Florida. The project alternatives were presented to the public at that time with the purpose of obtaining public feedback to assist in the selection of a recommended alternative. Most commenters favored the project, especially if roundabouts were used instead of the four -leg intersection. Most commenters also preferred that Sandalwood Drive end in a cul-de-sac and Sandalwood Court be connected directly to the proposed project (Option C). The negative feedback centered on the fact that this is only one of several projects that are needed to complete the by-pass corridor and remaining sections are not currently funded.

Public Hearing

A public hearing was conducted on October 18, 2016 at the City Council chambers in the City Hall Annex, 4100 Indian Bayou Trail, Destin, Florida 32541. The hearing was held to present project study findings, conceptual renderings, and to provide the public with the opportunity to comment on the recommended alternative.

A total of 30 persons attended. Five comment sheets were returned, and five individuals chose to make verbal statements during the hearing. Although the proceedings were transcribed, the court reported passed away shortly after the hearing. All speakers were notified and requested to provide their comments. A record of the meeting was recreated using the hearing script and speaker registration cards, which contained notes regarding the speakers' concerns, and the responses from two of the speakers.

Comments from the public included the following:

- One person wants a left turn onto Benning Drive and recommended the City initiate a shuttle service,
- Another person wants a noise buffer, a crossover for eat-west traffic on US 98, an outlet for Sandalwood Drive, and is concerned about the school traffic congestion between 2:00 and 3:30 pm,
- Three people are worried about relocations, including an elderly widow on a pension, and people who do not believe they will be able to acquire a similar property with the right-of-way compensation they receive,
- One person was concerned about bicycle safety,
- One person was concerned about safety and property value,
- Another person was concerned that the corner of her property is on a curve and isworried about cars coming up into her yard, the effect on her property value, and feels that building an interim alternative is a waste of money, and
- One person is concerned about bottlenecking at Legion, and church and school traffic surges.

The one comment received in opposition to the project was based on the commenter's misconception that the project would be constructed as initially as a four-lane facility. The commenter's concern was that four lanes of traffic would be constricted at the project termini where the connecting roadways are currently only two-lane. The commenter did not understand that the project would be constructed in phases with the first phase being only a two-lane roadway with the widening to occur when traffic warrants.

Documentation associated with these meetings is provided in Appendix G (Alternatives Public Meeting) and Appendix H (Public Hearing).

Substantial Impacts?
Enhanced

A-2 Economic

The proposed project would benefit the local economy in two ways: improving congestion on SR 30/US 98 and by advancing the goals of the Harbor Community and Town Center CRAs. SR 30/US 98 through Okaloosa County, a principal arterial, is also a major freight corridor. In a survey of stakeholders conducted by the Okaloosa Walton MPO, the chronic delays caused by congestion on SR 30/US 98 is their number one problem. Although the proposed Destin Cross Town Connector is a Non-Strategic Intermodal System (Non-SIS) project, once completed, the connector would improve congestion on SR 30/US 98 by providing an alternate, less congested

route for local traffic. By removing a portion of local traffic from SR 30/US 98 (Harbor Boulevard), large employers such as the U.S. military, the hospitality industry, and defense contractors would see improvement freight transport and delivery times. Smaller businesses located along SR 30/US 98 would likely see an increase in customer activity due to the improved access.

By improving connectivity to commercial land uses east, west, and south of the project corridor, the Destin Cross Town Connector would benefit the Harbor and Town Center Community Redevelopment Areas (CRAs), discussed in Section A-3. Improved transportation connectivity would likely attract new businesses and services to the area as well as improve access and convenience for residents north of SR 30/US 98. The attraction of new business to the area additional benefit of generating jobs.

Substantial Impacts?
Enhanced

A-3 Land Use Changes

The proposed project is in the urbanized area of the City of Destin in southeast Okaloosa County, Florida. **Table A-6** provides the generalized land uses within the study area. Residential is the predominant land use in the study area followed by retail/office. Together these categories comprise 47.9 percent of the study area.

TABLE A-6: GENERALIZED EXISTING LAND USES WITHIN THE STUDY AREA

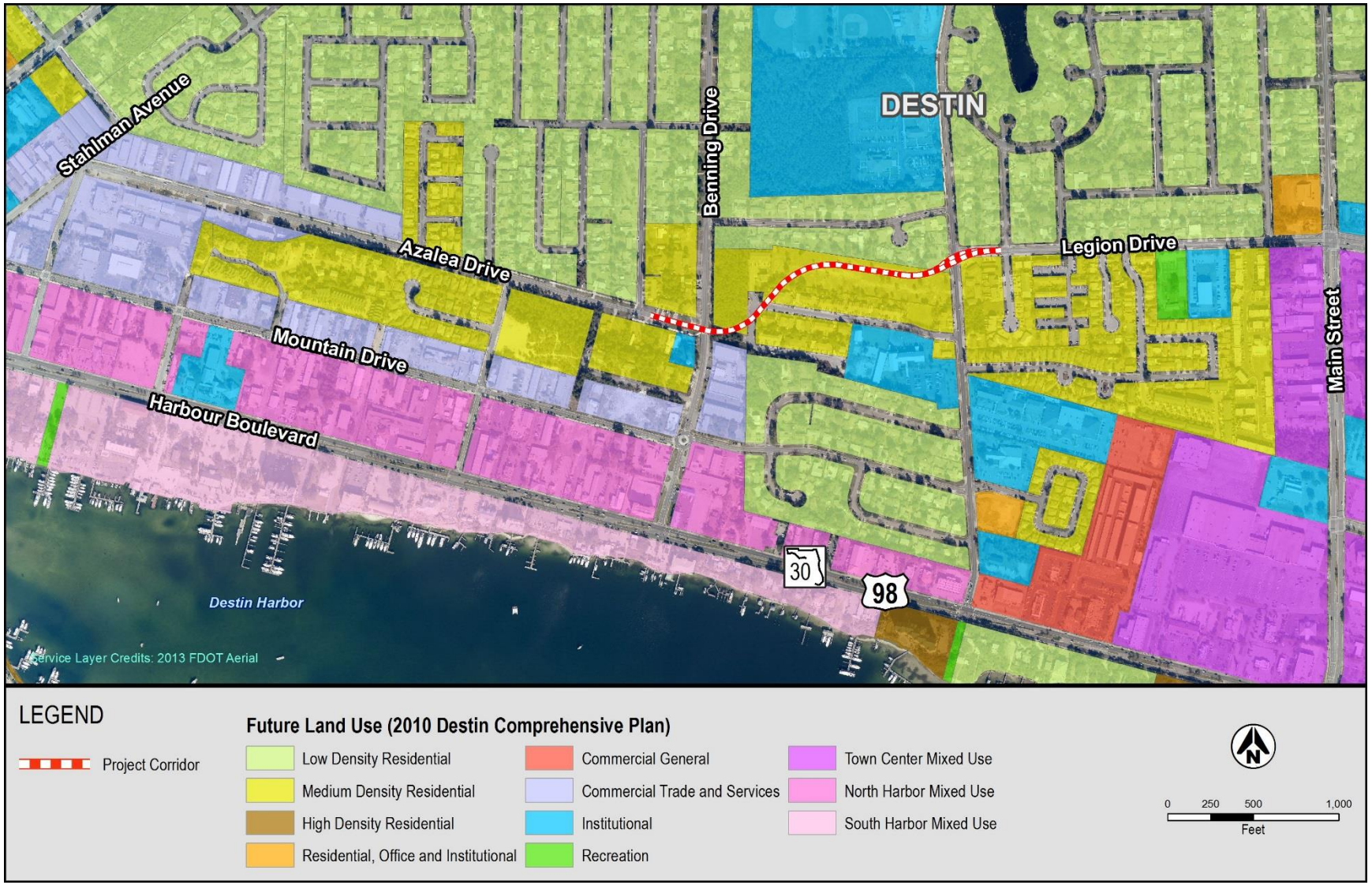
LAND USE CATEGORY	ACRES	PERCENTAGE OF STUDY AREA
Industrial	11.7	1.70%
Institutional	43.3	6.28%
Parcels with No Values	10.2	1.48%
Public/Semi-Public	35.4	5.14%
Recreation	14.2	2.06%
Residential	261.5	37.04%
Retail/Office	74.9	10.86%
Vacant Nonresidential	15.8	2.29%
Vacant Residential	26.3	3.82%

Existing land uses specifically along the project corridor consist of a mix of single family detached residences and town homes, and vacant land. There is some light commercial use on Benning Drive and Beach Drive just south of the corridor. **Figure A-3** shows existing land use.

The future land uses, shown in **Figure A-4,** were obtained from the City of Destin GIS Department. The primary future land use designation along the corridor is Medium Density Residential. South of the corridor there is some commercial (Trades and Services) land use designated along the east side of Benning Drive and some Institutional along Beach Drive and some Commercial General where Beach Drive intersects SR 30/US 98.

FIGURE A-3
EXISTING LAND USE MAP

FIGURE A-4
FUTURE LAND USE MAP



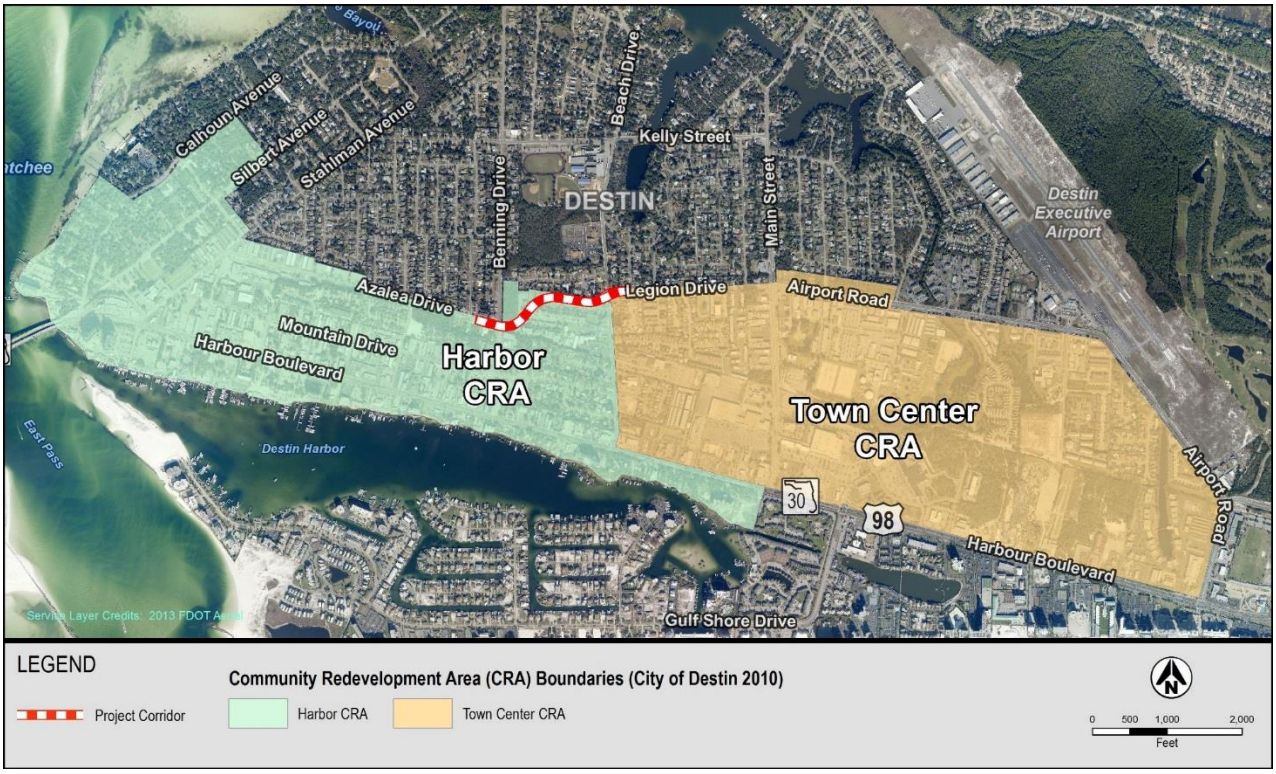
The acreages of the future land use designations in the study area are provided in **Table A-7**. From **Table A-7**, it is apparent that the primary existing land uses will persist. Public/Semi-Public land uses are forecasted to experience the greatest growth, almost doubling to 9.41 percent of the study area. Residential land use will only increase slightly and will likely occur on lands that are currently vacant residential areas.

TABLE A-7: GENERALIZED FUTURE LAND USES WITHIN THE STUDY AREA

LAND USE CATEGORY	ACRES	PERCENTAGE OF STUDY AREA
Commercial, Office, Tourism, Marina	31.2	4.52%
Industrial, Extractive, Transportation	0.7	0.10%
Mixed Use, Activity Center, Urban Village	91.2	13.24%
Public/Semi-Public, Gov., Institutional	64.9	9.41%
Recreation, Open space	2.1	0.30%
Residential High (>12 DU)	2.7	0.40%
Residential Low (<1 DU)	8.4	1.21%
Residential Medium (<13 DU)	278.7	40.44%
Water Bodies	80.5	11.68%

The City of Destin has designated two CRAs: the Town Center CRA and the Harbor CRA (**Figure A-5**). The purpose of the CRAs is to encourage new business and redevelopment, investment in infrastructure improvements, and reconstruction of blighted areas. The Town Center CRA, which was established March 3, 1998, is located north of SR 30/US 98 and bounded by Airport Road on the east and Beach Drive on the west. The Harbor CRA was established in 2003. The CRA was modified by an Interlocal Agreement between the City of Destin and Okaloosa County in 2005. The Harbor CRA extends from Destin Harbor north to encompass Azalea Drive and from Beach Drive west to Choctawhatchee Bay. SR 30/US 98 and the proposed project are located within the boundaries of the Harbor CRA. The proposed project is also adjacent to the western boundary (Beach Drive) of the Town Center CRA and connects to its northern limit (Legion Drive). The connectivity provided by the Destin Cross Town Connector is consistent with the goals of the CRAs.

FIGURE A-5
DESTIN COMMUNITY REDEVELOPMENT AREAS



Because the proposed project supports the land use policies of the City, the proposed project is not expected to alter the forecasted land use patterns in the study area. Any future changes in land uses would be attributable to the on-going development trend. While the proposed project will support the existing plans to attract new businesses and redevelopment of blighted areas, the improvements will not induce secondary development since these actions are already in place.

A-4 Mobility

Substantial Impacts?
Enhanced

The study area has only limited bicycle and/or pedestrian facilities (see Section D.6) and no bus service. However, transit service is currently provided along Mountain Drive, one block south of Azalea Drive. It is expected that the improved connectivity provided by the proposed project would likely attract future bus service, especially as an alternate route to the airport.

Further, the proposed project includes designated bicycle lanes and sidewalks in each direction. The provision of these facilities, as discussed in Section D.6, is consistent with the City of Destin's Pedestrian and Bicycle Master Plan and will enhance the connectivity of the existing facilities in the study area.

Therefore, the proposed project, which is being developed to improve congestion on SR 30/US 98, would not only facilitate the more efficient movement of freight and vehicular traffic, it will accommodate other transportation modes, resulting in an expected net enhancement of mobility.

A-5 Aesthetic Effects

Substantial Impacts?
No

Within the project limits, the land use is primarily undeveloped/vacant residential land immediately adjacent to the proposed right-of-way, except south of the proposed road at the end of Sandalwood Drive and Sandalwood Court and north of the proposed road in the vicinity of the project terminus at Beach Drive. There is also residential use beyond the adjoining vacant parcel. However, most residential units with exposure to the proposed road currently have privacy fences which will shield residents from the view of the roadway.

These residential areas are noise sensitive sites, but a traffic noise study conducted for the project, and summarized later in this document, did not find that any noise sensitive receptor would experience noise levels in excess of the Federal Highway Administration's Noise Abatement Criteria (NAC).

The proposed project will be constructed in phases with a two-lane facility provided in the first phase, which is consistent with the existing roads in the immediate vicinity of the project. Widening of the facility to four lanes will occur when traffic warrants. It is expected that the connecting roads would also be widened to four lanes simultaneously with or before the widening of this project. Any potential vibration effects of construction activities will be short-lived and minimized with the use of best management practices.

The proposed project will not affect the view of any community focal point. However, it should be noted that the proposed improvements would include landscaping to minimize any potential adverse aesthetic effects.

A-6 Relocation Potential

Substantial Impacts?
Yes

The proposed improvements have been developed to minimize right-of-way acquisition and displacements as much as possible. However, since the proposed project is on new alignment through a developed area, right-of-way acquisition, including relocations will be required. The right-of-way acquisition for the interim two-lane facility with roundabout intersections requires the same relocations as Alternatives 1 and 2, Options A, B, and C. Although the ultimate Alternative 1 (with signalized intersections) would require less right-of-way than the interim facility, because the interim facility will be built first, the right-of-way cost for Alternative 1, is the right-of-way cost of the interim facility.

Table A-8 provides the right-of-way acquisition costs and the number of relocations for each Build alternative. For information on these relocations, please refer to the *Destin Cross Town Connector Conceptual Stage Relocation Plan* (CSRP), prepared for this project in compliance with the Federal Highway Administration (FHWA*) Technical Advisory T6640.8A,* Section 9.1.3 of the FDOT *Right of Way Manual*, and Part 2, Chapter 4 of the *PD&E Manual*. Further minimization of right-of-way acquisition and relocations may be achieved during the design phase by obtaining design exceptions or variances, where such measures would reduce impacts.

TABLE A-8: RESIDENTIAL AND BUSINESS DISPLACEMENTS

ALTERNATIVE/ OPTION	ESTIMATED RIGHT OF WAY AND RELOCATION COSTS	RESIDENTIAL RELOCATIONS	BUSINESS RELOCATIONS	TOTAL RELOCATIONS
Alternative 1 Option A	$2,800,000	9	0	9
Alternative 1 Option B	$2,600,000	9	0	9
Alternative 1 Option C	$2,600,000	9	0	9
Alternative 2 Option A	$4,400,000	9	1	10
Alternative 2 Option B	$4,200,000	9	1	10
Alternative 2 Option C	$4.200,000	9	1	10

It has been determined through field surveys and market data obtained from the Emerald Coast Association of Realtors that suitable replacement housing is available near the study area to accommodate the anticipated residential displacement. Similarly, suitable commercial properties are available near the study area.

To minimize the unavoidable effects of right-of-way acquisition and displacement of people, the City of Destin will carry out a Right-of-Way and Relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

The City of Destin provides advance notification of impending right-of-way acquisition. Before acquiring right-of-way, all properties are appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

No person lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date, and no occupant of a residential property will be required to move until decent, safe and sanitary replacement housing is mad available. "Made available" means that the affected person has either by himself obtained and has the right of possession of replacement housing, or that the City of Destin has offered the relocate decent, safe and sanitary housing which is within his financial means and available for immediate occupancy.

At least one relocation specialist is assigned to each project to carry out the Relocation Assistance and Payments program. A relocation specialist will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

All tenants and owner-occupied displaces will receive an explanation regarding all options available to them, such as 1) varying methods of claiming reimbursement for moving expenses; 2) rental replacement housing, either private or publicly subsidized; 3) purchase of replacement housing; and 4) moving owner-occupied housing to another location.

Financial assistance is available to the eligible relocatee to:

- Reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a road project.
- Make up the difference, if any, between the amounts paid for the acquired dwelling and the cost of a comparable decent, safe and sanitary dwelling available on the private market, as determined by the City.
- Provide reimbursement of expenses, incidental to the purchase of a replacement dwelling.
- Make payment for eligible, increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to $31,000 combined.

A displaced tenant may be eligible to receive a payment, not to exceed $7,200 to rent a replacement dwelling or room, or to use as down payment, including closing costs, on the purchase of a replacement dwelling.

ATTACHMENT B – CULTURAL

B-1 Historic Sites/Districts

Substantial Impacts?
No Involvement

A cultural resources assessment, conducted in accordance with the procedures contained in 36 CFR Part 800, including background research and a field survey coordinated with the State Historic Preservation Officer (SHPO), was performed for the project. No historical sites or Districts were identified, nor are any expected to be encountered during subsequent project development. The SHPO has determined that no resources listed or eligible for listing on the National Register of Historic Places will be impacted. The SHPO concurrence letter is shown in **Appendix B.**

B-2 Archaeological Sites

Substantial Impacts?
No Involvement

A cultural resources assessment, conducted in accordance with the procedures contained in 36 CFR Part 800, including background research and a field survey coordinated with the State Historic Preservation Officer (SHPO), was performed for the project. No archaeological sites were identified, nor are any expected to be encountered during subsequent project development. The SHPO has determined that no resources listed or eligible for listing on the National Register of Historic Places will be impacted. The SHPO concurrence letter is shown in **Appendix B.**

B-3 Recreation Areas

Substantial Impacts?
No

The City of Destin maintains and operates 31 recreational properties. Although there are no recreation areas in the immediate vicinity of the proposed project, there are parks within and adjacent to the study area that are within the area of influence of the proposed project (i.e. the creation of a continuous road due to the construction of the missing link between Benning Drive and Beach Drive would provide a park patron the ability to access the park without traveling on SR 30/US 98 between Stahlman Avenue and Airport Road). The parks that are influenced by the proposed project are shown in **Figure B-1** and listed in **Table B-1**. Parks included in the list were identified for inclusion based on the following considerations:

- Small neighborhood parks located along the continuous corridor created by the project were included as they could be influenced by the project (small parks deep within a neighborhood not likely used by patrons outside of a neighborhood were not included).
- Parks with facilities not available at other parks and located generally in the area between Stahlman Avenue and the intersection of Airport Road at SR 30/US 98 (Emerald Coast Parkway). An example of such a facility is the Destin Community Center.
- Parks with access to water/beaches
- Parks with sports facilities, especially baseball/softball fields (these were included because city teams play at more than one facility)

FIGURE B-1
RECREATION AREAS LOCATION MAP

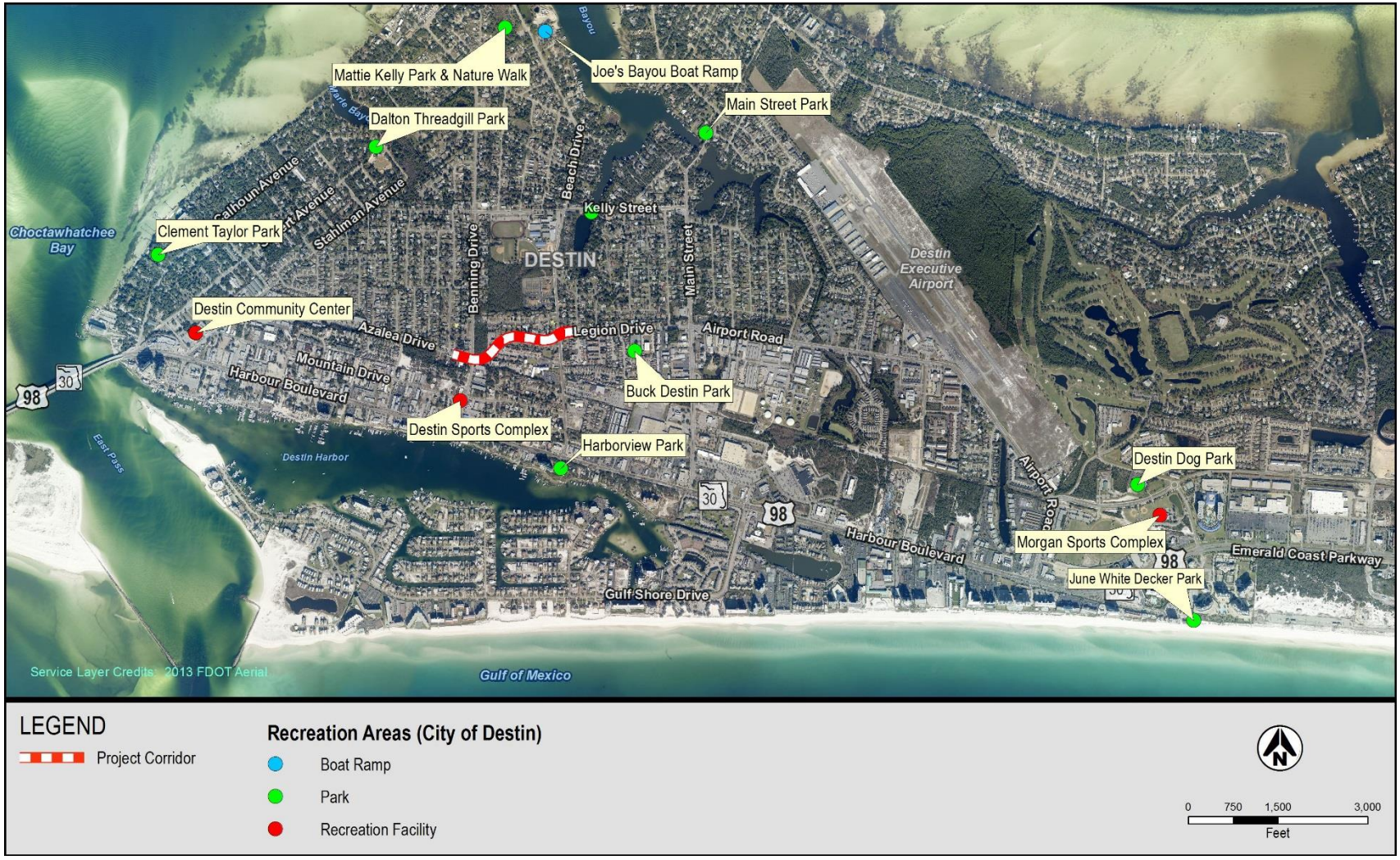


TABLE B-1: RECREATION AREAS WITHIN THE AREA OF PROJECT INFLUENCE

RECREATION AREA	ADDRESS	AVAILABLE FACILITIES
Buck Destin Park	**724 Legion Drive**	**Basketball court, picnic tables, playground, tennis courts**
Clement Taylor Park	131 Calhoun Avenue	3.5-acre park with swim area, benches, grills, pavilion, picnic tables, playground, sand volleyball court
Dalton Threadgill Park	711 Hickory Street	3.9-acre with baseball fields, concession stand, softball fields, t-ball field
Destin Community Center	101 Stahlman Avenue	4 meeting rooms, basketball court, board room, gym, game room, playground, stage
Destin Dog Park	4100 Indian Bayou Trail	Benches, water stations, parking, separate areas for large and small dogs.
Destin Sports Complex	**460 Kelly Street**	**Track, baseball fields, basketball court, picnic tables, playground, football field, soccer fields, softball fields**
Harborview Park	**Beach Drive and SR 30/US 98**	**Waterfront deck with benches, picnic tables, bike rack, handicap parking**
Joe's Bayou Boat Ramp	800 Beach Drive	Five boat launch ramps, parking area, bathrooms
June White Decker Park	Scenic Hwy 98	Swim area, bike rack, parking, restrooms
Kelly Street Duck Pond	**Kelly Street**	**No facilities**
Main Street Park	605 Main Street	0.75-acre waterfront park, ADA accessible with fishing pier & picnic facilities
Mattie Kelly Park & Nature Walk	825 Beach Drive	10-acre park with bayou access, pier, beach area, picnic area
Morgan Sports Complex	4200 Indian Bayou Trail	½ basketball court, baseball fields, picnic tables, playground, sand volleyball court, soccer fields, softball fields, walking path

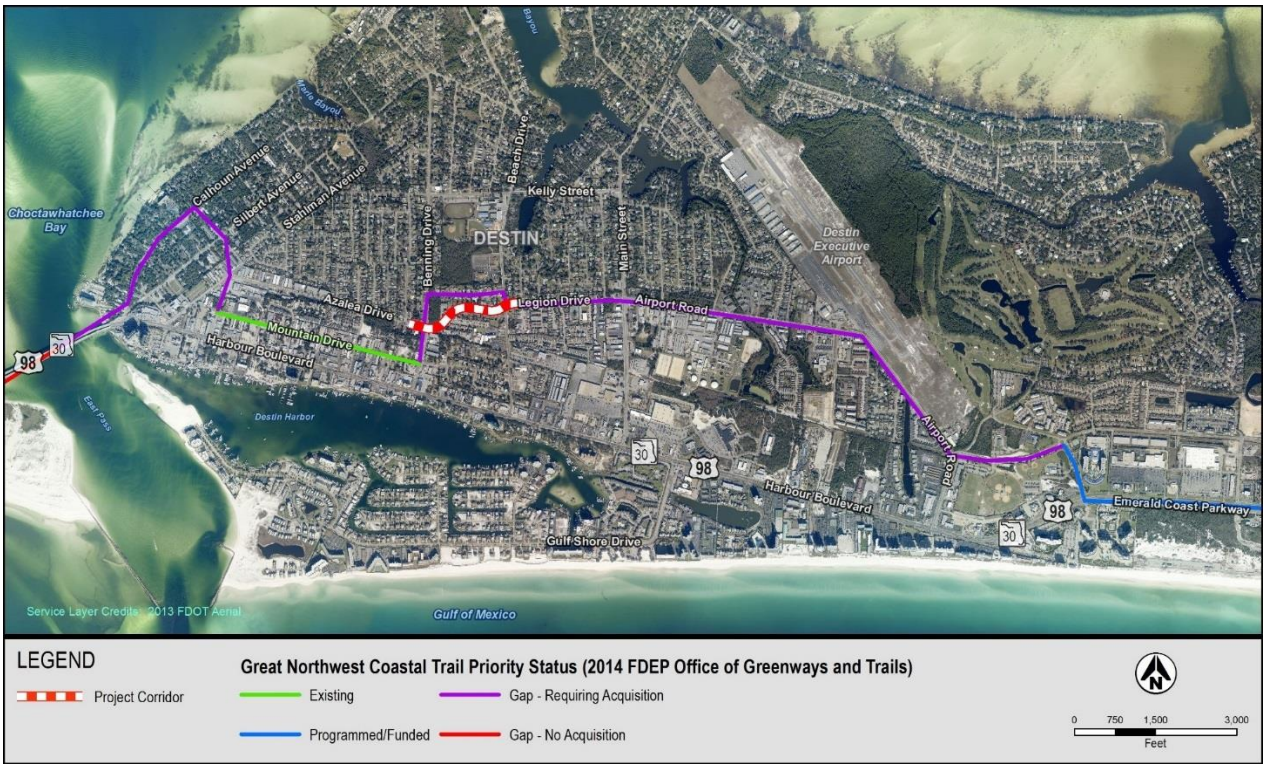
*Facilities in bold font are close to the project corridor

In addition to the parks above, the Florida Department of Environmental Protection (FDEP) Division of Greenways and Trails identifies the Great Northwest Coastal Trail (GNCT) Corridor as a Trail Priority in the 2013-2017 timeframe. As proposed, the GNCT consists of two trail corridors: the western corridor extends 115.4 miles between Pensacola, Florida and Panama City while the eastern corridor (Panama City to the St. Marks Corridor) is 148.8 miles in length. Currently the trail from Pensacola to Panama City consists of 50.5 miles of Existing/Programmed/Funded links through four counties. The trail through Okaloosa County is 26.7 miles in length and generally follows the SR 30/US 98 corridor passing through Fort Walton Beach and Destin. In Destin, there is a 2.9-mile segment of the trail that has been constructed. The remainder of the trail through Okaloosa County requires R/W acquisition.

Figure B-2 shows that the proposed alignment of the GNCT in Destin would travel from Stalhman Avenue down Palmetto Street to Mountain Drive, where it then follows Mountain Drive to Benning Drive, travels north on Benning Drive to the west segment of Legion Drive, along Legion Drive to Beach Drive to connect to and follow the eastern segment of Legion Drive to and along Airport Road. The segment of the GNCT that follows Mountain Drive, between Palmetto Street and Benning Drive, has been constructed. The remaining segments described above require right-of-way acquisition.

The proposed Destin Cross Town Connector project would only be involved with the proposed GNCT in Destin where the trail intersects Azalea Drive at Benning Drive and where the eastern segment of Legion Drive intersects Beach Drive. There is potential for the FDEP Division of Greenways and Trails to reroute the portion of the GNCT trail along the western segment of Legion Drive, between Benning Drive and Beach Drive, to the alignment for the Destin Cross Town Connector project. Since the Destin Cross Town Connector project will provide bicycle and pedestrian facilities, utilization of these facilities could lessen the cost of the GNCT through Destin by eliminating the need for right-of-way acquisition for that segment.

FIGURE B-2
GREAT NORTHWEST COASTAL TRAIL IN DESTIN



ATTACHMENT C – NATURAL

C-1 Wetlands

Substantial Impacts?
No Involvement

The proposed project's alignment was surveyed for the presence of wetlands and no wetlands were found within the study area.

C-2 Aquatic Preserves and Outstanding FL Waters

Substantial Impacts?
No Involvement

There are no Aquatic Preserves in the project area; therefore, this project will have no involvement with any Aquatic Preserve.

Outstanding Florida Waters (OFWs) are waters designated by the Florida Department of Environmental Protection for special protection due to their natural attributes. The closest OFW is Henderson Beach State Park, which is located outside of the study area. Therefore, the project would have no involvement with designated OFWs.

C-3 Water Quality

Substantial Impacts?
No

Choctawhatchee Bay is designated as Class II - Shellfish Propagation or Harvesting. All other surface waters are designated Class III Fish Consumption; Recreation, Propagation and Maintenance of a Healthy, Well Balanced Population of Fish and Wildlife. Destin Harbor (WBID #917A) and Joes Bayou (WBID #906) are on the Verified Impaired Waters list. This list is comprised of water bodies that do not meet the parameters of the Surface Water Quality Standards (62-302, F.A.C.) for their water classification and the Impaired Waters Rule (IWR, 62-303, F.A.C.). **Table C-1** lists the parameters for which the water bodies fail to meet water quality standards.

TABLE C-1: WATER QUALITY PARAMETERS NOT MET BY WATER BODY SEGMENTS

WATER BODY	WBID	PARAMETER	TMDL STATUS
Destin Harbor	917A	Fecal Coliform	Low
		Mercury (fish tissue)	Established Statewide
Joes Bayou	906	Mercury (fish tissue)	Medium

The NWFWMD was contacted to determine if the proposed project would have any adverse effects on the listed impaired waters. After discussion with the NWFWMD, it was concluded that the stormwater collection and treatment system for the proposed project would adequately treat stormwater and no adverse effects to the listed impaired waters would result from the proposed improvement. Therefore, no nutrient load analysis and treatment will be necessary in the proposed stormwater ponds.

The proposed project, which includes a stormwater collection and treatment system, would contribute to efforts to improve water quality in the study area surface waters by providing treatment prior to discharge. While preliminary analysis on potential stormwater pond locations was conducted during this study, the exact locations will be determined during the design phase of the project. In any case, the City owns sufficient right-of-way to accommodate ponds.

The proposed project is also located within an area designated as Less Vulnerable to Contamination of the Floridan Aquifer and More Vulnerable to Contamination of the Surficial Aquifer, according to the Floridan Aquifer Vulnerability Assessment. The implementation of the proposed stormwater collection and treatment system will reduce the amount of untreated runoff that enters the aquifer.

Well locations within the project area were obtained from the NWFWMD. The wells in this area are limited to irrigation supply. No wells will be impacted by the proposed improvements.

A Water Quality Impact Evaluation (WQIE) has been completed for the proposed project (see **Appendix C** for the WQIE checklist). The proposed stormwater facility design will include, at a minimum, the water quantity requirements for water quality impacts as required by the Northwest Florida Water Management District in Rule 40A-1 and FDEP rules 62-346 and 62-25 F.A.C. In addition, a stormwater pollution prevention plan and BMPs will be implemented during construction to protect both surface and groundwaters.

Construction activities have the potential for short-term, temporary impacts on water quality. The City of Destin will address the potential effects of construction activities on water quality by use of BMP. The Engineer may require the use of additional erosion and sedimentation control features or methods not specified in the plans to address unanticipated conditions.

C-4 Wild and Scenic Rivers

Substantial Impacts?
No Involvement

The project is not within the boundaries of any river listed in the Nationwide Rivers Inventory. Therefore, the coordination requirement for the Wild and Scenic Rivers Act does not apply to this project.

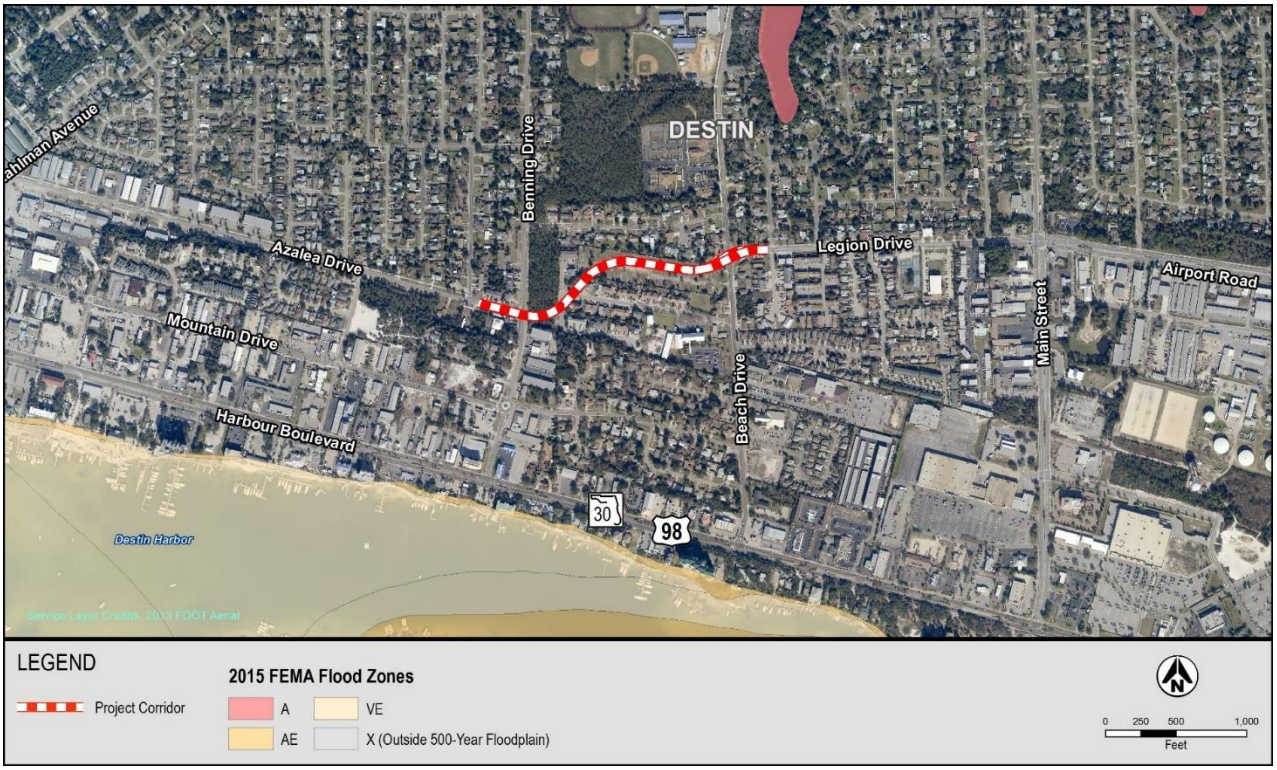
C-5 Drainage and Floodplains

Substantial Impacts?
No Involvement

In accordance with Executive Order 11988 “Floodplain Management”, US Department of Transportation (DOT) Order 5650.2, and Chapter 23, CFR 650A, impacts to floodplains from the proposed improvements have been considered. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map 12091C0488H dated December 6, 2002, was reviewed to determine the FEMA identified base flood zones in the study area. The floodplain map, shown on **Figure C-1,** indicates that there are no designated floodways in the study area and the only flood zones are associated with Destin Harbor and Joes Bayou, both of which are beyond the limits of the proposed project. Therefore, there is no involvement with regulatory floodways and no work is being performed below the 100-year flood elevation. As a result, this project does not encroach upon the base floodplain.

Since floodplains will not be altered by the proposed project and since the project is located in an already developed area and the City of Destin has approved flood plain management procedures to minimize involvement with floodplains, it has been determined that the project will not support base floodplain development that is incompatible with existing floodplain management programs.

FIGURE C-1
FLOODPLAIN LOCATIONS



C-6 Coastal Barrier Resources

Substantial Impacts?
No Involvement

Coastal barrier resources are land areas that have been designated to restrict federal assistance for most activities within the boundaries of coastal barrier units, except for Otherwise Protected Areas (OPA), which cannot receive federal flood insurance. The purpose of the federal legislation that established coastal barrier resource designations is: 1) to minimize loss of human life by discouraging development in high risk areas, 2) to reduce wasteful expenditure of federal resources, and 3) to protect natural resources associated with coastal barriers.

Therefore, in accordance with the Federal Coastal Barrier Resources Act of 1982 (CBRA), the Coastal Barrier Improvement Act of 1990 (CBIA), the Florida Coastal Zone Management Act, Part II, Chapter 380, F.S., and revisions to the Local Coastal Comprehensive Plan under Part II, Chapter 163, F.S., this project has been reviewed for involvement with designated coastal barrier resources. Within Destin, there is a designated CBRA unit located north of SR 30/US 98 up to and including some of Choctawhatchee Bay from Indian Bayou eastward to the Walton County line. South of SR 30/US there is a designated Otherwise Protected Areas (OPA) that extends south into the Gulf of Mexico and otherwise bounded by the boundaries of Henderson Beach State Park. From the eastern boundary of Henderson Beach State Park eastward to the Walton County line, the area south of SR 30/US 98, except for certain developed areas, is in the CBRA unit north of SR 30/US 98.

The proposed improvement is west, and well outside, of the designated coastal barrier resources. Since the proposed improvement from Azalea Drive at Benning Drive to Legion Drive at Beach Drive are not within a CBRA unit and they do not lead directly to a CBRA unit or an OPA, the coordination requirements of the CBRA do not apply.

C-7 Protected Species and Habitat

Substantial Impacts?
No

This project has been evaluated for potential impacts to threatened and endangered species in accordance with Section 7(c) of the Endangered Species Act of 1973, as amended, and Rules 39- 25.002, 39-27.002, and 39-27.011 of the Wildlife Code of the State of Florida (Chapter 39, F.A.C.), and Part 2, Chapter 27 of the FDOT *PD&E Manual*.

Threatened and endangered (T&E) wildlife species and rare plant occurrences within the 6.8-acre footprint of the proposed ROW were qualitatively evaluated via desktop analyses and field surveys. Several sources of data and information were used to identify potential T&E listed species within the study area. These sources included FDOT, USFWS, FNAI, and the FFWCC. Specific information sources and databases utilized include the following:

- United States Fish and Wildlife Service (USFWS) Species List for Okaloosa County
- FNAI Element Occurrence (EO) Data
- FNAI EO Report dated July 27, 2015
- FFWCC Eagle Locator

- FFWCC Water Bird Colony Data
- USDA, NRCS, Soil Survey Geographic (SSURGO) database for Okaloosa County, Florida, June 1995
- http://SoilDataMart.nrcs.usda.gov/
- USFWS NWI Database
- USFWS Classification of Wetlands and Deepwater Habitats of the United States (1979)
- NWFWMD, FLUCFCS data (1995)
- Aerial photographs of the study area, circa 2010, 2013 and 2015
- United States Geological Survey (USGS) Topographic Quadrangle maps, 7.5 minute series

In addition, project biologists surveyed for additional species that could also occur within the study area based on their experience in conducting similar field studies throughout the Gulf Coast of Florida.

Of the 31 wildlife and plant species in the FNAI EO Report (see **Table C-2**), two plant species listed as threatened by the FDACS, Gulf coast lupine (*Lupinus westianus*) and large-leaved jointweed (*Polygonella macrphylla*), are documented to occur near the proposed study area. There are three listed species likely to occur within or near the study area and 25 additional listed species (seven wildlife and 18 plants) which have the potential to occur within or near the study area.

TABLE C-2: FEDERAL AND STATE LISTED SPECIES THAT MAY OCCUR WITHIN OR NEAR THE PROJECT AREA

Species		Listing Status	Likelihood of Occurrence
Mammals			
Peromyscus polionotus allophrys	Choctawhatchee Beach Mouse	E, FE	Potential
Fish			
*Acipenser oxyrinchus desotoi**	Gulf Sturgeon	FT	Likely
Reptiles and Amphibians			
Gopherus polyphemus	Gopher tortoise	C, ST	Potential
Drymarchon corais couperi	Eastern Indigo Snake	FT, ST	Potential
Chelonia mydas	Green Sea Turtle	E, FE	Potential
Dermochelys coriacae	Leatherback Sea Turtle	E, FE	Potential
Caretta caretta	Loggerhead Sea Turtle	E, T, FT	Likely
Birds			
Athene cunicularia floridana	Florida burrowing owl	SSC	Potential
Haliaeetus leucocephalus	Bald Eagle	BGEPA, MBTA	Potential
Sternula antillarium	Least Tern	ST	Likely
Rhynchops niger	Black Skimmer	SSC	Potential
Plants			
Asclepius viridula	Southern milkweed	ST	Potential
Calamovilfa curtissi	Curtiss'sandgrass	ST	Potential
Chrysopsis gossypina cruiseana	Cruise's Goldenaster	SE	Potential
Chrysopsis godfreyi	Godfery's Goldenaster	SE	Potential
Cladonia perforata	Perforate reindeer lichen	FE, SE	Potential
*Euphorbia telephioides***	Telephus spurge	FT, SE	Potential
Hymenocallis henryae	Panhandle spider lily	SE	Potential
Linum westii	West's flax	SE	Potential
Litsea aestivalis	Pondspice	SE	Potential
Lupinus westianus	Gulf coast lupine	ST	Documented
Pinguicula primuliflora	Primrose-flowered butterwort	SE	Potential
Platanthera integra	Yellow fringeless orchid	SE	Potential
Polygonella macrophylla	Large-leaved jointweed	ST	Documented
Rhexia parviflora	Small-flowered meadowbeauty	SE	Potential
*Rhexia salicifolia***	Panhandle meadowbeauty	ST	Potential
Ruellia noctiflora	White-flowered wild petunia	SE	Potential
Sarracenia leucophylla	White top pitcher - plant	SE	Potential
Tephrosia mohrii	Pineland Hoary-pea	ST	Potential
Xyris scabrifolia	Harper's yellow-eyed grass	ST	Potential

Notes:

*USFWS has designated the Gulf of Mexico, Choctawhatchee Bay, Choctawhatchee River and its tributaries as critical habitat for the Gulf sturgeon; no suitable habitat exists within alternative alignments.

**May warrant federal protection

FE - Federally Endangered
FT - Federally Threatened
MBTA - Migratory Bird Treaty Act
SE - State Endangered
ST - State Threatened
SSC - State Species of Special Concern
C – Candidate for Federal Listing
CE – Consideration Encouraged (USFWS)
BGEPA - Bald and Golden Eagle Protection Act
Observed - Observed during field reviews
Documented (FNAI) - Listed or rare species documented on or near study area within the last twenty years.
Documented/Historic (FNAI) - Listed or rare species documented, but not observed/reported in or near study area within the last twenty years.
Likely (FNAI) - Listed or rare species likely to occur on or near study area; based on suitable habitat and/or known occurrences in the vicinity.
Potential (FNAI) - Study area lies within the known or predicted range of the species listed.

Some plants and animals included in this list of 31 species were considered even though their potential to occur is unlikely, such as sea turtles which have very specific habitat requirements that are not present within the study area.

No listed wildlife and plant species were found within 300 feet of the alternatives. In a phone conversation on July 29, 2015, with Harold Mitchell (USFWS), the USFWS concurred with the effect findings for each species discussed below. No comments or concerns were raised by the USFWS for these species.

Eastern indigo snake

Eastern indigo snake habitat is found within the study area. No specific surveys were conducted for this species during this study and no individuals were observed during surveys for other species and/or during wetlands evaluations. Given the lack of suitable gopher tortoise habitat within the study area and alternative alignments, it appears that the subject project will have no effect on the federally-threatened eastern indigo snake. In addition, Standard Protection Measures for the Eastern Indigo Snake will be adhered to and included in the approved construction plans.

Gopher tortoise

No gopher tortoise burrows were located by project biologists proximal to alternative alignments nor were observed within the 300-foot buffer associated with alternative alignments. The potential for gopher tortoise exists within the sand pine (413) habitat. FFWCC guidance for gopher tortoise permitting and/or relocation will need to be addressed if gopher tortoise burrows are observed in the future. A survey is required prior to permitting, and again 90 days prior to construction. Standard FFWCC gopher tortoise permitting guidelines will be implemented during the design phase, (e.g., surveys within suitable habitat 90 days prior to construction). Given that permitting through FFWCC allows for relocating potentially affected gopher tortoises, it appears that this project will have no effect on the state-listed gopher tortoise.

Bald eagle

The FFWCC bald eagle locator website and FNAI indicate that there is an active bald eagle nest approximately two (2) miles west of the study area. The proposed project may contain habitat suitable for bald eagles, however, no bald eagle nests were observed within or proximal to the preferred alternative during a field survey conducted in July 2014. The closest bald eagle nest to the study area is within Eglin Air Force Base property on Okaloosa Island (Nest OL006 - active 2014). Due to FWC nest #OL006 being well beyond the primary management zone (660 feet) established for bald eagle nests, it appears that the subject project will have no effect on the bald eagle. In the event a bald eagle constructs a nest along the project alignment prior to or during construction activities, National Bald Eagle Management Guidelines will be followed.

Plants

As a part of assessing wetland resources and T&E species, a listed-plant survey was conducted in July 2014 across all alignments under consideration. No listed plant species were observed during this survey. Primary vegetative species within the study area and alternative alignments (including the preferred) are ruderal grasses within the open (vacant) land. However, the FNAI report concerning the study area (July 27, 2015) lists occurrences of Gulf coast lupine and large-leaved jointweed as being documented within a mile of the proposed study area. However, no habitat exists within the study area for these listed species; therefore, this project should have no effect on federal or state-listed plants.

The findings of the analysis of potential project involvement with Federally- and State-listed species has been documented in the *Destin Cross Town Connector Endangered Species Biological Assessment Report* which has been coordinated with the USFWS for review (**Appendix E**).

The Florida Fish and Wildlife Conservation Commission (FFWCC) have noted that the project is located within the City of Destin and recommended, due to the proximity of sea turtle nesting beaches, that the sea turtle friendly lighting be used along the roadway. Lighting proposed along this project will be consistent with requirements for sea turtles.

Based on the research and analysis conducted for the project, coordination with the USFWS and in accordance with Part 2, Chapter 27 of the *PD&E Manual*, an impact determination of "None" has been reached for Wildlife and Habitat.

C-8 Essential Fish Habitat

Substantial Impacts?
No Involvement

On May 7, 2015, the National Marine Fisheries Service (NMFS), after conducting a site inspection of the project area, determined that the proposed project would not have direct or indirect impacts to NMFS trust resources (see **Appendix A**).

ATTACHMENT D – PHYSICAL

D-1 Noise

Substantial Impact?
No

A noise study was conducted in accordance with Title 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise (July 13, 2010), using methodology established in Part 2, Chapter 17 of the FDOT *PD&E Manual* (May 24, 2011). The study was performed to determine if any noise sensitive receptors would experience traffic noise levels that approach or exceed FHWA's Noise Abatement Criteria (NAC) resulting from the proposed improvements, and if noise abatement measures would be warranted at these sites.

Due to the relatively high ambient levels (primarily from airplanes) and low predicted noise levels from traffic, it was determined that traffic is not the dominant noise source. This is partially due to the project location falling within the limits of Aircraft Noise Zone D associated with the Destin Airport/Coleman Kelly Field. Aircraft Noise Zone D represents that portion of west Destin located within or above the "Maximum Mission F-35 Noise Contour" of 65 decibels. Because the dominant noise source is not from traffic, this is one of the rare cases where existing noise levels and predicted noise levels should be and have been added together to determine the noise levels associated with the 2042 Build Alternatives. If this is not done, the 2042 Build Alternatives noise level would show a decrease over the No Build Alternative, which would present a false scenario.

Predicted noise levels were determined for a total number of 36 noise sensitive receptor sites (listed in **Table D-1** and shown on **Figure D-1**) representing 92 noise sensitive sites. All of these sites are single and/or multi-family residences, classified as Activity Category B under the FHWA NAC.

Existing noise levels at the 36 representative sites ranged from 57.1 decibels [dB(A)] to 58.0 dB(A). Design year (2042) noise levels were predicted to range from 56.7 dB(A) to 64.5 dB(A), depending on the alternative. No noise sensitive sites would experience noise levels that would approach or exceed the applicable level [(66 dB(A)] of the NAC. Nor would any sites experience a substantial increase in noise levels [an increase of 15 dB(A)] over existing levels. Because none of the representative noise sensitive sites would experience noise levels that approach or exceed FHWA NAC or were a substantial increase over existing noise levels, noise abatement measures were not evaluated.

A land use review will be implemented again during the project's design phase to identify noise sensitive sites that have received a building permit after August 10, 2015, but prior to the date of public knowledge (i.e., date that the project's environmental document is approved). If the review identifies noise sensitive sites that have been permitted prior to the date of public knowledge, then the noise sensitive sites will be evaluated for traffic noise impacts and abatement considerations, if needed.

TABLE D-1: PREDICTED NOISE LEVELS AT NOISE SENSITIVE RECEPTORS

Receptor	2015 Existing (dBA)	2042 No-Build (dBA)	2042 Alternative 1 Option A (dBA)	2042 Alternative 1 Option B (dBA)	2042 Alternative 1 Option C (dBA)	2042 Alternative 2 Option A (dBA)	2042 Alternative 2 Option B (dBA)	2042 Alternative 2 Option C (dBA)	Site Considered for Abatement under any Build Alternative and Option
R1	57.1	57.1	58.7	58.7	58.7	60.6	60.6	60.6	No
R2	57.1	57.1	62.5	62.5	62.5	63.7	63.7	63.7	No
R3	57.1	57.1	58.2	58.2	58.2	59.2	59.2	59.2	No
R4	57.1	57.1	57.6	57.6	57.6	58.1	58.1	58.1	No
R5	57.1	57.1	63.9	63.9	63.9	64.5	64.5	64.5	No
R6	57.1	57.1	58.1	58.1	58.1	58.4	58.4	58.4	No
R7	58.0	58.0	58.5	58.5	58.5	58.7	58.7	58.7	No
R8	58.0	58.0	58.4	58.4	58.4	58.6	58.6	58.6	No
R9	58.0	58.0	58.4	58.4	58.4	58.6	58.6	58.6	No
R10	58.0	58.0	62.8	62.8	62.8	62.5	62.5	62.5	No
R11	58.0	58.0	60.3	60.3	60.3	60.2	60.2	60.2	No
R12	58.0	58.0	58.8	58.8	58.8	58.9	58.9	58.9	No
R13	58.0	58.0	59.1	59.1	59.1	59.2	59.2	59.2	No
R14	58.0	58.0	60.6	60.6	60.6	60.6	60.6	60.6	No
R15	58.0	58.0	61.7	61.7	61.7	61.9	61.9	61.9	No
R16	58.0	58.0	61.0	61.0	61.0	61.6	61.6	61.6	No
R17	58.0	58.0	59.9	59.9	59.9	60.2	60.2	60.2	No
R18	58.0	58.0	58.7	58.7	58.7	58.9	58.9	58.9	No
R19	58.0	58.0	59.3	59.3	59.3	60.8	60.8	60.8	No
R20	58.0	58.0	60.6	60.6	60.6	62.2	62.2	62.2	No
R21	58.0	58.0	58.7	58.7	58.7	59.2	59.2	59.2	No
R22	58.0	58.0	59.0	59.0	59.0	59.5	59.5	59.5	No
R23	58.0	58.0	59.7	59.7	59.7	60.4	60.4	60.4	No
R24	58.0	58.0	59.3	59.3	59.3	60.0	60.0	60.0	No
R25	58.0	58.0	58.5	58.5	58.5	58.8	58.8	58.8	No
R26	57.1	57.1	57.8	57.8	57.8	58.2	58.2	58.2	No
R27	57.1	57.1	57.9	57.9	57.9	58.3	58.3	58.3	No
R28	57.1	57.1	57.8	57.8	57.8	58.1	58.1	58.1	No
R29	57.1	57.1	57.7	57.7	57.7	58.1	58.1	58.1	No
R30	57.1	57.1	57.6	57.6	57.6	57.9	57.9	57.9	No
R31	57.1	57.1	57.5	57.5	57.5	57.9	57.9	57.9	No
R32	57.1	57.1	57.4	57.4	57.4	57.7	57.7	57.7	No
R33	57.1	57.1	57.4	57.4	57.4	57.7	57.7	57.7	No
R34	57.1	57.1	57.8	57.8	57.8	58.4	58.4	58.4	No
R35	57.1	57.1	58.8	58.8	58.8	56.7	56.7	56.7	No
R36	57.1	57.1	58.4	59.4	59.4	60.6	60.6	60.6	No

FIGURE D-1
NOISE RECEPTOR LOCATIONS

Noise and vibration effects may result from heavy equipment movement and construction activities. Construction noise and vibration sensitive sites adjacent to the project include: schools, churches, eye centers, medical centers, and residences. For these sensitive sites the application of the FDOT *Standard Specifications for Road and Bridge Construction* will minimize or eliminate most potential construction noise and vibration impacts. However, should unanticipated noise or vibration issues arise during the construction process, the Project Engineer, in concert with the Contractor, will investigate additional methods of controlling these impacts.

For more information concerning the analysis conducted during the PD&E study, please refer to the *Destin Cross Town Connector Noise Study Report*.

D-2 Air Quality

Substantial Impacts?
No

In accordance with the Clean Air Act Amendments of 1990, an air quality impact analysis was conducted for this project utilizing the FDOT CO Florida 2012 screening test. The No Build and Build Alternatives were screened at the worst-case scenario intersection [Beach Drive at Legion Drive] and both conditions passed the screening test, as none of the predicted concentrations exceeded the Carbon Monoxide (CO) National Ambient Air Quality Standards (NAAQS) of 35 parts per million (ppm) for a 1-hour averaging time and a 9 ppm for an 8-hour averaging time (see **Table D-2**).

TABLE D-2: COFLORIDA 2012 SCREENING TEST RESULTS

CONDITION AND LOCATION	CO STANDARD		OPENING YEAR		DESIGN YEAR	
	1-HR CO (ppm)	8-HR CO (ppm)	1-HR CO (ppm)	8-HR CO (ppm)	1-HR CO (ppm)	8-HR CO (ppm)
No Build Condition at Beach Drive/ Legion Drive	35	9	5.6	3.4	5.6	3.4
Build Condition at Beach Drive/ Legion Drive	35	9	5.4	3.2	5.4	3.2

This project is in an area which has been designated as attainment for all the NAAQS under the criteria provided in the Clean Air Act Amendments of 1990. Therefore, the Clean Air Act conformity requirements do not apply to this project. However, the City of Destin is aware of the proposed USEPA rule change. The potential for air quality impacts under the revised rules will be reevaluated during design once the rule changes are finalized and Okaloosa County has established air quality standards.

The air quality effect of highway construction activities will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled through watering or the application of other controlled materials in accordance with FDOT's *Standard Specifications for Road and Bridge Construction*.

D-3 Contamination

Substantial Impacts?
No Involvement

A contamination screening evaluation was conducted for the proposed project in accordance with Part 2, Chapter 22 of the FDOT *PD&E Manual*. The purpose of the analysis was to identify potential contamination sites within and/or adjacent to the proposed alignment and assess the risk of the project having involvement with contamination. The results of the Level 1 screening evaluation have been documented in the *Destin Cross Town Connector Contamination Screening Evaluation Report (CSER)*.

Federal and State environmental databases were reviewed to identify any facility that handles, stores, or treats hazardous materials or petroleum products or may have had a discharge of hazardous or petroleum materials in the past. Following the identification of one Resource Conservation and Recovery Act regulated facility (Time Saver 10 Minute Oil & Lube Center) and one solid waste facility (Destin Hurricane Debris Staging Area) from the regulatory databases and review of land use maps and historical photographs, a site reconnaissance and limited investigation of the properties on or immediately adjacent to the project corridor was conducted. The field review revealed two sites (NAPA Auto Parts and O'Reilly Auto Parts) that sell products containing regulated or hazardous substances as present within the study area. **Figure D-2** shows the locations of the potential contamination sites in relation to the project.

Each site was evaluated for the risk of encountering contamination. The rating system involved an assessment of the type of contamination, the severity of contamination, and the proximity of the potential contamination source to the project limits. Each site was assigned one of the following ranks (from lowest to highest risk) "No", "Low", "Medium", "High" (for an explanation of these ratings, please see the *CSER*).

The City of Destin's Hurricane Debris Staging Area was assigned a "No" rating because, to date, no debris has been stored onsite and the City has acquired a new site for that purpose. The Time Saver 10 Minute Oil & Lube site was rated as "Low", meaning the site has a hazardous waste identification number or deals with hazardous materials, but there is no reason to believe there would be any involvement with contamination in relation to the project. Both of the auto parts stores were also rated as "No" risk of contamination since there is no evidence that contamination is present on either site. Since no potential contamination sites were rated as "Medium" or "High", no additional contamination assessment activities are recommended for these sites.

The Build Alternatives were evaluated for the potential for involvement with contamination at these locations. The Time Saver 10 Minute Oil & Lube Center is located more than 500-feet from the project right-of-way. Therefore, the project would have no involvement with contamination from this site.

FIGURE D-2
POTENTIAL CONTAMINATION SITES LOCATION MAP

The City of Destin's Hurricane Debris Staging Area, while located within the proposed project's alignment, was assigned a "No" risk rating because, to date, the site has not been used for the temporary storage of disaster debris. Therefore, it has been concluded that the project has no risk for involvement with known contamination. **Table D-3** summarizes the pertinent information about the sites identified in the contamination screening evaluation. More information on the sites and the contamination screening evaluation process and the results is contained in the CSER.

TABLE D-3: POTENTIAL CONTAMINATION SITES IN STUDY AREA

MAP ID NUMBER	FACILITY NAME AND ADDRESS	EPA or FDEP FACILITY ID #	FACILITY TYPE	STORAGE TANKS PRESENT	CONTAMINATION/ CLEAN-UP STATUS	FACILITY STATUS	RISK RATING
1	Time Saver 10 Minute Oil 530 Mountain Drive Destin, FL 32541	FLR000167536	CESQG	No	In compliance	Open	Low
2	NAPA Auto Parts 519 Mountain Drive Destin, FL 32541		Retail Store	No	N/A	Open	No
3	O'Reilly Auto Parts (formerly Destin Auto Service) 602 Mountain Drive Destin, FL 32541	141850 (70930)	Retail Store	No	N/A	Closed	No
4	City of Destin 209 Beach Drive Destin, FL 32541	100664	Hurricane Debris Staging	No	In compliance	Active	No

D-4 Utilities and Railroads

Substantial Impacts?
No

Seven utility providers have been identified as having utilities within the project area. **Table D-4** provides a list of the utility providers obtained from that coordination.

TABLE D-4: UTILITY PROVIDERS

UTILITY TYPE	UTILITY PROVIDER	CONTACT	CONTACT NUMBER	EMAIL ADDRESS
Phone & Fiber Optic	CenturyLink	Bobby Wiedeman	850-664-3446	bobby.h.weideman@centurylink.com
Water/Sewer Reuse Lines	Destin Water Users, Inc.	Monica Autrey	850-837-6146	mautrey@dwuinc.com
CATV-Fiber Optic	Cox Southeast	Roger Dixon	850-314-8163	roger.dixon@cox.com
Electric	Gulf Power - Destin	Chad Swails	850-429-2446	ceswails@southernco.com
Traffic Signalization	Okaloosa County Traffic Signals	Al Poudrier	850-651-7295	apoudrier@co.okaloosa.fl.us
Gas	Okaloosa Gas District	Essa Rhebi	850-729-4870	essarhebi@okaloosagas.com
Telephone	AT&T Florida	Steve Kennington	850-623-3811	sk1674@att.com

In accordance with Part 2, Chapter 10 of the *PD&E Manual*, the utility providers have been notified of the proposed improvements and were provided preliminary plans on which they were asked to identify the location of their utilities within the project area.

Most of the utilities are located within the existing ROW of Azalea Drive, Benning Drive, Legion Drive, Beach Drive, and along Sandalwood Drive will need to be relocated with any of the proposed improvements. The extent of involvement with the utilities will depend on the alternative/option selected. Coordination with the utility providers will continue in the design phase to ensure that there is minimal interruption in the delivery of utility services during construction.

No railroads are located within the project area.

D-5 Construction

Substantial Impacts?
No

Construction activities for the project may have short-term air, noise, vibration, water quality, traffic flow, and visual effects for those residents and travelers within the immediate vicinity of the project.

Effects on air quality will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled through watering or the application of other controlled materials in accordance with BMP.

Noise and vibration effects could result from the heavy equipment movement and construction activities such as pile driving and vibratory compaction of embankments. Noise control measures will include those contained in FDOT's *Standard Specifications for Road and Bridge Construction*. Adherence to local construction noise and/or construction vibration ordinances by the contractor will also be required, where applicable.

Water quality effects resulting from erosion and sedimentation during construction will be controlled in accordance with the City of Destin's *Construction Stormwater Pollution Prevention Plan* and through the use of BMP.

Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project. Signs will be used, as appropriate, to provide notice of road closures and other pertinent information to the traveling public. The local news media will be notified in advance of road closings, and other construction-related activities, which could excessively inconvenience the community so that motorists, residents, and business persons will be able to plan travel routes in advance.

A sign providing the name, address, and telephone number of a City representative will be displayed on-site to assist the public in obtaining immediate answers to questions and for logging complaints about project activity.

Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling. Traffic delays will be controlled to the extent possible where many construction operations are in progress at the same time.

For the residents living adjacent to the proposed project, some of the materials stored for the project may be displeasing visually; however, this is a temporary condition and should pose no substantial problem in the short term.

Construction of the roadway may require excavation of unsuitable material (muck), placement of embankments, and use of materials, such as limerock, asphaltic concrete, and Portland cement concrete. Demucking is not anticipated since there are no wetland sites. The removal of structures and debris will be in accordance with local and State regulatory agencies permitting this operation. The contractor is responsible for his methods of controlling pollution on haul roads, in borrow pits, other materials pits, and areas used for disposal of waste materials from the project. Temporary erosion control features will consist of temporary grassing, sodding, mulching, sandbagging, slope drains, sediment basins, sediment checks, artificial coverings, and berms.

D-6 Bicycles and Pedestrians

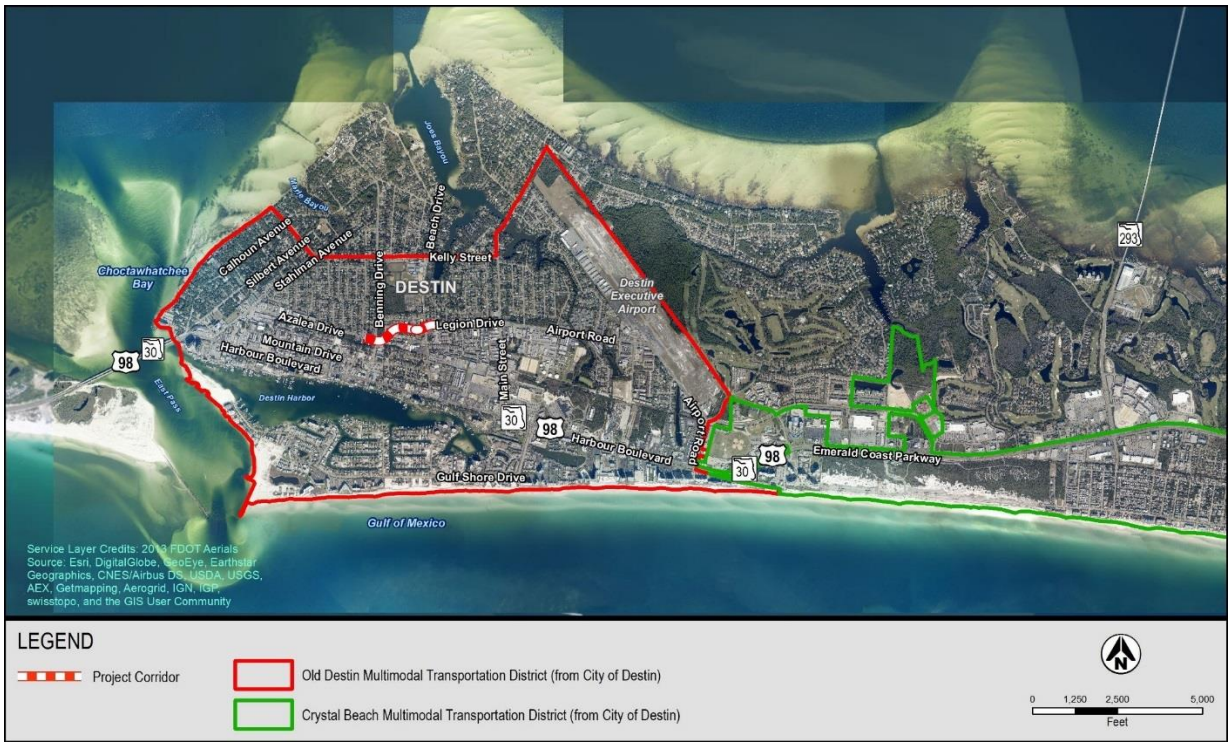
Substantial Impacts?
Enhanced

The proposed project is located within Destin's Multimodal Transportation District (MMTD) (**Figure D-3**) which was established, among other reasons, to support transportation options by planning for and implementing improvements to the City's bicycle and pedestrian network.

The bicycle/pedestrian network is incomplete in the study area. While Benning Drive has bicycle lanes on both sides of the road, there are no bike lanes on Azalea Drive, although a sidewalk is present on the north side of the road from Snapper Drive west. Nor are there bike lanes on either Legion Drive or Beach Drive, although both roads have sidewalks.

The City's 2000 Pathways Master Plan, updated in 2009, documents the existing facilities, and identifies and prioritizes improvements to the bicycle and pedestrian system. The plan identifies both a sidewalk and bike lanes across the City-owned property proposed for the Destin Cross Town Connector. Map 2-2 in the Transportation Element of the *City of Destin Comprehensive Plan* identifies needed bicycle/pedestrian improvements, including: Beach Drive as a bicycle priority and sidewalk improvements and a priority bicycle lane along the proposed project alignment.

FIGURE D-3
DESTIN MULTI-MODAL TRANSPORTATION DISTRICT



In compliance with 23 USC 109(n), full consideration of bicycle alternatives has been considered in the development of the proposed project. The Build Alternatives will improve safety for bicyclists and pedestrians, as they will provide five-foot dedicated bicycle lanes and ten-foot sidewalks (in both directions). The bicycle facilities will be designed in accordance with the *Florida Bicycle Facilities Planning and Design Handbook* and the American Association of State Highway and Transportation Officials (AASHTO) Standards. Additionally, pedestrian crossings will be provided at the intersection of Azalea Drive and Benning Drive and at the intersection of Legion Drive with Beach Drive.

D-7 Navigation

Substantial Impact?
No Involvement

The proposed project does not cross any navigable waterways; therefore, coordination with the US Coast Guard regarding this project is not required.

LIST OF TECHNICAL REPORTS AND MEMORANDA COMPLETED FOR THIS PROJECT

Destin Cross Town Connector Preliminary Engineering Report

Destin Cross Town Connector Contamination Screening Evaluation Report

Destin Cross Town Connector Endangered Species Biological Assessment

Destin Cross Town Connector Noise Study Report

Destin Cross Town Connector Traffic Analysis Report

Destin Cross Town Connector Conceptual Stage Relocation Plan

Destin Cross Town Connector Public Involvement Summary Report

Cultural Resource Assessment Survey, Destin Cross Town Connector Project (by others)

Cultural Resources Technical Memorandum, Destin Cross Town Connector Project

Wetland Technical Memorandum, Destin Cross Town Connector

Air Quality Technical Memorandum, Destin Cross Town Connector

DESTIN CROSS TOWN CONNECTOR

City of Destin

Analyzing floodplain encroachments are a vital step in the PD&E process. Protection of floodplains and floodways is required by Executive Order 11988, "Floodplain Management", USDOT Order 5650.2, "Floodplain Management and Protection", and Federal-Aid Policy Guide 23 CFR 650A. As outlined in Chapter 24 of the Florida Department of Transportation (FDOT) PD&E Manual, "The intent of these regulations is to avoid or minimize highway encroachments within the 100 year (base) floodplains, where practicable, and to avoid supporting land use development which is incompatible with floodplain values".

A review of the attached FEMA map reveals that the project is located within Flood Zone X. Flood Zone X is described as areas determined to be outside the 0.2% annual chance (500-year) floodplain. The floodplain map indicates that there are no designated floodways in the study area and the only flood zones are associated with Destin Harbor and Joe's Bayou, both of which are beyond the limits of the proposed project. Therefore, there is no involvement with regulatory floodways and no work is being performed below the 100-year flood elevation. As a result, this project does not encroach upon the base floodplain and a Location Hydraulics Report (LHR) will not be necessary. Because the project area is already developed, the project will not support base floodplain development that is incompatible with existing floodplain management programs.

Endangered Species Biological Assessment

DESTIN CROSS TOWN CONNECTOR

Azalea Drive at Benning Drive to Legion Drive at Beach Drive

FPID: None Assigned

FAP: None Assigned

The Destin Cross Town Connector is a proposed new four-lane, divided roadway that would provide the missing link in the Destin Cross Town Connector corridor that extends from the intersection of State Road {SR} 30/United States {US }98 with Stahlman Avenue to the intersection of SR 30/US 98 with Airport Road. The missing link will enable the Destin Cross Town Connector to operate as a parallel facility to SR 30/US 98 thereby alleviating congestion on SR 30/US 98.

July 2016

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ACRONYMS

Acronym	Definition
DTS	Destin Executive Airport
EDIS	Electronic Data Information Source
EO	Element Occurrence
ERP	Environmental Resource Permit
ESBA	Endangered Species Biological Assessment
FDACS	Florida Department of Agriculture and Consumer Services
FDOT	Florida Department of Transportation
FFWCC	Florida Fish and Wildlife Conservation Commission
FLUCFCS	Florida Land Use, Cover and Forms Classification System
FNAI	Florida Natural Areas Inventory
GIS	Geographic Information System
GPS	Global Positioning System
LED	Light-Emitting Diode
LOS	Level of Service
LRTP	Long Range Transportation Plan
MBTA	Migratory Bird Treaty Act
MMTD	Multimodal Transportation District
NMFS	National Marine Fisheries Service
NRCS	Natural Resource Conservation Service
NWFWMD	Northwest Florida Water Management District
NWI	National Wetland Inventory
PD&E	Project Development and Environment
SE	State Endangered
SR	State Road
SSC	Species of Special Concern

Acronym	Definition
SSURGO	Soil Survey Geographic Database
ST	State Threatened
T&E	Threatened and Endangered
TPO	Transportation Planning Organization
TSM	Transportation System Management
TSM&O	Transportation System Management and Operations
US	United States
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey

1.0 INTRODUCTION

In accordance with Part 2, Chapter 27 (Wildlife and Habitat Impacts) of the Florida Department of Transportation's (FDOT) Project Development and Environment (PD&E) Manual, an Endangered Species Biological Assessment (ESBA) has been conducted and is documented in this ESBA Report for the proposed Destin Cross Town Connector project in Destin, Florida. This report summarizes the results of that evaluation. All report figures are provided in Appendix A.

2.0 PROJECT DESCRIPTION

2.1 Project Purpose

The primary purpose of the proposed project is to reduce congestion on (SR) 30 (US 98) by providing an alternate route for local traffic. Secondary purposes are to improve interconnectivity of the local multi-modal transportation network and enhance the safety of the public users of the transportation network. It is also a means whereby consistency with local government comprehensive plans can be established.

2.2 Project Description

The proposed project consists of approximately 0.4 miles of new four-lane divided roadway north of and generally parallel to SR 30/US 98 (Harbor Boulevard) (**Figure A-1** for project location map). The project begins on Azalea Drive west of its intersection with Benning Drive and extends northeastward to Legion Drive just east of its intersection with Beach Drive within the City of Destin, Florida. The new roadway would have an urban typical section (**Figure A-2**) with two 11-foot lanes and a four-foot bicycle lane in each direction separated by a 15.5-foot median. Type F curb and a ten-foot sidewalk will be provided along each side of the roadway. Drainage will be collected in a closed stormwater system and conveyed to a retention pond. The roadway typical section requires a 110 feet of right-of-way.

3.0 NEED FOR PROJECT

Capacity

SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway) in the City of Destin, Florida is a congested facility having Annual Average Daily Traffic (AADT) ranging from 44,000 to 51,500 in 2014 with a Level of Service (LOS) of F. Adding capacity to this facility is prohibitive due to right-of-way costs. The realignment and future enhancement of Legion Drive can serve to alleviate congestion along the SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway) corridor by providing an alternate parallel route consisting of Stahlman Avenue to Azalea Drive to Legion Drive/Airport Road.

System Linkage

Currently, there is no road north of and that travels parallel to SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway) from Stahlman Avenue to the intersection of Airport Road with SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway) that could serve as an alternate route to SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway).

The existing road network in the project study area includes: Azalea Drive, which extends from Stahlman Avenue to Benning Drive; Legion Drive from Benning Drive to Beach Drive; and Legion Drive from Beach Drive to Main Street where it continues east of Main Street as Airport Road to the Destin/Fort Walton Beach Airport and to SR 30 /US 98 (Harbor Boulevard/Emerald Coast Parkway). The segment of Legion Drive from Benning Drive to Beach Drive is offset to the north from both Azalea Drive and from Legion Drive at Beach Drive eastward. Connecting the offset segment of Legion Drive was not feasible due to the significant number of relocations that would be required.

The proposed project would connect Azalea Drive at Benning Drive directly to Legion Drive at Beach Drive, and is one of those strategic connections that would relieve congestion on SR 30/US 98 by re-routing local traffic from SR 30/US 98 to a parallel corridor that would be created by providing the missing link between Azalea Drive and Legion Drive. This parallel corridor would extend from the intersection of Stahlman Avenue with SR 30/US 98 (Harbor Boulevard) along Stalhman Avenue to Azalea Drive and along Azalea Drive to Benning Drive, then from Benning Drive on the Destin Cross Town Connector to the intersection of Beach Drive with Legion Drive. The corridor would continue along Legion Drive and Airport Road to Commons Boulevard and along Commons Boulevard to SR 293 (Danny Wuerfful Way). See **Figure A-3**.

Transportation Demand

According to the Okaloosa Walton Transportation Planning Organization's (TPO) Congestion Management Process Plan (adopted February 2013), SR 30 (US 98/Harbor Boulevard/Emerald Coast Parkway) from the East Pass Bridge to Matthew Boulevard has been operating at LOS F since 2002. The proposed project would provide an alternate route to the congested SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway) corridor for local traffic.

The City's 2010 Comprehensive Plan Evaluation and Appraisal Report requires the City to shift the focus of the concurrency management system from expanding system capacity to preserving existing capacity. The proposed project is one measure being implemented by the City that is consistent with preserving the existing capacity of SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway).

Legislation

The proposed project is consistent with the Okaloosa-Walton TPO Long Range Transportation Plan (LRTP) and the City of Destin's 2020 Comprehensive Plan Policy, 2-1.1.1: Pursue Additional

Road Corridor Improvements; Policy 2-1.1.2: Relieve Congestion; and Policy 2-1.1.12: Construct Transportation Facilities to Multimodal Transportation District (MMTD) Standards.

Social Demands or Economic Development

The proposed project falls within both the MMTD and the North Harbor Planning Area, which according to the City of Destin's 2010 Comprehensive Plan "shall complement the South Harbor Planning Area" and shall promote those uses permitted in the South Harbor Planning Area (which include tourist commercial and mixed use development designed to encourage public access to waterfront views, foster a free flowing pedestrian-oriented environment, promote convenient public access to the planned Harbor boardwalk, and reinforce the identity of the Harbor as a world-class fishing village open to the public.) as well as encourage long-term residential uses. Design criteria include a multimodal transportation system and strategic pedestrian accessways that link the North Harbor Planning Area with the South Harbor Planning Area and utilize the Destin Harbor Area Master Plan as technical support for implementing redevelopment policies in the harbor area. Among the major objectives of the Destin Harbor Area Master Plan is improvement in the function and form of SR 30/US 98 (Harbor Boulevard) from the East Pass to the east property line of parcel #002S-22-0700-000E-0060.

The proposed project would enhance the function of SR 30/US 98 (Harbor Boulevard) by providing an alternate route for local traffic currently using SR 30 /US 98 (Harbor Boulevard) for local trips. It would also improve the connectivity of the bicycle/pedestrian network within the North Harbor Planning Area

Modal Interrelationships

Policy 2-1.1.1 of the Transportation Element of the City of Destin's Comprehensive Plan requires design and construction of additional road corridors that will facilitate the movement of both auto and non-auto traffic, including "an east/west roadway parallel to and north of Harbor Boulevard/Emerald Coast Parkway….. to relieve existing congestion on Harbor Boulevard/Emerald Coast Parkway". By providing the missing link in the corridor defined as Stahlman Avenue from SR 30/US 98 (Harbor Boulevard) to Azalea Drive, along Azalea Drive to Benning Drive, and along Legion Drive/Airport Road from Beach Drive to SR 30/US 98 (Emerald Coast Parkway), the proposed project would provide a continuous corridor that would serve as an alternate to SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway). Such a corridor would not only improve the interconnectivity of the vehicular transportation network, but would allow for improved delivery of transit services. Further, the new corridor created by the proposed project would also provide local traffic with an alternate route to the use of SR 30/US 98 to access the Destin Executive Airport (DTS).

There are existing sidewalks along Benning Drive from Azalea Drive to SR 30/US 98; along Beach Drive from Kelly Avenue to SR 30/US 98 (Harbor Boulevard); and along Legion Drive and Airport Road from Beach Drive to SR 30/US 98 (Harbor Boulevard). There is an existing bicycle lane along Benning Drive from SR 30/US 98 (Harbor Boulevard) to Calhoun Avenue and along

Beach Drive, north of the study area. An existing multiuse trail extends from Beach Drive along Legion Drive and Airport Road. Planned pedestrian and bicycle facilities include a sidewalk and bicycle path along Azalea Drive and a bicycle path along Beach Drive from SR 30/US 98 (Harbor Boulevard) to Kelly Drive. The proposed Destin Cross Town Connector project would include the provision of bicycle/pedestrian facilities that would connect with the existing and planned bicycle/pedestrian facilities, including connecting Azalea Drive with Legion Drive, thereby improving the interconnectivity of the bicycle/pedestrian network, in compliance with the City's Comprehensive Plan and as required for the MMTD.

Safety

Crash data for SR 30/US 98 (Harbor Boulevard) from 500 feet west of the intersection of SR /US 98 with Benning Drive to 500 feet east of Beach Drive was obtained from the FDOT for the five year period from 2009 to 2013 (**Table 1**). This segment of SR 30/US 98 is actually below the average crash rate. However, other segments of SR 30/US 98 within the larger study area (from the Marler Bridge to SR 293) had high crash locations (**Table 2**). High crash road segments, as identified by FDOT, include a minimum frequency of eight crashes during a five-year period on a particular segment.

TABLE 1
FDOT 2009-2013 CRASH DATA

YEAR	NUMBER OF CRASHES	SR 30/US 98 AADT	STATEWIDE AVERAGE CRASH RATE	ACTUAL CRASH RATE	SAFETY RATIO
2009	7	45,000	2.941	0.945	0.321
2010	9	45,000	2.941	1.215	0.413
2011	18	51,500	2.941	2.123	0.722
2012	18	44,500	2.941	2.457	0.836
2013	30	49,500	2.941	3.682	1.252

TABLE 2
HIGH CRASH LOCATIONS IN THE LARGER STUDY AREA

MILE POST	DESCRIPTION OF LOCATION
17.440 to 17.486	Calhoun Avenue
21.347 to 21.747	Walmart Shopping Center entrance, Henderson Beach Road, Plantation Commons
22.447 to 22.547	Matthews Boulevard
22.647 to 22.767	Crystal Beach Plaza and SR 263

4.0 PROJECT ALTERNATIVES

No Build, Transportation System Management and Operations (TSM&O), Multi-modal, and Build alternatives have been evaluated. The alternatives are described below.

4.1 No-Build Alternative

The No-Build Alternative would simply leave the existing roadway network in its current configuration. No capacity, intersection, pedestrian, bicycle, or safety improvements would be implemented beyond those already approved.

The No-Build Alternative has a number of positive attributes. No expenditure of public funds for design, right of way acquisition, or construction would be required. Traffic would not be disrupted due to construction thus avoiding inconveniences to local businesses and residences. There would be no impacts to wetlands, threatened or endangered species. With the No-Build Alternative there is no risk of involvement with potentially contaminated sites. No costs would be incurred due to utility relocation. There would be no direct or indirect impacts to the socio-economic characteristics, community cohesion, or system linkage of the area.

However, the No-Build Alternative fails to fulfill the purpose and need for the project, and/or fails to meet the goals, policies, and criteria of Destin's Comprehensive Plan or the Okaloosa-Walton TPO LRTP. Although, the No-Build Alternative fails to meet the purpose and need for the project, it will remain a viable alternative and will be evaluated along with the Build Alternatives.

4.2 Transportation System Management & Operations Alternatives

TSM&O alternatives include those activities that maximize the efficiency of the existing multimodal system. Possible TSM&O options include traffic management systems, parking management, traffic control, the addition of turn lanes, traffic signal timing optimization, freight management, conversion of existing non-tolled managed lanes to tolled lanes. TSM&O improvements alone would provide little to meeting the project's purpose and need. Much like the No-Build Alternative, the TSM alternative fails to fulfill the needs and goals of the Destin Comprehensive Plan. For all of these reasons, no TSM alternative was considered as a solution for the project needs.

4.3 Multi-Modal Alternatives

Multi-modal solutions to substandard roadways are generally only effective within highly urbanized or constrained corridors. Specific examples of multi-modal alternatives are mass transit systems such as bus or rail options. Although the SR 30/US 98 corridor is urbanized, it is not typical of areas where transit systems are most effective. Transit services, provided by Okaloosa County Transit, have proved insufficient in alleviating congestion on SR 30/US 98 (Harbor Boulevard). Several different factors are responsible for this, including: limited ridership, the community's location on a peninsula (which affects the size and location of the transit network

within the community), the tourist economy, and the volume of through traffic traveling to destinations beyond the transit network, among others. Therefore, the City of Destin created a MMTD to expand bicycle, pedestrian and transit services within the district. However, the plans for the MMTD recognize that these facilities have to be enhanced with strategic road improvements, of which this project is one. Therefore, no further consideration of a multi-modal alternative was considered.

4.4 Build Alternatives

Two build alternatives (Alternatives 1 or 2) each with three options (A, B, or C) are under consideration (see **Figures A-4 through A-9**). Each alternative utilizes the same alignment but proposes different intersection configurations and different access solutions for the Sandalwood neighborhood. The alternatives and their options are describe as follows.

Alternative 1A would provide a standard four-leg intersection at the Azalea Drive/Benning Drive intersection, with crosswalks on each leg, and a standard four-leg intersection with a dedicated right-turn lane for eastbound traffic at the Beach Drive/Legion Drive (east) intersection. Crosswalks would be provided on each leg of both intersections and the dedicated right-turn lane. Since the proposed road would bisect Ana Street, there would be a new intersection on the north side of the Cross Town Connector at Ana Street. South of the proposed road, Ana Street would be reconfigured to restore the connection between Sandalwood Court and Sandalwood Drive.

Alternative 1B is similar to Alternative 1A having the same alignment and the same four-leg intersection with crosswalks on all approaches at the project termini and a dedicated right-turn lane for eastbound traffic at the Beach Drive intersection with Legion Drive (east). Alternative 1B would also provide the same intersection with Ana Street and the Destin Cross Town Connector. However, Alternative 1B differs from Alternative 1A in that it would provide an intersection between the Destin Cross Town Connector and Sandalwood Drive, across from the Ana Street/Destin Cross Town Connector intersection, and an intersection between the Destin Cross Town Connector and Sandalwood Court. All three intersections would only allow right-in, right-out turns and none of these intersections would have crosswalks delineated on the pavement.

Alternative 1C is similar to Alternative 1A in that it has the same alignment, same four-leg intersection with crosswalks at the project termini and the dedicated right-turn lane for eastbound traffic at the intersection of Beach Drive with Legion Drive (east), and a three-leg intersection with Ana Street. It is similar to Alternative 1B in that it provides an intersection between Sandalwood Court and the Destin Cross Town Connector, but differs from Alternative 1B in that a cul de sac is created at the end of Sandalwood Drive. No crosswalk is provided at the Sandalwood Court intersection.

Alternative 2A utilizes the same road alignment as Alternative 1A but provides a roundabout at both the Azalea Drive/Benning Drive intersection and at the Beach Drive/Legion Drive intersection. The Beach Drive/Legion Drive roundabout would also have a dedicated right-turn lane for eastbound traffic, and both roundabouts would have crosswalks on all approaches to the

intersections. Alternative 2 provides the same intersection configuration with Ana Street north of the Destin Cross Town Connector and the same realignment of Ana Street between Sandalwood Court and Sandalwood Drive as Alternative 1A. Therefore, Alternative 2A is identical to Alternative 1A except for the intersections at the project termini.

Alternative 2B is similar to Alternative 2A having the same alignment and the same roundabouts with crosswalks on all approaches at the project termini and a dedicated right-turn lane for eastbound traffic at the Beach Drive intersection with Legion Drive (east). Alternative 2B would also provide the same intersection with Ana Street and the Destin Cross Town Connector. However, Alternative 2B differs from Alternative 2A in that it would provide an intersection between the Destin Cross Town Connector and Sandalwood Drive, across from the Ana Street/Destin Cross Town Connector intersection, and an intersection between the Destin Cross Town Connector and Sandalwood Court. All three intersections would only allow right-in, right-out turns, and none of these intersections would have crosswalks delineated on the pavement.

Alternative 2C is similar to Alternative 2A in that it has the same alignment, same roundabouts with crosswalks at the project termini and the dedicated right-turn lane for eastbound traffic at the intersection of Beach Drive with Legion Drive (east), and a three-leg intersection with Ana Street. It is similar to Alternative 2B in that it provides an intersection between Sandalwood Court and the Destin Cross Town Connector, but differs from Alternative 2B in that a cul de sac is created at the end of Sandalwood Drive. No crosswalk is provided at the Sandalwood Court intersection.

5.0 EXISTING ENVIRONMENTAL CHARACTERISITICS

5.1 Current and Future Land Use

The Destin Cross Town Connector Project is located in southern Okaloosa County between Azalea Drive west of Benning Drive and extends northeastward just to Legion Drive just past its intersection with Beach Drive within the City of Destin, Florida. Existing and future land uses within the study area were obtained from the Northwest Florida Water Management District Geographic Information System (GIS) metadata website. The current (**Figure A-10**) and future (**Figure A-11**) land uses specifically along the project corridor consist of a mix of single family detached residences and town homes, and vacant land. There is some light commercial use on Benning Drive and Beach Drive just south of the corridor. None of the project alternatives, including the No Build, will have an effect on future land use along the Destin Cross Town Connector alignment as it is apparent that land uses in the project corridor will remain similar to current land uses. The primary future land use designation along the corridor is Medium Density Residential.

5.2 Natural and Biological Features

Physiographic Setting

Okaloosa County lies within the Coastal Plain province, and is divided into two physiographic regions, the Western Highlands subdivision of the Northern Highlands, and the Gulf Coastal Lowlands subdivision of the Coastal Lowlands. The proposed project occurs in the Gulf Coastal Lowlands, which are that portion of the Coastal lowlands physiographic province that is adjacent to the Gulf of Mexico. This area is much lower in average elevation than the Highlands to the north. Topography is characterized by marine terraces, formed when the sea level was higher than present, which are parallel to the coastline. Landforms typical of this subdivision include barrier islands, lagoons, estuaries, coastal ridges, sand dune ridges, relic spits and bars, and valleys.

Soils within the region are generally in the Kureb-Lakeland-Resota group, and are nearly level, to strongly sloping, excessively drained and moderately well drained soils, which are sandy throughout. Historically, most areas of this soil map unit have been used for urban development, including houses and commercial buildings.

The study area is located south of the Choctawhatchee Bay and North of the Gulf of Mexico. No wetlands or surface waters occur within the study area.

Sandy soils in this part of Florida typically support mixed pine and coastal scrub habitats. Alternative alignments primarily utilize the existing vacant land on the eastern portion of the proposed project, currently dominated by ruderal grasses and forbs. The western portion of the proposed project consists of sand pine flatwoods. Elevations along the existing Destin Cross Town Connector corridor range from 15 feet above mean sea level to a high of approximately 27 feet above mean sea level near the midpoint of the road corridor.

Natural ecosystems in this region of Florida are most effectively maintained through frequent fires. Frequent fire restricts the size, abundance, and distribution of woody shrubs while contributing to the development of a diverse groundcover vegetation layer characteristic of many native habitats in the region. Many of this region's rare and endangered species depend on these fire- maintained habitats. The sand pine flatwoods within the study area has been fire suppressed for many years due to urban development.

Soils

According to Okaloosa County Soil Survey (Natural Resource Conservation Service (NRCS) 1995), one (1) soil type is present within the study area alternatives and their 300-foot buffer area (**Figure A-12**). The United States Department of Agriculture (USDA) NRCS Soil Survey of Okaloosa County (1995) describes the non-hydric soil type found in the study area as:

> Kureb sand, 0 to 8 percent slopes is an excessively drained soil on undulating ridges and short side slopes on upland sandhills and dunelike ridges. Typically the surface layer is dark gray sand about 5 inches thick. Kureb sand has a seasonal high water table of more than six (6) feet below the surface during most of the year. This soil is not suitable for cultivated crops and is poorly suited for improved pasture. Native trees include bluejack oak, myrtle oak, sand live oak, and sand pine. The understory consists of native grasses

and shrubs including huckleberry (*Gaylussacia* sp.), briers (*Smilax*, spp.), and pineland threeawn (*Aristida stricta*).

Certain upland soils can be indicators of appropriate habitat for several upland-dependent listed species such as the gopher tortoise (*Gopherus polyphemus*) and associated commensal species. Additional information on listed species and habitat is presented in subsequent sections of this document.

Plant Communities

Habitats within alternatives were initially identified and mapped using the Florida Land Use, Cover and Forms Classification System (FLUCFCS), third edition, 1999. A combination of FLUCFCS data from the Northwest Florida Water Management District (NWFWMD), National Wetland Inventory (NWI) data, USDA soils data, and aerial photographs were further assessed with the aid of GIS software. Subsequent to this desktop analysis, project biologists conducted field-reconnaissance surveys to verify habitat signatures and refine or modify FLUCFCS designations as necessary. Only upland communities are located within and adjacent to the build alternatives. The most dominant upland plant community is sand pine flatwoods (FLUCFCS 413) (**Figure A-13**). The majority of plant communities throughout the study area have been either directly or indirectly affected by single-family, urban development.

Upland Communities

Upland communities are described by FLUCFCS type below. There are two upland communities found within alternatives and associated buffers (**Table 3**) open (vacant) land (FLUCFCS 191) and sand pine flatwoods (FLUCFCS 413) that comprise the majority of upland habitat types found within all six alternatives.

TABLE 3
UPLAND FLUCFCS TYPES WITHIN THE DESTIN CROSS TOWN CONNECTOR PROJECT

FLUCFCS Designation	Upland Type	Description	Area (in acres)
121	Fixed Single Family Units	Residential land use category includes single family homes.	26.833
133	Multiple Family Dwelling Units – Low Rise	Residential land use category. Includes duplexes and condominiums,	8.429
191	Open (Vacant Land)	Undeveloped or inactive land within urban area.	6.415
413	Sand Pine	This community is dominated by sand pine (*Pinus clausa*) which has usually invaded (scrub) oak communities.	4.761

The Open (Vacant) Land (FLUCCS – 191) community type includes undeveloped land within urban areas and inactive land with street patterns but without structures. This land use dominates the study area and historically was a mobile home park which has been abandoned since 2010. Power poles and mobile home power /water line stub-outs were observed throughout the areas. Vegetation consists of typical ruderal grasses and forbs such as Bahia grass (*Paspalum notatum*),

Bermuda grass (*Cynodon dactylum*), dock (*Rumex* spp.), and caric sedge (*Carex* spp.), with scattered sand pine (*Pinus clausa*) and sand live oak (*Quercus geminata*) throughout.

Sand Pine Flatwoods (FLUCFCS 413) community occurs along the western portion of the study area and is usually found on deep, infertile deposits of marine sands and clays. This community has a canopy dominated by sand pine, however, two distinct areas of different understory/groundcover vegetation exist within this habitat. This northern portion contains an understory of sand live oak, myrtle oak (*Quercus myrtifolia*), turkey oak (*Q. laevis*), and red bay (*Persea borbonia*). Shrub and ground vegetation include saw palmetto (*Serenoa repens*), Florida rosemary (*Ceratiola ericoides*), Chickasaw plum (*Prunus angustifolia*), deer moss (*Cladonia evansii*) and laurel greenbrier (*Smilax laurifolia*). The southern portion contains an understory of Chinese tallow (*Triadica sebifera*), Chinaberry (*Melia azedarach*), cyrilla (*Cyrilla racemiflora*), southern magnolia (*Magnolia grandiflora*), Carolina cherry laurel (*Prunus caroliniana*), and beautyberry (*Calliacarpa americana*).

Other Land Uses which occur within the study area include Fixed Single Family Units (FLUCFCS – 121) and Multiple Dwelling Units – Low Rise (FLUCFCS – 133).

Wetland and Surface Water Communities

The proposed project's alignment and associated buffer study area was surveyed for the presence of wetlands, and no wetlands were found within the study area. No involvement with wetlands or surface waters will occur as a result of roadway construction activities under any alternative due to the project occurring entirely within upland communities (**Table 4**).

TABLE 4
GENERAL LAND TYPE (WETLAND, UPLAND, OR DEVELOPED) PER ALTERNATIVE

Land Type	Alternatives					
	1A	1B	1C	2A	2B	2C
Wetlands (in acres)	0	0	0	0	0	0
Uplands (in acres)	9.645	9.645	9.645	9.841	9.841	9.841
Developed/Roads (in acres)	36.731	37.086	37.616	42.282	42.583	43.095
Totals (in acres)	46.376	46.731	47.261	52.123	52.424	52.936

6.0 RATIONALE FOR THREATENED AND ENDANGERED (T&E) SPECIES CONSIDERATIONS

6.1 Threatened and Endangered Species Data

As previously discussed, open (vacant) land (191) is the most prevalent FLUCFCS land use type within the study area. Frequent mechanical disturbance and maintenance of understory vegetation occurred for the historic mobile home park. As a result of these habitat modifications, much of

this area can be characterized as low quality habitat for listed species. However, a small portion of the study area within the sand pine (413) area can be classified as natural undeveloped area.

T&E wildlife and rare plant occurrences within the study area were assessed. A primary source of data used for this assessment was a July 27, 2015 Florida Natural Areas Inventory (FNAI) Element of Occurrence (EO) report (**Figure A-14**). The study area was qualitatively evaluated using desktop analyses and limited field surveys. Additional data and information sources used to identify potential T&E listed species within the study area are listed below:

- United States Fish and Wildlife Service (USFWS) Species List for Okaloosa County
- FNAI Element Occurrence Data
- FNAI EO Report dated July 27, 2015
- Florida Fish and Wildlife Conservation Commission (FFWCC) Eagle Locator
- FFWCC Water Bird Colony Data
- USDA, NRCS, Soil Survey Geographic (SSURGO) database for Okaloosa County, Florida, June 1995
- http://SoilDataMart.nrcs.usda.gov/
- USFWS NWI Database
- USFWS Classification of Wetlands and Deepwater Habitats of the United States (1979)
- NWFWMD, FLUCFCS data (1995)
- Aerial photographs of the study area, circa 2010, 2013 and 2015
- United States Geological Survey (USGS) Topographic Quadrangle maps, 7.5 minute series

In addition, project biologists surveyed for additional species that could also occur within the study area based on their experience in conducting similar field studies throughout the Gulf Coast of Florida.

6.2 Species Descriptions and Background

The listed wildlife and plant species included in this assessment fell into at least one of the following categories: federally endangered, threatened, or candidate for listing, and/or state listed as endangered, threatened, or species of special concern. These designations were established by USFWS, National Marine Fisheries Service (NMFS), FFWCC, or the Florida Department of Agriculture and Consumer Services (FDACS).

Of the 30 wildlife and plant species in the FNAI EO Report (see **Table 5**), two plant species listed as threatened by the FDACS, Gulf coast lupine (*Lupinus westianus*) and large-leaved jointweed (*Polygonella macrphylla*) are documented to occur near the proposed study area. There are three listed species likely to occur within or near the study area and 25 additional listed species (seven wildlife and 17 plants) which have the potential to occur within or near the study area. Some plants and animals included in this list of 30 species were considered even though their potential to occur

is unlikely, such as sea turtles which have very specific habitat requirements that are not present within the study area.

Surveys for gopher tortoise burrows were conducted for all alternatives and no burrows were observed. However, this survey was opportunistic as opposed to systematic and additional burrows may be present.

TABLE 5
FEDERAL AND STATE LISTED SPECIES THAT MAY OCCUR WITHIN OR NEAR TO THE DESTIN CROSS TOWN CONNECTOR STUDY AREA

Species		Listing Status	Likelihood of Occurrence
Mammals			
Peromyscus polionotus allophrys	Choctawhatchee Beach Mouse	E, FE	Potential
Fish			
*Acipenser oxyrinchus desotoi**	Gulf Sturgeon	FT	Likely
Reptiles and Amphibians			
Gopherus polyphemus	Gopher tortoise	C, ST	Potential
Drymarchon corais couperi	Eastern Indigo Snake	FT, ST	Potential
Chelonia mydas	Green Sea Turtle	E, FE	Potential
Dermochelys coriacae	Leatherback Sea Turtle	E, FE	Potential
Caretta caretta	Loggerhead Sea Turtle	E, T, FT	Likely
Birds			
Athene cunicularia floridana	Florida burrowing owl	SSC	Potential
Haliaeetus leucocephalus	Bald Eagle	BGEPA, MBTA	Potential
Sternula antillarium	Least Tern	ST	Likely
Rhynchops niger	Black Skimmer	SSC	Potential
Plants			
Asclepius viridula	Southern milkweed	ST	Potential
Calamovilfa curtissi	Curtiss'sandgrass	ST	Potential
Chrysopsis gossypina cruiseana	Cruise's Goldenaster	SE	Potential
Chrysopsis godfreyi	Godfery's Goldenaster	SE	Potential
Cladonia perforata	Perforate reindeer lichen	FE, SE	Potential
*Euphorbia telephioides***	Telephus spurge	FT, SE	Potential
Hymenocallis henryae	Panhandle spider lily	SE	Potential
Linum westii	West's flax	SE	Potential
Litsea aestivalis	Pondspice	SE	Potential
Lupinus westianus	Gulf coast lupine	ST	Documented
Pinguicula primuliflora	Primrose-flowered butterwort	SE	Potential
Platanthera integra	Yellow fringeless orchid	SE	Potential
Polygonella macrophylla	Large-leaved jointweed	ST	Documented
Rhexia parviflora	Small-flowered meadowbeauty	SE	Potential
*Rhexia salicifolia***	Panhandle meadowbeauty	ST	Potential
Ruellia noctiflora	White-flowered wild petunia	SE	Potential
Sarracenia leucophylla	White top pitcher - plant	SE	Potential
Tephrosia mohrii	Pineland Hoary-pea	ST	Potential
Xyris scabrifolia	Harper's yellow-eyed grass	ST	Potential

Notes:
*USFWS has designated the Gulf of Mexico, Choctawhatchee Bay, Choctawhatchee River and its tributaries as critical habitat for the Gulf sturgeon; no suitable habitat exists within alternative alignments.
**May warrant federal protection
FE - Federally Endangered FT - Federally Threatened MBTA - Migratory Bird Treaty Act

SE - State Endangered ST - State Threatened SSC - State Species of Special Concern
C – Candidate for Federal Listing CE – Consideration Encouraged (USFWS)
BGEPA - Bald and Golden Eagle Protection Act
Observed - Observed during field reviews
Documented (FNAI) - Listed or rare species documented on or near study area within the last twenty years.
Documented/Historic (FNAI) - Listed or rare species documented, but not observed/reported in or near study area within the last twenty years.
Likely (FNAI) - Listed or rare species likely to occur on or near study area; based on suitable habitat and/or known occurrences in the vicinity.
Potential (FNAI) - Study area lies within the known or predicted range of the species listed.

Brief descriptions of those species observed, documented, or documented historic can be found below. Results of field surveys along with an assessment of potential direct involvement and an effects determination for each listed wildlife species can be found in Sections 7 and 8, respectively.

Fish

Gulf sturgeon (*Acipenser oxyrinchus desotoi*) is listed as threatened by the USFWS and FFWCC. The gulf sturgeon (generally 5 to 7.5 feet long) forages in the Gulf of Mexico and associated estuaries and spawns in most major coastal rivers in areas with limestone outcrops. The Gulf sturgeon is anadromous with adults and subadults spending the coldest three to four months each year in the Gulf and the remainder of the year in rivers where spawning occurs. The closest critical habitat (Unit 5) for the Gulf sturgeon is associated with the Gulf of Mexico, Choctawhatchee Bay, and associated river system. FNAI has indicated that this species is likely to occur within the study area, however, the project is approximately one (1) mile from Gulf Sturgeon Critical Habitat.

Reptiles and Amphibians

Eastern indigo snake (*Drymarchon corais couperi*) is listed as threatened by the USFWS and FFWCC. The eastern indigo snake is a very large, stout bodied, shiny black snake reaching lengths of 8 feet. It is black ventrally, but the chin, throat, and sides of the head may be reddish or rarely white. It inhabits dry scrub, sandhills, wet prairies, and hydric hardwood hammocks. During winter, indigo snakes can be found almost exclusively in or near gopher tortoise burrows on sandhills (Hallum et al. 1998). It is suspected that indigo snakes use creek bottom thickets, upland pine-hardwood forest, mixed hardwood forest, and agricultural fields during spring and fall (Speake et al. 1978). However, foraging is most likely done in hydric habitats during daylight hours (Schaefer and Junkin 1999). Breeding occurs between the months of November and March, with eggs hatching from late July through October, mostly within inactive gopher tortoise burrows. FNAI has indicated that the Eastern Indigo Snake has the potential to occur within the study area.

Gopher tortoise (*Gopherus polyphemus*) is listed as a candidate species for federal listing by the USFWS and is listed as threatened by the FFWCC. Gopher tortoises are commonly found in areas containing xeric, well-drained soils including sandhills, xeric pine-oak hammocks, scrub-shrub habitats, pine flatwoods, coastal dunes, pastures, orange groves, and disturbed sites. Pine flatwoods habitat occurs within the study area. Gopher tortoises prefer sandy soils where the surface water table does not approach the ground surface. Gopher tortoises excavate deep burrows to escape from predators, severe weather conditions, and fire (FNAI 2001). Gopher tortoise burrows also

afford refuge to other animals including more than 360 commensal species. These species include the indigo snake, Florida pine snake (*Pituophis melanoleucus mugitus*), gopher frog (*Lithobates capito*), Florida mouse (*Podomys floridanus*), opossum (*Didelphis virginiana*), armadillo (*Dasypus novemcinctus*), burrowing owl (*Athene cunicularia*), scarab beetles (*Scarabaeus sacer*), and many others. Suitable habitat elements include well-drained sandy soils for burrows, herbaceous plants for forage, and open sunny areas for nesting and basking. Although grasses and legumes make up the bulk of their diet, gopher tortoises eat a large variety of herbaceous plants including gopher apple (*Licania michauxii*), pawpaw (*Asimina* sp.), blackberries (*Rubus* sp.), saw palmetto berries, and other fruits. Periodic fires play an important role in maintaining tortoise habitat by reducing competition from midstory and overstory vegetation and promoting growth of herbaceous plants. Extended periods between fires tend to have a negative impact on habitat suitability. The study area has been fire-suppressed for many years. FNAI has indicated that this species has the potential to occur within the study area.

Green sea turtle (*Chelonia mydas*)/Leatherback Sea Turtle (*Dermochelys coriacae*)/Loggerhead Sea Turtle (*Caretta caretta*) The green and leatherback sea turtles are listed as endangered by USFWS and FFWCC, while the loggerhead sea turtle is listed as threatened by USFWS and FFWCC. Sea turtles occur within the Gulf of Mexico and will not be directly affected by the study as it is located approximately one (1) mile from the Gulf of Mexico. However, during the FDOT State Clearinghouse review period, FFWCC commented that due to the presence of sea turtle nesting beaches nearby, staff recommends the use of sea turtle friendly lighting along the roadway. FNAI indicates that the loggerhead sea turtle is likely to occur within the study area, while the green and leatherback sea turtles have the potential to occur within or near the study area. The nearest sea turtle habitat is the Gulf of Mexico approximately one mile south of the study area.

Birds

Bald eagle (*Haliateetus leucocephalus*) was delisted by the USFWS and is not listed as threatened or endangered by the FFWCC. The bald eagle is, however, protected by the U.S. government under the Bald and Golden Eagle Protection Act (BGEPA) and the Migratory Bird Treaty Act (MBTA). Bald eagles occur most commonly in areas close to coastal areas, bays, rivers, lakes, or other bodies of water that provide concentrations of food sources, including fish, waterfowl, and wading birds. Usually the bald eagle nests in tall trees (mostly live pines) that provide clear views of surrounding area. Wetland areas within the study area meet the food, cover, reproductive and habitat requirements of the bald eagle. FFWCC has indicated one bald eagle nest in proximity to the study area. Nest OL006 (active 2014) is approximately 2 miles west of the study area within Eglin Air Force Base property on Okaloosa Island.

Florida burrowing owl (*Athene cunicularia floridana*) is listed as a species of special concern by the FFWCC and is also protected by the MBTA. In addition, State wildlife codes prohibit the take of birds, nests, or eggs. This bird is a small, ground-dwelling owl with long legs, white chin stripe, round head, and stubby tail. Adults are boldly spotted and barred with brown and white.

They tend to dig their own burrow and prior to egg laying, will line burrow and entrance with various materials (e.g., grass clumps, palm fronds). This species occurs in high, sparsely vegetated, sandy ground. Natural habitats include dry prairie, sandhills, ruderal areas such as pastures, airports, ball fields, parks, school grounds, university campuses, road right-of-ways, and vacant spaces in residential areas. A single, disjunct population occurs at Eglin Air Force Base in Okaloosa County. There are no known Florida burrowing owl foraging areas in or adjacent to the study area. FNAI has indicated that this species has the potential to occur within the study area.

Least tern (*Sternula antillarium*) is listed as threatened by the FFWCC. The least tern is the smallest North American tern. Breeding adults are light gray above, black cap and nape, white forehead, and black line running from crown through eye to base of bill. The least tern occurs on coastal areas throughout Florida, including beaches, lagoons, bays, and estuaries. Use of artificial nesting sites, including gravel rooftops, dredge spoil islands or other dredged material deposits, construction sites, causeways, and mining lands has increased. Nesting areas usually have a substrate of well-drained sand or gravel and little vegetation. Migratory least terns generally begin nesting in May in northern Florida and are gone from state by November through February. The Florida distribution occurs throughout almost all coastal Florida, including the Keys. While habitat is located within Okaloosa County, it is limited to the immediate Gulf Coast, approximate one (1) mile from the study area. FNAI has indicated that this species is likely to occur within the study area.

Black skimmer (*Rhynchops niger*) is listed as a species of special concern by the FFWCC. This coastal waterbird has a red, black-tipped, bill and red legs. The bill's lower mandible is much longer than the upper mandible, with the whole bill laterally compressed or knife-like. The top of the head, back, and most of upper sides of wings are black in adults and mottled dingy brown in juveniles. This species skims food (mostly small fishes) from surface of water while flying with lower mandible in the water. The black skimmer breeds along the Gulf coast from Escambia County south to Collier County and on Atlantic coast from Nassau County to Broward County. There is no black skimmer habitat or foraging areas in or adjacent to the study area. FNAI has indicated that this species has the potential to occur within the study area.

Mammals

Choctawhatchee beach mouse (*Peromyscus polionotus allophrys*) is listed as endangered by USFWS and the FFWCC. Habitat is coastal scrub and beach dune habitat. This habitat does not occur within the proposed study area. The closest Choctawhatchee beach mouse habitat occurs on Santa Rosa Island approximately 2 miles to the west. FNAI has indicated that this species has the potential to occur within the study area.

Plants

Plant descriptions are focused on the study area and are limited to federally-listed plants per FNAI (any type of occurrence designation), federally-listed plants known to occur within Okaloosa County that were identified by USFWS, federally- or state-listed plants observed by study

biologists, or state-listed plants having documented EO, indicated as likely or have the potential to occur per FNAI.

Cruise's golden aster (*Chrysopsis gossypina cruiseana*) is listed as an endangered species by the FDACS. This species is a perennial herb with basal rosettes and several sprawling, flowering stems to 1.5 feet long. This species occurs in coastal dunes, coastal strand, coastal grassland, and dune openings and blowouts. FNAI has indicated that this species has the potential to occur within the study area.

Godfrey's golden aster (*Chrysopsis godfreyi*) is listed as an endangered species by the FDACS. This species is a perennial herb with basal rosettes and several sprawling, flowering stems to 1.5 feet long, distinguished from other goldenasters by densely hairy or glandular bracts. This species occurs in coastal dunes, coastal strand, coastal grassland, and dune openings and blowouts. FNAI has indicated that this species has the potential to occur within the study area.

Curtiss' sandgrass (*Calamovilfa curtissi*) is listed as threatened by the FDACS. This species is a tufted, perennial grass often forming large clumps. This species occurs in wet flatwoods, wet prairie, depression marshes, and mesic flatwoods. FNAI has indicated that this species has the potential to occur within the study area.

Gulfcoast lupine (*Lupinus westianus*) is listed as a threatened species by the FDACS. This species is a biennial or perennial herb with a soft-woody base and shrubby appearance. This species occurs on beach dunes, scrub habitat, disturbed areas, roadsides, and blowouts in dunes. FNAI has indicated that this species has been documented near the study area.

Harper's yellow-eyed grass (*Xyris scabrifolia*) is listed as a threatened species by the FDACS. This species is a perennial tufted or solitary herb with yellow flowers in a compact, cone-like spike. This species occurs in seepage slopes, wet prairies, and bogs. FNAI has indicated that this species has the potential to occur within the study area.

Large-leaved jointweed (*Polygonella macrophylla*) is listed as a threatened species by the FDACS. This species is a low shrub with sprawling, zigzag branches with reddish-brown, cracked bark, rooting at nodes and forming low mats. Large-leaved jointweed occurs in scrub habitat and sand pine/oak scrub ridges. FNAI has indicated that this species has been documented within or near the study area.

Nightflowering wild petunia (*Ruella noctiflora*) is listed as an endangered species by the FDACS. This species is a Perennial herb with slender, hairy, purplish stems to 16 inches tall. Leaves to 2.8 inches long, opposite, oval with bluntly pointed tips, and very short or no leaf stalks. Flowers are white, with 5 spreading petals more than 3 inches across. The species occurs in wet flatwoods, seepage slopes, and hydric hammocks. FNAI has indicated that this species has the potential to occur within the study area.

Panhandle spiderlily (*Hymenocallis henryae*) is listed as an endangered species by the FDACS. This species is a perennial herb with 4-8 leaves, rising from a bulb and has large, white flowers. This species occurs in mucky soils of baygalls, dome swamp edges, seepage slope edges, and edges of titi bogs. FNAI has indicated that this species has the potential to occur within the study area.

Panhandle meadow beauty (*Rhexia salicifolia*) is listed as threatened by the FDACS. This perennial herb is 8-22 inches tall with equal-sided square stems with glandular hairs and narrow leaves turned perpendicular to the ground. This meadow-beauty species occurs in dome swamp margins, seepage slopes, depression marshes, on slopes, and on bog margins. FNAI has indicated that this species has the potential to occur within the study area.

Perforate reindeer lichen (*Cladonia perforata*) is listed as an endangered species by the USFWS and FDACS. This terrestrial lichen grows in tufts 0.8 - 2.5 inches tall, consisting of densely forking branches. This listed species occurs in coastal strand and rosemary scrub on Florida Panhandle coasts, Lake Wales Ridge, and Atlantic Coastal Ridge. Known populations occur on Eglin Air Force Base and on Santa Rosa Island. FNAI has indicated that this species has the potential to occur within the study area.

Pineland hoary-pea (*Tephrosia mohrii*) is listed as threatened by the FDACS. This perennial herb occurs in longleaf-turkey oak sand hills with most occurrences recorded on Eglin Air Force Base. FNAI has indicated that this species has the potential to occur within the study area.

Pondspice (*Litsea aestivalis*) is listed as an endangered species by the FDACS. This shrub or small tree grows to 15 feet and displays zigzag stems which are odorless and small (0.5 inch) leaves (compared to common spicebush). This species occurs in hydric hammocks, baygalls, and dome swamps. FNAI has indicated that this species has the potential to occur within the study area.

Primrose-flower butterwort (*Pinguicula primulifolia*) is listed as an endangered species by the FDACS. This species is an herbaceous, carnivorous plant which occurs in bogs, pond margins, and margins of spring runs. FNAI has indicated that this species has the potential to occur within the study area.

Small-flowered meadowbeauty (*Rhexia parviflora*) is listed as an endangered species by the FDACS. This species is a perennial herb which grows to 16 inches tall with square, hairless stems. This species occurs in dome swamp margins, seepage slopes, depression marshes, on slopes, and in association with St.John's wort (*Hypericum* spp.) species. FNAI has indicated that this species has the potential to occur within the study area.

Southern milkweed (*Asclepius viridula*) is listed as threatened by the FDACS. This perennial herb species is from a thickened rootstock. Stems are erect, slender, purplish at base, smooth except for a line of small hairs between leaf nodes. Leaves are 2 - 4 inches long, smooth, opposite, narrow,

and slightly widened near tip, with 10 - 20 pairs per stem. This species occurs in wet flatwoods, prairies, seepage slopes and pitcherplant bogs. FNAI has indicated that this species has the potential to occur within the study area.

Telephus spurge (*Euphorbia telephioides*) is listed as threatened by the USFWS and as endangered by the FDACS. This species is a perennial herb species has numerous, erect stems to 1 foot tall with smooth, fleshy leaves and stems containing a milky sap. Leaves are 1 - 2 inches long, alternate, without leaf stalks, widest above the middle, usually with maroon midribs and margins. Longleaf pine savannas, scrubby and mesic flatwoods, and coastal scrub on low sand ridges near the Gulf of Mexico. FNAI has indicated that this species has the potential to occur within the study area.

West's flax (*Linum westii*) is listed as an endangered species by the FDACS. This species is a perennial herb with several smooth, narrowly-angled stems which are 8-20 inches tall with flowers which open in late afternoon. This species occurs in dome swamps, depression marshes, wet flatwoods, wet prairie, and pond margins. FNAI has indicated that this species has the potential to occur within the study area.

White-top pitcherplant (*Sarracennia leucophylla*) is listed as an endangered species by the FDACS. This species is a long-lived, perennial, carnivorous herb with wholly rhizomatous stems and white tissue around the summit of the leaf and throughout the hood. This species occurs in bogs, wet prairies, seepage slopes, baygall edges and ditches. FNAI has indicated that this species has the potential to occur within the study area.

Yellow fringeless orchid (*Platanthera integra*) is listed as an endangered species by the FDACS. This species is an orchid with a single, smooth leafy stem, 11-31 inches tall, topped by a dense cylindrical cluster of yellow flowers. This species occurs in wet prairies, seepage slopes and mesic flatwoods. FNAI has indicated that this species has the potential to occur within the study area.

7.0 FIELD SURVEY METHODS

As previously mentioned, a combination of desktop analyses and field surveys were used within the study area to evaluate the presence of listed species. The initial list of potential species to consider was refined based on specific field surveys. Field investigations focused on the alternative alignments and associated 300-foot buffers. Vehicular and pedestrian surveys were conducted in July 2014 along the alternative alignments. A field survey was also conducted within the preferred alternative in July 2014. Field surveys were generally conducted by biologists with experience in local flora surveying and monitoring. Biologists also recorded any other listed species and/or habitat observed while traversing the property and conducting other fieldwork including wetlands assessments. Pedestrian surveys consisted of walking transects through each basic habitat type defined during the initial habitat evaluation to ensure that representative coverage of the study area

was surveyed. Transect locations were field determined based on reasonable scientific judgment rather than selected randomly or spaced over exact intervals. No locations of observed listed species were recorded.

Basic habitat type boundaries (using FLUCFCS) identified during the initial habitat evaluation were refined based on data collected in the field via Global Positioning System (GPS) using a Trimble Recon Unit with a Trimble Pro-XT receiver and collected data were uploaded in GIS to ArcMap™ 10.2. All observed occurrences of listed species were plotted and alternatives were overlaid onto the field data to calculate each alternative's potential impact to listed species. Specific procedures for gopher tortoise and listed plant species surveys are described below.

Gopher Tortoise

A desktop analysis using soils data for Okaloosa County, aerial photographs, and FLUCFCS data were used to identify areas of potential suitable gopher tortoise habitat. Non-hydric soils such as Kureb sand were combined with upland FLUCFCS types such as Sand Pine (413) to identify potential gopher tortoise habitat. Once an estimate of suitable habitat was derived, field reconnaissance began. Biologists surveyed the best habitat based on desktop analyses and knowledge of the area. Pedestrian surveys within the study area involved surveying representative transects of the area. Habitat surveys were conducted and no gopher tortoise burrows were observed. This survey was opportunistic as opposed to systematic and additional burrows may be present.

Listed Plant Species

Prior to conducting limited field surveys, a matrix was developed that listed all potentially occurring federal and state listed plant species in the project vicinity along with their appropriate seasonal flowering period. Field maps were created using the aforementioned data sets and were used in the field. Pedestrian surveys consisted of walking through specific habitat types defined during the desktop habitat evaluation. Data collected included habitat, associated species, and other data to assist in analysis. Detailed field surveys were conducted within the preferred alternative after agency review and prior to the finalization of the PD&E study. There were no observed occurrences of listed plant species. Given this data and information and the amount of on-the-ground work conducted to date by various teams of biologists, it is our conclusion that listed plant species are likely not found within the preferred alternative.

8.0 SURVEY RESULTS AND DETERMINATION OF EFFECTS

No listed wildlife and plant species were found within 300 feet of the alternatives. In a phone conversation on July 29, 2015 with Harold Mitchell (USFWS), the USFWS concurred with the effect findings for each species discussed below. No comments or concerns were raised by the USFWS for those species.

Indigo snake

Eastern indigo snake habitat is found within the study area. No specific surveys were conducted for this species during this study and no individuals were observed during surveys for other species and/or during wetlands evaluations. Given the lack of suitable gopher tortoise habitat within the study area and alternative alignments, it appears that the subject project will have no effect on the federally-threatened eastern indigo snake. In addition, Standard Protection Measures for the Eastern Indigo Snake will be adhered to and included in the approved construction plans.

Gopher tortoise

No gopher tortoise burrows were located by project biologists proximal to alternative alignments nor were observed within the 300-foot buffer associated with alternative alignments. The potential for gopher tortoise exists within the sand pine (413) habitat. FFWCC guidance for gopher tortoise permitting and/or relocation will need to be addressed if gopher tortoise burrows are observed in the future. A survey is required prior to permitting, and again 90 days prior to construction. Standard FFWCC gopher tortoise permitting guidelines will be implemented during the design phase, (e.g., surveys within suitable habitat 90 days prior to construction). Given that permitting through FFWCC allows for relocating potentially affected gopher tortoises, it appears that this project will have no effect on the state-listed gopher tortoise.

Bald eagle

The FFWCC bald eagle locator website and FNAI indicate that there is an active bald eagle nest approximately two (2) miles west of the study area. The proposed project may contain habitat suitable for bald eagles, however, no bald eagle nests were observed within or proximal to the preferred alternative during a field survey conducted in July 2014. The closest bald eagle nest to the study area is within Eglin Air Force Base property on Okaloosa Island (Nest OL006 - active 2014). Due to FFWCC nest #OL006 being well beyond the primary management zone (660 feet) established for bald eagle nests, it appears that the subject project will have no effect on the bald eagle. In the event that a bald eagle constructs a nest along the project alignment prior to or during construction activities, National Bald Eagle Management Guidelines will be followed.

Plants

As a part of assessing wetland resources and T&E species, a listed-plant survey was conducted in July 2014 across all alignments under consideration. No listed plant species were observed during this survey. Primary vegetative species within the study area and alternative alignments (including the preferred) are ruderal grasses within the open (vacant) land (191). However, the FNAI report concerning the study area (July 27, 2015) lists Gulf coast lupine and large-leaved jointweed as element occurrences. These were documented within a mile of the proposed study area, however, no habitat exists within the study area for these listed species, therefore, this project should have no effect on federal or state-listed plants.

9.0 INDIRECT AND CUMULATIVE EFFECTS

Indirect effects are a by-product of direct effects or impacts. Indirect effects are manifested in the reasonably foreseeable future or some distance away from the location of direct impacts. Indirect effects could include future development, changes in land use, and/or changes in population dynamics that as a result, have the potential to affect natural resources. In this region of Florida, regulatory agencies require an assessment of indirect effects within 300 feet of alignment boundaries. Potential indirect effects associated with this project could include habitat fragmentation and potential changes in wildlife utilization, and creation of a conduit/corridor (roadway) for human activity expansion. In general, the introduction of new roads has the potential to fragment habitat and impact associated wildlife. The degree of potential impact is largely dependent upon the size of the road corridor (wide roads having more influence than relatively narrow roads), the relative position of the road corridor within the landscape, the relative condition of the habitat being traversed (new roads vs. widening an existing road), and life history needs of potentially affected wildlife species.

The proposed study area is mostly developed, therefore, we do not anticipate future development in the immediate study area. Within the larger study area there may be infill development consistent with the City's comprehensive plan and land development code, and environmental permitting. Future development listed in the LRTP Cost Feasible Plan within the greater project vicinity includes two projects, US 98 (SR 30) at Stahlman Avenue Project (major intersection improvement) and the Destin Cross Town Connector project, from Stahlman Avenue to Main Street, described as 2 lanes of enhanced capacity (turn lanes at intersections and sidewalk/pedestrian facilities).

These proposed projects will add a minimal amount of impervious surface in the study area and such improvements cannot be constructed without a stormwater management plan. Therefore, the increase in impervious surface area would be offset by the projects' stormwater management system. Due to the absence of wetlands identified within the study area, indirect and cumulative effects will not likely occur to wetlands regardless of alignment. However, upland habitat will be impacted by the alignments. Any involvement with listed species is with suitable upland habitat (gopher tortoise) not the species. Actual impacts to species and their habitats would be determined at the time future development occurs. Avoidance, minimization and mitigation would be required. Although, the loss of any suitable habitat/ foraging area contributes to the disappearance of species, future development with avoidance, minimization and mitigation is not considered a substantial impact to the survival of these species.

In addition, presumed future development would result in minimal loss and/or fragmentation of habitats, conversion of undeveloped areas to residential buildings and parking areas, and increased presence of human activity. Disturbances of this type tend to further decrease the numbers and diversity of wildlife within the total area; however, through the diligent application of Land

Development Codes, comprehensive planning, permitting, and continued preservation of the highest quality lands, impacts should be minimized.

For the Destin Cross Town Connector project, Pond Site Alternative B will have the lowest impact with respect to potential habitat impacts to the undeveloped sand pine (413) area. Pond Site Alternative A will have most impacts to the sand pine habitat. The six alternative alignments (1-A, 1-B, 1-C, 2-A, 2-B, 2-C) will involve minor impacts to the sand pine (413) area. Cumulative impacts on the environment result from the incremental impact of the action when it is added to other past, present, and reasonably foreseeable future actions.

10.0 POTENTIAL MINIMIZATION MEASURES, CONSERVATION MEASURES, AND COMMITMENTS

The potential for gopher tortoise exists within this habitat. No gopher tortoise burrows were located by project biologists proximal to alternative alignments nor were observed within the 300-foot buffer associated with alternatives. FFWCC guidance for gopher tortoise permitting and/or relocation will need to be addressed if gopher tortoise burrows are observed. A survey is required prior to permitting, and again 90 days prior to construction. No mitigation or conservation measures are proposed at this time.

11.0 PROPOSED MITIGATION MEASURES

No listed species were observed or are expected to occur within the proposed Destin Cross Town Connector Project Area. The potential for gopher tortoise exists within this habitat. No gopher tortoise burrows were located by project biologists proximal to alternative alignments nor were observed within the 300-foot buffer associated with alternative alignments. If gopher tortoises are documented within 90 days of construction, FFWCC permitting/relocation protocol will be followed. No mitigation is proposed at this time.

12.0 REGULATORY AGENCY CONSULTATIONS

During April and May of 2015, advanced notification letters were sent to regulatory agencies requesting any wetlands and wildlife concerns during the Florida State Clearinghouse Advance Notification review period.

The FFWCC noted that the project is located within the developed section of the City of Destin. In a letter dated May 18, 2015, the FFWCC states, “Due to the presence of sea turtle nesting beaches nearby, staff recommends the use of sea turtle friendly lighting along the roadway. Specifically, to minimize impacts to nearby marine turtle nesting beaches, all permanent exterior lighting fixtures associated with the roadway should minimize light contribution to urban sky glow

that could be visible from the marine turtle nesting beach. Possible solutions include use of full cutoff (well shielded) lower-pressure sodium or Light-Emitting Diode (LED) fixtures that allow no emission of light above the horizontal plane of the fixture. High pressure sodium fixtures may be acceptable if well shielded; however, metal halide lights are not recommended. Additional information on sea turtles and lighting guidelines can be found on the FFWCC's website: http://www.myfwc.com/wildlifehabitats/managed/sea-turtles/lighting/."

Staff from the Northwest Florida Water Management District (NWFWMD) has reviewed the proposal and notes that this project will require Environmental Resource Permit (ERP) review by the NWFWMD under Chapter 62-330, Florida Administrative Code. It is recommended that an ERP pre-application meeting be scheduled as soon as possible. Please contact the NWFWMD's Crestview Field Office (850) 683-5048 for further assistance. If there are any questions concerning this review, please contact Mr. Paul Thorpe, Chief of the Bureau of Environmental and Resource Planning, at (850) 539-5999 or Paul.Thorpe@nwfwater.com.

In addition, USFWS was contacted directly on July 27, 2015 for listed species input into the proposed Destin Cross Town Connector Project. In a phone conversation on July 29, 2015 with Harold Mitchell (USFWS), the USFWS concurred with the effect findings for each species (no effect). No comments or concerns were raised by the USFWS for these species. A phone conversation memo is enclosed in Appendix C – Agency Correspondence.

13.0 REFERENCES

Aerial photographs of the project area from 1953 and 2008.

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U.S. Fish and Wildlife Service National Wetland Inventory (NWI) Database.

APPENDICES

APPENDIX A REPORT FIGURES

APPENDIX B FLUCFCS PHOTOGRAPHS

APPENDIX C AGENCY CORRESPONDENCE

APPENDIX A

FIGURES

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FIGURE A - 2 URBAN TYPICAL SECTION

FIGURE A - 3 US 98/SR 30 ALTERNATE CORRIDOR MAP

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FIGURE A - 5 ALTERNATIVE 1B

FIGURE A – 6 ALTERNATIVE 1C

FIGURE A - 7 ALTERNATIVE 2A

FIGURE A - 8 ALTERNATIVE 2B

FIGURE A - 9 ALTERNATIVE 2C

FIGURE A - 10 EXISTING LAND USE

FIGURE A - 11 FUTURE LAND USE

FIGURE A - 12 NRCS SOIL SURVEY

FIGURE A - 13 FLUCFCS MAP

FIGURE A - 14 FNAI ELEMENT OCCURRENCE MAP

FIGURE A - 1 PROJECT LOCATION MAP

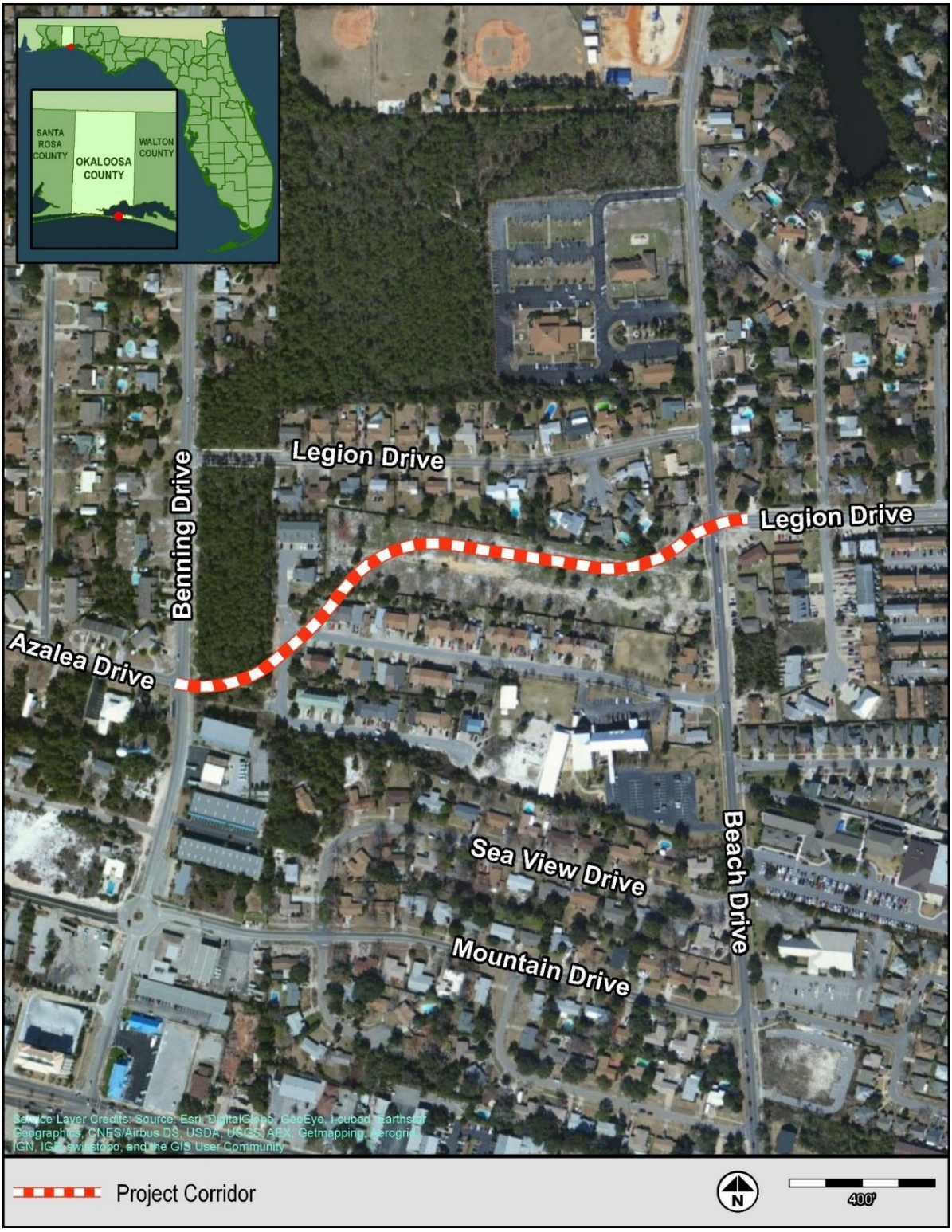


FIGURE A - 2 URBAN TYPICAL SECTION

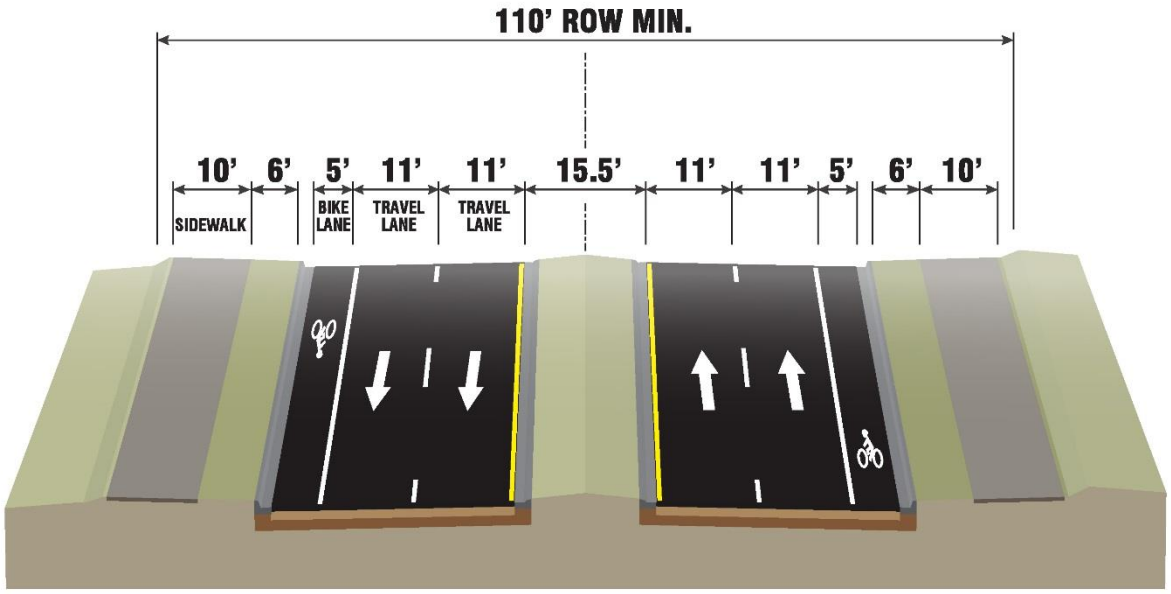


FIGURE A - 3 US 98/SR 30 ALTERNATE CORRIDOR MAP

FIGURE A - 4 ALTERNATIVE 1A

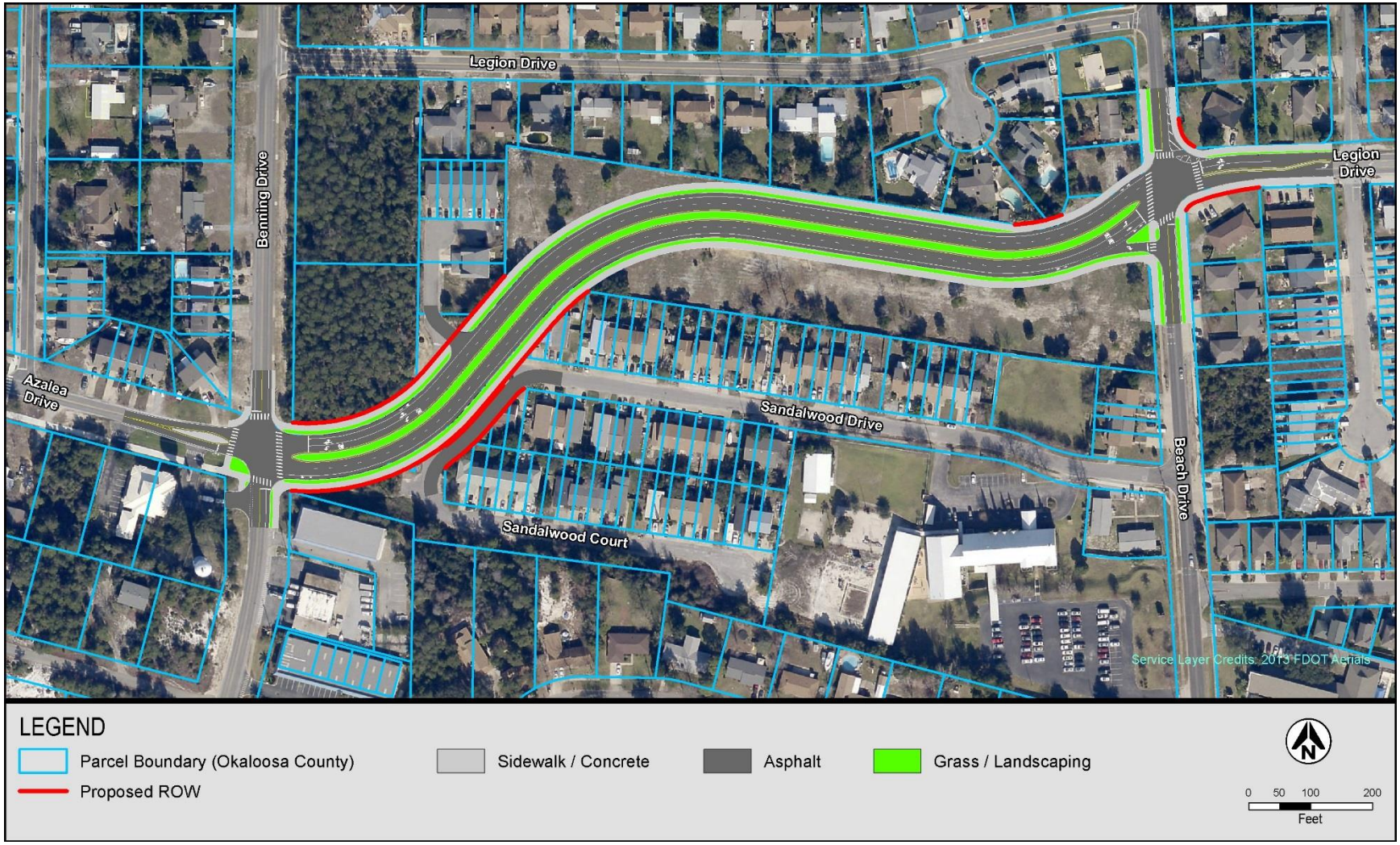
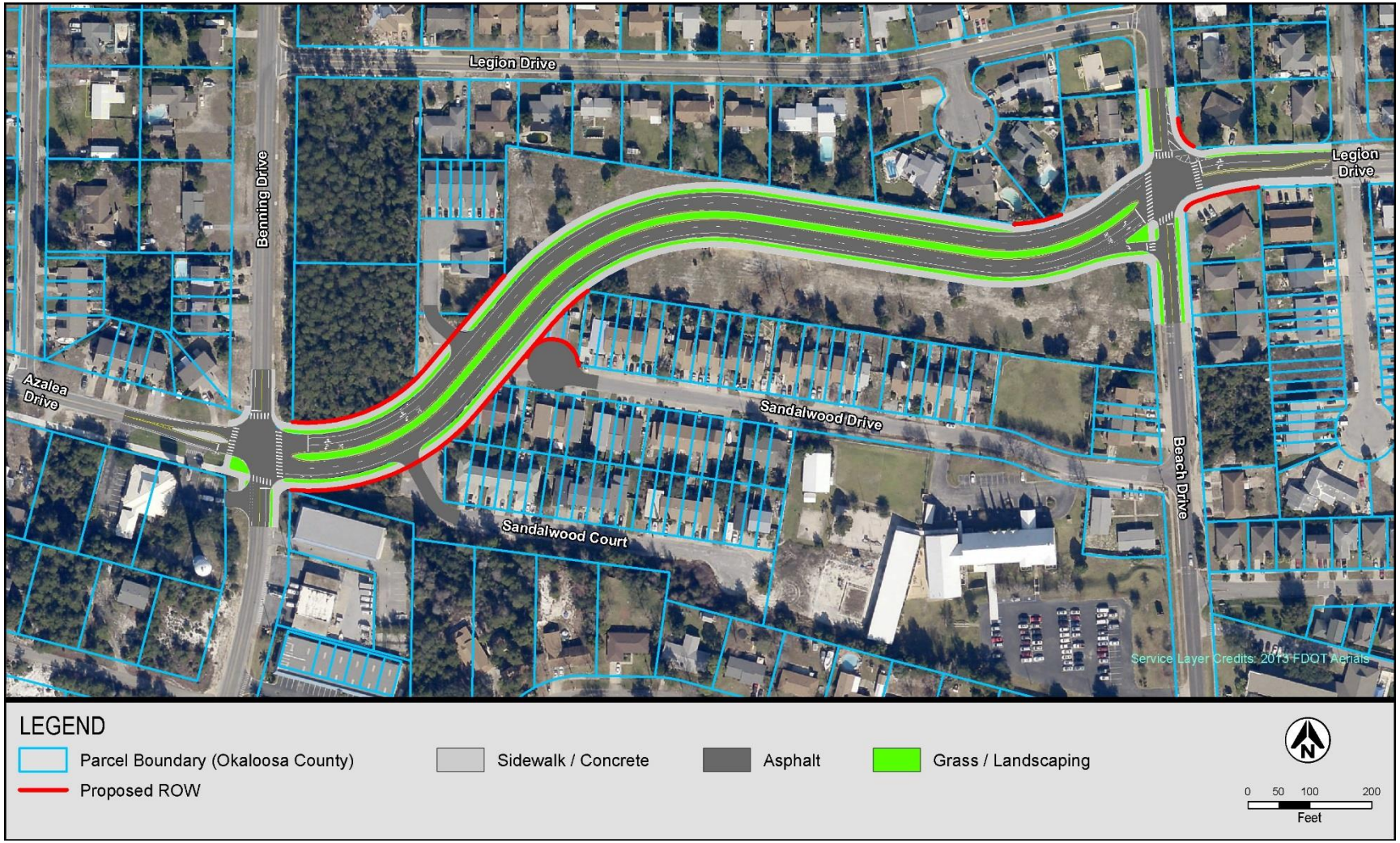


FIGURE A - 5 ALTERNATIVE 1B

FIGURE A - 6 ALTERNATIVE 1C



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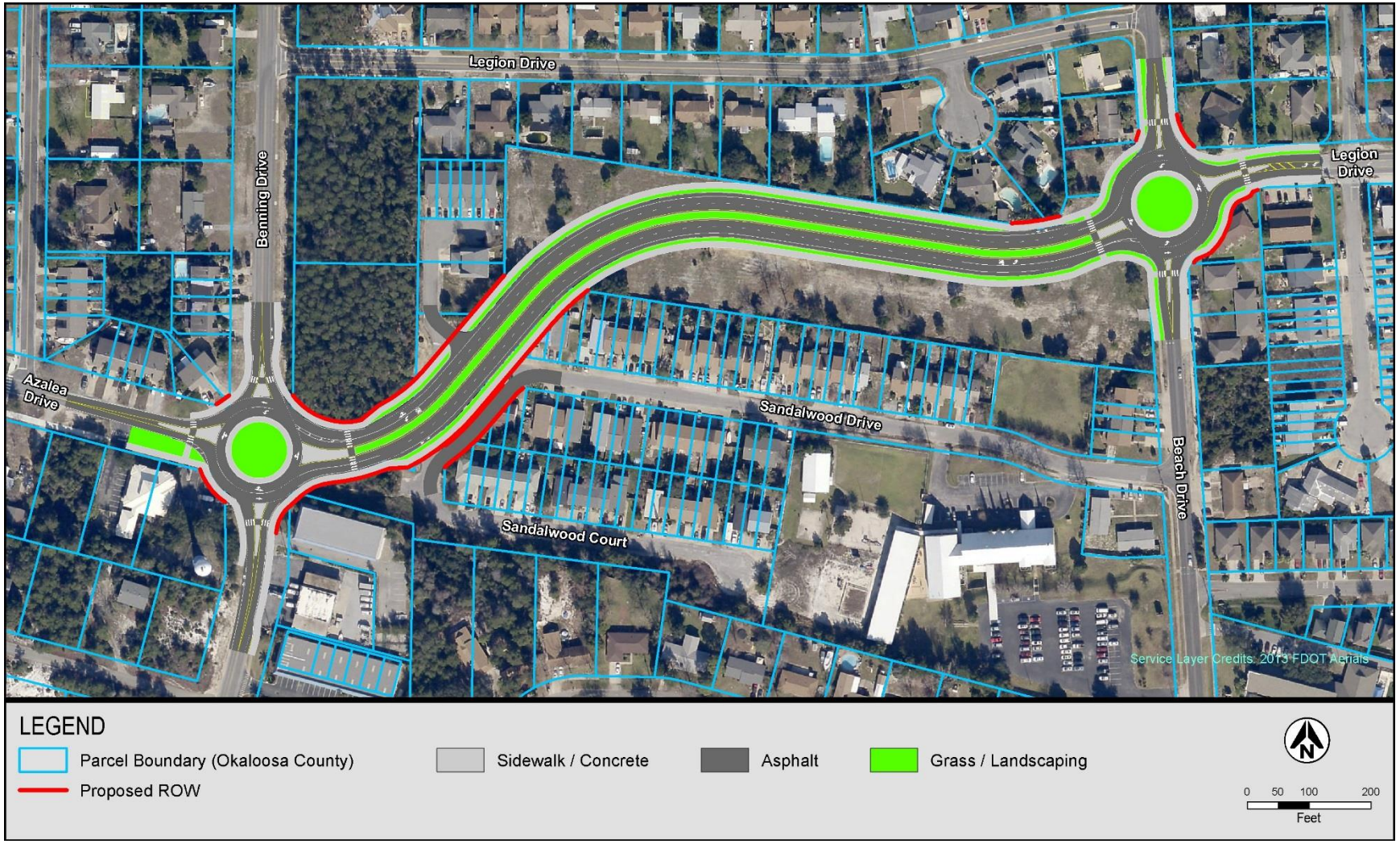

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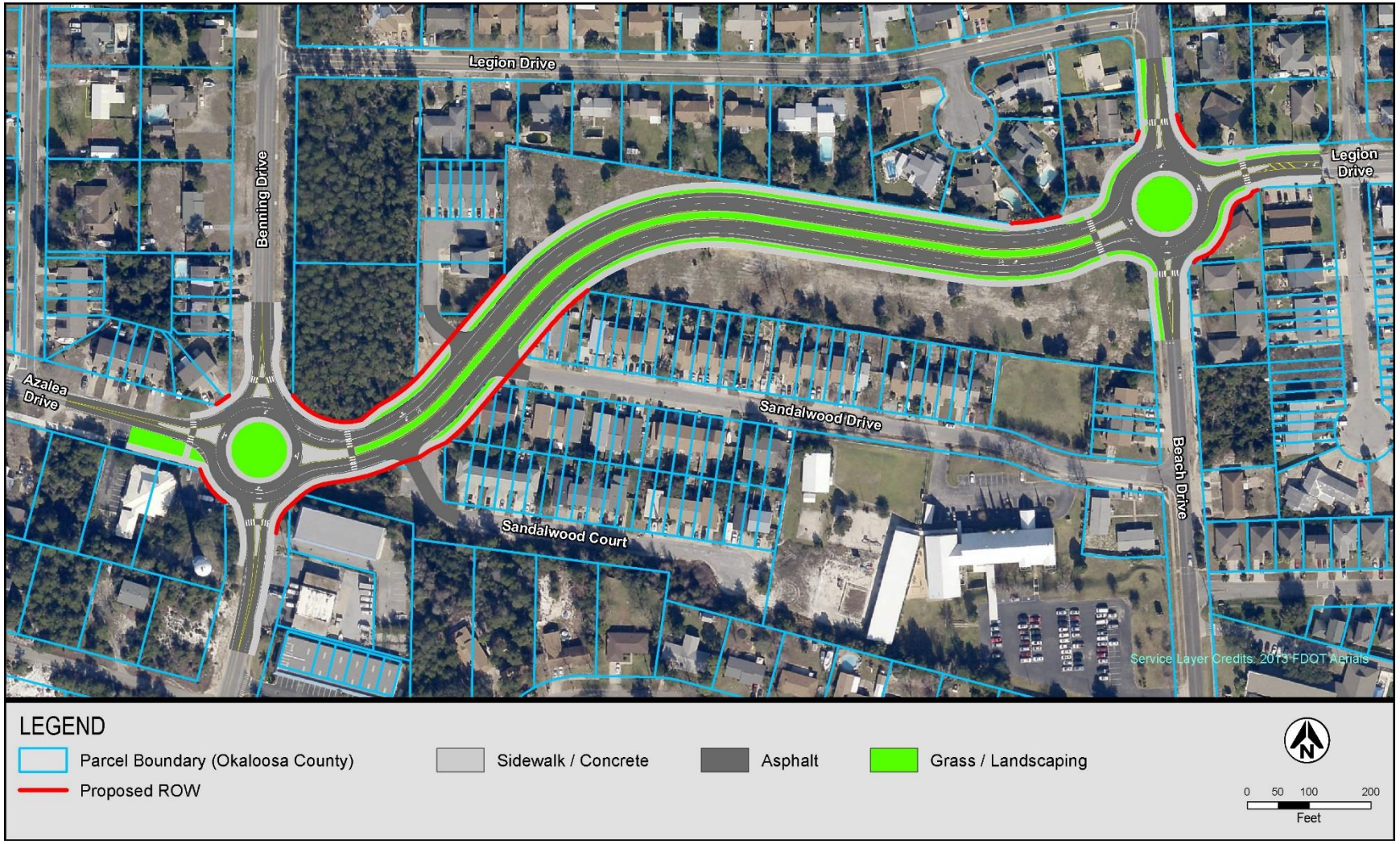

FIGURE A - 9 ALTERNATIVE 2C

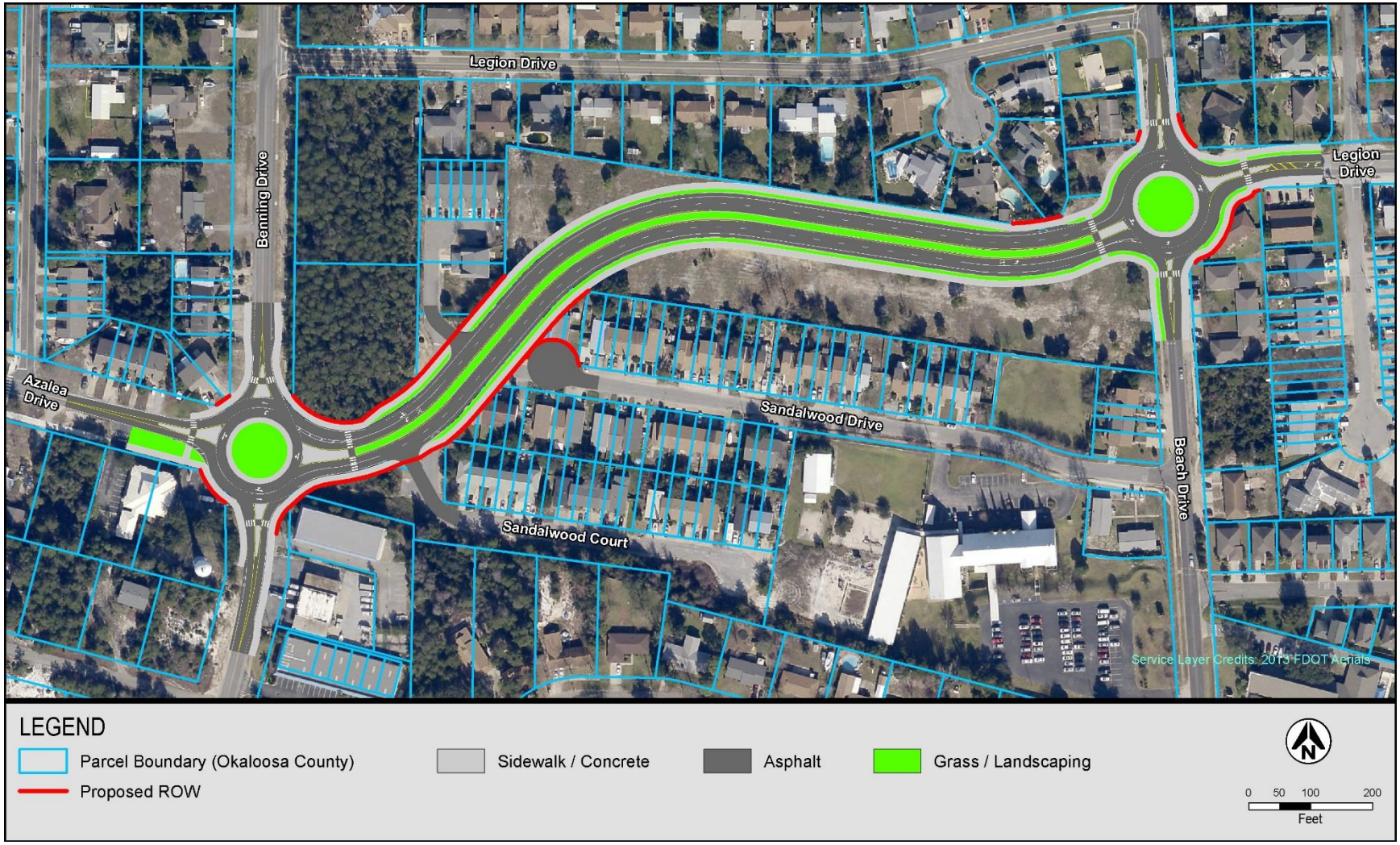

FIGURE A - 10 EXISTING LAND USE

FIGURE A - 11 FUTURE LAND USE

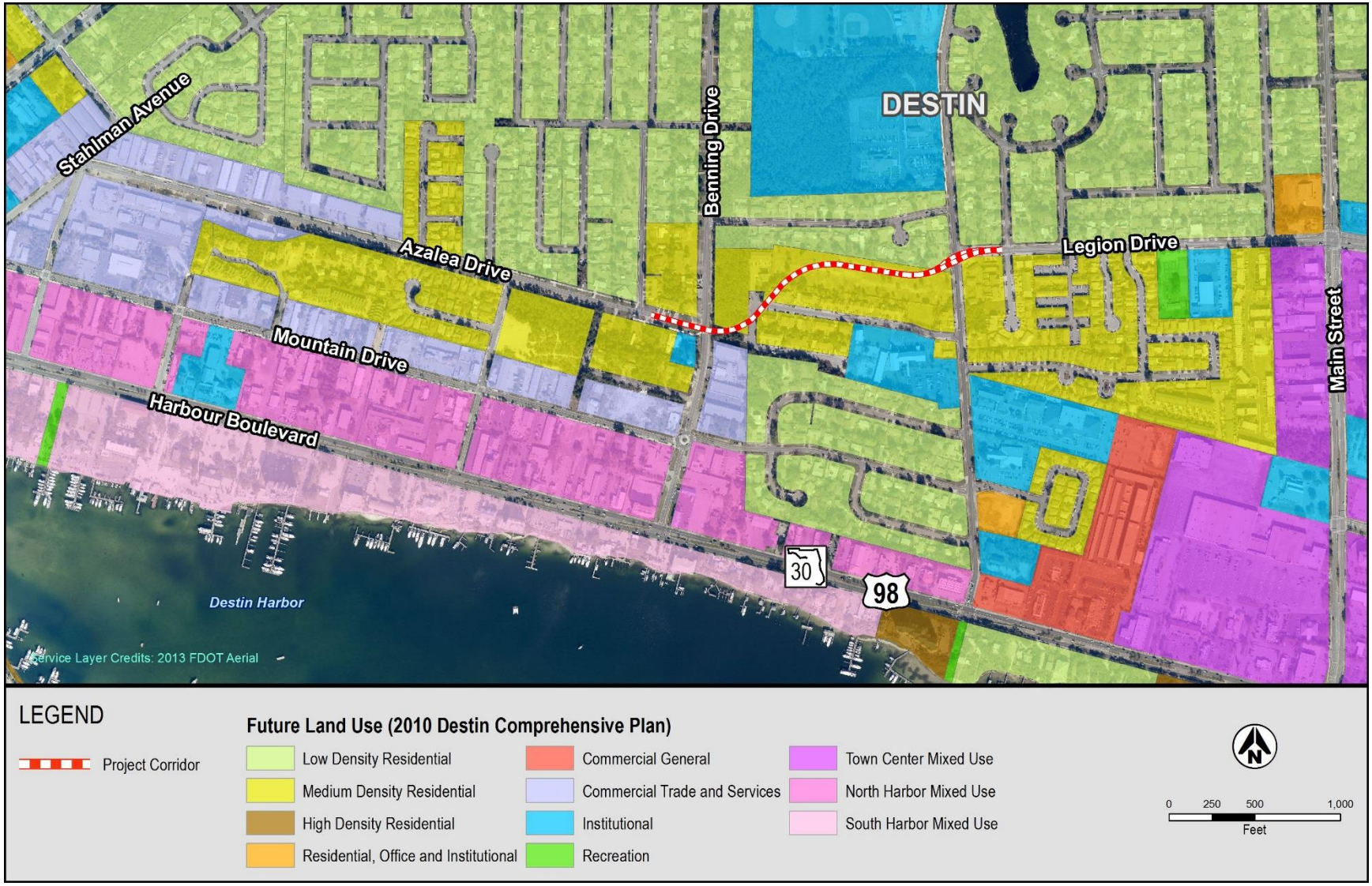

FIGURE A - 12 NRCS SOIL SURVEY

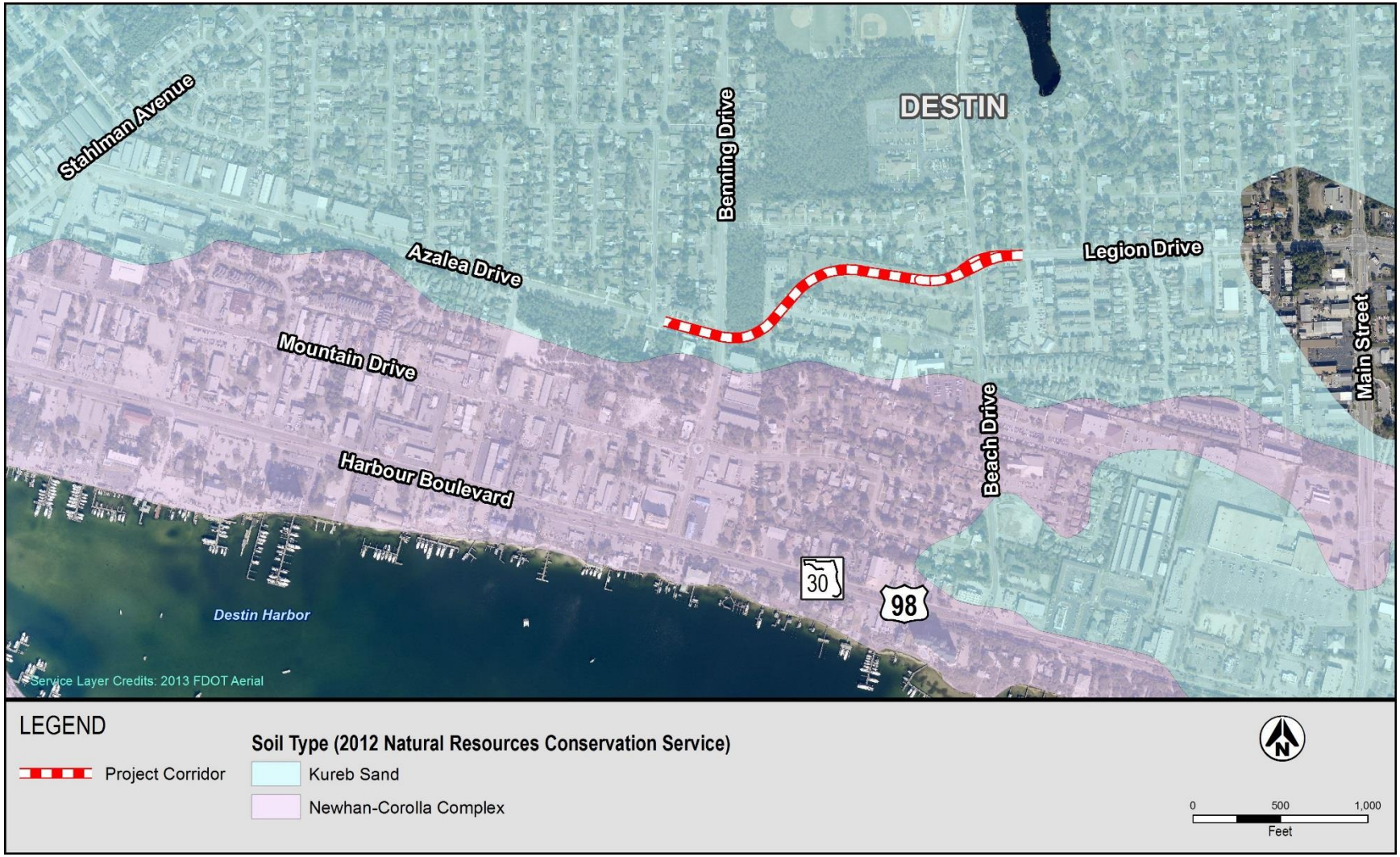

FIGURE A - 13 FLUCFCS MAP

FIGURE A - 14 FNAI ELEMENT OCCURRENCE MAP

APPENDIX B

FLUCFCS PHOTOGRAPHS

SAND PINE COMMUNITY (FLUCFCS – 413)

OPEN (VACANT) LAND (FLUCFCS – 191)

Sand Pine Community (FLUCFCS – 413) Looking Northeast

Open (Vacant) Land (FLUCFCS – 191) Looking West

APPENDIX C

AGENCY CORRESPONDENCE

JULY 29, 2015 COMMUNICATION WITH USFWS

Communication record

ATKINS

Person spoken with:	Harold Mitchell		
Representing:	U.S. Fish and Wildlife Service		
Subject:	Destin Cross Town Connector Project	**Date and time:**	July 29, 2015
Atkins representative:	Brad Rosenblatt	**Phone:**	850-769-0552

Details:

I called USFWS on Wednesday, July 29, 2015 to find out if they had received our Advanced Notification letter requesting threatened and endangered species information regarding the proposed Destin Cross Town Connector Project. I spoke with Mr. Harold Mitchell regarding the proposed project. We discussed existing habitats within the study area, noting that the area had been mostly developed. We discussed the sand pine area on the western portion of the study area. I told him there were no gopher tortoises observed, the area was very thick with underbrush (due to lack of fire), and there were numerous homeless (vagrant) tents throughout the area.

Mr. Mitchell said this project is a "no brainer" as far as determining the effect status (no effect). He stated the USFWS would agree that there would be **no effect** on any federally listed species including gopher tortoise, Eastern indigo snake, or flatwoods salamander from the proposed project. He stated that if the applicant wanted verification of concurrence in writing, the entity who is finding the project must apply to USFWS in writing or email using the City of Destin's determination of no effect. The USFWS will respond in writing with an agreement to the no effect determination.

Edward (Brad) Rosenblatt

Senior Scientist

Atkins

Action required:

Distribute to:	**cc:**	Cathie Cash

File ref:

Plan Design Enable

NOISE STUDY REPORT

Destin Cross Town Connector
Azalea Drive at Benning Drive to Legion Drive at Beach Drive
Okaloosa County, Florida

Federal Aid Project No.: Not Applicable
Financial Project ID: Not Applicable
ETDM No.: Not Applicable

Prepared by:

Atkins

Prepared for:

City of Destin Public Services Department
4200 Indian Bayou Trail
Destin, Florida 32541

The proposed project consists of approximately 0.4 miles of new four-lane divided roadway beginning on Azalea Drive west of Benning Drive and extends northeastward to Legion Drive (east) just past its intersection with Beach Drive within the City of Destin, Florida. This project is one of the strategic connections that would relieve congestion on SR 30/US 98.

January 2016

EXECUTIVE SUMMARY

The City of Destin is conducting a Project Development and Environment (PD&E) Study for a proposed new roadway between Azalea Drive at Benning Drive and Legion Drive at Beach Drive that would provide a continuous west-east route for local traffic and reduce congestion on SR 30/US 98 (Harbor Boulevard/ Emerald Coast Parkway). The project is consistent with the Okaloosa-Walton Transportation Planning Organization's (TPO) *2035 Long Range Transportation Plan* (LRTP) and the City of Destin's *2020 Comprehensive Plan Transportation Element Policy 2.1.1.1 through 2.1.1.4 and 2-1.3.16*. Secondary purposes are to improve interconnectivity of the local multi-modal transportation network and enhance the safety of the users of the transportation network.

The Noise Study Report (NSR) documents the effect of the proposed project on traffic noise levels. Specifically, the study evaluates the traffic noise levels at the sensitive sites identified during field review, documents predicted noise levels at the sensitive sites, and addresses noise abatement considerations for any noise sensitive site that approaches or exceeds the Noise Abatement Criteria (NAC). The study was prepared in accordance with Title 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise and using methodology established by the Florida Department of Transportation (FDOT) in the PD&E Manual, Part 2, Chapter 18 (Effective June 14, 2017).

For the Design Year (2042) No Build and Build Alternatives, zero noise sensitive sites are predicted to experience traffic noise levels that approach or exceed the NAC. No sites are predicted to experience a substantial increase in traffic noise levels.

Since none of the sites were predicted to experience traffic noise levels that approach or exceed the NAC, noise abatement measures were not considered for the sites.

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Appendix	Title
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B	Noise Monitoring Sheets
C	Project Aerials
D	Adding Decibels Formula

List of Acronyms

AADT	Annual Average Daily Traffic
CMPP	Congestion Management Process Plan
dB	decibels
dB(A)	decibels using an “A” weight-scale
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
LOS	Level of Service
LRTP	Long Range Transportation Plan
MMTD	Multimodal Transportation District
NAC	Noise Abatement Criteria
NFTCA	Northwest Florida Transportation Corridor Authority
NSR	Noise Study Report
NWFRPM	Northwest Florida Regional Planning Modal
PD&E	Project Development and Environment
TAZ	Traffic Analysis Zones
TIP	Transportation Improvement Program
TNM	Traffic Noise Model

1.0 INTRODUCTION

This NSR will provide an analysis of the predicted noise levels for the seven alternatives (the No Build and two Build, each with three options (A, B, and C) for maintaining access to the Sandalwood neighborhood) through the project area as well as noise abatement considerations for noise sensitive sites impacted if impacts are present.

1.1 PURPOSE

The primary purpose of the proposed Destin Cross Town Connector project is to complete a missing link in the local transportation network between Azalea Drive at Benning Drive and Legion Drive at Beach Drive that would provide a continuous west-east route for local traffic and reduce congestion on SR 30/US 98 (Harbor Boulevard/ Emerald Coast Parkway) consistent with the Okaloosa-Walton TPO *2035* LRTP and the City of Destin's *2020 Comprehensive Plan Transportation Element Policy 2.1.1.1 through 2.1.1.4 and 2-1.3.16*. Secondary purposes are to improve interconnectivity of the local multi-modal transportation network and enhance the safety of the users of the transportation network.

1.2 PROJECT DESCRIPTION

A No Build and two Build Alternatives, each with three options for maintaining access to the Sandalwood neighborhood, were investigated throughout the PD&E process. The descriptions of the alternatives can be found below.

No Build Alternative

The No Project or No Build Alternative assumes nothing changes for the foreseeable future. This option would have minimal short term impacts on the local community and environment. Under the No Build Alternative, there would be no right-of-way acquisition, no relocations, no construction costs, no inconveniences to the motoring public or to adjacent property owners due to construction, and no adverse effects or disruption of natural resources during construction.

The No Build Alternative will be considered along with the six Build Alternatives for comparison purposes. It will remain under consideration throughout the alternative analysis and evaluation process.

Build Alternatives

The proposed project consists of approximately 0.4 miles of new four-lane divided roadway north of and generally parallel to SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway). The project begins on Azalea Drive west of Benning Drive and extends northeastward to Legion Drive (east) just past its intersection with Beach Drive within the City of Destin, Florida (**Figure 1**). The new roadway would have a posted speed of 25 mph (design speed of 30 mph) and utilize an urban typical section (**Figure 2**) having two 11-foot lanes and a five-foot bicycle lane in each direction

separated by a 15.5-foot median. FDOT Type F curb and gutter and a ten-foot sidewalk will be provided along each side of the roadway. Drainage will be collected in a closed stormwater system and conveyed to a retention pond for treatment.

The proposed roadway typical section requires a 110 feet of right-of-way. Although the City of Destin owns most of the property within the proposed alternative alignments, additional right-of-way will be required, mostly near the project termini. The alternative alignments have been developed so as to minimize right-of-way acquisition and displacements as much as possible.

Two build alternatives (Alternatives 1 or 2) each with three options (A, B, or C) are under consideration (see **Appendix C** for project aerials).

Alternative 1A would provide a standard four-leg intersection at the Azalea Drive/Benning Drive intersection, with crosswalks on each leg, and a standard four-leg intersection with a dedicated right-turn lane for eastbound traffic at the Beach Drive/Legion Drive (east) intersection. Crosswalks would be provided on each leg of both intersections and the dedicated right-turn lane. Since the proposed road would bisect Ana Street, there would be a new intersection on the north side of the Cross Town Connector at Ana Street. South of the proposed road, Ana Street would be reconfigured to restore the connection between Sandalwood Court and Sandalwood Drive.

Alternative 1B is similar to Alternative 1A having the same alignment and the same four-leg intersection with crosswalks on all approaches at the project termini and a dedicated right-turn lane for eastbound traffic at the Beach Drive intersection with Legion Drive (east). Alternative 1B would also provide the same intersection with Ana Street and the Destin Cross Town Connector. However, Alternative 1B differs from Alternative 1A in that it would provide an intersection between the Destin Cross Town Connector and Sandalwood Drive, across from the Ana Street/Destin Cross Town Connector intersection, and an intersection between the Destin Cross Town Connector and Sandalwood Court. All three intersections would only allow right-in, right-out turns and none of these intersections would have crosswalks delineated on the pavement.

Alternative 1C is similar to Alternative 1A in that it has the same alignment, same four-leg intersection with crosswalks at the project termini and the dedicated right-turn lane for eastbound traffic at the intersection of Beach Drive with Legion Drive (east), and a three-leg intersection with Ana Street. It is similar to Alternative 1B in that it provides an intersection between Sandalwood Court and the Destin Cross Town Connector, but differs from Alternative 1B in that a cul de sac is created at the end of Sandalwood Drive. No crosswalk is provided at the Sandalwood Court intersection.

Alternative 2A utilizes the same road alignment as Alternative 1A but provides a roundabout at both the Azalea Drive/Benning Drive intersection and at the Beach Drive/Legion Drive intersection. The Beach Drive/Legion Drive roundabout would also have a dedicated right-turn lane for eastbound traffic, and both roundabouts would have crosswalks on all approaches to the

intersections. Alternative 2 provides the same intersection configuration with Ana Street north of the Destin Cross Town Connector and the same realignment of Ana Street between Sandalwood Court and Sandalwood Drive as Alternative 1A. Therefore, Alternative 2A is identical to Alternative 1A except for the intersections at the project termini.

Alternative 2B is similar to Alternative 2A having the same alignment and the same roundabouts with crosswalks on all approaches at the project termini and a dedicated right-turn lane for eastbound traffic at the Beach Drive intersection with Legion Drive (east). Alternative 2B would also provide the same intersection with Ana Street and the Destin Cross Town Connector. However, Alternative 2B differs from Alternative 2A in that it would provide an intersection between the Destin Cross Town Connector and Sandalwood Drive, across from the Ana Street/Destin Cross Town Connector intersection, and an intersection between the Destin Cross Town Connector and Sandalwood Court. All three intersections would only allow right-in, right-out turns, and none of these intersections would have crosswalks delineated on the pavement.

Alternative 2C is similar to Alternative 2A in that it has the same alignment, same roundabouts with crosswalks at the project termini and the dedicated right-turn lane for eastbound traffic at the intersection of Beach Drive with Legion Drive (east), and a three-leg intersection with Anna Street. It is similar to Alternative 2B in that it provides an intersection between Sandalwood Court and the Destin Cross Town Connector, but differs from Alternative 2B in that a cul de sac is created at the end of Sandalwood Drive. No crosswalk is provided at the Sandalwood Court intersection.

Figure 1-1 Project Location Map

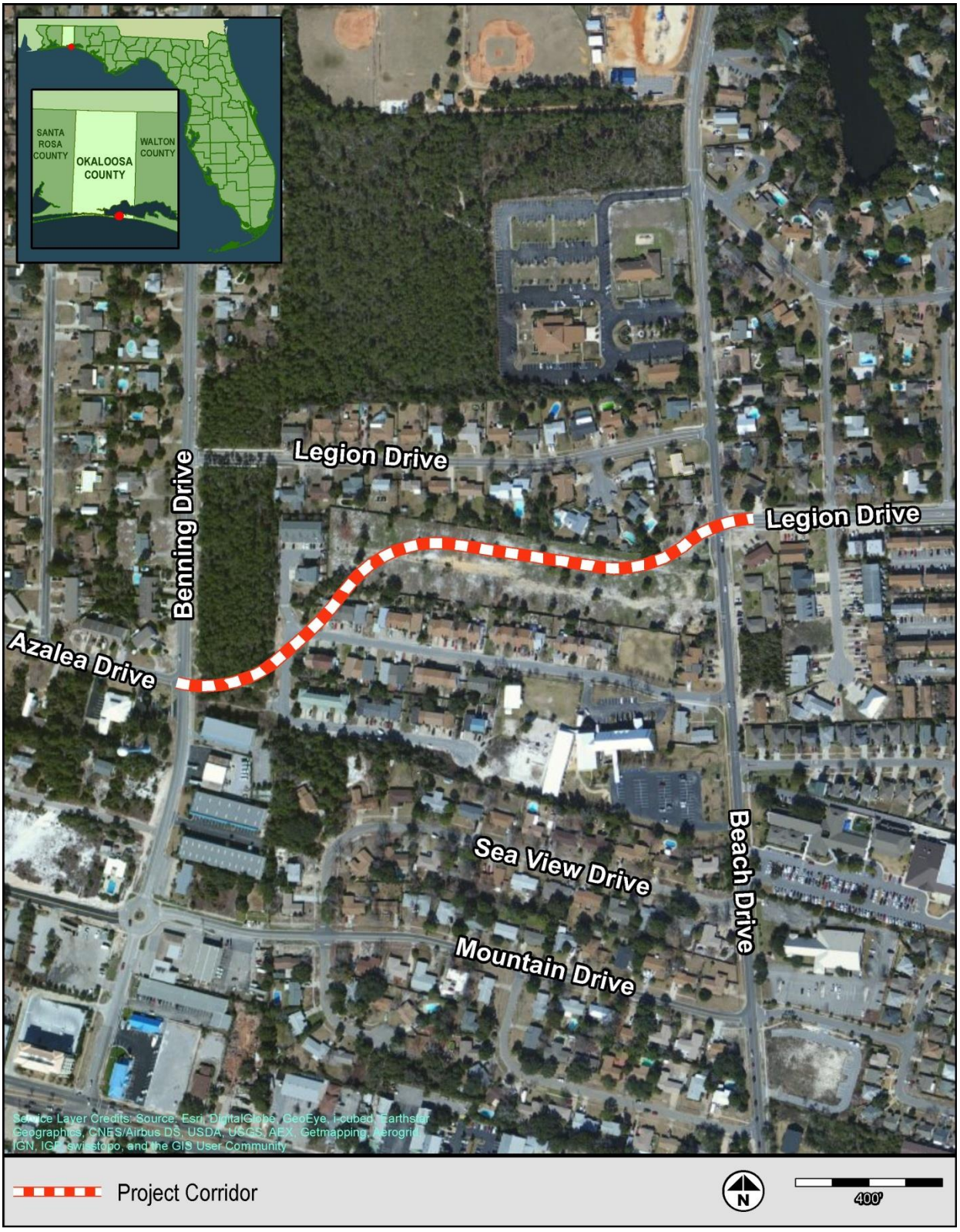
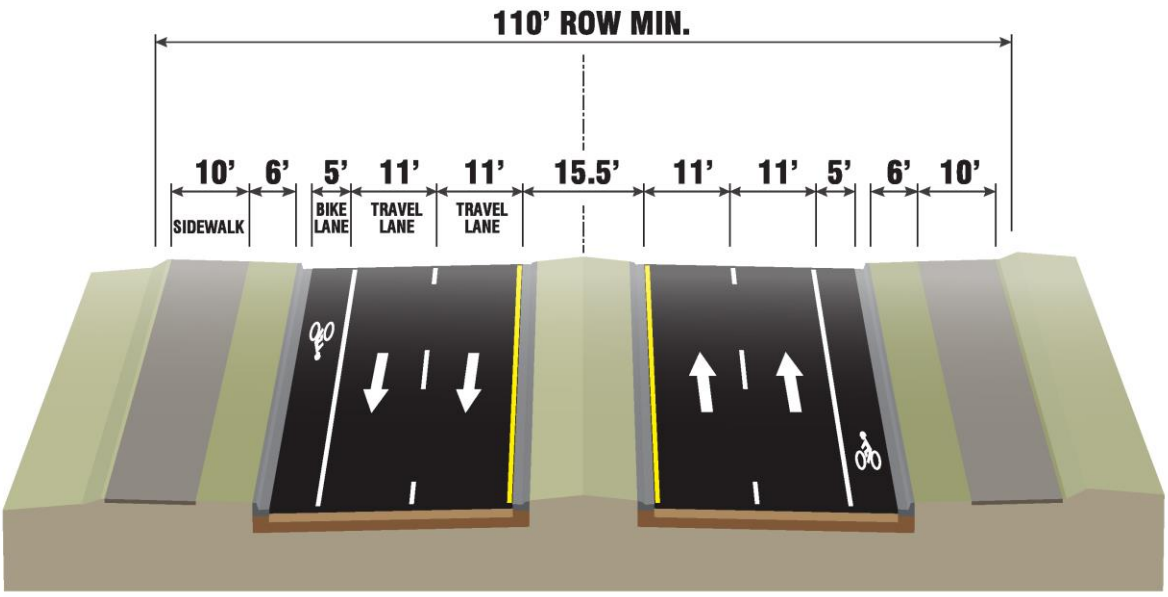


Figure 1-2 Typical Section



1.3 NEED FOR IMPROVEMENT

The need for the proposed action is based on several factors. The proposed new segment of road is needed to connect two roadways (Azalea Drive and Legion Drive, which becomes Airport Road); thereby providing a continuous west-east route from Stahlman Avenue to SR 30/US 98 (Harbor Boulevard/ Emerald Coast Parkway). This continuous west-east route would serve as an alternative to SR 30/US 98 (Harbor Boulevard/ Emerald Coast Parkway) to relieve congestion on SR 30/US 98 (Harbor Boulevard/ Emerald Coast Parkway) and would complete one of several projects to improve the interconnectedness of the transportation system within Destin's Multimodal Transportation District (MMTD). The proposed action is also needed to improve the operational characteristics and future capacity needs of the transportation system to meet the projected traffic volumes and improve safety.

System Linkage

The proposed project would provide a missing link in the local transportation network. By connecting Azalea Drive at Benning Drive to Legion Drive at Beach Drive, the proposed project would provide a continuous route from Stahlman Avenue to SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway), a distance of approximately 1.6 miles. The absence of this connection requires local traffic to utilize either SR 30/US 98 (Harbor Boulevard/ Emerald Coast Parkway) or one of three circuitous routes using neighborhood streets to access destinations on the opposing side of the City.

Roadway Capacity

The Okaloosa Walton TPO *Congestion Management Process Plan* (CMPP), adopted February 2013, identifies SR 30/US 98 (Harbor Boulevard/ Emerald Coast Parkway) from East Pass Bridge (west end) to Gulf Shore Drive as backlogged (**Table 1**). The maximum daily capacity for this roadway to maintain the Level of Service (LOS) Standard is 36,700 (LOS D). The average Annual Average Daily Traffic (AADT) between 2002 and 2011 is 48,860, 33.1 percent more traffic than the maximum allowed.

Table 1-1 AADT and Level of Service on SR 30/US 98 from East Pass Bridge (west end) to Gulf Shore Drive*

LOS Standard and Max Volume	AADT			Peak Hour/ Peak Direction		
	Analysis Year	AADT Volume	AADT LOS	LOS Standard and Max Volume	Volume	LOS
(D) 36,700	2002	48,250	F	(D) 1,960	2,574	F*
	2003	52,000	F		2,774	F*
	2004	51,050	F		2,724	F*
	2005	51,800	F		2,764	F*
	2006	50,750	F		2,708	F*
	2007	50,250	F		2,681	F*
	2008	47,500	F		2,534	F*
	2009	40,500	F		2,161	F*
	2010	45,000	F		2,401	F*
	2011	51,500	F		2,748	F*
	2016	56,860	F		3,033	F*
	2021	62,778	F		3,349	F*

*Source: *Congestion Management Process Plan*, Okaloosa-Walton TPO, February 2013 and Florida Traffic Online.

Transportation Demand

SR 30/US 98 (Harbor Boulevard/ Emerald Coast Parkway) from the west end of the East Pass Bridge to Gulf Shore Drive has been operating at LOS F since 2002 and is projected to remain at LOS F through the year 2021. The Average Annual Daily Traffic (AADT) volumes range from a low of 40,500 in 2009 to a high of 62,778 in 2021.

The proposed Destin Cross Town Connector would provide the link required to complete an alternative corridor to the highly congested section of SR 30/US 98 from Stahlman Ave to Airport Road. With SR 30/US 98 being congested, some local drivers will divert to the alternate route thereby reducing congestion on SR 30/US 98.

Relief to Parallel Facilities

SR 30/US 98 (Harbor Boulevard/ Emerald Coast Parkway) is the only west-east through route on the Choctawhatchee peninsula and is heavily congested, especially during tourist season. The proposed project would relieve congestion on SR 30/US 98 (Harbor Boulevard/ Emerald Coast Parkway) by diverting local traffic off this facility. It would also serve as an alternative for local through traffic utilizing residential streets to avoid the congestion on SR 30/US 98 (Harbor Boulevard/ Emerald Coast Parkway). These local streets include Mountain Drive, Kelly Street, and non-parallel streets (Benning Drive, Beach Drive, and Main Street) that provide connections to the parallel streets to create a route that avoids SR 30/US 98 (Harbor Boulevard/ Emerald Coast Parkway).

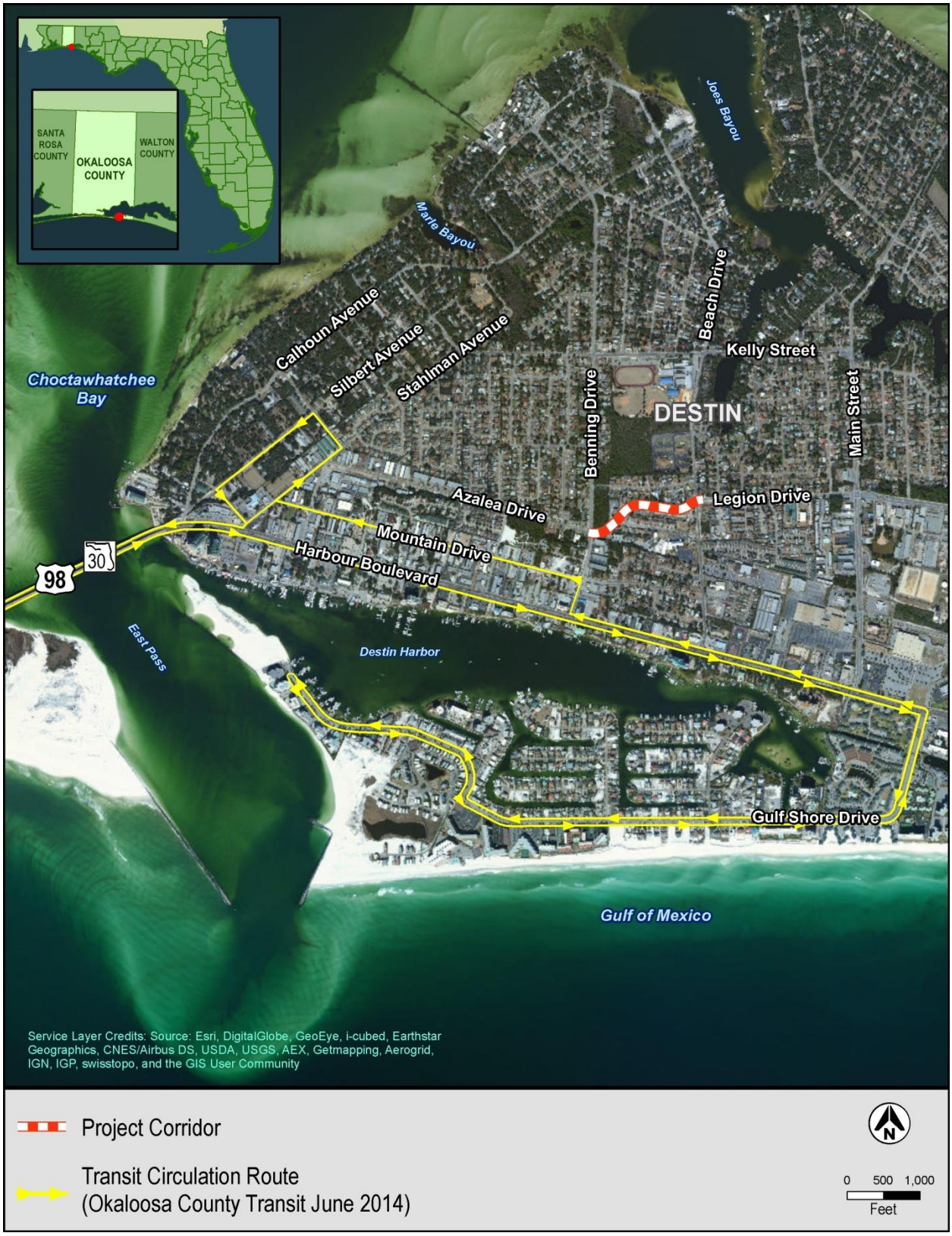
Modal Interrelationships

The proposed project is located within the City of Destin's MMTD, established in 2006 by a Comprehensive Plan amendment. In addition to requiring a system for assessing concurrency requirements for new development based on pedestrian-oriented site design and multimodal infrastructure development, the comprehensive plan amendment provided policies for expanding pedestrian and bicycle facilities, enhanced transit coverage and service, and development of an interconnected street network, among others. The intent of improving the interconnectedness of the street network (Policy 2-1.3.7) is to provide an alternative route to Harbor Boulevard/ Emerald Coast Parkway (SR 30/ US 98) for local traffic.

Existing bicycle and pedestrian facilities on the principal roads in the project area include: dedicated bicycle lanes on both sides of Benning Drive and a sidewalk on the east side of the road; sidewalks on both sides of Beach Drive, but no bicycle lanes; a sidewalk on the north side of Azalea Drive except within a block of the intersection of Azalea Drive with Benning Drive where the sidewalk crosses to the south side of the road and no bicycle lanes; and sidewalks on both sides of Legion Drive, but no bicycle lanes. The proposed bicycle and pedestrian facilities associated with the Destin Cross Town Connector will complement the local MMTD and further improve the existing network of bicycle lanes and sidewalks located adjacent to the study area.

Transit in Destin is provided in partnership with Okaloosa County Transit. There are three routes in the City of Destin, all of which use a segment of SR 30/US 98 (Harbor Boulevard/ Emerald Coast Parkway). The transit route closest to the study area is Route 30 (Destin Connector), shown in **Figure 10**. It connects Okaloosa Island to Gulf Shore Drive and operates every 20 minutes during the summer and every 45 minutes during the winter. Reduction in congestion on SR 30/US 98 (Harbor Boulevard/ Emerald Coast Parkway) would likely improve transit service by either shortening travel time or facilitating the arrival of transit vehicles on schedule.

Figure 1-3 Transit Route 30



Safety

FDOT crash records from 2009 to 2013 were obtained and analyzed for SR 30/US 98 (Harbor Boulevard/ Emerald Coast Parkway). As shown in **Table 2**, the area between Benning Drive and Beach Drive experienced a total of 82 crashes within the five year period. Of these, more than half (46) were unrelated to traffic entering or exiting either intersection. There was one collision with a pedestrian, and one with a utility pole. Most crashes were the result of rear-end collisions, resulting in 53 injuries and one fatality.

Table 1-2 2009-2013 Crash Data for SR 30/US 98 (Harbor Boulevard/ Emerald Coast Parkway) from 500 feet west of Benning Drive to 500 feet east of Beach Drive

Year	Total Crashes	Statewide Average Crash Rate	Actual Crash Rate	Safety Ratio
2009	7	2.941	0.945	0.321
2010	9	2.941	1.215	0.413
2011	18	2.941	2.123	0.722
2012	18	2.941	2.457	0.836
2013	30	2.941	3.682	1.252

Note: Crash rates are per million vehicles. Source: FDOT Crash Analysis Reporting System.

Except for 2013, this segment of SR 30/US 98 (Harbor Boulevard/ Emerald Coast Parkway) is actually below the average crash rate for similar facilities. The following additional segments of SR 30/US 98 (Harbor Boulevard/ Emerald Coast Parkway) (provided by milepost) within the larger study area are designated as high crash segments:

- MP 17.449 to 17.476 (Calhoun Avenue)
- MP 21.347 to 21.747 (Walmart Shopping Center entrance, Henderson Beach Rd., Plantation Commons entrances)
- MP 22.447 to 22.547 (Matthews Boulevard)
- MP 22.547 to 22.767 (Crystal Beach Plaza and SR 263)

Table 2 shows a trend of increasing crash rates and increasing safety ratios within the segment of SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway) between Benning Drive to Beach Drive. Without alleviating congestion, this trend could be expected to continue.

Emergency Evacuation

SR 30/US 98 (Harbor Boulevard/ Emerald Coast Parkway) is the only through route that travels the length of the Choctawhatchee peninsula and, therefore, is critical for the delivery of fire, police, and other emergency services. The congestion on SR 30/US 98 (Harbor Boulevard/ Emerald

Coast Parkway) is a source of delay in the delivery of these services. The combination of a reduction in congestion on SR 30/US 98 (Harbor Boulevard/ Emerald Coast Parkway) and the provision of an alternative route for emergency vehicles would improve delivery of emergency services.

Social Demands and Economic Development

The Okaloosa Walton 2035 *LRTP* projects a population increase in Okaloosa County of 52,751 people between 2006 and 2035. An analysis of the population assigned to the Northwest Florida Regional Planning Modal (NWFRPM) traffic analysis zones (TAZs) in the project area show that the project area is forecasted to experience a 20 percent increase in population between 2015 and 2035.

The TPO's *Regional Freight Network Plan – Highways of Commerce,* identifies existing and future "highways of commerce". "Highways of commerce" are associated with economic activity that generates or attracts significant amounts of freight or results in the need to transfer freight from one mode to another. They may also be associated with military installation and their suppliers. "Highways of commerce" are part of Florida's Strategic Intermodal System (SIS) which is a statewide network of high-priority transportation facilities. Within the vicinity of the Destin Cross Town Connector study area, SR 30/US 98 (Harbor Boulevard/ Emerald Coast Parkway) is "designated as a highway of commerce."

The TPO's *Regional Freight Network Plan – Highways of Commerce* indicates that SR 30/US 98 (Harbor Boulevard/ Emerald Coast Parkway) serves defense, aerospace and electronics manufacturers located near Hurlburt Field (on US 98 west of and adjacent to the City of Fort Walton Beach). The primary issue affecting this roadway's effectiveness in meeting the needs of this industry is congestion/delay.

Delivery of goods and services to local businesses is also hampered by this congestion, especially during tourist season, and by pedestrian traffic. Through trucks are able to avoid congestion by using longer alternate routes, but this option is not available to local delivery trucks, creating a reliability problem in the collection and/or delivery of goods and services.

The Destin Cross Town Connector project could alleviate some of the issues identified in the *Regional Freight Network Plan* by alleviating congestion and delay on SR 30/US 98 (Harbor Boulevard/ Emerald Coast Parkway) through the diversion of local traffic.

Plan Consistency

The proposed improvements for the new roadway connection are consistent with the planned improvements in the City of Destin *2020 Comprehensive Plan Transportation Element Policies 2-1.1.1 through 2-1.1.4* as follows:

Policy 2-1.1.1: Pursue Additional Road Corridor Improvements. The City shall continue to pursue the acquisition of rights-of-way, the design and the construction of multimodal facilities for future and existing corridors that will facilitate the east-west and north–south movement of all modes of transportation as shown on Maps 2-1 and 2-2 of this Transportation Element.

Policy 2-1.1.2: Relieve Congestion. Any new roadway improvement related to Policy 2-1.1.1 shall contribute to automobile congestion relief on Harbor Boulevard/US Highway 98 East/Emerald Coast Parkway and existing north-south corridors by providing alternatives for local traffic.

Policy 2-1.1.3: Maintain New Road Corridor Alignments. The City shall continue to implement the multimodal corridor management plan that identifies alignment opportunities and challenges for all modes of transportation, including parallel facilities for Harbor Boulevard/Emerald Coast Parkway and Main Street shown on Maps 2-1 and 2-2 of this Transportation Element.

Policy 2-1.1.4: Rights-of-Way (ROW) for Additional Access Road. The City shall acquire the necessary ROW east of Azalea Drive/Mountain Drive to complete the east/west route and north-south connections referenced in Policy 2-1.1.1 above. Nothing in this policy shall prohibit the City from accepting or obtaining the necessary rights-of-way in advance of 2020.

The proposed project is consistent with the Okaloosa Walton TPO 2035 *LRTP Cost Feasible Plan* adopted March 15, 2012 which shows the design phase of the project as occurring in Fiscal Year 2015-2020, the right-of-way acquisition phase as occurring in 2026-2030, and the construction phase occurring in 2031-2035.

Further, the proposed project is also listed in the 2015-2019 Transportation Improvement Program (TIP), adopted June 26, 2014 and amended August 21, 2014, as Project Number EN615: Corridor Management Plan – Section 2 E/W Alignment (Beach Drive to Benning Drive) Preliminary Engineering in 2014/2015 (Section 2 – Capacity, Page 15).

The project is also consistent with recommendations of the Northwest Florida Transportation Corridor Authority (NFTCA) *2013 Master Plan* (adopted April 2013). The NFTCA was created to improve mobility in Northwest Florida. It does this by identifying and promoting transportation projects that "improve mobility, promote economic development, enhance traveler safety, improve hurricane evacuation, and alleviate traffic congestion". The NFTCA *2013 Master Plan* documents the qualitative and cost benefit analyses of 36 transportation projects across the region. Project Number 19, the Destin Cross Town Connector, was ranked overall as the number 1 project (page ES-4).

2.0 METHODOLOGY

2.1 MODEL AND NOISE METRICS

The report was prepared in accordance with *Title 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise*[1] using methodology established by the FDOT in the *PD&E Manual*[2], *Part 2, Chapter 18* (Effective June 14, 2017). Noise levels were predicted using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM), version 2.5. All measured and predicted noise levels are expressed in decibels (dB) using the A weighting scale (dBA). Examples of common noise levels are listed in **Table 3**. This scale most closely approximates the response characteristics of the human ear to traffic noise. All noise levels are reported as hourly equivalent noise levels Leq (h), which can be compared directly to criteria levels established by FHWA. The Leq (h) is defined as the equivalent steady-state sound level that, in a given hourly period, contains the same acoustic energy as the time-varying sound for the same hourly period.

Table 2-1 Typical Noise Levels

COMMON OUTDOOR ACTIVITIES	NOISE LEVEL dB(A)	COMMON INDOOR ACTIVITIES
	---110---	Rock Band
Jet Fly-over at 1000 ft		
	---100---	
Gas Lawn Mower at 3 ft		
	---90---	
Diesel Truck at 50 ft, at 50 mph		Food Blender at 1 m (3 ft)
	---80---	Garbage Disposal at 1 m (3 ft)
Noise Urban Area (Daytime)		
Gas Lawn Mower at 100 ft	**---70---**	Vacuum Cleaner at 10 ft
Commercial Area		Normal Speech at 3 ft
Heavy Traffic at 300 ft	**---60---**	
		Large Business Office
Quiet Urban Daytime	**---50---**	Dishwasher Next Room
Quiet Urban Nighttime	**---40---**	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime		
	---30---	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall (Background)
	---20---	
	---10---	
Lowest Threshold of Human Hearing	**---0---**	Lowest Threshold of Human Hearing

Source: California Dept. of Transportation Technical Noise Supplement, Oct. 1998, Page 18.

2.2 TRAFFIC DATA

Traffic noise is heavily dependent on traffic speed, with the amount of noise generated by traffic increasing as the vehicle speed increases. To simulate “worst-case” conditions, LOS C or Demand volume was modeled, whichever is less. Traffic volumes used in the analysis are summarized in **Appendix A.**

3.0 TRAFFIC NOISE ANALYSIS

The FHWA has established noise levels at which noise abatement must be considered for various categories of noise sensitive sites. These noise levels are referred to as the NAC. As shown in **Table 3-1**, the NAC vary according to the activity category. Noise abatement measures are considered when predicted traffic noise levels for Design Year Build Alternatives approach or exceed the NAC. FDOT defines "approach" as within 1 dBA of the FHWA criteria.

Table 3-1 FHWA Noise Abatement Criteria

Activity Category	Leq(h)	Description of Land Use Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Residential
C	67 (Exterior)	Active sports areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, schools, and television studios.
E	72 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	--	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	--	Undeveloped lands that are not permitted.

Source: 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise, FHWA, 2011.

Noise abatement must also be considered when a substantial increase in traffic noise will occur as a direct result of the transportation project. The FDOT defines a substantial increase as an increase of 15 or more dBA above the existing noise level as a direct result of the transportation improvement project in question.

3.1 NOISE SENSITIVE AREAS

Noise sensitive sites are any property (owner-occupied, rented, or leased) where frequent human use occurs. The future land use in the study area (**Figure 3-1**) is a mix of primarily *Low and Medium Density Residential*.

Land use adjacent to the project alignments is residential development. All of these sites are single family residences and classified as Activity Category B under the FHWA NAC.

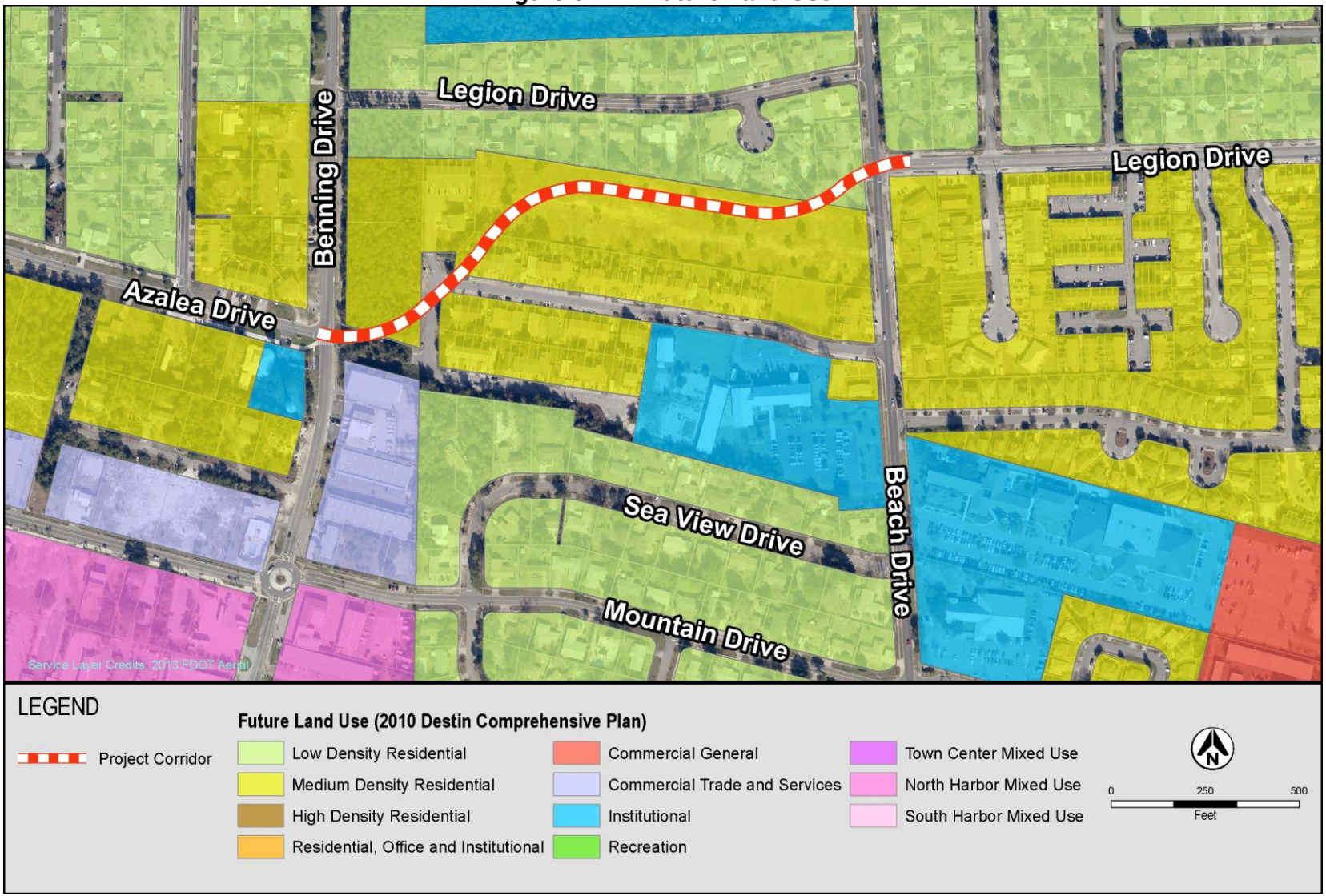
Receptor points representing the noise sensitive sites were located in accordance with the PD&E Manual as follows:

Residential receiver sites were placed at the edges of buildings closest to the major traffic noise source as seen in **Appendix C**.

Where more than one noise sensitive site was clustered together, a single receiver site was analyzed as representative of the group. Please refer to **Appendix C** to see the representative noise receptors.

Ground floor receiver sites were assumed to be 5 feet above the ground elevation.

Figure 3-1 Future Land Use



3.2 MEASURED NOISE LEVELS

Noise monitoring was performed on July 22, 2015 to establish background noise levels so that any substantial increases could be documented. The noise monitoring followed procedures documented in *Measurement of Highway-Related Noise*[3] (FHWA, 1996). Noise measurements were obtained using a Larson Davis 820SLM noise monitor. The monitor was calibrated at 114.0 dB and was checked prior to each monitoring trial by a Larson Davis CAL200 calibrator. All monitoring events were ten minutes in duration consistent with the PD&E Manual.

Site selection for the noise monitoring was dependent on the location of noise sensitive sites. Ambient noise levels were established by monitoring at two sites within 50 feet of the proposed centerlines for each Alternative. The major source of ambient noise in the project area is the airplanes and residential noise such as landscaping maintenance activities. The measurements from the Ambient Noise Monitoring are shown in **Table 3-2** and the noise monitoring sheets are located in **Appendix C**.

Table 3-2 Ambient Noise Monitoring

Location	Trial #	Date/ Time		Field Measured Level (dBA)
Monitoring Site # 1 50 ft. North of the proposed centerline	1	7/22/15	9:15 AM	56.4
	2	7/22/15	9:25 AM	57.1
	3	7/22/15	9:35 AM	56.8
	4	7/22/15	9:45 AM	57.4
	5	7/22/15	9:55 AM	57.8
	6	7/22/15	10:06 AM	57.4
Monitoring Site # 2 50 ft. South of the proposed centerline	1	7/22/15	10:31 AM	57.9
	2	7/22/15	10:41 AM	58.2
	3	7/22/15	10:51 AM	57.4
	4	7/22/15	11:02 AM	58.4
	5	7/22/15	11:12 AM	58.5
	6	7/22/15	11:22 AM	57.8

3.3 PREDICTED NOISE LEVELS

Predicted noise levels for the modeled noise sensitive sites are provided below. The locations of the receptors are depicted on the aerials found in **Appendix C**. There was a total of 36 noise receptors analyzed representing 92 noise sensitive sites. All of these sites are single and multi-family residences and classified as Activity Category B under the FHWA NAC. These representative sites are as follows: receptor 1 represents 6 noise sensitive sites, receptor 2 represents 4 noise sensitive sites, receptor 3 represents 3 noise sensitive sites, receptor 4 represents 3 noise sensitive sites, receptor 5 represents 6 noise sensitive sites, receptor 6 represents 6 noise sensitive sites, receptor 7 represents 6 noise sensitive sites, receptor 8 represents 6 noise sensitive sites, receptor 9 represents 6 noise sensitive sites, receptor 10 represents 2 noise sensitive sites, receptor 11 represents 3 noise sensitive sites, receptor 12 represents 4 noise sensitive sites, receptor 13 represents 2 noise sensitive sites, receptor 14 represents 3 noise sensitive sites, receptor 15 represents 4 noise sensitive sites, receptor 34 represents 6 noise sensitive sites, receptor 35 represents 2 noise sensitive sites, and receptor 36 represents 2 noise sensitive sites.

3.3.1 Noise Sensitive Sites

Due to the relatively high ambient levels (primarily from airplanes) and low predicted noise levels from traffic, it was determined that the traffic is not the dominant noise source. This is one of the rare cases existing noise levels and predicted noise levels should be and have been added together for the 2042 Build Alternatives. If this is not done, the 2042 Build Alternatives noise level would show a decrease over the No Build Alternative, which would present a false scenario. The formula to add these together can be seen in **Appendix D**.

The Florida Department of Economic Opportunity identified in their response to the Advance Notification that the project is located within the limits of Aircraft Noise Zone D, which represents that portion of West Destin located within or above the “Maximum Mission F-35 Noise Contour” of 65 decibels. Located outside of these contours (i.e., < 65 dB), Zones A, B and C surround the Destin Airport/Coleman Kelly Field.

Table 3-3 Predicted Noise Levels

Receptor Identification	2015 Existing (dBA)	2042 No-Build (dBA)	2042 Build Alternative 1A (dBA)	2042 Build Alternative 1B (dBA)	2042 Build Alternative 1C (dBA)	2042 Build Alternative 2A (dBA)	2042 Build Alternative 2B (dBA)	2042 Build Alternative 2C (dBA)	Site to be Considered for Abatement for Build Alternatives (1A, 1B, 1C, 2A,2B, and 2C)?
R1	57.1	57.1	58.7	58.7	58.7	60.6	60.6	60.6	No
R2*	57.1	57.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A
R3	57.1	57.1	58.2	58.2	58.2	59.2	59.2	59.2	No
R4	57.1	57.1	57.6	57.6	57.6	58.1	58.1	58.1	No
R5*	57.1	57.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A
R6	57.1	57.1	58.1	58.1	58.1	58.4	58.4	58.4	No
R7	58.0	58.0	58.5	58.5	58.5	58.7	58.7	58.7	No
R8	58.0	58.0	58.4	58.4	58.4	58.6	58.6	58.6	No
R9	58.0	58.0	58.4	58.4	58.4	58.6	58.6	58.6	No
R10	58.0	58.0	62.8	62.8	62.8	62.5	62.5	62.5	No
R11	58.0	58.0	60.3	60.3	60.3	60.2	60.2	60.2	No
R12	58.0	58.0	58.8	58.8	58.8	58.9	58.9	58.9	No
R13	58.0	58.0	59.1	59.1	59.1	59.2	59.2	59.2	No
R14	58.0	58.0	60.6	60.6	60.6	60.6	60.6	60.6	No
R15	58.0	58.0	61.7	61.7	61.7	61.9	61.9	61.9	No
R16	58.0	58.0	61	61	61	61.6	61.6	61.6	No
R17	58.0	58.0	59.9	59.9	59.9	60.2	60.2	60.2	No
R18	58.0	58.0	58.7	58.7	58.7	58.9	58.9	58.9	No
R19	58.0	58.0	59.3	59.3	59.3	60.8	60.8	60.8	No
R20	58.0	58.0	60.6	60.6	60.6	62.2	62.2	62.2	No
R21	58.0	58.0	58.7	58.7	58.7	59.2	59.2	59.2	No
R22	58.0	58.0	59	59	59	59.5	59.5	59.5	No
R23	58.0	58.0	59.7	59.7	59.7	60.4	60.4	60.4	No
R24	58.0	58.0	59.3	59.3	59.3	60.0	60.0	60.0	No
R25	58.0	58.0	58.5	58.5	58.5	58.8	58.8	58.8	No
R26	57.1	57.1	57.8	57.8	57.8	58.2	58.2	58.2	No
R27	57.1	57.1	57.9	57.9	57.9	58.3	58.3	58.3	No
R28	57.1	57.1	57.8	57.8	57.8	58.1	58.1	58.1	No
R29	57.1	57.1	57.7	57.7	57.7	58.1	58.1	58.1	No
R30	57.1	57.1	57.6	57.6	57.6	57.9	57.9	57.9	No
R31	57.1	57.1	57.5	57.5	57.5	57.9	57.9	57.9	No
R32	57.1	57.1	57.4	57.4	57.4	57.7	57.7	57.7	No
R33	57.1	57.1	57.4	57.4	57.4	57.7	57.7	57.7	No

Receptor Identification	2015 Existing (dBA)	2042 No-Build (dBA)	2042 Build Alternative 1A (dBA)	2042 Build Alternative 1B (dBA)	2042 Build Alternative 1C (dBA)	2042 Build Alternative 2A (dBA)	2042 Build Alternative 2B (dBA)	2042 Build Alternative 2C (dBA)	Site to be Considered for Abatement for Build Alternatives (1A, 1B, 1C, 2A,2B, and 2C)?
R34	57.1	57.1	57.8	57.8	57.8	58.4	58.4	58.4	No
R35	57.1	57.1	58.8	58.8	58.8	56.7	56.7	56.7	No
R36	57.1	57.1	59.4	59.4	59.4	60.6	60.6	60.6	No

*Relocations in the 2042 Build scenarios.

3.4 NOISE IMPACT ANALYSIS

Noise levels at noise sensitive sites are not predicted to approach or exceed the NAC for any of the Design Year (2042) Build Alternatives. Compared to existing conditions, the largest predicted increase attributable to the project is 7.4 dBA. Therefore, no substantial increase will occur.

3.5 NOISE ABATEMENT MEASURES

Consideration of abatement measures is not warranted at existing noise sensitive sites.

3.5.1 Land Use Controls

Land use controls can be used to minimize traffic noise in future developments or areas where development occurs. As a part of this process, the planning officials can take into account the presence of the Destin Cross Town Connector alternatives. The distance to the 66 dBA and 71 dBA Noise Contours for the Design Year (2042) Build Alternatives are provided in **Table 3-4**. Local planning officials can use the noise contour information in an effort to avoid development of noise sensitive land uses on currently undeveloped lands in their study.

Table 3-4 Destin Cross Town Connector Design Year Noise Contours

Design Year	Distance to the 66 dBA Noise Contour[1]	Distance to the 71 dBA Noise Contour[1]
2042	Within ROW	Within ROW

[1] Distance from the proposed nearest edge of travel lane.

4.0 RESULTS

For the Design Year (2042) No Build and Build Alternatives, none of the noise sensitive sites are predicted to experience traffic noise levels that approach or exceed the NAC. No sites are predicted to experience a substantial increase in traffic noise levels.

5.0 CONCLUSIONS

For all of the Design Year (2042) Build Alternatives, none of the noise sensitive sites are predicted to experience traffic noise levels that approach or exceed the NAC. No sites are predicted to experience a substantial increase in traffic noise levels.

Noise abatement measures were not considered as none of the noise sensitive sites are predicted to experience traffic noise that approach or exceed the NAC.

A land use review will be implemented again during the project's design phase to identify noise sensitive sites that have received a building permit after August 10, 2015, but prior to the date of public knowledge (i.e., date that the project's environmental document is approved). If the review identifies noise sensitive sites that have been permitted prior to the date of public knowledge, then the noise sensitive sites will be evaluated for traffic noise and abatement considerations, if needed.

6.0 PUBLIC COORDINATION

A public workshop was held on Tuesday, September 15, 2015 in the City of Destin's Council Chambers to provide the public with an opportunity to review project alternatives and provide comments. Maps of the alternatives, typical section, alternatives' costs and impacts were presented at the meeting. Approximately 41 persons attended, most from within the affected neighborhood.

In addition to the public outreach referenced above, information gathered as part of this project analysis will be shared with local planning officials to help promote compatibility between land development and highways. A copy of this report will be provided to local agencies responsible for controlling land use.

Seeing as the 66 and 71 dBA noise contours are inside the proposed ROW for all build alternatives, traffic noise will not be considered incompatible with future development sites such as residences, motels, schools, churches and recreational facilities. A copy of this NSR will still be sent to local planning officials as required by NEPA standards.

7.0 CONSTRUCTION NOISE AND VIBRATION

Based on the existing land use within the limits of this project, construction of the proposed roadway improvements will not have any noise impact. It is anticipated that the application of the ***FDOT Standard Specifications for Road and Bridge Construction*** will minimize or eliminate most of the potential construction noise and vibration impacts. However, should unanticipated noise or vibration issues arise during the construction process, the Project Engineer, in concert with the Noise Specialist and the Contractor, will investigate additional methods of controlling these impacts.

REFERENCES

1. Title 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise; Federal Highway Administration; 2011.

2. PD&E Manual, Part 2, Chapter 18, Florida Department of Transportation; Tallahassee, Florida; Effective June 14, 2017.

3. Measurement of Highway-Related Noise; Federal Highway Administration; Springfield, VA; May 1996.

APPENDIX A
TRAFFIC DATA

Traffic Segment	LOS C ADT*	Demand ADT**	Peak Direction Hourly			Off-Peak Direction Hourly Volumes			% MT	% HT	K-factor	D-factor	Bi-direction
			Cars	MT	HT	Cars	MT	HT					
Year 2042 No Build													
Azalea Drive west of Benning Drive	6,600	3,556	158	6	3	145	5	3	3.50%	1.75%	9.0%	52.10%	320
Benning Drive North of Legion Drive	6,600	3,811	180	11	5	134	8	4	5.50%	2.75%	9.0%	57.30%	343
Beach Drive South of South Legion Drive	6,600	7,378	312	19	9	233	14	7	5.50%	2.75%	9.0%	57.30%	594
South Legion Drive	6,600	8,689	293	11	5	270	10	5	3.50%	1.75%	9.0%	52.10%	594
Benning Drive South of Azalea Drive	6,600	3,833	181	11	5	135	8	4	5.50%	2.75%	9.0%	57.30%	345
Benning Drive North of Legion Drive	6,600	3,111	147	9	4	110	7	3	5.50%	2.75%	9.0%	57.30%	280
North Legion Drive	6,600	3,089	151	6	3	112	4	2	3.50%	1.75%	9.0%	57.30%	278
Benning Drive North of Azalea Drive	6,600	4,944	234	14	7	174	10	5	5.50%	2.75%	9.0%	57.30%	445
Destin Cross Town Connector	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Year 2042 Build													
Azalea Drive west of Benning Drive	6,600	4,333	193	7	4	177	7	3	3.50%	1.75%	9.0%	52.10%	390
Benning Drive North of Legion Drive	6,600	3,811	180	11	5	134	8	4	5.50%	2.75%	9.0%	57.30%	343
Beach Drive South of South Legion Drive	6,600	7,378	312	19	9	233	14	7	5.50%	2.75%	9.0%	57.30%	594
South Legion Drive	6,600	8,756	293	11	5	270	10	5	3.50%	1.75%	9.0%	52.10%	594
Benning Drive South of Azalea Drive	6,600	3,833	181	11	5	135	8	4	5.50%	2.75%	9.0%	57.30%	345
Benning Drive North of Legion Drive	6,600	3,111	147	9	4	110	7	3	5.50%	2.75%	9.0%	57.30%	280
North Legion Drive	6,600	3,333	163	6	3	121	4	2	3.50%	1.75%	9.0%	57.30%	300
Benning Drive North of Azalea Drive	6,600	3,878	183	11	5	137	8	4	5.50%	2.75%	9.0%	57.30%	349
Destin Cross Town Connector	6,600	3,267	142	8	3	131	8	2	5.50%	1.75%	9.0%	52.10%	294

*Source: FDOT LOS Tables

**Source: Atkins Engineering

APPENDIX B
NOISE MONITORING SHEETS

Field Log Data Sheet

☐ Indoor

☑ Outdoor

Location MS #1

Prepared By Bryant Brantley Date 7/22/15

Equipment- Mic. Type _____ S.N. _____

Recorder _____ S.N. _____

Sound Level Meter Larson Davis 820 S.N. 1163

Calibrator Larson Davis 200 S.N. 3413

Weather Conditions-

Start: Time	9:15 AM	Temperature	80s	R.H.	—	Wind — Meter Cal. ___
Stop:	9:25 AM		80s			

Survey Data (indicate microphone position, traffic volume, major noise sources, etc.)

Ambient, 56.4 Site Sketch

Field Log Data Sheet

☐ Indoor

☑ Outdoor

Location MS #1

Prepared By Bryant Brantley Date 7/22/15

Equipment- Mic. Type _____ S.N. _____

Recorder _____ S.N. _____

Sound Level Meter LD 820 S.N. 11603

Calibrator LD 200 S.N. 3413

Weather Conditions-

	Time	Temperature	R.H.	Wind	Meter Cal.
Start:	9:25	80s		± 5mph	
Stop:	9:35	80s		±5mph	

Survey Data (indicate microphone position, traffic volume, major noise sources, etc.)

Ambient, dog barking, birds, etc 57.1 Site Sketch

Field Log Data Sheet

☐ Indoor

☑ Outdoor

Location MS #1

Prepared By Bryant Brantley Date 7/22/15

Equipment- Mic. Type _____ S.N. _____

Recorder _____ S.N. _____

Sound Level Meter LD 820 S.N. 1163

Calibrator LD 200 S.N. 3413

Weather Conditions-

Start: Time 9:35 Temperature mid 80s R.H. — Wind ± 5mph Meter Cal. ____

Stop: 9:45 mid 80s — ± 5mph _____

Survey Data (indicate microphone position, traffic volume, major noise sources, etc.)

Ambient, birds, etc 56.8 Site Sketch

Field Log Data Sheet

☐ Indoor

☑ Outdoor

Location MS #1

Prepared By Bryant Brantley Date 7/22/15

Equipment-

Mic. Type		S.N.
Recorder		S.N.
Sound Level Meter	LD 820	S.N. 1163
Calibrator	LD 200	S.N. 3413

Weather Conditions-

Start: Time	9:45	Temperature mid 80s	R.H. –	Wind –	Meter Cal.
Stop:	9:55	mid 80s	–	–	

Survey Data (indicate microphone position, traffic volume, major noise sources, etc.)

Ambient, dogs, chain saw, etc 57.4

Site Sketch

Field Log Data Sheet

☐ Indoor

☑ Outdoor

Location MS #1

Prepared By Bryant Brantley Date 7/22/15

Equipment-

Mic. Type		S.N.
Recorder		S.N.
Sound Level Meter	LD 820	S.N. 1163
Calibrator	LD 200	S.N. 3413

Weather Conditions-

Start: Time 9:56 Temperature mid 80s R.H. — Wind ±5mph Meter Cal. —

Stop: 10:06 mid 80s — ±5mph —

Survey Data (indicate microphone position, traffic volume, major noise sources, etc.)

Ambient, landscaping, birds, etc 57.8

Site Sketch

Field Log Data Sheet

☐ Indoor

☑ Outdoor

Location MS #1

Prepared By Bryant Brantley Date 7/22/15

Equipment-

Mic. Type		S.N.
Recorder		S.N.
Sound Level Meter	LD 820	S.N. 1163
Calibrator	LD 200	S.N. 3413

Weather Conditions-

Start: Time	10:06	Temperature 80s	R.H. —	Wind ± 5mph	Meter Cal.
Stop:	10.16	80s	—	± 5mph	

Survey Data (indicate microphone position, traffic volume, major noise sources, etc.)

Ambient, birds, airplane, dogs, etc 57.4 Site Sketch

Field Log Data Sheet

☐ Indoor

☑ Outdoor

Location M.S #2

Prepared By Bryant Brantley Date 7/22/15

Equipment-

Mic. Type		S.N.
Recorder		S.N.
Sound Level Meter	LD 820	S.N. 1163
Calibrator	LD 200	S.N. 3413

Weather Conditions-

Start: Time 10:31 AM Temperature high 80s R.H. — Wind — Meter Cal. —

Stop: 10:41 AM high 80s — — —

Survey Data (indicate microphone position, traffic volume, major noise sources, etc.)

Ambient, chain saw, lawn mower, etc. 57.9 Site Sketch

Field Log Data Sheet

☐ Indoor

☑ Outdoor

Location MS #2

Prepared By Bryant Bruthy Date 7/22/15

Equipment- Mic. Type _____ S.N. _____

Recorder _____ S.N. _____

Sound Level Meter LD 820 S.N. 1163

Calibrator LD 200 S.N. 3413

Weather Conditions-

Start: Time 10:41 AM Temperature high 80s R.H. - Wind ± 5 mph Meter Cal. ___

Stop: 10:57 AM high 80s - ± 5 mph _____

Survey Data (indicate microphone position, traffic volume, major noise sources, etc.)

Ambient, birds, airplane, insects, 58.2 Site Sketch

Field Log Data Sheet

☐ Indoor

☑ Outdoor

Location MS #2

Prepared By Bryant Brantley Date 7/22/15

Equipment-

Mic. Type		S.N.
Recorder		S.N.
Sound Level Meter	LD 820	S.N. 1163
Calibrator	LD 200	S.N. 3413

Weather Conditions-

Start: Time 10:51 Temperature high 80s R.H. — Wind ±5mph Meter Cal. ___

Stop: 11:01 high 80s — ±5mph ___

Survey Data (indicate microphone position, traffic volume, major noise sources, etc.)

Ambient, birds, pedestrians, etc 57.4 Site Sketch

Field Log Data Sheet

☐ Indoor

☑ Outdoor

Location MS #2

Prepared By Bryant Brantley Date 7/22/15

Equipment-

Mic. Type		S.N.
Recorder		S.N.
Sound Level Meter	LD 820	S.N. 1163
Calibrator	LD 200	S.N. 3413

Weather Conditions-

Start: Time 11:02 Temperature high 80s R.H. — Wind ± 5mph Meter Cal. ___

Stop: 11:12 high 80s — ±5mph ___

Survey Data (indicate microphone position, traffic volume, major noise sources, etc.)

Ambient, landscaping, traffic, etc. 58.4 Site Sketch

Field Log Data Sheet

☐ Indoor

☑ Outdoor

Location MS # 2

Prepared By Bryant Brantley Date 7/22/15

Equipment-

Mic. Type		S.N.
Recorder		S.N.
Sound Level Meter	LD 820	S.N. 1163
Calibrator	LD 200	S.N. 3413

Weather Conditions-

Start: Time	11:12	Temperature	90s	R.H. —	Wind —	Meter Cal.
Stop:	11:22		90s	—	—	

Survey Data (indicate microphone position, traffic volume, major noise sources, etc.)

Ambient, airplane, traffic, lawn mower, etc

58.5

Site Sketch

Field Log Data Sheet

☐ Indoor

☑ Outdoor

Location MS #2

Prepared By Bryant Brantley Date 7/22/15

Equipment- Mic. Type _____ S.N. _____

Recorder _____ S.N. _____

Sound Level Meter LD 820 S.N. 1163

Calibrator LD 200 S.N. 3413

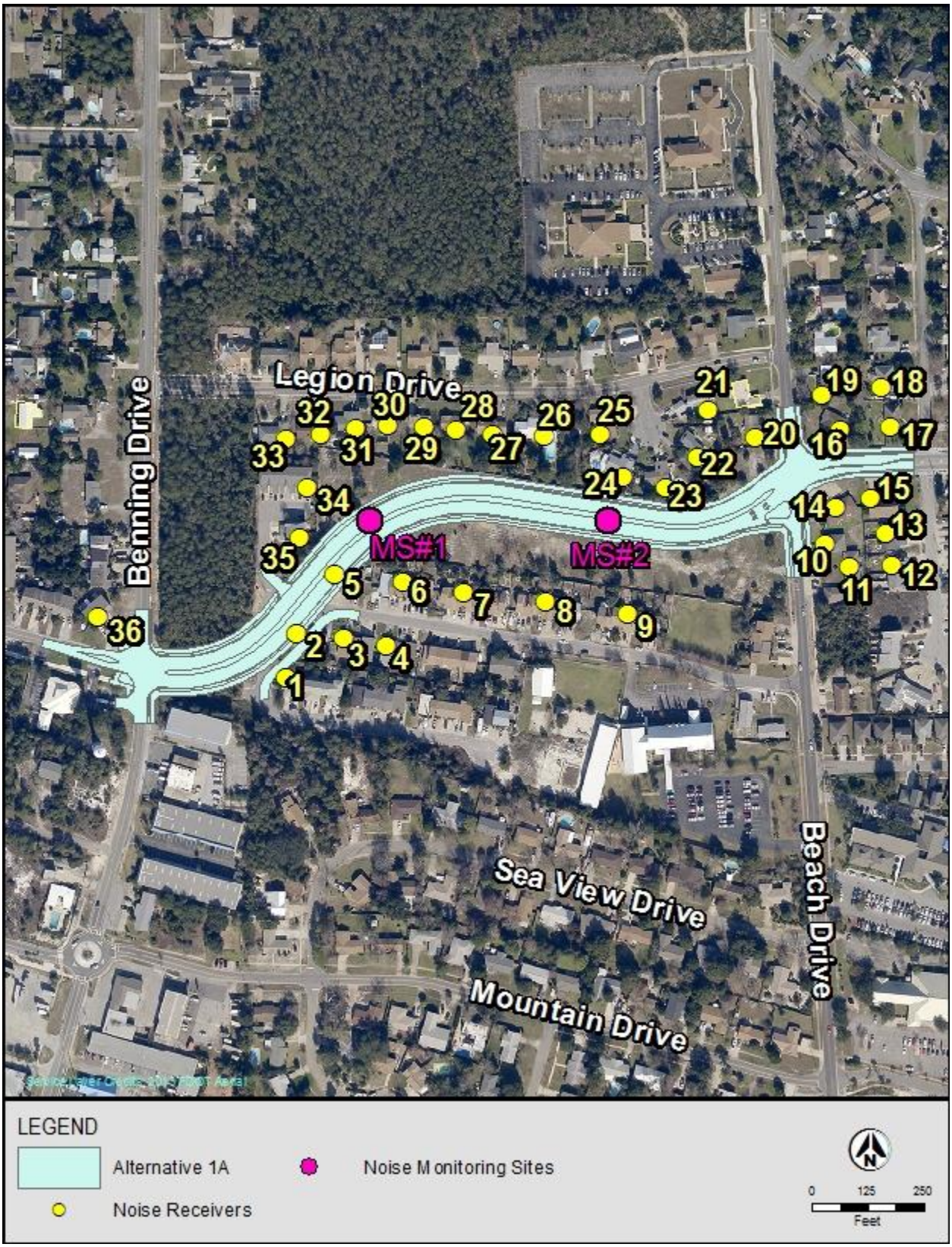
Weather Conditions-

	Time	Temperature	R.H.	Wind	Meter Cal.
Start:	11:22	90s	–	–	
Stop:	11:32	90s	–	–	

Survey Data (indicate microphone position, traffic volume, major noise sources, etc.)

Ambient, kids playing, landscaping, 57.8 Site Sketch

APPENDIX C
PROJECT AERIALS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LEGEND
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Noise Monitoring Sites
Noise Receivers
N
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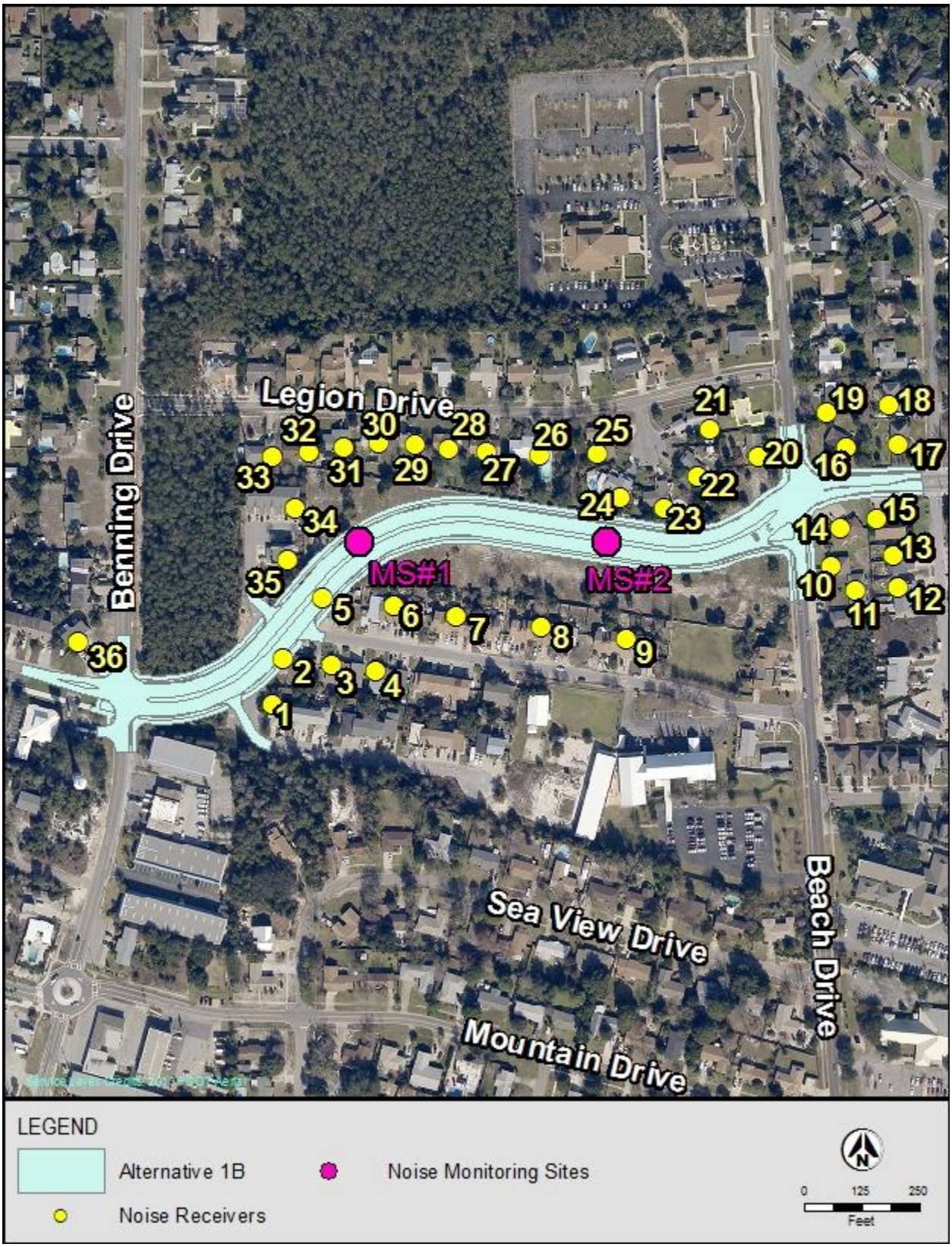
125
250
Feet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LEGEND
Alternative 1B
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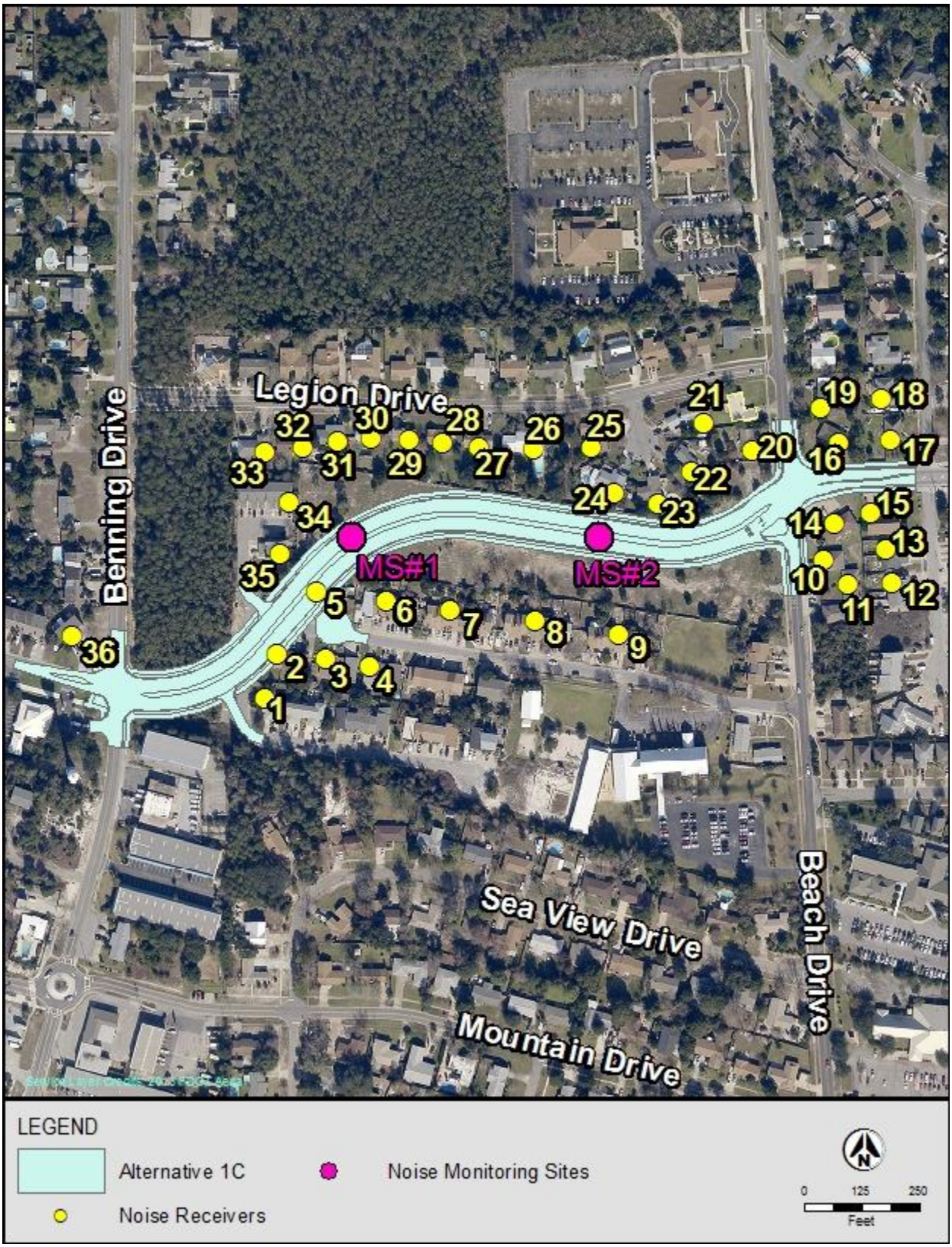
Noise Receivers
N
0
125
250
Feet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LEGEND
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Noise Monitoring Sites
Noise Receivers
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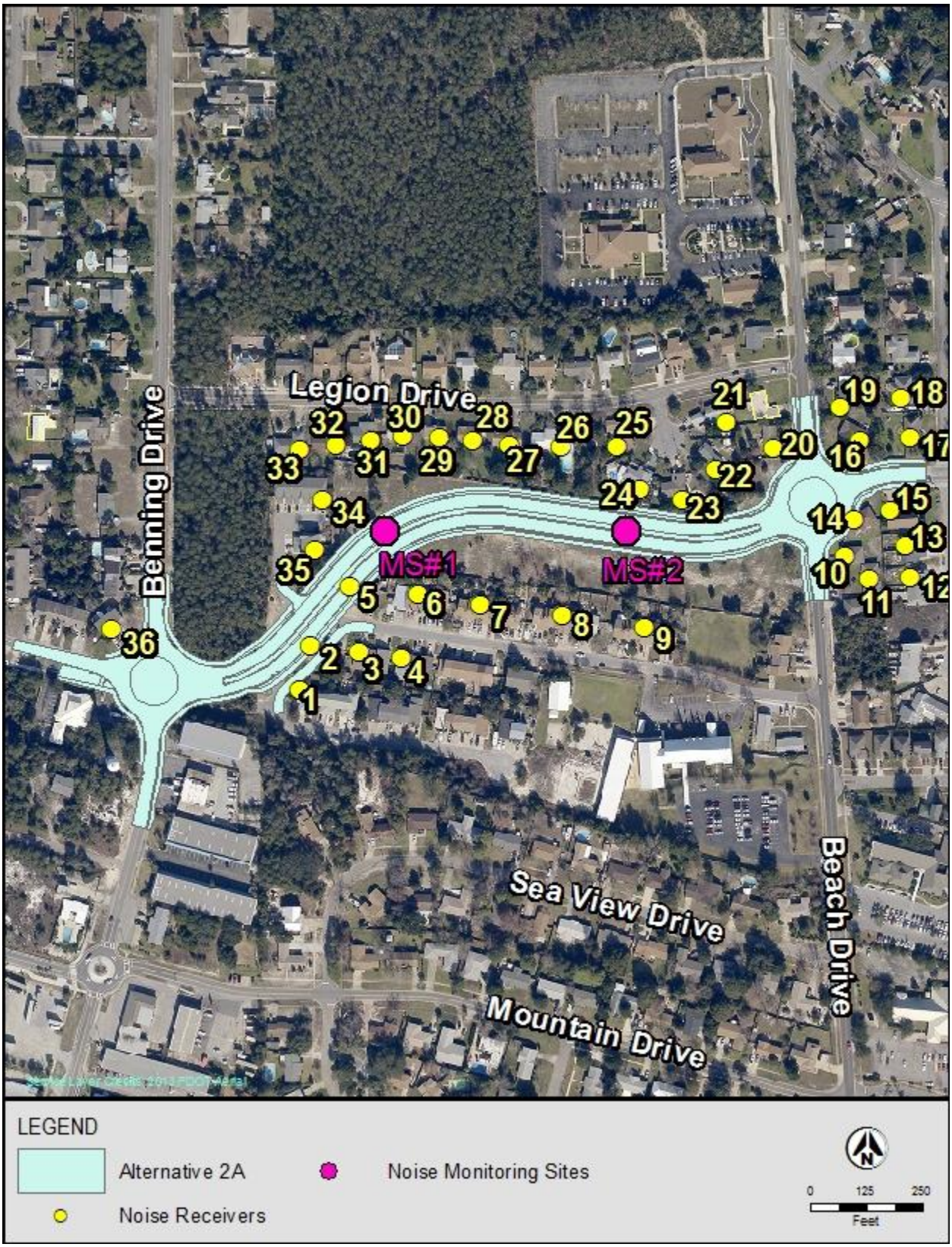
Feet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LEGEND
Alternative 2A
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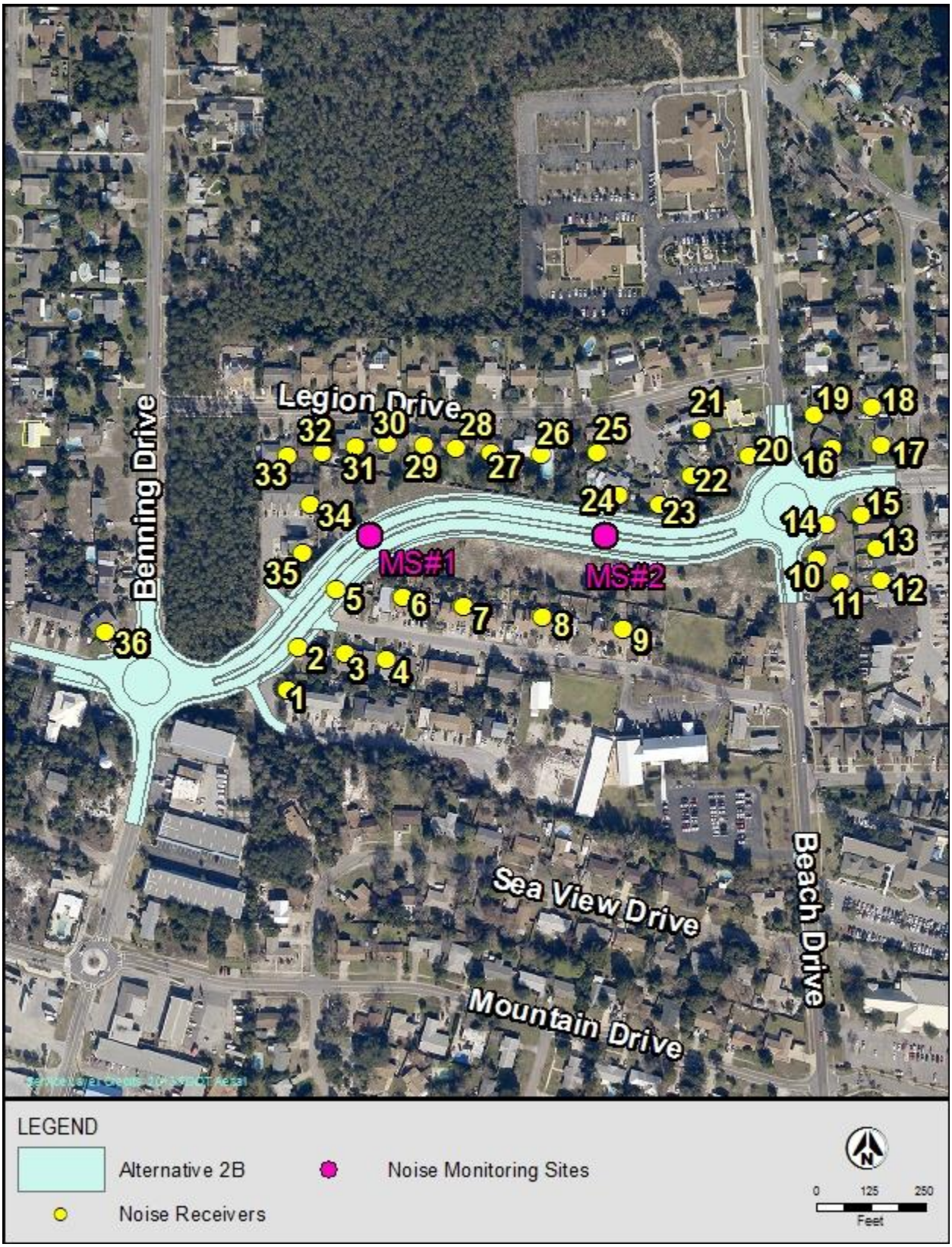
Noise Receivers
0
125
250
Feet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LEGEND
Alternative 2B
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Noise Receivers
N
0
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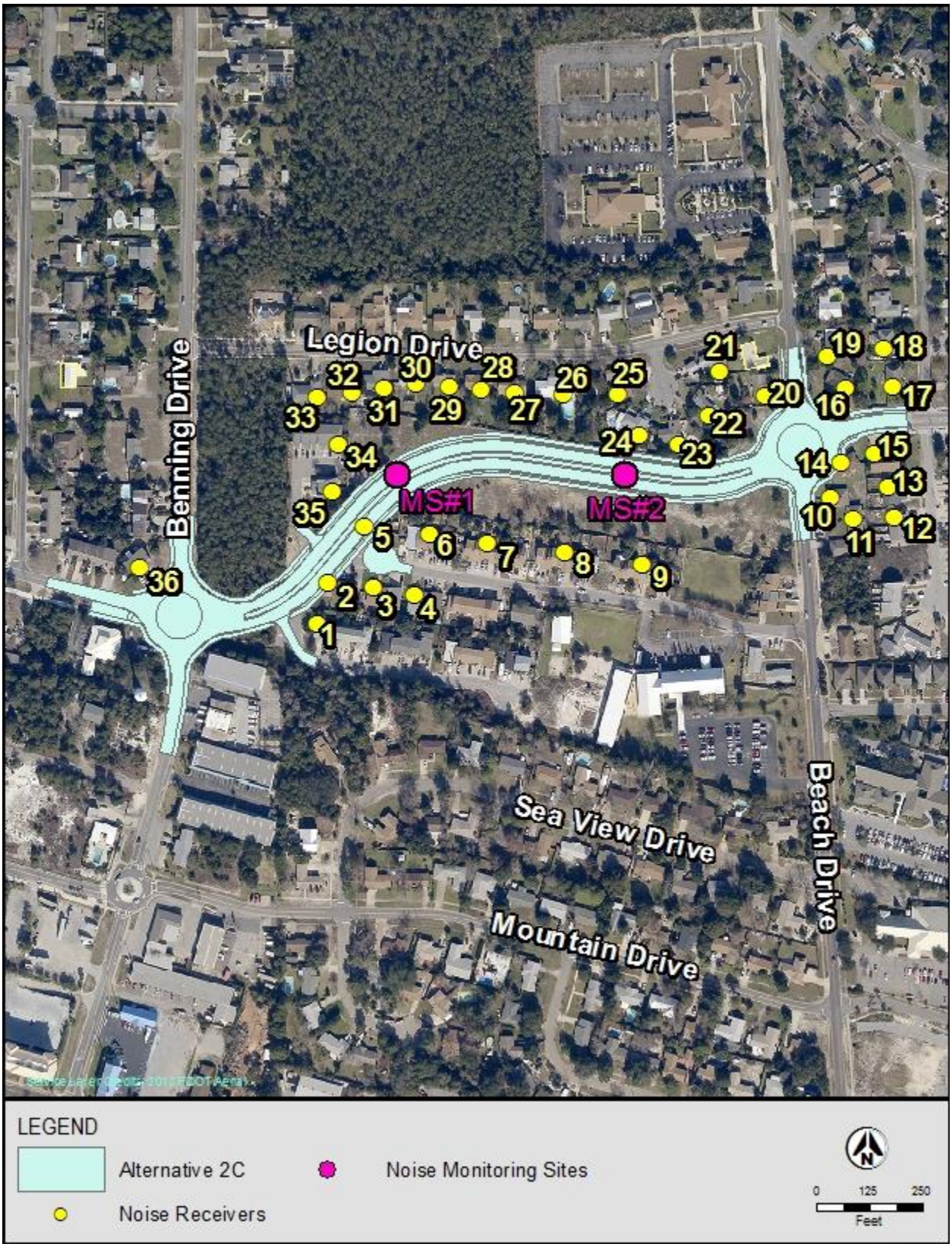
Feet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36
LEGEND
Alternative 2C
Noise Monitoring Sites
Noise Receivers
N
0
125
250
Feet

APPENDIX D
ADDING DECIBELS FORMULA

The reported decibel levels are part of the exponents highlighted by yellow in the following equation. The exponent is the dB(A) noise level divided by 10.

Example: adding 55.1 dB(A) to 52.2 dB(A)

$10^{55.1/10} + 10^{52.2/10} = 323{,}593.6569 + 165{,}958.6907 = 489{,}552.3476$

Converting back to dB(A): (Log(489,552.3476)) * 10 = 56.8 dB(A)

Hence, 55.1 dB(A) + 52.2 dB(A) = 56.8 dB(A)

FINAL
PRELIMINARY ENGINEERING REPORT

Destin Cross Town Connector
Azalea Drive at Benning Drive to Legion Drive at Beach Drive
Okaloosa County, Florida

Federal Aid Project No.: Not Applicable
Financial Project ID: Not Applicable
ETDM No.: Not Applicable

Prepared for:

City of Destin Public Services Department
4200 Indian Bayou Trail
Destin, Florida 32541

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

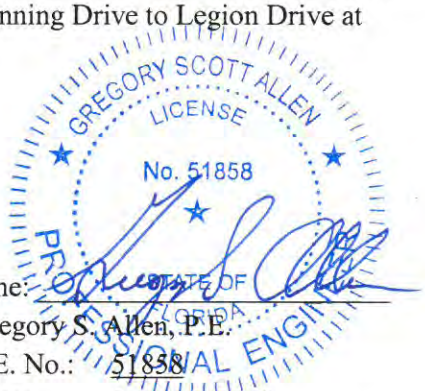
June 2018

FINAL PRELIMINARY ENGINEERING REPORT

FEDERAL AID PROJECT NUMBER: NOT APPLICABLE
FINANCIAL PROJECT ID NUMBER: NOT APPLICABLE
ETDM NUMBER: NOT APPLICABLE

PROJECT: DESTIN CROSS TOWN CONNECTOR FROM AZALEA DRIVE AT BENNING DRIVE TO LEGION DRIVE AT BEACH DRIVE IN OKALOOSA COUNTY, FLORIDA

This preliminary engineering report contains detailed engineering information that fulfills the purpose and need for project Destin Cross Town Connector from Azalea Drive at Benning Drive to Legion Drive at Beach Drive.



Signature: Name: Gregory S. Allen, P.E.
P.E. No.: 51858
Date: June 15, 2018
Address: Atkins North America
2114 Airport Boulevard
Suite #1450
Pensacola, FL 32504

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1 PROJECT SUMMARY

1.1 Project Description

This preliminary engineering report, dated May 21, 2018, contains detailed engineering information that fulfills the purpose and need for the Destin Cross Town Connector project. The limits of the project are from Azalea Drive at Benning Drive to Legion Drive at Beach Drive (See **Figure 1-1**). The project is located within the City of Destin in Okaloosa County, Florida. This study evaluates constructing 0.4 miles of new 4-lane road between Benning Drive and Beach Drive, which the City of Destin has classified as a major collector. The proposed improvements would begin on Azalea Drive just west of Benning Drive and extend eastward just past the intersection of Legion Drive with Beach Drive. The project traverses through the area of Anna Street, Sandalwood Court, and Sandalwood Drive.

The proposed ultimate typical section for the new road consists of a four-lane divided urban typical section having two eleven-foot travel lanes and a 5-foot bicycle lane in each direction separated by a 15.5-foot median within 110-foot of right-of-way (R/W). Type F curb and gutter with a ten-foot sidewalk would be provided along both sides of the roadway. Drainage would be collected in a closed stormwater system and conveyed to retention ponds. Intersection improvements will be made at the intersection of Azalea Drive and Benning Drive and the intersection of Legion Drive and Beach Drive. The project typical section will be phased from interim to the ultimate typical section. The interim typical section will include the same amenities but with only two lanes. Intersection improvements will be required for the interim and ultimate typical sections (See **Figure 1-2A** and **1-2B**).

1.2 Purpose and Need

State Road (SR) 30/US 98 (Harbor Boulevard), a principal arterial serving both local and through traffic in Destin, Florida, is a four-lane divided roadway that has been backlogged for many years. Due to the highly-developed nature along SR 30/US 98, capacity improvements would be both highly disruptive and expensive. Therefore, the City of Destin in 2005, created a Multimodal Transportation District (MMTD) which included SR 30/US 98, along with a system of collector roadways that serve the major mobility needs of Destin. The intent is to maintain the existing road network through strategic connections, reconstruction and widening projects, where appropriate, while focusing on promoting accessibility by all modes of transportation. The proposed project is one of the strategic connections that would relieve congestion on SR 30/US 98 by re-routing local traffic from SR 30/US 98 to a parallel corridor that would be created by providing the missing segment between Azalea Drive and Legion Drive. This parallel corridor would extend from the intersection of Stahlman Avenue to Azalea Drive and along Azalea Drive to Benning Drive, then from Benning Drive to the intersection of Beach Drive with Legion Drive (the project proposed in this report). The corridor would continue along Legion Drive and Airport Road to Commons Boulevard and along Commons Boulevard to SR 293 (Danny Wuerffel Way).

Several planning documents have identified the need for a new east-west corridor to relieve traffic on SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway). These documents include: Evaluation and Appraisal Report (EAR) Destin 2010. Comprehensive Plan, Northwest Florida Transportation Planning Organization's (OWTPO) Cost Feasible Plan (CFP) element of the 2040 Long Range Transportation Plan (LRTP).

The proposed new roadway connection is consistent with the planned improvements in the City of Destin Comprehensive Plan, Transportation Element Policy 2-1.1.1, which states that the City shall pursue design and construction of additional road corridors and specifically includes an east-west roadway parallel to and north of SR 30/US 98 (Harbor Boulevard/ Emerald Coast Parkway) to relieve existing congestion on SR 30/US 98. It is also consistent with the goals of the Harbor and Town Center Community Redevelopment Plans (CRAs).

The Okaloosa Walton Transportation Planning Organization's (OWTPO's) 2040 *Long Range Transportation Plan* (LRTP) *Cost Feasible Plan* (adopted February 16, 2017) also shows the Destin Cross Town Connector from Benning Drive to Beach Drive as providing a two-lane roadway. It shows the cost of the remaining phases (right-of-way and construction) as an estimated $895,109 for right-of-way acquisition and an estimated construction cost of $1,029,335.

The proposed project is listed in the FY 2017 to FY 2021 Transportation Improvement Program (TIP), adopted June 16, 2016 and amended February 16, 2017, as Project Number EN615: Corridor Management Plan – Section 2 E/W Alignment (Beach Drive to Benning Drive) Non-SIS for $5,500,000 in Grant funds for the construction phase in 2018/2019 (Section 2 – Capacity, Page 24).

The project is also consistent with recommendations of the NFTCA *2016 Master Plan* (adopted April 2013, Amended June 2016). The NFTCA Master Plan provides a "framework for the most efficient investment of resources" to ensure a safe and reliable transportation system "while making northwest Florida economically competitive with other regions in the State and nation". The NFTCA 2016 Master Plan documents the qualitative and cost benefit analyses of 33 transportation projects (one of which was removed during the 2016 update) across the region. Project Number 19, the Destin Cross Town Connector, was ranked overall as the number 1 project (refer to page ES-4 of the 2016 Master Plan).

1.3 Commitments

The City of Destin has made the following commitments regarding the proposed transportation improvement project.

1.3.1.1 Relocations

To minimize the unavoidable effects of right-of-way acquisition and displacement, a right-of-way and relocation program will be carried out in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Public Law 91-646, as amended by Public Law 100-17). This project has been developed in accordance with the Civil Rights Act of 1964, the Civil Rights Act of 1968, and in accordance with Executive Order 12898.

1.3.1.2 Water Quality

The proposed stormwater facility design will include, at a minimum the water quantity requirements for water quality impacts as required by the Northwest Florida Water Management District (NWFWMD) in Rule 40A-1,

40A-4, 62-4, 62-341, 62-346, the Florida Department of Environmental Protection (FDEP) Rules 62-312 and 62-25 F.A.C. and the Environmental Protection Agency (EPA).

1.3.1.3 Wildlife and Habitat

Since gopher tortoise habitat may be found within the alternative alignments and associated 300-foot buffers, the Florida Fish and Wildlife Conservation Commission (FFWCC) Gopher Tortoise Permitting Guidelines pertaining to surveying, excavating, and relocating will be followed.

Sea turtles occur within the Gulf of Mexico and nest on adjacent beaches. As the study area is located approximately one (1) mile from the Gulf of Mexico beaches, there would be no direct involvement with sea turtles. However, during the State Clearinghouse review period, the Florida Fish and Wildlife Conservation Commission (FFWCC) commented that due to the presence of sea turtle nesting beaches nearby, staff recommends the use of sea turtle friendly lighting along the roadway. The Florida Natural Areas Inventory (FNAI) indicates that the loggerhead sea turtle is likely to occur within the study area, while the green and leatherback sea turtles have the potential to occur within or near the study area. The nearest sea turtle habitat is the Gulf of Mexico approximately one mile south of the study area. The proposed project lighting will be sea turtle friendly in compliance with the FFWCC's request. The appropriate state agencies will be contacted should any state-listed plant species be positively identified within construction limits and afforded an opportunity to transplant them per Florida Statute 581.185.

1.3.1.4 Transit

As requested by Okaloosa County Transit, the provision for bus turnouts will be evaluated in the design phase.

1.3.1.5 Bicycle/Pedestrian

The proposed improvements include 10-foot wide sidewalks. Americans with Disabilities Act (ADA) compatible ramps with detectable warning surfaces, crosswalks, and signage to ensure pedestrian safety.

1.4 Description of Recommended Alternative

The objective of the Destin Cross Town Connector is to provide an alternative to SR 30/US 98 for motorized traffic while increasing transportation options by creating an intermodal network by focusing on bicycle, pedestrian, and transit service as well as vehicular transportation.

The Build alternatives considered during the study include several different intersection and side street connection concepts, some of which were not carried forward into the PD&E Study based on an initial screening and review by the City of Destin.

The preferred alternative for the Destin Cross Town Connector will be a single lane in each direction separated by a median. In the future when the traffic warrants, the roadway will be widened to four lanes (2 lanes in each direction) by removing portions of the proposed median. The outside curb locations and pedestrian features will

be set and will not require modifications in the future. The intersection with Benning Drive will be a the traditional four-leg stopped controlled intersection which will be converted to a signalized intersection when warranted in the future. The intersection with Beach Drive will be a single lane roundabout until traffic warrants conversion to a four-way signalized intersection. Sandalwood Court will tie into the Destin Connector and have a right-in and right-out access only. Sandalwood Drive will not connect to the Destin Connector. Residents will utilize Beach Drive for their entry and exit point. A turnaround will be added at the end of Sandalwood Drive near the Destin Cross Town Connector.

FIGURE 1-1: LOCATION MAP

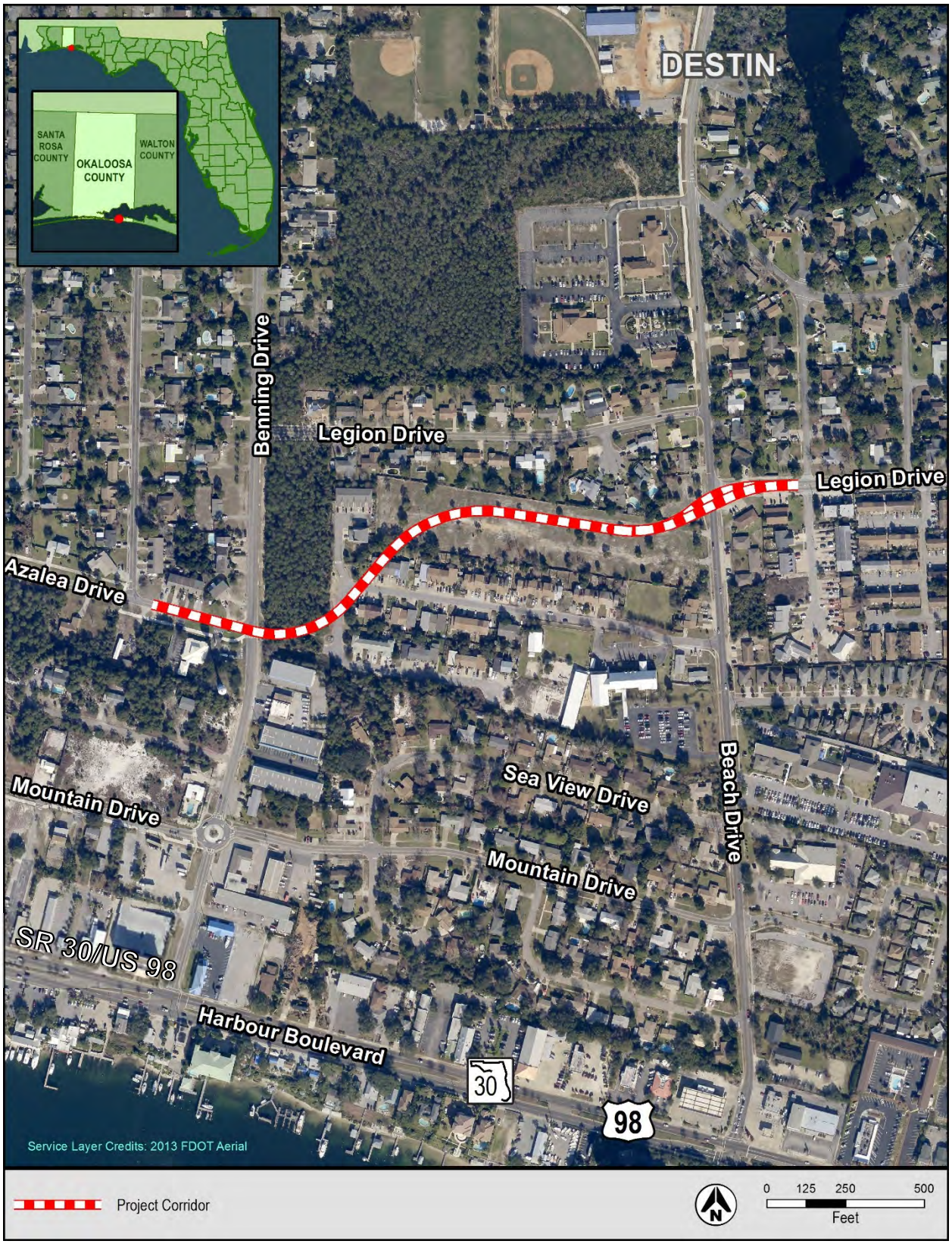


FIGURE 1-2A: INTERIM TYPICAL SECTION

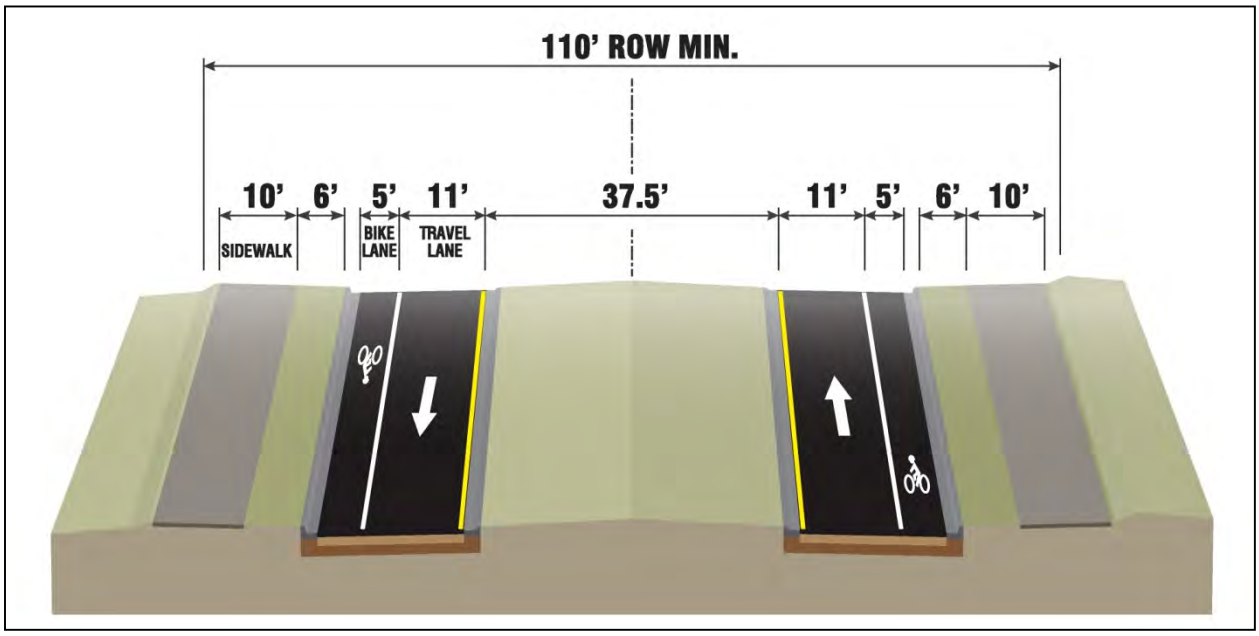
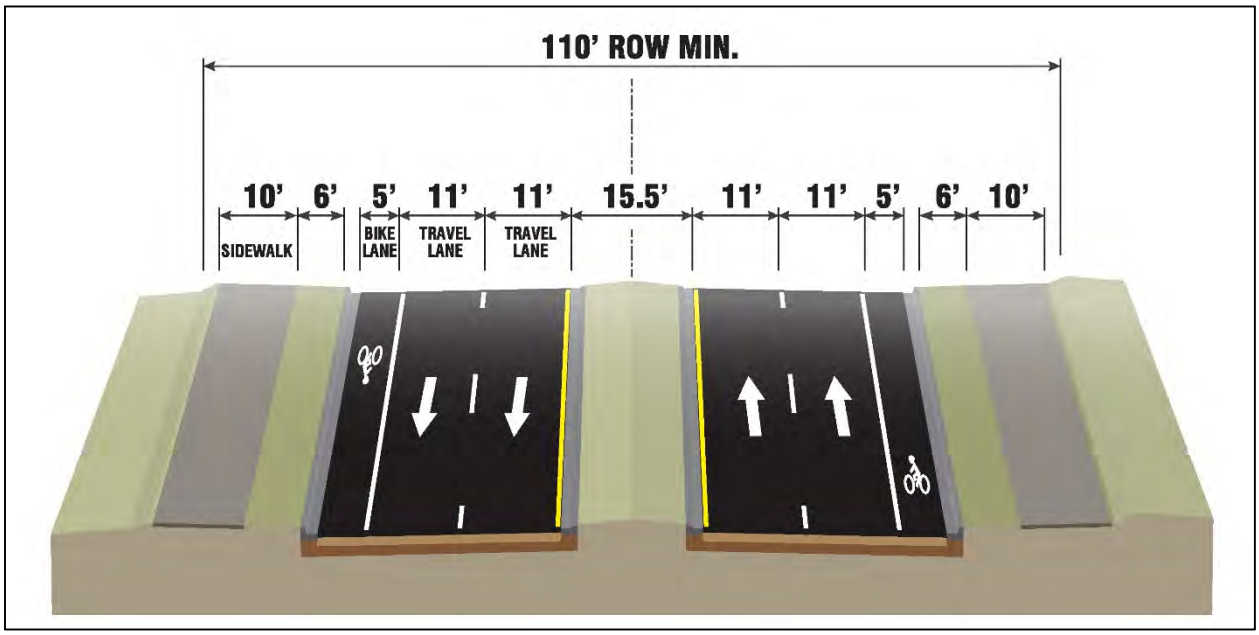


FIGURE 1-2B: ULTIMATE TYPICAL SECTION



2 EXISTING CONDITIONS

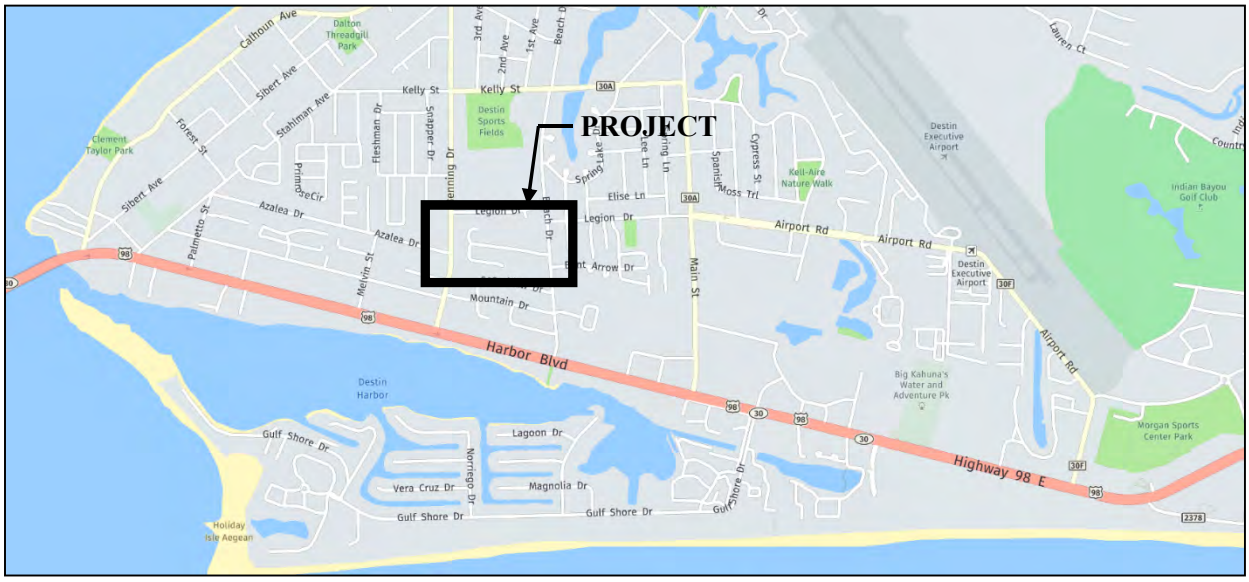
2.1 Capacity

SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway) in the City of Destin, Florida is a congested facility having Annual Average Daily Traffic (AADT) ranging from 44,000 to 51,500 vehicles per day in 2014 with a Level of Service (LOS) of F. Adding capacity to this facility is prohibitive due to R/W costs. The provision of a connection between Azalea Drive and Legion Drive would alleviate congestion in the SR 30/US 98 corridor by creating a new parallel route traveling from SR 30/US 98 at Stahlman Avenue to and along Azalea Drive and Legion Drive/Airport Road to and along Commons Drive to SR 293 (Danny Wuerffel Way).

2.2 System Linkage

Currently, there is no continuous roadway parallel to SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway) within the City of Destin that could serve as an alternate route to SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway). The existing road network in the project study area is shown in **Figure 2-1** below:

FIGURE 2-1: EXISTING ROAD NETWORK IN PROJECT AREA



Traveling from Stahlman Avenue, the west side of the City, to SR 293 (Danny Wuerffel Way), east side of the City, involves traversing Azalea Drive, which extends from Stahlman Avenue to Benning Drive; Legion Drive from Benning Drive to Beach Drive; and Legion Drive from Beach Drive to Main Street where it continues east of Main Street as Airport Road to the Destin/Fort Walton Beach Airport and to either SR 30 /US 98 (Harbor Boulevard/Emerald Coast Parkway) or continuing on to SR 293 (Danny Wuerfful Way) via Commons Drive. The segment of Legion Drive from Benning Drive to Beach Drive is offset to the north from both Azalea Drive and from Legion Drive at Beach Drive eastward. Connecting the offset segment of Legion Drive to Azalea Drive and to the eastern segment of Legion Drive is not feasible due to the significant number of relocations that would be required.

The proposed project would connect Azalea Drive at Benning Drive directly to Legion Drive at Beach Drive and is the last planned strategic connection of local roads that would relieve congestion on SR 30 (US 98) by re-routing local traffic from SR 30/US 98 to a parallel corridor that would be created by providing the missing link between Azalea Drive and Legion Drive.

2.3 Transportation Demand

According to the Okaloosa Walton Transportation Planning Organization's (TPO) Congestion Management Process Plan (adopted February 2013), SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway) from the East Pass Bridge to Matthew Boulevard has been operating at LOS F since 2002. The proposed project would provide an alternate route to the congested SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway) corridor for local traffic.

The City's 2020 Comprehensive Plan Evaluation and Appraisal Report requires the City to shift the focus of the concurrency management system from expanding system capacity to preserving existing capacity. The proposed project is one measure being implemented by the City that is consistent with preserving the existing capacity of SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway).

2.4 Legislation

The proposed project is consistent with the Okaloosa-Walton TPO Long Range Transportation Plan (LRTP) and the City of Destin's 2020 Comprehensive Plan Policy 2.1.1.1: Pursue Additional Road Corridor Improvements; Policy 2-1.1.2: Relieve Congestion; and Policy 2-1.1.12: Construct Transportation Facilities to Multimodal Transportation District (MMTD) Standards.

2.5 Social Demands or Economic Development

The proposed project falls within both the MMTD and the North Harbor Planning Area, which according to the City of Destin's 2020 Comprehensive Plan "shall complement the South Harbor Planning Area festive market place and shall accommodate both permanent residential uses, and licensed commercial hotels, motels, bed and breakfast establishments and other commercial transient living accommodations intended for short-term occupancy, tourist commercial development, including strategically located off-site parking that can be designed as an integral part of a transit or trolley system." Design criteria "should ensure a harmonious pedestrian-oriented design . . . should provide for strategic pedestrian access-ways that link the area north and south of Harbor Boulevard west of Beach Drive."

Among the major objectives of the Destin Harbor Area Master Plan were improvements in the function and form of SR 30/US 98 (Harbor Boulevard) from the East Pass to the east property line of parcel #002S-22-0700-000E-0060. See **Figure 2-2**, below.

The proposed project would enhance the function of SR 30/US 98 (Harbor Boulevard) by providing an alternate route for local traffic currently using SR 30 /US 98 (Harbor Boulevard) for local trips. It would also improve the

connectivity of the bicycle/pedestrian network within the North Harbor Planning Area.

FIGURE 2-2: PARCEL 002S-22-0700-00E-0060

2.6 Modal Interrelationships

Policy 2-1.1.1 of the Transportation Element of the City of Destin's Comprehensive Plan required design and construction of additional road corridors that will facilitate the movement of both auto and non-auto traffic, including "an east/west roadway parallel to and north of Harbor Boulevard/Emerald Coast Parkway . . . to relieve congestion on Harbor Boulevard/Emerald Coast Parkway". By providing the missing link in the corridor defined as Stahlman Avenue from SR 30/US 98 (Harbor Boulevard) to Azalea Drive, along Azalea Drive to Benning Drive, and along Legion Drive/Airport Road from Beach Drive to SR 30/US 98 (Emerald Coast Parkway), the proposed project would provide a continuous corridor that would serve as an alternate to SR 30/US 98 (Harbor Boulevard). Such a corridor would not only improve the interconnectivity of the vehicular transportation network but would allow for improved delivery of transit services. Furthermore, the new corridor created by the proposed project would also provide local traffic with an alternate route to use instead of SR 30/US 98 to access the Destin Executive Airport (DTS).

There are existing sidewalks along Benning Drive from Azalea Drive to SR 30/US 98; along Beach Drive from Kelly Avenue to SR 30/US 98 (Harbor Boulevard); and along Legion Drive and Airport Road from Beach Drive to SR 30/US 98 (Harbor Boulevard). There is an existing bicycle lane along Benning Drive from SR 30/US 98 (Harbor Boulevard) to Calhoun Avenue and along Beach Drive, north of the study area. An existing multi-use trail extends from Beach Drive along Legion Drive and Airport Road. Planned pedestrian and bicycle facilities include a sidewalk and bicycle path along Azalea Drive and a bicycle path along Beach Drive from SR 30/US 98 (Harbor Boulevard) to Kelly Drive. The proposed Destin Cross Town Connector project would include the

provision of bicycle/pedestrian facilities that would connect with the existing and planned bicycle/pedestrian facilities, including connecting Azalea Drive with Legion Drive, thereby improving the interconnectivity of the bicycle/pedestrian network, in compliance with the City's Comprehensive Plan and as required for the MMTD.

2.7 Typical Section/Existing Roadway Right of Way (R/W)

The existing typical sections and R/W for the roadways adjacent to the Destin Cross Town Connector corridor varies throughout the project limits.

Azalea Drive

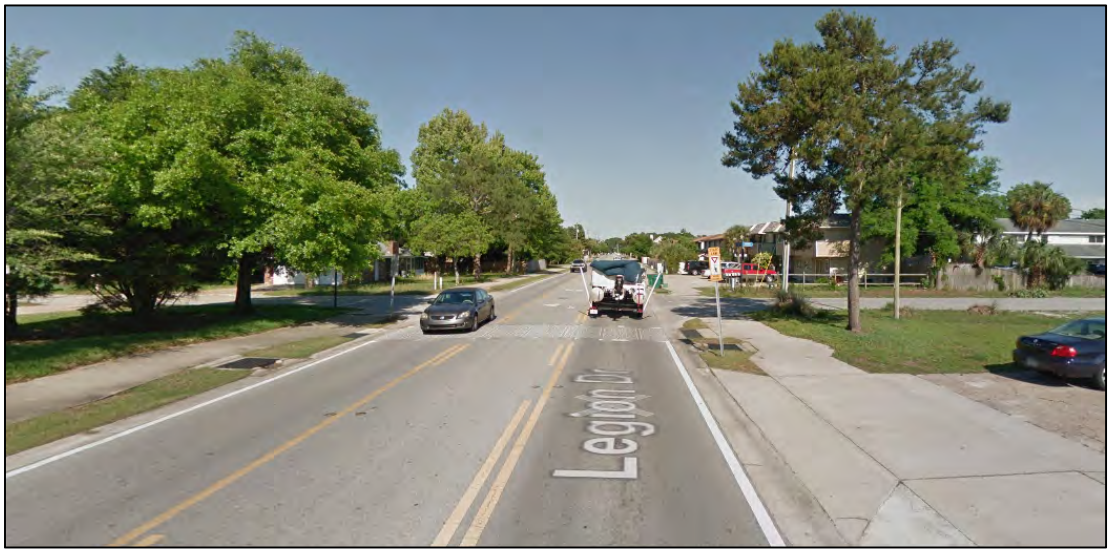
The existing typical section for Azalea Drive west of Benning Drive is a two-lane rural roadway with 12-foot travel lanes, no paved shoulders, and ribbon curb at the outside edges of pavement. A 10-foot sidewalk is present on the south side of the roadway. The stormwater runoff is collected in undefined swales on both sides of the road where it infiltrates directly into the ground as there is no defined treatment or detention system. The R/W width is 100-feet. This typical section is illustrated in **Figure 2-3**.

FIGURE 2-3: EXISTING AZALEA DRIVE TYPICAL SECTION

Legion Drive

The existing typical section for Legion Drive east of Beach Drive is a three-lane rural roadway with 11-foot travel lanes, a 10-foot dual left turn lane, no paved shoulders, and shoulder gutter curb at the outside edges of pavement. An 8-foot sidewalk is present on both sides of the roadway. The stormwater runoff is collected in shallow roadside ditches on both sides of the road and conveyed by ditch bottom inlets to underdrains for treatment. The R/W width is 66-feet. This typical section is illustrated in **Figure 2-4**.

FIGURE 2-4: EXISTING LEGION DRIVE TYPICAL SECTION



Benning Drive

The existing typical section for Benning Drive is a two-lane rural roadway with 11-foot travel lanes and 4-foot bike lanes. A 4-foot sidewalk is present on the east side of the roadway. The stormwater runoff is collected in undefined swales on both sides of the road where it infiltrates directly into the ground as there is no defined treatment or detention system. The R/W width is 100-feet. This typical section is illustrated in **Figure 2-5**.

FIGURE 2-5: EXISTING BENNING DRIVE TYPICAL SECTION

Beach Drive

The existing typical section for Beach Drive is a two-lane rural roadway with 12-foot travel lanes, no paved shoulders, and ribbon curb at the outside edges of pavement. A 5-foot sidewalk is present on both sides of the roadway. The stormwater runoff is collected in undefined swales on both sides of the road where it infiltrates

directly into the ground as there is no defined treatment or detention system. The R/W width is 66-feet. This typical section is illustrated in **Figure 2-6**.

FIGURE 2-6: EXISTING BEACH DRIVE TYPICAL SECTION

2.8 Existing Property and Land Uses

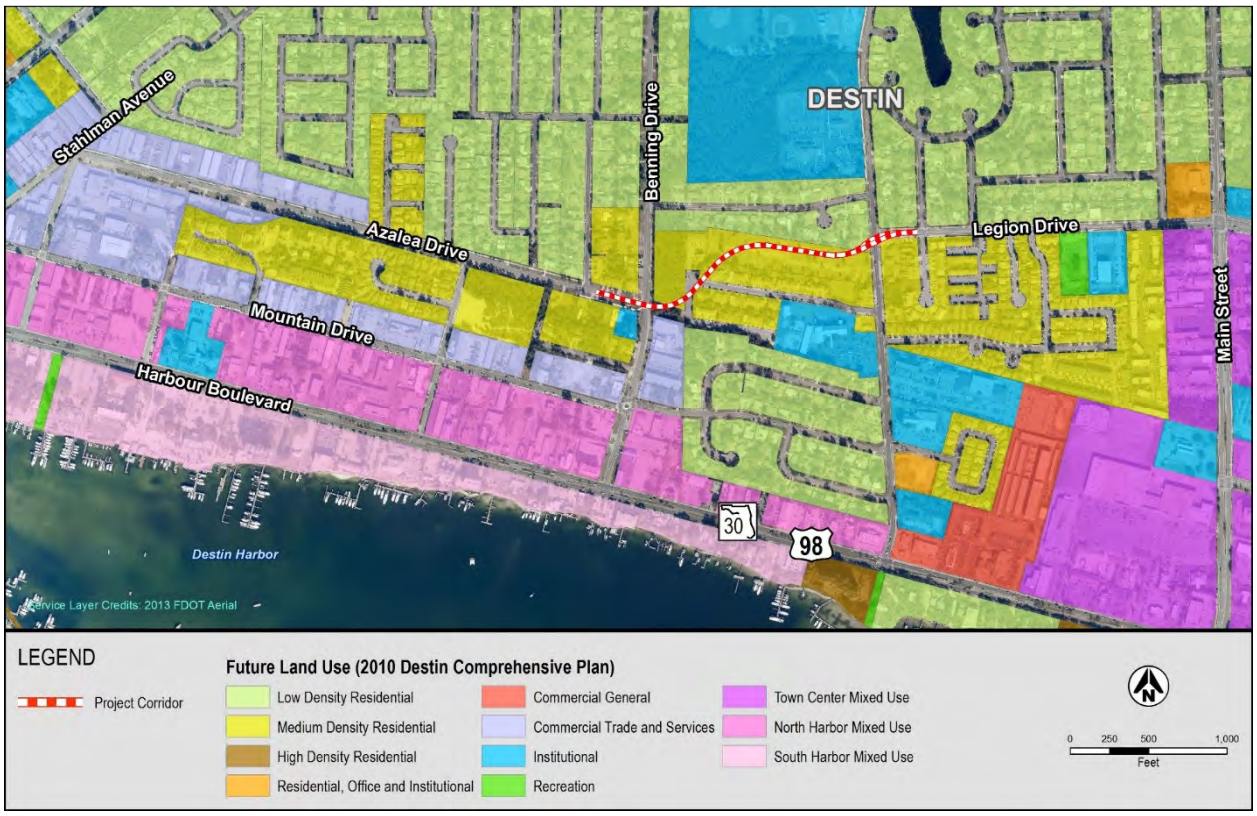
The Destin Cross Town Connector Project is located within the City of Destin in southern Okaloosa County. Specifically, the project will connect Azalea Drive to Legion Drive. Existing and future land uses within the study area were obtained from the Northwest Florida Water Management District Geographic Information System (GIS) metadata website. The existing (**Figure 2-7**) and future (**Figure 2-8**) land uses along the project corridor consist of a mix of single family detached residences and town homes, and vacant land. There is some light commercial use on Benning Drive and Beach Drive just south of the corridor. None of the project alternatives, including the No Action, will influence future land use along the Destin Cross Town Connector alignment as it is apparent that land uses in the project corridor will remain similar to current land uses. The primary future land use designation along the corridor is Medium Density Residential.

2.9 Pedestrian and Bicycle Facilities

There is a 10-foot sidewalk located on the south side of Azalea Drive, an 8-foot sidewalk located on both sides of Legion Drive, a 4-foot sidewalk on the east side of Benning Drive, and a 5-foot sidewalk on both sides of Beach Drive in the project vicinity. There are designated pedestrian crosswalks at the intersection of Azalea Drive and Benning Drive and the intersection of Beach Drive and Legion Drive. There are no pedestrian signals within the project area. In the project vicinity, only Benning Drive currently has designated bicycle lanes, 4-foot in each direction.

FIGURE 2-7: EXISTING LAND USE MAP

FIGURE 2-8: FUTURE LAND USE MAP



2.10 Lighting

Minimal roadway lighting is provided on Azalea Drive, Benning Drive, Beach Drive, and Legion Drive by means of light fixtures mounted on power poles adjacent to the roadway.

2.11 Intersection Layout

The intersection of Azalea Drive and Benning Drive is a "T" intersection with a stop sign on the minor approach. The intersection of Beach Drive and Legion Drive is a "T" intersection with a stop sign at all three approaches. The current lane configuration of each approach is summarized in **Table 2-1** on the following page.

TABLE 2-1: INTERSECTION LAYOUT SUMMARY

INTERSECTION	NUMBER OF LANES PER APPROACH											
	EB			WB			NB			SB		
	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
Azalea/ Benning	1		-	-	-	-	-	1	-	-	1	-
Legion/ Beach	-	-	-	1	-	1	-	1	-	-	1	-

2.12 Traffic Signals

There are no traffic signals within the project area at the time.

2.13 Posted Speed

The existing posted speed of surrounding streets is typically 30 MPH except for Azalea Drive which is posted at 35 MPH.

2.14 Existing Drainage System

The existing drainage system for Azalea Drive, Benning Drive, and Beach Drive consist of undefined swales on both sides of the road where stormwater infiltrates directly into the ground as there is no defined treatment or detention system.

The existing drainage system for Legion Drive east of Beach Drive consists of shallow roadside ditches on both sides of the road where stormwater is conveyed by ditch bottom inlets to underdrains for treatment.
There is no positive outfall for the proposed project corridor, so the corridor is considered to fall within a closed basin.

2.15 Traffic Data

Traffic counts were taken in the project vicinity to understand the current operating conditions of the roadways within the study area. Below in **Table 2-2** is a summary of the existing operating conditions.

TABLE 2-2: EXISTING TRAFFIC DATA NEAR THE PROJECT STUDY AREA

ROADWAY SEGMENT	OBSERVED AADT	EXISTING DAILY LOS	EXISTING TWO□WAY PM PEAK	EXISTING PM PEAK LOS *
STAHLMAN AVENUE (MOUNTAIN DR. TO AZALEA)	2,500	B	260	B
AIRPORT RD (US98 TO MAIN ST)	19,000	D	2,090	D
MAIN ST (US98 TO AIRPORT)	9,200	C	860	C
BENNING DRIVE (US98 TO AZALEA)	2,900	B	270	B
COMMONS DRIVE (SR293 TO AIRPORT)	17,500	F	1,820	F
US98 (SR293 TO MAIN)	52,500	F	4,860	F
US98 (MAIN TO STAHLMAN)	44,500	F	4,120	F

*Traffic data as obtained from FDOT 2015 Traffic Online count resource.
*LOS determined based on FDOT Quality Level of Service Handbook Tables 2-1 & 2-4

2.16 Crash Data and Safety Analysis

Crash data for SR 30/US 98 (Harbor Boulevard) from 500 feet west of the intersection of SR 30/US 98 with Benning Drive to 500 feet east of Beach Drive was obtained from the FDOT for the five-year period from 2009 to 2013 (**Table 2-3**). This segment of SR 30/US 98 is below the average crash rate. However, other segments of SR 30/US 98 within the larger study area (from the Marler Bridge to SR 293) had high crash locations (**Table 2-4**). High crash road segments, as identified by FDOT, include a minimum frequency of eight crashes during a five-year period on a particular segment.

TABLE 2-3: FDOT 2009-2013 CRASH DATA

YEAR	NUMBER OF CRASHES	SR 30/US 98 AADT	STATEWIDE AVERAGE CRASH RATE	ACTUAL CRASH RATE	SAFETY RATIO
2009	7	45,000	2.941	0.945	0.321
2010	9	45,000	2.941	1.215	0.413
2011	18	51,500	2.941	2.123	0.722
2012	18	44,500	2.941	2.457	0.836
2013	30	49,500	2.941	3.682	1.252

TABLE 2-4: HIGH CRASH LOCATIONS ALONG SR 30/ US 98 IN THE LARGER STUDY AREA

MILE POST	DESCRIPTION OF LOCATION	NUMBER OF CRASHES
17.440 to 17.486	Calhoun Avenue	21
21.347 to 21.747	Walmart Shopping Center entrance, Henderson Beach Road, Plantation Commons	86
22.447 to 22.547	Matthews Boulevard	44
22.647 to 22.767	Crystal Beach Plaza and SR 263	40

2.17 Geotechnical Data

A *General Soil Survey* of the Destin Cross Town Connector Corridor from Azalea Drive to Legion Drive was completed in July 2015 for the proposed roadway and March 2016 for the proposed ponds. Information was also taken from the United Stated Department of Agriculture's (USDA) Soil Survey for Okaloosa County and the United States Geological Survey's (USGS) Topographic Survey (See **Appendix A)**.

The mapping and literature review indicated two areas of similar soil types within the project area. Most of the study area consists of Kureb sand (0 - 8% slopes), but Newhan-Corolla sand (complex, rolling) is found south of the intersection of Azalea Drive and Benning Drive. See **Figure 2-9** for the distribution of the soil types.

Kureb sand is an excessively drained soil consisting of layers of sand to a depth of more than 80 inches. Kureb sand has a seasonal high-water table of greater than six feet below the ground surface. Newhan-Corolla sand is an excessively drained soil consisting of layers of sand to a depth of more than 80 inches. Newhan-Corolla sand has a seasonal high-water table of greater than six feet below the ground surface.

FIGURE 2-9: SOILS DISTRIBUTION MAP

3 PROJECT DESIGN STANDARDS

Design and construction criteria for the proposed corridor will comply with recommended standard practices as set forth in the documents listed below in Table 3-0.

TABLE 3-0: DESIGN CRITERIA

DESIGN ELEMENT	DESTIN CONNECTOR	SOURCE
Facility Type	Major Collector	City of Destin Land Dev. Code, Table 8-1
Design Speed	30	City of Destin Land Dev. Code, Table 8-1
Posted Speed	25	City Engineer
Access Management		
Access Management Class	Collector Street	City of Destin Land Dev. Code, Table 8-2
Min. Accessway Spacing	250'	City of Destin Land Dev. Code, Table 8-2
Min. Accessway Spacing from an Intersection	230' Approaching and Departing	City of Destin Land Dev. Code, Table 8-2
Min. Offset Accessway Spacing	440' (26-44 MPH)	City of Destin Land Dev. Code, Table 8-2
Median Opening Spacing	660' Directional, 1320' Full	City of Destin Land Dev. Code, Table 8-2
Signal Spacing	1320'	City of Destin Land Dev. Code, Table 8-2
Horizontal Alignment		
Max. Curvature w/ Max. e	19°15' (R = 300') emax = -0.02	Florida Greenbook (2011), Table 3-3
Max. Curvature w/o Max. e	7°00' (R = 819')	Plans Preparation Manual (2015), Table 2.9.2
Superelevation	0.05 Max.	Florida Greenbook (2011), Section C.4.b
Superelevation Transition Rate	1:100 (Min. 50' transition length)	Florida Greenbook (2011), Section C.4.d
Vertical Alignment		
Grades	0.3% min., 9.0% max.	Florida Greenbook (2011), Table 3-4
Max. Change in Grade w/o VC	1.00	Florida Greenbook (2011), Table 3-5
Crest Vertical Curve	K = 31, Lmin = 90'	Florida Greenbook (2011), Table 3-6
Sag Vertical Curve	K = 37, Lmin = 90'	Florida Greenbook (2011), Table 3-6
Stopping Sight Distance	200'	Florida Greenbook (2011), Table 3-6
Roadway Base Clearance	1'	Plans Preparation Manual (2015), Table 2.6.3
Distance b/t VPI's	250'	Plans Preparation Manual (2015), Table 2.6.4
Typical Section		
Lane Width	11'	City of Destin Land Dev. Code, Table 8-1
Bike Lane Width	5' (4' min)	City of Destin Request (City of Destin Land Dev. Code, Table 8-1)
Median Width	6' min., 12' max.	City of Destin Land Dev. Code, Table 8-1
Sidewalk Width	10'	City of Destin Land Dev. Code, Table 8-1
Sidewalk Buffer	4' min. from back of curb	City of Destin Land Dev. Code, Section 8.05.03E
Pavement Cross Slope	0.02	Florida Greenbook (2011), Section C.7. b.2
Border Width	10'	Plans Preparation Manual (2015), Table 2.5.2
Clear Zone Width (Recoverable Terrain)	4'	Florida Greenbook, Table 3-12
Queue Length	Function of turning vehicles per hour	Florida Greenbook, Table 3-13
Total R/W Width	110'	City of Destin Land Dev. Code, Table 8-1

3.1 Roadway Classification

The proposed Destin Cross Town Connector is classified by the City of Destin's Land Development Code (LDC), Section 8.03.01, as a major collector. The speed limit of 30 mph is 5 mph under the LDC Design Standard for a major collector but is considered appropriate due to the high volume of pedestrians and cyclists using the roadway, many of them tourists who are unfamiliar with local roadways and traffic patterns.

4 ALTERNATIVE ANALYSIS

4.1 Alternatives Development

The development of Alternatives considered for the corridor included No Action, TSM&O, Multi-Modal, and Build Alternatives, all of which are described and discussed in following sections:

4.1.1 No-Action Alternatives

The No-Action Alternative would simply leave the existing roadway network in its current configuration. No capacity, intersection, pedestrian, bicycle, or safety improvements would be implemented beyond those already approved. The No-Action Alternative has a number of positive attributes. No expenditure of public funds for design, R/W acquisition, or construction would be required. Traffic would not be disrupted due to construction thus avoiding inconveniences to local businesses and residences. There would be no impacts to threatened or endangered species. With the No-Action Alternative there is no risk of involvement with potentially contaminated sites. No costs would be incurred due to utility relocation. There would be no direct or indirect impacts to the socio-economic characteristics, community cohesion, or system linkage of the area.

However, the No-Action Alternative fails to fulfill the purpose and need for the project, and/or fails to meet the goals, policies, and criteria of Destin's Comprehensive Plan or the Okaloosa-Walton TPO LRTP. Although the No-Action Alternative fails to meet the purpose and need for the project it will remain a viable alternative and will be evaluated along with the Build Alternatives.

4.1.2 Transportation System Management & Operations (TSM&O)

TSM&O alternatives include those activities that maximize the efficiency of the existing multimodal system. Possible TSM&O options include traffic management systems, parking management, traffic control, the addition of turn lanes, traffic signal timing optimization, freight management, conversion of existing non-tolled managed lanes to tolled lanes. TSM&O improvements alone would provide little to meeting the project's purpose and need. Much like the No-Action Alternative, the TSM&O alternative fails to fulfill the needs and goals of the Destin Comprehensive Plan. For these reasons, no TSM&O alternative was considered as a solution for the project needs. Bus pull-outs will be reviewed during the design phase. The Okaloosa Transit System operates the transit system in the area. If bus pull-outs are not installed within this project, the pull-outs will be in very close proximity to the project area.

4.1.3 Multi-Modal Alternatives

Multi-modal solutions to substandard roadways are generally only effective within highly urbanized or constrained corridors. Specific examples of multi-modal alternatives are mass transit systems such as bus or rail options. Although the SR 30/US 98 corridor is urbanized, it is not typical of areas where transit systems are most effective. Transit services, provided by Okaloosa County Transit, have proved insufficient in alleviating congestion on SR 30/US 98 (Harbor Boulevard). Several different factors are responsible for this, including: limited ridership, the community's location on a peninsula (which affects the size and location of the transit network within the community), the tourist economy, and the volume of through traffic traveling to destinations beyond the transit network, among others. Therefore, the City of Destin created a MMTD to expand bicycle, pedestrian and transit services within the district. However, the plans for the MMTD recognize that these facilities must be enhanced with strategic road improvements, of which this project is one. The addition of bus stop facilities will be considered along this route within the design process. Coordination with the City of Destin regarding the location will be done during the design process. Beyond the addition of bus stops, no further consideration of a multi-modal alternative was considered.

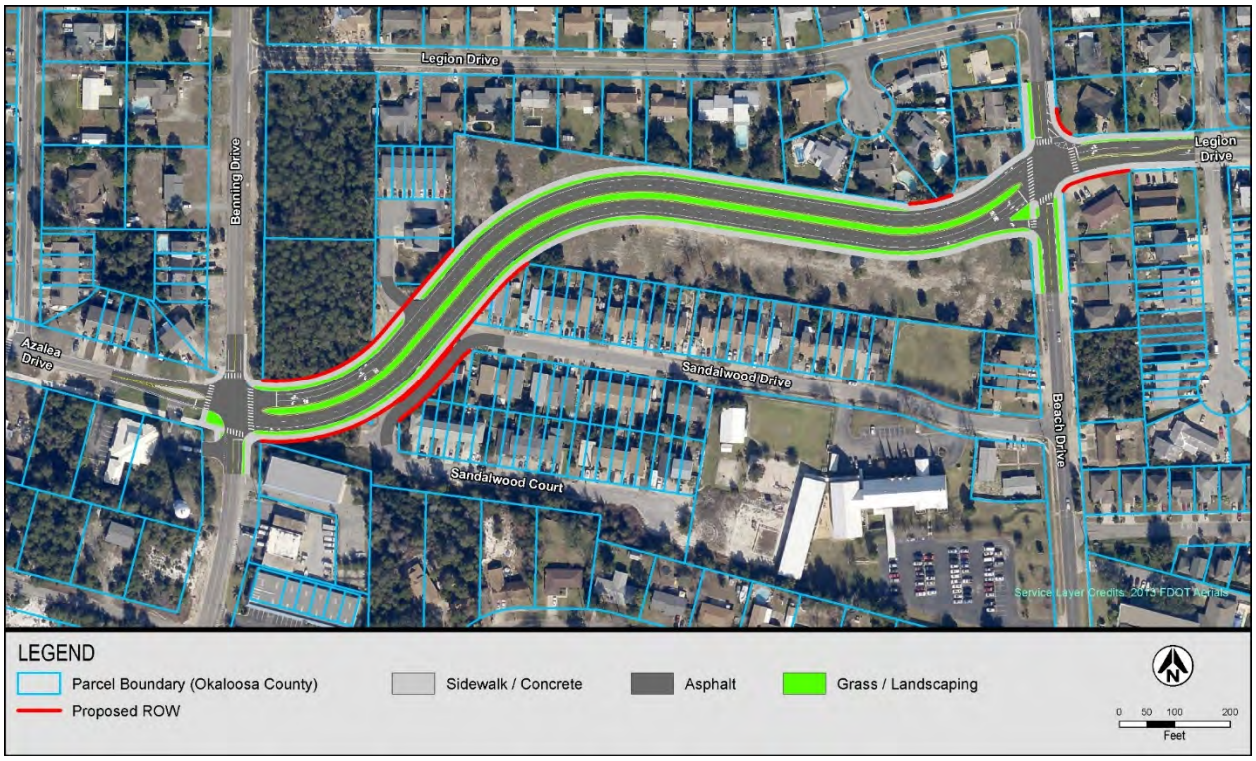
4.1.4 Build Alternatives

For the Design Year 2042, two build alternatives (Alternatives 1 or 2) each with three options (A, B, or C) are under consideration (see **Figures 4-1 through 4-6**). Each alternative utilizes the same alignment but proposes different intersection configurations and different access solutions for the Sandalwood neighborhood. The alternatives and their options are described as follows. Assuming the right-of-way and construction is funded within the next 5-years, it should be noted that the City of Destin plans to construct only two lanes in each direction initially and expand the roadway to four lanes as the traffic need arises closer to the Design Year of 2042. The median will simply be wider during the interim period so the outside typical section elements will not be impacted. Additionally, the stormwater facilities will be designed to meet the four lane requirements.

Alternative 1A would provide a standard four-leg intersection at the Azalea Drive/Benning Drive intersection and a standard four-leg intersection with a dedicated right-turn lane for eastbound traffic at the Beach Drive/Legion Drive (east) intersection. Crosswalks would be provided on each leg of both intersections and the dedicated right-turn lane. Since the proposed road would bisect Anna Street, there would be a new intersection on the north side of the Cross Town Connector at Anna Street. South of the proposed road, Anna Street would be reconfigured to restore the connection between Sandalwood Court and Sandalwood Drive.

This Alternative will require a portion or the entire acquisition of seventeen parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. None of the parcels affected are commercial properties. However, sixteen of the properties are residential and will require ten residents to be relocated. One of the parcels is a vacant wooded parcel. The estimated right-of-way cost for this Alternative is $2.8 million for the roadway and $0.4 million for the stormwater pond. The overall estimated cost is $10.5 million for this Alternative which includes $1.1 million for Design/CEI/MOT and $6.2 million for construction.

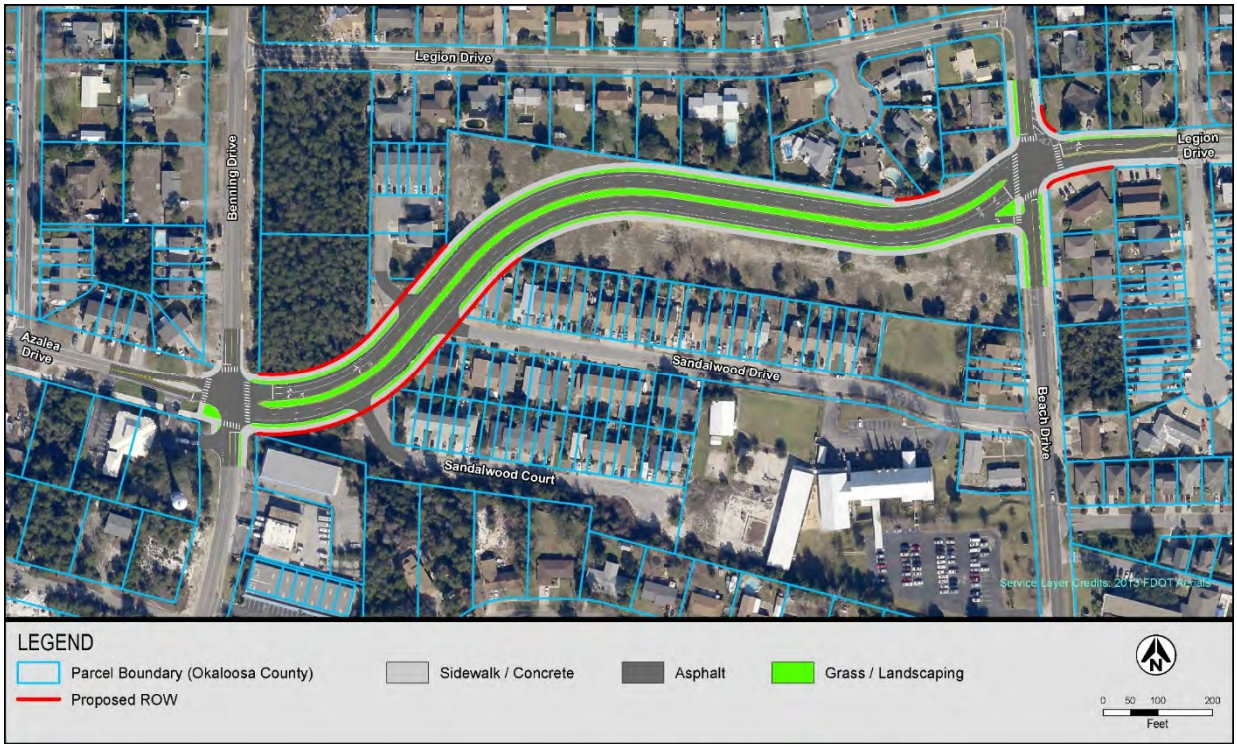
FIGURE 4-1: ALTERNATIVE 1 OPTION A



Alternative 1B is similar to Alternative 1A having the same alignment and the same four-leg intersection with crosswalks on all approaches at the project termini and a dedicated right-turn lane for eastbound traffic at the Beach Drive intersection with Legion Drive (east). Alternative 1B would also provide the same intersection with Anna Street and the Destin Cross Town Connector. However, Alternative 1B differs from Alternative 1A in that it would provide an intersection between the Destin Cross Town Connector and Sandalwood Drive, across from the Anna Street/Destin Cross Town Connector intersection, and an intersection between the Destin Cross Town Connector and Sandalwood Court. All three intersections would only allow right-in, right-out turns and none of these intersections would have crosswalks delineated on the pavement.

This Alternative will require a portion or the entire acquisition of seventeen parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. None of the parcels affected are commercial properties. However, sixteen of the properties are residential and will require ten residents to be relocated. One of the parcels is a vacant wooded parcel. The estimated right-of-way cost for this Alternative is $2.6 million for the roadway and $0.4 million for the stormwater pond. The overall estimated cost is $10.1 million for this Alternative which includes $1.1 million for Design/CEI/MOT and $6.0 million for construction.

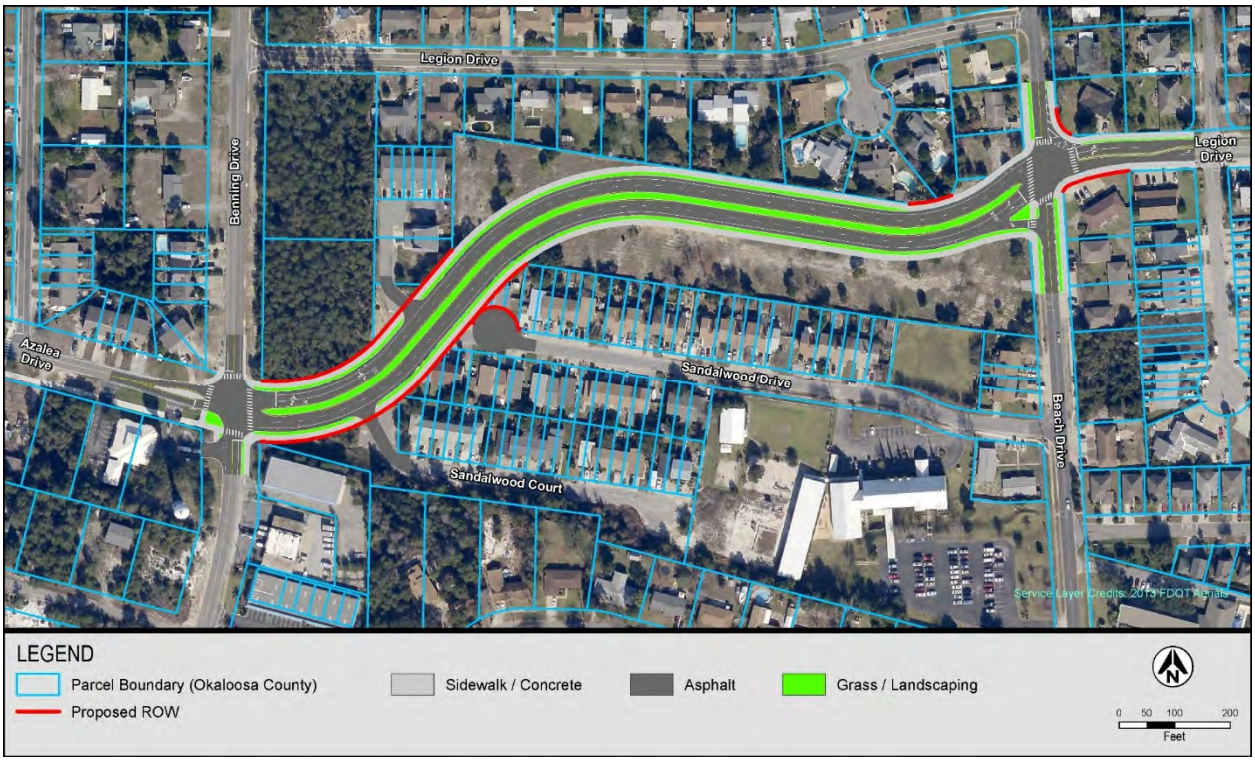
FIGURE 4-2: ALTERNATIVE 1 OPTION B



Alternative 1C is similar to Alternative 1A in that it has the same alignment, same four-leg intersection with crosswalks at the project termini and the dedicated right-turn lane for eastbound traffic at the intersection of Beach Drive with Legion Drive (east), and a three-leg intersection with Anna Street. It is similar to Alternative 1B in that it provides an intersection between Sandalwood Court and the Destin Cross Town Connector but differs from Alternative 1B in that a cul-de-sac is created at the end of Sandalwood Drive. No crosswalk is provided at the Sandalwood Court intersection.

This Alternative will require a portion or the entire acquisition of eighteen parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. None of the parcels affected are commercial properties. However, seventeen of the properties are residential and will require ten residents to be relocated. One of the parcels is a vacant wooded parcel. One of the parcels is a vacant wooded parcel. The estimated right-of-way cost for this Alternative is $2.6 million for the roadway and $0.4 million for the stormwater pond. The overall estimated cost is $10.2 million for this Alternative which includes $1.1 million for Design/CEI/MOT and $6.1 million for construction.

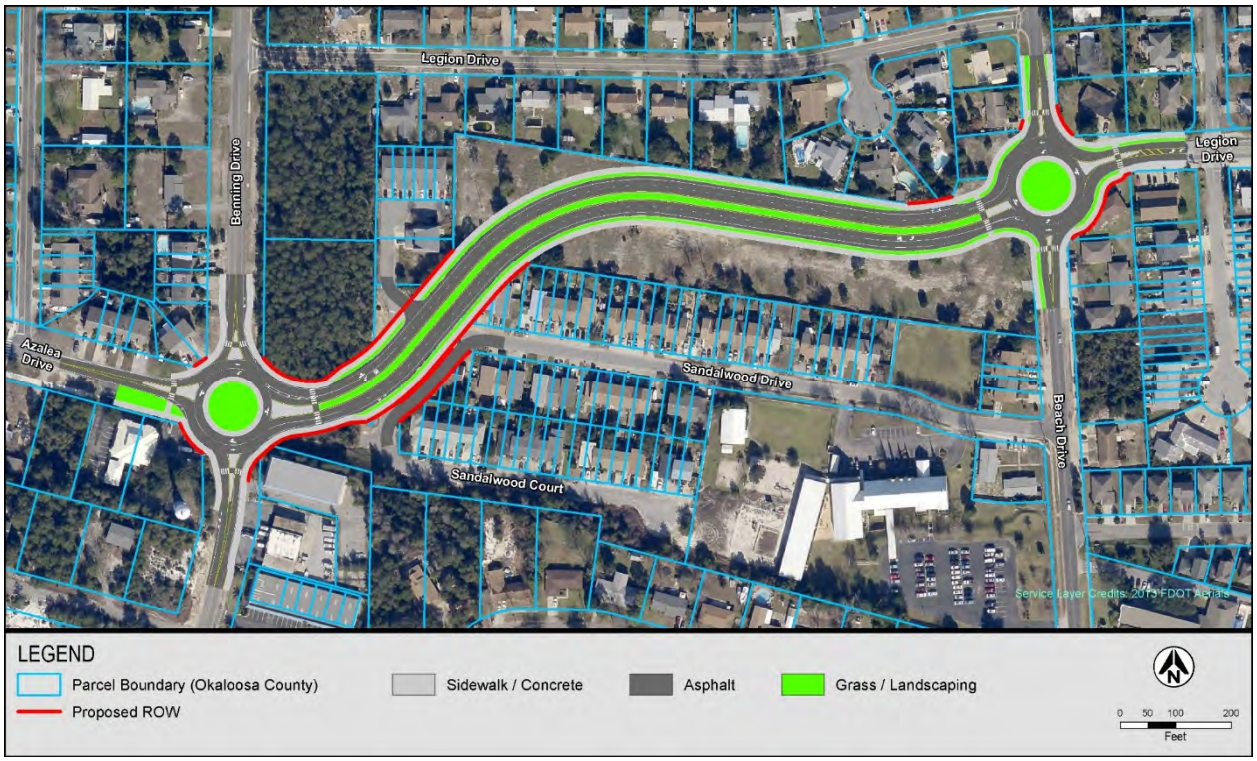
FIGURE 4-3: ALTERNATIVE 1 OPTION C



Alternative 2A utilizes the same road alignment as Alternative 1A but provides a roundabout at both the Azalea Drive/Benning Drive intersection and at the Beach Drive/Legion Drive intersection. The Beach Drive/Legion Drive roundabout would also have a dedicated right-turn lane for eastbound traffic, and both roundabouts would have crosswalks on all approaches to the intersections. Alternative 2A provides the same intersection configuration with Anna Street north of the Destin Cross Town Connector and the same realignment of Anna Street between Sandalwood Court and Sandalwood Drive as Alternative 1A. Therefore, Alternative 2A is identical to Alternative 1A except for the intersections at the project termini.

This Alternative will require a portion or the entire acquisition of twenty-two parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. Two of the parcels affected are commercial properties and nineteen of the properties are residential. Thirteen of the residents will need to be relocated. Two of the residential parcels being relocated have tenants. Parcel 00-2S-22-2167-0000-0310 has one tenant and Parcel 00-2S-22-2335-0000-0130 has three tenants. One commercial business will require relocation. One of the parcels is a vacant wooded parcel. The estimated right-of-way cost for this Alternative is $4.5 million for the roadway and $0.4 million for the stormwater pond. The overall estimated cost is $11.4 million for this Alternative which includes $1.2 million for Design/CEI/MOT and $5.2 million for construction.

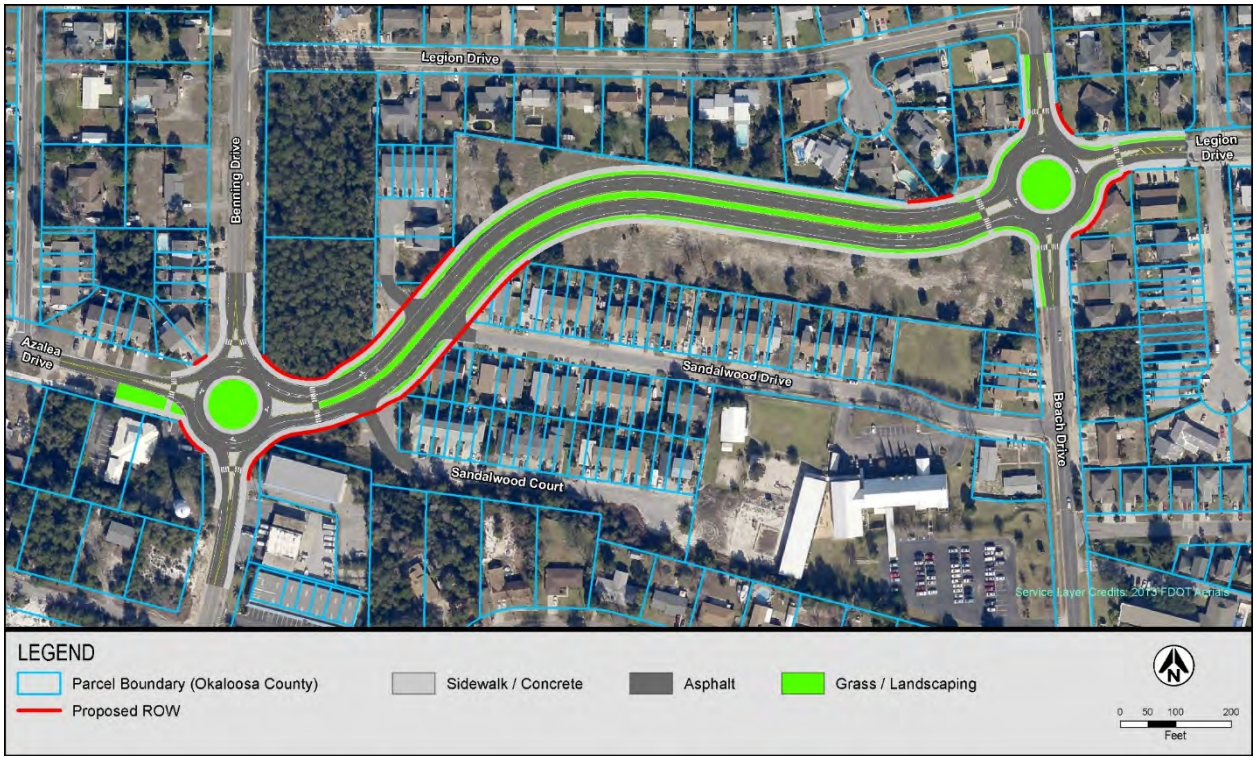
FIGURE 4-4: ALTERNATIVE 2 OPTION A



Alternative 2B is similar to Alternative 2A having the same alignment and the same roundabouts with crosswalks on all approaches at the project termini and a dedicated right-turn lane for eastbound traffic at the Beach Drive intersection with Legion Drive (east). Alternative 2B would also provide the same intersection with Anna Street and the Destin Cross Town Connector. However, Alternative 2B differs from Alternative 2A in that it would provide an intersection between the Destin Cross Town Connector and Sandalwood Drive, across from the Anna Street/Destin Cross Town Connector intersection, and an intersection between the Destin Cross Town Connector and Sandalwood Court. All three intersections would only allow right-in, right-out turns, and none of these intersections would have crosswalks delineated on the pavement.

This Alternative will require a portion or the entire acquisition of twenty-two parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. Two of the parcels affected are commercial properties and nineteen of the properties are residential. Thirteen of the residents will need to be relocated. Two of the residential parcels being relocated have tenants. Parcel 00-2S-22-2167-0000-0310 has one tenant and Parcel 00-2S-22-2335-0000-0130 has three tenants. One commercial business will require relocation. One of the parcels is a vacant wooded parcel. The estimated right-of-way cost for this Alternative is $4.3 million for the roadway and $0.4 million for the stormwater pond. The overall estimated cost is $10.9 million for this Alternative which includes $1.2 million for Design/CEI/MOT and $5.0 million for construction.

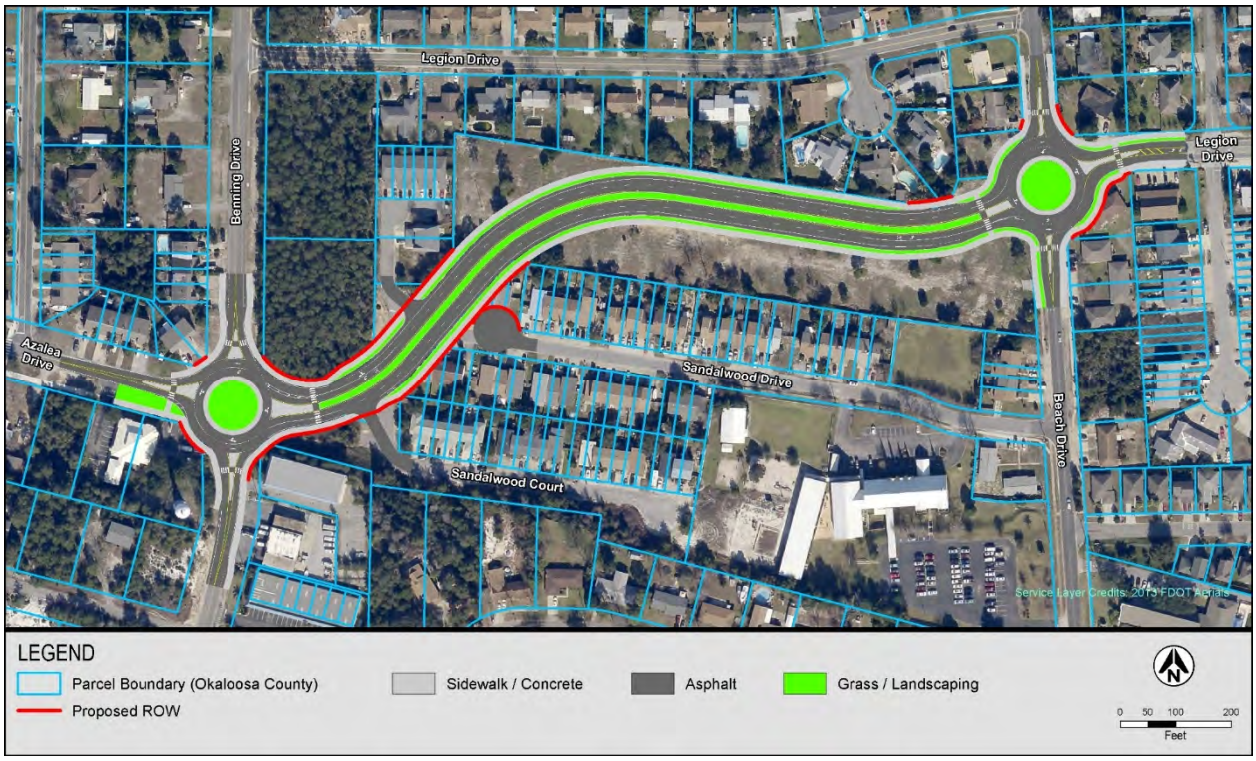
FIGURE 4-5: ALTERNATIVE 2 OPTION B



Alternative 2C is similar to Alternative 2A in that it has the same alignment, same roundabouts with crosswalks at the project termini and the dedicated right-turn lane for eastbound traffic at the intersection of Beach Drive with Legion Drive (east), and a three-leg intersection with Anna Street. It is similar to Alternative 2B in that it provides an intersection between Sandalwood Court and the Destin Cross Town Connector but differs from Alternative 2B in that a cul-de-sac is created at the end of Sandalwood Drive. No crosswalk is provided at the Sandalwood Court intersection.

This Alternative will require a portion or the entire acquisition of twenty-three parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. Two of the parcels affected are commercial properties and twenty of the properties are residential. Thirteen of the residents will need to be relocated. Two of the residential parcels being relocated have tenants. Parcel 00-2S-22-2167-0000-0310 has one tenant and Parcel 00-2S-22-2335-0000-0130 has three tenants. One commercial business will require relocation. One of the parcels is a vacant wooded parcel. The estimated right-of-way cost for this Alternative is $4.3 million for the roadway and $0.4 million for the stormwater pond. The overall estimated cost is $11.0 million for this Alternative which includes $1.2 million for Design/CEI/MOT and $5.1 million for construction.

FIGURE 4-6: ALTERNATIVE 2 OPTION C



4.2 Alternatives Evaluation

The following environmental factors were evaluated and found to not have significant adverse effects under any alternative (See the Destin Cross Town Connector Environmental Impact Report).

4.2.1 Social Environment

FDOT's Standard Specifications for Road and Bridge Construction and Best Management Practices (BMP's) will be utilized to reduce noise, traffic delays, air quality impacts and other issues that would impact area residents' quality of life. Types of measures that would be implemented are discussed in more detail below but could include storage of materials out-of-sight, coordinating with public service and utility providers to minimize disruption in the delivery of services, confining work to daylight hours, minimizing fugitive dust, requiring noise controls on equipment, and implementing a traffic control plan to minimize possible delays.

In order to minimize the unavoidable effects of R/W acquisition and displacement, a right-of-way and relocation program will be carried out in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Public Law 91-646, as amended by Public Law 100-17). This project has been developed in accordance with the Civil Rights Act of 1964, the Civil Rights Act of 1968, and in accordance with Executive Order 12898.

4.2.1.1 Aesthetics

Within the project limits, the land use is primarily undeveloped/vacant residential land immediately adjacent to the proposed right-of-way, except south of the proposed road at the end of Sandalwood Drive and Sandalwood Court and north of the proposed road in the vicinity of the project terminus at Beach Drive. There is also residential use beyond the adjoining vacant parcel. However, most residential units with exposure to the proposed road currently have privacy fences which will shield residents from the view of the roadway.

These residential areas are noise sensitive sites, but a traffic noise study conducted for the project, and summarized later in this document, did not find that any noise sensitive receptor would experience noise levels in excess of the Federal Highway Administration's Noise Abatement Criteria (NAC).

The proposed project will be constructed in phases with a two-lane facility provided in the first phase, which is consistent with the existing roads in the immediate vicinity of the project. Widening of the facility to four lanes will occur when traffic warrants. When traffic warrants four lanes, other connecting roads may also be widened with or before the widening of this project. Any potential vibration effects of construction activities will be short-lived and minimized with the use of best management practices.

The proposed project will not affect the view of any community focal point. However, it should be noted that the proposed improvements would include landscaping to minimize any potential adverse aesthetic effects.

4.2.1.2 Mobility

Since no road currently exists in this area, the project will enhance vehicular, bicycle and pedestrian mobility for local residents by providing a separate parallel facility to the congested US 98 facility. The proposed improvements will provide connectivity to the sidewalks on Legion Drive and Azalea Drive. These existing sidewalks are part of a series of sidewalks linked throughout the City. Bicyclists will also be able to utilize the bike lanes provided and connect to other parts of the City.

4.2.1.3 Relocation Potential

The proposed improvements have been developed to minimize right-of-way acquisition and displacements as much as possible. However, since the proposed project is on new alignment through a developed area, right-of-way acquisition, including relocations will be required. The right-of-way acquisition for the interim two-lane facility with roundabout intersections requires the same relocations as Alternatives 1 and 2, Options A, B, and C. Although the ultimate Alternative 1 (with signalized intersections) would require less right-of-way than the interim facility, because the interim facility will be built first, the right-of-way cost for Alternative 1, is the right-of-way cost of the interim facility.

Table 4-1 provides the right-of-way acquisition costs and the number of relocations for each Build alternative. For information on these relocations, please refer to the *Destin Cross Town Connector Conceptual Stage Relocation Plan* (CSRP), prepared for this project in compliance with the Federal Highway Administration (FHWA*) Technical Advisory T6640.8A,* Section 9.1.3 of the FDOT *Right of Way Manual*, and Part 2, Chapter 4

of the *PD&E Manual*. Further minimization of right-of-way acquisition and relocations may be achieved during the design phase by obtaining design exceptions or variances, where such measures would reduce impacts.

TABLE 4-1 RIGHT-OF-WAY AND RESIDENTIAL AND BUSINESS RELOCATIONS

ALTERNATIVE/ OPTION	TOTAL PARCELS TO BE ACQUIRED	NUMBER OF VACANT PARCELS	RESIDENTIAL PARCELS		BUSINESS PARCELS		TOTAL RESIDENTIAL AND BUSINESS RELOCATIONS	ESTIMATED R/W & RELOCATION COSTS
			TOTAL RESIDENTIAL PARCELS	NUMBER OF RELOCATIONS	TOTAL BUSINESS PARCELS	NUMBER OF RELOCATIONS		
Alternative 1 Option A	17	1	16	10[1]	0	0	10	$2,800,000
Alternative 1 Option B	17	1	16	10[1]	0	0	10	$2,600,000
Alternative 1 Option C	18	1	17	10[1]	0	0	10	$2,600,000
Alternative 2 Option A	22	1	19	13[2]	2	1	14	$4,500,000
Alternative 2 Option B	22	1	19	13[2]	2	1	14	$4.300,000
Alternative 2 Option C	23	1	20	13[2]	2	1	14	$4,300,000

1. Parcel 00-2S-22-2167-0000-0310 has one tenant on one parcel relocation. RW Cost includes tenant impacts.
2. Parcel 00-2S-22-2335-0000-0130 has three tenants on one parcel relocation. RW Cost includes tenant impacts.

It has been determined through field surveys and market data obtained from the Emerald Coast Association of Realtors that suitable replacement housing is available near the study area to accommodate the anticipated residential displacement. Similarly, suitable commercial properties are available near the study area.

In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, the City of Destin will carry out a Right-of-Way and Relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

The City of Destin provides advance notification of impending right-of-way acquisition. Before acquiring right-of-way, all properties are appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

No person lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date, and no occupant of a residential property will be required to move until decent, safe and sanitary replacement housing is made available. "Made available" means that the affected person has either by himself obtained and has the right of possession of replacement housing, or that the City of Destin has offered the relocatee decent, safe and sanitary housing which is within his financial means and available for immediate occupancy.

At least one relocation specialist is assigned to each project to carry out the Relocation Assistance and Payments Program. A relocation specialist will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

All tenants and owner-occupied displaces will receive an explanation regarding all options available to them, such as 1) varying methods of claiming reimbursement for moving expenses; 2) rental replacement housing, either private or publicly subsidized; 3) purchase of replacement housing; and 4) moving owner-occupied housing to another location.

Financial assistance is available to the eligible relocatee to:

- Reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a road project.
- Make up the difference, if any, between the amounts paid for the acquired dwelling and the cost of a comparable decent, safe and sanitary dwelling available on the private market, as determined by the City.
- Provide reimbursement of expenses, incidental to the purchase of a replacement dwelling.
- Make payment for eligible, increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to $31,000 combined.

A displaced tenant may be eligible to receive a payment, not to exceed $7,200 to rent a replacement dwelling or room, or to use as down payment, including closing costs, on the purchase of a replacement dwelling.

4.2.1.4 Community Cohesion

Except for the very west end of the project, which is undeveloped densely wooded land, most of the proposed road alignment is on a parcel of vacant land that was previously used as an RV campground prior to being acquired by the City of Destin. North and south of the now City-owned parcel are two residential areas, both of which are oriented so that their fenced backyards face each other and are separated by the width of the City-owned property. The southern residential area is comprised of multi-family townhomes while the residential area north of the proposed alignment is comprised of single family homes. Given the separation of the two neighborhoods, the orientation (back-to-back) of the neighborhoods with respect to each other, and the different character (single family versus multi-family) of the neighborhoods, it is presumed that the two neighborhoods are separate communities. Therefore, the introduction of a road between the two neighborhoods would not be dividing a single cohesive community.

The proposed project would have at least three impacts within the Sandalwood neighborhood. The first is the acquisition of two structures containing townhomes along Sandalwood Drive, the second is the separation of the townhomes along Anna Street north of Sandalwood Drive from the rest of the neighborhood, and the third is the change in access between Sandalwood Court and Sandalwood Drive.

The acquisition of two structures containing townhomes at the west end of Sandalwood Drive, required under all build alternatives, would be disruptive to the residents of the townhomes. However, since the proposed road would displace townhomes at the end of Sandalwood Drive rather than from the middle of the neighborhood, the effect of the road on neighborhood cohesion would be minimal.

Regarding the separation of residents on Anna Street from the Sandalwood neighborhood, the townhomes on Anna Street already appear separated from the neighborhood. All other townhomes in the neighborhood are located adjacent to each other on either side of Sandalwood Drive or Sandalwood Court. The Anna Street townhomes are set back from the Sandalwood Drive townhomes and are further separated by a gated entrance and a row of vegetation. All the Build alternatives would sever the existing direct connection between the Anna Street townhomes and those along Sandalwood Drive. All build alternatives would provide access from Anna Street to the Destin Cross Town Connector from which residents of Anna Street could still access Sandalwood Court and Sandalwood Drive by various routes, depending on the alternative.

Because the Anna Street intersection would provide right-in, right-out only access, under Alternatives 1A and 2A, residents of Anna Street would turn right on the Destin Cross Town Connector and continue to Benning Drive where they would make a U-turn to return via the Cross Town Connector to Beach Drive, turning right on Beach Drive and continuing until it intersects with Sandalwood Drive. Under Alternatives 1B and 2B, residents of Anna Street could access either Sandalwood Court or Sandalwood Drive after making a U-turn at Benning Drive. Under Alternatives 1C and 2C, residents of Anna Street could access Sandalwood Court after making a U-turn at Benning Drive, but to access Sandalwood Drive, residents would have to travel the same route as for Alternatives 1A and 2A.

In reverse, under Alternatives 1A and 2A, residents of Sandalwood Court or Sandalwood Drive going to Anna Street would have to exit onto Beach Drive, continue to the Destin Cross Town Connector and along the Connector to Anna Street. Under Alternatives 1B and 2B, residents of either Sandalwood Court or Sandalwood

Drive would have to exit onto the Destin Cross Town Connector and continue to Beach Drive to make a U-turn in order to return to Anna Street. Under Alternatives 1C and 2C, residents of Sandalwood Court would utilize the same route they use for Alternatives 1B and 2B, while residents of Sandalwood Drive would utilize the route they would use for Alternatives 1A and 2A.

To prevent the Destin Cross Town Connector from cutting off access between Sandalwood Drive and Sandalwood Court, Alternatives 1A and 2A include realignment of Anna Street, south of the Destin Cross Town Connector, parallel to the Cross Town Connector between Sandalwood Court and Sandalwood Drive. This maintains the current access to Sandalwood Court from Beach Drive via Sandalwood Drive. Alternatives 1B and 1C and 2B and 2C do not include the realignment of Anna Street between Sandalwood Court and Sandalwood Drive. Instead these alternatives provide access from Sandalwood Court directly to the Destin Cross Town Connector. Under Alternatives 1B and 2B, residents of Sandalwood Court desiring to visit residents of Sandalwood Drive would exit Sandalwood Court onto the Cross Town Connector to reach Sandalwood Drive. However, residents of Sandalwood Drive going to Sandalwood Court, because there would be no median opening on the Destin Cross Town Connector, would have to exit onto Beach Drive, take Beach Drive to the Destin Cross Town Connector, travel along the Connector to Benning Drive, make a U-turn at Benning Drive, and continue to Sandalwood Court.

Under Alternatives 1C and 2C, residents of Sandalwood Court desiring to visit residents on Sandalwood Drive would be required to exit Sandalwood Court onto the Cross Town Connector, drive east to Beach Drive, then down Beach Drive to Sandalwood Drive. Residents on Sandalwood Drive going to Sandalwood Court would utilize the same route as for Alternatives 1B and 2B.

In the aforementioned scenarios, residents of Sandalwood Drive would experience a separation from the residents on Sandalwood Court and vice versa, although, for the residents on Sandalwood Court, the convenience of an easier access out of the neighborhood for other purposes may offset the separation from community members on Sandalwood Drive.

Table 4-2 summarizes the alternatives effects on community cohesion. For purposes of this summary neighborhoods are identified as North Anna Street, Sandalwood Drive, and Sandalwood Court. The neighborhood is considered impacted if reasonably close access between it and another neighborhood has not been provided. For instance, even though North Anna Street is provided access to the Destin Cross Town Connector, residents of Anna Street can no longer directly access either Sandalwood Drive or Sandalwood Court.

TABLE 4-2: COMMUNITY COHESION IMPACTS

AFFECTED NEIGHBORHOOD	ALTERNATIVES					
	1A	1B	1C	2A	2B	2C
North Anna Street Separated from Sandalwood Drive	X	-	X	X	-	X
North Anna Street Separated from Sandalwood Court	X	-	-	X	-	-
Sandalwood Drive Separated from Sandalwood Court	-	X	X	-	X	X
Sandalwood Court Separated from Sandalwood Drive	-	-	X	-	-	X
Total of Community Cohesion Impacts	**2**	**1**	**3**	**2**	**1**	**3**

Since Sandalwood Court, like Anna Street, does not lead to other streets or to businesses, the connection to the Destin Cross Town Connector under Alternatives 1B, 1C, 2B and 2C would not introduce an increased volume of traffic into the neighborhood. These access points would, however, degrade the operation of the proposed roadway due to their proximity to the Azalea Drive/Benning Drive intersection.

The effect of the alternatives on traffic operations on the Azalea Drive/Benning Drive intersection is measured in two ways. One is the relative distance from the intersection, with a new access point being further from the intersection having less impact than one that is closer. A new access point that is further away is given a 1, one that is closer is assigned a 2.

The second measure is the number of new access points created under an Alternative/Option. Each of these measures of effect on traffic operations is assigned a number indicating how the alternative performs with the lowest number being best. Therefore, the distance an access point is from the western project terminus is either a 1 or a 2, with 1 being furthest away. The number of new access points is assigned a 1, a 2, or a 3. The number of measures for effect on traffic operations is totaled for each Alternative/Option to provide the overall impact on traffic operations at the Azalea Drive/Benning Drive intersection. **Table 4-3** calculates these effects.

TABLE 4-3: ALTERNATIVE OPTIONS EFFECT ON TRAFFIC OPERATIONS

MEASURE OF IMPACT TO TRAFFIC OPERATIONS	ALTERNATIVES					
	1A	1B	1C	2A	2B	2C
Relative Distance from Western Project Terminus*	1	2	2	1	2	2
Number of New Access Points**	1	3	2	1	3	2
Total of Traffic Operations Impacts	2	5	4	2	5	4

*Closer access points are worse for traffic operations at the project terminus and are assigned a 2.
**A four-leg intersection counts as two access points.

Each of these measures of effect on traffic operations is assigned a number indicating how the alternative performs with the lowest number being best. Therefore, the distance an access point is from the western project terminus is either a 1 or a 2, with 1 being furthest away. The number of new access points is assigned a score of 1, 2, or 3. The number of measures for effect on traffic operations is totaled for each Alternative/Option to provide the overall impact on traffic operations at the Azalea Drive/Benning Drive intersection.

4.2.1.5 Community Services

Community services provide a focal point for adjoining neighborhoods and communities, as well as servicing the needs of the surrounding areas. Community services/providers include medical facilities, government buildings, libraries, community centers, educational facilities, group care facilities, religious institutions, cemeteries, and parks, among others. The community facilities/providers within the study area are listed in **Table 4-4** and their locations are shown on **Figure 4-7.** Some of the community services/providers are listed more than once as they fall within more than one category and some of the schools/group care facilities have the same address as the churches with which they are associated. Those shown in bold type are in the vicinity of the proposed project. However, none of these community services would be adversely impacted by the proposed project.

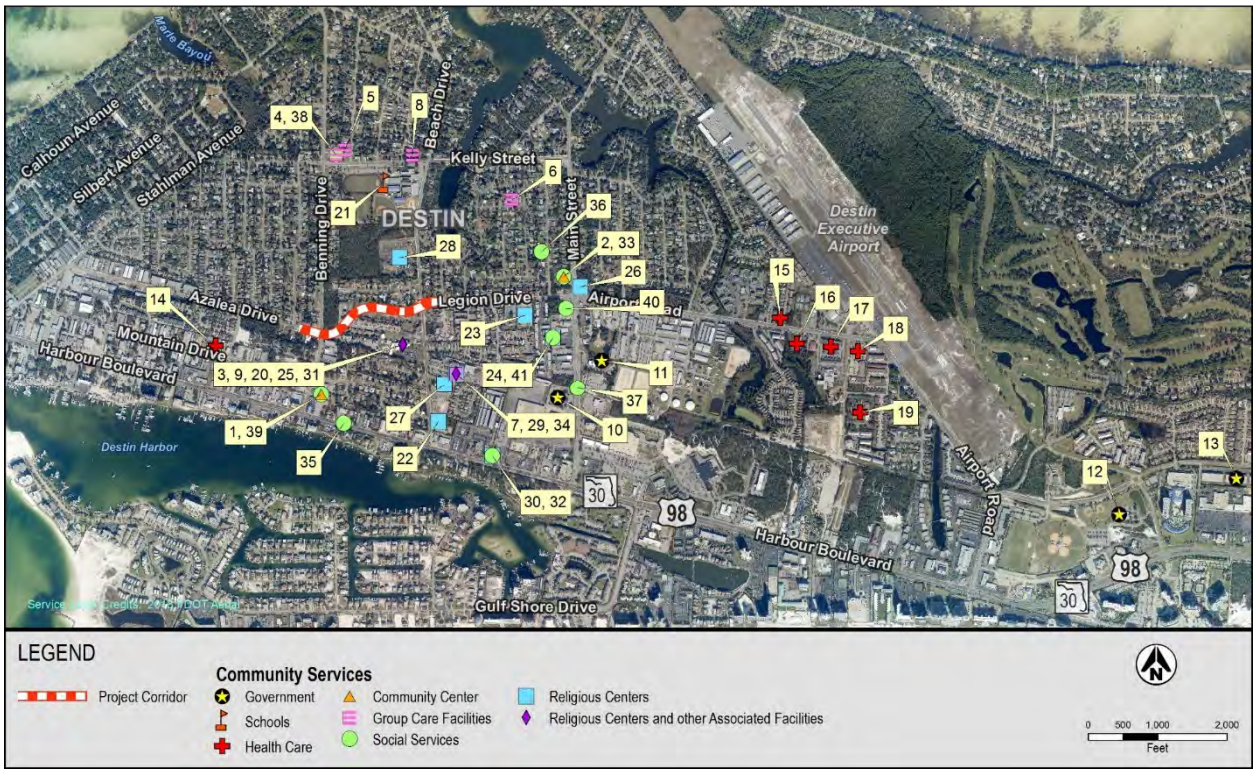
Not included in the list of community services, but also of importance due to the access benefits they would experience because of the project are: fire and police protection services. The closest fire station is located at 848 Airport Road. The Okaloosa County Sheriff's Department, which provides police services for the City of Destin, has an office at the Destin City Hall at 4200 Indian Bayou Trail. By the creation of an alternate corridor to SR 30/US 98 with the completion of the proposed project, the delivery of both fire and police protection services will be greatly enhanced, especially for the western segment of Destin. Even if the service providers utilize SR 30/US 98 instead of the alternate corridor, the congestion relief provided by the alternate corridor will make the delivery of emergency services faster.

TABLE 4-4: COMMUNITY SERVICES IN STUDY AREA

TYPE	NAME	ADDRESS	MAP ID
Community Centers	AMVETS Post 29	106 Benning Drive	1
	American Legion Post 296	311 Main Street	2
Group Care Facilities	**Destin Christian Academy**	**201 Beach Drive**	**3**
	Childcare Network 105	502 Benning Drive	4
	Brooke Summers	503 3rd Avenue	5
	Richard & Amy Madden	709 Swan Lane	6
	Destin United Methodist Children	**200 Beach Drive**	**7**
	Destin Elementary School	633 Kelly Street	8
	First Baptist Child Development	**201 Beach Drive**	**9**
Government	US Post Office	175 Main Street	10
	Destin Water Users Inc.	218 Main Street	11
	Destin City Hall	4200 Indian Bayou Tr.	12
	Highway Safety and Motor Vehicle	4012 Commons Dr	13
Health Care	Destin Surgery Clinic, PA	415 Mountain Drive	14
	Destin Dental Center	985 Airport Road	15
	White Wilson Medical Center	990 Airport Road	16
	Destin Emergency Care Center	996 Airport Road	17
	Amedisys Home Health of the Panhandle	1008 Airport Road	18
	Destin Healthcare and Rehabilitation Center	195 Mattie M. Kelly Blvd.	19
Schools	**Destin Christian Academy**	**201 Beach Drive**	**20**
	Destin Elementary School	630 Kelly Street	21
Religious Centers	Cornerstone Presbyterian Church	50 Beach Drive	22
	Assembly of God Church - Destin	726 Legion Drive	23
	Church of Jesus Christ Destin Branch	225 Main Street	24
	First Baptist Church of Destin	**201 Beach Drive**	**25**
	Safe Harbour Presbyterian Church	801 Airport Road	26
	Church of Christ Destin	150 Beach Drive	27
	Corpus Christi Catholic Church	**307 Beach Drive**	**28**
	Destin United Methodist Church	**200 Beach Drive**	**29**
	Hope Family Ministries	737 Hwy 98 East	30
Social Services	**First Baptist Church Child Development Center**	**201 Beach Drive**	**31**
	The Abercrombie Center	737 Hwy 98 East	32
	American Legion 296	311 Main Street	33
	Jacob's Ladder Preschool	**200 Beach Drive**	**34**
	Quinn Physical Therapy PA	623 Hwy 98 East	35
	Ready Set Go	315 Spring Street	36
	Disaster Response Team	200 Main Street	37
	Child Care Network Inc.	502 Benning Drive	38
	AMVETS Post 29	106 Benning Drive	39
	D Dan's Entertainment Agency - Destin	245 Main Street	40
	Comfort Keepers	225 Main St.	41

*Bold type indicates the community service is in the vicinity of the proposed project.

FIGURE 4-7: COMMUNITY SERVICES LOCATION MAP



4.2.1.6 Title VI Considerations

In February 1994, the President of the United States issued Executive Order 12898 (Environmental Justice) requiring federal agencies to analyze and address, as appropriate, disproportionately high adverse human health and environmental effects of federal actions on ethnic and cultural minority populations and low-income populations, when such analysis is required by the National Environmental Policy Act of 1969 (NEPA). An adverse effect on minority and/or low-income populations occurs when: (1) the adverse effect occurs primarily to a minority and/or low-income population; or, (2) the adverse effect suffered by the minority and/or low-income population is more severe or greater in magnitude than the adverse effect suffered by the non-minority and/or non-low-income populations. An evaluation of environmental, public health and interrelated social and economic effects of proposed projects on minority and/or low-income populations is required. All proposed projects should include measures to avoid, minimize, and/or mitigate disproportionately high and adverse impacts and provide off-setting benefits and opportunities to enhance communities, neighborhoods, and individuals affected by these activities.

It also requires each federal agency to provide opportunities for effective community participation in the NEPA process, including identifying potential effects and mitigation measures in consultation with affected communities and improving the accessibility of public meetings, crucial documents, and notices.

In addition to compliance with Executive Order 12898, any proposed federal project must comply with the provisions of Title VI of the Civil Rights Act of 1964. Title VI and related nondiscrimination regulations provide that no person shall, on the grounds of race, color, religion, sex, national origin, marital status, disability, or

family composition be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any program of the federal, state, or local government. Title VIII guarantees each person equal opportunity in housing.

In August 2000, the President of the United States issued Executive Order 13166 (Improving Access to Service for Persons with Limited English Proficiency), to clarify Title VI of the Civil Rights Act of 1964. Its purpose was to ensure accessibility to programs and services to eligible persons who are not proficient in the English language.

This project has been developed in accordance with Title VI of the Civil Rights Act of 1964, and the Civil Rights Act of 1968, as amended in 1988. Title VI provides that no person shall, on the grounds of race, color, religion, sex, national origin, marital status, handicap, or family composition, be excluded from participation in, or be denied the benefits of, or be otherwise subject to discrimination under any program of the federal, state, or local government. Title VIII guarantees each person equal opportunity in housing regardless of race, color, religion, sex, national origin, age or disability. This project is not expected to have a disproportionate or adverse impact on any distinct minority, ethnic, religious, low-income, elderly, or handicapped groups.

The field review of the project area confirmed the presence of the residential areas that appear to have low income residents or minority communities. Public meetings have been held within the project area to ensure that opportunity is given to all residents and businesses along the corridor to provide input into this project.
According to the 2010 Census, the median household income, within a 500-foot buffer of the project area, is $56,428. The total population in 2010 was 277 persons totaling 115 households, of which six households were below poverty level in the previous 12 months. However, no households received public assistance income. Of the 233 people, 25 years and over, living within the 500-foot buffer of the project area, 170 (89.01 percent) were high school graduates or higher and twenty-one percent (42 persons) had a Bachelor's degree or higher. The majority of the population (88.09 percent) was White Alone. The minority group having the greatest representation in the project area is the Hispanic or Latino of Any Race with 12.64 percent (35 people) of the population. There is a total of 132 housing units in the project area having a median value of $225,150. Of these 60 are owner-occupied and 55 are renter-occupied units. Only one of the occupied housing units had no vehicle.

Also, within the study area, the 2010 Census data indicates that 8.46 percent of the population (22 persons) did not speak English at all and that 17.69 percent (46) speak English not well or not at all. Written translation obligations may be required for this project since the eligible Limited English Proficiency (LEP) language group does meet or exceed the threshold (five percent or 1,000 persons or more in a project area that speak a language other than English per the FDOT PD&E Manual, Part 1, Chapter 11, Section 11-1.2.4).

Table 4-5 presents the demographic of the 500-foot project buffer in comparison with that of Okaloosa County as a whole. According to the GIS analysis results, the project area is comprised of a slightly larger minority population as compared to Okaloosa County. Also, the racial/ethnic make-up of the minority population differs from that in the County with the study area having a twice the percentage of persons of Hispanic origin as the County and a considerably less percentage of African-Americans than the County.

TABLE 4-5: 2010 PROJECT AREA DEMOGRAPHICS

DEMOGRAPHIC	500-FOOT BUFFER		OKALOOSA COUNTY	
	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
Total Population	277	100.00%	182,076	100.00%
Racial Characteristics				
White Alone (Race)	244	88.09%	149,733	82.24%
African-American (Race)	4	1.44%	16,908	9.29%
Asian Alone (Race)	7	2.53%	5,633	3.09%
American Indian or Alaska Native	0	0.00%	1,251	0.69%
"Other" (Race)	13	4.69%	2,527	1.39%
Hispanic or Latino (Ethnic Group)	35	12.64%	11,733	6.44%
Language Ability				
Age 5 and Over	258	93.14%	170,259	93.51%
Speaks English Not at All	22	8.46%	743	0.44%
Speaks English Not Well or At All	46	17.69%	3,172	1.86%
Income Characteristics				
Total Households	115	100.00%	74,442	100.00%
Median Household Income	$56,428	-	$54,242	-
Households Below Poverty Level	6	5.22%	7,414	9.96%
Households with Public Assistance	0	0.00%	983	1.32%
Education Characteristics				
Median Age	38	-	38	-
Population Over 25	233	84.11%	154,230	84.71%
High School Graduate or Higher	170	89.01%	110,268	71.50%
Bachelor's Degree or Higher	42	21.99%	32,632	21.16%
Housing Characteristics				
Total Housing Units	132	100.00%	91,624	100.00%
Owner-Occupied Units	60	45.45%	48,772	53.23%
Renter Occupied Units	55	41.67%	23,670	25.83%
Vacant Units	17	12.88%	19,182	20.94%
Median Housing Value	$225,150	-	$204,400	-
Occupied Housing Units w/ No Vehicle	1	0.76%	2,735	3.78%

Eight of the 25 census blocks comprising the project area had no minority populations, six blocks had less than 10 percent minority populations, seven blocks had between 10 and 20 percent minority populations, and four blocks had more than 20 but less than 40 percent of the population as minorities. There are six census blocks that are either crossed by, or adjacent to, the proposed project (see **Table 4-6 and Figure 4-8**).

TABLE 4-6: 2010 PROJECT AREA CENSUS BLOCK DATA

CENSUS BLOCK	TOTAL POPULATION	MINORITY POPULATION AS A WHOLE	PERCENT MINORITIES	AFRICAN AMERICAN	AMERICAN INDIAN or ALASKA NATIVE	ASIAN ALONE	HISPANIC OR LATINO	SOME OTHER RACE ALONE
1007	98	14	15.10	0	0	1	14	6
1008	**228**	**74**	**32.50**	**1**	**0**	**10**	**40**	**21**
1009	**26**	**4**	**15.40**	**0**	**1**	**0**	**1**	**0**
1010	27	0	0.00	0	0	0	0	0
1033	398	153	38.40	13	4	13	118	25
2027	70	16	22.90	0	1	5	7	0

***Bold font indicates the census blocks containing the proposed project alignment**

FIGURE 4-8: PROJECT AREA CENSUS BLOCKS

One census block (1010) has no minorities. Two Census blocks (1008 and 1009) are crossed by the project's alignment and two census blocks (1033 and 2027) are located at each of the project termini. Census Block 1007 was included because its southern boundary is Legion Drive which is part of the study area. Only Census Blocks 2027, 1008, and 1033 have a minority percentage above 20 percent. Most of the Census blocks around these core blocks have considerably less percentages of minorities, suggesting that the project may be located within a minority community. Based on the numbers in **Table 4-6**, that minority is likely to be Hispanic or Latino.

Except for the No Action alternative, there is no alternative that does not affect the same minority population. The principal adverse effect of the project is the relocation of from nine to sixteen residences. Although the project was designed to minimize relocations and the effect of relocations on the community as much as practicable, relocations are unavoidable. However, the City of Destin will carry out a R/W and Relocation Program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17). And in accordance with Title VI of the Civil Rights Act of 1964, no person shall be excluded from participation in, or denied benefits of, or be subject to discrimination under any program or activity receiving federal assistance on the ground of race, color, or national origin. Therefore, it has been determined that the proposed project will not have any disproportionately high and adverse human health and environmental effects on minority or low-income populations.

Along with the Civil Rights Act, Executive Order 12898 (Environmental Justice) ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (United States Environmental Protection Agency [EPA], 1994). This project is not expected to have a disproportionately adverse impact on minority or low-income households. Title VI information was made available at the Public Hearing.

4.2.2 Cultural Resources

4.2.2.1 Historic Sites/Districts

A cultural resources assessment, conducted in accordance with the procedures contained in 36 CFR Part 800, including background research and a field survey coordinated with the State Historic Preservation Officer (SHPO), was performed for the project. No historical sites or Districts were identified, nor are any expected to be encountered during subsequent project development. The SHPO has determined that no resources listed or eligible for listing on the National Register of Historic Places will be impacted.

4.2.2.2 Archaeological Sites

A cultural resources assessment, conducted in accordance with the procedures contained in 36 CFR Part 800, including background research and a field survey coordinated with the State Historic Preservation Officer (SHPO), was performed for the project. No archaeological sites were identified, nor are any expected to be encountered during subsequent project development. The SHPO has determined that no resources listed or eligible for listing on the National Register of Historic Places will be impacted.

4.2.2.3 Recreation Areas

The City of Destin maintains and operates 31 recreational properties. Although there are no recreation areas in the immediate vicinity of the proposed project, there are parks within and adjacent to the study area that were considered to be in the area of influence of the proposed project (i.e. the creation of a continuous road due to the construction of the missing link between Benning Drive and Beach Drive would provide a park patron the ability to access the park without traveling on SR 30/US 98 between Stahlman Avenue and Airport Road). The parks

that were considered to be influenced by the proposed project are depicted in **Figure 4-9** and listed in **Table 4-7**. Parks included in the list were identified for inclusion based on the following considerations:

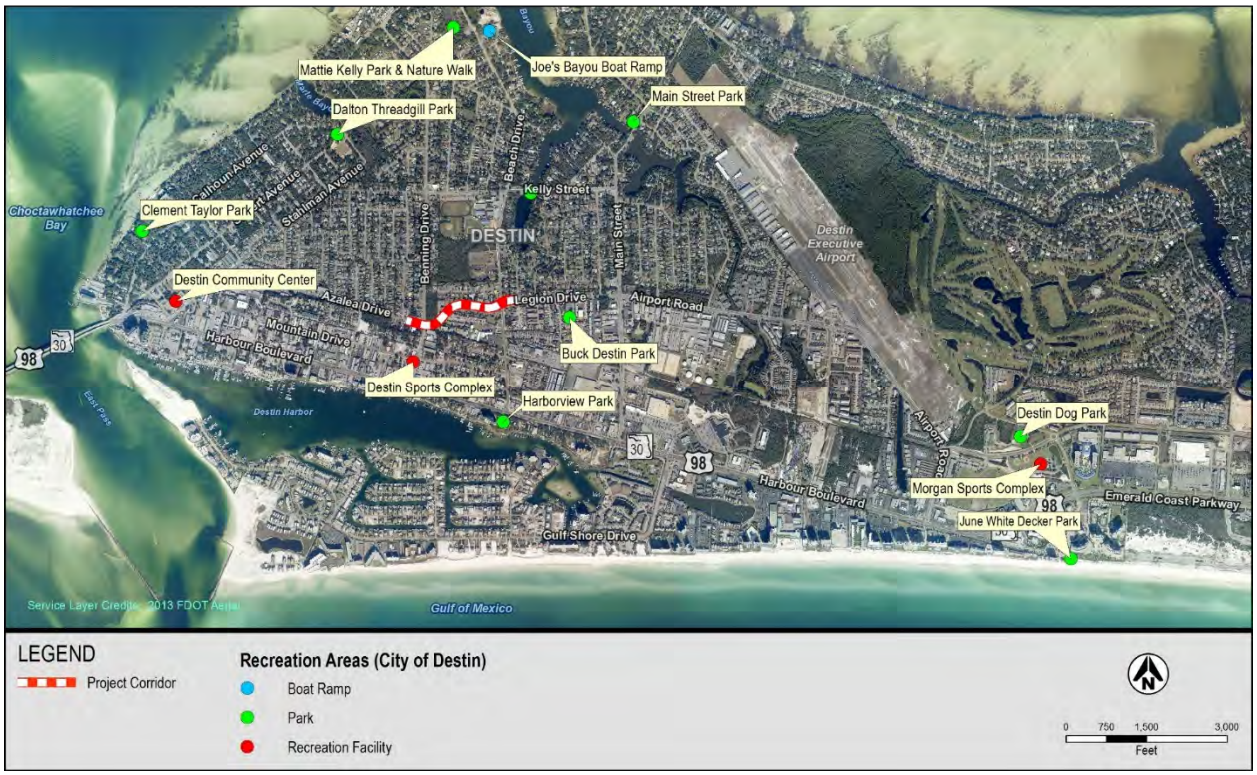
- Small neighborhood parks located along the continuous corridor created by the project were included as they could be influenced by the project (small parks deep within a neighborhood not likely used by patrons outside of a neighborhood were not included).
- Parks with facilities not available at other parks and located generally in the area between Stahlman Avenue and the intersection of Airport Road at SR 30/US 98 (Emerald Coast Parkway). An example of such a facility is the Destin Community Center.
- Parks with access to water/beaches.
- Parks with sports facilities, especially baseball/softball fields (these were included because city teams play at more than one facility).

TABLE 4-7: RECREATION AREAS WITHIN THE AREA OF PROJECT INFLUENCE

RECREATION AREA	ADDRESS	AVAILABLE FACILITIES
Buck Destin Park	**724 Legion Drive**	**Basketball court, picnic tables, playground, tennis courts**
Clement Taylor Park	131 Calhoun Avenue	3.5-acre park with swim area, benches, grills, pavilion, picnic tables, playground, sand volleyball court
Dalton Threadgill Park	711 Hickory Street	3.9 acre with baseball fields, concession stand, softball fields, t-ball field
Destin Community Center	101 Stahlman Avenue	4 meeting rooms, basketball court, board room, gym, game room, playground, stage
Destin Dog Park	4100 Indian Bayou Trail	Benches, water stations, parking, separate areas for large and small dogs.
Destin Sports Complex	**460 Kelly Street**	**Track, baseball fields, basketball court, picnic tables, playground, football field, soccer fields, softball fields**
Harborview Park	**Beach Drive and SR 30/US 98**	**Waterfront deck with benches, picnic tables, bike rack, handicap parking**
Joe's Bayou Boat Ramp	800 Beach Drive	Five boat launch ramps, parking area, bathrooms
June White Decker Park	Scenic Hwy 98	Swim area, bike rack, parking, restrooms
Kelly Street Duck Pond	**Kelly Street**	**No facilities**
Main Street Park	605 Main Street	0.75-acre waterfront park, ADA accessible with fishing pier & picnic facilities
Mattie Kelly Park & Nature Walk	825 Beach Drive	10-acre park with bayou access, pier, beach area, picnic area
Morgan Sports Complex	4200 Indian Bayou Trail	½ basketball court, baseball fields, picnic tables, playground, sand volleyball court, soccer fields, softball fields, walking path

*Facilities in bold font are close to the project corridor

FIGURE 4-9: RECREATION AREAS LOCATION MAP



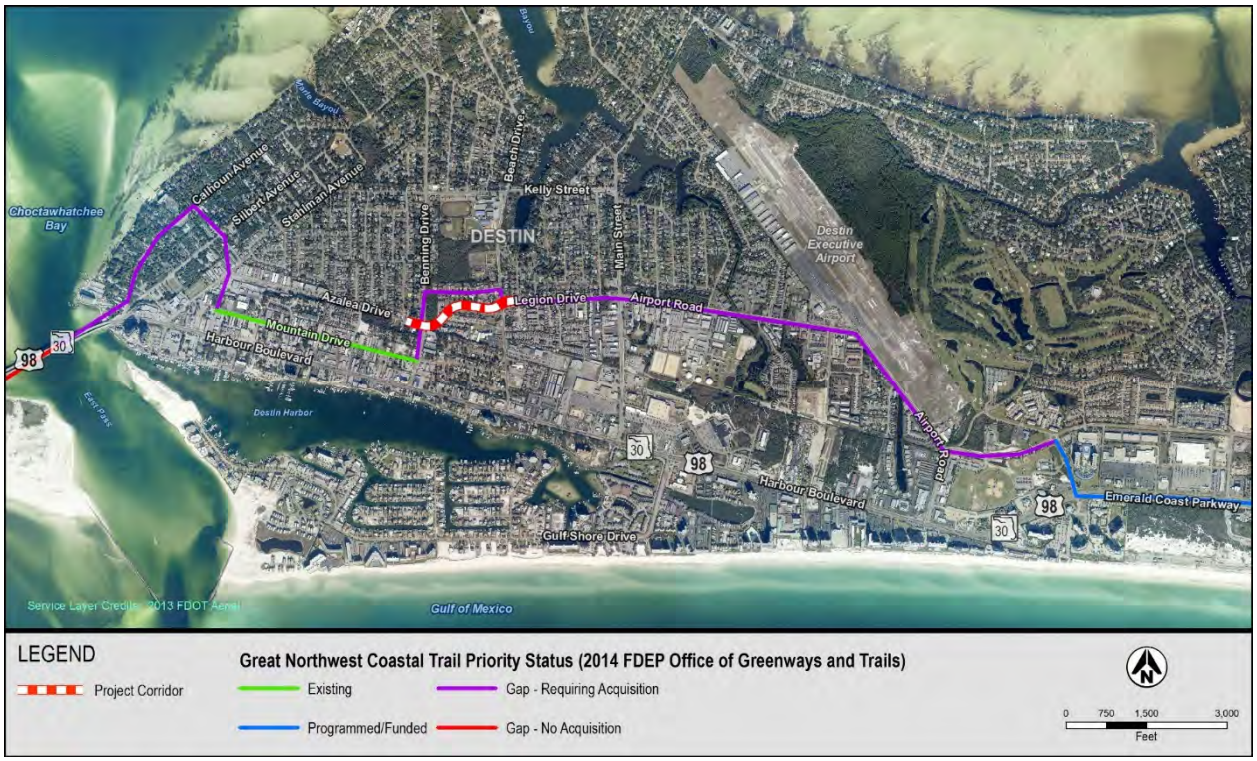
In addition to the above, the Florida Department of Environmental Protection (FDEP) Division of Greenways and Trails identifies the Great Northwest Coastal Trail (GNCT) Corridor as a Trail Priority in the 2013-2017 timeframe. As proposed, the GNCT consists of two trail corridors: the western corridor extends 115.4 miles between Pensacola, Florida and Panama City while the eastern corridor (Panama City to the St. Marks Corridor) is 148.8 miles in length. Currently the trail from Pensacola to Panama City consists of 50.5 miles of Existing/Programmed/Funded links through four counties. The trail through Okaloosa County is 26.7 miles in length and generally follows the SR 30/US 98 corridor, passing through Fort Walton Beach and Destin. In Destin, there is a 2.9-mile segment (**Figure 4-10**) of the trail that has been constructed. The remainder of the trail through Okaloosa County requires R/W acquisition.

Figure 4-10 shows that the proposed alignment of the GNCT in Destin would travel from Stahlman Avenue down Palmetto Street to Mountain Drive, where it then follows Mountain Drive to Benning Drive, travels north on Benning Drive to the west segment of Legion Drive, along Legion Drive to Beach Drive to connect to and follow the east segment of Legion Drive to and along Airport Road. The segment of the GNCT that follows Mountain Drive, between Palmetto Street and Benning Drive, has been constructed. The remaining segments described above require R/W acquisition.

The proposed Destin Cross Town Connector project would only be involved with the proposed GNCT in Destin where the trail intersects Azalea Drive at Benning Drive and where the eastern segment of Legion Drive intersects Beach Drive. There is potential for the FDEP Division of Greenways and Trails to reroute the portion of the GNCT trail along the western segment of Legion Drive, between Benning Drive and Beach Drive, to the alignment for the Destin Cross Town Connector project. Since the Destin Cross Town Connector project will

provide bicycle and pedestrian facilities, utilization of these facilities could lessen the cost of the GNCT through Destin by eliminating the need for R/W acquisition for that segment.

FIGURE 4-10: GREAT NORTHWEST COASTAL TRAIL IN DESTIN



4.2.3 Natural Environment

4.2.3.1 Wetlands

The proposed project's alignment was surveyed for the presence of wetlands and no wetlands were found within the study area.

4.2.3.2 Aquatic Preserves and Outstanding FL Waters

There are no Aquatic Preserves in the project area; therefore, this project will have no involvement with any Aquatic Preserve. Outstanding Florida Waters (OFW's) are waters designated by the Florida Department of Environmental Protection for special protection due to their natural attributes. The closest OFW is Henderson Beach State Park, which is location outside the study area. Therefore, the project would have no involvement with designated OFW's.

4.2.3.3 Water Quality

Choctawhatchee Bay, in the vicinity of the study area, is designated as Class II - Shellfish Propagation or Harvesting. All other surface waters are designated Class III Fish Consumption; Recreation, Propagation and

Maintenance of a Healthy, Well Balanced Population of Fish and Wildlife. Destin Harbor (WBID #917A) and Joes Bayou (WBID #906) are on the Verified Impaired Waters list. This list is comprised of water bodies that do not meet the parameters of the Surface Water Quality Standards (62-302, F.A.C.) for their water classification and the Impaired Waters Rule (IWR, 62-303, F.A.C.). **Table 4-8** lists the parameters for which the water bodies fail to meet water quality standards.

TABLE 4-8: WATER QUALITY PARAMETERS NOT MET BY WATER BODY SEGMENTS

WATER BODY	WBID	PARAMETER	TMDL STATUS
Destin Harbor	917A	Fecal Coliform	Low
		Mercury (fish tissue)	Established Statewide
Joes Bayou	906	Mercury (fish tissue)	Medium

The NWFWMD was contacted to determine if the proposed project would have any adverse effects on the listed impaired waters. After discussion with the NWFWMD, it was concluded that the stormwater collection and treatment system for the proposed project would adequately treat stormwater and no adverse effects to the listed impaired waters would result from the proposed improvement. Therefore, no nutrient load analysis and treatment will be necessary in the proposed stormwater ponds.

The proposed project, which includes a stormwater collection and treatment system, would contribute to efforts to improve water quality in the study area surface waters by providing treatment. While preliminary analysis on potential stormwater pond locations was conducted during this study, the exact locations will be determined during the design phase of the project. In any case, the City owns sufficient right-of-way to accommodate ponds.

The proposed project is also located within an area designated as Less Vulnerable to Contamination of the Floridan Aquifer and More Vulnerable to Contamination of the Surficial Aquifer, according to the Floridan Aquifer Vulnerability Assessment. The implementation of the proposed stormwater collection and treatment system will reduce the amount of untreated runoff that enters the aquifer.

Well locations within the project area were obtained from the NWFWMD. The wells in this area are limited to irrigation supply. No wells will be impacted by the proposed improvements.

A Water Quality Impact Evaluation (WQIE) has been completed for the proposed project (See Appendix D). The proposed stormwater facility design will include, at a minimum, the water quantity requirements for water quality impacts as required by the Northwest Florida Water Management District in Rule 40A-1 and FDEP rules 62-346 and 62-25 F.A.C. In addition, a stormwater pollution prevention plan and best management practices (BMP's) will be implemented during construction to protect both surface and groundwaters.

4.2.3.4 Wild and Scenic Rivers

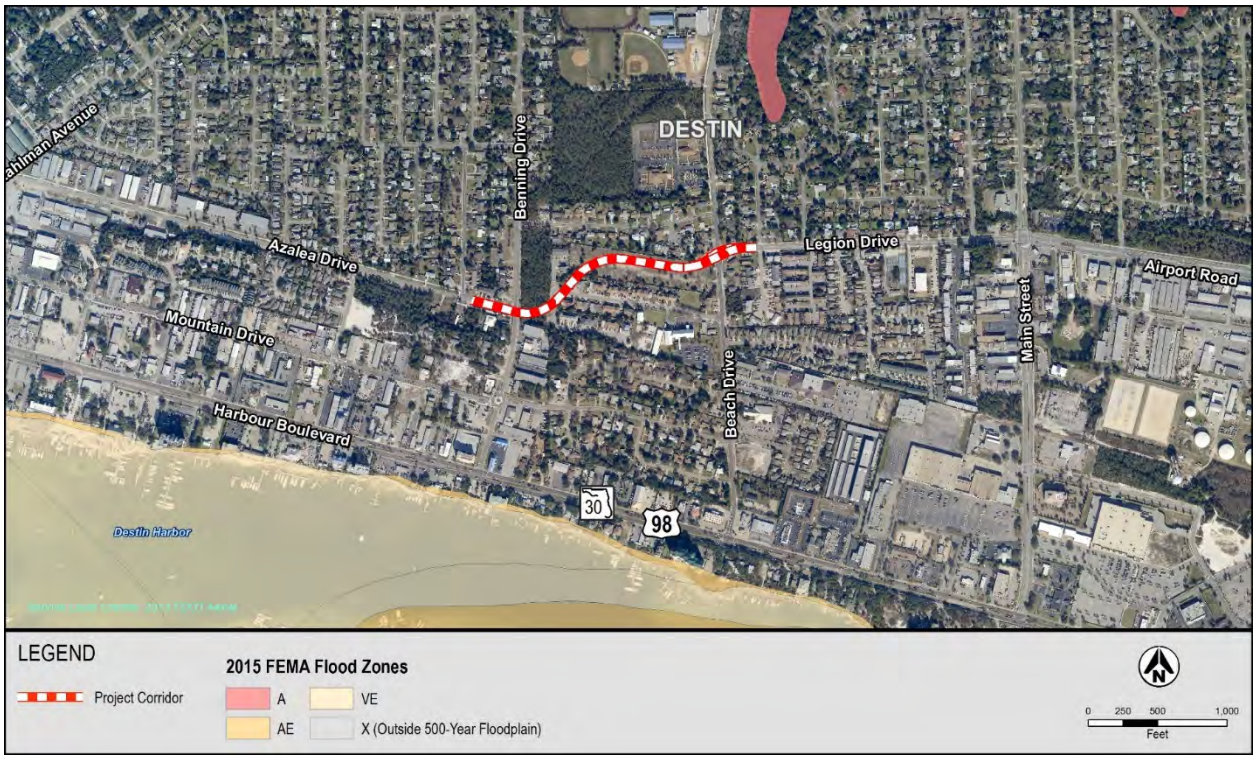
The project is not within the boundaries of any river listed in the Nationwide Rivers Inventory. Therefore, the coordination requirement for the Wild and Scenic Rivers Act does not apply to this project.

4.2.3.5 Drainage and Floodplains

In accordance with Executive Order 11988 "Floodplain Management", US Department of Transportation (DOT) Order 5650.2, and Chapter 23, CFR 650A, impacts to floodplains from the proposed improvements have been considered. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map 12091C0488H dated December 6, 2002, was reviewed to determine the FEMA identified base flood zones in the study area. The floodplain map, shown on **Figure 4-11,** indicates that there are no designated floodways in the study area and the only flood zones are associated with Destin Harbor and Joes Bayou, both of which are beyond the limits of the proposed project. Therefore, there is no involvement with regulatory floodways and no work is being performed below the 100-year flood elevation. As a result, this project does not encroach upon the base floodplain.

Since floodplains will not be altered by the proposed project and since the project is located in an already developed area and the City of Destin has approved flood plain management procedures to minimize involvement with floodplains, it has been determined that the project will not support base floodplain development that is incompatible with existing floodplain management programs.

FIGURE 4-11: FLOODPLAIN LOCATIONS



4.2.3.6 Coastal Barrier Resources

Coastal barrier resources are land areas that have been designated to restrict federal assistance for most activities within the boundaries of coastal barrier units, except for Otherwise Protected Areas (OPA), which cannot receive federal flood insurance. The purpose of the federal legislation that established coastal barrier resource

designations is: 1) to minimize loss of human life by discouraging development in high risk areas, 2) to reduce wasteful expenditure of federal resources, and 3) to protect natural resources associated with coastal barriers.

Therefore, in accordance with the Federal Coastal Barrier Resources Act of 1982 (CBRA), the Coastal Barrier Improvement Act of 1990 (CBIA), the Florida Coastal Zone Management Act, Part II, Chapter 380, F.S., and revisions to the Local Coastal Comprehensive Plan under Part II, Chapter 163, F.S., this project has been reviewed for involvement with designated coastal barrier resources. Within Destin, there is a designated CBRA unit located north of SR 30/US 98 up to and including some of Choctawhatchee Bay from Indian Bayou eastward to the Walton County line. South of SR 30/US there is a designated Otherwise Protected Areas (OPA) that extends south into the Gulf of Mexico and otherwise bounded by the boundaries of Henderson Beach State Park. From the eastern boundary of Henderson Beach State Park eastward to the Walton County line, the area south of SR 30/US 98, except for certain developed areas, is in the CBRA unit north of SR 30/US 98.

4.2.3.7 Protected Species and Habitats

This project has been evaluated for potential impacts to threatened and endangered species in accordance with Section 7(c) of the Endangered Species Act of 1973, as amended, and Rules 39-25.002, 39-27.002, and 39-27.011 of the Wildlife Code of the State of Florida (Chapter 39, F.A.C.), and Part 2, Chapter 27 of the FDOT *PD&E Manual*.

Threatened and endangered (T&E) wildlife species and rare plant occurrences within the 6.8-acre footprint of the proposed R/W were qualitatively evaluated via desktop analyses and field surveys. Several sources of data and information were used to identify potential T&E listed species within the study area. These sources included FDOT, USFWS, FNAI, and the FFWCC. Specific information sources and databases utilized include the following:

- United States Fish and Wildlife Service (USFWS) Species List for Okaloosa County
- FNAI Element Occurrence (EO) Data
- FNAI EO Report dated July 27, 2015
- FFWCC Eagle Locator
- FFWCC Water Bird Colony Data
- USDA, NRCS, Soil Survey Geographic (SSURGO) database for Okaloosa County, Florida, June 1995
- http://SoilDataMart.nrcs.usda.gov/
- USFWS NWI Database
- USFWS Classification of Wetlands and Deepwater Habitats of the United States (1979)
- NWFWMD, FLUCFCS data (1995)
- Aerial photographs of the study area, circa 2010, 2013 and 2015
- United States Geological Survey (USGS) Topographic Quadrangle maps, 7.5-minute series

In addition, project biologists surveyed for additional species that could also occur within the study area based on their experience in conducting similar field studies throughout the Gulf Coast of Florida.

Of the 31 wildlife and plant species in the FNAI EO Report (see **Table 4-9**), two plant species listed as threatened by the FDACS, Gulf coast lupine (*Lupinus westianus*) and large-leaved jointweed (*Polygonella macrphylla*), are

documented to occur near the proposed study area. There are three listed species likely to occur within or near the study area and 25 additional listed species (seven wildlife and 18 plants) which have the potential to occur within or near the study area.

TABLE 4-9: FEDERAL AND STATE LISTED SPECIES THAT MAY OCCUR WITHIN OR NEAR TO THE DESTIN CROSS TOWN CONNECTOR STUDY AREA

SPECIES		LISTING STATUS	LIKELIHOOD OF OCCURRENCE
MAMMALS			
Peromyscus polionotus allophrys	Choctawhatchee Beach Mouse	E, FE	Potential
FISH			
*Acipenser oxyrinchus desotoi**	Gulf Sturgeon	FT	Likely
REPTILES AND AMPHIBIANS			
Gopherus polyphemus	Gopher tortoise	C, ST	Potential
Drymarchon corais couperi	Eastern Indigo Snake	FT, ST	Potential
Chelonia mydas	Green Sea Turtle	E, FE	Potential
Dermochelys coriacae	Leatherback Sea Turtle	E, FE	Potential
Caretta	Loggerhead Sea Turtle	E, T, FT	Likely
BIRDS			
Athene cunicularia floridana	Florida burrowing owl	SSC	Potential
Haliaeetus leucocephalus	Bald Eagle	BGEPA, MBTA	Potential
Sternula antillarium	Least Tern	ST	Likely
Rhynchops niger	Black Skimmer	SSC	Potential
PLANTS			
Asclepius viridula	Southern milkweed	ST	Potential
Calamovilfa curtissi	Curtiss'sandgrass	ST	Potential
Chrysopsis gossypina cruiseana	Cruise's Goldenaster	SE	Potential
Chrysopsis godfreyi	Godfery's Goldenaster	SE	Potential
Cladonia perforata	Perforate reindeer lichen	FE, SE	Potential
*Euphorbia telephioides***	Telephus spurge	FT, SE	Potential
Hymenocallis henryae	Panhandle spider lily	SE	Potential
Linum westii	West's flax	SE	Potential
Litsea aestivalis	Pondspice	SE	Potential
Lupinus westianus	Gulf coast lupine	ST	Documented
Pinguicula primuliflora	Primrose-flowered butterwort	SE	Potential
Platanthera integra	Yellow fringeless orchid	SE	Potential
Polygonella macrophylla	Large-leaved jointweed	ST	Documented
Rhexia parviflora	Small-flowered meadowbeauty	SE	Potential
*Rhexia salicifolia***	Panhandle meadowbeauty	ST	Potential
Ruellia noctiflora	White-flowered wild petunia	SE	Potential
Sarracenia leucophylla	White top pitcher - plant	SE	Potential
Tephrosia mohrii	Pineland Hoary-pea	ST	Potential
Xyris scabrifolia	Harper's yellow-eyed grass	ST	Potential

Notes:

*USFWS has designated the Gulf of Mexico, Choctawhatchee Bay, Choctawhatchee River and its tributaries as critical habitat for the Gulf sturgeon; no suitable habitat exists within alternative alignments.

Notes (Continued):
**May warrant federal protection
FE - Federally Endangered FT - Federally Threatened MBTA - Migratory Bird Treaty Act
SE - State Endangered ST - State Threatened SSC - State Species of Special Concern
C – Candidate for Federal Listing CE – Consideration Encouraged (USFWS)
BGEPA - Bald and Golden Eagle Protection Act
Observed - Observed during field reviews
Documented (FNAI) - Listed or rare species documented on or near study area within the last twenty years.
Documented/Historic (FNAI) - Listed or rare species documented, but not observed/reported on or near study area within the last twenty years.
Likely (FNAI) - Listed or rare species likely to occur on or near study area; based on suitable habitat and/or known occurrences in the vicinity.
Potential (FNAI) - Study area lies within the known or predicted range of the species listed.

Some plants and animals included in this list of 31 species were considered even though their potential to occur is unlikely, such as sea turtles which have very specific habitat requirements that are not present within the study area.

No listed wildlife and plant species were found within 300 feet of the alternatives. In a phone conversation on July 29, 2015, with Harold Mitchell (USFWS), the USFWS concurred with the effect findings for each species discussed below. No comments or concerns were raised by the USFWS for these species.

Eastern indigo snake
Eastern indigo snake habitat is found within the study area. No specific surveys were conducted for this species during this study and no individuals were observed during surveys for other species and/or during wetlands evaluations. Given the lack of suitable habitat within the study area and alternative alignments, it appears that the subject project will have no effect on the federally-threatened eastern indigo snake. In addition, Standard Protection Measures for the Eastern Indigo Snake will be adhered to and included in the approved construction plans.

Gopher tortoise
No gopher tortoise burrows were located by project biologists proximal to alternative alignments nor were observed within the 300-foot buffer associated with alternative alignments. The potential for gopher tortoise exists within the sand pine (413) habitat. FFWCC guidance for gopher tortoise permitting and/or relocation will need to be addressed if gopher tortoise burrows are observed in the future. A survey is required prior to permitting, and again 90 days prior to construction. Standard FFWCC gopher tortoise permitting guidelines will be implemented during the design phase, (e.g., surveys within suitable habitat 90 days prior to construction). Given that permitting through FFWCC allows for relocating potentially affected gopher tortoises, it appears that this project will have no effect on the state-listed gopher tortoise.

Bald eagle
The FFWCC bald eagle locator website and FNAI indicate that there is an active bald eagle nest approximately two (2) miles west of the study area. The proposed project may contain habitat suitable for bald eagles, however, no bald eagle nests were observed within or proximal to the preferred alternative during a field survey conducted in July 2014. The closest bald eagle nest to the study area is within Eglin Air Force Base property on Okaloosa Island (Nest OL006 - active 2014). Due to FWC nest #OL006 being well beyond the primary management zone

(660 feet) established for bald eagle nests, it appears that the subject project will have no effect on the bald eagle. In the event that a bald eagle constructs a nest along the project alignment prior to or during construction activities, National Bald Eagle Management Guidelines will be followed.

Plants

As a part of assessing wetland resources and T&E species, a listed-plant survey was conducted in July 2014 across all alignments under consideration. No listed plant species were observed during this survey. Primary vegetative species within the study area and alternative alignments (including the preferred) are ruderal grasses within the open (vacant) land. However, the FNAI report concerning the study area (July 27, 2015) lists occurrences of Gulf coast lupine and large-leaved jointweed as being documented within a mile of the proposed study area. However, no habitat exists within the study area for these listed species; therefore, this project should have no effect on federal or state-listed plants.

The findings of the analysis of potential project involvement with Federally- and State-listed species has been documented in the *Destin Cross Town Connector Endangered Species Biological Assessment Report* which has been coordinated with the USFWS for review.

The Florida Fish and Wildlife Conservation Commission (FFWCC) have noted that the project is located within the City of Destin and recommended, due to the proximity of sea turtle nesting beaches, that the sea turtle friendly lighting be used along the roadway. Lighting proposed along this project will be consistent with requirements for sea turtles.

Based on the research and analysis conducted for the project, coordination with the USFWS and in accordance with Part 2, Chapter 27 of the *PD&E Manual*, an impact determination of "None" has been reached in reference to Wildlife and Habitat.

4.2.3.8 Essential Fish Habitat

On May 7, 2015, the National Marine Fisheries Service (NMFS), after conducting a site inspection of the project area, determined that the proposed project would not have direct or indirect impacts to NMFS trust resources.

4.2.4 Physical Environment

4.2.4.1 Noise

A noise study was conducted in accordance with Title 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise (July 13, 2010), using methodology established in Part 2, Chapter 18 of the *PD&E Manual* (May 24, 2011). The study was performed to determine if any noise sensitive receivers will experience traffic noise levels that approach or exceed FHWA's Noise Abatement Criteria (NAC) as a result of the proposed improvements, and further, if noise abatement measures are warranted at these sites.

In compliance with the aforementioned policy and using existing and predicted future traffic volumes, traffic noise levels were predicted for the No Action and Build Alternatives and compared to FHWA's NAC. Under the Build Alternatives, a total number of 36 receptor sites were identified and analyzed during the PD&E study.

Two noise sensitive sites (both single family residences) were identified along the project where predicted noise levels would approach the applicable levels of the NAC.

Due to the relatively high ambient levels (primarily from airplanes) and low predicted noise levels from traffic, it was determined that the traffic is not the dominant noise source. This is one of the rare cases existing noise levels and predicted noise levels should be and have been added together for the 2042 Build Alternatives. If this is not done, the 2042 Build Alternatives noise level would show a decrease over the No Build Alternative, which would present a false scenario as there is no traffic noise to be collected for the No Build Alternative.

Noise levels at noise sensitive sites are not predicted to approach or exceed the NAC for any of the Design Year (2042) Build Alternatives. Compared to existing conditions (noise from airplanes), the largest predicted increase attributable to the project is 7.4 dBA. Therefore, no substantial increase will occur. Noise abatement measures were not considered as none of the noise sensitive sites are predicted to experience traffic noise that approach or exceed the NAC.

A land use review will be implemented again during the project's design phase to identify noise sensitive sites that have received a building permit after August 10, 2015, but prior to the date of public knowledge (i.e., date that the project's environmental document is approved). If the review identifies noise sensitive sites that have been permitted prior to the date of public knowledge, then the noise sensitive sites will be evaluated for traffic noise and abatement considerations, if needed. For more information concerning the analysis conducted during the PD&E study, please refer to the *Destin Cross Town Connector Noise Study Report and the Environmental Impact Report*.

4.2.4.2 Air Quality

In accordance with the Clean Air Act Amendments of 1990, an air quality impact analysis was conducted for this project utilizing the FDOT CO Florida 2012 screening test. The No-Action and Build Alternatives were screened at the worst-case scenario intersection [Beach Drive and Legion Drive] and both conditions passed the screening test, as none of the predicted concentrations exceeded the Carbon Monoxide (CO) National Ambient Air Quality Standards (NAAQS) of 35 parts per million (ppm) for a 1-hour averaging time and a 9 ppm for an 8-hour averaging time. This project is located in an area which has been designated as attainment for all of the NAAQS under the criteria provided in the Clean Air Act Amendments of 1990. Therefore, the Clean Air Act conformity requirements do not apply to this project. For more information concerning the analysis conducted during the PD&E study, please refer to the *Air Quality Technical Memorandum and the Environmental Impact Report*.

4.2.4.3 Contaminated Sites

A contamination screening evaluation was conducted for the proposed project in accordance with Part 2, Chapter 20 of the FDOT PD&E Manual. The purpose of the analysis was to identify potential contamination sites within and/or adjacent to the proposed alignment and assess the risk of the project to have involvement with contamination. The results of the Level 1 screening evaluation have been documented in the Destin Cross Town Corridor Contamination Screening Evaluation Report (CSER).

Federal and State environmental databases were reviewed to identify any facility that handles, stores, or treats hazardous materials or petroleum products or may have had a discharge of hazardous or petroleum materials in the past. Following the identification of two potential contamination sites from the regulatory databases and review of land use maps and historical photographs, a site reconnaissance and limited investigation of the properties on or immediately adjacent to the project corridor was conducted. The field review revealed no additional potential contamination sites within the study area.

A contamination rating system was used to express the potential for encountering contamination on each identified site. The rating system involved an assessment of the type of contamination, the severity of contamination, and the proximity of the potential contamination source to the project limits. Each site was assigned one of the following ranks (from lowest to highest risk) "No", "Low", "Medium", "High" (for an explanation of these ratings, please see the CSER).

The contamination screening effort identified two potential contamination sites: Time Saver 10 Minute Oil & Lube and the City of Destin's Hurricane Debris Staging Area. The City of Destin's Hurricane Debris Staging Area was assigned a "No" rating because no debris has been stored onsite to date. The Time Saver 10 Minute Oil & Lube site was rated as "Low", meaning the site has a hazardous waste identification number or deals with hazardous materials, but there is no reason to believe there would be any involvement with contamination in relation to the project. No additional contamination assessment activities are recommended for these sites and no sites were rated as "Medium" or "High".

The Build Alternatives were evaluated for the potential for involvement with contamination at these locations. The Time Saver 10 Minute Oil & Lube Center is located more than 500-feet from the project R/W and would not be involved with the project. The City of Destin's Hurricane Debris Staging Area, while located within the proposed project's alignment, was assigned a "No" risk rating because, to date, the site has not been used for the temporary storage of disaster debris. Therefore, it has been concluded that the project has no risk for involvement with known contamination. **Table 4-10** summarizes the pertinent information about the sites identified in the contamination screening evaluation. More information on the sites and the contamination screening evaluation process and the results is contained in the CSER.

TABLE 4-10: POTENTIAL CONTAMINATION SITES IN STUDY AREA

Facility Name and Address	EPA or FDEP Facility ID #	Facility Type	Storage Tanks Present	Contamination /Clean-up Status	Facility Status	Risk Rating
Time Saver 10 Minute Oil 530 Mountain Drive Destin, FL 32541	FLR000167536	CESQG	No	In compliance	Open	Low
NAPA Auto Parts 519 Mountain Drive Destin, FL 32541		Retail Store	No	N/A	Open	No
O'Reilly Auto Parts (formerly Destin Auto Service) 602 Mountain Drive Destin, FL 32541	141850 (70930)	Retail Store	No	N/A	Closed	No
City of Destin 209 Beach Drive Destin, FL 32541	100664	Hurricane Debris Staging	No	In compliance	Active	Low

4.2.4.4 Utilities and Railroads

Seven (7) utility providers have been identified as having utilities within the project area. **Table 4-11** provides a list of the utility providers from that coordination.

TABLE 4-11: UTILITY PROVIDERS

UTILITY PROVIDER	CONTACT PERSON	CONTACT NUMBER	EMAIL ADDRESS
AT&T FLORIDA	JONATHON BLANKINCHIP	(850) 436-1489	JB966P@ATT.COM
CENTURYLINK	BOBBY WIEDEMAN	(850) 664-3446	BOBBY.H.WEIDEMAN@CENTURYLINK.COM
COX SOUTHEAST	ROGER DIXON	(850) 314-8163	ROGER.DIXON@COX.COM
DESTIN WATER USERS, INC.	MONICA AUTREY	(850) 837-6146	MAUTREY@DWUINC.COM
GULF POWER COMPANY	CHAD SWAILS	(850) 429-2446	CESWAILS@SOUTHERNCO.COM
OKALOOSA COUNTY TRAFFIC SIGNALS	AL POUDRIER	(850) 651-7295	APOUDRIER@CO.OKALOOSA.FL.US
OKALOOSA GAS DISTRICT	ESSA RHEBI	(850) 729-4870	ESSARHEBI@OKALOOSAGAS.COM

In accordance with Part 2, Chapter 21 of the *PD&E Manual*, the utility providers listed above were notified of the proposed improvements and submitted files to identify the location of their utilities within the project area. Most of the utilities requiring relocation are within the existing R/W at the existing intersections of Azalea Drive with Benning Drive and Beach Drive with Legion Drive or along Sandalwood Drive. Coordination with the utility providers will be continued in the design phase to ensure that there is minimal interruption in the delivery of utility services during construction.

There are no railroads located within the project area.

4.2.4.5 Construction

Construction activities for the project may have short-term air, noise, vibration, water quality, traffic flow, and visual effects for those residents and travelers within the immediate vicinity of the project.

Effects on air quality will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of other controlled materials in accordance with BMP's.

Noise and vibration effects could result from the heavy equipment movement and construction activities such as pile driving and vibratory compaction of embankments. Noise control measures will include those contained in FDOT's *Standard Specifications for Road and Bridge Construction*. Adherence to local construction noise and/or construction vibration ordinances by the contractor will also be required, where applicable.

Water quality effects resulting from erosion and sedimentation will be controlled in accordance with the City of Destin's *Construction Stormwater Pollution Prevention Plan* and through the use of BMP's.

Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project. Signs will be used, as appropriate, to provide notice of road closures and other pertinent information to the traveling public. The local news media will be notified in advance of road closings, and other construction-related activities, which could excessively inconvenience the community so that motorists, residents, and business persons will be able to plan travel routes in advance.

A sign providing the name, address, and telephone number of a City representative will be displayed on-site to assist the public in obtaining immediate answers to questions and for logging complaints about project activity.

Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling. Traffic delays will be controlled to the extent possible where many construction operations are in progress at the same time.

For the residents living adjacent to the proposed project, some of the materials stored for the project may be displeasing visually; however, this is a temporary condition and should pose no substantial problem in the short term.

Construction of the roadway may require excavation of unsuitable material (muck), placement of embankments, and use of materials, such as limerock, asphaltic concrete, and Portland cement concrete. Demucking is not anticipated since there are no wetland sites. The removal of structures and debris will be in accordance with local and State regulatory agencies permitting this operation. The contractor is responsible for his methods of controlling pollution on haul roads, in borrow pits, other materials pits, and areas used for disposal of waste materials from the project. Temporary erosion control features will consist of temporary grassing, sodding, mulching, sandbagging, slope drains, sediment basins, sediment checks, artificial coverings, and berms.

4.2.4.6 Bicycles and Pedestrians

The proposed project is located within Destin's Multimodal Transportation District (MMTD) which was established, among other reasons, to support transportation options by planning for and implementing improvements to the City's bicycle and pedestrian network.

In the project study area, the bicycle/pedestrian network is incomplete. While Benning Drive has bicycle lanes on both sides of the road, there are no bike lanes on Azalea Drive, although a sidewalk is present on the north side of the road from Snapper Drive west. Nor are there bike lanes on either Legion Drive or Beach Drive, although both of these roads have sidewalks.

The City's 2000 Pathways Master Plan, updated in 2009, documents the existing facilities, and identifies and prioritizes improvements to the bicycle and pedestrian system. The plan identifies both a sidewalk and bike lanes across the City-owned property proposed for the Destin Cross Town Connector. Map 2-2 in the Transportation Element of the *City of Destin Comprehensive Plan* identifies needed bicycle/pedestrian improvements, including: Beach Drive as a bicycle priority and sidewalk improvements and a priority bicycle lane along the proposed project alignment.

In compliance with 23 USC 109(n), full consideration of bicycle alternatives has been considered in the development of the proposed project. The Build Alternatives will improve safety for bicyclists and pedestrians, as they will provide five-foot dedicated bicycle lanes and ten-foot sidewalks (in both directions). The bicycle facilities will be designed in accordance with the *Florida Bicycle Facilities Planning and Design Handbook* and the American Association of State Highway and Transportation Officials (AASHTO) Standards. Additionally, pedestrian crossings will be provided at the intersection of Azalea Drive and Benning Drive and at the intersection of Legion Drive with Beach Drive.

4.2.4.7 Navigation

The proposed project does not cross any navigable waterways; therefore, coordination with the US Coast Guard regarding this project is not required.

4.2.5 Comparative Analysis

Once all alternatives were established, they were compared based on criteria such as social, physical, and natural environment impacts. Additionally, cultural resource and project costs were evaluated as part of the analysis. The results of the evaluation matrix are shown in **Table 4-12**.

TABLE 4-12: DESTIN CROSS TOWN CONNECTOR EVALUATION MATRIX

MATRIX COMPONENTS	Alt. 1A	Alt. 1B	Alt. 1C	Alt. 2A	Alt. 2B	Alt. 2C	No-Action
Total Acres	5.6	5.6	5.6	5.6	5.6	5.6	0
Total Length	0.42	0.42	0.42	0.42	0.42	0.42	0
PHYSICAL AND SOCIAL							
Potential Right-of-Way Acquisition							
Residential Parcels Affected	16	16	17	19	19	20	0
Business Parcels Affected	0	0	0	2	2	2	0
Vacant Parcels Affected	1	1	1	1	1	1	0
Total Parcels Affected	**17**	**17**	**18**	**22**	**22**	**23**	**0**
Potential Relocations							
Residential Relocations	10[1]	10[1]	10[1]	11[1]	11[1]	11[1]	0
Business Relocations	0	0	0	1	1	1	0
Signs/Personal Property	0	0	0	0	0	0	0
Total Relocations	**10**	**10**	**10**	**12**	**12**	**12**	**0**
Community Cohesion Impacts							
Number of Community Cohesion Impacts	2	1	3	2	1	3	0
Cultural Resources							
Eligible Sites (within 500-ft buffer)	0	0	0	0	0	0	0
Potential Contamination Sites							
Number of Adjacent "Low" Ranked Sites (Note: No sites were ranked as "Medium" or "High" risk.)	0	0	0	0	0	0	0
Potential Noise Sensitive Sites	0	0	0	0	0	0	0
HABITAT & SPECIES							
Potential for Land Use Change	None	None	None	None	None	None	None
Potential Species Element Occurrences Observed*	0	0	0	0	0	0	0
Number of Listed Species Types Observed	0	0	0	0	0	0	0
WETLANDS & FLOODPLAINS							
Wetlands Impacted (Acres)	0	0	0	0	0	0	0
100-Year Floodplain (Acres)	0	0	0	0	0	0	0
WATER BODIES							
NHD Area (Acres)	0	0	0	0	0	0	0
NHD Waterbodies (Acres)	0	0	0	0	0	0	0
TRAFFIC							
Corridor PM Peak Hour Performance							
Level of Service (Average Travel Speed)	LOS A (21.7 MPH)			LOS A (24.7 MPH)			N/A
COSTS							
Interim Estimated Roadway R/W Cost (millions)**	$2.8	$2.6	$2.6	$4.5	$4.3	$4.3	$0.0
Interim Estimated Stormwater R/W Cost (millions)	$0.4	$0.4	$0.4	$0.4	$0.4	$0.4	$0.0
Interim Estimated Design/CEI/MOT Cost (millions)	$1.1	$1.1	$1.1	$1.2	$1.2	$1.2	$0.0
Interim Estimated Construction Cost (millions)***	$6.2	$6.0	$6.1	$5.3	$5.0	$5.1	$0.0
Interim Estimated Cost (millions)	**$10.5**	**$10.1**	**$10.2**	**$11.4**	**$10.9**	**$11.0**	**$0.0**
Ultimate Est. Additional Design/CEI/MOT Cost (millions)	$0.3	$0.3	$0.3	$0.2	$0.2	$0.2	$0.0
Ultimate Est. Additional Construction Cost (millions)	$1.2	$1.2	$1.2	$0.9	$0.9	$0.9	$0.0
Ultimate Estimated Additional Widening Cost (millions)	**$1.5**	**$1.5**	**$1.5**	**$1.1**	**$1.1**	**$1.1**	**$0.0**
Total Estimated Cost Interim & Final (millions)	**$12.0**	**$11.6**	**$11.7**	**$12.5**	**$12.0**	**$12.1**	**$0.0**

1. See Footnote in Table 4-1.

Table 4-12 Notes:
* Includes state and federal plants and animals within 300 ft. buffer. No federal species observed.
** Includes relocation cost.
*** Does not include utility relocation costs.

5 PUBLIC INVOLVEMENT (AND AGENCY COORDINATION)

A comprehensive Public Involvement Program (PIP) has been initiated with this project. This program is in compliance with the FDOT *PD&E Manual*, Section 339.155 Florida Statutes (F.S.); Executive Orders 11990 and 11988; Council on Environmental Quality Regulations for implementing the procedural provisions of the National Environmental Policy Act; and 23 Code of Federal Regulations (CFR) 771. An Advance Notification (AN) package was prepared and distributed on April 1, 2015 to the Florida State Clearinghouse (FSC), Department of Environmental Protection/Office of Intergovernmental Programs with copies to federal, regional, and local agencies and other interested parties, including tribal representatives, to inform the recipients of the initiation of the proposed project, obtain agency input on the project's potential for involvement with resources under their jurisdictions, and to document the need for resource agency or tribal involvement with the project (see **Appendix B**). Following the 45-day review, response letters (see **Appendix B**) were received from the following agencies:

- National Marine Fisheries Service (NMFS) - indicated that it did not appear the project would have any direct or indirect involvement with NMFS trust resources.
- Florida Fish and Wildlife Conservation Commission (FFWCC) - recommended that sea turtle friendly lighting be used along the roadway.
- Florida State Clearinghouse (FSC) - indicated that the Northwest Florida Water Management District (NWFWMD) recommended an Environmental Resource Permit pre-application meeting be scheduled as soon as possible; that the Florida Department of Economic Opportunity (FEO) advised the project is consistent with the *Destin 2020 Comprehensive Plan*; and stated that the project is consistent with the Florida Coastal Management Program (FCMP).

An Alternatives Public Meeting was held September 15, 2015, at the City Council Chambers in Destin, Florida. The project alternatives were presented to the public at that time with the purpose of obtaining public feedback to assist in the selection of a recommended alternative. Most of the feedback from the public meeting was positive. The negative feedback usually centered on the fact that this is only one of several projects that must be completed to complete the by-pass corridor and remaining sections are not currently funded (see **Appendix B**).

A Public Hearing was held February 21, 2017, at the City Council Chambers in Destin, Florida. A formal presentation was conducted and the people were allowed to publicly comment on the project. All comments spoken or written at the public hearing were documented (see **Appendix B**).

6 RECOMMENDED ALTERNATIVE

6.1 Alignment

The recommended interim alignment will provide a standard four-leg intersection at the Azalea Drive/Benning Drive intersection and a roundabout at the Beach Drive/Legion Drive intersection (**Figure 6-1**). The Beach Drive/Legion Drive roundabout would also have a dedicated right-turn lane for eastbound traffic. The recommended full buildout alignment will provide a standard four-leg signalized intersection at the Azalea Drive/Benning Drive intersection and at the Beach Drive/Legion Drive intersection. Crosswalks would be provided on each intersection and the dedicated right-turn lane. Both the interim and full buildout will bisect Anna Street; however, there would be a three-leg intersection on the north side of the Cross Town Connector at Anna Street. Sandalwood Court would intersect the south side of the Cross Town Connector via a three-leg intersection. Both Anna Street and Sandalwood Court would only allow right-in, right-out turns. A turn around in a "T" configuration will be created at the end of Sandalwood Drive. No pedestrian crossing across the Destin Cross Town Connector is provided at the Sandalwood Court intersection. A crosswalk is provided for pedestrian movements along the corridor at Sandalwood Court. Table 6-1 provides the matrix of impacts associated with the preferred alternative. One of the major contributing factors for the recommended alternative regarding Sandalwood Court and Sandalwood Drive was public sentiment. Residents of Sandalwood Drive did not want to be connected to Sandalwood Court and did not want a thoroughfare from Benning Drive to the Destin Connector. Based on right-of-way impacts of a cul-de-sac at the end of Sandalwood Drive, a "T" turnaround has been included.

FIGURE 6-1: RECOMMENDED ALTERNATIVE

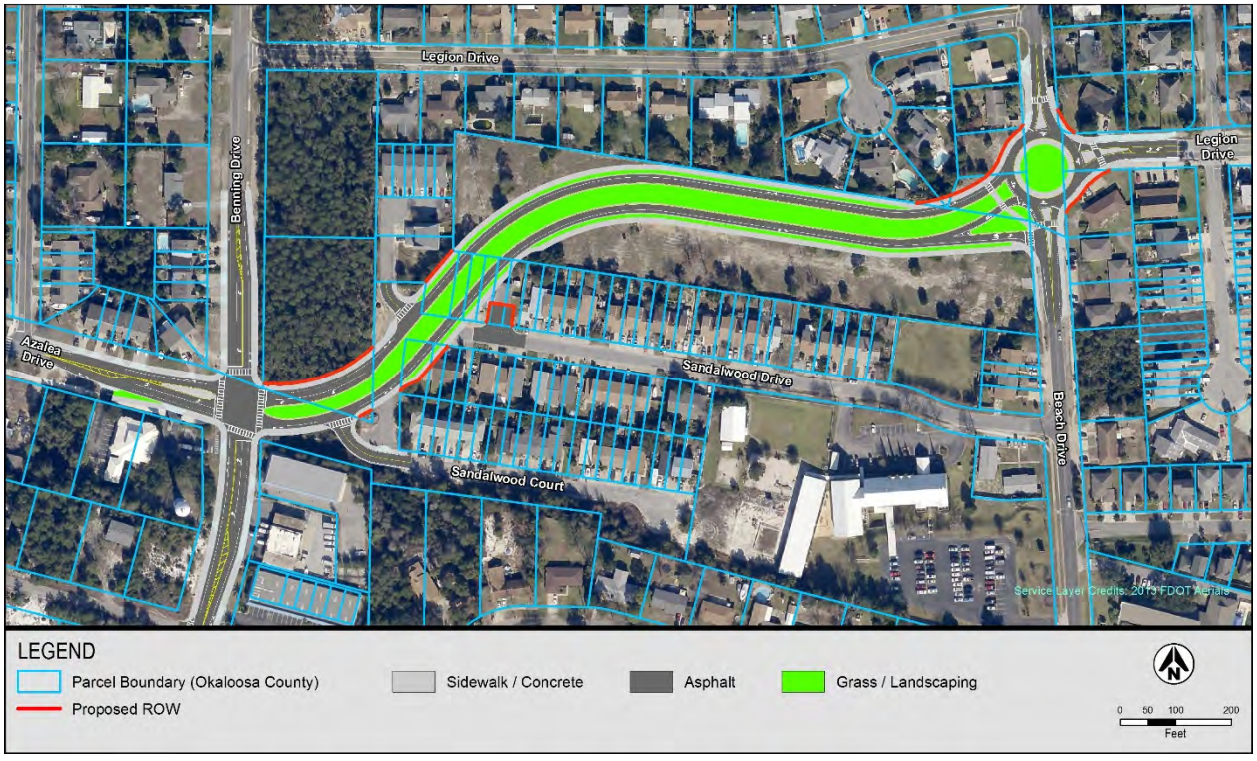


TABLE 6-1: PREFERRED ALTERNATIVE EVALUATION MATRIX

MATRIX COMPONENTS	Preferred Alternative
Total Acres	5.6
Total Length	0.42
Potential Right-of-Way Acquisition	
Residential Parcels Affected	16
Business Parcels Affected	0
Vacant Parcels Affected	1
Total Parcels Affected	**17**
Potential Relocations	
Residential Relocations	****11
Business Relocations	0
Signs/Personal Property	0
Total Relocations	**11**
Community Cohesion Impacts	
Number of Community Cohesion Impacts	3
Cultural Resources	
Eligible Sites (within 500-ft buffer)	0
Potential Contamination Sites	
Number of Adjacent "Low" Ranked Sites (Note: No sites were ranked as "Medium" or "High" risk.)	0
Potential Noise Sensitive Sites	0
Potential for Land Use Change	None
Potential Species Element Occurrences Observed*	0
Number of Listed Species Types Observed	0
Wetlands Impacted (Acres)	0
100-Year Floodplain (Acres)	0
NHD Area (Acres)	0
NHD Waterbodies (Acres)	0
TRAFFIC	
Corridor PM Peak Hour Performance	
Level of Service (Average Travel Speed)	LOS A (Between 21.7 mph & 24.7 mph)
COSTS	
Interim Estimated Roadway R/W Cost (millions)**	$3.4
Interim Estimated Stormwater R/W Cost (millions)	$0.4
Interim Estimated Design/CEI/MOT Cost (millions)	$1.1
Interim Estimated Construction Cost (millions)***	$4.8
Interim Estimated Cost (millions)	**$9.7**
Ultimate Estimated Additional Design/CEI/MOT Cost (millions)	$0.3
Ultimate Estimated Additional Construction Cost (millions)	$1.2
Estimated Ultimate Additional Widening Cost (millions)	$1.5
Total Estimated Cost Interim & Final (millions)	**$11.2**

Table 6-1 Notes:

* Includes state and federal plants and animals within 300 ft. buffer. No federal species observed.

** Includes relocation cost.

*** Does not include utility relocation costs.

****See Footnote in Table 4-1.

6.2 Typical Section

The recommended ultimate typical section for the future build-out consists of a four-lane divided urban typical section having two 11-foot travel lanes and a 5-foot bicycle lane in each direction separated by a 15.5-foot median within 110 feet of R/W. Type F curb and gutter and a ten-foot sidewalk would be provided along each side of the roadway. The interim typical section would only have a single lane in each direction with the 37.5-foot median.

FIGURE 6-2: INTERIM PREFERRED TYPICAL SECTION

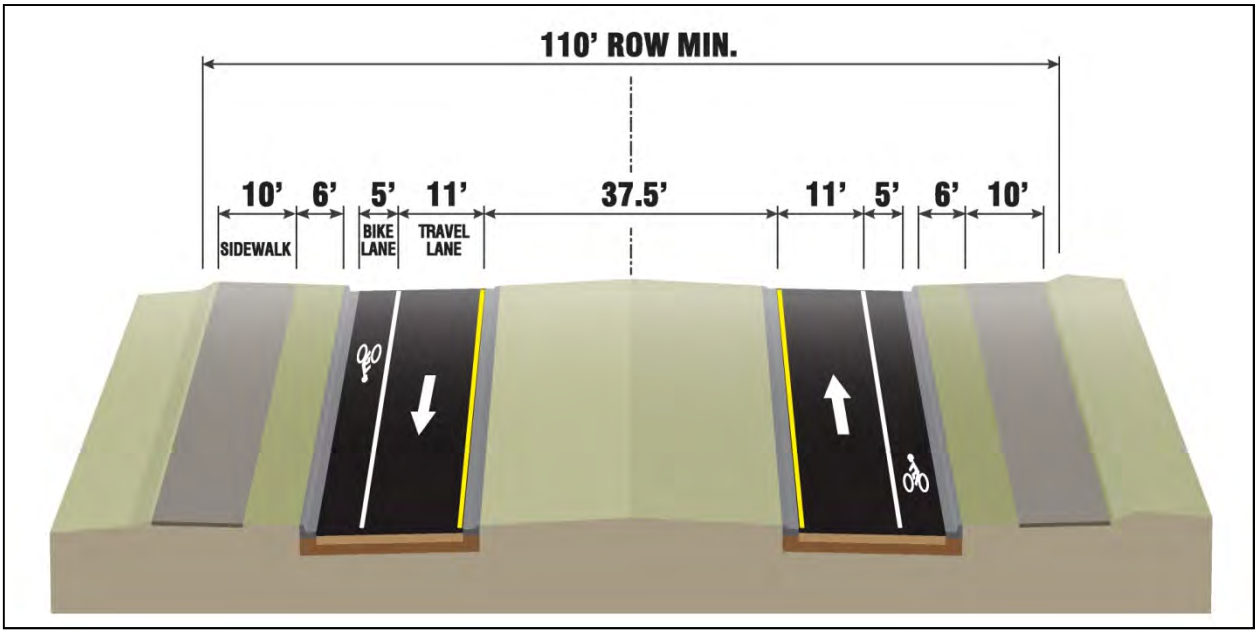
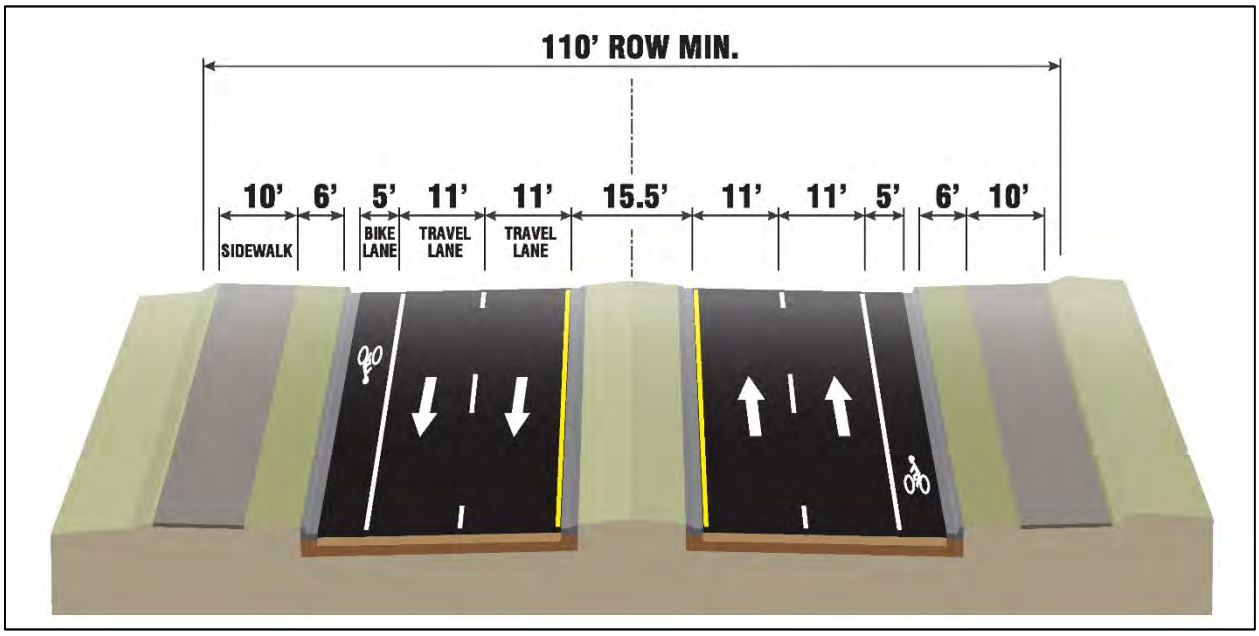


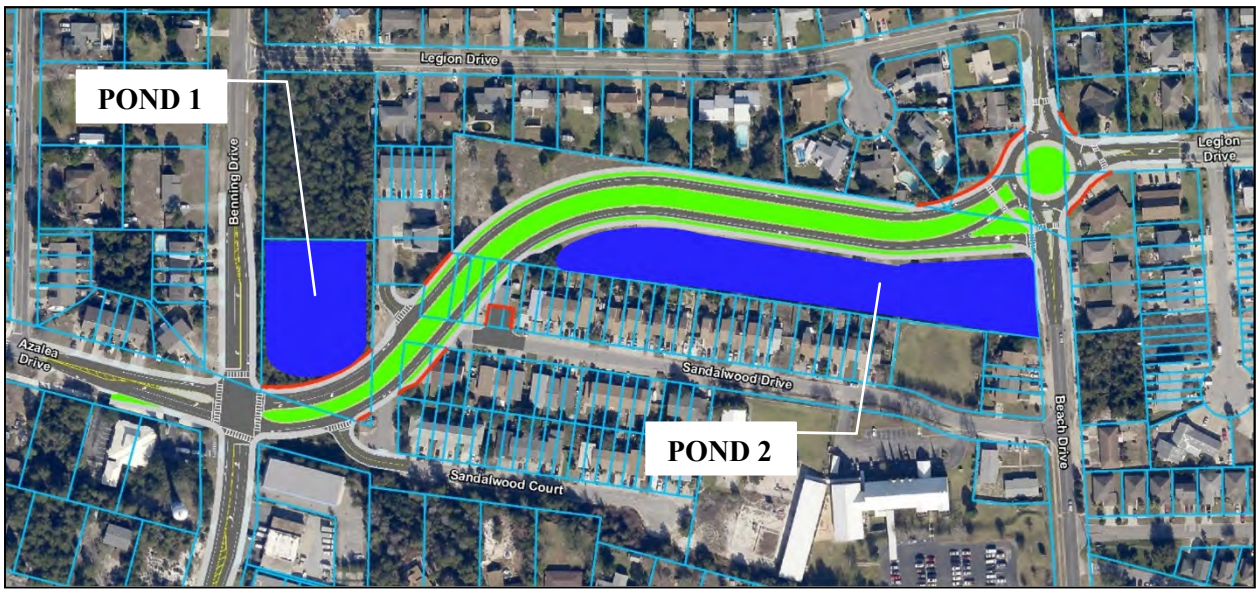
FIGURE 6-3: ULTIMATE PREFERRED TYPICAL SECTION



6.3 Stormwater Management

The proposed stormwater management system will utilize storm drain inlets and pipes to collect and covey to two dry retention ponds. The ponds will not have a discharge and retain 100% of the stormwater runoff due to the lack of a positive drainage outfall. Pond 1's size is estimated to be approximately 1.2 acres and Pond 2's is approximately 2 acres. The ponds would be sized based on the Northwest Florida Water Management District and the City of Destin stormwater requirements. In general, ponds without a positive outfall shall retain the 100-year storm event. **Figure 6-4** depicts the proposed ponds.

FIGURE 6-4: PROPOSED POND LOCATIONS



6.4 Access Management

The proposed roadway will include a raised median that will allow right-in and right-out movements only between the two intersections. No full or directional median openings are currently proposed between the two project termini. A directional median opening is an opening which provides U-turn, and left-turn in and left-turn out movements only from the roadway to and from a side street or business, but will not allow traffic from the opposite side of the roadway access. Full openings allow movement into and out of side streets through an opening in the raised median.

The FDOT has established minimum spacing requirements for median openings as part Florida Statutes 335.18, Administrative Rule 14-96 and 14-9. The access management classification and standards are listed below in **Table 6-2**. Although the roadway is not a State roadway, the proposed roadway will meet the Access Management Classification criteria for Class 5.

TABLE 6-2: ACCESS MANAGEMENT CLASSIFICATION AND STANDARDS

Access Class	Medians	Connection Spacing (Feet)		Median Opening Spacing (Feet)		Signal Spacing (Feet)
		>45 mph	≤45 mph	Directional	Full	
2	Restrictive-with Service Roads	1320	660	1320	2640	2640
3	Restrictive	660	440	1320	2640	2640
4	Non-Restrictive	660	440			2640
5	Restrictive	440	245	660	*2640/1320	2640/1320
6	Non-Restrictive	440	245			1320
7	Both Median Types	125		330	660	1320

*2640 feet for >45 mph; 1320 feet for ≤45 mph

These access requirements consider the roadway's speed, the median restrictions, and the existing and potential development on the adjacent parcels. By limiting the number of conflict points, separating the remaining conflict points, and removing turning movements from through lanes, access management can produce a safer and more efficient roadway network.

6.5 Bicycle and Pedestrian Facilities

The bicycle and pedestrian facilities shall include 10-foot sidewalk along the north and south side of the Cross Town Connector. The sidewalk will be separated from the back of the curb by a 6-foot landscaped area. Azalea and Beginning Drive would have a 10-foot sidewalk located on both sides of the road, adjacent to the back of curb. The roundabout, Beach and Legion Drive, would have a 10-foot sidewalk on the both sides of the roadway. Pedestrian crosswalks would be located at the intersections. Bicycle features will include a 5-foot bike lane on both sides of the Cross Town Connector and along the Azalea, Beginning, Beach, and Legion Drive. In the project vicinity, only Benning Drive currently has designated bicycle lanes, 4-foot in each direction.

6.6 Right-of-Way Requirements

The Cross Town Connector will require R/W and temporary construction easements (TCE) from several parcels along the preferred corridor. The Connector will require right-of-way from 16 parcels and TCE's from 4 parcels. These impacts are due to the proposed roadway geometry, driveway connections, and drainage improvements. The proposed parcel impact for the right-of-way and Temporary Construction Easements are depicted in the **Table 6-3 and 6-4 and Figure 6-5 (Located in Appendix C)**.

TABLE 6-3: ESTIMATED RIGHT-OF-WAY REQUIREMENTS.

Parcel No.	Property Use	Reason of Impact
00-2S-22-0310-000H-H070	Vacant	Roadway & Stormwater Pond
00-2S-22-2167-0000-0310	Residence	Roadway
00-2S-22-2167-0000-0320	Residence	Roadway
00-2S-22-2167-0000-0330	Residence	Roadway
00-2S-22-2167-0000-0340	Residence	Roadway
00-2S-22-2168-0000-0080	Residence	Roadway
00-2S-22-2167-0000-0300	Residence	Roadway
00-2S-22-2167-0000-029A	Residence	Roadway
00-2S-22-2167-0000-0280	Residence	Roadway
00-2S-22-2167-0000-0270	Residence	Roadway
00-2S-22-2167-0000-0260	Residence	Roadway
00-2S-22-2167-0000-0250	Residence	Roadway
00-2S-22-3083-000B-0120	Residence	Roadway
00-2S-22-3083-000B-0130	Residence	Roadway
00-2S-22-2335-0000-0130	Residence	Roadway
00-2S-22-2371-000P-0070	Residence	Roadway

TABLE 6-4: ESTIMATED TCE REQUIREMENTS.

Parcel No.	Property Use	Reason of Impact
00-2S-22-0635-0000-0060	Residence	Driveway Connection
00-2S-22-0310-000E-E16L	Commercial	Driveway Connection
00-2S-22-3083-000B-0160	Residence	Driveway Connection
00-2S-22-2371-000P-0070	Residence	Driveway Connection

The estimated R/W and temporary construction easement cost for the project is approximately $3,397,300. This cost does not include the $373,200 for Pond A. The right-of-way for Pond 2B and the majority of the roadway has already been acquired by the City of Destin.

6.7 Utilities and Lighting

Cross Town Connector would have minimal impacts to existing utilities, since the road is a new alignment. However, during the design phase there should be coordination with the utility owners to determine if utilities would be added along the road. This could allow the utility owners to connect or loop to an existing system. The main impacts will be at the intersections and reconstruction areas along the existing streets to accommodate the new roadway improvements. As a result, there may be a need to temporarily re-route utility lines or cables. Such relocations of utility lines and cables may result in intermittent and short-term interruption of service. Prior to construction, coordination will be conducted with utility providers to minimize any disruption in service.

Roadway lighting will be provided on Cross Town Connector, Azalea Drive, Benning Drive, Beach Drive, and Legion Drive by means of light fixtures mounted on power poles. The light poles will be situated behind the back of sidewalk. The lighting will be designed to meet the requirements of the city and FWCC. The lighting will provide safety to pedestrians, bicycles, and the traveling public. Additionally, due to the proximity to the coast, the proposed lighting must meet the outdoor lighting standards for marine turtles.

6.8 Landscaping

Landscaping would be incorporated into the design of the Cross Town Connector. The landscaping would provide aesthetic features within the median and in other appropriate roadside areas, which would be similar to other areas of the City.

6.9 Project Cost Estimate

The estimated construction cost for the preferred alternative is based on the calculated quantities and is approximately $4,801,617.31. The total project cost includes maintenance of traffic (MOT) and mobilization costs. However, construction cost does not include the right-of-way cost for the roadway or stormwater ponds. These costs are preliminary in nature and will be refined as the project enters subsequent transportation phases. An itemized listing of costs can be found in **Appendix C**.

Appendix A

Geotechnical Reports

TIERRA

REPORT OF GEOTECHNICAL EXPLORATION

Destin Cross Town Connector – Beach Drive to Benning Drive
Okaloosa County, Florida

Tierra Project No. 4511-14-030

Prepared for:

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504
Attn: Mr. Greg Allen, PE

Prepared by:

Tierra, Inc.
1300 West Main Street
Pensacola, Florida 32502

July 24, 2015

1300 West Main Street • Pensacola, FL 32502
Phone (850) 462-8774 • Fax (850) 607-6953
Florida Certificate No. 6486

TIERRA

July 24, 2015

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida, 32504
Attn: Mr. Greg Allen, PE

Subject: Destin Cross Town Connector – Beach Drive to Benning Drive
Okaloosa County, Florida
Tierra Project No. 4511-14-030

Mr. Allen:

Thank you for choosing Tierra, Inc. (Tierra) as your Geotechnical consultant. Per your authorization, we have completed the Geotechnical exploration for the roadway for the subject project. The results of the study are discussed in this report, three copies of which are enclosed (two bound copies, one unbound copy).

Should you have any questions regarding the enclosed report or the project in general, please do not hesitate to contact us at (850) 462-8774. Tierra would be pleased to provide Geotechnical engineering and construction materials testing services throughout the design and construction phases of the project, and we look forward to working with you on this and future projects.

Sincerely,
TIERRA, INC.

TIMOTHY J. GEROW
LICENSE
No. 74691
7/24/15
STATE OF FLORIDA
PROFESSIONAL ENGINEER

Timothy J. Gerow, PE
Sr. Project Engineer
Florida License No. 74691

Mitchell L. Smith, PE
Principal Geotechnical Engineer
Florida License No. 43416

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ENVIRONMENTAL • CONSULTING

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Florida Certificate No. 6486

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APPENDIX A

Sheet 1 – Boring Location Plan
Sheet 2 – Soil Profiles

APPENDIX B

Table 1 – Summary of Laboratory Test Results
LBR Test Results

1.0 PROJECT INFORMATION

1.1 Project Authorization

Authorization to proceed on this project was issued by Mr. Matthew Taylor, PE with Atkins North America, Inc. (Atkins). A formal contract has been executed between Tierra, Inc. (Tierra) and Atkins for these services.

1.2 Project Description

Based on the information provided, we understand that the primary intent of the project is to design/construct the last connecting leg of the City of Destin's Cross Town Connector, an east-west corridor intended to relieve congestion on US Highway 98. This report addresses the roadway portion of the project which includes approximately 1,500 linear of roadway.

The proposed alignment of the roadway is depicted on **Sheet 1** in **Appendix A**. Finished grades of the roadway are expected to be within 2 feet of existing grades. A pavement section consisting of asphaltic concrete and limerock base over stabilized subgrade is expected.

If any of the project information noted above is incorrect or has changed, please inform Tierra so that we may amend the recommendations presented in this report, if necessary.

1.3 Purpose and Scope of Services

The purpose of this exploration was to evaluate the subsurface conditions present in the subject areas and to provide pavement design recommendations for the proposed roadway. Our exploration consisted of five 6 foot deep auger borings in the proposed roadway area; laboratory soil testing including water content tests, grainsize tests, wash #200 sieve tests, and a Limerock Bearing Ratio (LBR) test; and a site visit, visual classification of the soil samples, and analysis by our engineering staff.

2.0 SITE AND SUBSURFACE CONDITIONS

2.1 Site Location and Description

The proposed connecting leg of the City of Destin's Cross Town Connector will be a 4-lane road oriented in the east/west direction between Beach Drive and Benning Drive in Destin, Okaloosa County, Florida. **Sheet 1** in **Appendix A** shows the proposed alignment.

The alignment will traverse primarily undeveloped and vacant properties, with the western portion crossing an existing subdivision. The undeveloped property is vegetated with pine trees and underbrush. The vacant property is generally grassed with some scattered trees, and was once a mobile home park.

2.2 Subsurface Conditions

The **Boring Location Plan** and the **Soil Profiles** of the auger borings drilled along the proposed roadway alignment are shown in **Appendix A.** The borings were field located using the attached Boring Location Plan, existing field reference points on and adjacent to the site, and a hand held GPS unit. Therefore, the boring locations should be considered approximate. The subsurface conditions encountered will be discussed in general terms below.

The roadway borings generally encountered sand from the ground surface to the bottom of the 6 foot deep borings.

The above subsurface description is of a generalized nature, provided to highlight the major soil strata encountered. The Soil Profiles should be reviewed for specific subsurface conditions at each boring location. The stratification shown on the Soil Profiles represents the subsurface conditions at the actual boring locations only, and variations in the subsurface conditions can and may occur between boring locations and should therefore be expected. The stratification represents the approximate boundary between subsurface materials, and the transitions between strata may be gradual.

2.3 Groundwater Conditions

Groundwater was not encountered in the 6 foot deep auger borings at the time of drilling, which was during a period of normal seasonal rainfall. Groundwater levels will fluctuate with rainfall and

could vary several feet during typical seasonal fluctuations. Larger fluctuations are possible under severe weather conditions.

2.4 Laboratory Soil Testing

Laboratory soil testing consisted of water content tests, grainsize tests, wash #200 sieve tests, and a Limerock Bearing Ratio (LBR) test. The results of the water content and wash #200 sieve tests can be found on the **Soil Profiles** (**Sheet 2**, **Appendix A**) opposite the samples tested.

The results of the grainsize tests and LBR test are attached in **Appendix B**. The LBR test was performed on the predominate sample encountered in the roadway borings at/near the expected subgrade elevation - light gray / tan sand. The sample, which contained 3% fines, had an LBR value of 27, a maximum dry density of 102 lbs/ft^3, and an optimum moisture content of 14%.

3.0 EVALUATION AND RECOMMENDATIONS

3.1 General Comments

Based on our understanding of the proposed improvements, the exploration indicated that the subsurface conditions encountered will provide adequate support for the proposed roadway provided the recommendations presented in this report are followed.

While a project specific pavement design was beyond the scope of this study, a pavement section consisting of limerock base and asphaltic concrete over stabilized subgrade (such as is planned) is common in the subject area. Pavement recommendations are presented in the following sections.

3.2 Pavement Recommendations

The **Boring Location Plan** and **Soil Profile** sheets (**Appendix A**) should be reviewed to evaluate the soils encountered at the project site. In general, the subsurface soils encountered in the borings are suitable for supporting the proposed roadway after proper subgrade preparation.

Portions of the proposed roadway alignment have been previously developed. Infrastructure associated with the developments (e.g. subsurface utilities, septic tanks/drainfields, foundations, etc.) should be removed from the proposed roadway area. Excavations created during the removal of such structures should be backfilled with soils compacted to a minimum soil density of 95% of the modified Proctor test (ASTM D1557).

Following initial clearing and grading and prior to placing fill soils, where applicable, the exposed soils should be compacted to a minimum density of 95% of the Modified Proctor maximum dry density (ASTM D1557) to a minimum depth of 12 inches below the surface. Structural fill, where applicable, should be placed in maximum 12 inch lifts and compacted to a minimum soil density of 95% of the Modified Proctor maximum dry density (ASTM D1557).

We recommend that 12 inches of Type B stabilized subgrade (minimum LBR of 40) be constructed below the base course. Based on the LBR test results, the native sands **do not** meet this strength requirement. Therefore, we recommend that either the existing soils be amended with a higher strength material or that a soil having a minimum LBR value of 40 be imported to serve as stabilized subgrade. The stabilized subgrade should be compacted to a minimum soil density of 98% of the modified Proctor test (ASTM D1557). The subgrade should be checked for soundness

and be true to line and grade prior to the placement of the base course. Traffic should not be allowed on the subgrade as the base is placed to avoid rutting.

Limerock, graded aggregate, or crushed concrete base material should be suitable for the proposed roadway. Base materials should meet Florida Department of Transportation (FDOT) material and compaction requirements. Crushed concrete should be graded in accordance with FDOT Standard Specification Section 901-5. As a guideline for pavement design, we recommend that the base course be a minimum of 8 inches thick. Before paving, the base should be checked for soundness and be true to grade.

4.0 REPORT LIMITATIONS

The recommendations submitted are based on the available soil information obtained by Tierra, Inc. and design details furnished by Atkins for the subject project. If there are any revisions to the plans for this project or if deviations from the subsurface conditions noted in this report are encountered during construction, Tierra should be notified immediately to determine if changes in the foundation, or other, recommendations are required. If Tierra is not retained to perform these functions, we cannot be responsible for the impact of such conditions on the performance of the project.

The findings, recommendations, specifications, and professional advice contained herein have been made in accordance with generally accepted professional Geotechnical engineering practices in the local area.

After the plans and specifications are more complete, the Geotechnical engineer should be provided the opportunity to review the final design plans and specifications to assure our engineering recommendations have been properly incorporated into the design documents. At that time, it may be necessary to submit supplementary recommendations. This report has been prepared for the exclusive use of Atkins for the specific application to the subject project.

APPENDIX A

Boring Location Plan

Soil Profiles

TIERRA

NOTE: BASE MAP PROVIDED BY FDOT SURVEY AND MAPPING

BORING LOCATION PLAN

0 100'

PLAN SCALE

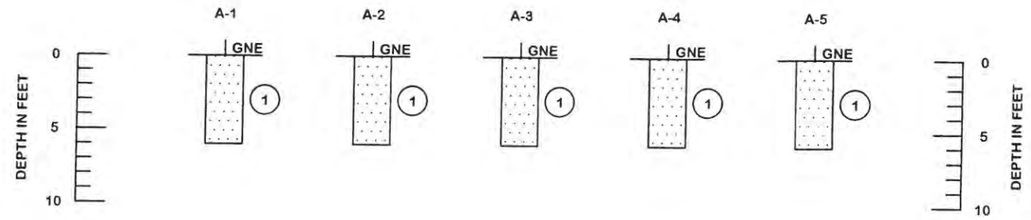
N

LEGEND

⊕ APPROXIMATE LOCATION OF AUGER BORING

DRAWN BY: MAF CHECKED BY: TG	APPROVED BY: MLS DATE: JULY 2015	ENGINEER OF RECORD: MITCHELL L. SMITH, P.E. FLORIDA LICENSE NO.: 43416	TIERRA 1300 West Main Street Pensacola, Florida 32502 Phone: 850-462-8774 Fax: 850-607-6953 FL Cert. No.: 6486	SCALE: NOTED	PROJECT NUMBER: 4511-14-030	GEOTECHNICAL ENGINEERING SERVICES DESTIN CROSS TOWN CONNECTOR OKALOOSA COUNTY, FLORIDA	SHEET 1

SOIL PROFILES



LEGEND

1 — LIGHT GRAY, TAN, ORANGE SAND (SP)

SP — UNIFIED SOIL CLASSIFICATION SYSTEM (ASTM D 2488) GROUP SYMBOL AS DETERMINED BY VISUAL REVIEW AND LABORATORY TESTING ON SELECTED SAMPLES FOR CONFIRMATION OF VISUAL REVIEW.

GNE — GROUNDWATER TABLE NOT ENCOUNTERED

	SAFETY HAMMER	AUTOMATIC HAMMER
GRANULAR MATERIALS-RELATIVE DENSITY	SPT N-VALUE (BLOWS/FT.)	SPT N-VALUE (BLOWS/FT.)
VERY LOOSE	LESS THAN 4	LESS THAN 3
LOOSE	4 to 10	3 to 8
MEDIUM DENSE	10 to 30	8 to 24
DENSE	30 to 50	24 to 40
VERY DENSE	GREATER THAN 50	GREATER THAN 40
SILTS AND CLAYS CONSISTENCY	SPT N-VALUE (BLOWS/FT.)	SPT N-VALUE (BLOWS/FT.)
VERY SOFT	LESS THAN 2	LESS THAN 1
SOFT	2 to 4	1 to 3
FIRM	4 to 8	3 to 6
STIFF	8 to 15	6 to 12
VERY STIFF	15 to 30	12 to 24
HARD	GREATER THAN 30	GREATER THAN 24

DRAWN BY: MAF
CHECKED BY: TG
APPROVED BY: MLS
DATE: JULY 2015
ENGINEER OF RECORD: MITCHELL L. SMITH, P.E.
FLORIDA LICENSE NO.: 43416

TIERRA
1300 West Main Street
Pensacola, Florida 32502
Phone: 850-462-8774 Fax: 850-607-6953
FL Cert. No.: 6486

SCALE: NOTED
PROJECT NUMBER: 4511-14-030

GEOTECHNICAL ENGINEERING SERVICES
DESTIN CROSS TOWN CONNECTOR
OKALOOSA COUNTY, FLORIDA

SHEET 2

APPENDIX B

Table 1 – Summary of Laboratory Test Results

LBR Test Results

TABLE 1
SUMMARY OF LABORATORY TEST RESULTS
DESTIN CROSS TOWN CONNECTOR
OKALOOSA COUNTY, FLORIDA
TIERRA PROJECT NO. 4511-14-030

STRATUM	BORING	SAMPLE DEPTH (ft)			SIEVE ANALYSES (% PASSING)									USCS
					3/4"	1/2"	3/8"	#4	#10	#40	#60	#100	#200	
1	A-3	1.0	-	6.0	---	---	---	100	100	91	35	4	3	SP
1	A-5	0.0	-	2.0	---	---	---	100	99	85	27	4	3	SP

TIERRA

1300 W. Main Street Pensacola, Florida 32502
Phone: (850) 462-8774 • Fax: (850) 607-6953
FDOT Laboratory No. I03066

RESULTS OF LABORATORY TESTING

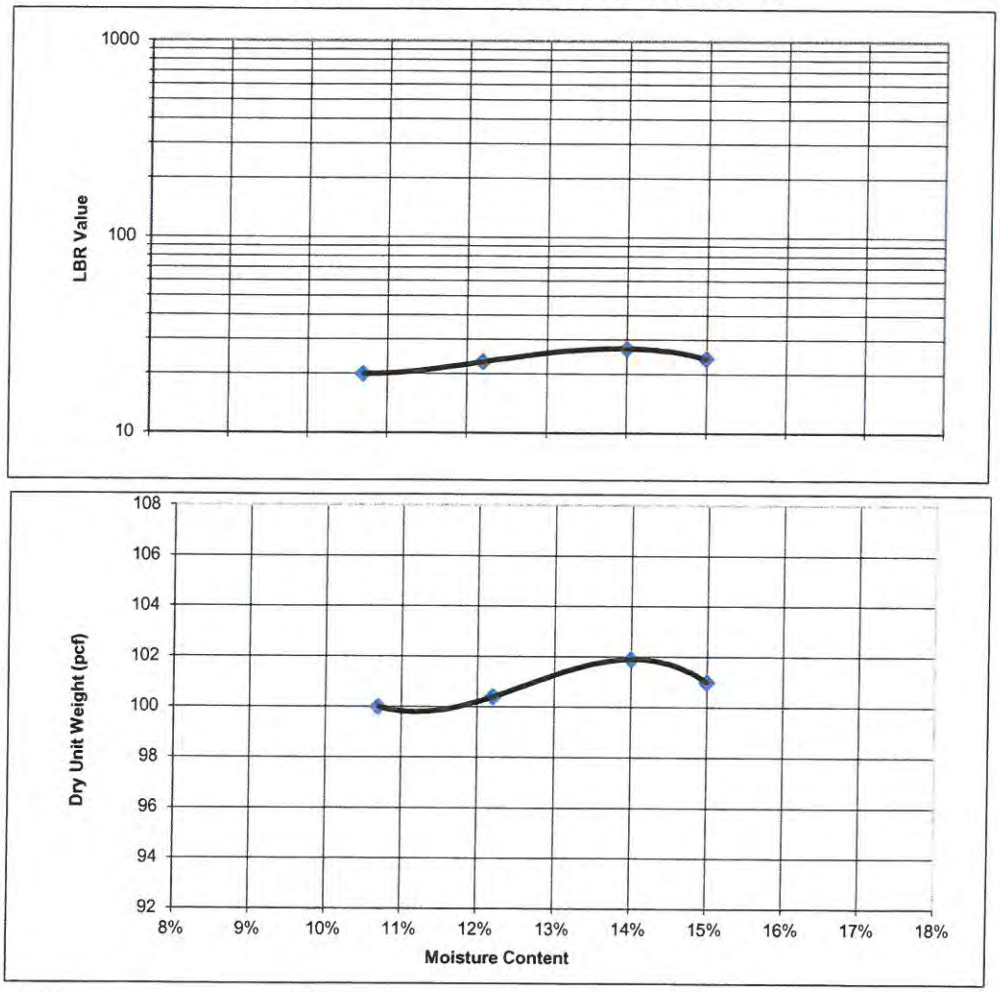
Tested For: Mr. Greg Allen
Atkins North American, Inc.
2114 Airport Boulevard., Suite 1450
Pensacola, FL 32504

Project: Destin Cross Town Connector

Material Use: N/A
Project No: 4511-14-030
Sample No: N/A

Report Date: 7/23/2015

LBR & MOISTURE-DENSITY RELATIONSHIP



LBR Value	27	
Maximum Density	102 pcf	Description: Gray Sand
Optimum Moisture	14 %	
Test Method:	**FM 5-515**	Sample Location: Natural Subgrade
		Sampled From: Existing Subgrade

Tested By: G62004351 A. Garza

Remarks:

Respectfully Submitted,
TIERRA INC.

This report shall not be reproduced, except in full, without the written permission of the laboratory

TIERRA

REPORT OF GEOTECHNICAL EXPLORATION

Destin Cross Town Connector – Beach Drive to Benning Drive
Stormwater Ponds and Exfiltration System
Okaloosa County, Florida

Tierra Project No. 4511-14-030

Prepared for:

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504
Attn: Mr. Kevin Morgan, PE

Prepared by:

Tierra, Inc.
1300 West Main Street
Pensacola, Florida 32502

March 30, 2016

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Phone (850) 462-8774 • Fax (850) 607-6953
Florida Certificate No. 6486

TIERRA

March 30, 2016

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida, 32504
Attn: Mr. Kevin Morgan, PE

Subject: Destin Cross Town Connector – Beach Drive to Benning Drive
Stormwater Ponds and Exfiltration System
Okaloosa County, Florida
Tierra Project No. 4511-14-030

Mr. Morgan:

Thank you for choosing Tierra, Inc. (Tierra) as your Geotechnical consultant. Per your authorization, we have completed the Geotechnical exploration for the stormwater ponds and exfiltration system for the subject project. The results of the study are discussed in this report, three copies of which are enclosed (two bound copies, one unbound copy).

Should you have any questions regarding the enclosed report or the project in general, please do not hesitate to contact us at (850) 462-8774. Tierra would be pleased to provide Geotechnical engineering and construction materials testing services throughout the design and construction phases of the project, and we look forward to working with you on this and future projects.

Sincerely,
TIERRA, INC.

TIMOTHY J. GEROW ★ LICENSE ★ No. 74691 ★ 3/30/16 ★ STATE OF FLORIDA PROFESSIONAL ENGINEER

Timothy J. Gerow, PE
Sr. Project Engineer
Florida License No. 74691

Mitchell L. Smith, PE
Principal Geotechnical Engineer
Florida License No. 43416

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Florida Certificate No. 6486

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Boring Location Plan (Sheet 1)

Soil Profiles (Sheets 2 & 3)

Table 2 – Groundwater Elevation Data & Estimated “Normal” Seasonal High Water Table Elevations

1.0 PROJECT INFORMATION

1.1 Project Authorization

Authorization to proceed on this project was issued by Mr. Matthew Taylor, PE with Atkins North America, Inc. (Atkins). A formal contract has been executed between Tierra, Inc. (Tierra) and Atkins for these services.

1.2 Project Description

Based on the information provided, we understand that the primary intent of the project is to design/construct the last connecting leg of the City of Destin's Cross Town Connector, an east-west corridor intended to relieve congestion on US Highway 98. This report addresses the proposed stormwater ponds and exfiltration system associated with this project.

We understand that two stormwater ponds are being proposed for the project, one on the west side of the site (Pond 1) and one on the east side of the site (Pond 2). The ponds are being designed as dry ponds. Stormwater will be conveyed to the ponds through a series of perforated pipes (i.e. a subsurface exfiltration system). The locations of the ponds are shown on **Sheet 1** in **Appendix A**. The exfiltration system will be located in the areas where borings DB-1 through DB-6 were performed.

If any of the project information noted above is incorrect or has changed, please inform Tierra so that we may amend the recommendations presented in this report, if necessary.

1.3 Purpose and Scope of Services

The purpose of this exploration was to evaluate the subsurface conditions present in the proposed pond and exfiltration system areas and to provide geotechnical design parameters for the pond and exfiltration system.

Our exploration consisted of two 13 foot deep auger borings and twelve 15 foot to 20 foot deep Standard Penetration Test borings; laboratory soil testing including natural moisture content tests, wash #200 sieve tests, and falling head permeability tests; and a site visit, visual classification of the soil samples, and analysis by our engineering staff.

2.0 SITE AND SUBSURFACE CONDITIONS

2.1 Site Location and Description

The proposed connecting leg of the City of Destin's Cross Town Connector will be a 4-lane road oriented in the east/west direction between Beach Drive and Benning Drive in Destin, Okaloosa County, Florida. The ponds will be located on the east and west sides of the site, and the exfiltration system will be located in the areas where borings DB-1 through DB-6 were performed. (see **Appendix A**, **Sheet 1**).

The site includes a portion of an existing subdivision on the west side (otherwise this area is undeveloped), and includes a formerly developed property in the central and eastern portions of the site. The undeveloped property on the west side of the site is vegetated with pine trees and underbrush. Several single family residences and subdivision roads are present in the existing subdivision on the west side. The formerly developed properties in the central and eastern portions of the site were once a mobile home park. This area is currently grassed with some scattered trees. **Sheet 1** in **Appendix A** shows an aerial photograph of the site.

2.2 Subsurface Conditions

Sheet 1 (Appendix A) shows the Boring Location Plan and **Sheets 2 & 3 (Appendix A)** show the Soil Profiles of the two 13 foot deep auger borings and the twelve 15 foot to 20 foot deep Standard Penetration Test (SPT) borings. The borings were field located using a Garmin GPSMAP 64st with a typical accuracy of 3 meters. Therefore, the boring locations should be considered approximate.

Note that borings PB-3 and PB-4 were drilled as close to the proposed Pond 1 boring as practically possible due to existing site vegetation. Light hand clearing was performed to get to the locations drilled.

Auger borings PB-1 and PB-2 were preliminary borings drilled during the initial planning phase of the project in April 2015. The other borings (SPT borings PB-3 through PB-8 and DB-1 through DB-6) were drilled during the current design phase of the project (late December 2015).

Auger boring PB-1 and SPT borings PB-3 and PB-4 were drilled in the proposed Pond 1 area. Auger boring PB-2 and SPT borings PB-5, PB-6, PB-7 and PB-8 were drilled in the proposed Pond

2 area. SPT borings DB-1 through DB-6 were drilled in the proposed exfiltration system areas. The subsurface conditions encountered will be discussed in general terms below.

The borings encountered relatively permeable sand from the ground surface to the bottom of the 13 foot deep and 20 foot deep borings, indicating relatively consistent conditions across the site. Some concrete debris (assumed to be associated with the former mobile home park) was present in boring DB-6 from the ground surface to approximately 1.5 feet below existing grade.

The above subsurface description is of a generalized nature, provided to highlight the major soil strata encountered. The Soil Profiles should be reviewed for specific subsurface conditions at each boring location. The stratification shown on the Soil Profiles represents the subsurface conditions at the actual boring locations only, and variations in the subsurface conditions can and may occur between boring locations and should therefore be expected. The stratification represents the approximate boundary between subsurface materials, and the transitions between strata may be gradual.

2.3 Groundwater Conditions

Groundwater was encountered at depths ranging from about 8 feet to 17 feet below existing grade (or about elevation 7.5 feet to 9.5 feet based on the topographic information provided) at the times of drilling. The preliminary auger borings (PB-1 and PB-2) were performed during a period of below-normal seasonal rainfall (April 2015), whereas the current design borings were performed during a period of slightly above-normal seasonal rainfall (December 2015). Groundwater levels will fluctuate with rainfall, and could vary several feet during typical seasonal fluctuations. Larger fluctuations are possible under severe weather conditions. We recommend that the Contractor determine the actual groundwater levels at the time of construction to determine potential impacts groundwater can/will have on construction procedures.

Groundwater levels at the times of drilling and estimated “normal” seasonal high water table levels are shown for each boring on the **Soil Profile** sheets and in **Table 2** located in **Appendix A**. Groundwater is discussed in greater detail in **Section 3.2** below.

2.4 Laboratory Soil Testing

Laboratory soil testing consisted of natural moisture content tests, wash #200 sieve tests, and falling head permeability tests. The results of the moisture content and wash #200 sieve tests can be found on the Soil Profiles opposite the samples tested.

The falling head permeability tests were performed on remolded bulk samples of select soils encountered in the pond borings. The densities to which the samples were remolded were based on the N_f values obtained from the SPT tests. The results of these tests are summarized in **Table 1** below.

TABLE 1
LABORATORY FALLING HEAD PERMEABILITY TEST RESULTS

Soil Strata	Boring	Sample Depth, ft.	Sample Description	% Fines	Dry Density, pcf	Vertical Permeability, ft/day
2	PB-1	8 - 13	Off-white SAND, SP	2	104	34.0
2	PB-4	2 - 6	Tan SAND, SP	2	100	27.5
2	PB-5	1 - 8	Orange SAND, SP	3	103	17.6
2	PB-7	2 - 6	Tan, Orange SAND, SP	3	102	20.1

3.0 EVALUATION AND RECOMMENDATIONS

3.1 General Comments

The subsurface conditions encountered in the borings indicated favorable conditions for conventional dry ponds and exfiltration systems. The performance of the systems should be modeled using the design storm event and the geotechnical design parameters contained herein.

3.2 Geotechnical Design Parameters

Geotechnical design parameters for the pond and exfiltration system recovery analysis are provided below based on the design information provided at the time of this report, the field data collected from the site, the results of the laboratory soil tests noted above, and our experience with the subsurface conditions in the subject area.

- **Effective Aquifer Thickness**: A confining unit, which would hydrogeologically define the thickness of the surficial aquifer, was not encountered in the 13 foot to 20 foot deep borings. Therefore, it is common to set the base of the aquifer no deeper than the deepest boring.

- **Seasonal High Groundwater Level**: Groundwater was encountered at depths ranging from approximately 8 feet to 17 feet below existing grade (or about elevation 7.5 feet to 9.5 feet based on the topographic information provided) at the times of drilling. To aid in estimating the "normal" seasonal high water table elevations, rainfall data from the nearby Destin-Fort Walton Beach Airport (KDTS) weather station for the three months preceding the preliminary auger borings (drilled in April 2015) and the current design SPT borings (drilled in December 2015) are summarized below.

RAINFALL DATA – KDTS WEATHER STATION			
	February 2015	**March 2015**	**April 2015**
Actual (inches)	2.83	1.32	5.74 (thru 4/22/15)
Normal (inches)	5.29	6.08	3.12 (prorated for 22 days)
Delta (inches)	-2.46	-4.76	+2.62

RAINFALL DATA – KDTS WEATHER STATION			
	October 2015	**November 2015**	**December 2015**
Actual (inches)	2.39	7.19	4.68 (thru 12/28/15)
Normal (inches)	3.81	4.61	4.15 (prorated for 28 days)
Delta (inches)	-1.42	+2.58	+0.53

Cumulative rainfall over the 3 months preceding the preliminary auger borings was 4.60 inches below normal, so the groundwater levels recorded at this time are likely reflective of below-normal seasonal levels. The cumulative rainfall over the 3 months preceding the current SPT borings was 1.69 inches above normal, so the groundwater levels recorded at this time are likely reflective of above-normal seasonal levels. Based on this information and permeability of the soils comprising the surficial aquifer, **Table 2** in **Appendix A** summarizes estimated "normal" seasonal high water table elevations at the locations drilled.

- **Vertical Permeability**: Four laboratory falling head permeability tests and two field permeability tests were performed to evaluate vertical permeability. The results of the permeability tests are presented above in **Table 1 (Section 2.4)**. In general, the vertical permeability of the soils encountered ranged from approximately 17.6 ft/day to 34.0 ft/day.

- **Horizontal Permeability**: The horizontal permeability of the soils encountered in the test borings has been estimated based on the results of the vertical permeability tests and extensive experience with similar soils from field permeability tests. While horizontal permeabilities have generally been found to range from 3 to 10 times higher than vertical permeabilities of regional deposits, we recommend that a multiplier of 3 with a factor of safety of 2 be used for design (effectively, a 1.5 multiplier). Based on the field and laboratory permeability test results, horizontal permeabilities of 26.4 ft/day to 51.0 ft/day would be reasonable for the soils tested.

- **Effective Porosity**: Based on the gradation of the soils encountered in the borings, an effective porosity of 0.30 would be appropriate for modeling.

3.3 Excavations

In Federal Register Volume 54, No. 209 (October, 1989), the United States Department of Labor, Occupational Safety and Health Administration (OSHA) amended its "Construction Standards for Excavations, 29 CFR, Part 1926, Subpart P." This document was issued to better insure the safety of workmen entering trenches or excavations. It is mandated by this federal regulation that all excavations, whether they be utility trenches, basement excavations, or footing excavations, be constructed in accordance with the revised OSHA guidelines. It is our understanding that these regulations are being strictly enforced and if they are not closely followed, the owner and the contractor could be liable for substantial penalties.

The contractor is solely responsible for designing and constructing stable, temporary excavations and should shore, slope, or bench the sides of the excavations as required to maintain stability of both the excavation sides and bottom. The contractor's responsible person, as defined in 29 CFR Part 1926, should evaluate the soil exposed in the excavations as part of the contractor's safety procedures. In no case should slope height, slope inclination, or excavation depth, including utility trench excavation depth, exceed those specified in local, state, and federal safety regulations.

We are providing this information solely as a service to our client. Tierra is not assuming responsibility for construction site safety or the contractor's activities; such responsibility is not being implied and should not be inferred.

4.0 REPORT LIMITATIONS

The recommendations submitted are based on the available soil information obtained by Tierra, Inc. and design details furnished by Atkins for the subject project. If there are any revisions to the plans for this project or if deviations from the subsurface conditions noted in this report are encountered during construction, Tierra should be notified immediately to determine if changes in the foundation, or other, recommendations are required. If Tierra is not retained to perform these functions, we cannot be responsible for the impact of such conditions on the performance of the project.

The findings, recommendations, specifications, and professional advice contained herein have been made in accordance with generally accepted professional Geotechnical engineering practices in the local area.

After the plans and specifications are more complete, the Geotechnical engineer should be provided the opportunity to review the final design plans and specifications to assure our engineering recommendations have been properly incorporated into the design documents. At that time, it may be necessary to submit supplementary recommendations. This report has been prepared for the exclusive use of Atkins for the specific application to the subject project.

APPENDIX A

Boring Location Plan (Sheet 1)

Soil Profiles (Sheets 2 & 3)

Table 2 – Groundwater Elevation Data and Estimated "Normal" Seasonal High Water Table Elevations

NOTE: BASE MAP PROVIDED BY FDOT SURVEY AND MAPPING

BORING LOCATION PLAN

0 100'

PLAN SCALE

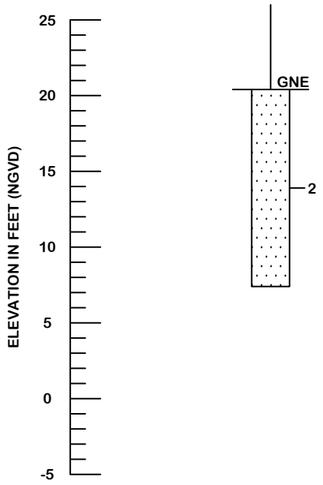
LEGEND

- APPROXIMATE LOCATION OF AUGER BORING
- APPROXIMATE LOCATION OF SPT BORING

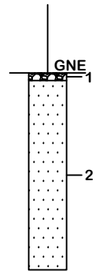
DRAWN BY: MAF CHECKED BY: TG	APPROVED BY: MLS DATE: JULY 2015	ENGINEER OF RECORD: TIMOTHY J. GEROW, P.E. FLORIDA LICENSE NO.: 74691	TIERRA 1300 West Main Street Pensacola, Florida 32502 Phone: 850-462-8774 Fax: 850-607-6953 FL Cert. No.: 6486	SCALE: NOTED	PROJECT NUMBER: 4511-14-030	GEOTECHNICAL ENGINEERING SERVICES DESTIN CROSS TOWN CONNECTOR OKALOOSA COUNTY, FLORIDA	SHEET 1

SOIL PROFILES

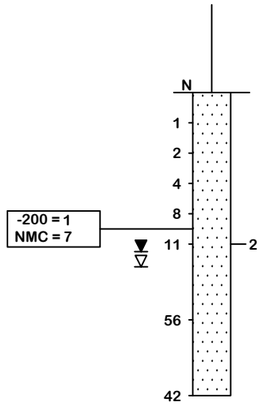
BOR # PB-1
NORTHING 513276
EASTING 1339619
ELEV. 20.4
DATE 4/23/2015
DRILLER TIERRA



BOR # PB-2
NORTHING 513235
EASTING 1340468
ELEV. 21.5
DATE 4/23/2015
DRILLER TIERRA



BOR # PB-3
NORTHING 513292
EASTING 1339553
ELEV. 20.2
DATE 12/31/2016
DRILLER ERG
HAMMER SAFETY



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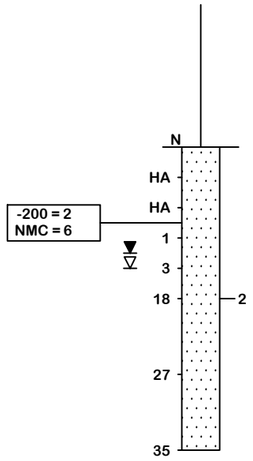
EASTING 1339741
ELEV. 16.6
DATE 12/29/2015
DRILLER ERG
HAMMER SAFETY



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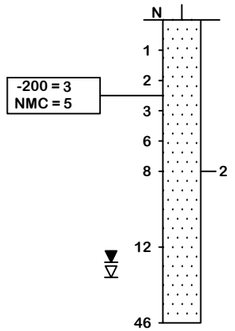
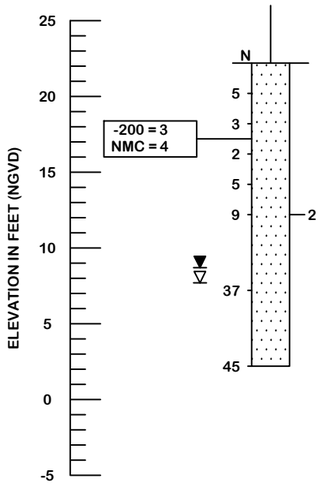
NORTHING 513285
EASTING 1340178
ELEV. 25
DATE 12/29/2015
DRILLER ERG
HAMMER SAFETY



BOR # PB-6
NORTHING 513273
EASTING 1340424
ELEV. 22.2
DATE 12/16/2015
DRILLER ERG
HAMMER SAFETY



BOR # PB-7
NORTHING 513176
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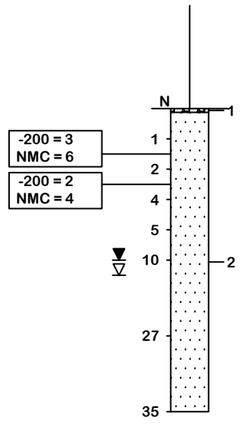
ELEV. 19.2
DATE 12/29/2015
DRILLER ERG
HAMMER SAFETY



BOR # PB-8
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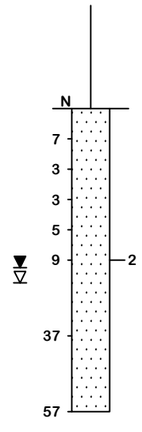
EASTING 1340897
ELEV. 19.2
DATE 12/16/2015
DRILLER ERG
HAMMER SAFETY



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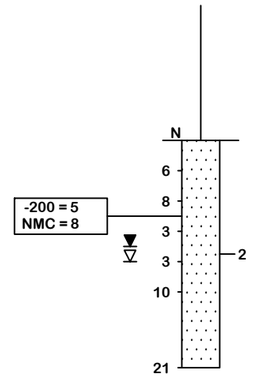
NORTHING 512943
EASTING 1339639
ELEV. 17.1
DATE 12/31/2015
DRILLER ERG
HAMMER SAFETY



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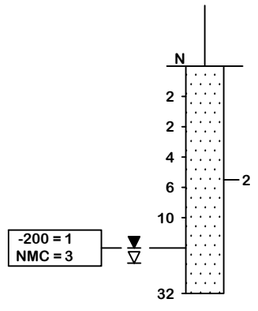
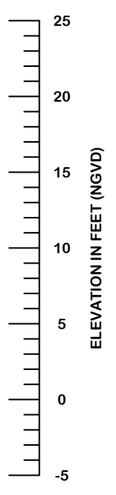
ELEV. 22
DATE 12/29/2015
DRILLER ERG
HAMMER SAFETY





LEGEND

1 TOPSOIL

2 OFFWHITE, LIGHT GRAY, TAN, ORANGE SAND (SP)

* - WITH CONCRETE DEBRIS

▽ GROUNDWATER LEVEL ENCOUNTERED DURING INVESTIGATION

▼ ESTIMATED SEASONAL HIGH GROUNDWATER TABLE

N SPT N-VALUE IN BLOWS/FOOT FOR 12 INCHES OF PENETRATION (UNLESS OTHERWISE NOTED)

SP UNIFIED SOIL CLASSIFICATION SYSTEM (ASTM D 2488) GROUP SYMBOL AS DETERMINED BY VISUAL REVIEW AND LABORATORY TESTING ON SELECTED SAMPLES FOR CONFIRMATION OF VISUAL REVIEW.

GNE GROUNDWATER TABLE NOT ENCOUNTERED

HA HAND AUGERED TO VERIFY UTILITY CLEARANCES

-200 PERCENT PASSING #200 SIEVE

NMC NATURAL MOISTURE CONTENT (%)

	SAFETY HAMMER	AUTOMATIC HAMMER
GRANULAR MATERIALS- RELATIVE DENSITY	SPT N-VALUE (BLOWS/FT.)	SPT N-VALUE (BLOWS/FT.)
VERY LOOSE	LESS THAN 4	LESS THAN 3
LOOSE	4 to 10	3 to 8
MEDIUM DENSE	10 to 30	8 to 24
DENSE	30 to 50	24 to 40
VERY DENSE	GREATER THAN 50	GREATER THAN 40
SILTS AND CLAYS CONSISTENCY	SPT N-VALUE (BLOWS/FT.)	SPT N-VALUE (BLOWS/FT.)
VERY SOFT	LESS THAN 2	LESS THAN 1
SOFT	2 to 4	1 to 3
FIRM	4 to 8	3 to 6
STIFF	8 to 15	6 to 12
VERY STIFF	15 to 30	12 to 24
HARD	GREATER THAN 30	GREATER THAN 24

DRAWN BY: SW
CHECKED BY: TG

APPROVED BY: MLS
DATE: MAR 2016

ENGINEER OF RECORD: TIMOTHY J. GEROW, P.E.
FLORIDA LICENSE NO.: 74691

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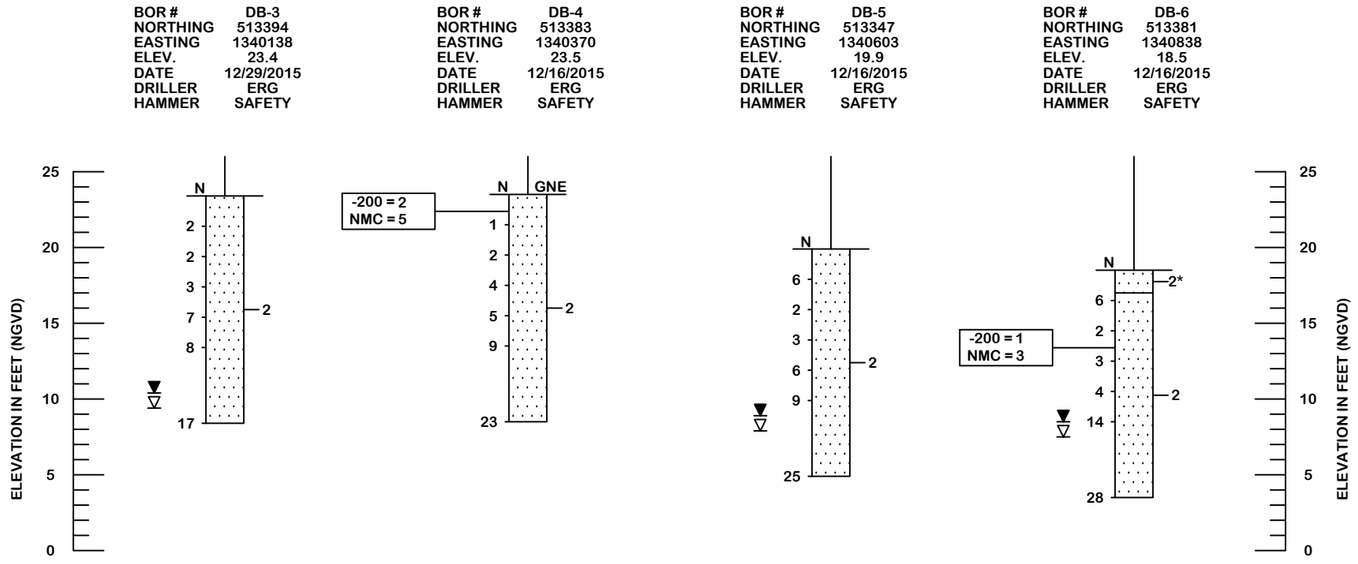
1300 West Main Street
Pensacola, Florida 32502
Phone: 850-462-8774 Fax: 850-607-6953
FL Cert. No.: 6486

SCALE: NOTED

PROJECT NUMBER: 4511-14-030

GEOTECHNICAL ENGINEERING SERVICES
DESTIN CROSS TOWN CONNECTOR
OKALOOSA COUNTY, FLORIDA

SOIL PROFILES



LEGEND

1 TOPSOIL

2 OFFWHITE, LIGHT GRAY, TAN, ORANGE SAND (SP)

* - WITH CONCRETE DEBRIS

▽	GROUNDWATER LEVEL ENCOUNTERED DURING INVESTIGATION
▼	ESTIMATED SEASONAL HIGH GROUNDWATER TABLE
N	SPT N-VALUE IN BLOWS/FOOT FOR 12 INCHES OF PENETRATION (UNLESS OTHERWISE NOTED)
SP	UNIFIED SOIL CLASSIFICATION SYSTEM (ASTM D 2488) GROUP SYMBOL AS DETERMINED BY VISUAL REVIEW AND LABORATORY TESTING ON SELECTED SAMPLES FOR CONFIRMATION OF VISUAL REVIEW.
GNE	GROUNDWATER TABLE NOT ENCOUNTERED
HA	HAND AUGERED TO VERIFY UTILITY CLEARANCES
-200	PERCENT PASSING #200 SIEVE
NMC	NATURAL MOISTURE CONTENT (%)

	SAFETY HAMMER	AUTOMATIC HAMMER
GRANULAR MATERIALS- RELATIVE DENSITY	SPT N-VALUE (BLOWS/FT.)	SPT N-VALUE (BLOWS/FT.)
VERY LOOSE	LESS THAN 4	LESS THAN 3
LOOSE	4 to 10	3 to 8
MEDIUM DENSE	10 to 30	8 to 24
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SILTS AND CLAYS CONSISTENCY	SPT N-VALUE (BLOWS/FT.)	SPT N-VALUE (BLOWS/FT.)
VERY SOFT	LESS THAN 2	LESS THAN 1
SOFT	2 to 4	1 to 3
FIRM	4 to 8	3 to 6
STIFF	8 to 15	6 to 12
VERY STIFF	15 to 30	12 to 24
HARD	GREATER THAN 30	GREATER THAN 24

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SCALE: NOTED
PROJECT NUMBER: 4511-14-030

GEOTECHNICAL ENGINEERING SERVICES
DESTIN CROSS TOWN CONNECTOR
OKALOOSA COUNTY, FLORIDA

SHEET 3

TABLE 2

GROUNDWATER ELEVATION DATA & ESTIMATED "NORMAL" SEASONAL HIGH WATER TABLE ELEVATION

DESTIN CROSS TOWN CONNECTOR - PONDS & SUBSURFACE EXFILTRATION SYSTEM

OKALOOSA COUNTY, FLORIDA

TIERRA PROJECT NO. 4511-14-030

Location	BORING INFORMATION				DEPTH TO GROUNDWATER BELOW GROUND SURFACE AT TIME OF DRILLING[2] (ft. NAVD88)	GROUNDWATER ELEVATION @ TIME OF DRILLING (ft. NAVD88)	ESTIMATED "NORMAL" SEASONAL HIGH GROUNDWATER ELEVATION (ft. NAVD88)
	Boring	Northing	Easting	GROUND SURFACE ELEVATION (ft. NAVD88)[1]			
Pond 1	PB-1	513276	1339619	20.4	GNE to 13'	<7.4	---
	PB-3	513292	1339553	20.2	11.50	8.7	9.7
	PB-4	513123	1339741	16.6	8.00	8.6	9.6
Pond 2	PB-2	513234	1340468	21.5	GNE to 13'	<8.5	---
	PB-5	513284	1340178	25.0	17.00	8.0	9.0
	PB-6	513273	1340424	22.2	14.50	7.7	8.7
	PB-7	513176	1340658	19.2	11.00	8.2	9.2
	PB-8	513259	1340897	19.2	11.50	7.7	8.7
Exfiltration System	DB-1	512943	1339639	17.1	8.00	9.1	10.1
	DB-2	513286	1339925	22.0	13.00	9.0	10.0
	DB-3	513394	1340138	23.4	14.00	9.4	10.4
	DB-4	513383	1340370	23.5	GNE to 15'	<8.5	---
	DB-5	513347	1340603	19.9	12.00	7.9	8.9
	DB-6	513381	1340838	18.5	11.00	7.5	8.5

Notes: (1) Ground surface elevations provided by Atkins.

(2) Borings PB-1 and PB-2 drilled in April 2015. All other borings drilled in December 2015.

(3) GNE - Groundwater Not Encountered

Appendix B

Public Involvement Documents

PUBLIC INVOLVEMENT SUMMARY REPORT

Destin Cross Town Connector
Azalea Drive at Benning Drive to Legion Drive at Beach Drive
Okaloosa County, Florida

Federal Aid Project No.: Not Applicable
Financial Project ID: Not Applicable
ETDM No.: Not Applicable

Prepared for:

City of Destin Public Services Department
4200 Indian Bayou Trail
Destin, Florida 32541

The proposed project consists of approximately 0.4 miles of new four-lane divided roadway beginning on Azalea Drive west of Benning Drive and extends northeastward to Legion Drive (east) just past its intersection with Beach Drive within the City of Destin, Florida. This project is one of two planned strategic connections of local streets that would relieve congestion on SR 30/US 98.

July 2017

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APPENDIX

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Section 2	Advance Notification
Section 3	Other-Agency Correspondence
Section 4	Public Workshop
Section 5	Public Hearing

LIST OF ACRONYMS

AN	Advance Notification
CEQ	Council of Environmental Quality
FCMP	Florida Coastal Management Program
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FFWCC	Florida Fish and Wildlife Conservation Commission
GIS	Geographical Information System
NMFS	National Marine Fisheries Service
NEPA	National Environmental Protection Agency
NWFWMD	Northwest Florida Water Management District
PD&E	Project Development and Environment
PIP	Public Involvement Plan
TPO	Transportation Planning Organization
USACE	United State Army Corps of Engineers
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service

1.0 PUBLIC INVOLVEMENT PROGRAM

A Public Involvement Program has been developed and carried out as an integral part of the Destin Cross Town Connector project since the initiation of the project. The purpose of this program was to establish and maintain communication with the public at large and the individuals and agencies concerned with the project and its potential impacts. This program is summarized in a Public Involvement Plan (PIP). The PIP includes a mailing list that is continually updated to include individuals and organizations requesting inclusion. The PIP also provides a strategy to disseminate information to and receive input from concerned citizens, private groups (residential/business/non-governmental agencies), and government agencies. The PIP, located in **Section 1**, outlines ways to share information with these groups, and efficiently recordand process the information received from the public.

This Public Involvement Summary Report summarizes the effort to fully identify, address, and resolve project-related issues identified through the Public Involvement Program. Materials associated with public participation (i.e. newsletters, mailing list, Public Meeting and Hearing notifications, handouts, etc.) are referenced in this document and located in the Appendices.

2.0 COORDINATION WITH AGENCIES

2.1 Advance Notification

To ensure open communication and early agency and public input, an Advance Notification (AN) was provided to state and federal agencies and other interested parties defining the project and, in cursory terms, describing anticipated issues and impacts. The AN was made available by the City of Destin to the Florida State Clearinghouse and the agencies listed below on April 1, 2015. A copy of the AN package is located in **Section 2**.

2.2 Agencies on Mailing List

Federal Agencies

- Federal Aviation Administration – Airports District Office
- Federal Emergency Management Agency – Mitigation Division
- Federal Highway Administration (Buddy Cunill, Linda Anderson, Cathy Kendall, Joseph Sullivan)
- Federal Transit Administration (Jennifer Hibbert, Stan Mitchell, Andres Ramirez)
- National Marine Fisheries Service (Brandon Howard)
- National Park Service (Anita Barnett)
- Natural Resources Conservation Service (Rick A. Robbins)
- U.S. Army Corps of Engineers – Regulatory Branch (Robert B. Barron, Andrew Phillips)
- U.S. Department of Agriculture – Southern Region
- U.S. Department of Commerce – National Marine Fisheries Service, Southeast Regional Director
- U.S. Department of Commerce – National Marine Fisheries Service, Habitat Conservation Division
- U.S. Department of Health and Human Services – National Center for Environmental Health
- U.S. Department of Housing and Urban Development, Regional Environmental Officer
- U.S. Department of Interior – Bureau of Indian Affairs
- U.S. Department of Interior – U.S. Fish and Wildlife Service (Jane Monaghan)
- U.S. Department of Interior – Bureau of Land Management, Southeastern States Field Office

- U.S. Department of Interior – National Park Service, Southeast Regional Office
- U.S. Department of Interior – U.S. Geological Survey Chief
- U.S. Environmental Protection Agency (Madolyn Dominy)
- U.S. Forest Service

Tribes

- Poarch Band of Creek Indians of Alabama (The Honorable Mr. Buford Rolin, Chairman)
- Miccosukee Tribe of Indians of Florida (The Honorable Mr. Colley Billey, Chairman)
- Muscogee (Creek) Nation of Oklahoma (The Honorable Mr. George Tiger, Principal Chief)
- Seminole Tribe of Florida (Paul N. Backhouse, Alison Swing, The Honorable Mr. James E. Billie, Chairman)
- Seminole Nation of Oklahoma (The Honorable Mr. Leonard M. Harjo, Principal Chief)

State Agencies

- Florida Department of Agriculture and Consumer Services (Steve Bohl, Vince Morris)
- Florida Department of Economic Opportunity (Matt Preston, Chris Wiglesworth)
- Florida Department of State (Ginny L. Jones, Daniel McClarnon, Alyssa McManus, Timothy Parsons)
- Florida Department of Transportation - Environmental Management Office (Marjorie Bixby)
- Florida Department of Transportation, District 3 (Peggy Kelley)
- Florida Fish and Wildlife Conservation Commission (Terry Gilbert, Jennifer Goff, MaryAnn Poole, Scott Sanders)
- Florida Inland Navigation District (Mr. David Roach)

Regional/Local Agencies

- Okaloosa-Walton Transportation Planning Organization (Mary Robinson)
- Northwest Florida Water Management District (Vanessa Helton, Janet Strutzel)
- Destin City Council
- Mayor of Destin (Mel Ponder)
- Destin City Manager (Greg Kisela)
- Okaloosa County Planning and Development (Elliot Kampert)
- Okaloosa County Commission (Wayne Harris, Nathan Boyles, Kelly Windes, Carolyn Ketchel, Trey Goodwin)

2.3 Summary of Agency Responses to July 21, 2009 Advance Notification

Comments from the agencies that responded to the Advance Notification package are contained in **Section 3**, and are summarized below.

Florida Department of Environmental Protection (FDEP)

Finding: Consistent, With Comments

Comment: Based on the information contained in the AN and state agency comments, the state has no objections to allocation of federal funds for the subject project and, therefore, the funding is consistent with the Florida Coastal Management Program (FCMP). To ensure the project's continued consistency with the FCMP, the concerns identified by our reviewing agencies must be addressed prior to project implementation. The state's continued concurrence will be based on the activity's compliance with FCMP authorities, including federal and state monitoring of the activity to ensure its continued conformance, and

the adequate resolution of issues identified during this and subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting process, in accordance with Section 373.428, *Florida Statutes*.

Response: *No response required.*

Florida Department of State, Division of Historical Resources

Finding: No involvement.

Comment: No comments were provided.

Response: *No response required.*

Northwest Florida Water Management District (NWFWMD)

Finding: None

Comment: This project will require Environmental Resource Permit (ERP) review by the NWFWMD under Chapter 62-330, F.A.C. It is recommended that a pre-application meeting be scheduled as soon as possible.

Response: *A pre-application meeting will be scheduled at the appropriate time, as soon as practical during project design.*

Florida Department of Economic Opportunity (FDEO)

Finding: Consistent, with Comments

Comment: The DEO advises that, based on the 2020 Destin Comprehensive Plan, the proposed roadway improvements are consistent with the comprehensive plan and the City's development goals. The Northwest Florida Transportation Corridor Authority (NFTCA) 2013 Master Plan identifies and promotes transportation projects that improve mobility, promote economic development, enhance traveler safety, improve hurricane evacuation, and alleviate traffic congestion. The NFTCA's 2013 Master Plan ranks the Destin Cross Town Connector as the number 1 project. The project is consistent with Goal 2-1 of the transportation Element and Policies 2-1.1.1 through 2-1.1.4 which assign first priority to projects within the City's Multimodal Transportation District (MMTD) and identifies the need for east-west multimodal alternatives to relieve congestion along Harbor Boulevard/US 98. The project connects Airport Road with Azalea Drive, which together form a 2.5-mile alternative to Harbor Drive/US 98. Also, the multimodal priority projects listed in the capital improvements schedule include a "Legion to Azalea Connection". The project is shown as part of improvements and extension of Azalea Drive (Maps 2-1 and 2-2). The project is shown in the Okaloosa Walton TPO 2035 LRTP cost Feasible Plan (adopted march 15, 2012), which shows the design phase occurring in fiscal year 2015-2020, right-of-way acquisition in 2026-2030, and construction in 2031-2035. The Future Land Uses that surround the project include: Town Center Mixed Use, Industrial, and Institutional. Dewey "Buck" Destin Park is located approximately 0.22 miles east of the eastern project limit at Legion Drive and Beach Drive. The project is located within the limits of Aircraft Noise Zone D, which represents that portion of West Destin located within or above the "Maximum Mission F-35 Noise Contour" of 65 decibels. Located outside of these contours (i.e., < 65 dB), Zones A, B, and C surround the Destin Airport/Coleman Kelly Field.

Response: *No response required.*

Florida Fish and Wildlife Conservation Commission (FFWCC)

Finding: Consistent, With Comments

Comment: The FWC notes that the project is located within the developed section of the City of Destin. Due to the presence of sea turtle nesting beaches nearby, staff recommends the use of sea turtle friendly lighting along the roadway. Specifically, to minimize impacts to nearby marine turtle nesting beaches, all permanent exterior lighting fixtures associated with the roadway should minimize light contribution to urban sky glow that could be visible from the marine turtle nesting beach. Possible solutions include use of full cutoff (well shielded) lower-pressure sodium or LED fixtures that allow no emission of light above the horizontal plane of the fixture. High pressure sodium fixtures may be acceptable if well shielded; however, metal halide lights are not recommended.

Response: *Turtle-friendly lighting consistent with the FFWCC's guidelines will be incorporated into the project design.*

National Marine Fisheries Service (NMFS)

Finding: No involvement

Comment: NMFS staff conducted a site inspection of the project area on April 21, 2015. It does not appear that the project will have any direct or indirect impacts to NMFS trust resources.

Response: *No response required.*

3.0 AGENCY COORDINATION

3.1 Agency Coordination Meetings

In an effort to better define and address the concerns of environmental permit and review agencies, a field review of the site by an Atkins environmental scientist was conducted and coordination was accomplished through correspondence and telephone contacts. Documentation of these contacts is provided in the Endangered Species Biological Assessment Report.

3.2 Agency Comments on Environmental Documents

The draft *Endangered Species Biological Assessment Report* was provided to the USFWS for their determination of effect on listed species, and their comments are included in the final report.

4.0 LOCAL GOVERNMENT MEETINGS

Coordination has occurred with the Destin City Council and staff. A list of significant meetings with City officials and the dates they were conducted are provided in **Table 1**.

Table 1: Meetings with the Destin City Officials

Meeting	Date of Meeting
Kick-Off Meeting with City Engineer and staff	01/16/2015
Progress meeting with City Engineer and staff	02/20/2015
Presentation to Destin City Council	03/16/2015
Progress meeting with City Engineer and staff	07/14/2015
Meeting with City Engineer and Destin Water Users	08/21/2016
Public Workshop	09/15/2015
Recommended Alternative Presentation to Destin City Council	04/18/2016
Public Hearing	10/18/2016

5.0 PUBLIC COORDINATION

The public involvement for the Destin Cross Town Connector project is an on-going process that continues throughout the project's development and includes formal presentations to the public. Generally, during the PD&E phase, two meetings are held: a public meeting/workshop to present the alternatives under consideration; and a public hearing at which the recommended alternative is presented to the public for comment. The following summarizes those meetings.

5.1 Alternatives Public Workshop – September 15, 2015

An Alternatives Public Workshop was held on September 15, 2015 at the City Council Chambers in the City Hall Annex, 4100 Indian Bayou Trail, Destin, FL 32541. The workshop was held to present preliminary project information and obtain public input on the proposed alternatives. The meeting began at 5:00 P.M. and lasted until 6:30 pm (CDT). Attendees were invited to walk around the room and view the aerial photography, maps and graphics on display and speak informally with project staff.

A total of 41 persons attended the public workshop. There were a total of 18 respondents, only three of whom were actual residents of the Sandalwood neighborhood, although several of the non-residents do own rental property there. Eleven comment sheets and a letter from the Seminole Tribe of Florida were returned. Seven people made comments directly to the court reporter, including one who also turned in a comment sheet. Twelve of the respondents favored Alternative 2 with Option C, and one respondent favored Alternative 1 with Option A. Five respondents had general comments and did not express a preference for any alternative.

Most respondents made specific comments favoring the use of roundabouts. Other comments included reasons for selecting Option C: allows access for service vehicles on southern portion and limits traffic on the norther portion; limits the number of intersections on the connector road to one; prevents traffic from the connector using Sandalwood Drive as a short-cut; Option A is too expensive. At least one person was opposed to the project as a waste of money based on the assumption that at the project termini traffic would have to transition from a four-lane to a two-lane road. One person asked when Legion Drive would be widened to four lanes while another asked if the widening of Legion Drive would be on the north or south side of the road. One person, as an active bike rider and jogger appreciated the bike path. The one person favoring Alternative 1 with Option A based the decision on the ultimate typical section, as the comment provided indicated that using roundabouts as an interim solution was sensible.

Notice of the Public Workshop was published in the Destin Log on September 9, 2015 and was noticed on the City's website (http://www.cityofdestin.com). In addition, invitational mailers/letters to attend the Alternatives Public Workshop were mailed to agencies, state and local officials, and owners of property within 500 feet of the centerline of the proposed alternatives. The invitation letters, the newspaper notice, meeting handout, sign-in sheet, workshop exhibits, newspaper certification, and public comments with the City's responses can be viewed in **Section 4**.

5.2 Public Hearing

A Public Hearing was held on October 18, 2016 at the City Council Chambers in the City Hall Annex, 4100 Indian Bayou Trail, Destin, FL 32541. The hearing was held to present project study findings, conceptual renderings, and to provide the public the opportunity to formally comment on the recommended alternatives. The meeting began at 5:30 P.M. and lasted until 7:00 pm (CDT). The meeting was opened with a scripted introduction, followed by a pre-recorded PowerPoint presentation. Individuals were asked to complete written comment sheets or speaker registration cards if they chose to make a formal statement, and the floor was opened for comments. The hearing was then closed by script, and was recorded by a professional court reporter.

A total of 30 persons attended the public hearing. Five comment sheets were returned, and five individuals chose to make verbal statements during the hearing. Comments and responses were tracked using the Comment Tracking Log shown as **Table 2**, which follows this section.

Regretfully, the court reporter passed away suddenly shortly after the hearing, before she could transcribe her recording, and her employer (Hitchcock & Associates) was unable to locate her raw recording. They were able to re-create a record of the meeting using the hearing script and speaker registration cards. Atkins corresponded with the speakers, explained the circumstances, and requested that the speakers provide a written summary of their comments for the public record. Two responses were received. Notes on the speaker card for two other speakers made it possible to summarize their concerns. One person had no notes on his speaker registration card and failed to respond to the request for additional information.

One person wants to be able to make a left turn onto Benning, and recommends the City initiate a shuttle service. One person wants a noise buffer, a crossover for east-west traffic on US 98, on outlet for Sandalwood, and is concerned about the school traffic congestion between 2 and3:30 pm. Three people are worried about relocation, including an elderly widow on a pension, and people who do not believe they will be able to acquire a similar property with the ROW compensation they expect to receive. One person is concerned about bike lane safety, and one was concerned about safety and property value. One was concerned that the corner of her property is on a curve and is worried about cars coming up into her yard, the effect on her property value, and is feels that building an interim alternative is a waste of money if the ultimate outcome is expected to be a 4-lane roadway. She thinks it would be more efficient to just go ahead and build the final alternative. One person is concerned about bottlenecking at Legion, and church and school traffic surges.

Notice of the Public Hearing was published in the Destin Log on October 8 and October 12, 2016 and was noticed on the City's website: (http://www.cityofdestin.com/Calendar.aspx?EID=3898&month=10&year=2016&day=18&calType=0). Notice was also published in the Florida Administrative Review on October 7, 2016 and on the web site "FloridaPublicNotices.com" on October 8 (http://floridapublicnotices.com/ads/26/6861726.pdf), and October 12 (http://floridapublicnotices.com/ads/82/6863982.pdf), 2016. In addition, invitational mailers/letters to attend the Public Hearing were mailed to agencies, state and local officials, and owners of property within 500 feet of the centerline of the proposed alternatives. The invitation letters, the

newspaper publications, meeting handout, sign-in sheet, hearing exhibits, and public comments with the City's responses can be viewed in **Section 5**.

Table 2: Comment Tracking Log

City of Destin Cross-Town Connector
Comment Tracking Log

Log No.	Date Rec'd	First Name & MI	Last Name	Mailing Address	City	St	Zip	E-Mail Address	Comment	Nature of Comment	Response Method	Response Summary	Response Date
001	9/15/15	Myra F.	Williams	521 Second Ave	Destin	FL	32541	myra@howardgrp.com	Supportive; non-resident; 2C	G	L	Acknowledged	11/30/15
002	9/15/15	Keith	Howard	741 Bayou Drive	Destin	FL	32541	keith@howardgrp.com	Supportive; non-resident; 2C	G	L	Acknowledged	11/30/15
003	9/15/15	Craig	Faust	900 Gulf Shore Drive	Destin	FL	32541	craig@destinapproaiser.com	Non-resident; 2C	G	L	Acknowledged	11/30/15
004	9/15/15	Claude	Newland	4033 Indian Trail	Destin	FL	32541	Rustic19@cox.net	Rental owner; non-resident; 2C	G	L	Acknowledged	11/30/15
005	9/15/15	Carolyn	Dalton	661 Sandalwood Court	Destin	FL	32541	Dalton777@cox.net	Resident; 2C	G	L	Acknowledged	11/30/15
006	9/15/15	Renee	Wood	3790 Misty Way	Destin	FL	32541	Not provided	Non-resident; 1A	G	L	Acknowledged	11/30/15
007	9/15/15	Jeff	Freeman	4000 Dancing Cloud Court #17	Destin	FL	32541	Not provided	Non-resident; 2C	G	L	Acknowledged	11/30/15
008	9/15/15	Dawn	Pack	301 Cardinal Lane	Destin	FL	32541	5willpack5@gmail.com	Non-resident; 2C	G	L	Acknowledged	11/30/15
009	9/15/15	Troy	Pack	301 Cardinal Lane	Destin	FL	32541	etoremember@gmail.com	Non-resident; 2C	G	L	Acknowledged	11/30/15
010	9/15/15	Darla	O'Brian	614 Sandalwood Drive	Destin	FL	32541	Not provided (verbal)	Resident; 2C	G	L	Acknowledged	11/30/15
011	9/15/15	James	Pate	716 Kelly Street	Destin	FL	32541	Not provided (verbal)	Resident; 2C	G	L	Acknowledged	11/30/15
012	9/15/15	Tona	Newland	4033 Indian Trail	Destin	FL	32541	Not provided (verbal)	Supportive; rental owner	G	L	Acknowledged	11/30/15
013	9/15/15	Mark	Nacol	830 N Lakeside Drive	Destin	FL	32541	Not provided (verbal)	Supportive; concerned about taxes	G	L	Acknowledged	11/30/15
014	9/15/15	Lisa	Snuggs	539 Azalea Drive	Destin	FL	32541	Not provided (verbal)	Wants signalized intersection.	G	L	Acknowledged	11/30/15
015	9/15/15	Emily	Boswell	716 Kelly Street	Destin	FL	32541	Not provided (verbal)	2C	G	L	Acknowledged	11/30/15
016	9/17/15	Chip	O'Brian	614 Sandalwood Drive	Destin	FL	32541	chip@chipservices.com	Resident; 2C	G	L	Acknowledged	11/30/15
017	9/25/15	Denise	Ingram	610 Legion Drive	Destin	FL	32541	Not provided/incomplete	Non-resident; opposes 4-lane	G	L	Acknowledged	11/30/15
018	10/30/15	Andrew	Weidman	30290 Josie Billie Hwy.	Clewiston	FL	33440	andrewweidman@semtribe.com	Tribal interest	G	L	Acknowledged	11/30/15
019	10/18/16	Dana	Mims	527 Sandalwood Court	Destin	FL	32541	Undecipherable	Wants to be able to make left turn onto Benning; wants shuttle service.	G	L	Acknowledged	6/19/17
020	10/18/16	Kathy	Jenner	704 Elise Lane	Destin	FL	32541	Not provided	Wants noise buffer, crossover, outlet for Sandalwood. Concerned about school traffic dump 2-3:30 pm.	G	L	Acknowledged	6/19/17
021	10/18/16	Cindy	Pulman	601 Sandalwood Drive	Destin	FL	32541	Not provided	Concerned about relocation.	G	L	Acknowledged	6/19/17

022	10/18/16	Chip & Darla	O'Brian	614 Sandalwood Drive	Destin	FL	32541	chip@chipservices.com	Doesn't want to relocate, doesn't want cul de sac near property. (Owns 2 properties.)	G	L	Acknowledged	6/19/17
023	10/18/16	Joanne	Anderson	611 Sandalwood Drive	Destin	FL	32541	Not provided	Doesn't want to relocate.	G	L	Acknowledged	6/19/17
024	10/18/16	Nancy	Weidenhamer	808 Wild Oak Avenue	Destin	FL	32541	Not provided	Bike lane safety.	G	L	Acknowledged	6/19/17
025	10/18/16	Andrew	Galloway	205 Benning Drive, Unit 5	Destin	FL	32541	Not provided	Project alternatives, safety, property value.	G	L	Acknowledged	6/19/17
026	10/18/16	Russell	Morgan	802 Dawn Lane	Destin	FL	32541	Not provided	Speaker – did not reply to RAI	G	L	Acknowledged	6/19/17
027	10/24/16	Georgine	Hillgenberg	615 Sandalwood Drive	Destin	FL	32541	georgineh@cox.net	Concerned about cars in her yard (corner of her property on the curve), property value, and wait for 4-lane.	G	L	Acknowledged	6/19/17
028	10/26/16	Lydia	Gallup	307 Seagull Lane	Destin	FL	32541	Not provided	Concerned about bottlenecking at Legion, & church and school traffic.	G	L	Acknowledged	6/19/17
029													
030													

Nature of Comment Legend:
RUE – Request Updates by Email
RUM – Request Updates by Mail
RUF – Request Updates by Fax
G – General Comments
SD – Substantive Drainage

Method of Response Legend:
PC – Phone Call
L – Letter
PV – Personal Visit
E – Email
HO – Handoff

6.0 CONCLUSION

The City of Destin pursued a comprehensive public involvement program that included published public notices, mailed individual invitations to property owners, businesses, and other interested parties, public workshops and hearings. Despite some unusual challenges every attempt was made to reach out to members of the public, allow them to voice their preferences, opinions, and concerns, and respond to each of them.

The final alternative recommendations, and the reasoning behind the recommendations, are contained in the project Final Preliminary Engineering Report.

APPENDIX

SECTION 1 **Public Involvement Program**

SECTION 2 **Advance Notification**

SECTION 3 **Other Agency Correspondence**

SECTION 4 **Alternatives Public Workshop**

SECTION 5 **Public Hearing**

Section 1

Public Involvement Program

1-1 Public Involvement Plan
1-2 Contact Mailing List

Public Involvement Plan

PUBLIC INVOLVEMENT PLAN

Destin Cross Town Connector
From Benning Drive to Beach Drive
Okaloosa County, Florida

Financial Project Identification Number: Not Applicable
Federal Aid Project Number: Not Applicable

In accordance with Part 1, Chapter 11 of the "Project Development and Environment Manual", this Public Involvement Program is submitted to the District Environmental Office Engineer for review and approval.

Submitted By: _____ **Date:** _____
Gregory S. Allen, P.E.
Atkins

Approved By: _____ **Date:** _____
Mr. David O. Campbell, P.E.
Destin Public Services Director/City Engineer

Approved By: _____ **Date:** _____
J. Brandon Bruner, P.E.
FDOT – District 3 Environmental Management Engineer

Approved By: _____ **Date:** _____
Ian Satter
FDOT – District 3 Public Information Director

PUBLIC INVOLVEMENT PLAN

Project Development and Environment (PD&E) Study for the Destin Cross Town Connector (from Benning Drive to Beach Drive)

The city of Destin (City) recognizes the importance of involving the public in an early and continuous information exchange. An effective Public Involvement Plan (PIP) can foster understanding and cooperation between the City and the public and help develop a transportation system that meets real community needs.

The purpose of this PIP is to outline a strategy for providing information to and receiving input from concerned citizens, private groups (residential/business), and government agencies. The overall goal of this plan is to help ensure that the study reflects the values and needs of the community it is designed to benefit. The PIP will help the public understand transportation plans and projects and empower them to participate in the decision-making process. This PIP outlines ways to share information with the affected community and manage the input received from the community. A schedule of events and list of documentation exhibiting compliance with these procedures is included.

According to the 2009-2013 American Community Survey 5-Year Estimate, approximately 3% (+/- .4%) of Okaloosa County's populace speaks English "less than very well", and limited English proficiency accommodations are not required.

This plan complies with the Florida Department of Transportation's (FDOT) *Project Development and Environment (PD&E) Manual*, Part 1, Chapter 11 (dated 6/15/12); Section 339.155, Florida Statutes; Executive Orders 11990 and 11988; Council on Environmental Quality Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act; and 23 Code of Federal Regulations 771.

For additional information regarding this project, please contact:

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2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504
850-478-9844
Gregory.Allen@atkinsglobal.com

David O. Campbell, P.E.
Public Services Director/City Engineer
City of Destin
4200 Indian Bayou Trail
Destin, Florida 32541
850-837-4242
dcampbell@cityofdestin.com

1.0 DESCRIPTION OF PROPOSED IMPROVEMENT

FDOT Financial Project Identification (FPID) Number: Not applicable

Federal Aid Project Number: Not Applicable

Project Limits: Benning Drive to Beach Drive (See Project Location Map – Attachment A.)

Project Description: The proposed transportation improvement would provide approximately 0.4 mile of new four-lane roadway within Destin, Florida. The proposed improvements would begin on Azalea Drive just west of Benning Drive and extend eastward just past the intersection of Legion Drive with Beach Drive. The project traverses through the area of Anna Street, Sandalwood Court, and Sandalwood Drive.

The proposed typical section for the new road consists of a four-lane divided urban typical section having two 11-foot travel lanes and a four-foot bicycle lane in each direction separated by a 15.5 foot median within 110 feet of right-of-way. Type F curb and a ten-foot sidewalk would be provided along each side of the roadway. Drainage would be collected in a closed stormwater system and conveyed to a retention pond(s).

It is anticipated that the Class of Action (COA) for the Destin Cross Town Connector will be a Type 2 Categorical Exclusion.

2.0 BACKGROUND

Several transportation planning documents have identified the need for a new east-west corridor to relieve traffic on US 98 (Harbor Boulevard/Emerald Coast Parkway). These documents include: *Evaluation and Appraisal Report Destin 2010 Comprehensive Plan,* Northwest Florida Transportation Corridor Authority *2013 Master Plan,* and the Okaloosa Walton Transportation Planning Organization's *Cost Feasible Plan* (CFP) element of the *2035 Long Range Transportation Plan* (LRTP).

The PD&E Study for the Destin Cross Town Connector is intended to identify critical issues related to the project, such as impacts to the natural and social environment, as well as other issues that may be identified as the project progresses and to involve the public in the project's development and decision-making. The benefits of the new facility include relieving congestion on US 98 (Harbor Boulevard/Emerald Coast Parkway) and improving mobility and interconnectivity in the transportation network.

3.0 PROJECT GOALS

3.1 Goals of the Public Involvement Plan

The purpose of the PIP is to effectively engage the public in evaluating transportation needs within the study area and determining which improvements best accommodate those needs. To accomplish this, the PIP will present opportunities to interact with the public and address the diverse interests and concerns of federal/state/regional regulatory agencies, interested groups, property owners along the project alignment, and the public at large.

This PIP has four (4) main goals:

- ***GOAL 1: EARLY AND CONTINUOUS INVOLVEMENT***
  The public will be involved early in the decision-making process.

- ***GOAL 2: NUMEROUS OPPORTUNITIES***
  The public will be given many opportunities to participate in the decision-making process.

- ***GOAL 3: UNDERSTANDABLE AND ACCURATE INFORMATION***
  The public will be provided clear, timely, and accurate information throughout the project development process.

- ***GOAL 4: MULTIPLE INVOLVEMENT TECHNIQUES***
  The public will be involved with a flexible and varied participation process, which will feature several involvement techniques and methods in order to yield the most effective results.

3.2 Steps to Achieve the PIP Goals

The main steps in achieving the goals of the PIP include:

- Enhance public awareness of the purpose and goals of the study
- Actively seek input from those involved in the study
- Actively seek feedback on the materials and results of the study
- Provide a variety of opportunities for public participation
- Establish a method to respond to project-related concerns and issues raised by the public

The public involvement activities will target specific agencies, organizations, and members of the general public who can, and should, contribute to the project. A community inventory will be developed to identify groups with common interests. The inventory will be used to best determine the most effective communication tools to involve those groups. Public involvement activities will be continually assessed for effectiveness throughout the study. Activities and techniques will be adjusted according to assessment findings.

3.3 Identification of Agencies and Affected Public

The following local, regional, state, or federal agencies having a concern in this project due to jurisdictional review or expressed interest have been identified and will be contact directly by the city of Destin through the Advance Notification process at the outset of the project in accordance with the FDOT PD&E Manual, Part 1, Chapter 3, Advance Notification. As other concerned public agencies are identified throughout the study they also will be listed and contacted.

The project will be entered into FDOT's Efficient Transportation Decision Making (ETDM) process through the Environmental Screening Tool (EST). As a result, the following agencies will be provided opportunities to comment on the project through their participation with the ETDM process and/or the automated Advance Notification (AN) package:

Federal:

- Federal Highway Administration (FHWA)
- Federal Emergency Management Agency (FEMA)
- Federal Railroad Administration (FRA)

- Federal Transit Administration (FTA)
- Federal Aviation Administration (FAA)
- US Department of Health and Human Services (HHS)
- US Department of Interior – Bureau of Indian Affairs (BIA)
- US Department of Agriculture (USDA)
- US Department of Interior – Bureau of Land Management (BLM)
- US Department of Housing and Urban Development (HUD)
- US Department of Interior – US Geological Survey Chief (USGS)
- US Army Corps of Engineers (USACE)
- US Coast Guard (USCG)
- US Environmental Protection Agency (EPA)
- US Fish and Wildlife Service (USFWS)
- US Department of Interior – National Parks Service (NPS)
- US Forest Service (USFS)
- US Department of Commerce - National Marine Fisheries (NMFS)

State:

- Florida Department of Transportation (FDOT)
- Florida Department of Economic Opportunity (FDEO)
- Florida Department of Agriculture and Consumer Services (DACS)
- Florida Department of State – State Historic Preservation Office (SHPO)
- Florida Department of Environmental Protection (FDEP)
- Florida Fish and Wildlife Conservation Commission (FWC)
- Florida Inland Navigation District (FIND)

Regional:

- Northwest Florida Water Management District (NWFWMD)
- West Florida Regional Planning Council

Tribal:

- Seminole Tribe of Florida
- Miccosukee Tribe of Indians of Florida
- Poarch Band of Creek Indians of Alabama
- Muscogee (Creek) Nation of Oklahoma
- Seminole Nation of Oklahoma
- Mississippi Band of Choctaw Indians

The following federal, state, and regional representatives, public interest groups, or organizations having a direct or expressed interest in the project have been identified and will also be contacted in reference to the project:

Federal Delegation:

- Marco Rubio ..... US Senator
- Bill Nelson ..... US Senator
- Jeff Miller ..... US Representative, District 1

State Delegation:

- Rick Scott ..... Florida Governor
- Don Gaetz ..... Florida State Senator, District 4

Okaloosa County:

- Wayne Harris..... Commissioner, District 1
- Carolyn Ketchel..... Commissioner, District 2
- Nathan Boyles..... Commissioner, District 3
- Terry Goodwin..... Commissioner, District 4
- Kelly Windes..... Commissioner, District 5
- John Hofstad..... County Administrator
- JD Peacock..... Clerk of the Court
- Pete Smith..... Property Appraiser
- Larry R. Ashley..... Sheriff
- Ben Anderson..... Tax Collector
- Paul Lux..... Supervisor of Elections

City of Destin:

- Mel Ponder..... Mayor
- Rodney Braden..... Councilman
- Tuffy Dixon..... Councilman
- Jim Foreman..... Councilman
- Cyron Marler..... Councilman
- Prebble Ramswell..... Councilwoman
- Sandy Trammell..... Councilwoman
- Jim Wood..... Councilman
- Greg Kisela..... City Manager
- Kenrick Gallander..... Director of Planning
- Doug Ranier..... Public Information Manager

Community Groups/Entities:

The following local, state, and national public interest groups or organizations having a direct or expressed interest in the project study have been identified and will be contacted by Escambia County.

- Florida-Alabama Transportation Planning Organization
- Residents in and around Destin, Florida

3.4 Notification of Public

The following techniques, at a minimum, will be employed to notify the public of the proposed transportation improvement and to solicit public input into the project development process:

Direct Mail
The following will be notified by direct mail of opportunities to provide input into the project development process and/or obtain project information.

Property Owners – Those whose property lies, in whole or part, within 300 feet on either side of the centerline of each project alternative (Section 339.155 F.S.).

Public Officials – Appropriate agencies and local government officials, including elected, appointed, and staff positions.

Interested Parties – Neighborhood associations, civic organizations, and individuals who request to be placed on the mailing list for this project.

Media

Advertisements will be placed in the following newspapers to notify the general public of meetings or the Public Hearings.

- ***Florida Administrative Weekly (***www.flrules.org)
  (Public Hearing notice only)
  107 W. Gaines St.
  Tallahassee, FL 32399-0250
  (850) 245-6270
- ***The Northwest Florida Daily News*** (*http://www.nwfdailynews.com*)
  2 Eglin Parkway
  Fort Walton Beach, Florida 32548
  (850) 863-1111

Television

- ***WJHG Newschannel 7*** (www.wjhg.com/station/)
  8195 Front Beach Road
  Panama City Beach, FL 32407
  (850) 234-7777
- ***WEAR ABC Channel 3*** and ***WFGX My 35*** (www.weartv.com/station/)
  4990 Mobile Highway
  Pensacola, FL 32506
  (850) 456-3333

Radio

- ***WFTW (News and Talk 1260)***
  NewsTalk 1260
  225 NW Hollywood Blvd.
  Ft. Walton Beach, FL 32548
  (850) 243-7676
  (www.cumulusradio.com)
- **WPSM (Psalm 91.1)**
  233 N. Hill Avenue
  Fort Walton Beach, FL 32548
  (850) 244-7667
  (http//wpsm.com)
- **WZNS (Z96)**
  Cumulus Broadcasting, LLC
  225 NW Hollywood Blvd.
  Fort Walton Beach, FL 32458

(850) 664-0965
(www.z96.com)

- ***WKSM (99 Rock)***
  225 NW Hollywood Blvd.
  Fort Walton Beach, FL 32548
  (850) 243-7676
  (www.wksm.com)

Suggested activities using the media include, but are not limited to:

- Press releases – News/press releases will be submitted to the FDOT seven days prior to each public meeting and the public hearing.
- Public service announcements – In order to distribute PD&E Study information, fliers will be made available to organizations such as neighborhood/ civic groups, the FDOT, Okaloosa County and the City of Destin, to publish in existing newsletters and web sites.
- Television opportunities to provide information and encourage public response.
- Public Notices/Legal Display Ads – Public advertisement will consist of a legal display advertisement published in the area newspaper with the largest circulation twice prior to the public meeting/hearing, and once to announce Federal Location and Design Concept Acceptance (LDCA) at the end of the study.
- Direct Mail Lists – The following will be contacted by direct mail in order to obtain input throughout the project development process and/or in order to provide project information:

  Those whose property lies, in whole or part, within at least 300 feet on either side of the centerline of each project alternative (Section 339.155 F.S.), as well as other local citizens who may be impacted by the construction of this project. This portion of the mailing list will be based on the County Property Appraiser's tax rolls.

  Local elected and appointed officials or individuals who request to be placed on the mailing list for this project.

  Public and private groups, organizations, agencies or businesses that request to be placed on the mailing list for this project.

The City's project manager, Mr. David O. Campbell, P.E is the City's media contact person. Mr. Campbell can be reached at 850-837-4242, or via email at dcampbell@cityofdestin.com.

4.0 PUBLIC OUTREACH ACTIVITIES

4.1 Mailing/Contact List

It is critical to the success of the public involvement efforts to identify and target interested citizenry. A Master Contact List will be created and maintained using public sources, as well as information provided by neighborhood associations, chambers of commerce, utility companies, civic organizations, professional business associations, government agencies, and elected officials. Additionally, each individual who participates in public involvement activities, or otherwise expresses any interest in the project, will be added to the Master Contact List.

4.2 Public Involvement Materials (to be developed)

The City will develop a variety of materials to notify the public of upcoming public involvement opportunities and to provide project updates. These materials will incorporate graphics to capture attention and will contribute to the public's understanding of the process. Written materials will clearly convey the project information in accordance with Florida Executive Order 07-01 (Governor Crist's Plain Language Initiative). Additionally, all materials will be reviewed through a Quality Control process to ensure that materials provided to the public are accurate, timely, and useful in meeting specific public involvement goals. The following items may be prepared as part of the team's material development effort:

- **Newsletters** – Invitation and information letters and newsletters will be distributed to elected and appointed officials, property owners/tenants, business owners/operators, and interested parties, as feasible. A maximum of six newsletters will be mailed out to the public over the course of the studies. These newsletters will focus on providing current project information to the public, announcing scheduled public meetings, and providing contact information for questions and/or comments.

- **News/Press Releases** - News/press releases will be submitted to the FDOT prior to each public meeting and the public hearing.

- **Information Packages/Public Meeting Handouts** – These packets will be prepared for each public meeting and will focus on providing a plain language summary of meeting information, as well as updates on the project.

- **Public Meeting presentations** – Visual presentations will be developed for specific public meetings. These may include PowerPoint presentations, videos, and/or automated renderings.

- **Project Website** – A user-friendly project website will be developed for the public to access updated information on the project throughout the project's life. The website will be easy for the public to navigate and will be filled with interactive and comprehensive project information. In addition to a home page, the website will include at a minimum, a project overview page, a PD&E definition page, a project information page, a public involvement page, and a project schedule page (in accordance with the Scope of Services). The project website will be linked to the Escambia County website, as well as to the ETDM Public Access website.

All materials prepared for release to the public, including those listed above, will be coordinated and approved with the appropriate City staff through the City Project Manager.

4.3 Public Meetings

The following public information meetings are proposed to involve the public in the project development process and to inform interested parties of the project status. All meetings will be held in accordance with the applicable federal and state laws, including Title VI of the Civil Rights Act of 1964 and related statutes and the Americans with Disabilities Act of 1990.

- **Scoping Meetings** – Scoping will be accomplished through the projects' publication in FDOT's Environmental Transportation Decision Making on-line screening tool, which

provides agencies and other stakeholders the opportunity for early input to and consideration of a project's potential environmental effects.

- **MPO/TPO Meetings** –Presentations will be made to the TPO and appropriate TPO Technical Committees prior to public meetings. Summary notes of the meeting(s) will be prepared and provided to the City.

- **Elected Officials/Agency Meetings** – Presentations will be given to local officials and agencies prior to the Public Information Meeting(s) and the Public Hearing to apprise local officials of the project status, specific location and design concepts, and receive their comments. Summary notes of the meeting(s) will be prepared and provided to the City.

- **Alternatives Public Meeting** – An Alternatives Public Meeting will be held for the project in order to receive input from the public before the selection of a preferred alternative(s). Summary notes of the meeting(s) will be prepared and provided to the City. A sign-in sheet will be used to record attendance. Comments from these meetings will be collected and tracked according to Section 4.4 of this plan.

  While the meeting location has not been determined, the meetings will be held at appropriate facilities convenient to the project location. Additionally, the meeting facilities will be inspected for suitability and compliance with the Americans with Disabilities Act of 1990. The meetings will be advertised in local newspapers, consistent with Section 3.4 of this plan.

- **Unscheduled Public and Agency Meetings** – These meetings consist of miscellaneous small group or neighborhood meetings or presentations to elected officials, public agencies, civic organizations, or the general public. They are normally handled in an informal manner and may occur at any time throughout the project. These meetings may include briefings to the City, local chambers of commerce, tourist development councils, and environmental agencies. Summary notes of the meeting(s) will be prepared and provided to the City.

  A record will be kept of all agency meetings that include the date of the meeting, a list of attendees, a summary of comments/issues discussed, and any actions to be taken as a result.

- **Coordination Meetings with FHWA** – A meeting with FHWA may be required in order to inform the FHWA of the project. It is anticipated that up to one such meeting may be required as part of this task. Support will be provided to the City in the form of meeting preparation, attendance, and follow-up services.

- **Public Hearing** – In compliance with the PD&E Manual, 23 CFR 771, and Section 339.155 F.S., a public hearing will be held at an appropriate facility convenient to the study site. A display advertisement will appear in the Northwest Florida Daily News twice prior to the public hearing. The advertisements will state compliance with Title VI and related statues and will also provide Americans with Disabilities Act (ADA) information. If there is Section 4(f) involvement, the notice will indicate such involvement as well as involvement with wetlands. Information on where environmental and engineering reports supporting the PD&E studies will be available for public review at least 21 calendar days prior to the public hearing date will be provided. Additionally, an advertisement will be placed in the

Florida Administrative Weekly in accordance with Chapter 11 – 2.9.3.1 of the PD&E Manual.

Invitational letters will be sent out to all property owners as required by Section 339.155, F.S. and to local elected and appointed government officials notifying them of the upcoming public hearing. Notices will also be delivered to residences and businesses located along the project corridor. A sign-in sheet will be used to record attendance at meetings.

Tape recordings, slide presentations and/or video presentations, project corridor aerial maps, graphics, and handouts will be prepared to supplement the oral presentation which will identify the locally preferred alternative. The public will be able to make comments and ask questions (verbally and in written form). A court reporter will be present and a verbatim transcript of the hearing will be compiled, to include written comments received at the hearing and written comments received within the established comment period (10 days) after the hearing. All public hearing documentation (handouts, presentation, graphics, etc.) will be included with the transcript. The transcript, along with comments received by the County and affidavits of publication of legal ads, will become a part of the Public Hearing record.

While the hearing location has not been determined, the hearing will be held at appropriate facilities convenient to the project location. Additionally, the hearing facility will be inspected for suitability and compliance with the Americans with Disabilities Act of 1990.

After the public hearing, responses to all letters received as a result of the hearing and questions and comments not answered at the public hearing will be made in writing.

A legal notice announcing the Federal Highway Administration's (FHWA) approval of the final document and recommendations will be published in the Northwest Florida Daily News. In addition, news items detailing the FDOT's recommendations to FHWA will be provided to local media.

The transcript package will be produced and submitted following the public hearing. The transcript package will include a verbatim hearing transcript prepared by an approved court reporter, an errata sheet detailing any transcript discrepancies, a copy of all correspondence received as part of the public hearing record, and affidavits of publication for newspaper ads advertising the hearing.

4.4 Public Outreach Activity Schedule

The table below shows the activities for which dates have been scheduled. This does not include dates for small group meetings that are expected to occur throughout the life of the project.

SCHEDULE OF PUBLIC INVOLVEMENT ACTIVITIES

Activity	2014	2015	2016
Compile Mailing List	12/14		
Enter Project Into ETDM		1/15	
Newsletter 1		6/15	
Alternatives Public Meeting		7/15	
Newsletter 2		11/15	
Alternatives Public Hearing			1/16
Location Design Concept Acceptance			6/16

4.5 Public Comment Protocol

Prompt and effective response to public comments will increase community trust and enhance the perception of the County's credibility. Therefore, a procedure for handling comments in a timely manner has been developed. A key element of this process is a comment tracking system (see Appendix B). The following information will be recorded for every public comment that is collected:

- **Tracking number**: A numbering system will be used to track and respond to comments. Tracking numbers can be especially useful when a large volume of comments are received. A recommended syntax for the tracking number: year (15), month (10) and then number of the comments in chronological order. For example, the 25th comment received at a meeting in July, 2015 would have 150725 as the tracking number. (See Comment Tracking Log, Attachment B)

- **Date:** The date a comment is received is important for documenting the evaluation of this project. It also establishes a benchmark for timely response.

- **Name, Address, Telephone Number** (optional) **and email** (optional): This information is needed in order to provide a response to comments.

Determining the substance of the comment is critical for responding in an appropriate manner. Initially, the comments will be separated into four categories:

- **General** comments are directly related to the study, but do not require a detailed response.

- **Procedural** comments are related to the public involvement process.

- **Requests for information** are common. These comments are directly related to the study and do require follow-up.

- **Miscellaneous** comments are beyond the scope of the project. The comments may be related to another County activity or be completely outside the sphere of the County's influence.

Comments will be tracked from the time of receipt through response. The City will review all comments and consider them for incorporation into the project study. Those comments that require a response will be identified and an appropriate response will be sent to the commenter in a timely manner. Copies of all written responses along with the comment log will be maintained. If not listed at the time the comment is received, the entity will be added to the Master Contact List.

5.0 ANALYSIS AND SUMMARY OF PUBLIC COMMENTS

A Comments and Coordination Report will be developed to summarize the results and recommendations of the public meetings and public hearing. The report will also contain the overall input provided through the other public involvement techniques utilized in the project development process. The report will include all comments and responses received from the public as well as the Advance Notification; coordination with local officials and agencies; the verbatim transcript of the public hearing; proof of publication of legal ads; sign-in sheets; public hearing certification; and all public correspondence. The report will be forwarded to the City for submittal to the FDOT District Environmental Management Engineer and summarized in the final engineering documents.

6.0 EVALUATION AND ASSESSMENT OF THE PUBLIC INVOLVEMENT PLAN

In order to determine if the public involvement activities are achieving the desired results, it is critical to assess their effectiveness throughout the study. The following issues will be addressed after each public involvement activity.

- Was there an acceptable level of participation?
- Do the same people participate in a variety of project public involvement opportunities? Are there others who should be participating? Who is missing?
- Are the appropriate communication techniques being employed?
- Do the comments demonstrate a general understanding of the project or do we need to be clearer in our presentation of the project information?
- Are the comments received from the community relevant to the project? Are they realistic and appropriate to the project?
- Are there significant unresolved issues on the project?

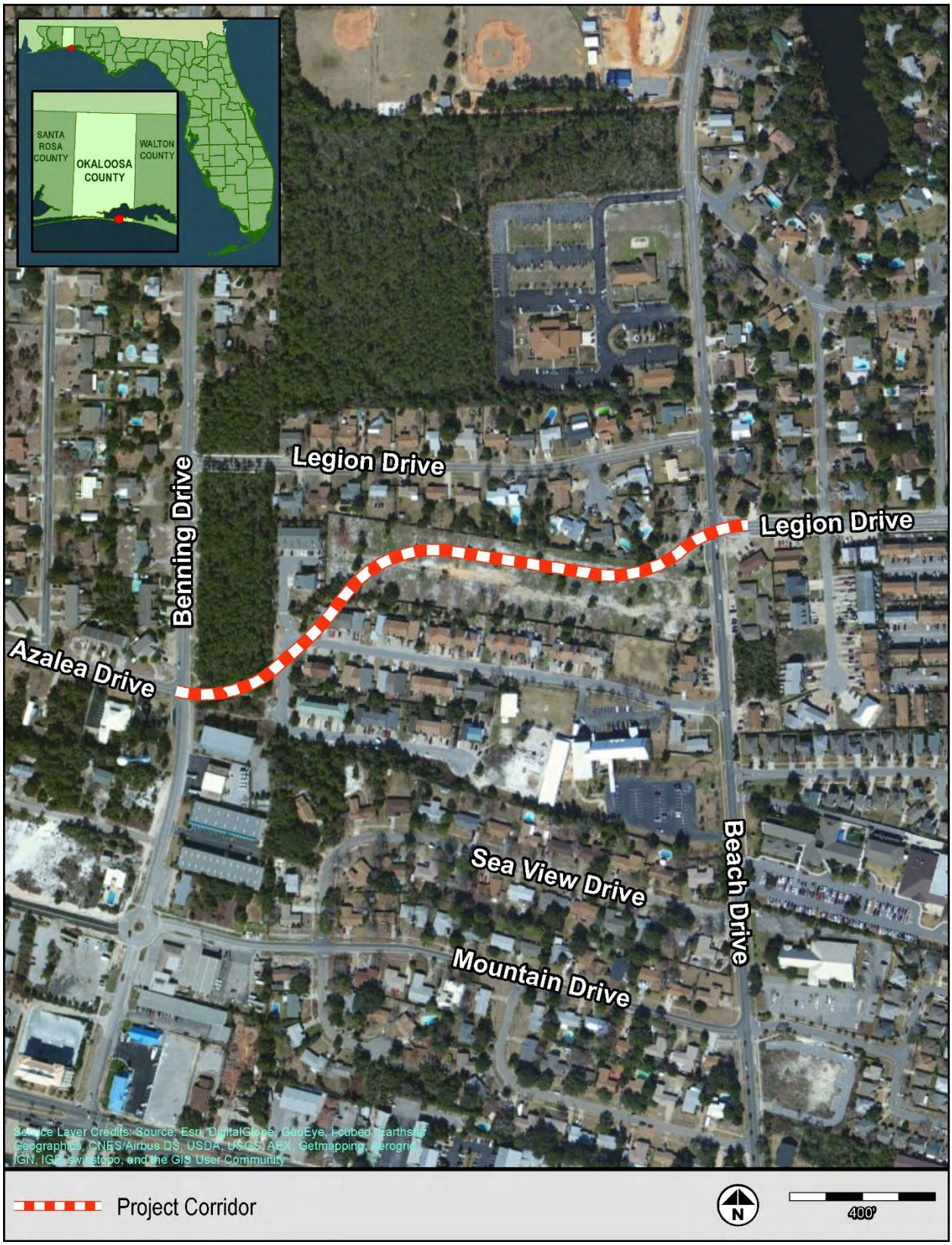
The use of systematic evaluation efforts will allow the City to improve ineffective techniques and add new public involvement activities, if appropriate.

7.0 PUBLIC INVOLVEMENT DURING DESIGN

It is anticipated that the Design Project Manager will maintain the appropriate level of public involvement activities throughout the final design process. These public involvement activities may include additional coordination meetings with local government and environmental permitting agencies, work sessions, and small group meetings.

Attachment A

Project Location Map



Comment Tracking Log

Log No.	Date Received	First Name & MI	Last Name	Mailing Address	City	St	Zip	E-Mail Address	Comment	Nature of Comment	Method of Response	Summary of Response	Date Responded

Nature of Comment Legend:
RUE – Request Updates by Email
RUM – Request Updates by Mail
RUF – Request Updates by Fax
G – General Comments
SD – Substantive Drainage

Method of Response Legend:
PC – Phone Call
L – Letter
PV – Personal Visit
E – Email
HO – Handoff

Contact Mailing List

Destin Cross Town Connector Mailing List (300ft from ROW)

PARCEL NUMBER	MAP ID	OWNER	SITE ADDRESS	SITE ADDRESS 2	CITY	ZIP	STATE	MAILING ADDRESS	MAILING ADDRES
00-2S-22-0635-0000-0CA0	1	DESTIN GARDEN T/H HOMEOWNERS	BENNING DR				FL	(ADDRESS UNKNOWN)	
00-2S-22-0635-0000-0100	2	SCHMITZ AARON J	539 AZALEA DR	10	DESTIN	32541	FL	(ADDRESS UNKNOWN)	
00-2S-22-0635-0000-0090	3	STOKES TONI LYN	539 AZALEA DR	9	DESTIN	32541	FL	539 AZALEA DR #9	
00-2S-22-0635-0000-0080	4	BREWSTER JOSEPH S JR	539 AZALEA DR	8	DESTIN	32541	FL	PO BOX 284	
00-2S-22-0635-0000-0070	5	SNUGGS LISA R	539 AZALEA DR	7	DESTIN	32541	FL	539 AZALEA DR # 7	
00-2S-22-0635-0000-0060	6	ANDERSON GREGORY & SUZANNE	539 AZALEA DR	6	DESTIN	32541	FL	431 ANDERSON DR	
00-2S-22-0635-0000-0050	7	GALLOWAY ANDREW L	205 BENNING DR	5	DESTIN	32541	FL	205 BENNING DR UNIT 5	
00-2S-22-0635-0000-0040	8	GAGNON DENIS & DI FEBO CAROLYN	205 BENNING DR	4	DESTIN	32541	FL	P O BOX 5792	
00-2S-22-0635-0000-0030	9	ADLER MIKEL A	205 BENNING DR	3	DESTIN	32541	FL	205 BENNING DR #3	
00-2S-22-0635-0000-0020	10	MCGARVEY EDWARD J & VIVIEN	205 BENNING DR	2	DESTIN	32541	FL	716 LEGION DR	
00-2S-22-0635-0000-0010	11	HOLMES DAVID A & SUSAN	205 BENNING DR	1	DESTIN	32541	FL	205 BENNING DR #1	
00-2S-22-0310-000H-H07A	12	ENGVALL MARGARET WINTON					FL	416 KENSINGTON RD	
00-2S-22-0310-000H-H070	13	WINTON GEORGE P						1917 MILLBROOK DR	
00-2S-22-2168-0000-0080	14	WALTER GUIDO TRUST	415 ANNA ST		DESTIN	32541	FL	615 OVERBROOK DR	
00-2S-22-2168-0000-0070	15	WALTER GUIDO TRUST	413 ANNA ST		DESTIN	32541	FL	615 OVERBROOK DR	
00-2S-22-0000-0009-0000	16	CITY OF DESTIN	209 BEACH DR		DESTIN	32541	FL	4200 INDIAN BAYOU TRAIL	
00-2S-22-2165-0000-0060	17	WALTER GUIDO TRUST	411 ANNA ST		DESTIN	32541	FL	615 OVERBROOK DR	
00-2S-22-2165-0000-0050	18	WALTER GUIDO TRUST	409 ANNA ST		DESTIN	32541	FL	615 OVERBROOK DR	
00-2S-22-2165-0000-0040	19	WALTER GUIDO TRUST	407 ANNA ST		DESTIN	32541	FL	615 OVERBROOK DR	
00-2S-22-2165-0000-0030	20	WALTER GUIDO TRUST	405 ANNA ST		DESTIN	32541	FL	615 OVERBROOK DR	
00-2S-22-2165-0000-0020	21	WALTER GUIDO TRUST	403 ANNA ST		DESTIN	32541	FL	615 OVERBROOK DR	
00-2S-22-2165-0000-0010	22	WALTER GUIDO TRUST	401 ANNA ST		DESTIN	32541	FL	615 OVERBROOK DR	
00-2S-22-3083-000B-0010	23	SCHOENHERR JUERGEN K & CHRISTA	600 LEGION DR		DESTIN	32541	FL	600 LEGION DR	
00-2S-22-3083-000B-0020	24	WEBB JAMES R	602 LEGION DR		DESTIN	32541	FL	(ADDRESS UNKNOWN)	
00-2S-22-3083-000B-0030	25	CONN JULIAN T & DAVIS DESSIE M	604 LEGION DR		DESTIN	32541	FL	604 LEGION DR	
00-2S-22-3083-000B-0040	26	NORET BRIAN R	606 LEGION DR		DESTIN	32541	FL	140 LANCASTER AVE	
00-2S-22-3083-000B-0050	27	JOB KENNETH G & WANDA	608 LEGION DR		DESTIN	32541	FL	608 LEGION DR	
00-2S-22-3083-000B-0060	28	INGRAM DENISE M	610 LEGION DR		DESTIN	32541	FL	610 LEGION DR	
00-2S-22-3083-000B-0070	29	GEORGE SHELLY & TIMOTHY J JR	612 LEGION DR		DESTIN	32541	FL	612 LEGION DR	
00-2S-22-3083-000B-0080	30	WILSON DAVID & ROXIE M	614 LEGION DR		DESTIN	32541	FL	614 LEGION DR	
00-2S-22-3083-000B-0100	31	WILSON J A B III	618 LEGION DR		DESTIN	32541	FL	618 E LEGION DR	
00-2S-22-3083-000B-0110	32	BERKEY PHYLLIS	620 LEGION CT		DESTIN	32541	FL	620 E LEGION CT	
00-2S-22-3083-000B-0120	33	SWILLEY STEVEN & CHRISTINE E	622 LEGION CT		DESTIN	32541	FL	622 LEGION COURT	
00-2S-22-3083-000B-0130	34	HAYES CHARLIE W & DEE ANN	624 LEGION CT		DESTIN	32541	FL	624 LEGION CT	
00-2S-22-3083-000B-0180	35	CITY OF DESTIN	215 BEACH DR		DESTIN	32541	FL	4200 INDIAN BAYOU TRAIL	
00-2S-22-3083-000B-0170	36	CITY OF DESTIN	217 BEACH DR		DESTIN	32541	FL	4200 INDIAN BAYOU TRAIL	
00-2S-22-3083-000B-0160	37	FINN SCOTT S & SHARON R	219 BEACH DR		DESTIN	32541	FL	219 BEACH DR	
00-2S-22-3083-000B-0150	38	KEENER FAMILY TRUST	221 BEACH DR		DESTIN	32541	FL	C/O DON A KEENER	PO BOX 488
00-2S-22-3083-000B-0140	39	ROUNDTREE CHRISTINA M & MARK	626 LEGION CT		DESTIN	32541	FL	626 LEGION CT	
00-2S-22-3083-000A-0030	40	PARKS J L & ROORDA A J	605 LEGION DR		DESTIN	32541	FL	605 LEGION DR	
00-2S-22-3083-000A-0040	41	STEWART DARRELL E	607 LEGION DR		DESTIN	32541	FL	(ADDRESS UNKNOWN)	
00-2S-22-3083-000A-0050	42	DEVER HELGA	609 LEGION DR		DESTIN	32541	FL	PO BOX 277	
00-2S-22-3083-000A-0060	43	BROWNING ALVIN E	611 LEGION DR		DESTIN	32541	FL	611 E LEGION	
00-2S-22-3083-000A-0070	44	WALLEY REX D & KRISTEEN R	613 LEGION DR		DESTIN	32541	FL	613 LEGION DR	
00-2S-22-3083-000A-0080	45	HALL DORIS L	615 LEGION DR		DESTIN	32541	FL	615 LEGION DR E	
00-2S-22-3083-000A-0090	46	GARDNER TRAVIS A & GEORGE A	617 LEGION DR		DESTIN	32541	FL	617 LEGION DR	
00-2S-22-3083-000A-0100	47	STONE LARRY G & SYLVIA A	619 LEGION DR		DESTIN	32541	FL	619 LEGION DR	
00-2S-22-3083-000A-0130	48	PERKINS DAVID L & CONNIE R	625 LEGION DR		DESTIN	32541	FL	625 LEGION DR E	

00-2S-22-3083-000A-0140	49	JOWERS KARY A & JULIE A	301 BEACH DR			DESTIN	32541	FL	301 BEACH DR	
00-2S-22-2371-000P-0050	50	SLATER BRIAN K	304 BEACH DR			DESTIN	32541	FL	304 BEACH DR	
00-2S-22-2371-000P-0060	51	SUGARS CHRISTINA R	302 BEACH DR			DESTIN	32541	FL	302 BEACH DR	
00-2S-22-2371-000P-0070	52	GUIDINETTI ERICK S	701 LEGION DR			DESTIN	32541	FL	(ADDRESS UNKNOWN)	
00-2S-22-2371-000P-0100	53	FEDERAL NATIONAL MORTGAGE	305 SEAGULL LN			DESTIN	32541	FL	C/O SETERUS INC	14523 SW MILLIKEN WA
00-2S-22-2371-000P-0090	54	HUGHES TIMOTHY & BROWN KRISTIE	303 SEAGULL LN			DESTIN	32541	FL	303 SEAGULL LN	
00-2S-22-2371-000P-0080	55	ANDERSON JASON & ASHLEY ETAL	301 SEAGULL LN			DESTIN	32541	FL	301 SEAGULL LN	
00-2S-22-2371-000O-0030	56	ARNOLD SHIRLEY WINDHAM	302 SEAGULL LN			DESTIN	32541	FL	241 EAST WAYNE RD	
00-2S-22-2371-000O-0040	57	ALLRED JEFFREY	300 SEAGULL LN			DESTIN	32541	FL	(ADDRESS UNKNOWN)	
00-2S-22-0971-0000-0040	58	BENEFICIAL FLORIDA INC	708 LEGION DR	4		DESTIN	32541	FL	636 REGENCY BLVD	
00-2S-22-0971-0000-0050	59	KERSANAC MURI C & JAMES TIMOTH	708 LEGION DR	5		DESTIN	32541	FL	315 SPRING LANE	
00-2S-22-2140-0000-0010	60	STOCKWELL AMANDA C	220 ANN CIR	1		DESTIN	32541	FL	(ADDRESS UNKNOWN)	
00-2S-22-2140-0000-0020	61	O'BANNON PEGGY S	220 ANN CIR	2		DESTIN	32541	FL	344 L'ATRIUM	
00-2S-22-2336-0000-0010	62	LEDBETTER TOBY G	215 ANN CIR	1		DESTIN	32541	FL	330 OLEANDER AVE	
00-2S-22-2336-0000-0020	63	ROTH TONI A & LEDBETTER ROY W	215 ANN CIR	2		DESTIN	32541	FL	(ADDRESS UNKNOWN)	
00-2S-22-2336-0000-0030	64	COGGINS JOHN & LEE	215 ANN CIR	3		DESTIN	32541	FL	7904 SEVILLE DR	
00-2S-22-2336-0000-0040	65	COGGINS LISA L & JOHN W	215 ANN CIR	4		DESTIN	32541	FL	(ADDRESS UNKNOWN)	
00-2S-22-2335-0000-0110	66	DILLAHA RYAN	219 ANN CIR	A		DESTIN	32541	FL	219 ANN CIRCLE #A	
00-2S-22-2335-0000-011A	67	NGUYEN NGA BICH	219 ANN CIR	B		DESTIN	32541	FL	1821 MUSTANG ST	
00-2S-22-2335-0000-0120	68	GATLIN JERRY D & SUSAN R	704 LEGION DR			DESTIN	32541	FL	4702 VALLEY OAK DR	
00-2S-22-2335-0000-0130	69	FRED H LOWE FAMILY PARTNERS	700 LEGION DR			DESTIN	32541	FL	7816 MAUI CIRCLE	
00-2S-22-2335-0000-0140	70	FRED H LOWE FAMILY PARTNERS	214 BEACH DR			DESTIN	32541	FL	7816 MAUI CIRCLE	
00-2S-22-2335-0000-0150	71	FRED H LOWE FAMILY PARTNERS	212 BEACH DR			DESTIN	32541	FL	7816 MAUI CIRCLE	
00-2S-22-2335-0000-0160	72	BUCKHEAD HOLDING INC	BEACH DR					FL	127 NORTH PARTIN DR	
00-2S-22-0000-0001-017A	73	PFEIFFER LILI J	207 BEACH DR	B		DESTIN	32541	FL	10 APACHE COURT	
00-2S-22-0000-0001-017D	74	TRUST 207C BEACH DR DESTIN FL	207C BEACH DR			DESTIN	32541	FL	C/O NATHANIEL G LANDRY	2553 GRAND POPLAR S
00-2S-22-0000-0001-017B	75	PRITCHARD F E	207 BEACH DR	D		DESTIN	32541	FL	1072 ISLAND DR	
00-2S-22-0000-0048-0010	76	FIRST BAPTIST CHURCH						FL	OF DESTIN FLORIDA,INC	201 BEACH DR
00-2S-22-2166-0000-0010	77	DALTON CAROLYN S	669 SANDALWOOD DR			DESTIN	32541	FL	661 SANDALWOOD DR	
00-2S-22-2166-0000-0020	78	ROSSI ALEX A	667 SANDALWOOD DR			DESTIN	32541	FL	667 SANDALWOOD DR	
00-2S-22-2166-0000-0030	79	MACK ELIZABETH W	665 SANDALWOOD DR			DESTIN	32541	FL	PO BOX 804	
00-2S-22-2166-0000-0040	80	SCHOULS MARTHA	663 SANDALWOOD DR			DESTIN	32541	FL	3615 36TH ST	
00-2S-22-2166-0000-0050	81	DALTON CAROLYN D	661 SANDALWOOD DR			DESTIN	32541	FL	661 SANDALWOOD DR	
00-2S-22-2166-0000-0060	82	BONASERA TODD S	659 SANDALWOOD DR			DESTIN	32541	FL	1505 E PONDEROSA RD	
00-2S-22-2166-0000-0070	83	ULFERTS DEAN I	655 SANDALWOOD DR			DESTIN	32541	FL	(ADDRESS UNKNOWN)	
00-2S-22-2166-0000-0080	84	JENNER KATHERINE A	651 SANDALWOOD DR			DESTIN	32541	FL	704 ELISE LN	
00-2S-22-2166-0000-0090	85	JENNER KATHERINE A	649 SANDALWOOD DR			DESTIN	32541	FL	704 ELISE LN	
00-2S-22-2166-0000-0100	86	US BANK NATIONAL ASSOCIATION	647 SANDALWOOD DR			DESTIN	32541	FL	4801 FREDERICA ST	
00-2S-22-2166-0000-0110	87	LUNA GASPAR E & NORMA N	645 SANDALWOOD DR			DESTIN	32541	FL	645 SANDALWOOD DR	
00-2S-22-2166-0000-0120	88	BURKE GAIL	643 SANDALWOOD DR			DESTIN	32541	FL	PO BOX 1146	
00-2S-22-2167-0000-0130	89	NYSEWANDER DAN R & VICTORIA L	639 SANDALWOOD DR			DESTIN	32541	FL	639 SANDALWOOD DR	
00-2S-22-2167-0000-0140	90	JOHNSON MARK D & C WHALEN	637 SANDALWOOD DR			DESTIN	32541	FL	9207 CAPTIVA CR	
00-2S-22-2167-0000-0150	91	KOENIG ROBERT L & TINA L	635 SANDALWOOD DR			DESTIN	32541	FL	635 SANDALWOOD DR	
00-2S-22-2167-0000-0160	92	FOGLE MARK S	633 SANDALWOOD DR			DESTIN	32541	FL	633 SANDALWOOD DR	
00-2S-22-2167-0000-0170	93	LEMASTER JAMES & ALICE	631 SANDALWOOD DR			DESTIN	32541	FL	214 WINTERSTOWN RD	
00-2S-22-2167-0000-0180	94	BRAUER JILL A	629 SANDALWOOD DR			DESTIN	32541	FL	4121 AIKEN RD	
00-2S-22-2167-0000-0190	95	JACKSON JASON M	625 SANDALWOOD DR			DESTIN	32541	FL	3680 WINBROOKE LN	
00-2S-22-2167-0000-0200	96	BLACKBURN JAMES R	623 SANDALWOOD DR			DESTIN	32541	FL	PO BOX 1615	
00-2S-22-2167-0000-0210	97	MCKINNEY ANTHONY	621 SANDALWOOD DR			DESTIN	32541	FL	1574 VENICE AVE	
00-2S-22-2167-0000-0220	98	ODOM ROBERT M JR & KATIE M	619 SANDALWOOD DR			DESTIN	32541	FL	619 SANDALWOOD DR	

00-2S-22-2167-0000-0230	99	WOOD DOLORES M	617 SANDALWOOD DR		DESTIN	32541	FL	617 SANDAL WOOD DR
00-2S-22-2167-0000-0240	100	HILLGENBERG DAVID & G L	615 SANDALWOOD DR		DESTIN	32541	FL	615 SANDALWOOD DR
00-2S-22-2167-0000-0250	101	ANDERSEN JOANNE A	611 SANDALWOOD DR		DESTIN	32541	FL	PO BOX 641
00-2S-22-2167-0000-0260	102	FERMIN ZOILO A	609 SANDALWOOD DR		DESTIN	32541	FL	8094 RALEIGH ST
00-2S-22-2167-0000-0270	103	GOLDEN MILAGROS T & KASPER S	607 SANDALWOOD DR		DESTIN	32541	FL	607 SANDALWOOD DR
00-2S-22-2167-0000-0280	104	LEMASTER JAMES A & ALICE G	603 SANDALWOOD DR		DESTIN	32541	FL	214 WINTERSTOWN RD
00-2S-22-2167-0000-029A	105	O'BRIAN GEORGE E & DARLA R	605 SANDALWOOD DR		DESTIN	32541	FL	614 SANDALWOOD DR
00-2S-22-2167-0000-0300	106	PUTMAN CYNTHIA C	601 SANDALWOOD DR		DESTIN	32541	FL	PO BOX 43
00-2S-22-2167-0000-0310	107	CARON ROGER M	602 SANDALWOOD DR		DESTIN	32541	FL	602 SANDALWOOD DR
00-2S-22-2167-0000-0320	108	LEBLANC GREGORY M	604 SANDALWOOD DR		DESTIN	32541	FL	604 SANDALWOOD DR
00-2S-22-2167-0000-0330	109	LIANOS EDUARDO JR & STEPHANIE	606 SANDALWOOD DR		DESTIN	32541	FL	(ADDRESS UNKNOWN)
00-2S-22-2167-0000-0340	110	EDGE RAYMOND A	608 SANDALWOOD DR		DESTIN	32541	FL	608 SANDALWOOD DR
00-2S-22-2167-0000-0360	111	O'BRIAN GEORGE	614 SANDALWOOD DR		DESTIN	32541	FL	614 SANDALWOOD DR
00-2S-22-2167-0000-0370	112	HUENERBERG SCOTT R (HEIRS OF)	616 SANDALWOOD DR		DESTIN	32541	FL	(ADDRESS UNKNOWN)
00-2S-22-2167-0000-0380	113	MUREASAN REMUS M & MONICA	618 SANDALWOOD DR		DESTIN	32541	FL	618 SANDALWOOD DR
00-2S-22-2167-0000-0400	114	BOBBITT TRACY L	620 SANDALWOOD DR		DESTIN	32541	FL	620 SANDALWOOD DR
00-2S-22-2167-0000-0410	115	PATE JAMES D	622 SANDALWOOD DR		DESTIN	32541	FL	716 KELLY ST
00-2S-22-2167-0000-0420	116	ORTLIP PATRICIA GERRETS	624 SANDALWOOD DR		DESTIN	32541	FL	216 CLAYMORE DR
00-2S-22-2167-0000-0430	117	CALDWELL JOHN W	626 SANDALWOOD DR		DESTIN	32541	FL	626 SANDALWOOD DR
00-2S-22-2167-0000-0440	118	DICEBURG LLC	628 SANDALWOOD DR		DESTIN	32541	FL	9 BAYSHORE DR
00-2S-22-2167-0000-0610	119	DEWBERRY DAVID & VERA	523 SANDALWOOD CT		DESTIN	32541	FL	517 AZALEA DR
00-2S-22-2167-0000-0620	120	JENNER KATHERIN	521 SANDALWOOD CT		DESTIN	32541	FL	704 ELISE LN
00-2S-22-2167-0000-0630	121	DICEBURG LLC	519 SANDALWOOD CT		DESTIN	32541	FL	9 BAYSHORE DR
00-2S-22-2167-0000-0640	122	WALTER GUIDO TRUST	517 SANDALWOOD CT		DESTIN	32541	FL	615 OVERBROOK DR
00-2S-22-2167-0000-0650	123	WALTER GUIDO TRUST	515 SANDALWOOD CT		DESTIN	32541	FL	615 OVERBROOK DR
00-2S-22-2167-0000-0660	124	GARMONY RANDALL K	513 SANDALWOOD CT		DESTIN	32541	FL	513 SANDALWOOD CT
00-2S-22-2167-0000-0670	125	JENKINS SCOTT M	511 SANDALWOOD CT		DESTIN	32541	FL	(ADDRESS UNKNOWN)
00-2S-22-2167-0000-0680	126	NGUYEN THANG & TAMMY	509 SANDALWOOD CT		DESTIN	32541	FL	4918 KINGS WAY
00-2S-22-2167-0000-0690	127	BAILEY DEB TRUST			DESTIN	32541	FL	435 KEETER RD
00-2S-22-2167-0000-0700	128	NGUYEN THANG & TAMMY	505 SANDALWOOD CT		DESTIN	32541	FL	4918 KINGS WAY
00-2S-22-2167-0000-0710	129	NGUYEN THANG & TAMMY	503 SANDALWOOD CT		DESTIN	32541	FL	4918 KINGSWAY
00-2S-22-2167-0000-0720	130	MATTHEWS ELAINE K	501 SANDALWOOD CT		DESTIN	32541	FL	416 SPRING LANE
00-2S-22-3081-000E-0040	131	BAKER MAU TSEN	SEA VIEW DR				FL	621 SEAVIEW DR
00-2S-22-3081-000E-0030	132	BAKER MAU TSEN	621 SEA VIEW DR		DESTIN	32541	FL	621 SEAVIEW DR
00-2S-22-1015-0000-0000	133	BENNING DRIVE BUSINESS PARK					FL	HEADER RECORD
00-2S-22-1015-0000-00A0	134	ROBERT & BARBARA BAGBY TRUSTS	134 BENNING DR	A			FL	470 CAPTAINS CIRCLE
00-2S-22-1015-0000-00B0	135	CARR RICHARD D TRUST	134 BENNING DR	B	DESTIN	32541	FL	240 GULF SHORE DR #433
00-2S-22-1015-0000-00C0	136	BAGBY ROBERT TRST & CARR R TRS	134 BENNING DR	C			FL	134 BENNING DR
00-2S-22-0310-000H-H088	137	DST UNLIMITED LLC	128-132 BENNING DR		DESTIN	32541	FL	P O BOX 5239
00-2S-22-0313-0000-0CA0	138	EMERALD COAST BUSINESS PARK	124 BENNING DR		DESTIN	32541	FL	160 INDUSTRIAL PARK DR
00-2S-22-0313-0000-0010	139	HOGLIFE LLC	124 BENNING DR	1	DESTIN	32541	FL	1 COOSA CT
00-2S-22-0310-000E-E16L	140	DESTIN WATER USERS INC					FL	PO BOX 308
00-2S-22-0310-000E-E16C	141	BELL MIKE & SHELIA & PAK MARK					FL	2440 EMERALD DR
00-2S-22-0310-000E-E16G	142	VANZO AMY	531 SEA HILLS DR		DESTIN	32541	FL	(ADDRESS UNKNOWN)
00-2S-22-0310-000E-E16K	143	DESTIN WATER USERS INC	135 BENNING DR		DESTIN	32541	FL	PO BOX 308
00-2S-22-0310-000E-E16F	144	DEARMON ALICE F TRUST					FL	523 SEA HILLS DR
00-2S-22-0310-000E-E16M	145	DEARMON ALICE F TRUST					FL	523 SEAHILLS DR

Section 2

Advance Notification

2-1 Advance Notification Package

2-2 Preliminary Environmental Documentation

2-3 Agency Responses

Advance Notification Package

Public Services Department

4200 Indian Bayou Trail | Destin, FL 32541 | Phone: 850-837-6869| Fax: 850-837-9693 | www.cityofdestin.com

April 1, 2015

Ms. Lauren Milligan, Environmental Manager
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Boulevard, Mail Station 47
Tallahassee, Florida 32399-3000

Re: Advance Notification
Destin Cross Town Connector
City of Destin, Florida

Dear Ms. Milligan:

The Advance Notification (AN) Package for the above referenced project is being submitted by the City of Destin for distribution to State agencies that may have a regulatory interest in this project. We are also distributing the AN Package to local and federal agencies as noted in the attached distribution list.

This is a Federal aid action; however, since the proposed action is not on the State Highway System network, the City of Destin will be the lead agency. The determination of the class of action will be based upon environmental evaluations and comments from other agencies. A review for consistency with the Coastal Zone Management Act and Presidential Executive Order 12372 is required by 15 CFR 930 because Federal funds are anticipated to be involved.

In addition, please review this project for consistency, to the maximum extent feasible with the approved Comprehensive Plan of the local government jurisdictions pursuant to Chapter 163, Florida Statutes.

Consistency reviewers have 45 days from the receipt of the AN to provide their comments. Once you have received their comments, please supply a summary and consistency determination for your agency within 60 days of receipt of the AN. If you need more review time, send a written request for an extension to the project's consultant, at the address below, within the initial 60 day comment period.

Any comments should be addressed to:

Cathie Cash, PD&E Project Manager
Atkins North America, Inc.
2639 North Monroe Street, Building C
Tallahassee, Florida 32303

Your expeditious handling of this notice is greatly appreciated.

Sincerely,

David O. Campbell

David O. Campbell, P.E.
Public Services Director
City of Destin

Attachments: Advance Notification Package Transmittal List
Advance Notification Package

OMB Number: 4040-0004
Expiration Date: 04/31/2012

Application for Federal Assistance SF- 424 Version 02

*1. Type of Submission:	*2. Type of Application	* If Revision, select appropriate letter(s)
☐ Preapplication	☒ New	
☒ Application	☐ Continuation	*Other (Specify)
☐ Changed/Corrected Application	☐ Revision	_____

3. Date Received:	4. Applicant Identifier:

5a. Federal Entity Identifier:	*5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:	7. State Application Identifier:

8. APPLICANT INFORMATION:

*a. Legal Name: City of Destin

*b. Employer/Taxpayer Identification Number (EIN/TIN):	*c. Organizational DUNS:
N/A	N/A

d. Address:

*Street 1: 4200 Indian Bayou Trail
Street 2:
*City: Destin
County: Okaloosa
*State: Florida
Province:
*Country: United States of America
*Zip / Postal Code 32541

e. Organizational Unit:

Department Name:	Division Name:
N/A	N/A

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: Ms. *First Name: Cathie
Middle Name: _____
*Last Name: Cash
Suffix: _____

Title: Project Manager

Organizational Affiliation:
Atkins Engineering

*Telephone Number: (850)575-1800 Fax Number:

*Email: Cathie.Cash@atkinsglobal.com

OMB Number: 4040-0004
Expiration Date: 04/31/2012

Application for Federal Assistance SF-424 Version 02

***Applicant Federal Debt Delinquency Explanation**

The following should contain an explanation if the Applicant organization is delinquent of any Federal Debt.

PROJECT DESCRIPTION

The proposed project would provide 0.4 mile of new ultimately four-lane roadway from Benning Drive to Beach Drive in the City of Destin, Florida (**Figure 1**). The provision of this segment of road would link the west-east Azalea Drive with the west-east Legion Drive. By providing a connecting link between Azalea Drive and Legion Drive, a continuous roadway from Stahlman Avenue to the intersection of Airport Road with US 98 would be provided.

The proposed ultimate roadway would be a four-lane divided urban typical section with two 11-foot lanes and a 4-foot bicycle lane in each direction separated by a 15.5 foot median within a 110 feet of right-ofway (**Figure 2**). Type F curb and a ten-foot sidewalk will be provided along each side of the roadway. Drainage will be collected in a closed stormwater system and conveyed to a retention pond(s).

Two intersection configurations are being considered for the connections to Benning Drive and Beach Drive: a typical four-leg intersection and a round-about intersection.

Figure 1: Project Location Map

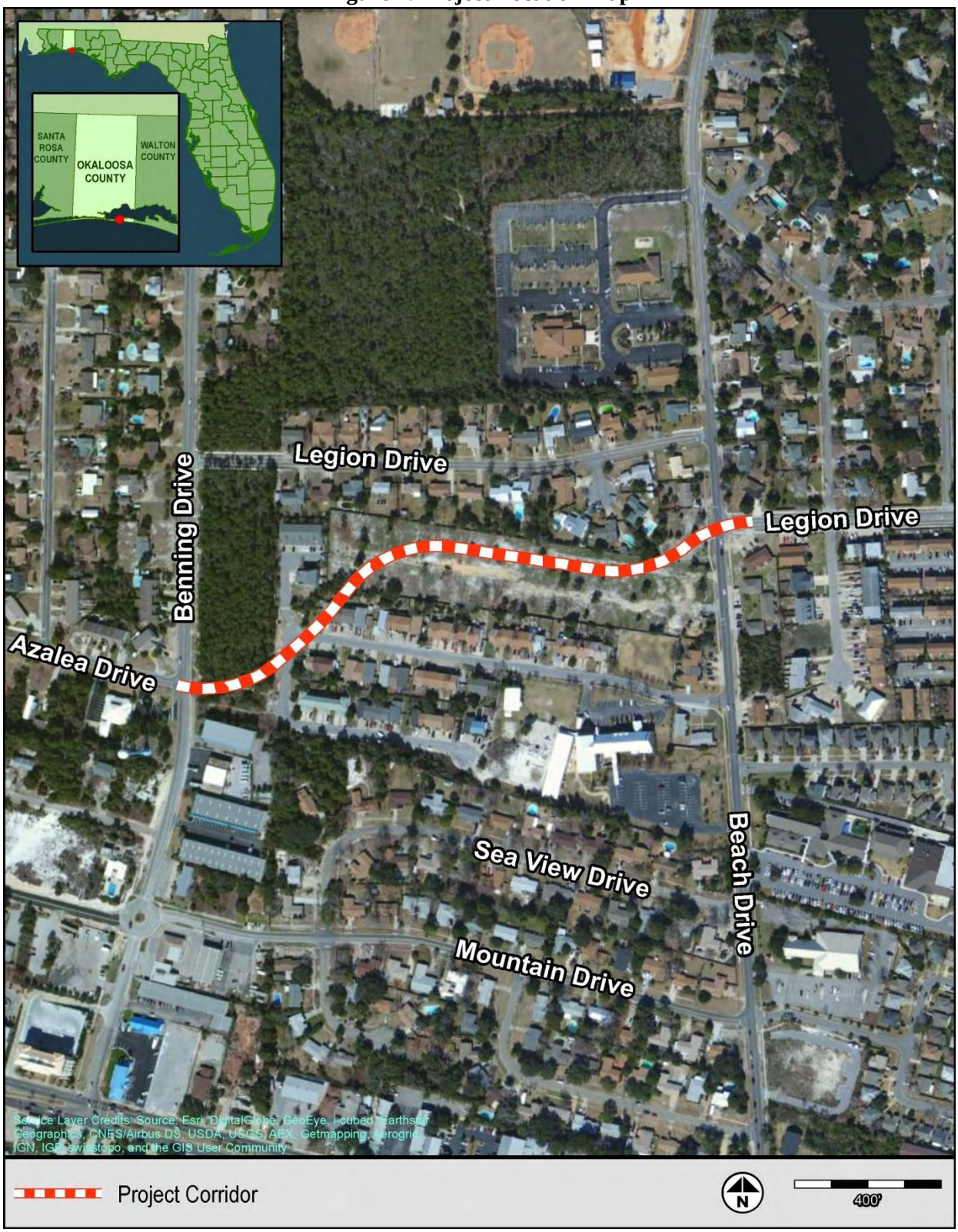
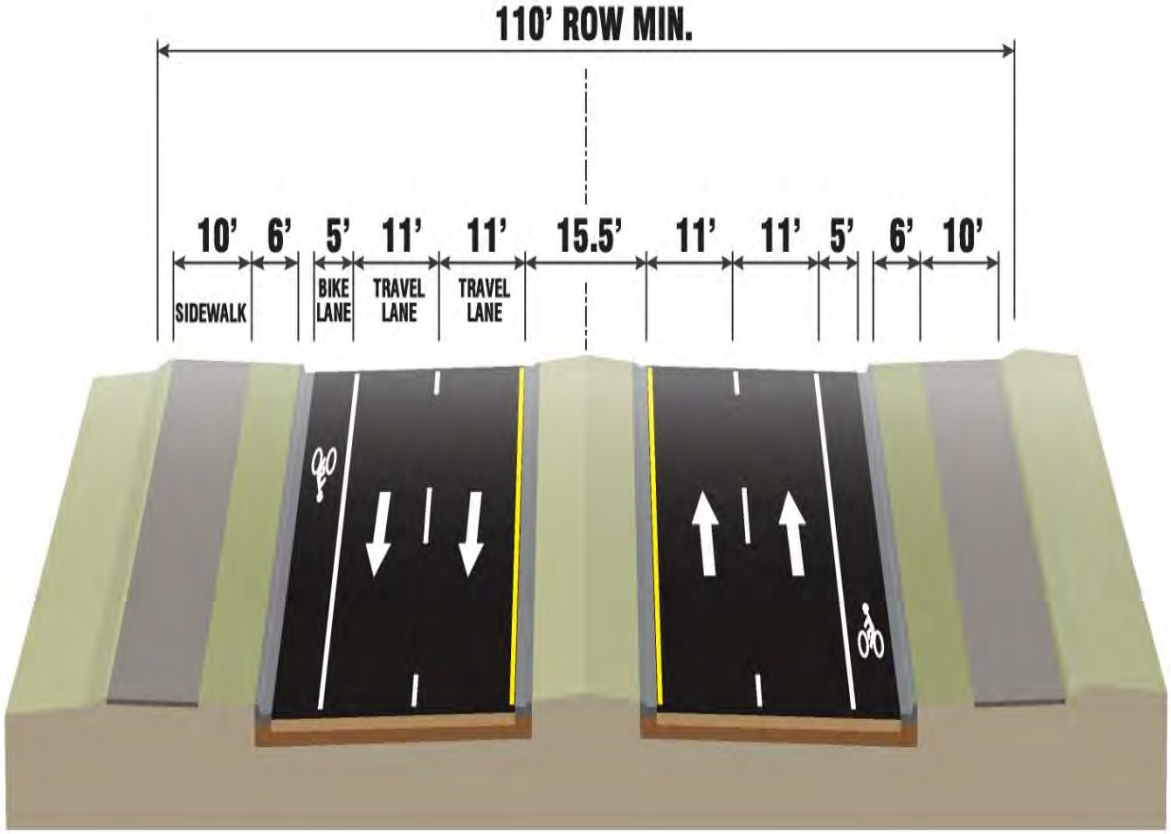


Figure 2: Proposed Typical Section



PURPOSE AND NEED STATEMENT

PURPOSE

The primary purpose of the proposed Destin Cross Town Connector project is to complete a missing link in the local transportation network between Azalea Drive at Benning Drive and Legion Drive at Beach Drive that would provide a continuous west-east route for local traffic and reduce congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) consistent with the Okaloosa-Walton Transportation Planning Organization's (TPO) *2035 Long Range Transportation Plan* (LRTP) and the City of Destin's *2020 Comprehensive Plan Transportation Element Policy 2.1.1.1 through 2.1.1.4 and 2-1.3.16*. Secondary purposes are to improve interconnectivity of the local multi-modal transportation network and enhance the safety of the users of the transportation network.

NEED

The need for the proposed action is based on several factors. The proposed new segment of road is needed to connect two roadways (Azalea Drive and Legion Drive, which becomes Airport Road); thereby providing a continuous west-east route from Stahlman Avenue to SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway). This continuous west-east route would serve as an alternative to SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) to relieve congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) and would complete one of several projects to improve the interconnectedness of the transportation system within Destin's Multimodal Transportation District. The proposed action is also needed to improve the operational characteristics and future capacity needs of the transportation system to meet the projected traffic volumes and improve safety.

System Linkage

The proposed project would provide a missing link in the local transportation network. By connecting Azalea Drive at Benning Drive to Legion Drive at Beach Drive, the proposed project would provide a continuous route from Stahlman Avenue to SR 30 (US 98/ Harbor Boulevard/Emerald Coast Parkway), a distance of approximately 1.6 miles. The absence of this connection requires local traffic to utilize either SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) or one of three circuitous routes using neighborhood streets to access destinations on the opposing side of the city.

Roadway Capacity

The Okaloosa Walton TPO *Congestion Management Process Plan* (CMPP), adopted February 2013, identifies SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) from East Pass Bridge (west end) to Gulf Shore Drive as backlogged (**Table 1**). The maximum daily capacity for this roadway to maintain the LOS standard is 36,700 (LOS D). The average AADT between 2002 and 2011 is 48,860, 33.1 percent more traffic than the maximum allowed.

Table 1: AADT and Level of Service on SR 30/US 98 from East Pass Bridge (west end) to Gulf Shore Drive*

LOS (STD) and Max Vol.	AADT			Peak Hour/ Peak Direction		
	Analysis Year	AADT Volume	AADT LOS	LOS (STD)/ Max Vol.	Volume	LOS
(D) 36,700	2002	48,250	F	(D) 1,960	2,574	F*
	2003	52,000	F		2,774	F*
	2004	51,050	F		2,724	F*
	2005	51,800	F		2,764	F*
	2006	50,750	F		2,708	F*
	2007	50,250	F		2,681	F*
	2008	47,500	F		2,534	F*
	2009	40,500	F		2,161	F*
	2010	45,000	F		2,401	F*
	2011	51,500	F		2,748	F*
	2016	56,860	F		3,033	F*
	2021	62,778	F		3,349	F*

*Source: *Congestion Management Process Plan*, Okaloosa-Walton TPO, February 2013 and Florida Traffic Online.

Transportation Demand

SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) from the west end of the East Pass Bridge to Gulf Shore Drive has been operating at LOS F since 2002 and is projected to remain at LOS F through the year 2021. The Average Annual Daily Traffic (AADT) volumes range from a low of 40,500 in 2009 to a high of 62,778 in 2021.

The proposed Destin Cross Town Connector would provide the link required to complete an alternative corridor to the highly congested section of US 98 from Stahlman Ave to Airport Road. With US 98 being congested, some local drivers will divert to the alternative route thereby reducing congestion on US 98.

Relief to Parallel Facilities

SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) is the only west-east through route on the Choctawhatchee peninsula and is heavily congested, especially during tourist season. The proposed project would relieve congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) by diverting local traffic off this facility. It would also serve as an alternative for local through traffic utilizing residential streets to avoid the congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway). These local streets include Mountain Drive, Kelly Street, and non-parallel streets (Benning Drive, Beach Drive, and Main Street) that provide connections to the parallel streets to create a route that avoids SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway).

Modal Interrelationships

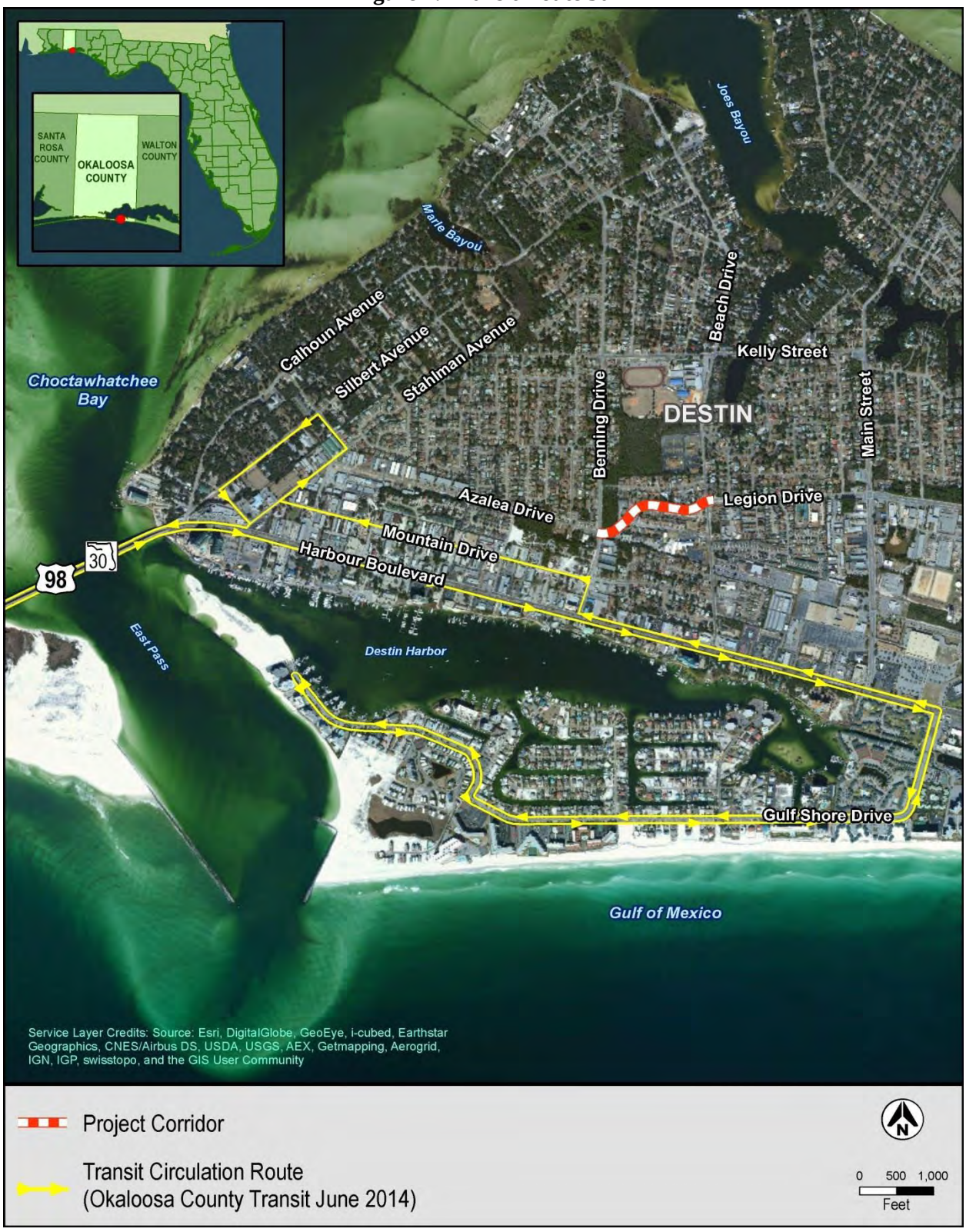
The proposed project is located within the City of Destin's Multimodal Transportation District (MMTD), established in 2006 by a Comprehensive Plan amendment. In addition to requiring a system for assessing concurrency requirements for new development based on pedestrian-oriented site design and multimodal

infrastructure development, the comprehensive plan amendment provided policies for expanding pedestrian and bicycle facilities, enhanced transit coverage and service, and development of an interconnected street network, among others. The intent of improving the interconnectedness of the street network (Policy 2-1.3.7) is to provide an alternative route to Harbor Boulevard/ Emerald Coast Parkway (SR 30/ US 98) for local traffic.

Existing bicycle and pedestrian facilities on the principal roads in the project area include: dedicated bicycle lanes on both sides of Benning Drive and a sidewalk on the east side of the road; sidewalks on both sides of Beach Drive, but no bicycle lanes; a sidewalk on the north side of Azalea Drive except within a block of the intersection of Azalea Drive with Benning Drive where the sidewalk crosses to the south side of the road and no bicycle lanes; and sidewalks on both sides of Legion Drive, but no bicycle lanes. The proposed bicycle and pedestrian facilities associated with the Destin Cross Town Connector will compliment the local Multimodal Transportation District and further improve the existing network of bicycle lanes and sidewalks located adjacent to the study area.

Transit in Destin is provided in partnership with Okaloosa County Transit. There are three routes in the City of Destin, all of which use a segment of SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway). The transit route closest to the study area is Route 30 (Destin Connector), shown in **Figure 1**. It connects Okaloosa Island to Gulf Shore Drive and operates every 20 minutes during the summer and every 45 minutes during the winter. Reduction in congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) would likely improve transit service by either shortening travel time or facilitating the arrival of transit vehicles on schedule.

Figure 1: Transit Route 30



Safety

However, FDOT crash records from 2009 to 2013 were obtained and analyzed for SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway). As shown in **Table 2**, the area between Benning Drive and Beach Drive experienced a total of 82 crashes within the five year period. Of these, more than half (46) were unrelated to traffic entering or existing either intersection. Most crashes were the result of rear-end collisions, but there was one collision with a pedestrian and one with a utility pole, resulting in 53 injuries and one fatality.

Table 2: 2009-2013 Crash Data for SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) from 500 feet west of Benning Drive to 500 feet east of Beach Drive

Year	Total Crashes	Statewide Average Crash Rate	Actual Crash Rate	Safety Ratio
2009	7	2.941	0.945	0.321
2010	9	2.941	1.215	0.413
2011	18	2.941	2.123	0.722
2012	18	2.941	2.457	0.836
2013	30	2.941	3.682	1.252

Note: Crash rates are per million vehicles. Source: FDOT Crash Analysis Reporting System.

Except for 2013, this segment of SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) is actually below the average crash rate for similar facilities. The following additional segments of SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) (provided by milepost) within the larger study area are designated as high crash segments:

- MP 17.449 to 17.476 (Calhoun Avenue)
- MP 21.347 to 21.747 (Walmart Shopping Center entrance, Henderson Beach Rd., Plantation Commons entrances)
- MP 22.447 to 22,547 (Matthews Boulevard)
- MP 22.547 to 22.767 (Crystal Beach Plaza and SR 263)

Table 2 shows a trend of increasing crash rates and increasing safety ratios within the segment of SR 30 (US 98/ Harbor Boulevard/Emerald Coast Parkway) between Benning Drive to Beach Drive. Without alleviating congestion, this trend could be expected to continue.

Emergency Evacuation

SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) is the only through route that travels the length of the Choctawhatchee peninsula and, therefore, is critical for the delivery of fire, police, and other emergency services. The congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) is a source of delay in the delivery of these services. The combination of a reduction in congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) and the provision of an alternative route for emergency vehicles would improve delivery of emergency services.

Social Demands and Economic Development

The Okaloosa Walton 2035 *LRTP* projects a population increase in Okaloosa County of 52,751 people between 2006 and 2035. An analysis of the population assigned to the NWFRPM traffic analysis zones

(TAZs) in the project area show that the project area is forecasted to experience a 20 percent increase in population between 2015 and 2035.

The TPO's *Regional Freight Network Plan – Highways of Commerce,* identifies existing and future "highways of commerce". "Highways of commerce" are associated with economic activity that generates or attracts significant amounts of freight or results in the need to transfer freight from one mode to another. They may also be associated with military installation and their suppliers. "Highways of commerce" are part of Florida's Strategic Intermodal System (SIS) which is a statewide network of highpriority transportation facilities. Within the vicinity of the Destin Cross Town Connector study area, SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) is "designated as a highway of commerce."

The TPO's *Regional Freight Network Plan – Highways of Commerce* indicates that SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) serves defense, aerospace and electronics manufacturers located near Hurlburt Field (on US 98 west of and adjacent to the City of Fort Walton Beach). The primary issue affecting this roadway's effectiveness in meeting the needs of this industry is congestion/delay.

Delivery of goods and services to local businesses is also hampered by this congestion, especially during tourist season, and by pedestrian traffic. Through trucks are able to avoid congestion by using longer alternate routes, but this option is not available to local delivery trucks, creating a reliability problem in the collection and/or delivery of goods and services.

The Destin Cross Town Connector project could alleviate some of the issues identified in the *Regional Freight Network Plan* by alleviating congestion and delay on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) through the diversion of local traffic.

Plan Consistency

The proposed improvements for the new roadway connection are consistent with the planned improvements in the City of Destin *2020 Comprehensive Plan Transportation Element Policies 2-1.1.1 through 2-1.1.4* as follows:

> **Policy 2-1.1.1: Pursue Additional Road Corridor Improvements.** The City shall continue to pursue the acquisition of rights-of-way, the design and the construction of multimodal facilities for future and existing corridors that will facilitate the east-west and north–south movement of all modes of transportation as shown on Maps 2-1 and 2-2 of this Transportation Element.
>
> **Policy 2-1.1.2: Relieve Congestion.** Any new roadway improvement related to Policy 21.1.1 shall contribute to automobile congestion relief on Harbor Boulevard/US Highway 98 East/Emerald Coast Parkway and existing north-south corridors by providing alternatives for local traffic.
>
> **Policy 2-1.1.3: Maintain New Road Corridor Alignments.** The City shall continue to implement the multimodal corridor management plan that identifies alignment opportunities and challenges for all modes of transportation, including parallel facilities for

Harbor Boulevard/Emerald Coast Parkway and Main Street shown on Maps 2-1 and 2-2 of this Transportation Element.

Policy 2-1.1.4: Rights-of-Way (ROW) for Additional Access Road. The City shall acquire the necessary ROW east of Azalea Drive/Mountain Drive to complete the east/west route and north-south connections referenced in Policy 2-1.1.1 above. Nothing in this policy shall prohibit the City from accepting or obtaining the necessary rights-ofway in advance of 2020.

The proposed project is consistent with the Okaloosa Walton TPO 2035 *LRTP Cost Feasible Plan* adopted March 15, 2012 which shows the design phase of the project as occurring in Fiscal Year 2015-2020, the right-of-way acquisition phase as occurring in 2026-2030, and the construction phase occurring in 2031-2035.

Further, the proposed project is also listed in the 2015-2019 Transportation Improvement Program (TIP), adopted June 26, 2014 and amended August 21, 2014, as Project Number EN615: Corridor Management Plan – Section 2 E/W Alignment (Beach Drive to Benning Drive) Preliminary Engineering in 2014/2015 (Section 2 – Capacity, Page 15).

The project is also consistent with recommendations of the Northwest Florida Transportation Corridor Authority (NFTCA) *2013 Master Plan* (adopted April 2013). The NFTCA was created to improve mobility in Northwest Florida. It does this by identifying and promoting transportation projects that "improve mobility, promote economic development, enhance traveler safety, improve hurricane evacuation, and alleviate traffic congestion". The NFTCA *2013 Master Plan* documents the qualitative and cost benefit analyses of 36 transportation projects across the region. Project Number 19, the Destin Cross Town Connector, was ranked overall as the number 1 project (page ES-4).

Preliminary Environmental Documentation

Preliminary Environmental Discussion
ETDM Project #14200
Destin Crosstown Connector
Okaloosa County, Florida
Programming Screen
FDOT District Three

Social and Economic

Land Use

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis District 3 Generalized Land Use identified residential with 26.3 acres (45.3%), vacant residential with 5.9 acres (10.1%), institutional with 3.8 acres (6.59%), and retail/office with 1.6 acres (2.68%) as the four major existing land uses within the 500-foot buffer distance.

The Future Land Use as shown in the EST identified residential/medium more than Residential Low (RL); <13 dwelling units, public/semi-public/government/institutional; and commercial, office, tourism, marina as the future land uses along the project corridor within the 500-foot buffer distance. The Okaloosa County Future Land Use Map does not include this portion of Destin. The City of Destin Future Land Use Map along with the Future Land Use Element is in the process of being updated. The other chapters of Destin's *2020 Comprehensive Plan* have been submitted to the Department of Economic Opportunity (DEO) for review and have been approved by DEO

The proposed improvements for the new roadway connection are consistent with the planned improvements in the City of Destin *2020 Comprehensive Plan Transportation Element Policies 2-1.1.1* through 2-1.1.4 as follows:

Policy 2-1.1.1: Pursue Additional Road Corridor Improvements. The City shall continue to pursue the acquisition of rights-of-way, the design and the construction of multimodal facilities for future and existing corridors that will facilitate the east-west and north–south movement of all modes of transportation as shown on Maps 2-1 and 2-2 of this Transportation Element.

Policy 2-1.1.2: Relieve Congestion. Any new roadway improvement related to Policy 2-1.1.1 shall contribute to automobile congestion relief on Harbor Boulevard/US Highway 98 East/Emerald Coast Parkway and existing north-south corridors by providing alternatives for local traffic.

Policy 2-1.1.3: Maintain New Road Corridor Alignments. The City shall continue to implement the multimodal corridor management plan that identifies alignment opportunities and challenges for all modes of transportation, including parallel facilities for Harbor Boulevard/Emerald Coast Parkway and Main Street shown on Maps 2-1 and 2-2 of this Transportation Element.

Policy 2-1.1.4: Rights-of-Way (ROW) for Additional Access Road. The City shall acquire the necessary ROW east of Azalea Drive/Mountain Drive to complete the east/west route and north-south connections referenced in Policy 2-1.1.1 above. Nothing in this policy shall prohibit the City from accepting or obtaining the necessary rights-of-way in advance of 2020.

The proposed project is consistent with the Okaloosa Walton Transportation Planning Organization's (TPO) *2035 Long Range Transportation Plan* (LRTP) *Cost Feasible Plan* (CFP) adopted March 15, 2012, which shows the design phase of the project as occurring in Fiscal Year 2015-2020, the right-of-way acquisition phase as occurring in 2026-2030, and the construction phase occurring in 2031-2035.
Further, the proposed project is also listed in the *2015-2019 Transportation Improvement Program (TIP)*, adopted June 26, 2014 and amended August 21, 2014, as Project Number EN615: Corridor Management Plan – Section 2 E/W Alignment (Beach Drive to Benning Drive) Preliminary Engineering in 2014/2015 (Section 2 – Capacity, Page 15).

The project is also consistent with recommendations of the Northwest Florida Transportation Corridor Authority (NFTCA) *2013 Master Plan* (adopted April 2013). The NFTCA was created to improve mobility in Northwest Florida. It does this by identifying and promoting transportation projects that "improve mobility, promote economic development, enhance traveler safety, improve hurricane evacuation, and alleviate traffic congestion". The NFTCA *2013 Master Plan* documents the qualitative and cost benefit analyses of 36 transportation projects across the region. Project Number 19, the Destin Cross Town Connector, was ranked overall as the number 1 project (page ES-4).

The proposed project is expected to result in minimal involvement with land use resources.

Social

Social resources are listed in Contaminated Sites, Aesthetics, Land Use, Economic, Mobility, Recreation Areas, and Historic and Archaeological Sites.

The Environmental Screening Tool (EST) Sociocultural Data Report (SDR) was used for demographic data (the SDR can be found within the Community Coordination of the EST). The SDR uses the Census 2012 American Community Survey (ACS) data and reflects the approximation of the population based on area of the 500-ft. buffer intersecting the census block groups along the project corridor. Using the 500-ft buffer, the SDR identified the following demographics.

Population and Income

The SDR identified 110 households with a population of 256 people. The median family income is $52,418. Several households are below poverty level (9.09%), but no household receives public assistance.

Race and Ethnicity

The minority population makes up 15.62% of the total population comprising mainly of "Some Other Race Alone" with a population of 21 people (8.2%), "Claimed 2 or More Races" with a population of 11 (4.3%), and "Black or African American Alone" with a population of 8 people (3.12%) within the 500-foot buffer distance. There are 28 people (10.94%) that have a "Hispanic or Latino of Any Race" ethnicity. Also, based on the 2010 Census Block Data, there are no minority populations greater than 40% in the project area.

Age and Disability

The median age is 36 and persons age 65 and over comprise 11.72% of the population. There are 13 people (7.14%) between the ages of 16 and 64 that have a disability.

Language

There are not any people that speak English "not at all" and 19 people (7.95%) that speak English "not well". Based on the demographic data it appears that Spanish is the other language spoken. Written translation obligations under "safe harbor" are expected for this project since the eligible Limited English Proficiency (LEP) language group meets the threshold (constitute 5 percent or 1,000 persons or more in a project area speak a language other than English per the FDOT PD&E Manual, Part 1, Chapter 11, Section 11.2.4). Refinement of the LEP population totals and requirements will be further evaluated in Project Development as part of the Sociocultural Effects (SCE) Evaluation.

The EST Geographic Information System (GIS) analysis identified two social service facilities: First Baptist Church of Destin Child Development Center and Jacob's Ladder Preschool; three group care facilities: Destin United Methodist Children Development, Destin Christian Academy, and First Baptist Child Development; and an Office of Greenways and Trails (OGT) Hiking Trail Priority and Multi-Use Trail Opportunity: Great Northwest Coastal Trail Corridor is within the 500-foot buffer distance. The Great Northwest Coastal Trail Corridor is not an existing trail and the trail is currently not shown on the Florida Greenways and Trails System Plan (2013 – 2017).

This project will be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968, along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice), which ensures that minority and/or low-income households are neither disproportionably adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994). The proposed project is expected to result in minimal involvement with social resources.

Relocation Potential

The project is within the city limits of Destin, Florida. The Environmental Screening Tool (EST) Geographic Information System (GIS) category District 3 Generalized Land Use identifies residential, vacant residential, institutional, and retail/office as the four major existing land uses within the 500-foot buffer distance. The Northwest Florida Water Management District (NWFWMD) Residential Areas 2010 data shows that residential areas within the project's 500-ft. buffer distance include 20.8 acres (35.73%) of medium density, fixed single family units; 12.6 acres (21.6%) of high density, multiple dwelling units, low rise (three stories or less); and 5 acres (8.66%) of high density, fixed single family units. The project is initially proposed to be 0.4 mile of new two-lane roadway from Benning Drive to Beach Drive. Ultimately the proposed project is part of a larger project that would provide a four lane roadway from Stahlman Avenue to the intersection of Airport Road and SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway). Residential areas flank both sides of the corridor which is mainly on open land. The proposed project will be designed to minimize the need for relocations; however, should relocations be required, a Conceptual Stage Relocation Plan (CSRP) that includes information on available replacement property and relocation assistance will be prepared.

The proposed project is expected to result in minimal involvement with relocation.

Farmlands

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any farmlands within the 500-foot buffer distance. The project is expected to result in no involvement with farmlands.

Aesthetic Effects

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis District 3 Generalized Land Use identified residential with 26.3 acres (45.3%), vacant residential with 5.9 acres (10.1%), Institutional with 3.8 acres (6.59%), and retail/office with 1.6 acres (2.68%) as the four major existing land uses within the 500-foot buffer distance. The NWFWMD Residential Areas 2010 data shows that residential areas include 20.8 acres (35.73%) of medium density, fixed single family units; 12.6 acres (21.6%) of high density, multiple dwelling units, low rise (three stories or less); and 5 acres (8.66%) of high density, fixed single family units within the 500-foot buffer distance.

The proposed project is expected to result in minimal involvement with aesthetic resources and will be analyzed in detail during Project Development.

Economic

There are no Developments of Regional Impact (DRI) or Planned Unit Developments (PUD) shown within the 500-foot buffer distance.

The Okaloosa Walton *2035 LRTP* projects a population increase in Okaloosa County of 52,751 people between 2006 and 2035. An analysis of the population assigned to the Northwest Florida Regional Planning Model (NWFRPM) traffic analysis zones (TAZs) in the project area show that the project area is forecasted to experience a 20 percent increase in population between 2015 and 2035.

The TPO's *Regional Freight Network Plan – Highways of Commerce,* identifies existing and future "highways of commerce" and transportation improvements needed to enhance the economic competitiveness in the region. Within the vicinity of the Destin Cross Town Connector study area, SR 30 (US 98/Harbor Boulevard/ Emerald Coast Parkway) is the only highway "designated a highway of commerce"; however, Airport Road, Main Street and Benning Drive carry truck traffic, as well.

SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) serves defense, aerospace and electronics manufacturers located near Hurlburt Field (on US 98 west of and adjacent to the City of Fort Walton Beach). The primary issue affecting this roadway's effectiveness in meeting the needs of this industry is congestion/delay.

Locally, delivery of goods and services to local businesses is hampered by this congestion, especially during tourist season, and by pedestrian traffic. Jaywalking is common and vehicle traffic is reduced to a slow crawl. Side street signal activations are more common and signal progressions are increased. Through trucks are able to avoid these problems by using longer alternate routes, but this option is not available to local delivery trucks, creating a reliability problem.

The proposed project will enhance regional connectivity.

Mobility

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified several Bus Transit Routes within the 500-foot buffer distance. Transit in Destin is provided in partnership with Okaloosa County Transit. There are three routes in the City of Destin, all of which use a segment of SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway). No transit routes are located along the project study

area. The transit route closest to the study area is Route 30 (Destin Connector), which is located south of this project. It connects Okaloosa Island to Gulf Shore Drive and operates every 20 minutes during the summer and every 45 minutes during the winter.

SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) is the only west-east through route on the Choctawhatchee peninsula and is heavily congested, especially during tourist season. The proposed project would relieve congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) by diverting local traffic off this facility. It would also alleviate local through traffic utilizing residential streets to avoid the congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway). These local streets include Mountain Drive, Kelly Street, and non-parallel streets (Benning Drive, Beach Drive, and Main Street) that provide connections to the parallel streets and create a route that avoids SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway).

The proposed project is located within the City of Destin's Multimodal Transportation District (MMTD), established in 2006 by a comprehensive plan amendment. In addition to requiring a system for assessing concurrency requirements for new development based on pedestrian-oriented site design and multimodal infrastructure development, the comprehensive plan amendment provided policies for expanding pedestrian and bicycle facilities, enhanced transit coverage and service, and development of an interconnected street network, among others. The intent of improving the interconnectedness of the street network (Policy 2-1.3.16) is to provide an alternative route to SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) for local traffic.

Existing bicycle and pedestrian facilities on the principal roads in the project area include: dedicated bicycle lanes on both sides of Benning Drive and a sidewalk on the east side of the road; sidewalks on both sides of Beach Drive, but no bicycle lanes; a sidewalk on the north side of Azalea Drive except within a block of the intersection of Azalea Drive with Benning Drive where the sidewalk crosses to the south side of the road and no bicycle lanes; and sidewalks on both sides of Legion Drive, but no bicycle lanes. The proposed bicycle and pedestrian facilities associated with the proposed project will complement the local MMTD and further improve the existing network of bicycle lanes and sidewalks located adjacent to the study area.

SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) is the only through route that travels the length of the Choctawhatchee peninsula and, therefore, is critical for the delivery of fire, police, and other emergency services. The congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) is a source of delay in the delivery of these services. The combination of a reduction in congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) and the provision of an alternative route for emergency vehicles would improve delivery of emergency services.

The Destin Cross Town Connector project could alleviate some of the issues identified in the *Regional Freight Network Plan* by alleviating congestion and delay on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) through the diversion of local traffic.
The proposed project will enhance mobility resources.

Cultural

Section 4(f) Potential
Refer to the Historic and Archaeological Sites and Recreation Areas issues for Section 4(f) Potential.

Historic and Archaeological Sites
The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified no historic and archeological resources within the 500-foot buffer distance. A Cultural Resource Assessment (CRA) will be conducted to verify this in Project Development.

The proposed project is anticipated to have no involvement with historic and archaeological sites.
Section 4(f) Potential*:* Section 4(f) involvement is unknown at this time and will depend on the results of the CRA. There may be involvement if any NRHP-eligible resources are identified.

Recreation Areas
The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified two outdoor recreational areas at the Emerald Coast Business Park and Destin Garden Townhomes within the 500-foot project buffer area. Also, the Office of Greenways and Trails (OGT) Hiking Trail Priority and Multi-Use Trail Opportunity, Great Northwest Coastal Trail Corridor is within the 500-foot buffer distance. This is not an existing trail and the trail is currently not shown on the Florida Greenways and Trails System Plan (2013 – 2017).

Although recreational areas existing in the project area, the proposed project is anticipated to result in no involvement with these recreational areas.

Section 4(f) Potential*:* It is anticipated that Section 4(f) resources will be avoided, but coordination will occur with the Federal Highway Administration (FHWA) during Project Development if warranted.

Natural

Wetlands
The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any wetlands within the 500-foot buffer distance. A wetland evaluation will be conducted to verify this in Project Development. The proposed project is expected to result in no involvement with wetland resources.

Water Quality and Quantity
Within the 500-foot buffer distance, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified two Verified Impaired Waters; Destin Harbor and Joes Bayou. Principal Aquifers of the State of Florida described as Coastal Lowlands Aquifer System is 58.1 acres (100%). The Recharge Areas of the Floridan Aquifer shows a "Discharge of Less than 1" as 100%. Potential contamination facilities are listed under Contamination. The project will be designed to meet state water quality and quantity requirements, and best management practices will be utilized during construction. The proposed project is expected to result in minimal involvement with water quality and quantity resources.

Floodplains

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any Special Flood Hazard Areas. D-FIRM Flood Hazard Zones identifies Flood Zone X with 58.1 acres (100%) within the 500-foot buffer distance. During Project Development, engineering design features and hydrological drainage structures will be designed such that stormwater transport, flow, and discharge meet or exceed flood control requirements.

The proposed project is expected to have no involvement with floodplain resources.

Wildlife and Habitat

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any documented wildlife occurrences, but the USFWS lists several species in this ecological service area. An endangered species biological assessment will be conducted to verify this in Project Development.

The proposed project is expected to result in no involvement with wildlife and habitat resources.

Coastal and Marine

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any Environmentally Sensitive Shorelines or Coastal Barrier Resource Systems within the 500-foot buffer distance.

The proposed project is anticipated to have no involvement with coastal or marine resources.

Physical

Noise

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis District 3 Generalized Land Use identified residential, vacant residential, institutional, and retail/office as the four major existing land uses within the 500-foot buffer distance. The Northwest Florida Water Management District (NWFWMD) Residential Areas 2010 data shows that residential areas include 20.8 acres (35.73%) of medium density, fixed single family units; 12.6 acres (21.6%) of high density, multiple dwelling units, low rise (three stories or less); and 5 acres (8.66%) of high density, fixed single family units within the 500-foot buffer distance. The EST GIS analysis also identified two social service facilities, First Baptist Church of Destin Child Development Center and Jacob's Ladder Preschool. Also, three group care facilities were identified: Destin United Methodist Children Development, Destin Christian Academy, and First Baptist Child Development.

The proposed project is expected to result in minimal involvement regarding the noise issue and will be analyzed in detail during Project Development.

Air Quality

This portion of Okaloosa County has not been designated as nonattainment or maintenance for ozone, carbon monoxide (CO), particulate matter (PM), or any of the National Ambient Air Quality Standards (NAAQS) in accordance with the Clean Air Act. The proposed project is expected to have minimal impact on air quality.

Contamination

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified one onsite sewage (with the status of closed) and two solid waste facilities (both listed as City of Destin Hurricane Debris Staging Areas) located within the 500-foot buffer distance. A contamination screening evaluation will be conducted to verify this in Project Development. Any source identified will be assessed to determine the need for remediation during construction.

The proposed project is expected to result in minimal involvement with potential sources of contamination.

Infrastructure

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified one Federal Aviation Administration obstruction (tank) and two solid waste facilities (both listed as City of Destin Hurricane Debris Staging Area) within the 500-foot buffer distance.

The proposed project is expected to result in minimal involvement with infrastructure resources.

Navigation

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any features associated with Navigation within the 500-foot buffer distance.

The proposed project is expected to have no involvement with navigation resources.

Special Designations

Special designations include Outstanding Florida Waters (OFW), Aquatic Preserves, Scenic Highways, and Wild and Scenic Rivers.

Outstanding Florida Waters

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any Outstanding Florida Waters within the 500-foot buffer distance. The proposed project is expected to have no involvement with Outstanding Florida Waters resources.

Aquatic Preserves

The EST GIS analysis did not identify any Aquatic Preserves within the 500-foot buffer distance. This proposed project will have no involvement with Aquatic Preserves resources.

Scenic Highways

The EST GIS analysis did not identify any Scenic Highways within the 500-foot buffer distance. The proposed project will have no involvement with any Scenic Highway resources.

Wild and Scenic Rivers

The EST GIS analysis did not identify any Wild and Scenic Rivers within the 500-foot buffer distance. The proposed project will have no involvement with any Wild and Scenic Rivers resources.

Agency Responses to AN

Florida Department of Environmental Protection	**June 19, 2015**
Florida Department of State	**April 21, 2015**
Northwest Florida Water Management District	**June 19. 2015**
Florida Department of Economic Opportunity	**June 2, 2015**
Florida Fish and Wildlife Commission	**May 18, 2015**
National Marine Fisheries Service	**May 7, 2015**

Florida Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Rick Scott
Governor

Carlos Lopez-Cantera
Lt. Governor

Jonathan P. Steverson
Interim Secretary

June 19, 2015

Ms. Catherine Cash, AICP
PD&E Project Manager
Atkins North America, Inc.
2639 North Monroe Street, Building C
Tallahassee, FL 32303

RE: Florida Department of Transportation – Advance Notification – City of Destin, Destin Cross Town Connector Project – Destin, Okaloosa County, Florida.
SAI # FL201504217258C

Dear Ms. Cash:

The Florida State Clearinghouse has coordinated a review of the subject Advance Notification (AN) under the following authorities: Presidential Executive Order 12372; § 403.061(42), *Florida Statutes*; the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended; and the National Environmental Policy Act, 42 U.S.C. §§ 4321-4347, as amended.

The Florida Fish and Wildlife Conservation Commission (FWC) notes that project is located within the developed section of the City of Destin. Due to the presence of sea turtle nesting beaches nearby, staff recommends the use of sea turtle friendly lighting along the roadway. Specifically, to minimize impacts to nearby marine turtle nesting beaches, all permanent exterior lighting fixtures associated with the roadway should minimize light contribution to urban sky glow that could be visible from the marine turtle nesting beach. Possible solutions include use of full cutoff (well shielded) lower-pressure sodium or LED fixtures that allow no emission of light above the horizontal plane of the fixture. High pressure sodium fixtures may be acceptable if well shielded; however, metal halide lights are not recommended. Additional information on sea turtles and lighting guidelines can be found on the FWC's website: http://www.myfwc.com/wildlifehabitats/managed/sea-turtles/lighting/. Please refer to the enclosed FWC letter for further details.

Staff from the Northwest Florida Water Management District (NWFWMD) has reviewed the proposal and notes that this project will require Environmental Resource Permit (ERP) review by the NWFWMD under Chapter 62-330, *Florida Administrative Code*. It is recommended that an ERP pre-application meeting be scheduled as soon as possible. Please contact the NWFWMD's Crestview Field Office (850) 683-5048 for further assistance. If there are any questions concerning this review, please contact Mr. Paul Thorpe, Chief of the Bureau of Environmental and Resource Planning, at (850) 539-5999 or Paul.Thorpe@nwfwater.com.

FLORIDA DEPARTMENT of STATE

RICK SCOTT
Governor

KEN DETZNER
Secretary of State

Mr. Frank Keel
Atkins North America, Inc.
2639 N. Monroe Street, Building C
Tallahassee, FL 32303-0250

February 17, 2015

Re: DHR Project File No.: 2015-0512 / Received by DHR: January 20, 2015
Cultural Resource Assessment Survey, Destin Cross Town Connector Project, Okaloosa County, Florida

Dear Frank:

Our office received and reviewed the above referenced survey report in accordance with Chapters 267 of the *Florida Statutes*, for possible adverse impact to cultural resources (any prehistoric or historic district, site, building, structure, or object) listed, or eligible for listing, in the National Register of Historic Places (NRHP).

In 2009, ACI conducted a Phase I level cultural resources assessment survey of the subject project. No historic properties were encountered during this assessment. The City of Destin did not submit that report to this office for review. In 2015, Atkins North American, Inc. conducted a historic structures re-evaluation of the project area to determine, if in the intervening time, structures within or adjacent to the project area have reached 50 years of age. None were encountered.

Atkins determined that the proposed project will have no effect on cultural resources listed, or eligible for listing in the NRHP, or otherwise of archaeological, historical, or architectural significance within the survey area. Atkins recommends no further investigation of this project area.

Based on the information provided, our office concurs with these determinations and finds the submitted report complete and sufficient in accordance with Chapter 1A-46, *Florida Administrative Code*. It should be noted, however, that if this project receives any federal transportation funding, further coordination with the Florida Dept. of Transportation and this office may be warranted for Section 106 (federal) compliance. If you have any questions, please contact Alyssa McManus, by email at alyssa.mcmanus@dos.myflorida.com, or by telephone at 850.245.6333 or 800.847.7278.

Sincerely,

Robert F. Bendus, Director
Division of Historical Resources
and State Historic Preservation Officer

Xc: Joy Swanson, FDOT District Three, Chipley

VIVA FLORIDA

Historical Resources

Section 3

Other Agency Correspondence

SEMINOLE TRIBE OF FLORIDA
TRIBAL HISTORIC PRESERVATION OFFICE
AH-TAH-THI-KI MUSEUM

TRIBAL HISTORIC
PRESERVATION OFFICE

SEMINOLE TRIBE OF FLORIDA
AH-TAH-THI-KI MUSEUM

30290 JOSIE BILLIE HWY
PMB 1004
CLEWISTON, FL 33440

PHONE: (863) 983-6549
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TRIBAL OFFICERS

CHAIRMAN
JAMES E. BILLIE

VICE CHAIRMAN
MITCHELL CYPRESS

SECRETARY
LAVONNE KIPPENBERGER

TREASURER
PETER HAHN

October 30, 2015

Ms. Jessica Golema, PE
Engineer II, Transportation Design
Atkins North America, Inc.
1141 Jackson Avenue
Chipley, Florida 32428
Phone: (850) 260-3212
Email: Jessica.golema@atkinsglobal.com

Subject: Destin Cross Town Connector, Okaloosa County, Florida
THPO#: 0028540

Dear Ms. Golema:

Thank you for contacting the Seminole Tribe of Florida's Tribal Historic Preservation Office (STOF-THPO) regarding the proposed Destin Cross Town Connector project in Okaloosa County, Florida. This letter is to acknowledge that the STOF-THPO has reviewed the report technical report *Cultural Resource Assessment Technical Memorandum: Azalea Drive Extension from Azalea Drive to Legion Drive, City of Destin, Okaloosa County, Florida* and has no objection to your finding of "no historic properties affected" at this time. However, the STOF-THPO would like to be informed in the event that any archaeological, historical, or burial resources are inadvertently discovered during execution of the undertaking. Thank you and we look forward to working with you in the future.

Respectfully,

Andrew J. Weidman, MA, RPA
STOF-THPO, Compliance Review Section
30290 Josie Billie Hwy, PMB 1004
Clewiston, FL 33440
Office: 863-983-6549 x12216
Email: andrewweidman@semtribe.com

Section 4

Public Workshop

4-1 Public Workshop Newspaper Announcement

4-2 Florida Administrative Weekly Announcement

4-3 Elected/Appointed Officials Letter

4-4 Property Owner/Interested Party Letter

4-5 Public Workshop Handout

4-6 Public Workshop Sign-In Sheet

4-7 Public Workshop Exhibits

4-8 Public Workshop Comments

Public Workshop Newspaper Announcement

The Destin Log

PUBLISHED WEDNESDAY AND SATURDAY
35008 Emerald Coast Piwy, Ste. 501
P.O. Box 339 • Destin, FL 32541
Destin, Okaloosa County, Florida
USPS #067750

State of Florida
County of Okaloosa

Before the undersigned personally appeared REANNA CAIRNS,

who on oath says that (s)he is the DIGITAL & MARKETING MANAGER

of The Destin Log, a newspaper published twice a week at Destin, in Okaloosa

County, Florida and that the attached copy of advertisement, being a Legal Notice

in the matter of Legal **50904**

was published in said newspaper in the issue(s) of:

9th Day of September 2015

_____ Day of _____ 20

_____ Day of _____ 20

_____ Day of _____ 20

Affiant further says that the said The Destin Log is a newspaper published at Destin, in said Okaloosa County, Florida, and that the said newspaper has heretofore been continually published in said Okaloosa County, Florida, for a period of one year preceding the first publication of the attached copy of advertisement, and affiant further says that (s) he has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in said newspaper.

Reanna Cairns

Sworn to and subscribed before me this 10th day of September, A.D. 2015

S. E. Whittaker

Notary Public, State of Florida At Large

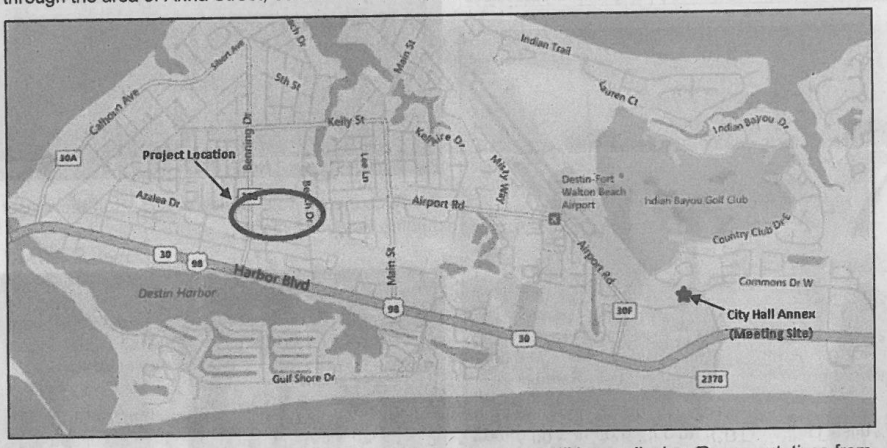
S. E. WHITTAKER
Commission # FF 173593
Expires November 2, 2018
Bonded Thru Troy Fain Insurance 800-385-7019

DESTIN CROSS TOWN CONNECTOR FROM BEACH DRIVE TO BENNING DRIVE

PUBLIC NOTICE

The City of Destin invites you to attend a public workshop concerning the Destin Cross Town Connector from Beach Drive to Benning Drive. The Beach Drive to Benning Drive project will provide a direct connection to the east-west corridor intended to provide an alternate route to US Highway 98 for local traffic. The meeting will be held Tuesday, September 15, 2015 from 5:00 p.m. to 6:30 p.m. (CDT), at the Destin City Council Chambers in the City Hall Annex, 4100 Indian Bayou Trail, Destin, FL 32541.

The proposed transportation improvement would provide approximately 0.4 miles of new four-lane roadway within Destin, Florida. The proposed improvements would begin on Azalea Drive just west of Benning Drive and extend eastward just past the intersection of Legion Drive with Beach Drive. The project traverses through the area of Anna Street, Sandalwood Court, and Sandalwood Drive.



There will be no formal presentation. Maps and other information will be on display. Representatives from the City and project engineers and planners will be available to explain proposed improvements and answer questions. Local elected and appointed officials have been invited and may be in attendance at this workshop.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodation under the Americans with Disabilities Act, or persons who require translation services (free of charge) should contact Gregory S. Allen, P.E., at (850) 478-9844 at least seven days prior to the meeting.

If you have any questions regarding the proposed project or this meeting, please contact Public Services Director/City Engineer David O. Campbell P.E. at 850-837-4242, ext. 3185, or via email at dcampbell@cityofdestin.com.

Leg. 50904

Florida Administrative Weekly Announcement

DEPARTMENT OF HEALTH

Office of Statewide Research

The Florida Department of Health announces a public meeting to which all persons are invited.

DATE AND TIME: September 21, 2015, 2:00 p.m. – 4:00 p.m.

PLACE: Conference call number: 1(888)670-3525, conference code: 2922384719, followed by the # key

GENERAL SUBJECT MATTER TO BE CONSIDERED: Alzheimer's Disease Research Grant Advisory Board meeting pertaining to the Ed and Ethel Moore Alzheimer's Disease Research Program.

A copy of the agenda may be obtained by contacting: Public Health Research Unit, Division of Community Health Promotion, (850)245-4585.

For more information, you may contact: Public Health Research Unit, Division of Community Health Promotion, (850)245-4585.

DEPARTMENT OF CHILDREN AND FAMILIES

Family Safety and Preservation Program

The Department of Children and Families announces a public meeting to which all persons are invited.

DATE AND TIME: September 22, 2015, 9:30 a.m. – 12:00 Noon

PLACE: (1) In person: The Salvation Army Worship Center, 1110 W. Sligh Avenue, Tampa, FL 33604

(2) By conference call: 1(888)670-3525, participant code: 9590495753#

GENERAL SUBJECT MATTER TO BE CONSIDERED: This is a meeting of the Services and Resources Committee of the Statewide Human Trafficking Council.

A copy of the agenda may be obtained by contacting: Kimberly Grabert at Kimberly.Grabert@myflfamilies.com.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 5 days before the workshop/meeting by contacting: Kimberly Grabert at Kimberly.Grabert@myflfamilies.com. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

ENTERPRISE FLORIDA, INC.

The Enterprise Florida, Inc. and the Florida Defense Support Task Force announces a public meeting to which all persons are invited.

DATE AND TIME: Thursday, September 17, 2015, 9:00 a.m. – 2:00 p.m., ET

PLACE: DoubleTree by Hilton St. Augustine, 116 San Marco Avenue, St. Augustine, Florida 32084

GENERAL SUBJECT MATTER TO BE CONSIDERED: This meeting will discuss proposed actions that will assist in preserving, protecting and enhancing Florida's military installations and missions.

A copy of the agenda may be obtained by contacting: Marcy Sanders, (850)878-4566, msanders@enterpriseflorida.com.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 1 day before the workshop/meeting by contacting: Marcy Sanders, (850)878-4566, msanders@enterpriseflorida.com. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

For more information, you may contact: Bruce Grant, (850)878-0826, bgrant@enterpriseflorida.com.

ATKINS - PENSACOLA

The City of Destin announces a workshop to which all persons are invited.

DATE AND TIME: Tuesday, September 15, 2015, 5:00 p.m. – 6:30 p.m. (CDT)

PLACE: Destin City Council Chambers in the City Hall Annex, 4100 Indian Bayou Trail, Destin, FL 32541

GENERAL SUBJECT MATTER TO BE CONSIDERED: The Destin Cross Town Connector from Beach Drive to Benning Drive. The Beach Drive to Benning Drive project will provide a direct connection to the east-west corridor intended to provide an alternate route to US Highway 98 for local traffic.

There will be no formal presentation. Maps and other information will be on display. Representatives from the City and project engineers and planners will be available to explain proposed improvements and answer questions. Local elected and appointed officials have been invited and may be in attendance at this workshop.

A copy of the agenda may be obtained by contacting: Gregory S. Allen, PE at gregory.allen@atkinsglobal.com or phone: (850)478-9844

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 7 days before the workshop/meeting by contacting: Gregory S. Allen, PE at gregory.allen@atkinsglobal.com or phone: (850)478-9844. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

For more information, you may contact: Destin Public Services Director/City Engineer David O. Campbell P.E. at (850)837-4242, ext. 3185 or via email: dcampbell@cityofdestin.com.

COMMONGROUND/MGS (FDOT – DISTRICT SIX)

The Florida Department of Transportation (FDOT) District Six announces a public meeting to which all persons are invited.

DATE AND TIME: Tuesday, September 15, 2015, 6:00 p.m. – 8:00 p.m.; a formal presentation will begin at 6:30 p.m.

PLACE: Miami Dade College, Wolfson Campus, Room 7128, 300 N.E Second Avenue, Miami, Florida 33132.

GENERAL SUBJECT MATTER TO BE CONSIDERED: The purpose of the meeting is to discuss the upcoming I-395 Reconstruction Project. This project involves the rebuilding of the Interstate 395 (I-395) corridor from its terminus at the west of the I-95/Midtown Interchange (I-95/State Road 836/I-395) to its corridor terminus at the West Channel Bridges of US 41/MacArthur Causeway, approximately 1.4 miles. I-395 is an Interstate Principal Arterial and major east-west connector serving Miami Beach and the ports.

A copy of the agenda may be obtained by contacting: Raul Quintela, P.E., Project Manager, Florida Department of Transportation District Six, 1000 NW 111 Avenue, Miami, Florida 33172, (305)470-5117, raul.quintela@dot.state.fl.us.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 7 days before the workshop/meeting by contacting: Ms. Eman Gomaa, P.E., at (305)470-5219; in writing at 1000 NW 111 Avenue, Room 6111-A, Miami, FL 33172 or by email: eman.gomaa@dot.state.fl.us. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

For more information, you may contact: Raul Quintela, P.E., Project Manager, Florida Department of Transportation District Six, 1000 NW 111 Avenue, Miami, Florida 33172, (305)470-5117, raul.quintela@dot.state.fl.us.

THE VALERIN GROUP, INC.

The Florida Department of Transportation (FDOT) announces a hearing to which all persons are invited.

DATE AND TIME: Thursday, September 17, 2015, 5:00 p.m. – 7:00 p.m.

PLACE: The Days Inn – Airport Florida Mall, 9301 S. Orange Blossom Trail, Orlando, Florida 32837

GENERAL SUBJECT MATTER TO BE CONSIDERED: A public hearing is being held for the Access Management design project for US 441 from south of Taft Vineland Road to south of the Beachline Expressway (State Road 528) in Orange County. The hearing is being conducted to give interested persons an opportunity to express their views concerning the location, conceptual design, and social and economic, and environmental effects of the proposed improvements.

This project is being designed to reduce congestion, enhance safety, and achieve an acceptable level of service while minimizing potential impacts. The change in access management will be implemented with the use of raised medians to improve safety. Other improvements proposed as part of this project are updating sidewalk connections and crossings to conform to the Americans with Disabilities Act (ADA), as well as improved pavement markings.

The hearing will be held on Thursday, September 17, 2015, at the Days Inn, 9301 S. Orange Blossom Trail, Orlando, Florida 32837. The hearing will begin as an open house at 5:00 p.m. with a formal presentation at 6:00 p.m., after which participants may provide their verbal comments to all present. The hearing ends at 7:00 p.m. Staff will be available to discuss the project and answer questions. Notices are being sent to all property owners located within at least 300 feet on either side of the project corridor, and to other public officials, organizations, and individuals interested in the project.

Participants may also provide verbal comments directly to a court reporter before and after the formal presentation. Written comments can be submitted at the hearing, be sent by mail to Lionel Cortes, P.E., FDOT Project Manager, 719 South Woodland Boulevard, Deland, Florida 32720 or by email: Lionel.Cortes@dot.state.fl.us. All written comments will become part of the project's public record. Written comments must be postmarked no later than September 28, 2015. All comments, written and oral, will become part of the project's public record.

Elected/Appointed Officials Letters

ATKINS

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504
Telephone: +1.850.478.9844
Fax: +1.850.478.0620
www.atkinsglobal.com/northamerica

August 21, 2015

The Honorable (FName, LName)
(Add 1)
(Add 2)
(City, State, Zip)

RE: Public Workshop for Destin Cross-town Connector from Beach Drive to Benning Drive

Dear (Title LName):

The City of Destin invites you to attend a public workshop concerning the Destin Cross Town Connector from Beach Drive to Benning Drive. The Beach Drive to Benning Drive project will provide a direct connection to the east-west corridor intended to provide an alternate route to US Highway 98 for local traffic. The meeting will be held Tuesday, September 15, 2015 from 5:00 p.m. to 6:30 p.m. (CDT), at the Destin City Council Chambers in the City Hall Annex, 4100 Indian Bayou Trail, Destin, FL 32541.

The proposed transportation improvement would provide approximately 0.4 miles of new fourlane roadway within Destin, Florida. The proposed improvements would begin on Azalea Drive just west of Benning Drive and extend eastward just past the intersection of Legion Drive with Beach Drive. The project traverses through the area of Anna Street, Sandalwood Court, and Sandalwood Drive.

Maps and other information will be on display. There will be no formal presentation.
Representatives from the City and project engineers and planners will be available to explain proposed improvements and answer questions.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodation under the Americans with Disabilities Act, or persons who require translation services (free of charge) should contact me at my direct line (850) 466-4113 at least seven days prior to the meeting.

If you have any questions regarding the proposed project or this meeting, please contact Public Services Director/City Engineer David O. Campbell P.E. at 850-837-4242, ext. 3185, or via email at dcampbell@cityofdestin.com.

Sincerely,

Gregory S. Allen, P.E.
Associate Vice President/Project Director

Property Owner/Interested Party Notification Letter

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504
Telephone: +1.850.478.9844
Fax: +1.850.478.0620
www.atkinsglobal.com/northamerica

August 24, 2015

RE: Public Workshop for Destin Cross-town Connector from Beach Drive to Benning Drive

Dear Interested Party:

The City of Destin invites you to attend a public workshop concerning the Destin Cross Town Connector from Beach Drive to Benning Drive. The Beach Drive to Benning Drive project will provide a direct connection to the east-west corridor intended to provide an alternate route to US Highway 98 for local traffic. The meeting will be held Tuesday, September 15, 2015 from 5:00 p.m. to 6:30 p.m. (CDT), at the Destin City Council Chambers in the City Hall Annex, 4100 Indian Bayou Trail, Destin, FL 32541.

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Maps and other information will be on display. There will be no formal presentation.
Representatives from the City and project engineers and planners will be available to explain proposed improvements and answer questions.

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If you have any questions regarding the proposed project or this meeting, please contact Public Services Director/City Engineer David O. Campbell P.E. at 850-837-4242, ext. 3185, or via email at dcampbell@cityofdestin.com.

Sincerely,

Gregory S. Allen, P.E.
Associate Vice President/Project Director

ADLER MIKEL A
205 BENNING DR #3
DESTIN, FL 32541

ALLINDER JOE A JR TRUSTEE
612 N OVERBROOK DR
FT WALTON BCH, FL 325473528

ANDERSON A G SR TRUSTEE
3715 NAVAJO TRACE
DOTHAN, AL 363050000

ARNOLD SHIRLEY WINDHAM
241 EAST WAYNE RD
DOTHAN, AL 36301

BARKER CRAIG H & CALLIE A
726 BEACH DR
DESTIN, FL 32541

BEACH COMMUNITY BANK
17 SOUTHEAST EGLIN PKWY
FT WALTON BEACH, FL 32548

BEACH COMMUNITY BANK
17 SOUTHEAST EGLIN PKWY
FT WALTON BEACH, FL 32548

BEACH COMMUNITY BANK
17 SOUTHEAST EGLIN PKWY
FT WALTON BEACH, FL 32548

BENEFICIAL FLORIDA INC
636 REGENCY BLVD
BRANDON, FL 335100000

BONASERA TODD S
1505 E PONDEROSA RD
FT WALTON BCH, FL 32547

BREWSTER JOSEPH S JR
PO BOX 284
FT WALTON BCH, FL 325491653

BURKE GAIL
PO BOX 1146
DESTIN, FL 325400000

CALDWELL JOHN W
626 SANDALWOOD DR
DESTIN, FL 325412435

CITY OF DESTIN
4200 INDIAN BAYOU TRAIL
DESTIN, FL 325414305

DALTON CAROLYN D
661 SANDALWOOD DR
DESTIN, FL 325401567

DEARMON ALICE F TRUST
523 SEAHILLS DR
DESTIN, FL 325412322

DEARMON ALICE F TRUST
523 SEA HILLS DR
DESTIN, FL 32541

DEWBERRY DAVID & VERA
517 AZALEA DR
DESTIN, FL 325412307

DICEBURG LLC
9 BAYSHORE DR
SHALIMAR, FL 32579

DIXON DANA L & VALINDA J
PO BOX 1322
SANTA ROSA BCH, FL 324590000

DORMINY LAND COMPANY LLC
1 PAHOKEE LANE
DESTIN, FL 32541

EDGE RAYMOND A
608 SANDALWOOD DR
DESTIN, FL 325412435

FINN SCOTT S & SHARON R
219 BEACH DR
DESTIN, FL 325412446

FIRST BAPTIST CHURCH OF DESTIN FLORIDA,I
201 BEACH DR
DESTIN, FL 32541

FIRST BAPTIST CHURCH OF DESTIN FLORIDA,I
201 BEACH DR
DESTIN, FL 32541

FRED H LOWE FAMILY PARTNERS
7816 MAUI CIRCLE
DIAMONDHEAD, MS 39525

FUDGE SARAH L TRUST
19165 E 39TH ST
DENVER, CO 80249

GALLUP JAMES E JR
307 SEAGULL LANE
DESTIN, FL 32541

GLOVASKI WILSON T & IVANI T
(ADDRESS UNKNOWN)
,

GUIDINETTI ERICK S
(ADDRESS UNKNOWN)
,

HANSEN CHRISTOPHER A
3751 S 20TH ST
LEAVENWORTH, KS 66048

HARTMANN AMY R
220 ANN CIR #7
DESTIN, FL 32541

HENDERSON LYNWOOD JR & SHELBY
59 INITIAL LN
SANTA ROSA BCH, FL 324590000

HOLMES HIRVENIA ALICE
710 LEGION DR P-2
DESTIN, FL 325410000

HUENERBERG SCOTT R (HEIRS OF)
(ADDRESS UNKNOWN)
,

HUNTER PAUL ANTHONY & DEBORAH
5 CAHABA CT
DESTIN, FL 32541

I & D INVESTMENTS LLC
1150 AIRPORT RD #172
DESTIN, FL 32541

JACOBSON HILTRUD H TRUST
75 HEWETT POINT RD
SANTA ROSA BCH, FL 32459

JADDIP ENTERPRISES LLC
320 HARBOR BLVD, UNIT 401
DESTIN, FL 32541

JENNER KATHERIN
704 ELISE LN
DESTIN, FL 32541

JENNER KATHERINE A
704 ELISE LN
DESTIN, FL 32541

JOHNSON MARK D & C WHALEN
9207 CAPTIVA CR
ST PETE BEACH, FL 33706

JONES WALTER S & MARY L TRUST
4057 LAUREN CT
DESTIN, FL 32541

JULIANO JASPER C & JOHN F
(ADDRESS UNKNOWN)
,

KLEINE ERIC A
(ADDRESS UNKNOWN)
,

KLING JANICE
122 INDIGO LOOP
MIRAMAR BEACH, FL 32550

KRISHE JOANNE (HEIRS OF)
(ADDRESS UNKNOWN)
,

LEBLANC GREGORY M
604 SANDALWOOD DR
DESTIN, FL 32541

LIANOS EDUARDO JR & STEPHANIE
(ADDRESS UNKNOWN)
,

LUNA GASPAR E & NORMA N
645 SANDALWOOD DR
DESTIN, FL 32541

MACHADO NELTON SR & PATRICIA
422 LEE LN
DESTIN, FL 325411915

MALLETTE VIRGINIA L
815 KELLAIRE CT
DESTIN, FL 32541

MATHES DOUGLAS & KATHERYN
206 SNAPPER #12
DESTIN, FL 325410000

MATTHEWS ELAINE
PO BOX 1005
DESTIN, FL 325400000

MCKINNEY ANTHONY
1574 VENICE AVE
FT WALTON BCH, FL 32547

MCKINNEY ANTHONY
1574 VENICE AVE
FT WALTON BEACH, FL 32547

MIMS MALCOLM C & DANA C
45 PINE RIDGE TRACE
DESTIN, FL 32541

MOORE BRENDA
306 BEACH DR
DESTIN, FL 325410000

NELSON NELS P
(ADDRESS UNKNOWN)
,

NETRO JOSUE & CYNTHIA
(ADDRESS UNKNOWN)
,

NGUYEN NGA BICH
1821 MUSTANG ST
NAVARRE, FL 32566

NGUYEN THANG & TAMMY
4918 KINGSWAY
HOUSTON, TX 770690000

NGUYEN THANG & TAMMY
4918 KINGS WAY
HOUSTON, TX 770690000

O'BANNON PEGGY S
344 L'ATRIUM
DESTIN, FL 325410000

O'BRIAN GEORGE
614 SANDALWOOD DR
DESTIN, FL 325412435

ORTLIP PATRICIA GERRETS
216 CLAYMORE DR
LAFAYETTE, LA 705033834

PATE JAMES D
716 KELLY ST
DESTIN, FL 32541

R & S BEACH HOLDINGS LLC
PO BOX 5731
DESTIN, FL 32541

ROBERT & BARBARA BAGBY TRUSTS
470 CAPTAINS CIRCLE
DESTIN, FL 32541

STOCKWELL AMANDA C
(ADDRESS UNKNOWN)
,

STOCKWELL AMANDA C
(ADDRESS UNKNOWN)
,

STOCKWELL AMANDA C
(ADDRESS UNKNOWN)
,

SUGARS CHRISTINA R
302 BEACH DR
DESTIN, FL 325410000

SWILLEY STEVEN & CHRISTINE E
622 LEGION COURT
DESTIN, FL 325410000

TRUST 207C BEACH DR DESTIN FL C/O NATHAN
2553 GRAND POPLAR ST
OCOEE, FL 347610000

US BANK NATIONAL ASSOCIATION
4801 FREDERICA ST
OWENSBORO, KY 42301

VANZO AMY
(ADDRESS UNKNOWN)
,

WALTER GUIDO TRUST
615 OVERBROOK DR
FT WALTON BCH, FL 32547

WALTER GUIDO TRUST
615 OVERBROOK DR
FT WALTON BCH, FL 32547

WALTER GUIDO TRUST
615 OVERBROOK DR
FT WALTON BCH, FL 32547

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WALTER GUIDO TRUST
615 OVERBROOK DR
FT WALTON BCH, FL 32547

WALTER GUIDO TRUST
615 OVERBROOK DR
FT WALTON BCH, FL 32547

WOOD DOLORES M
617 SANDAL WOOD DR
DESTIN, FL 32541

BINGHAM JANELL TRUST C/O
BARTLEY H BINGH
1021 FOREST BROOK DR
BIRMINGHAM, AL 35226

2299 HERITAGE CIR
NAVARRE, FL 32566
DUTROW CHARLES III

1715 WESTMINISTER PLACE
NICHOLS HILLS, OK 73120

BOLTZ GEORGE & EVANGELIA
JAILLETTE RUNGRUANG
610 SHREWSBURY RD
FT WALTON BCH, FL 325690000

WATTS MICHAEL W & RHONDA
155 MISTY COVE #103
MIRAMAR BEACH, FL 32550

KOENIG ROBERT M
710 LEGION DR O-3
DESTIN, FL 325412528 SCANLAN
KORNELIA
710 LEGION DR UNIT 01
DESTIN, FL 32541

Public Workshop Meeting Handout

Public Participation and Design Development

Atkins depends on public participation in developing our transportation plans and designs. Our public participation model includes:

- Public Workshops
- Solicitation of Comments
- Preparation of Concept Plan
- Final Design
- Public Hearing/Presentation to City Officials and Members of the Public

The City of Destin adheres to the Americans with Disabilities Act and will make reasonable modifications for access to City services, programs and activities.

The City of Destin complies with various non-discrimination laws and regulations, including Title VI of the Civil Rights Act of 1964. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express concerns about Title VI may do so by contacting :

David O. Campbell P.E.
Public Services Director/City Engineer
4200 Indian Bayou Trail
Destin, Florida 32541
850-837-4242, ext. 3185
dcampbell@cityofdestin.com

OR

Gregory S. Allen, P.E.
Atkins Project Manager
2114 Airport Blvd., Suite 1450
Pensacola, Florida 32504
PH: 850-478-9844
gregory.allen@atkinsglobal.com

DESTIN CROSS TOWN CONNECTOR

Beach Drive to Benning Drive

Public Workshop

Destin City Hall Annex

Tuesday, September 15, 2015

5:00 p.m.

Welcome

Welcome and thank you for participating in this public workshop for the Destin Cross Town Connector. The purpose of this public meeting is to give the general public an opportunity to express their views and comments concerning the proposed project. Project representatives from the City of Destin and Atkins are on hand to discuss the project and answer questions. Any persons who wish to submit written comments and other exhibits in place of or in addition to an oral discussion with project representatives may submit comments to Atkins, who will report all comments to the City. Please submit comments by mail, telephone, fax, or e-mail by September 25, 2015.

Please address comments to:

Gregory S. Allen, P. E.
Atkins
2114 Airport Blvd., Suite 1450,
Pensacola, FL 32504
Phone (850) 478-9844
Email gregory.allen@atkinsglobal.com

After today's meeting, Atkins will meet with the Public Service Director/City Engineer to review the comments from the public meeting. Revisions will be made based on public comments and discussions with the City of Destin.

Project Description

The focus of this project is the Beach Drive to Benning Drive phase of the Destin Cross Town Connector, which will provide a direct connection to the east-west corridor intended to provide an alternate route to US Highway 98 for local traffic. The proposed transportation improvement would provide approximately 0.4 miles of new four-lane roadway within the City. The proposed improvements would begin on Azalea Drive just west of Benning Drive and extend eastward just past the intersection of Legion Drive with Beach Drive. The project traverses through the area of Anna Street, Sandalwood Court, and Sandalwood Drive.

Project Location

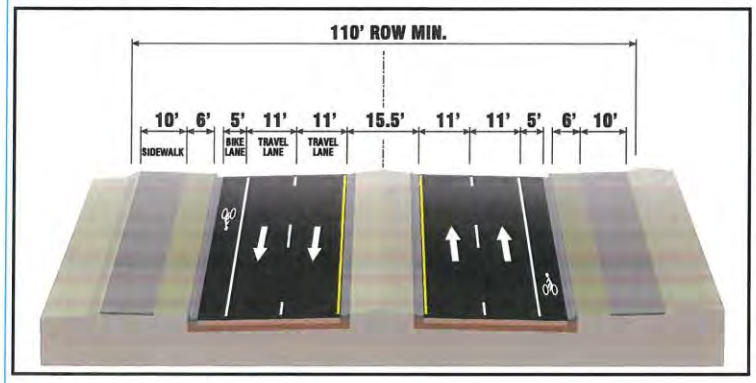
PD&E Study

A PD&E study is conducted to develop transportation improvement alternatives based on project needs. Each alternative is evaluated to determine the social, economic, and environmental impacts that alternative may have to the project corridor. The "no-build" alternative examines the possibility of leaving the corridor as-is, simply allowing for routine maintenance, and is considered a viable alternative throughout the course of the study. The PD&E process, authorized by the National Environmental Policy Act of 1969, is a combined effort to analyze project-related information in order to develop the best alternative to meet transportation needs with minimal impact to the community and to the natural environment.

Project Schedule

Task	Completion Date
Draft Environmental Impact Report Submittal to FDOT	December 2, 2015
Public Hearing	March 17, 2016
Final Preliminary Engineering Report Submittal	May 26, 2016
Final Environmental Impact Report Submittal	June 1, 2016
Finalize Interim Design	August 1, 2016

Final Design Typical Section



Four-lane divided roadway typical section.

Final Design Alternatives

Public Workshop Sign-In Sheets

DESTIN CROSS TOWN CONNECTOR
Beach Drive to Benning Drive
Public Workshop
Destin City Hall Annex
Tuesday, September 15, 2015
5:00 p.m.

Public Meeting Sign-in Sheet
PLEASE PRINT CLEARLY

#	NAME	ADDRESS	PHONE	E-MAIL
1	Greg LeBlanc	604 Sandalwood Dr	225 892 5993	frenchie_13@yahoo.com
2	Dino Russell	624 Mimosa Ave	850 200 3083	dino@nixpest.com
3	Doug Rainer	City of Destin		
4	Tre / DAli	307 CArdina Ln	850-217-3154	etoremembon@GMAIL.com
5	Dawn Pack	"	"	"
6	DREW GALLOWAY	205 BENNING DR. UNIT 5	850-420-9596	DREWGALLOWAY@GMAIL
7	CAREE SULAK	205 BENNING DR. UNIT 5	850 533 0642	careesulak@gmail.com
8	Scott Anderson	539 AZALEA Dr # G	259-4411	marinemechanix4@hotmail
9	Suzanne Anderson	539 Azalea Dr #G	246-0073	Sandersson@innerspace.com
10	James PATE	716 Kelly ST	259-2788	
11	Jeffrey Fyock	539 Unit G Azalea Drive	200-3346	nwf850@yahoo.com
12	Joanna Dawson	617 Mountain Dr	5303187285	judawson@aol.com
13	Michael Dawson	" "	"	"
14	Craig Faust	900 Gulf Shore Dr. #1004	850-217-9400	craig@destinproperties
15	Lockwood Werner	218 Main St.	850-8897614	lwerner@fwinnerson

DESTIN CROSS TOWN CONNECTOR
Beach Drive to Benning Drive
Public Workshop
Destin City Hall Annex
Tuesday, September 15, 2015
5:00 p.m.

Public Meeting Sign-in Sheet
PLEASE PRINT CLEARLY

#	NAME	ADDRESS	PHONE	E-MAIL
1	Jim Wood		(850)269-0196	JWood@ci.destin.fl.us
2	Renee Wood		(850) 269-0196	reneewood@embarqmail.com
3	Bev Henry		8508652443	beverlyhenry@cox.net
4	Keith Howard		850 585 9661	KeithHoward@dot.state.fl.us
5	Steve Schmidt		(850) 837-4242	sschmidt@cityofdestin.com
6	Claude Perry		850-865 1063	
7	Mary Beth Washnock		(850) 332-7976	marybeth.washnock@wrpc.org
8	Myra Williams		974-1028	myra@howardgrp.com
9	Emily Boswell		974-1599	emilyboswell164@yahoo
10	John King		585-4537	JohnKingRE@AOL
11	Hank Woolland		337-3121	hwoolland@ci.destin.fl.us
12	Denise Ingram		499-9346	dingram@cox.net
13	Carolyn Dalton		837-8551	dalton777@cox.net
14	Mark Kacal		225 235 6060	Dawl115@AOL.com
15	Lisa Snuggs		850-830-2331	LISASNUGGS@COX.Net

DESTIN CROSS TOWN CONNECTOR
Beach Drive to Benning Drive
Public Workshop
Destin City Hall Annex
Tuesday, September 15, 2015
5:00 p.m.

Public Meeting Sign-in Sheet
PLEASE PRINT CLEARLY

#	NAME	ADDRESS	PHONE	E-MAIL
1	JOANNE ANDERSEN	601 SANDALWOOD Dr	621-7087	
2	Cindy Putman	601 Sandalwood	217-5101	cputman@cox.net
3	Tona Newland	4033 Indian Trail	654-2955	rustic19@cox.net
4	Claude Newland	" " "		Same
5	Chip & Darla O'Brian	614 Sandalwood Dr	837-0370	
6	BRYANT PAULK	FDOT - Milton	9812754	bryant.paulk@dot.state.fl.us
7	Jill Lavender	West Florida Regional Planning Council	332-7976	jill.lavender@wfrpc.org
8	KEN GALLANDER	86 COUNTRY CLUB DR W	803.1621	gallander710@me.com
9	Kimberley Nergler	3598 waverly Circle	4047319685	Kmegler@gmail.com
10	Roger Cox	4371 Stonebridge Rd.	650-1099	
11				
12				
13				
14				
15				

DESTIN CROSS TOWN CONNECTOR
Beach Drive to Benning Drive
Public Workshop
Destin City Hall Annex
Tuesday, September 15, 2015
5:00 p.m.

Public Meeting Sign-in Sheet
PLEASE PRINT CLEARLY

#	NAME	ADDRESS	PHONE	E-MAIL
1	JEFF & LAURIE FREEMAN	4000 DANCING CLOUD CT. #17	850-461-2419	LAURIEANDJEFF FREEMAN@ GMAIL
2	~~CAROLYN~~			
3				
4				
5				
6				
7				
8				
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10				
11				
12				
13				
14				
15				

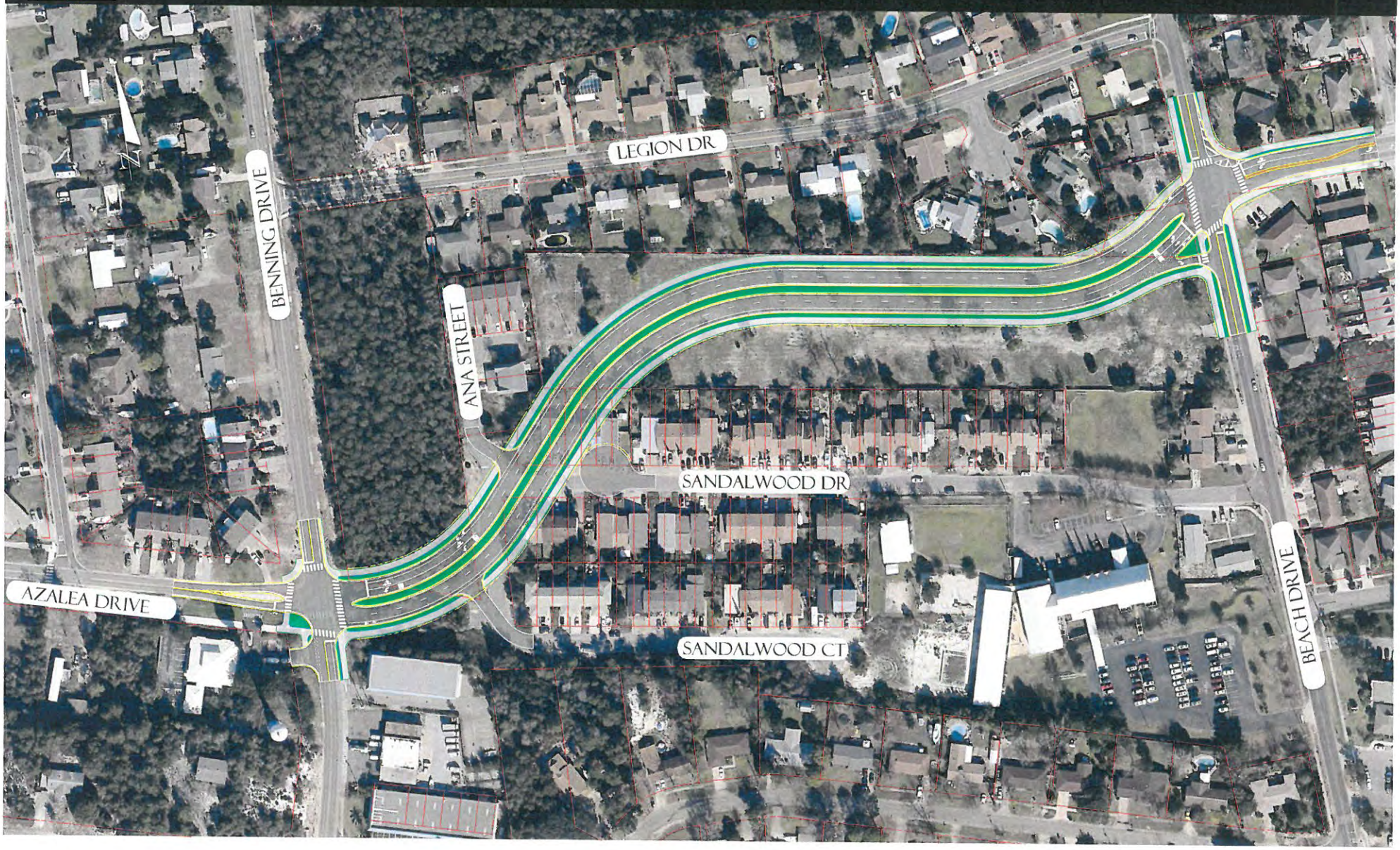
Public Workshop Exhibits

Destin Crosstown Connector

City of Destin, Florida

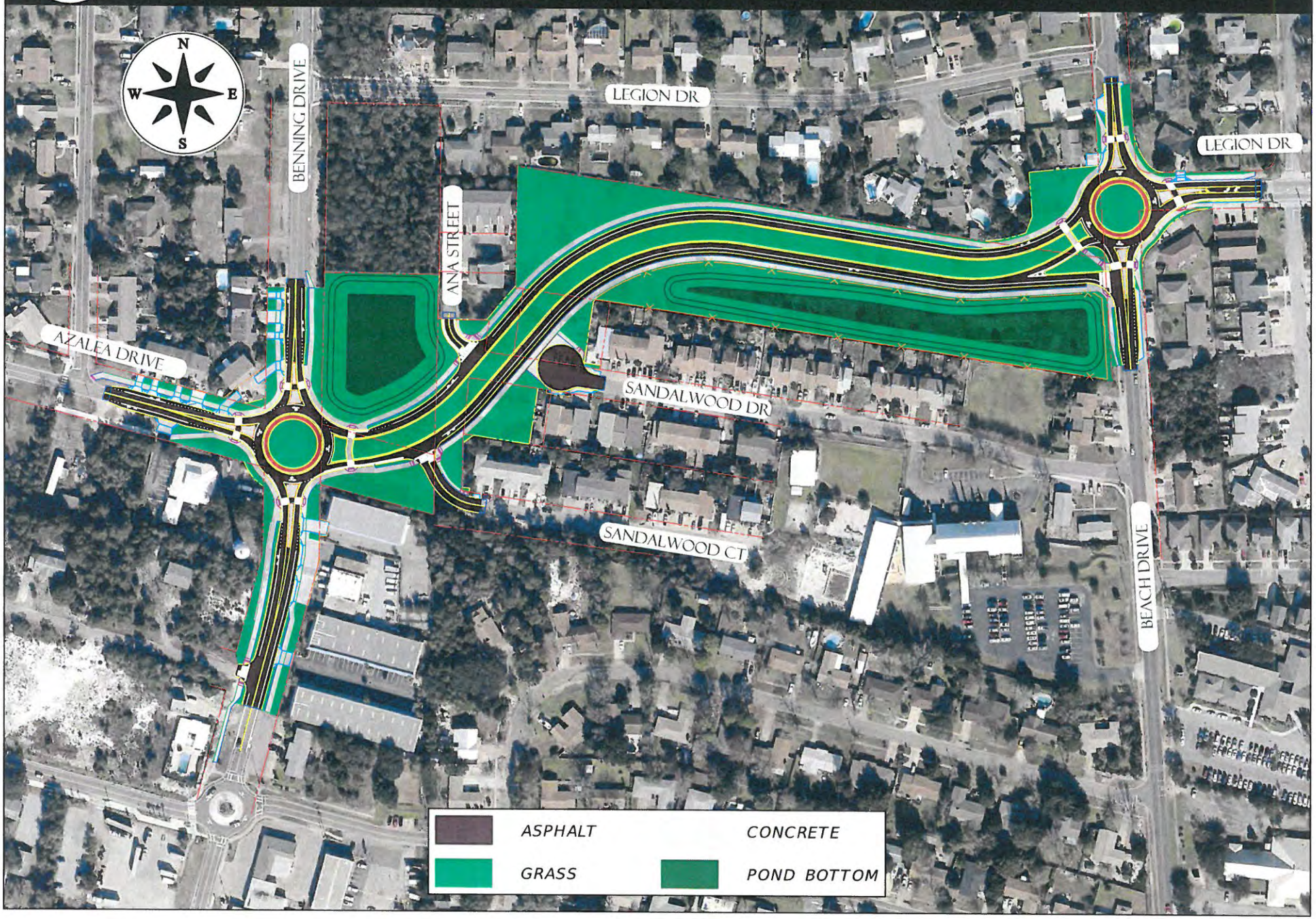
Destin Crosstown Connector - Alternative 1-C

City of Destin, Florida



Destin Crosstown Connector

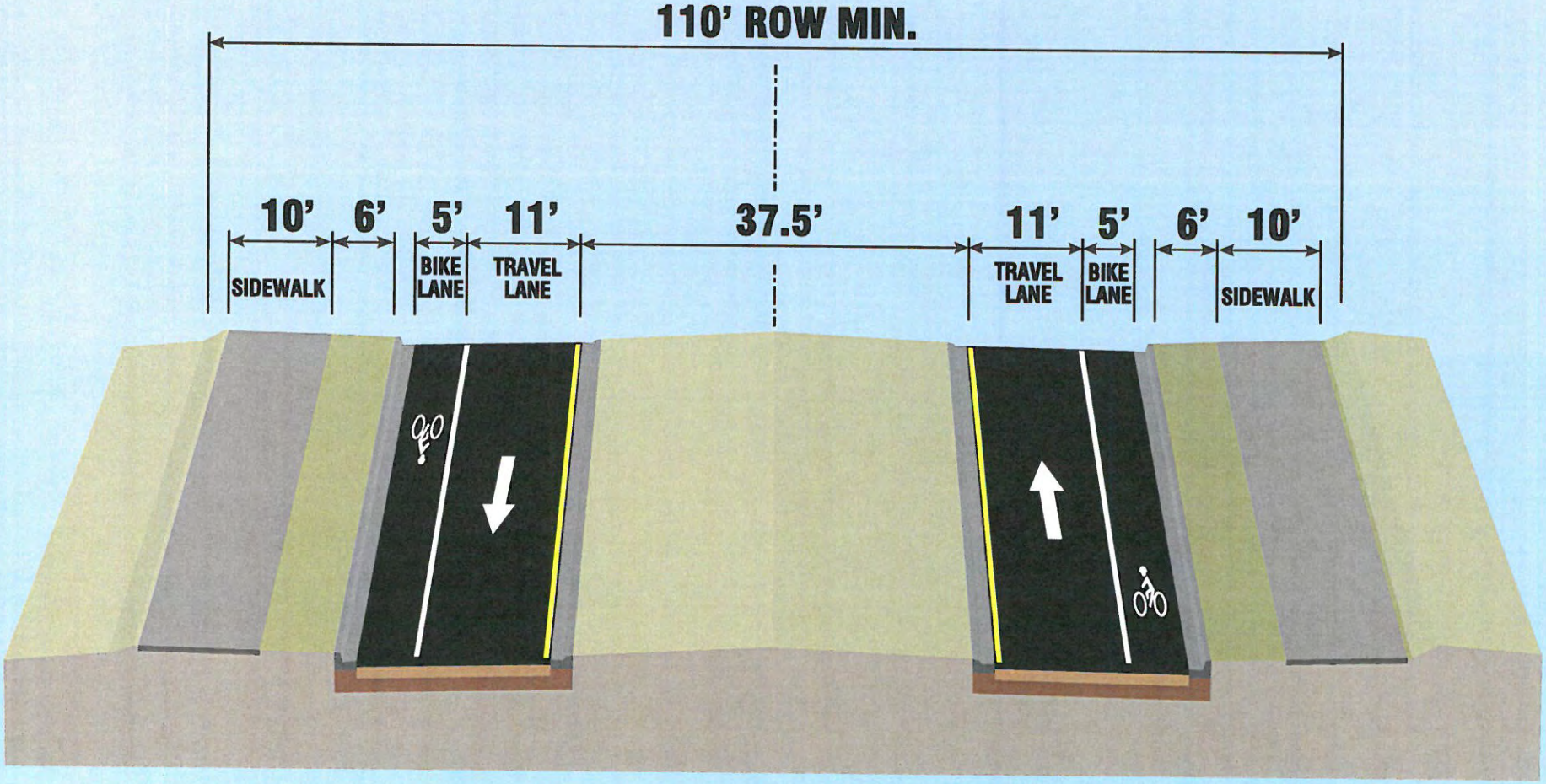
City of Destin, Florida



DESTIN CROSS TOWN CONNECTOR

ATKINS

Interim Urban Typical Section



Public Meetings Written and Verbal Comments and Responses

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Workshop
September 15, 2015
Comment Sheet

PLEASE PRINT CLEARLY

Name: Troy Pack Date: 9/15/15

Address: 301 Cardinal Ln

Are you a resident of the Sandalwood neighborhood? Yes ☐ No ☒

Which is your preferred alternative? Alternative: 1 ☐ 2 ☒
Option: A ☐ B ☐ C ☒

E-mail Address: Ctoremember@gmail.com

Phone Number: 850-217-3155

Comments:

We would like to know more about the timeline for expanding Legion from Beach to Main St.

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE
OR
FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE, AND MAIL NO LATER THAN SEPTEMBER 25, 2015.

ATKINS

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504
Telephone: +1.850.478.9844
Fax: +1.850.478.0620
www.atkinsglobal.com/northamerica

November 30, 2015

Mr. Troy Pack
301 Cardinal Lane
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Mr. Pack:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments and preference for Alternative 2 Option C have been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project.

The time table for completion of the PD&E phase includes a public hearing in the winter of 2016 and submittal of final documents by summer of 2016. The project will then enter the final design phase, which is expected to take about 6 months. At this time funds for right-of-way acquisition and construction have not been identified; therefore, the timetable for completion of those phases is unknown. Specifically, you requested information regarding Legion Drive between Main Street and Beach Drive. Unfortunately, the section of Legion Drive between Main Street and Beach Drive is not within project limits of this project. It is safe to estimate that the segment of Legion Drive between Main Street and Beach Drive will have a similar study conducted prior to any right-of-way purchases or construction. We would suggest that you stay in contact with the City of Destin staff regarding future projects on the segment o froadway you are interested in.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Workshop
September 15, 2015
Comment Sheet

PLEASE PRINT CLEARLY

Name: Dawn Pack Date: 9-15-15

Address: 301 Cardinal Lane
Destin, FL 32541

Are you a resident of the Sandalwood neighborhood? Yes ☐ No ☒

Which is your preferred alternative? Alternative: 1 ☐ 2 ☒
Option: A ☐ B ☐ C ☐

E-mail Address: 5willpack5@gmail.com

Phone Number: 850.650.6952

Comments:

When Legion Dr., between Main & Beach, goes 4 lane, which side of the road will you take? We've heard that the single family homes on the north side will go. It makes more sense to take the south side - more rentals & free space.

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE
OR
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Pensacola, Florida 32504
Telephone: +1.850.478.9844
Fax: +1.850.478.0620
www.atkinsglobal.com/northamerica

November 30, 2015

Ms. Dawn Pack
301 Cardinal Lane
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Ms. Pack:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comment expressing a preference for widening the south side of Legion Drive between Beach Drive and Main Street and preference for Alternative 2 have been forwarded to the City of Destin Public Services Director/City Engineer, and is now a permanent component of the public involvement element for this project.

The time table for completion of the PD&E phase includes a public hearing in the winter of 2016 and submittal of final documents by summer of 2016. The project will then enter the final design phase, which is expected to take about 6 months. At this time funds for right-of-way acquisition and construction have not been identified; therefore, the timetable for completion of those phases is unknown. Specifically, you requested information regarding Legion Drive between Main Street and Beach Drive. Unfortunately, the section of Legion Drive between Main Street and Beach Drive is not within project limits of this project. It is safe to estimate that the segment of Legion Drive between Main Street and Beach Drive will have a similar study conducted prior to any right-of-way purchases or construction. The determination of which side of the roadway right-of-way would be purchased on would occur during the future study. Public involvement activiites that allow for additional public feedback would be conducted during the future study. We would suggest that you stay in contact with the City of Destin staff regarding future projects on the segment o froadway you are interested in.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Workshop
September 15, 2015
Comment Sheet

PLEASE PRINT CLEARLY

Name: JEFF FREEMAN Date: 9-15-2015

Address: 4000 DANCING CLOUD CT. #17
DESTIN

Are you a resident of the Sandalwood neighborhood? Yes ☐ No ☒

Which is your preferred alternative? Alternative: 1 ☐ 2 ☒
Option: A ☐ B ☐ C ☒

E-mail Address:

Phone Number:

Comments:

ROUND-A-BOUTS SEEM TO BE VERY EFFECTIVE FOR CONTROL OF TRAFFIC FLOW.

OPTION C ALLOWS ACCESS FOR SERVICE VEHICLES ON S. PORTION OF SANDALWOOD AND LIMITS TRAFFIC ON NORTH PORTION W/ CONSIDERATION FOR CHURCH & SCHOOL AT INTERSECTION W/ BEACH DR.

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE
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Fax: +1.850.478.0620

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November 30, 2015

Mr. Jeff Freeman
4000 Dancing Cloud Court, #17
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Mr. Freeman:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments and preference for Alternative 2 Option C have been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Workshop
September 15, 2015
Comment Sheet

PLEASE PRINT CLEARLY

Name: Reneele Sod Date: Sept. 15, 2015

Address: _____

_____

Are you a resident of the Sandalwood neighborhood? Yes ☐ No ☒

Which is your preferred alternative? Alternative: 1 ☒ 2 ☐
Option: A ☒ B ☐ C ☐

E-mail Address: _____

Phone Number: _____

Comments: Well thought out alternatives. Understand putting round abouts first makes sure all land is available. Well done!

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE
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Fax: +1.850.478.0620

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November 30, 2015

Ms. Renee Wood
3790 Misty Way
Destin, Florida 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Ms. Wood:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments and preference for Alternative 1 Option A have been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Workshop
September 15, 2015
Comment Sheet

PLEASE PRINT CLEARLY

Name: Carolyn Dalton Date: 8-15-15

Address: 661 Sandalwood and 669 Sandalwood

Are you a resident of the Sandalwood neighborhood? Yes ☑ No ☐

Which is your preferred alternative? Alternative: 1 ☐ 2 ☑
Option: A ☐ B ☐ C ☑

E-mail Address: dalton777@cox.net

Phone Number: 850-837-8551

Comments:

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE
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FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE, AND MAIL NO LATER THAN SEPTEMBER 25, 2015.

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Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

November 30, 2015

Ms. Carolyn Dalton
661 Sandalwood
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Ms. Dalton:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments and preference for Alternative 2 Option C have been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Workshop
September 15, 2015
Comment Sheet

PLEASE PRINT CLEARLY

Name: CLAUDE NEWLAND Date: 9/15/15

Address: 4033 INDIAN TRAIL
DESTIN, FL 32541

Are you a resident of the Sandalwood neighborhood? Yes ☐ No ☒ (OWN A RENTAL HOUSE AT 625 SEAVIEW DR. (NEAR SANDALWOOD))

Which is your preferred alternative? Alternative: 1 ☐ 2 ☒
Option: A ☐ B ☐ C ☒

E-mail Address: rustic19@cox.net

Phone Number: 850-654-2955 (H) 850-582-1074 (C)

Comments: (1) ROUNDABOUTS IN DESTIN SEEM TO WORK VERY WELL. THEY MOVE TRAFFIC FASTER THAN RED LIGHT INTERSECTIONS & MOST DESTIN RESIDENTS ARE NOW PRETTY MUCH USED TO ROUNDABOUTS! SINCE "ALTERNATIVE 2" (WITH ROUNDABOUTS) WILL BE USED PRIMARILY BY DESTIN RESIDENT, I THINK WE SHOULD USE ROUNDABOUTS.

(2) I PREFER OPTION C OVER OPTION B BECAUSE THERE WILL ONLY BE ONE INTERSECTION (NOT TWO) ON THE CONNECTOR ROAD. OPTION C (WITH CUL-DE-SAC) WILL ENABLE SANDALWOOD DR. RESIDENTS TO EXIT THEIR NEIGHBORHOOD IN THE SAME MANNER THEY ARE CURRENTLY ACCUSTOMED TO. A CUL-DE-SAC WILL PREVENT (OPTION C) [redacted] UNWANTED TRAFFIC FROM COMING OFF THE CONNECTOR ROAD & DRIVING THRU THE SANDALWOOD SUB-DIVISION.

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE

OR

FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE, AND MAIL NO LATER THAN SEPTEMBER 25, 2015.

"OPTION A" IS TOO EXPENSIVE!

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Fax: +1.850.478.0620

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November 30, 2015

Mr. Claude Newland
4033 Indian Trail
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Mr. Newland:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments and preference for Alternative 2 Option C have been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Workshop
September 15, 2015
Comment Sheet

PLEASE PRINT CLEARLY

Name: Craig Faust Date: 9/15/15

Address: 900 Gulf Shore Dr #1094 Destin FL 32541

Are you a resident of the Sandalwood neighborhood? Yes ☐ No ☒

Which is your preferred alternative? Alternative: 1 ☐ 2 ☒
Option: A ☐ B ☐ C ☒

E-mail Address: Craig@destinappraiser.com

Phone Number: 850-217-9600

Comments:

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Fax: +1.850.478.0620
www.atkinsglobal.com/northamerica

November 30, 2015

Mr. Craig Faust
600 Gulf Shore Drive #1094
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Mr. Faust:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments and preference for Alternative 2 Option C have been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Workshop
September 15, 2015
Comment Sheet

PLEASE PRINT CLEARLY

Name: Keith Howard Date: 9.15.15

Address: 741 Bayou Drive
Destin, FL 32541

Are you a resident of the Sandalwood neighborhood? Yes ☐ No ☒

Which is your preferred alternative? Alternative: 1 ☐ 2 ☑
Option: A ☐ B ☐ C ☒

E-mail Address: keith@howardgrp.com

Phone Number: 850 - 585 9661

Comments: LOVE ROUNDABOUT

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE
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Pensacola, Florida 32504

Telephone: +1.850.478.9844
Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

November 30, 2015

Mr. Keith Howard
741 Bayou Drive
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Mr. Howard:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments and preference for Alternative 2 Option C have been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Workshop
September 15, 2015
Comment Sheet

PLEASE PRINT CLEARLY

Name: Myra F. Williams Date: 9.15.15

Address: 521 Second Ave.
Destin, FL 32541

Are you a resident of the Sandalwood neighborhood? Yes ☐ No ☑

Which is your preferred alternative? Alternative: 1 ☐ 2 ☑
Option: A ☐ B ☐ C ☑

E-mail Address: myra@howardgrp.com

Phone Number: 850-974-1028

Comments:

- Thankful to see this plan move forward.
- It will improve overall quality of transportation.
- Good long term plan for expansion.
- As an active biker/jogger I appreciate the bike path.
- I am a huge fan of roundabouts. If they keep traffic flowing as designed the learning curve for citizens will dissipate and it would be normal everyday habit.

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE
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Fax: +1.850.478.0620
www.atkinsglobal.com/northamerica

November 30, 2015

Ms. Myra Williams
521 Second Avenue
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Ms. Williams:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments and preference for Alternative 2 Option C have been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Workshop
September 15, 2015
Comment Sheet

PLEASE PRINT CLEARLY

Name: CHIP O'BRIAN Date: 9-17-15

Address: 614 SANDALWOOD DR & 605 SANDALWOOD DR DESTIN FL 32541

Are you a resident of the Sandalwood neighborhood? Yes ☒ No ☐

Which is your preferred alternative? Alternative: 1 ☒ 2 ☒ (i.e. Alternative 2) Option: A ☐ B ☐ C ☒

E-mail Address: CHIP@CHIPSERVICES.COM

Phone Number: 850-699-1900

Comments: FIRST LET ME SAY I THINK THIS IS A COMPLETE WASTE OF TAXPAYERS MONEY, THIS A BAND-AID OF A BULLET WOUND. IF THIS IS GOING TO HAPPEN AS A SANDALWOOD HOME OWNER & REG. OPTION "C" IS THE ONLY OPTION, BASE ON "B" WOULD MAKE SANDALWOOD A RACETRACK FOR DRIVES TO CUT THROUGH, "A" IS A JOKE YOU WOULD NEED TO BUY ANOTHE TOWNHOUSE BUILDING! WHAT REALLY IS THE BIG JOKE IS COMING OFF A FOUR LANE AT AIR PORT RD TO TWO LANE ON LEGION, "BOTTLE NECK" !! THIS NEEDS A PUBLIC VOTE, [illegible]

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE

OR

FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE, AND MAIL NO LATER THAN SEPTEMBER 25, 2015.

AND MUCH MORE STUDY THAT NEEDS TO BE PUBLIC. APPEARS YOU ARE PITCHING AS ENDS LANE AND ITS NOT

ATKINS

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Telephone: +1.850.478.9844
Fax: +1.850.478.0620
www.atkinsglobal.com/northamerica

November 30, 2015

Mr. Chip O'Brian
614 Sandalwood Drive
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Mr. O'Brian:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments about the project wasting taxpayer money and being insufficient to solve traffic congestion issues along with your preference for Alternative 2 Option C have been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project. This project represents a component of a much larger roadway system since funding is not available to fund improvements to the entire Destin Cross Town Connector corridor.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

DESTIN CROSS TOWN CONNECTOR
BEACH DRIVE TO BENNING DRIVE
PUBLIC WORKSHOP

Destin City Hall Annex

Tuesday, September 15, 2015

5:00 p.m.

GREGORY S. ALLEN, P.E.
Atkins Project Manager
2114 Airport Boulevard
Pensacola, Florida 32504
850.478.9844
gregory.allen@atkinsglobal.com

HITCHCOCK & ASSOCIATES, INC.
Registered Professional Reporters

111 South Baylen Street Phone (850)434-6447
P.O. Box 13253 434-6773
Pensacola, Florida 32591-3253

CHIP O'BRIAN
614 SANDALWOOD DRIVE
DESTIN, FLORIDA

I live on Sandalwood Drive, so this directly affects me and my family. I own two properties on Sandalwood; I've lived there for thirty years. I have one property that's affected directly by them taking out a set of the townhouses. I own one over there, and I live directly across the street from the other set.

From my understanding, they're talking about only two-laning this project down Legion Drive, doing the cut-through and then going into Azalea Drive and only running two lanes at the present until later funding or traffic flow dictates four lanes.

The most ridiculous thing I've ever heard in my life. You cannot dump four lanes off of Airport Road into two lanes and it be any kind of a bypass. It's a complete waste of the taxpayers' money in Destin.

If you fund a project once and then fund it twice, does it not cost you double the money to fund it? Absolutely.

ATKINS

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504
Telephone: +1.850.478.9844
Fax: +1.850.478.0620
www.atkinsglobal.com/northamerica

November 30, 2015

Mr. Chip O'Brian
614 Sandalwood Drive
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Mr. O'Brian:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments about the project wasting taxpayer money and being insufficient to solve traffic congestion issues along with your preference for Alternative 2 Option C have been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project. This project represents a component of a much larger roadway system since funding is not available to fund improvements to the entire Destin Cross Town Connector corridor.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

DARLA O'BRIAN
614 SANDALWOOD DRIVE
DESTIN, FLORIDA

I pick Alternative 2 and Option C as my preference.

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November 30, 2015

Ms. Darla O'Brian
614 Sandalwood Drive
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Ms. O'Brian:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments and preference for Alternative 2 Option C have been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

JAMES PATE
716 KELLY STREET
DESTIN, FLORIDA

I own the property at 622 Sandalwood Drive, and I'm in favor of Option C, the one with the roundabout and it being a dead end street -- Sandalwood Drive being a dead end, not a through street. Roundabouts are fine. Roundabouts for the new road are going to be great, better than stoplights.

Thank you very much.

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November 30, 2015

Mr. James Pate
716 Kelly Street
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Mr. Pate:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments and preference for Alternative 2 Option C have been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

EMILY BOSWELL
716 KELLY STREET
DESTIN, FLORIDA

Exactly what he said. I want Alternative 2, Option C.

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November 30, 2015

Ms. Emily Boswell
716 Kelly Street
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Ms. Boswell:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments and preference for Alternative 2 Option C have been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

TONA NEWLAND
4033 INDIAN TRAIL
DESTIN, FLORIDA

Tell the project manager that I do like the roundabouts. I would like for them to start with the roundabouts in the -- and I guess it would make sense to start with the two-lane road, and then in time, expand to the four lane, as supply and demand, and, then, I like that roundabout, too. They're far enough away from each other.

And so, you know, that's it, I guess. I mean, right now, they -- I don't know that much about it, so, anyway -- and I like the wide sidewalks. It really bothers me to think of children next to the road, you know, so that would be good for the kids. Of course, that's probably going to be more commercial over there.

Okay. So that's what I have to say. I want a traffic light at Marler and 98, and the reason is because at Marler, there's a city parking lot, and you cannot get into the city parking lot from

Highway 98. You need a light with a left-hand turn. You cannot come out and make a left-hand turn on 98 because they need that light for a turn lane, and because if people were on 98, then they could get into the city parking lot, but most people don't know you have to go down Mountain Drive in order to get to the parking lot. And then when people turn in -- and if they could have a parking garage, that would solve a lot of problems.

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November 30, 2015

Ms. Tona Newland
4033 Indian Trail
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Ms. Newland:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments approving of roundabouts, the initial two laning of the roadway and installation of wider sidewalks are now a permanent component of the public involvement element for the project. Additionally, the request to install a traffic signal at Marler and US 98 has been sent to the City of Destin Public Services Director/City Engineer but the intersection if outside of the limits of the currently funded project.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

MARK NACOL
830 NORTH LAKESIDE DRIVE
DESTIN, FLORIDA

This is great. I hope it all works out for us locals. Just keep the taxes down, will you?

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November 30, 2015

Mr. Mark Nacol
830 North Lakeside Drive
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Mr. Nacol:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comments regarding keeping taxes down and supporting the project have been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

LISA SNUGGS
539 AZALEA DRIVE
DESTIN, FLORIDA

I'm concerned that if a roundabout goes at Legion and Beach, that the schoolchildren will have trouble crossing the road. There's a school to the north and to the south, and I think there should be a light there.

That's it.

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November 30, 2015

Ms. Lisa Snuggs
539 Azalea Drive
Destin, FL 32541

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Ms. Snuggs:

Thank you for taking the time to attend the September 15, 2015 public workshop held at the Destin City Hall Annex for the Destin Cross Town Connector project from Beach Drive to Benning Drive.

Your comment expressing a preference for a signalized intersection at Legion Drive and Beach Drive because of schoolchildren crossing at that location has been forwarded to the City of Destin Public Services Director/City Engineer, and are now a permanent component of the public involvement element for this project.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

Section 5

Public Hearing

5-1 Public Hearing Newspaper Announcement

5-2 Florida Administrative Weekly Announcement

5-3 Elected/Appointed Officials Letter

5-4 Property Owner/Interested Party Letter

5-5 Public Hearing Handout

5-6 Public Hearing Sign-In Sheet

5-7 Public Hearing Exhibits

5-8 Public Hearing Comments and Responses

5-9 Public Hearing Record

Public Hearing Newspaper Announcement

The Destin Log

1225 Airport Road
P.O. Box 339 • Destin, FL 32541
Published Wednesday and Saturday
Destin, Okaloosa County, Florida

STATE OF FLORIDA
COUNTY OF BAY

Before the undersigned authority personally appeared Angella Clagg, who on oath says that she is a Legal Advertising Representative of The Destin Log, a newspaper published at Destin in Okaloosa County, Florida; that the attached copy of advertisement, being a Legal Advertisement **#6017777** in the matter of **PUBLIC NOTICE - Atkins** in the Okaloosa County Court, was published in said newspaper in the issue of **October 8, 12, 2016.**

Affiant further says that the said The Destin Log is a newspaper published at Destin, in said Okaloosa County, Florida, and that the said newspaper has heretofore been continuously published in said Okaloosa County, Florida, each Wednesday and Saturday and has been entered as periodicals matter at the post office in Destin, in said Okaloosa County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement, and affiant further says that (s)he has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in said newspaper.

Angella Clagg

State of Florida
County of Bay
Sworn to and subscribed before me this **12th** day of **October**, A.D., **2016.**
By Angella Clagg, Legal Advertising Representative of The Destin Log, who is personally known to me or has produced N/A as identification.

Elizabeth J. Kirkland
Notary Public, State of Florida at Large

ELIZABETH J. KIRKLAND
Notary Public - State of Florida
My Comm. Expires Jun 16, 2017
Commission # EE 883144
Bonded Through National Notary Assn.

DESTIN CROSS TOWN CONNECTOR FROM BEACH DRIVE TO BENNING DRIVE

PUBLIC NOTICE

The City of Destin invites you to attend a public hearing concerning the Destin Cross Town Connector from Beach Drive to Benning Drive. The Beach Drive to Benning Drive project will provide a direct connection to the east-west corridor intended to provide an alternate route to US Highway 98 for local traffic. The meeting will be held Tuesday, October 18, 2016 from 5:30 p.m. to 6:30 p.m. (CDT), at the Destin City Council Chambers in the City Hall Annex, 4100 Indian Bayou Trail, Destin, FL 32541.

The proposed transportation improvement would provide approximately 0.4 miles of new four-lane roadway within Destin, Florida. The proposed improvements would begin on Azalea Drive just west of Benning Drive and extend eastward just past the intersection of Legion Drive with Beach Drive. The project traverses through the area of Anna Street, Sandalwood Court, and Sandalwood Drive.

There will be a formal presentation at 6:00 p.m. Maps and other information will be on display. Representatives from the City and project engineers and planners will be available to explain proposed improvements and answer questions. Local elected and appointed officials have been invited and may be in attendance at this workshop. Project development and environment documents are available for your review at the Destin City Hall, 4200 Indian Bayou Trail, Destin, FL 32541.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodation under the Americans with Disabilities Act, or persons who require translation services (free of charge) should contact Gregory S. Allen, P.E., at (850) 478-9844 at least seven days prior to the meeting.

If you have any questions regarding the proposed project or this meeting, please contact Public Services Director/City Engineer David O. Campbell P.E. at 850-837-4242, ext. 3185, or via email at dcampbell@cityofdestin.com.

8017777

Florida Administrative Weekly Announcement

ATKINS - PENSACOLA

The City of Destin announces a hearing to which all persons are invited.

DATE AND TIME: Tuesday, October 18, 2016, 5:30 p.m. – 6:30 p.m. (CT); formal presentation at 6:00 p.m.

PLACE: Destin City Council Chambers in the City Hall Annex, 4100 Indian Bayou Trail, Destin, FL 32541

GENERAL SUBJECT MATTER TO BE CONSIDERED: The Destin Cross Town Connector from Beach Drive to Benning Drive. The Beach Drive to Benning Drive project will provide a direct connection to the east-west corridor intended to provide an alternate route to US Highway 98 for local traffic.

A copy of the agenda may be obtained by contacting: Gregory S. Allen, PE at gregory.allen@atkinsglobal.com or (850)478-9844. Project development and environment documents are available for review at the Destin City Hall, 4200 Indian Bayou Trail, Destin, FL 32541.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 7 days before the workshop/meeting by contacting: Gregory S. Allen, PE at gregory.allen@atkinsglobal.com or (850)478-9844. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

For more information, you may contact: Destin Public Services Director/City Engineer David O. Campbell, P.E., (850)837-4242, ext. 3185, dcampbell@cityofdestin.com.

~~TranSystems~~

The Florida Department of Transportation District 3 announces a workshop to which all persons are invited.

DATE AND TIME: Wednesday, November 2, 2016, 8:30 a.m., CT

PLACE: Florida Department of Transportation, District 3 Design Conference Room, 1074 US-90, Chipley, FL 32428

GENERAL SUBJECT MATTER TO BE CONSIDERED: FDOT is soliciting applications for Federal Transit Administration's Sections 5310, 5311 and 5339 operating and capital grant programs. This workshop is being held to discuss the following for interested applicants:

- Updates on new federal laws affecting surface transportation programs
- Application eligibility requirements
- Review of the process once a grant is awarded
- The Department's vehicle procurement process
- Disadvantaged Business Enterprise (DBE) information
- Collision investigation information

Companies or groups that provide mobility transit which includes private, for-profit, non-profit, local governments and taxi companies are eligible to apply. Agency grant writers, administrators, and transportation managers are encouraged to attend the workshop.

A copy of the agenda may be obtained by contacting: Zach Balassone - znbalassone@transystems.com.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 7 days before the workshop/meeting by contacting: FDOT Project Manager Kathy Rudd, 1(888)638-0250, extension 1549, Kathy.Rudd@dot.state.fl.us. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

Section VII
Notice of Petitions and Dispositions Regarding Declaratory Statements

DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

Division of Florida Condominiums, Timeshares and Mobile Homes

NOTICE IS HEREBY GIVEN that the Division of Florida Condominiums, Timeshares, and Mobile Homes, Department of Business and Professional Regulation, State of Florida, has declined to rule on the petition for declaratory statement filed by Eva Marie Raleigh and other Unit Owners, In Re: Newth Gardens Association, Inc., Docket No. 2016040815, on August 29, 2016. The following is a summary of the agency's declination of the petition:

The Division declined to issue a Declaratory Statement because it is unable to issue a statement when there is no present controversy, question, or doubt; or when no specific statutory provision, agency rule, or agency order is specified; or without competent substantial evidence. The order was filed with the Agency Clerk on October 5, 2016.

A copy of the Order Declining of the Petition for Declaratory Statement may be obtained by contacting: Danielle Walker, Administrative Assistant II, at Department of Business and Professional Regulation, Division of Florida Condominiums, Timeshares, and Mobile Homes, 2601 Blair Stone Road, Tallahassee, Florida 32399-1030; (850)717-1539; Danielle.Walker@myfloridalicense.com.

Elected/Appointed Officials Letter

Elected

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Pensacola, Florida 32504
Telephone: +1.850.478.9844
Fax: +1.850.478.0620
www.atkinsglobal.com/northamerica

September 22, 2016

The Honorable (FName, LName)
(Position)
(Agency)
(Add 1)
(Add 2)
City, State, Zip

RE: Public Hearing for Destin Cross-town Connector from Beach Drive to Benning Drive

Dear (Title, LName):

The City of Destin invites you or a member of your staff to attend a public hearing concerning the Destin Cross Town Connector from Beach Drive to Benning Drive. The Beach Drive to Benning Drive project is the last connecting leg for the Connector, an east-west corridor intended to help relieve traffic congestion on US Highway 98. The meeting will be held Tuesday, October 18, 2016 from 5:30 p.m. to 6:30 p.m. (CDT), at the Destin City Council Chambers in the City Hall Annex, 4100 Indian Bayou Trail, Destin, FL 32541.

The proposed transportation improvement would provide approximately 0.4 mile of new four-lane roadway within Destin, Florida. The proposed improvements would begin on Azalea Drive just west of Benning Drive and extend eastward just past the intersection of Legion Drive with Beach Drive. The project traverses through the area of Anna Street, Sandalwood Court, and Sandalwood Drive.

Maps and other information will be on display. There will be a formal presentation at 6:00 p.m. Representatives from the City and project engineers and planners will be available to explain proposed improvements and answer questions. Project development and environment documents are available for your review at the Destin City Hall, 4200 Indian Bayou Trail, Destin, FL 32541.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodation under the Americans with Disabilities Act, or persons who require translation services (free of charge) should contact me at my direct line (850) 466-4113 at least seven days prior to the meeting.

If you have any questions regarding the proposed project or this meeting, please contact Public Services Director/City Engineer David O. Campbell P.E. at 850-837-4242, ext. 3185, or via email at dcampbell@cityofdestin.com.

Sincerely,

Gregory S. Allen, P.E.
Associate Vice President/Project Director

First Name	Last Name	Letter Salutation	Agency	ADDR1	ADDR2	CITY	STATE	Postal Code
Bill	Nelson	Senator	United States Senate	US Courthouse Annex	111 N. Adams Street	Tallahassee	FL	32301
Marco	Rubio	Senator	United States Senate	1 N Palafox Street		Pensacola	FL	32502
Jeff	Miller	Congressman	United States House of Representatives	4300 Bayou Blvd.	Suite 13	Pensacola	FL	32503
Rick	Scott	Governor	Governor of Florida	400 S. Monroe St.		Tallahassee	FL	32399
Don	Gaetz	Senator	Florida State Senator, District 4	404 South Monroe Street		Tallahassee	FL	32399
Wayne	Harris	Commissioner, District 1	Okaloosa County	302 N. Wilson St., Ste. 302		Crestview	FL	32536
Carolyn	Ketchel	Commissioner, District 2	Okaloosa County	302 N. Wilson St., Ste. 302		Crestview	FL	32536
Nathan	Boyles	Commissioner, District 3	Okaloosa County	302 N. Wilson St., Ste. 302		Crestview	FL	32536
Trey	Goodwin	Commissioner, District 4	Okaloosa County	302 N. Wilson St., Ste. 302		Crestview	FL	32536
Kelly	Windes	Commissioner, District 5	Okaloosa County	302 N. Wilson St., Ste. 302		Crestview	FL	32536
John	Hofstad	County Administrator	Okaloosa County	1804 Lews Turner Blvd.,Ste.400		Ft. Walton Beach	FL	32547
JD	Peacock	Clerk of the Court	Okaloosa County	101 E. James Lee Blvd.		Crestview	FL	32536
Pete	Smith	Property Appraiser	Okaloosa County	73 Eglin Pkwy. NE, Ste. 202		Ft. Walton Beach	FL	32548
Larry	Ashley	Sheriff	Okaloosa County	50 2nd Street		Shalimar	FL	32579
Ben	Anderson	Tax Collector	Okaloosa County	4012 Commons Dr. W, Ste.122		Destin	FL	32541
Paul	Lux	Supervisor of Elections	Okaloosa County	302 Wilson St., North, Ste. 102		Crestview	FL	32536
Mary Beth	Jackson	Superintendent of Schools	Okaloosa County	120 Lowery Place		Ft. Walton Beach	FL	32548
Scott	Fischer	Mayor	City of Destin	4200 Indian Bayou Trail		Destin	FL	32541
Rodney	Braden	Councilman	City of Destin	4200 Indian Bayou Trail		Destin	FL	32541
Tuffy	Dixon	Councilman	City of Destin	4200 Indian Bayou Trail		Destin	FL	32541
Jim	Foreman	Councilman	City of Destin	4200 Indian Bayou Trail		Destin	FL	32541
Cyron	Marler	Councilman	City of Destin	4200 Indian Bayou Trail		Destin	FL	32541
Prebble	Ramswell	Councilwoman	City of Destin	4200 Indian Bayou Trail		Destin	FL	32541
Parker	Destin	Councilman	City of Destin	4200 Indian Bayou Trail		Destin	FL	32541
Chatham	Morgan	Councilman	City of Destin	4200 Indian Bayou Trail		Destin	FL	32541

Appointed

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September 22, 2016

(Salutation FName LName)
(Position)
(Agency)
(Add1)
(Add 2)
(City, State, Zip)

RE: Public Hearing for Destin Cross-town Connector from Beach Drive to Benning Drive

Dear (Salutation LName):

The City of Destin invites you or a member of your staff to attend a public hearing concerning the Destin Cross Town Connector from Beach Drive to Benning Drive. The Beach Drive to Benning Drive project is the last connecting leg for the Connector, an east-west corridor intended to help relieve traffic congestion on US Highway 98. The meeting will be held Tuesday, October 18, 2016 from 5:30 p.m. to 6:30 p.m. (CDT), at the Destin City Council Chambers in the City Hall Annex, 4100 Indian Bayou Trail, Destin, FL 32541.

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Maps and other information will be on display. There will be a formal presentation at 6:00 p.m. Representatives from the City and project engineers and planners will be available to explain proposed improvements and answer questions. Project development and environment documents are available for your review at the Destin City Hall, 4200 Indian Bayou Trail, Destin, FL 32541.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodation under the Americans with Disabilities Act, or persons who require translation services (free of charge) should contact me at my direct line (850) 466-4113 at least seven days prior to the meeting.

If you have any questions regarding the proposed project or this meeting, please contact Public Services Director/City Engineer David O. Campbell P.E. at 850-837-4242, ext. 3185, or via email at dcampbell@cityofdestin.com.

Sincerely,

Gregory S. Allen, P.E.
Associate Vice President/Project Director

Agency	Address Salutation	Position	Agency 2	Letter Salutation	First Name	Last Name	Last Name Greeting	ADDR1	ADDR2	CITY	STATE	Postal Code
Federal Highway Administration	Mr	Division Administrator	Federal Highway Administration	Mr	James	Christian	Christian	3500 Financial Plaza	Suite 400	Tallahassee	FL	32312
Federal Railroad Administration		Regional Administrator	Federal Railroad Administration	Sir or Madam				61 Forsythe Street SW, Suite 16T20		Atlanta	GA	30303
Federal Transit Administration	Ms	Regional Administrator	Federal Transit Administration	Ms	Yvette	Taylor	Taylor	230 Peachtree, NW	Suite 800	Atlanta	GA	30303
Federal Emergency Management Agency	Ms	Region IV Administrator	Federal Emergency Management Agency	Ms	Gracia	Szczech	Szczech	3003 Chamblee Tucker Road		Atlanta	GA	30341
Federal Aviation Administration	Mr	Region 4 Administrator	Federal Aviation Administration	Mr	Dennis	Roberts	Roberts	P.O. Box 20636		Atlanta	GA	30320
U.S. Environmental Protection Agency - Region IV	Mrs	Regional Administrator	U.S. Environmental Protection Agency	Mrs	Heather McTeer	Toney	Toney	61 Forsyth Street, SW		Atlanta	GA	30303
U.S. Army Corps of Engineers	Mr	Division Chief	U.S. Army Corps of Engineers	Mr	Donnie	Kinard	Kinard	P.O. Box 4970		Jacksonville	FL	32232
U.S. Army Corps of Engineers	Mr	Section Chief	U.S. Army Corps of Engineers	Mr	Cliff	Payne	Payne	41 North Jefferson Street	Suite 301	Pensacola	FL	32502
U.S. Department of Interior - US Fish and Wildlife Service	Ms	Regional Director	US Fish and Wildlife Service	Ms	Cynthia	Dohner	Dohner	1875 Century Blvd. NE., Suite 400		Atlanta	GA	30345
US Department of Health and Human Services	Dr.	Regional Director	Region 4	Dr.	Pamela	Roshell	Roshell	61 Forsyth Street	RM 5B95	Atlanta	GA	30303
U.S. Environmental Protection Agency - Region 4	Ms	Regional Administrator	U.S. Environmental Protection Agency	Ms	Gwendolyn Keyes	Fleming	Fleming	Atlanta Federal Center, 61 Forsyth Street, SW		Atlanta	GA	30303
US Department of Interior	Ms	Deputy Region Director	Eastern Regional Office	Ms	Johnna	Blackhair	Blackhair	545 Marriott Drive	Suite 700	Nashville	TN	37214
US Department of Interior	Mr	Regional Director, Southeast Region	US Geological Survey	Ms	Marge	Davenport	Davenport	1770 Corporate Drive	Suite 500	Norcross	GA	30093
US Department of Interior	Mr	Southeastern District Manager	Bureau of Land Management, Eastern States Office	Ms	Karen	Mountsen	Mountsen	411 Briarwood Drive	Ste. 404	Jackson	MS	39206
US Department of Interior	Mr	Regional Director, Southeast Region	National Park Service	Mr	Stan	Austin	Austin	100 Alabama Street SW	1924 Bldg	Atlanta	GA	30303
US Department of Agriculture	Mr	State Director, Florida/Virgin Islands	Rural Development	Mr	Richard	Machek	Machek	Post Office Box 147010		Gainesville	FL	32614-7010
US Department of Agriculture		Regional Administrator	US Forest Service, Region 8	Mr	Edward	Macik		1720 Peachtree Road NW		Atlanta	GA	30309
US Department of Housing and Urban Development	Mr	Regional Administrator	Region IV	Mr	Edward	Jennings, Jr.	Jennings	Five Points Plaza Building	40 Marietta	Atlanta	GA	30303
National Oceanic and Atmospheric Administration	Dr	Administrator, Southeast Regional Office	NOAA Marine Fisheries	Dr	Roy	Crabtree	Crabtree	263 13th Avenue South		St. Petersburg	FL	33701
Florida Dept. Environmental Protection	Mr	District Director	Florida Dept. Environmental Protection	Mr	Shawn	Hamilton	Hamilton	160 West Government Street	Suite 308	Pensacola	FL	32502
Florida Department of State - State Historic Preservation Office (SHPO)	Mr	Director	Florida Department of State - Division of Historical Resources	Mr	Timothy	Parsons, Ph.D.	Parsons	500 South Bronough Street	Room 4.23	Tallahassee	FL	32399
Florida Fish and Wildlife Conservation Commission	Mr	Executive Director	Florida Fish and Wildlife Conservation Commission	Mr	Nick	Wiley	Wiley	620 South Meridian Street		Tallahassee	FL	32399
FDOT - District EMO Engineer	Ms	District Environmental Management Engineer	Florida Department of Transportation	Mr	Brandon	Bruner, P.E.	Bruner	1074 Highway 90		Chipley	FL	32428
FDOT - Director of Transportation Development	Mr	Director of Transportation Development	Florida Department of Transportation	Mr	Jason	Peters, P.E.	Peters	1074 Highway 90		Chipley	FL	32428
FDOT - Director of Transportation Operations	Mr	Director of Transportation Operations	Florida Department of Transportation	Mr	Phillip	Gainer, P.E.	Gainer	1074 Highway 90		Chipley	FL	32428
FDOT - District Secretary	Mr	District Secretary	Florida Department of Transportation	Mr	Tommy	Barfield, P.E.	Barfield	1074 Highway 90		Chipley	FL	32428
FDOT - District Design Engineer	Mr	District Design Engineer	Florida Department of Transportation	Mr	Jared	Perdue, P.E.	Perdue	1074 Highway 90		Chipley	FL	32428
FDOT - Intermodal Systems Development Manager	Mr	Intermodal Systems Development Manager	Florida Department of Transportation	Mr	Tim	Smith, P.E.	Smith	1074 Highway 90		Chipley	FL	32428
FDOT - Public Information Officer	Mr	Public Information Director	Florida Department of Transportation	Mr	Ian	Satter	Satter	1074 Highway 90		Chipley	FL	32428
FDOT - Systems Planner	Mr	District Planning Manager	Florida Department of Transportation	Mr	Lyle	Seigler	Seigler	1074 Highway 90		Chipley	FL	32428
Florida Department of Transportation - State Environmental Management Office	Mr	Manager	FDOT - State Environmental Management Office	Mr	Ken	Morefield	Morefield	605 Suwannee Street (MS 37)		Tallahassee	FL	32399
Florida Department of Transportation - Office of Work Program	Ms	Federal Aid Manager	FDOT - Office of Work Program and Budget	Ms	Lisa	Saliba	Saliba	605 Suwannee Street (MS 21)		Tallahassee	FL	32399
Florida Department of Transportation - Native American Coordination	Mr	Native American Coordinator	FDOT - Native American Coordination	Mr	Roy	Jackson	Jackson	605 Suwannee Street (MS 37)		Tallahassee	FL	32399
Florida Department of Economic Opportunity	Ms	North Florida Community Planning Team Leader	Community Planning, Development, and Services	Ms	Sherry	Spiers	Spiers	107 East Madison Street		Tallahassee	FL	32399
Northwest Florida Water Mgmt District	Mr	Executive Director	Northwest Florida Water Mgmt District	Mr	Jon	Steverson	Steverson	81 Water Management Drive		Havana	FL	32333
West Florida Regional Planning Council	Ms	Executive Director	West Florida Regional Planning Council	Mr	Austin	Mount	Mount	P.O. Box 11399		Pensacola	FL	32524
West Florida Regional Planning Council	Ms	Senior Transportation Planner (OWTPO)	West Florida Regional Planning Council	Ms	Mary Beth	Washnock	Washnock	P.O. Box 11399		Pensacola	FL	32524
Seminole Tribe of Florida	Mr	Chairman	Seminole Tribe of Florida	Mr	James	Billie	Billie	6300 Stirling Road		Hollywood	FL	33024
Seminole Tribe of Florida	Mr	Acting Tribal Historic Preservation Officer	Tribal Historic Preservation Office	Mr	Paul	Blackhouse	Blackhouse	30290 Josie Billie Highway	PMB 1004	Clewiston	FL	33440
Seminole Tribe of Florida	Ms	Compliance Review Supervisor	Tribal Historic Preservation Office	Ms	Anne	Mullins	Mullins	30290 Josie Billie Highway	PMB 1004	Clewiston	FL	33440
Miccosukee Tribe of Indians of Florida	Mr	Chairman	Miccosukee Tribe of Indians of Florida	Mr	Colley	Billie	Billie	Tamiami Station	PO Box 44	Miami	FL	33144
Miccosukee Tribe of Indians of Florida	Mr	Section 106 and NAGPRA Coordinator	Miccosukee Tribe of Indians of Florida	Mr	Fred	Dayhoff	Dayhoff	HC 61	SR Box 66	Ochopee	FL	34141
Poarch Band of Creek Indians of Alabama	Ms	Tribal Chair	Poarch Band of Creek Indians	Ms	Stephanie	Bryan	Bryan	5811 Jack Springs Road		Atmore	AL	36502
Poarch Band of Creek Indians of Alabama	Mr	Acting Tribal Historic Preservation Officer	Poarch Band of Creek Indians	Mr	Robert	Thrower	Thrower	5811 Jack Springs Road		Atmore	AL	36502
Muscogee (Creek) Nation	Mr	Principal Chief	Omuscogee (Creek) Nation Office of the Administration	Mr	George	Tiger	Tiger	PO Box 580		Okmulgee	OK	74477
Muscogee (Creek) Nation	Mr	Tribal Historic Preservation Officer	Muscogee (Creek) National Cultural Preservation	Mr	Emman	Spain	Send via E-mail address on FDOT web site					
Seminole Nation of Oklahoma	Mr	Principal Chief	Seminole Nation of Oklahoma	Mr	Leonard	Harjo	Harjo	PO Box 1498		Wewoka	OK	74884
Seminole Nation of Oklahoma	Ms	Tribal Historic Preservation Officer	Seminole Nation of Oklahoma	Ms	Natalie	Harjo	Harjo	PO Box 1498		Wewoka	OK	74884
Mississippi Band of Choctaw Indians	Chief		Mississippi Band of Choctaw Indians	Chief	Phyliss	Anderson	Anderson	101 Industrial Road		Choctaw	MS	39350
Mississippi Band of Choctaw Indians	Mr.	Tribal Historic Preservation Officer	Mississippi Band of Choctaw Indians	Mr.	Kenneth	Carleton	Carleton	101 Industrial Road		Choctaw	MS	39350
City of Destin	Ms.	City Manager	City of Destin	Ms.	Carisse	Lejeune	Lejeune	4200 Indian Bayou Trail		Destin	FL	32541
City of Destin	Mr.	Director of Planning	City of Destin	Mr.	Steve	Schmidt	Schmidt	4200 Indian Bayou Trail		Destin	FL	32541
City of Destin	Mr.	Public Information Manager	City of Destin	Mr.	Doug	Rainer	Rainer	4200 Indian Bayou Trail		Destin	FL	32541

Property Owner/Interested Party Letter

ATKINS

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504

Telephone: +1.850.478.9844
Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

September 22, 2016

RE: Public Hearing for Destin Cross-town Connector from Beach Drive to Benning Drive

Dear Interested Party:

The City of Destin invites you to attend a public hearing concerning the Destin Cross Town Connector from Beach Drive to Benning Drive. The Beach Drive to Benning Drive project is the last connecting leg for the Connector, an east-west corridor intended to help relieve traffic congestion on US Highway 98. The meeting will be held Tuesday, October 18, 2016 from 5:30 p.m. to 6:30 p.m. (CDT), at the Destin City Council Chambers in the City Hall Annex, 4100 Indian Bayou Trail, Destin, FL 32541.

The proposed transportation improvement would provide approximately 0.4 mile of new four-lane roadway within Destin, Florida. The proposed improvements would begin on Azalea Drive just west of Benning Drive and extend eastward just past the intersection of Legion Drive with Beach Drive. The project traverses through the area of Anna Street, Sandalwood Court, and Sandalwood Drive.

Maps and other information will be on display. There will be a formal presentation at 6:00 p.m. Representatives from the City and project engineers and planners will be available to explain proposed improvements and answer questions. Project development and environment documents are available for your review at the Destin City Hall, 4200 Indian Bayou Trail, Destin, FL 32541.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodation under the Americans with Disabilities Act, or persons who require translation services (free of charge) should contact me at my direct line (850) 466-4113 at least seven days prior to the meeting.

If you have any questions regarding the proposed project or this meeting, please contact Public Services Director/City Engineer David O. Campbell P.E. at 850-837-4242, ext. 3185, or via email at dcampbell@cityofdestin.com.

Sincerely,

Gregory S. Allen, P.E.
Associate Vice President/Project Director

ADLER MIKEL A
205 BENNING DR #3
DESTIN, FL 32541

BAGBY ROBERT TRST & CARR R TRS
134 BENNING DR
DESTIN, FL 32541

BAILEY DEB TRUST
435 KEETER RD
CANTON, GA 30114

BRAUER JILL A
4121 AIKEN RD
PENSACOLA, FL 325033403

BREWSTER JOSEPH S JR
PO BOX 284
FT WALTON BEACH, FL 325490000

BROOM TIMOTHY H & MARY B
211 SNAPPER DR
DESTIN, FL 325412209

BROWNING ALVIN E
611 E LEGION
DESTIN, FL 325412415

BURKE GAIL
PO BOX 1146
DESTIN, FL 325400000

CALDWELL JOHN W
626 SANDALWOOD DR
DESTIN, FL 325412435

CITY OF DESTIN
4200 INDIAN BAYOU TRAIL
DESTIN, FL 325414305

CITY OF DESTIN
4200 INDIAN BAYOU TRL
DESTIN, FL 325414305

DALTON CAROLYN D
661 SANDALWOOD DR
DESTIN, FL 325401567

DEARMON ALICE F TRUST
523 SEAHILLS DR
DESTIN, FL 325412322

DEWBERRY DAVID & VERA
517 AZALEA DR
DESTIN, FL 325412307

DICEBURG LLC
9 BAYSHORE DR
SHALIMAR, FL 32579

DIMOV DIMO & IVANOVA MIROSLAVA
703 MANOR CIRCLE
OSAGE BEACH, MO 650650000

DIXON DANA L & VALINDA J
PO BOX 1322
SANTA ROSA BCH, FL 324590000

DYESS LLC
824 CROSS ST
DESTIN, FL 32541

EDGE RAYMOND A (HEIRS OF)
608 SANDALWOOD DR
DESTIN, FL 325412435

FINN SCOTT S & SHARON R
715 SEAGULL CIR
DESTIN, FL 325411943

FIRST BAPTIST CHURCH OF DESTIN FLORIDA,I
201 BEACH DR
DESTIN, FL 32541

FLEMING SHAWN & CAROLYN
255 BENT ARROW DR
DESTIN, FL 325410000

GALLOWAY ANDREW L
205 BENNING DR UNIT 5
DESTIN, FL 32541

GALLUP JAMES E JR
307 SEAGULL LANE
DESTIN, FL 32541

GLOVASKI WILSON T & IVANI T
(ADDRESS UNKNOWN)
,

GROZA IOAN & ESTERA M
1014 AIRPORT RD #142
DESTIN, FL 32541

GUIDINETTI ERICK S
(ADDRESS UNKNOWN)
,

HALL DORIS L
615 LEGION DR E
DESTIN, FL 325412415

HARRY DENISE M
1452 W POWDER COURT
EAGLE, ID 83616

HEBERT JASON R
38 INDIAN BAYOU DR
DESTIN, FL 325412209

HENDERSON MICHAEL L
508 DRIFTWOOD CIRCLE
DESTIN, FL 325410000

HUENERBERG SCOTT R (HEIRS OF)
(ADDRESS UNKNOWN)
,

HUGHES TIMOTHY & BROWN KRISTIE
303 SEAGULL LN
DESTIN, FL 32541

INGRAM DENISE M
610 LEGION DR
DESTIN, FL 32541

J&L REVOCABLE TRUST C/O GUIDO WALTER
615 OVERBROOK DR
FT WALTON BEACH, FL 32547

J&L REVOCABLE TRUST C/O GUIDO WALTER
615 OVERBROOK DR
FT WALTON BEACH, FL 32547

J&L REVOCABLE TRUST C/O GUIDO WALTER
615 OVERBROOK DR
FT WALTON BEACH, FL 32547

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615 OVERBROOK DR
FT WALTON BEACH, FL 32547

J&L REVOCABLE TRUST C/O GUIDO WALTER
615 OVERBROOK DR
FT WALTON BEACH, FL 32547

JENNER KATHERINE A
704 ELISE LN
DESTIN, FL 32541

JOHNSON MARK D & C WHALEN
9207 CAPTIVA CR
ST PETE BEACH, FL 33706

JULIANO JASPER C & JOHN F
(ADDRESS UNKNOWN)
,

KEENER JOHN H
218 SNAPPER DR
DESTIN, FL 325412210

KOENIG ROBERT L & TINA L
635 SANDALWOOD DR
DESTIN, FL 325412442

LANDRY GLYNDA & SMITH THERESA
9390 HUNTERS WAY DR
SEMMES, AL 365750000

LEBLANC GREGORY M
604 SANDALWOOD DR
DESTIN, FL 32541

LUNA GASPAR E & NORMA N
645 SANDALWOOD DR
DESTIN, FL 32541

MAGNOLIA PARK HOMEOWNERS ASSC
PO 5415
DESTIN, FL 32540

MALLETTE VIRGINIA L
815 KELLAIRE CT
DESTIN, FL 32541

MATHES DOUGLAS & KATHERYN
206 SNAPPER #12
DESTIN, FL 325410000

MATTHEWS ELAINE
PO BOX 1005
DESTIN, FL 325400000

MATTHEWS ELAINE K
416 SPRING LANE
DESTIN, FL 32541

MCKINNEY ANTHONY
268 OLDE POST RD
NICEVILLE, FL 32578

MCKINNEY ANTHONY
268 OLDE POST RD
NICEVILLE, FL 32578

MILES ADAM
704 LEGION DR #3
DESTIN, FL 32541

MILES ADAM
704 LEGION DR #3
DESTIN, FL 32541

MILES ADAM
704 LEGION DR #3
DESTIN, FL 32541

MILES ADAM
704 LEGION DR #3
DESTIN, FL 32541

MIMS DANA C
527 SANDALWOOD CT
DESTIN, FL 32541

MOOK BRANDON & ASHLEY
249 BENT ARROW DR
DESTIN, FL 32541

MOORE BRENDA
306 BEACH DR
DESTIN, FL 325410000

MUEROVA VASILENA
211 WILDCAT COURT
DESTIN, FL 32541

NAROV BLAGOVEST T
4040 DANCING CLOUD CT #350
DESTIN, FL 325410000

NGUYEN NGA BICH
1821 MUSTANG ST
NAVARRE, FL 32566

ORTLIP PATRICIA GERRETS
216 CLAYMORE DR
LAFAYETTE, LA 705033834

PATE JAMES D
716 KELLY ST
DESTIN, FL 32541

PELLEY LUC G & TINA W
215 SNAPPER DR
DESTIN, FL 325412209

RANDY WISE HOMES INC
27 N PARTIN DR
NICEVILLE, FL 32578

RANDY WISE HOMES INC
27 N PARTIN DR
NICEVILLE, FL 32578

REMOL THERESA A
630 SANDALWOOD DR
DESTIN, FL 325410000

ROBERT & BARBARA BAGBY TRUSTS
470 CAPTAINS CIRCLE
DESTIN, FL 32541

SCHOULS MARTHA
3615 36TH ST
ASTORIA, NY 111061344

SHELLEY GERALD G & GLENN R
642 HARBOR BLVD
DESTIN, FL 32541

SLATER BRIAN K
304 BEACH DR
DESTIN, FL 32541

STEWART DARRELL E
ADDRESS UNKNOWN
,

SWILLEY STEVEN & CHRISTINE E
622 LEGION COURT
DESTIN, FL 325410000

TRUST 207C BEACH DR DESTIN FL C/O NATHAN
2553 GRAND POPLAR ST
OCOEE, FL 347610000

VALENCIA THEODORE JR
423 ANDERSON DR
DESTIN, FL 32541

WEBB JAMES R
(ADDRESS UNKNOWN)
,

WEN WENDY & HU YIMING
(ADDRESS UNKNOWN)
,

WILLIAMS GREGORY A & CYNTHIA C
2611 GREEN BAY AVE
PENSACOLA, FL 32526

WINTON GEORGE P
1917 MILLBROOK DR
JOHNSON CITY, TN 376041485

WOOD DOLORES M
617 SANDAL WOOD DR
DESTIN, FL 32541

Public Hearing Handout

Public Participation and Design Development

The Project Team depends on public participation in developing our transportation plans and designs. Our public participation model includes:

- Public Workshops During PD&E Phase
- Solicitation of Comments
- Preparation of Concept Plan
- **Public Hearing/Presentation to City Officials and Members of the Public**
- Final Design
- Public Workshops During Final Design (if needed)

The City of Destin adheres to the Americans with Disabilities Act and will make reasonable modifications for access to City services, programs and activities.

The City of Destin complies with various non-discrimination laws and regulations, including Title VI of the Civil Rights Act of 1964. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express concerns about Title VI may do so by contacting :

David O. Campbell P.E.
Public Services Director/City Engineer
4200 Indian Bayou Trail
Destin, Florida 32541
850-837-4242, ext. 3185
dcampbell@cityofdestin.com

OR

Gregory S. Allen, P.E.
Atkins Project Manager
2114 Airport Blvd., Suite 1450
Pensacola, Florida 32504
PH: 850-478-9844
gregory.allen@atkinsglobal.com

DESTIN CROSS TOWN CONNECTOR

Beach Drive to Benning Drive

Public Hearing

Destin City Hall Annex

Tuesday, October 18, 2016

5:30 p.m.

Welcome

Welcome and thank you for participating in this public hearing for the Destin Cross Town Connector. The purpose of this hearing is to give the general public an opportunity to express their views and comments concerning the proposed project. Project representatives from the City of Destin and Atkins are on hand to discuss the project and answer questions. The hearing will begin as an open house at 5:30 p.m., followed with a formal presentation at 6:00 p.m. After the formal presentation, any interested persons will be given the opportunity to express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed project.

Any person who wish to submit written comments and other exhibits in place of or in addition to an oral discussion with project representatives may submit comments to Atkins. All comments will be recorded as part of public record. Please submit comments by mail, telephone, fax, or e-mail by October 28, 2016.

Please address comments to:

Gregory S. Allen, P. E.
Atkins
2114 Airport Blvd., Suite 1450,
Pensacola, FL 32504
Phone (850) 478-9844
Email gregory.allen@atkinsglobal.com

After today's meeting, Atkins will meet with the Public Service Director/City Engineer to review the comments from the public hearing. Revisions will be made based on public comments and discussions with the City of Destin.

Project Description

The focus of this project is the Beach Drive to Benning Drive phase of the Destin Cross Town Connector, which will provide a direct connection to the east-west corridor intended to provide an alternate route to US Highway 98 for local traffic. The proposed transportation improvement would provide approximately 0.4 miles of new four-lane roadway within the City. The proposed improvements would begin on Azalea Drive just west of Benning Drive and extend eastward just east of the intersection of Legion Drive with Beach Drive. The project traverses through the area of Anna Street, Sandalwood Court, and Sandalwood Drive.

Project Location

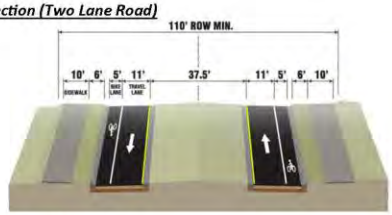
PD&E Study

A PD&E study is being conducted, consistent with the requirements of the National Environmental Policy Act, to develop and evaluate alternatives for implementing transportation improvements consistent with the project needs and local transportation policies and goals. As part of this process, the alternatives' impacts on the social, cultural, natural and physical environment of the study area has been identified. Based on the results of this evaluation, input from the public workshop held on 09/12/2015, comments received throughout the PD&E study, engineering analysis, and information from the City of Destin, a recommended alternative has been identified. Although future traffic projections indicate the need for a four-lane facility by the design year (2040), it is proposed to construct the facility in two phases. The first phase, would be an interim two-lane road with curb and gutter, 10-foot sidewalks, bicycle lanes, 35.5 foot wide grassed median, and stormwater drainage facilities. This design will allow the future widening to provide the ultimate four-lane facility without the need to acquire additional right-of-way. The recommended alternative will not become the preferred alternative until the City of Destin has considered the public hearing comments. A final Environmental Impact Report will be prepared to document the selection of the preferred alternative.

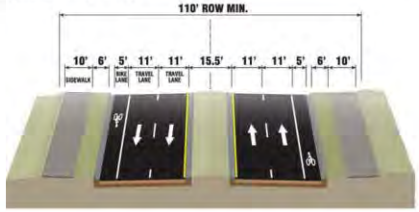
Project Schedule

Task	Completion Date
Draft Environmental Impact Report Submittal to FDOT	March 3, 2016
Public Hearing	October 18, 2016
Final Preliminary Engineering Report Submittal	November 30, 2016
Final Environmental Impact Report Submittal	November 30, 2016
Finalize Interim Design	February 1, 2017

Interim Design Typical Section (Two Lane Road)



Final Design Typical Section (Four Lane Road)



Interim Design

Final Design

Public Hearing Sign-In Sheets

DESTIN CROSS TOWN CONNECTOR
Beach Drive to Benning Drive
Public Hearing
Destin City Hall Annex
Tuesday, October 18, 2016
5:30 p.m.

Public Hearing Sign-in Sheet
PLEASE PRINT CLEARLY

#	NAME	ADDRESS	PHONE	E-MAIL
1	Sam J Fermin	8094 Raleigh ST	850 936-0336	
2	Zoila A. Fermin	8094 Raleigh ST	850 936-0336	
3	Chatham Morgan	802 Dawn Lane	850-687-4775	CMorgan@cityofdestin.com
4	TRACY Babbitt	620 Sandalwood Dr	850 650 1529	
5	Georgine Hillacker	615 Sandalwood Dr	850-837-7700	
6	Nancy Weidenhamer	808 Wild Oak Ave	850 585 3823	Nweidenhamer@gmail.com
7	Cadee Gallway	205 UNIT 5 BENNING DR	850 865-6551	cadeegallway@gmail.com
8	Andrew Gallway	205 UNIT 5 BENNING DR	850 420 957[illegible]	DREWGALLWAY@gmail.com
9	Steve Moncrief	65 SICILIA BLUFF DESTIN	850-837-3536	
10	Adam Miller	427 Benning Dr	850-837-6620	
11	Sonya Miller	/	/	
12	Jill Lavender	4081 E. Olive Rd, Suite A Pensacola, FL 32514	850-332-7976	jill.lavender@wfrpc.org
13	CHERYL SACKMAN	2114 AIRPORT BLVD. STE 1450, PENSACOLA FL	850.478.9844	cheryl.sackman@atkinsglobal.com
14				
15				

DESTIN CROSS TOWN CONNECTOR
Beach Drive to Benning Drive
Public Hearing
Destin City Hall Annex
Tuesday, October 18, 2016
5:30 p.m.

Public Hearing Sign-in Sheet
PLEASE PRINT CLEARLY

#	NAME	ADDRESS	PHONE	E-MAIL
1	DANA MiMS	527 SANDALWOOD CT DESTIN	8506870231	
2	Kathy Jewell	704 ELISE LN Destin	654 5084	
3	Scott Dewan	523 Sea Hollow Dr.	850 837 6785	destmid@AOL
4	Linda Putman	601 Sandalwood Dr	217-5101	CPUTMAN@COX.NET
5	Joan Auberon	601 Sandalwood Dr	621-7898	JOAND25039@aol.com
6	Hank Wolfe	4100 Gulf Shore Dr	337-3171	hwolfe@cityofdestin.com
7	James/Renee Wood	3790 Mistic Way, Destin FL	269-0196	army guy in destin @ embarqmail.com
8	Lydia Gallup	301 Seagull Ln Destin FL	865 545 6	sincerelylydia@gmail.com
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DESTIN CROSS TOWN CONNECTOR
Beach Drive to Benning Drive
Public Hearing
Destin City Hall Annex
Tuesday, October 18, 2016
5:30 p.m.

Public Hearing Sign-in Sheet
PLEASE PRINT CLEARLY

#	NAME	ADDRESS	PHONE	E-MAIL
1	David Campbell	4200 Indian Destin FL		
2	Cathy Murphy	109 Cashe Ct, Mary Esther 603 Sandalwood Ct	217-0951	
3	Carisse' LeJeune	4200 Indian Bayou Trail Destin		
4	Sonya Grant	58 Paginet, Miramar Bch		
5	Eddie Grant	"		
6	Darla O'Brian	614 Sandalwood Ct, Destin		
7	Chris O'Brian	" " "		
8	Ron SKINNER	604 SCENIC W	217-6426	
9	Ray Kirkland	P.O Box 607 Chipley FL 32428	330-1550	ray.kirkland@dot.state.fl.us
10				
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Public Hearing Exhibits

Destin Crosstown Connector

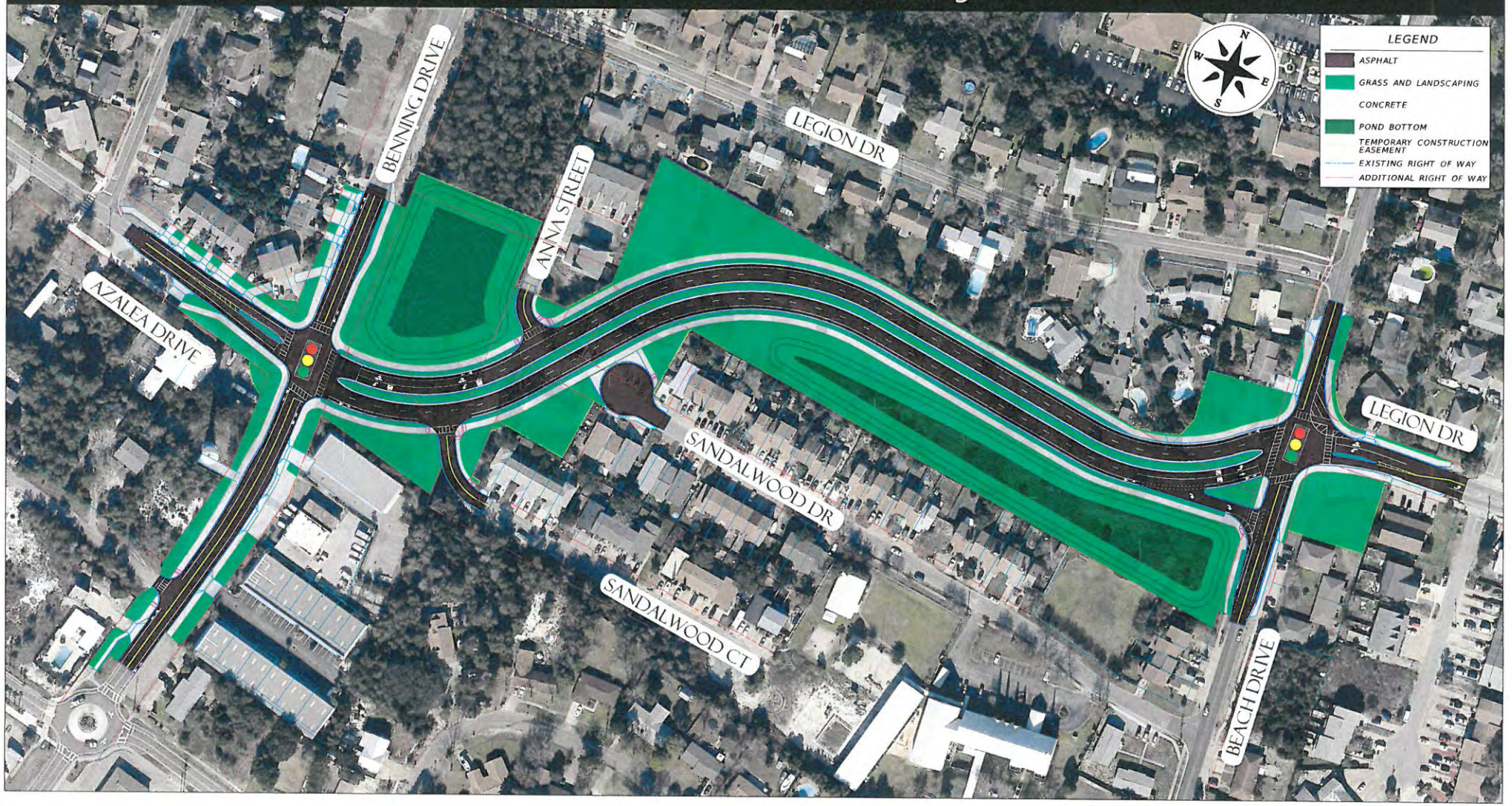
City of Destin, Florida

Recommended Interim Design

Destin Crosstown Connector

City of Destin, Florida

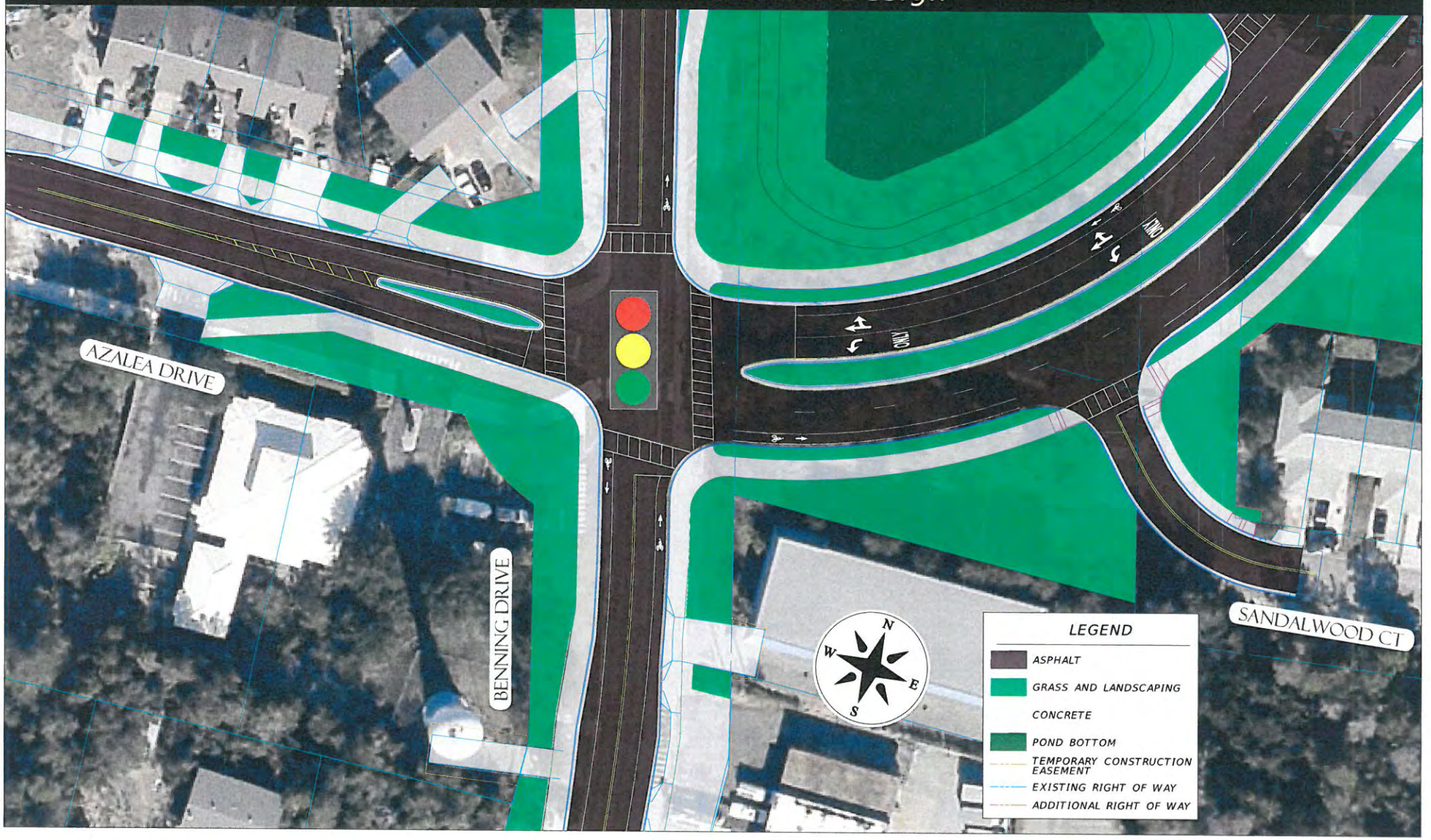
Recommended Final Design



Destin Crosstown Connector

Azalea Drive and Benning Drive

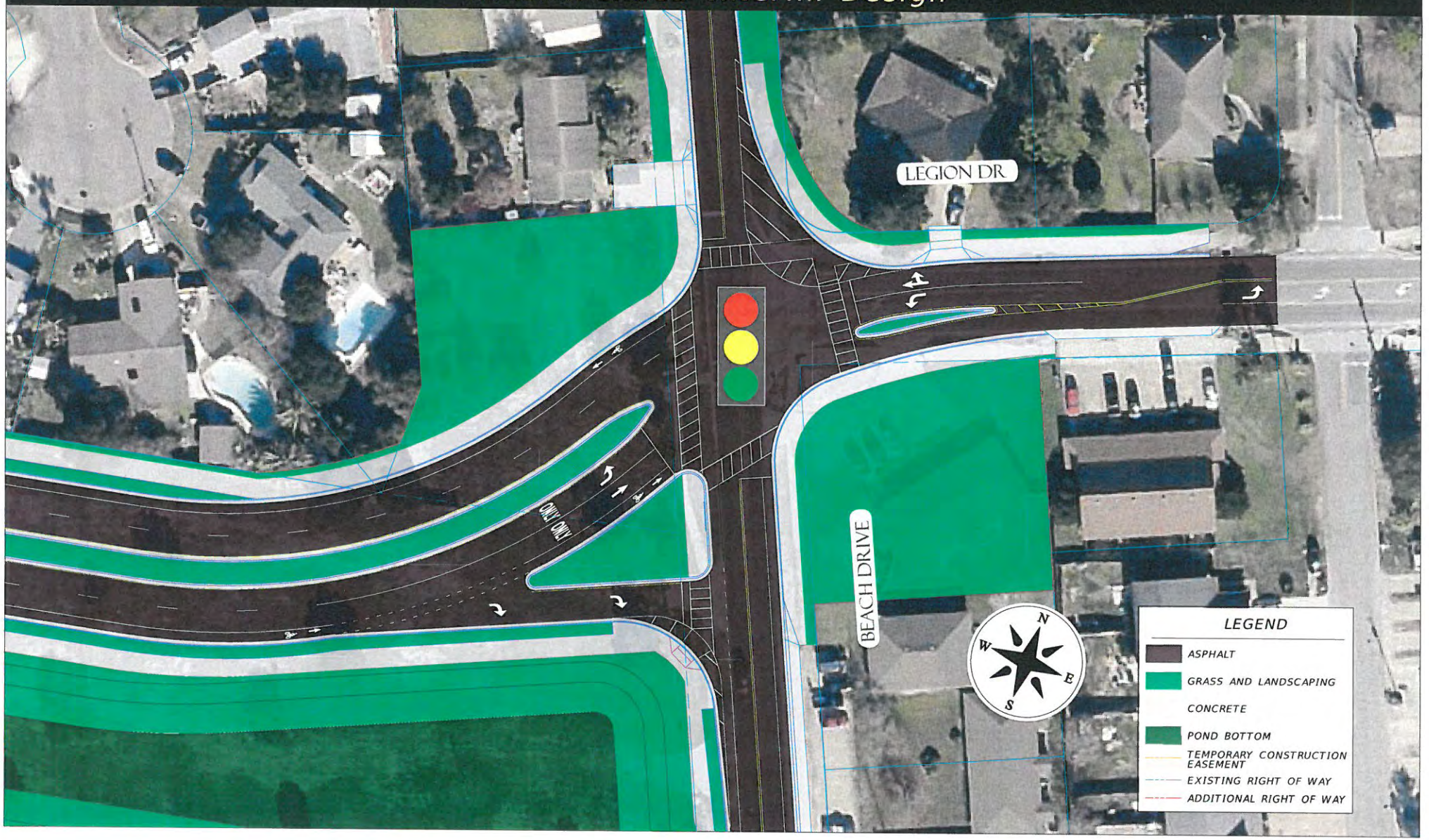
Recommended Interim Design



Destin Crosstown Connector

Legion Drive and Beach Drive

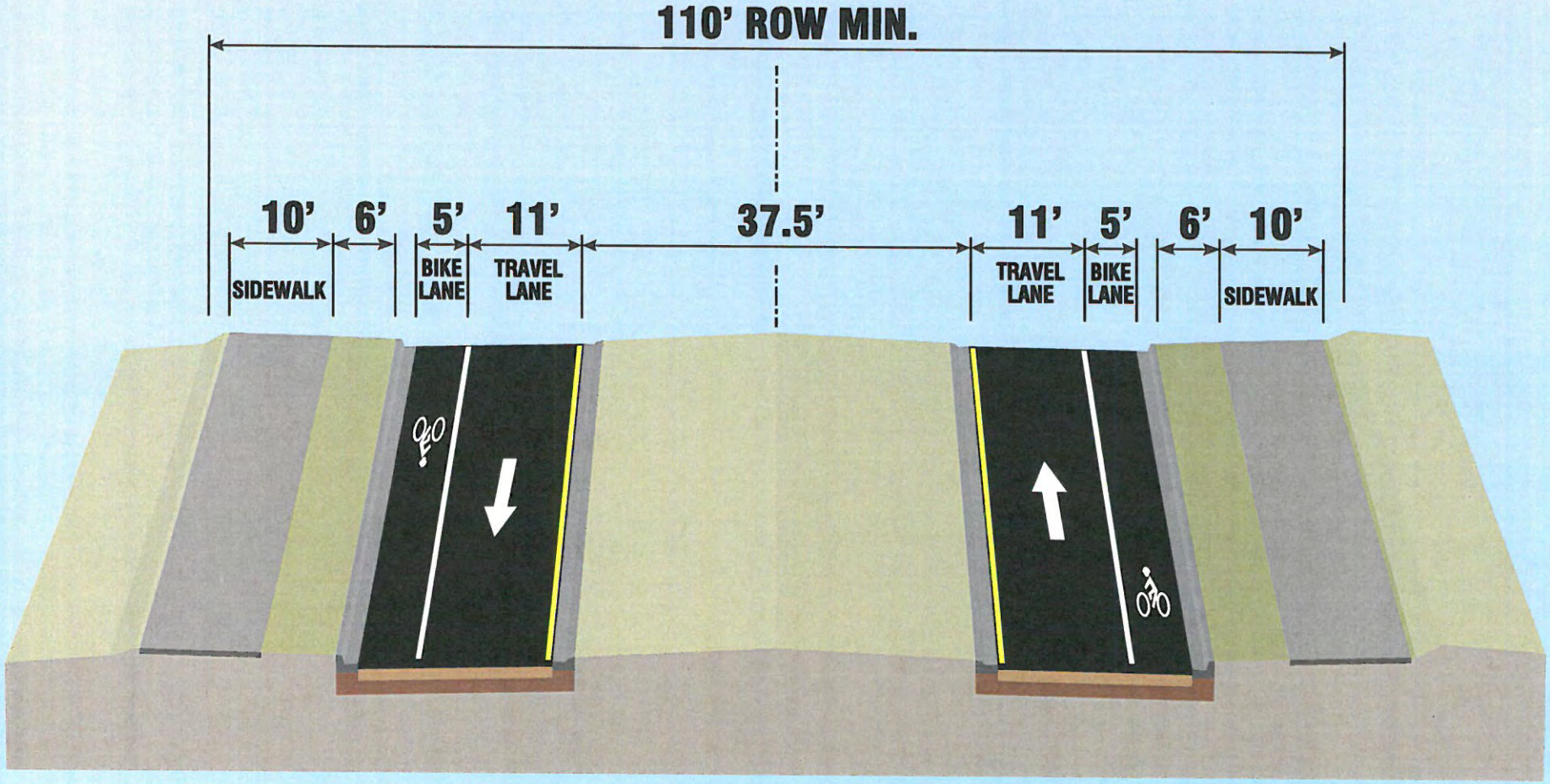
Recommended Interim Design



DESTIN CROSS TOWN CONNECTOR

ATKINS

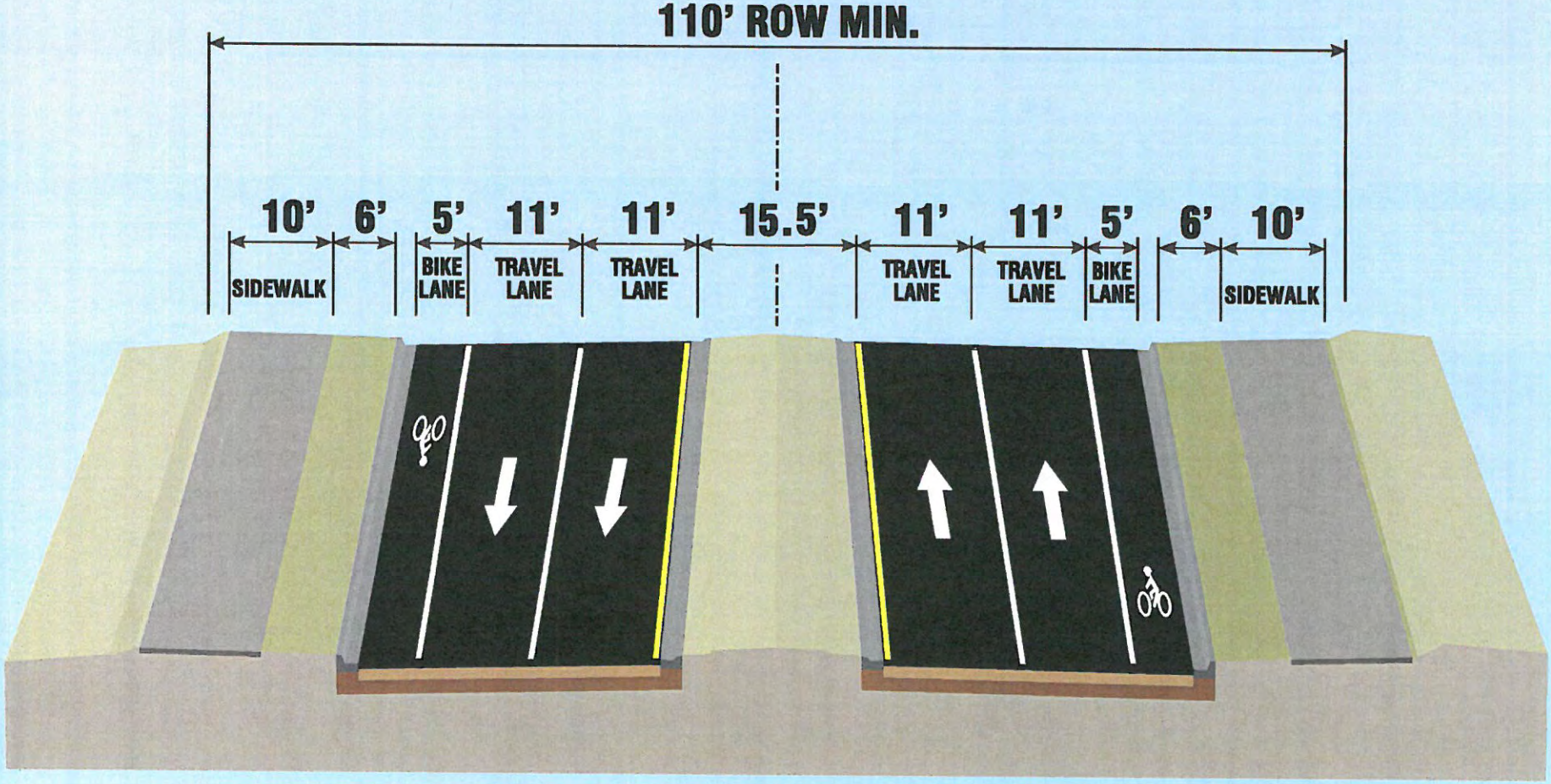
Interim Urban Typical Section



DESTIN CROSS TOWN CONNECTOR

ATKINS

Final Urban Typical Section



Public Hearing Comments and Responses

#1

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Hearing
October 18, 2016
Public Speaker Registration

PLEASE PRINT CLEARLY

Comments are limited to three (3) minutes.

If you wish to address the hearing, please fill out this card completely and give it to an attendant prior to the start of the meeting. You will be called during the Public Comment portion of the meeting.

Name Anderson (Last) Joann (First) a (Middle Initial)

Address 611 (Number) Sandalwood Dr (Street) Destin (City)

Please check one:

- ☐ Authorized to speak for the following organization: _____
- ☐ Speaking only as a member of the following organization: _____
- ☒ Speaking as a private citizen of the City of Destin
- ☐ Other

DESCRIBE SUBJECT OF YOUR REMARKS – Use other side. Please be specific.

Agent referenced no plans to cure / abandon, widen this is my home

ATKINS

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504

Telephone: +1.850.478.9844
Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

January 24, 2017

Mrs. Joanne Anderson
611 Sandalwood Drive
Destin, FL 32541

Dear Mrs. Anderson:

Thank you for attending the Destin Cross Town Connector Public Hearing on October 18, 2016, and for providing your comments at the end of the recorded presentation.

We regret to inform you that the Court Reporter who was present to transcribe the hearing unexpectedly passed away shortly after the hearing. Attempts by her employer to locate her transcription of the hearing have been unsuccessful.

Atkins is reaching out to everyone who completed a speaker card, and asking if you could take a few minutes to provide us with a written summary of your verbal comments, so that we can include it with the project documentation.

In light of the circumstances, we feel this is the best way to ensure your concerns are included in the project file.

For your convenience we have enclosed a form for your comments, and a stamped, pre-addressed envelope. A copy of your speaker registration card is also enclosed for your reference. Please return your comments before February 10, 2017, to ensure they are included in the Public Involvement Report.

Thank you. We look forward to hearing from you very soon.

Sincerely,
Atkins

Gregory S. Allen, PE
Associate Vice President/Group Manager

Encl: Comment Form
Pre-addressed Envelope
Speaker Card

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Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

June 19, 2017

Mrs. Joanne Anderson
611 Sandalwood Drive
Destin, FL 32541

RE: Destin Cross-Town Connector from Beach Drive to Benning Drive

Dear Mrs. Anderson:

Thank you for taking the time to attend the October 18, 2016 public hearing held at the Destin City Hall Annex for the Destin Cross-Town Connector from Beach Drive to Benning Drive. The need to acquire your property has been identified for this transportation improvement project. We understand that the process of relocating is a very stressful event and the City of Destin has contracted with Hayes Consulting to coordinate the acquisition and relocation process.

Marsha Hayes will be coordinating the relocation work on this project. Brantley and Associates, Inc. will be performing the appraisals for the project. Ms. Hayes will work with you regarding the relocation and try to make the process less stressful. The City of Destin has the funding to acquire your parcel. If Marsha Hayes with Hayes Consulting has not contacted you about the acquisition, please contact her at 850-638-5411 or by her email address: marsha_hayes@yahoo.com.

Regretfully, the death of the court reporter and the loss of her notes precluded your verbal comments from being included in the formal written report of the public hearing, and we have not received a response from you to our request for a written summation of your concerns. We have included your speaker's card with your written comment about your concerns for the sanctity of your home in the report, and it is now a permanent component of the public involvement element for this project. If you have additional questions or comments, please do not hesitate to contact me. My phone number is 850-478-9844 or by email at Gregory.Allen@atkinsglobal.com.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

c: David O. Campbell P.E.

#2

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Hearing
October 18, 2016
Public Speaker Registration

PLEASE PRINT CLEARLY

Comments are limited to three (3) minutes.

If you wish to address the hearing, please fill out this card completely and give it to an attendant prior to the start of the meeting. You will be called during the Public Comment portion of the meeting.

Name: Morgan (Last) Russell (First) Chatham (Middle Initial)

Address: 402 (Number) Dawn Lane (Street) Destin (City)

Please check one:

- ☐ Authorized to speak for the following organization: _____
- ☐ Speaking only as a member of the following organization: _____
- ☒ Speaking as a private citizen of the City of Destin
- ☐ Other

DESCRIBE SUBJECT OF YOUR REMARKS – Use other side. Please be specific.

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Pensacola, Florida 32504

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Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

January 24, 2017

Mr. Russell Morgan
802 Dawn Lane
Destin, FL 32541

Dear Mr. Morgan:

Thank you for attending the Destin Cross Town Connector Public Hearing on October 18, 2016, and for providing your comments at the end of the recorded presentation.

We regret to inform you that the Court Reporter who was present to transcribe the hearing unexpectedly passed away shortly after the hearing. Attempts by her employer to locate her transcription of the hearing have been unsuccessful.

Atkins is reaching out to everyone who completed a speaker card, and asking if you could take a few minutes to provide us with a written summary of your verbal comments, so that we can include it with the project documentation.

In light of the circumstances, we feel this is the best way to ensure your concerns are included in the project file.

For your convenience we have enclosed a form for your comments, and a stamped, pre-addressed envelope. A copy of your speaker registration card is also enclosed for your reference. Please return your comments before February 10, 2017, to ensure they are included in the Public Involvement Report.

Thank you. We look forward to hearing from you very soon.

Sincerely,
Atkins

Gregory S. Allen, PE
Associate Vice President/Group Manager

Encl: Comment Form
Pre-addressed Envelope
Speaker Card

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Pensacola, Florida 32504

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Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

June 19, 2017

Mr. Russell Morgan
802 Dawn Lane
Destin, FL 32541

RE: Destin Cross-Town Connector from Beach Drive to Benning Drive

Dear Mr. Morgan:

Thank you for taking the time to attend the October 18, 2016 public hearing held at the Destin City Hall Annex for the Destin Cross-Town Connector from Beach Drive to Benning Drive.

Regretfully, the death of the court reporter and the loss of her notes precluded your verbal comments from being included in the formal written report of the public hearing, and we have not received a response from you to our request for a written summation of your concerns. We have included your speaker's card in the report, and it is now a permanent component of the public involvement element for this project. If you have additional questions or comments, please do not hesitate to contact me. My phone number is 850-478-9844 or by email at Gregory.Allen@atkinsglobal.com.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

c: David O. Campbell P.E.

#3

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Hearing
October 18, 2016
Public Speaker Registration

PLEASE PRINT CLEARLY

Comments are limited to three (3) minutes.

If you wish to address the hearing, please fill out this card completely and give it to an attendant prior to the start of the meeting. You will be called during the Public Comment portion of the meeting.

Name: Weidenhamer (Last) Nancy (First) L (Middle Initial)

Address: 808 (Number) Wild Oak Ave (Street) Destin (City)

Please check one:

- ☐ Authorized to speak for the following organization:
- ☒ Speaking only as a member of the following organization: Public Works/Public Safety
- ☐ Speaking as a private citizen of the City of Destin
- ☐ Other

DESCRIBE SUBJECT OF YOUR REMARKS – Use other side. Please be specific.

Comments:

The bike lane only 5' <u>next</u> to moving traffic.

Why could it not be away from traffic lane? Maybe closer to 10' sidewalk?

ATKINS

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Pensacola, Florida 32504

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Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

January 24, 2017

Ms. Nancy Weidenhamer
808 Wild Oak Avenue
Destin, FL 32541

Dear Ms. Weidenhamer:

Thank you for attending the Destin Cross Town Connector Public Hearing on October 18, 2016, and for providing your comments at the end of the recorded presentation.

We regret to inform you that the Court Reporter who was present to transcribe the hearing unexpectedly passed away shortly after the hearing. Attempts by her employer to locate her transcription of the hearing have been unsuccessful.

Atkins is reaching out to everyone who completed a speaker card, and asking if you could take a few minutes to provide us with a written summary of your verbal comments, so that we can include it with the project documentation.

In light of the circumstances, we feel this is the best way to ensure your concerns are included in the project file.

For your convenience we have enclosed a form for your comments, and a stamped, pre-addressed envelope. A copy of your speaker registration card is also enclosed for your reference. Please return your comments before February 10, 2017, to ensure they are included in the Public Involvement Report.

Thank you. We look forward to hearing from you very soon.

Sincerely,
Atkins

Gregory S. Allen, PE
Associate Vice President/Group Manager

Encl: Comment Form
Pre-addressed Envelope
Speaker Card

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Pensacola, Florida 32504

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Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

June 19, 2017

Ms. Nancy Weidenhamer
808 Wild Oak Avenue
Destin, FL 32541

RE: Destin Cross-Town Connector from Beach Drive to Benning Drive

Dear Ms. Weidenhamer:

Thank you for taking the time to attend the October 18, 2016 public hearing held at the Destin City Hall Annex for the Destin Cross-Town Connector from Beach Drive to Benning Drive. The 5-foot bike lake is a standard bike lane width for this type of facility with a design speed of 30 mph. An 8 to 10-foot sidewalk is also included behind the curb and gutter providing area for recreational cycling usage. The overall path width behind curb and gutter is currently dictated by right-of-way constraints. The goal is to minimize the amount of right-of-way required while still providing safe and efficient facilities for area residents. I have attached a copy of the typical section and plan view with an aerial background for your use.

Regretfully, the death of the court reporter and the loss of her notes precluded your verbal comments from being included in the formal written report of the public hearing, and we have not received a response from you to our request for a written summation of your concerns. We have included your speaker's card with your written comment concerning the safety of the bike lane in the report, and it is now a permanent component of the public involvement element for this project. If you have additional comments to make or can present further information regarding your comment, please contact me at your convenience. My phone number is 850-478-9844 or by email at Gregory.Allen@atkinsglobal.com.

Again, thank you for your interest in this endeavor.

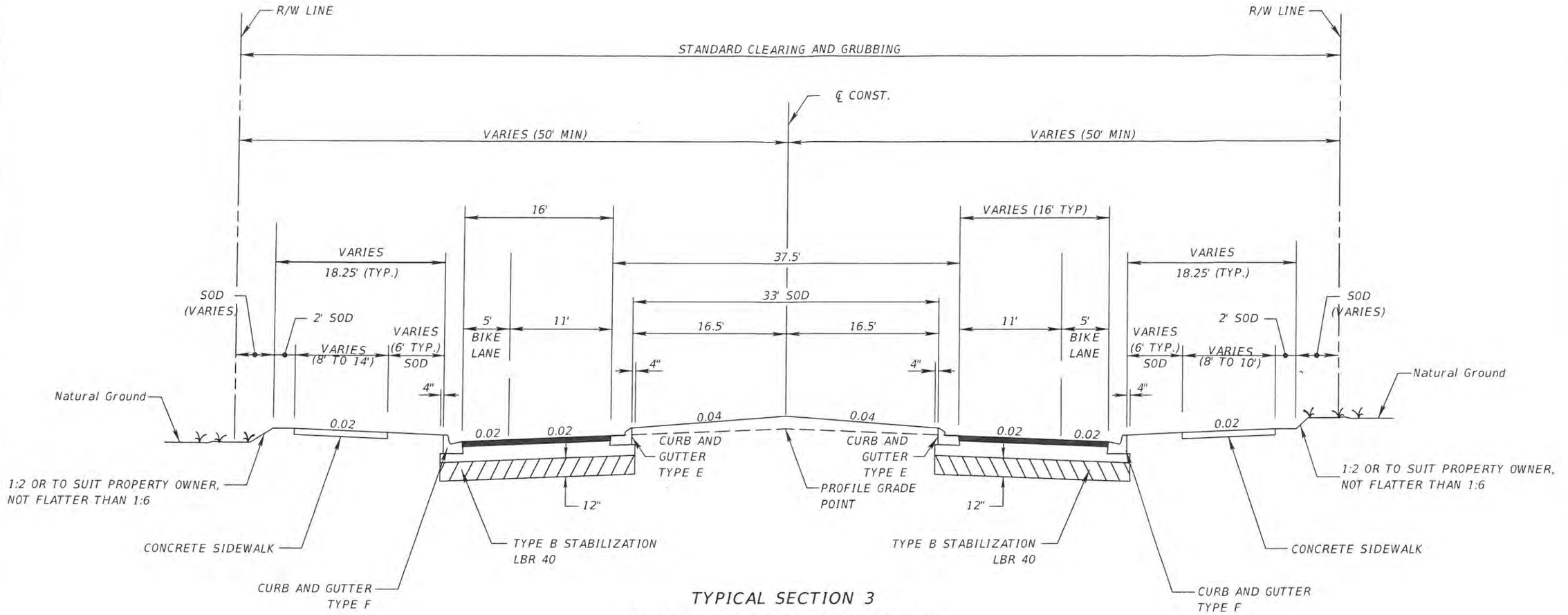
Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

c: David O. Campbell P.E.

Destin Crosstown Connector

City of Destin, Florida



TYPICAL SECTION 3
DESTIN CROSS TOWN CONNECTOR
STA. 30+06.00 TO 46+35.77

TRAFFIC DATA

CURRENT YEAR = 2017 AADT = 0
ESTIMATED OPENING YEAR = 2022 AADT = 2640
ESTIMATED DESIGN YEAR = 2042 AADT = 3270
K = 9% D = 52.1% T = 1.8% (24 HOUR)
DESIGN HOUR T = 3.5%
DESIGN SPEED = 30 MPH

NEW CONSTRUCTION

OPTIONAL BASE GROUP 6 WITH
TYPE SP-19 STRUCTURAL COURSE (PG 76-22, PMA, TRAFFIC B) (2.5")
TYPE FC-12.5 FRICTION COURSE (PG 76-22, PMA, TRAFFIC B) (1.25")

*SIDEWALK LIMITS
STA. 26+20.00 TO 48+80.03 (LT) (DESTIN CROSS TOWN CONNECTOR)
STA. 27+86.87 TO 48+01.61 (RT) (DESTIN CROSS TOWN CONNECTOR)

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ATKINS NORTH AMERICA, INC.
2114 AIRPORT BOULEVARD, SUITE 1450
PENSACOLA, FLORIDA 32504
(850) 478-9844
FBPE CERTIFICATE OF AUTHORIZATION NO. 24
KEVIN M. MORGAN, P.E. #71350

CITY OF DESTIN

COUNTY	CONSTRUCTION PLANS FOR:
OKALOOSA	DESTIN CROSS TOWN CONNECTOR

TYPICAL SECTION

SHEET NO. 6

#4

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Hearing
October 18, 2016
Public Speaker Registration

PLEASE PRINT CLEARLY

Comments are limited to three (3) minutes.

If you wish to address the hearing, please fill out this card completely and give it to an attendant prior to the start of the meeting. You will be called during the Public Comment portion of the meeting.

Name _____
Last First Middle Initial

Address _____
Number Street City

Please check one:

- ☐ Authorized to speak for the following organization: _____
- ☐ Speaking only as a member of the following organization: _____
- ☐ Speaking as a private citizen of the City of Destin
- ☐ Other

DESCRIBE SUBJECT OF YOUR REMARKS – Use other side. Please be specific.

ATKINS

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Pensacola, Florida 32504

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Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

January 24, 2017

Mr. Chip O'Brian
614 Sandalwood Drive
Destin, FL 32541

Dear Mr. O'Brian:

Thank you for attending the Destin Cross Town Connector Public Hearing on October 18, 2016, and for providing your comments at the end of the recorded presentation.

We regret to inform you that the Court Reporter who was present to transcribe the hearing unexpectedly passed away shortly after the hearing. Attempts by her employer to locate her transcription of the hearing have been unsuccessful.

Atkins is reaching out to everyone who completed a speaker card, and asking if you could take a few minutes to provide us with a written summary of your verbal comments, so that we can include it with the project documentation.

In light of the circumstances, we feel this is the best way to ensure your concerns are included in the project file.

For your convenience we have enclosed a form for your comments, and a stamped, pre-addressed envelope. A copy of your speaker registration card is also enclosed for your reference. Please return your comments before February 10, 2017, to ensure they are included in the Public Involvement Report.

Thank you. We look forward to hearing from you very soon.

Sincerely,
Atkins

Gregory S. Allen, PE
Associate Vice President/Group Manager

Encl: Comment Form
Pre-addressed Envelope
Speaker Card

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Hearing
October 18, 2016
Comment Sheet

The individual completing this comment sheet was a speaker at the Cross Town Connector Public Hearing on October 18, 2016. The court reporter who was transcribing the event passed away shortly after this meeting, and her employer is unable to locate the transcription. This written comment was solicited to substitute for the lost transcription.

PLEASE PRINT CLEARLY

Name: "CHIP" G. E. O'BRIAN & DALLA R. O'BRIAN

Address: 614 SANDALWOOD DR. DESTIN, FL 32541

Comments: AS OWNER OF 605 & 608 SANDALWOOD DR TWO PROPERTIES CITY IS WANTING TO TAKE FROM US. FIRST PROBLEM. I DON'T WISH TO SELL. SECOND. THE FACT THAT YOU STATED THEY WILL BE APPRAISED IS NOT FAIR TO ALL OWNERS AS PER PERSON AS IN PAST TO DO NO UPGRADES OR REPAIRS. BUILDINGS ARE IN NEED TO GET THEM UP TO SHAPE TO GET FAIR PRICE. BANK I SAY! NEXT THE MATTER OF WHEN THIS IS GOING TO TAKE PLACE THE TAKING OF MY PROPERTIES IS STRONGLY IN QUESTION THIS HAS BEEN GOING ON FOR EVER

CONTINUE ON REVERSE IF NECESSARY. PLEASE RETURN THE COMMENT SHEET NO LATER THAN FEBRUARY 10, 2017.

We can not be expected to work our lives around your time table without being compensated for our time & loss of money because we can't sell our products or make plans to use our means.

In addition I own 614 Sandalwood Dr which it appear you will be placing a cul de sac in front of. This should not be placed in front my house. First appears your turning point of my yard & drive way. In addition we lived here for 33 years I will not be happy with cars turning around in front of my living room with lights beam through my front windows. The cul de sac need to be twenty feet past my house. I've sent email to your to your Road & City with no response. Feel like we're in for a long battle over this.

Chip Brian

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Pensacola, Florida 32504

Telephone: +1.850.478.9844
Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

June 19, 2017

Mr. Chip O'Brian & Ms. Darla O'Brian
614 Sandalwood Drive
Destin, FL 32541

RE: Destin Cross-Town Connector from Beach Drive to Benning Drive

Dear Mr. & Ms. O'Brian:

Thank you for taking the time to attend the October 18, 2016 public hearing held at the Destin City Hall Annex for the Destin Cross-Town Connector from Beach Drive to Benning Drive. The need to acquire your property has been identified for this transportation improvement project. We appreciate that you are raising concerns over property acquisition and project funding. The Project Development & Environment Phase and Design Phase will be complete this year.

Currently, the City of Destin only has the funding for three parcels. However, FDOT has funded additional right-of-way acquisition in 2021 and 2022, so funding will be available beyond the three parcels starting in July 2020. The City of Destin may find additional funding prior to July 2020, but it is uncertain at this time. Regarding your property concerns and improvements, please contact Marsha Hayes with Hayes Consulting who is currently under contract with the City of Destin for the three parcel acquisitions. Her number is 850-638-5411, or her email address is marsha_hayes@yahoo.com.

The cul-de-sac on Sandalwood Drive has been modified to a "T" turnaround. The changes should alleviate some of your concerns. If someone travels errantly down Sandalwood Drive and must turn around, the headlights should direct away from your front window. No parking signs will also be placed in the area. I have attached a copy of the plan view with an aerial background for your use.

Your comments have been included for consideration in the final Public Involvement Report, and are a permanent component of the public involvement element for this project. If you have additional questions, please do not hesitate to contact me. My phone number is 850-478-9844 or by email at Gregory.Allen@atkinsglobal.com.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

c: David O. Campbell P.E.

Destin Crosstown Connector

City of Destin, Florida

#5

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Hearing
October 18, 2016
Public Speaker Registration

PLEASE PRINT CLEARLY

Comments are limited to three (3) minutes.

If you wish to address the hearing, please fill out this card completely and give it to an attendant prior to the start of the meeting. You will be called during the Public Comment portion of the meeting.

Name Kitman Cindy
Last First Middle Initial

Address 601 Sandalwood Destin
Number Street City

Please check one:

- ☐ Authorized to speak for the following organization: _____
- ☐ Speaking only as a member of the following organization: _____
- ☒ Speaking as a private citizen of the City of Destin
- ☐ Other

DESCRIBE SUBJECT OF YOUR REMARKS – Use other side. Please be specific.

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Pensacola, Florida 32504

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Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

January 24, 2017

Ms. Cindy Putman
601 Sandalwood Drive
Destin, FL 32541

Dear Ms. Putman:

Thank you for attending the Destin Cross Town Connector Public Hearing on October 18, 2016, and for providing your comments at the end of the recorded presentation.

We regret to inform you that the Court Reporter who was present to transcribe the hearing unexpectedly passed away shortly after the hearing. Attempts by her employer to locate her transcription of the hearing have been unsuccessful.

Atkins is reaching out to everyone who completed a speaker card, and asking if you could take a few minutes to provide us with a written summary of your verbal comments, so that we can include it with the project documentation.

In light of the circumstances, we feel this is the best way to ensure your concerns are included in the project file.

For your convenience we have enclosed a form for your comments, and a stamped, pre-addressed envelope. A copy of your speaker registration card is also enclosed for your reference. Please return your comments before February 10, 2017, to ensure they are included in the Public Involvement Report.

Thank you. We look forward to hearing from you very soon.

Sincerely,
Atkins

Gregory S. Allen, PE
Associate Vice President/Group Manager

Encl: Comment Form
Pre-addressed Envelope
Speaker Card

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Hearing
October 18, 2016
Comment Sheet

The individual completing this comment sheet was a speaker at the Cross Town Connector Public Hearing on October 18, 2016. The court reporter who was transcribing the event passed away shortly after this meeting, and her employer is unable to locate the transcription. This written comment was solicited to substitute for the lost transcription.

PLEASE PRINT CLEARLY

Name: Cindy Putman

Address: 601 Sandalwood Dr. Destin Fl 32541

~~Comments:~~ I have an end unit with EXTRA land as does my neighbor at 602 Sandalwood Dr. I have a whole house generator plus a shed on the property. I want to stay in Destin, Fl as I have lived here over 21 years. I am now retired and unable to secure a loan. I want a 2/2 or larger one-story house with a large yard. Destin City representatives have told us NOT to do improvements on our homes. Yet now you want to enter our homes to appraise them. We are not staging our homes with marble + crystal chandeliers because we do not want to move.

CONTINUE ON REVERSE IF NECESSARY. PLEASE RETURN THE COMMENT SHEET NO LATER THAN FEBRUARY 10, 2017.

The city has been so unfair as not to be helpful in finding a good home for the move. No one has told us <u>when</u> or <u>how</u> or <u>where</u> we will move. Nor do we have any idea of how much time we will have between an offer + the closing and then a move. Everything is so confusing and terrifying of not knowing where we will move.

Cindy Pettman

ATKINS

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Pensacola, Florida 32504

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Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

June 19, 2017

Ms. Cindy Putman
601 Sandalwood Drive
Destin, FL 32541

RE: Destin Cross-Town Connector from Beach Drive to Benning Drive

Dear Ms. Putnam:

Thank you for taking the time to attend the October 18, 2016 public hearing held at the Destin City Hall Annex for the Destin Cross-Town Connector from Beach Drive to Benning Drive. The need to acquire your property has been determined for this transportation improvement project. We understand that the process of relocating is a very stressful event and the City of Destin has contracted with Hayes Consulting to coordinate the acquisition and relocation process.

Marsha Hayes will be coordinating the relocation work on this project. Brantley and Associates, Inc. will be performing the appraisals for the project. Ms. Hayes will work with you regarding the relocation and try to make the process less stressful. The City of Destin has the funding to acquire certain parcels and your parcel has been chosen to be one of the parcels. The City of Destin is actively looking for additional funding for the project. FDOT has also recently added right-of-way funding in 2021 and 2022. Please contact Marsha Hayes with Hayes Consulting at 850-638-5411, or her email address is marsha_hayes@yahoo.com.

Your comments have been included for consideration in the final Public Involvement Report, and are a permanent component of the public involvement element for this project. If you have additional questions, please do not hesitate to contact me. My phone number is 850-478-9844 or by email at Gregory.Allen@atkinsglobal.com.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

c: David O. Campbell P.E.

ANDREW GALLOWAY
205 Benning Drive, Unit 5
Destin, Florida 32541
850.420.9596

My main concerns at this point are my property, which is located at the corner of Benning and Azalea, have not been properly addressed as to how they're going to deal with our property regarding the elevations on how the driveway could possibly be rerouted; why they have not taken more of the building that I live in, the two properties that are attached together, more into consideration when putting this roundabout together. It has traffic -- it has headlights shining through the front of our house from one side to the other all night long, with the cars being probably within thirty feet of our front door.

There was one of the interim plans that had the traffic light, and I wish they would take that more into consideration, because at this point, I don't see how they could put the roundabout in where they have it planned,

and the way it's planned would be an encroachment on our property, so they're talking about a partial eminent domain.

We haven't had the ability to have any way to speak to anybody about this, and we are left in limbo at this point about the amount of money we have put in our property for improvements.

We feel as if the final project plan would be more suitable and less impact on multiple properties there at the Benning and Azalea intersection. I would like to find out how much cost difference is it to have a two-lane versus a four-lane, to have a roundabout versus a traffic light, and is -- and, you know, at this point, with the traffic light being the ultimate solution or design, why would they waste the money and in turn -- how am I going to convey this -- put -- without taking away the value of our property and creating a dangerous situation for myself, my wife and my child.

I also have the same concerns that

some of the other homeowners did: That we are being left in limbo on the termination of the time line of this project. We're not interested in selling our house, but if we wanted to, we probably couldn't, and so there's been a shadow cast over our property at this point, which is unfair. We feel that it's unfair and we would like to have more answers, but nobody -- the elevations are one of our concerns. Our biggest concern -- safety is obviously our biggest concern, and nobody from Atkins has addressed these questions that we've had, and I've spoken to at least a half a dozen members of the Atkins team.

I spent one hour with the city engineer last week, and he has the same concerns that I do and didn't have the answers as well. And even today, the interim plan almost finalized, nobody had any adequate answers for me, and I'm frustrated and would like to -- I would like to hear from somebody who can address these concerns.

For the record, I still believe that the traffic light, which was the original plan several years ago, is the best alternative and the least impact and hardship on homeowners at that -- at the intersection where we own.

I believe that's all I can address right now. I'll go through my notes.

The way that the plan has our driveway would be on a significant grade, which leads right into the opening of the intersection, but more so affected by the roundabout than with the traffic light. With the interim plans, when the roundabout is in such close proximity to the front of our house and the small amount of research I have done recently, I have found multiple instances where less -- with less radiuses and turns where cars have wound up crashing into homes, even here in Destin.

I believe that's it.

REPORTER'S CERTIFICATE

STATE OF FLORIDA)
:
COUNTY OF OKALOOSA)

I, Anita D. Griffith, Court Reporter and Notary Public, certify that I was authorized to and did transcribe the foregoing commentary and that the transcript is a true and complete record of said commentary and transcribed by me.

Dated this 21st day of October, 2016.

/s/ Anita D. Griffith
Anita D. Griffith
Notary Public, State of Florida
My Commission No.: #EE 198737
Expires: May 15, 2020

ATKINS

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504

Telephone: +1.850.478.9844
Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

June 19, 2017

Mr. Andrew Galloway
205 Benning Drive, Unit 5
Destin, FL 32541

RE: Destin Cross-Town Connector from Beach Drive to Benning Drive

Dear Mr. Galloway:

Thank you for taking the time to attend the October 18, 2016 public hearing held at the Destin City Hall Annex for the Destin Cross-Town Connector from Beach Drive to Benning Drive. We appreciate that you are raising concerns over property acquisition and project funding. The need to acquire a portion of your property has been identified for this transportation improvement project. The Project Development & Environment Phase and Design Phase will be complete this year.

Currently, the City of Destin only has the funding to acquire three parcels. However, FDOT has funded right-of-way acquisition in fiscal years 2021 and 2022. Property acquisition funding will be available beyond the three parcels starting in July 2020. The City of Destin may find additional funding prior to July 2020, but it is uncertain at this time. No funding has been identified for construction but it will most likely occur after 2022 since the right-of-way acquisition must be complete before construction can begin.

Based on comments, concerns, and other considerations from the City and the public, the interim intersection at Benning Drive and Destin Connector will be a four-way stop and not a roundabout. This should resolve many of your concerns with the project. I have attached a copy of the typical section and plan view with an aerial background for your use.

Your comments and concerns about the project alternatives, safety, and property values, as well as your preference for the alternative that included an at-grade intersection with a traffic light, have been included for consideration in the final Public Involvement Report, and are a permanent component of the public involvement element for this project. If you have additional questions, please do not hesitate to contact me. My phone number is 850-478-9844 or by email at Gregory.Allen@atkinsglobal.com.

Again, thank you for your interest in this endeavor.

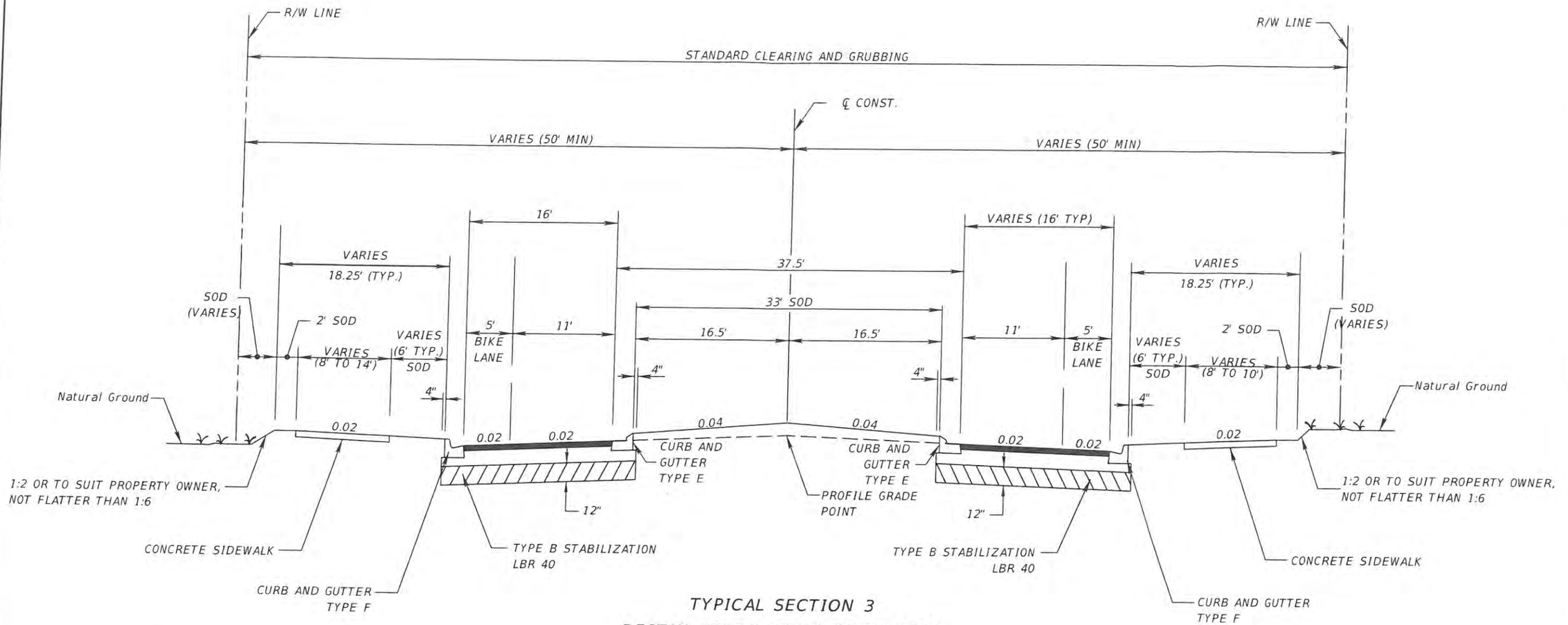
Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

c: David O. Campbell P.E.

Destin Crosstown Connector

City of Destin, Florida



TYPICAL SECTION 3
DESTIN CROSS TOWN CONNECTOR
STA. 30+06.00 TO 46+35.77

TRAFFIC DATA

CURRENT YEAR = 2017 AADT = 0
ESTIMATED OPENING YEAR = 2022 AADT = 2640
ESTIMATED DESIGN YEAR = 2042 AADT = 3270
K = 9% D = 52.1% T = 1.8% (24 HOUR)
DESIGN HOUR T = 3.5%
DESIGN SPEED = 30 MPH

NEW CONSTRUCTION

OPTIONAL BASE GROUP 6 WITH
TYPE SP-19 STRUCTURAL COURSE (PG 76-22, PMA, TRAFFIC B) (2.5")
TYPE FC-12.5 FRICTION COURSE (PG 76-22, PMA, TRAFFIC B) (1.25")

*SIDEWALK LIMITS
STA. 26+20.00 TO 48+80.03 (LT) (DESTIN CROSS TOWN CONNECTOR)
STA. 27+86.87 TO 48+01.61 (RT) (DESTIN CROSS TOWN CONNECTOR)

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ATKINS NORTH AMERICA, INC.
2114 AIRPORT BOULEVARD, SUITE 1450
PENSACOLA, FLORIDA 32504
(850) 478-9844
FBPE CERTIFICATE OF AUTHORIZATION NO. 24
KEVIN M. MORGAN, P.E. #71350

CITY OF DESTIN

COUNTY	CONSTRUCTION PLANS FOR:
OKALOOSA	DESTIN CROSS TOWN CONNECTOR

TYPICAL SECTION

SHEET NO. 6

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Hearing
October 18, 2016
Comment Sheet

PLEASE PRINT CLEARLY

Name: Lydia Gallup Date: 10/26/16

Address: 357 Seagull Ln Destin

E-mail Address:

Phone Number:

Comments:

It seems as though with Airport, the Destin Cross Town Connector each being 2 lane roads, a bottleneck will occur at Legion where the two roads are connected, given that Legion is only 1 lane in either direction. Is there anything planned to help alleviate this issue? Additionally, Beach Dr already struggles with stop-and-go traffic during church and school times; how does the city intend the extra traffic + traffic light to be handled to prevent delays?

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE
OR
FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE, AND MAIL NO LATER THAN OCTOBER 28, 2016.

ATKINS

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504

Telephone: +1.850.478.9844
Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

June 19, 2017

Ms. Lydia Gallup
307 Seagull Lane
Destin, FL 32541

RE: Destin Cross-Town Connector from Beach Drive to Benning Drive

Dear Ms. Gallup:

Thank you for taking the time to attend the October 18, 2016 public hearing held at the Destin City Hall Annex for the Destin Cross-Town Connector from Beach Drive to Benning Drive. We have provided a response for your concerns for the following items:

1. Bottleneck at Legion Drive
   Response: The City is actively looking for additional funding for widening improvements to Azalea Drive and Legion Drive. As these corridors are widened, the proposed connector facility will also be widened to allow additional capacity and the intersections will be signalized. In the interim condition, the direct continuation of Legion Drive to Azalea Drive should allow for more efficient movement of traffic. This is due in part to the reduced number of turning maneuvers required. As the corridor is widened, intersections will be reevaluated for appropriate traffic control measures. I have attached a copy of the typical section and plan view with an aerial background for your use.

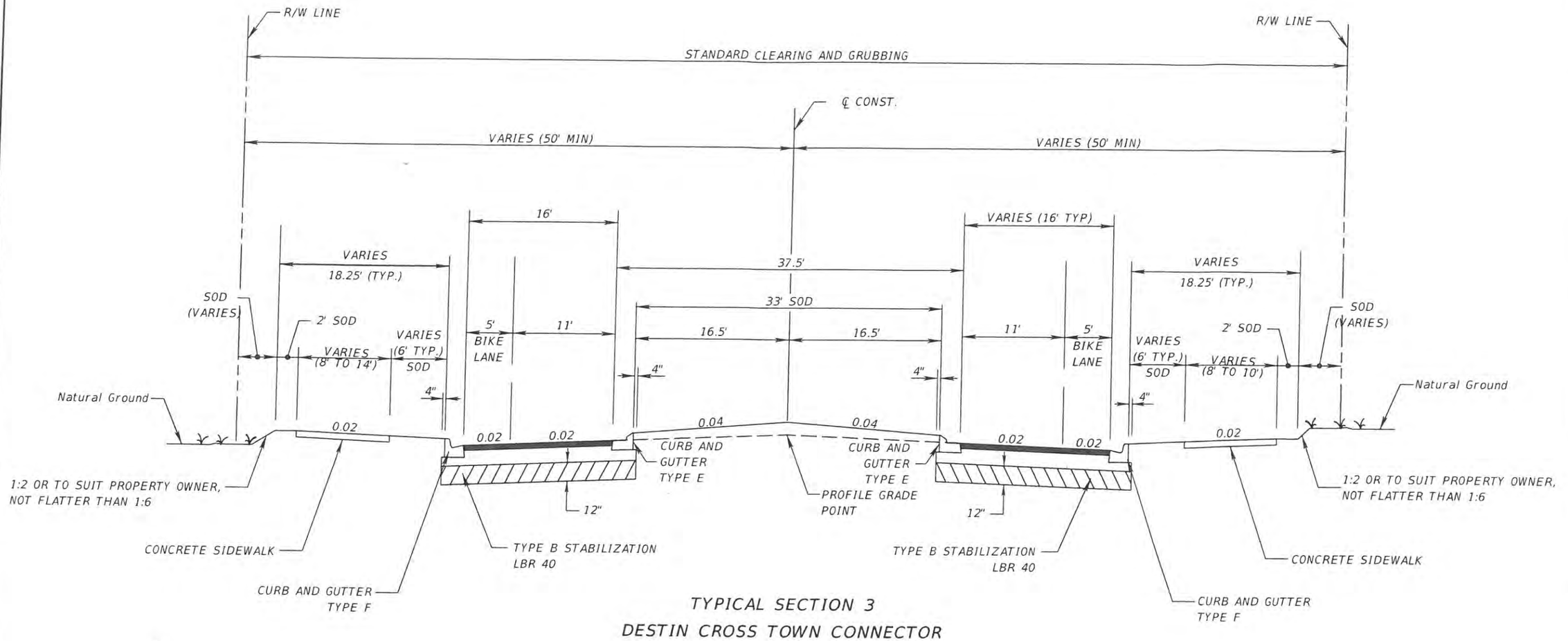
Your comments have been included for consideration in the final Public Involvement Report, and are a permanent component of the public involvement element for this project. If you have additional questions, please do not hesitate to contact me. My phone number is 850-478-9844 or by email at Gregory.Allen@atkinsglobal.com.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

c: David O. Campbell P.E.



TYPICAL SECTION 3
DESTIN CROSS TOWN CONNECTOR
STA. 30+06.00 TO 46+35.77

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CITY OF DESTIN

COUNTY	CONSTRUCTION PLANS FOR:
OKALOOSA	DESTIN CROSS TOWN CONNECTOR

TYPICAL SECTION

SHEET NO. 6

Destin Crosstown Connector

City of Destin, Florida

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Hearing
October 18, 2016
Comment Sheet

PLEASE PRINT CLEARLY

Name: Georgine Hillgenberg Date: 10/24/16

Address: 615 Sandalwood Dr
Destin, FL 32541

E-mail Address: georgineh@cox.net

Phone Number: 850-837-7100

Comments: ① The corner of our property will be at a curve right at the sidewalk. Will there be a reinforced wall to protect cars from coming in our yard. ② What will this do to our property value? ③ Why wait to four lane this road. The round about at Commons and Indian Bayou backs up now aprox. ½ mile. I feel the round abouts will only cause more back ups.

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE
OR
FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE, AND MAIL NO LATER THAN OCTOBER 28, 2016.

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Pensacola, Florida 32504

Telephone: +1.850.478.9844
Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

June 19, 2017

Ms. Georgine Hillgenberg
716 Kelly Street
Destin, FL 32541

RE: Destin Cross-Town Connector from Beach Drive to Benning Drive

Dear Ms. Hillgenberg:

Thank you for taking the time to attend the October 18, 2016 public hearing held at the Destin City Hall Annex for the Destin Cross-Town Connector from Beach Drive to Benning Drive. We have provided a response for your concerns for the following items:

1. Potential wall placement to protect property.
   Response: The proposed geometrics utilized for the roadway design are based on a 30-mph design speed. The proposed typical section includes curb and gutter which should keep vehicles within the roadway footprint but if they do drive over the curb, border width behind the curb and gutter is provided including an 8-foot to 10-foot sidewalk throughout the project limits. A small section of gravity wall is proposed from Station 35+98 to Station 36+40 to avoid additional right-of-way impacts. I have attached a copy of the typical section, plan view, plan view with an aerial background and a cross section depicting the small gravity wall for your use.
2. Property value changes due to project.
   Response: The amenities associated with the roadway will include sidewalks, bicycle lanes, decorative lighting, and a raised median with landscaping. The City believes that these enhanced community features will add value to the area and help to make this a desirable area to live.
3. Four lane road now instead of phasing.
   Response: The roadway will be able to be widened to four lanes very easily into the proposed median in the future when traffic conditions dictate. The segments to the east and west of the Destin Connector are currently two lane sections that warrant improvements and the City of Destin is actively pursuing means to fund the projects. The traffic study conducted for this project indicates that the proposed two-lane will allow an acceptable level of service until the segments on either side are widened.

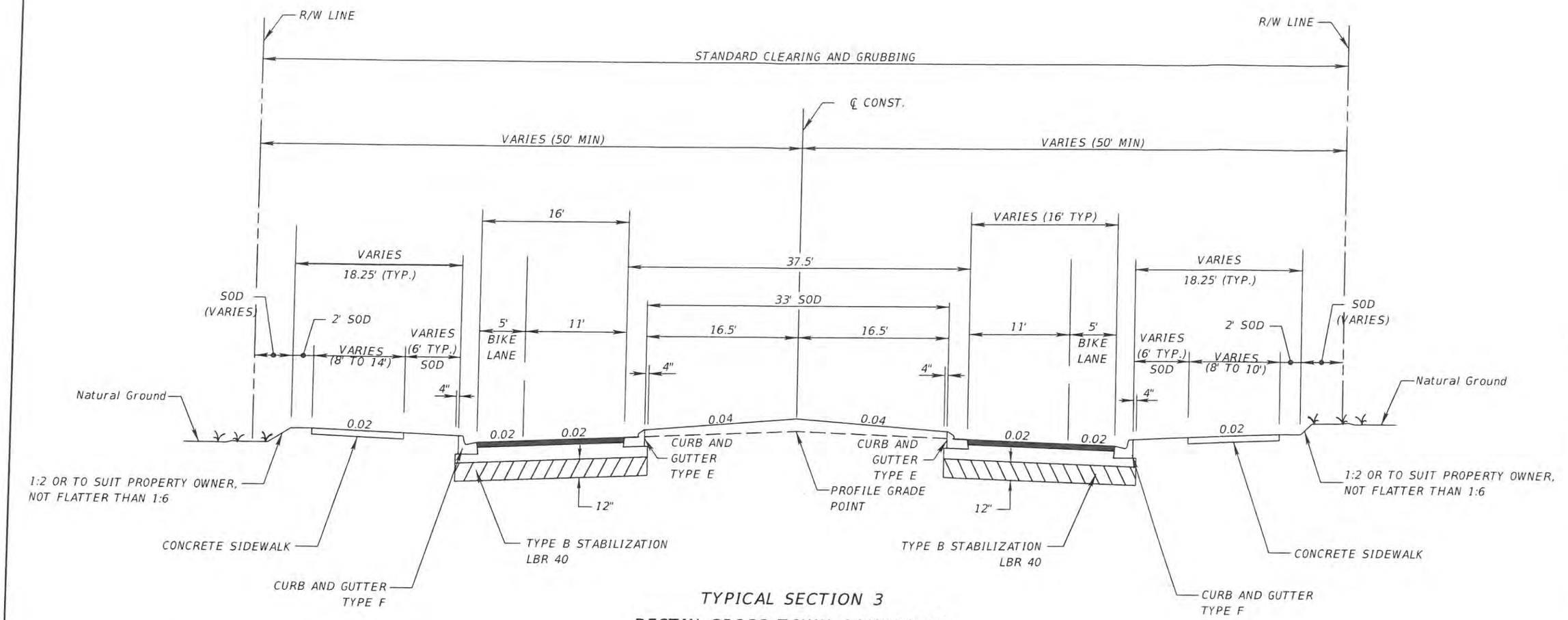
Your comments have been included for consideration in the final Public Involvement Report, and are a permanent component of the public involvement element for this project. If you have any additional questions, please do not hesitate to contact me. My phone number is 850-478-9844 or by email at Gregory.Allen@atkinsglobal.com.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

c: David O. Campbell P.E.



TYPICAL SECTION 3
DESTIN CROSS TOWN CONNECTOR
STA. 30+06.00 TO 46+35.77

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TYPE FC-12.5 FRICTION COURSE (PG 76-22, PMA, TRAFFIC B) (1.25")

*SIDEWALK LIMITS
STA. 26+20.00 TO 48+80.03 (LT) (DESTIN CROSS TOWN CONNECTOR)
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CITY OF DESTIN

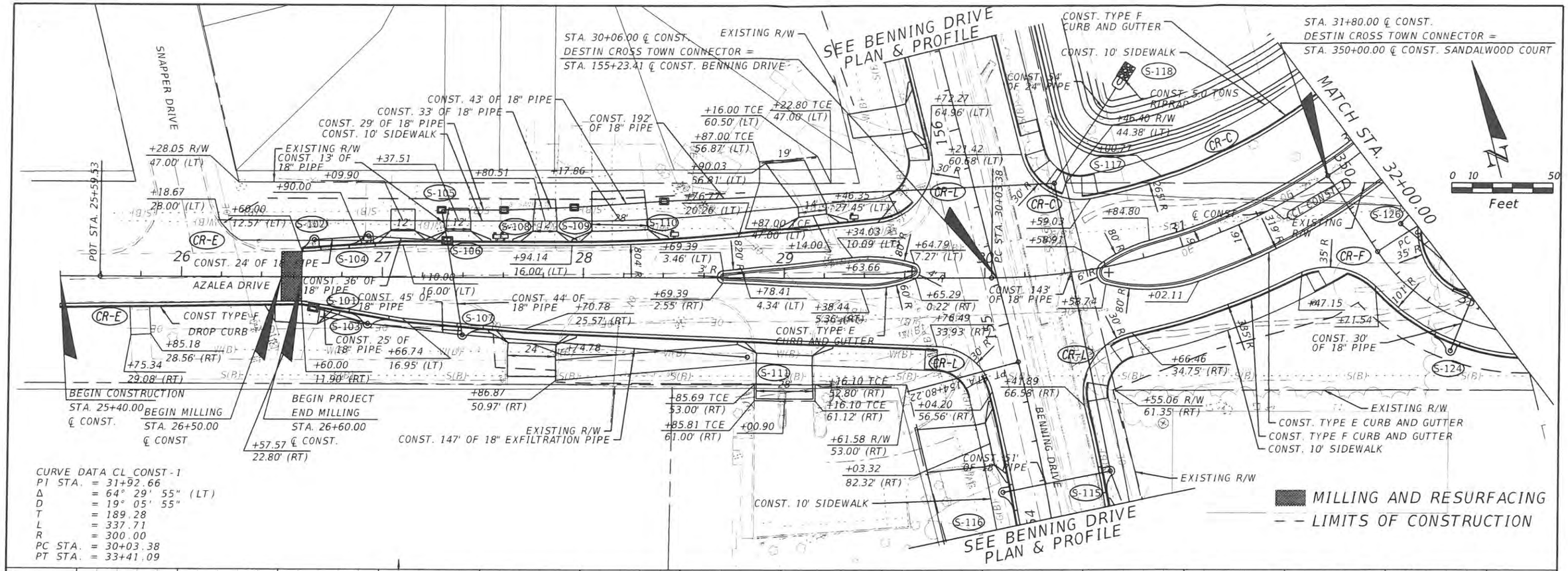
COUNTY	CONSTRUCTION PLANS FOR:
OKALOOSA	DESTIN CROSS TOWN CONNECTOR

TYPICAL SECTION

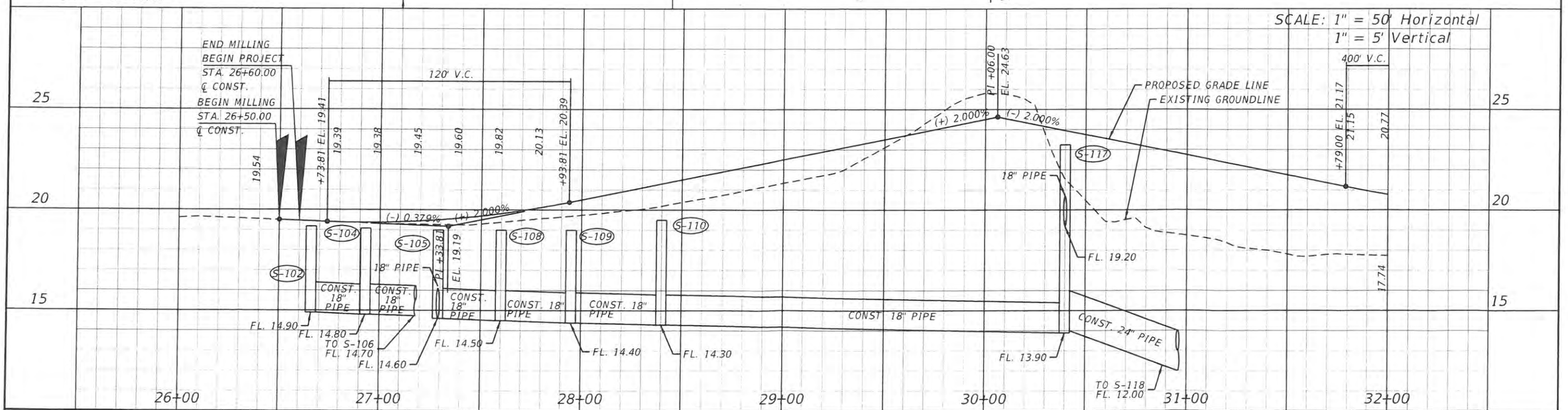
SHEET NO. 6

Destin Crosstown Connector

City of Destin, Florida



CURVE DATA CL CONST-1
PI STA. = 31+92.66
Δ = 64° 29' 55" (LT)
D = 19° 05' 55"
T = 189.28
L = 337.71
R = 300.00
PC STA. = 30+03.38
PT STA. = 33+41.09



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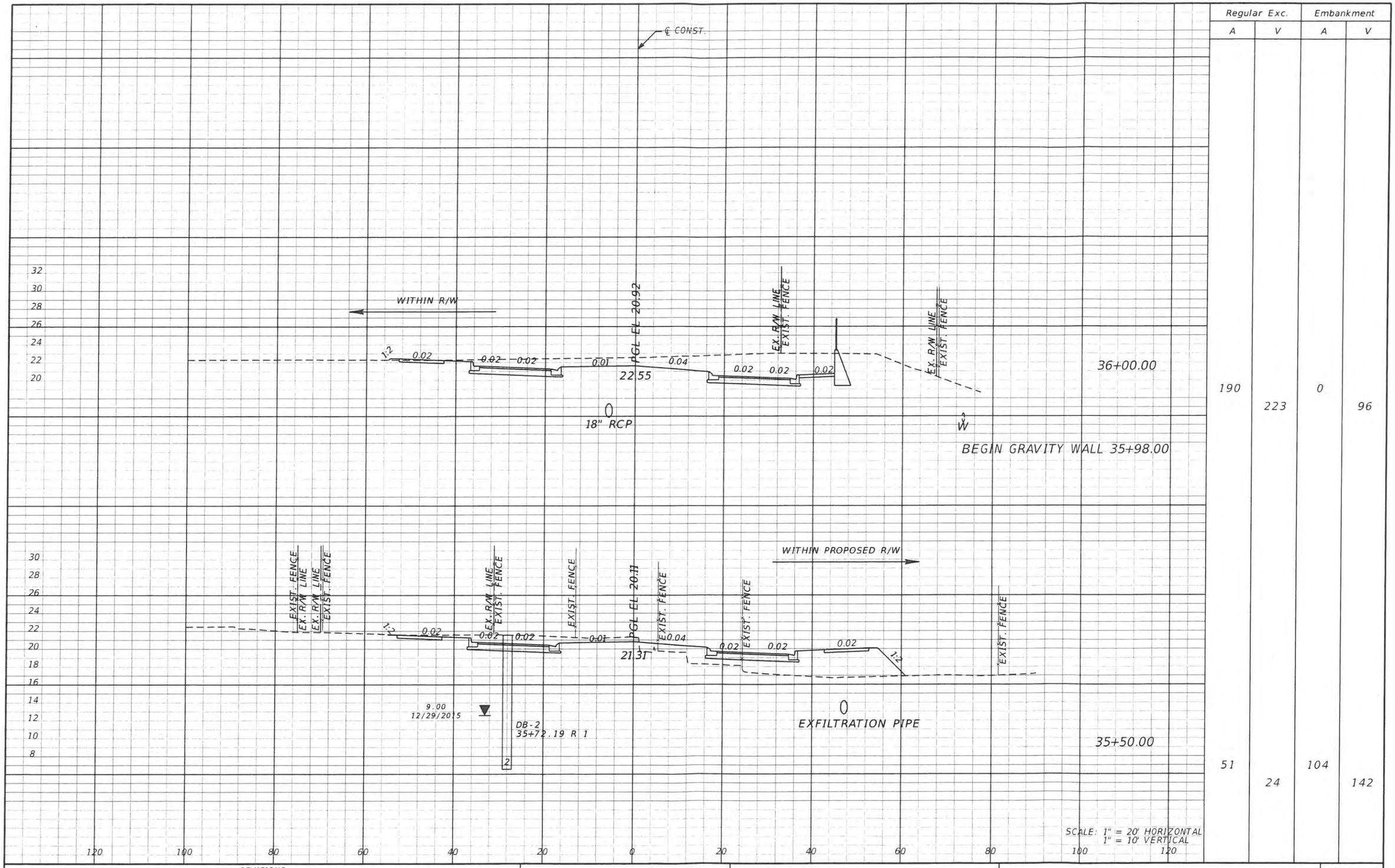
CITY OF DESTIN

COUNTY	CONSTRUCTION PLANS FOR:
OKALOOSA	DESTIN CROSS TOWN CONNECTOR

PLAN & PROFILE DESTIN CONNECTOR

SHEET NO. 16

morg2110 5/30/2017 8:43:25 AM T:\City of Destin\Destin Connector\Drawings\roadway\plprrd01.dgn



SCALE: 1" = 20' HORIZONTAL
1" = 10' VERTICAL

Regular Exc.		Embankment	
A	V	A	V
190	223	0	96
51	24	104	142

REVISIONS			
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KEVIN M. MORGAN, P.E. #71350

CITY OF DESTIN

COUNTY	CONSTRUCTION PLANS FOR:
OKALOOSA	DESTIN CROSS TOWN CONNECTOR

CROSS SECTIONS
CROSS TOWN CONNECTOR

SHEET NO. 76

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Hearing
October 18, 2016
Comment Sheet

PLEASE PRINT CLEARLY

Name: Kathy Jenner Date: 10-18-16

Address: 704 Elise Ln Destin FL

OWNER: 651 & 649 Sandalwood Dr + 521 Sandalwood Ct.

E-mail Address:

Phone Number: 850 6545087

Comments: (1) Traffic Noise Sound Buffer

(2) Cross over for East/West Travel Without entering Traffic congestion at Beach & Benning

(3) No Outlet for Sandalwood Dr to by pass - must go back to Beach to enter & travel West or East

(4) 2- Church schools & 1-Public school all dumping Between 2-3:30 pm on To Beach Dr-

I see these problems.

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE
OR
FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE, AND MAIL NO LATER THAN OCTOBER 28, 2016.

ATKINS

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2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504

Telephone: +1.850.478.9844
Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

June 19, 2017

Ms. Kathy Jenner
704 Elise Lane
Destin, FL 32541

RE: Destin Cross-Town Connector from Beach Drive to Benning Drive

Dear Ms. Jenner:

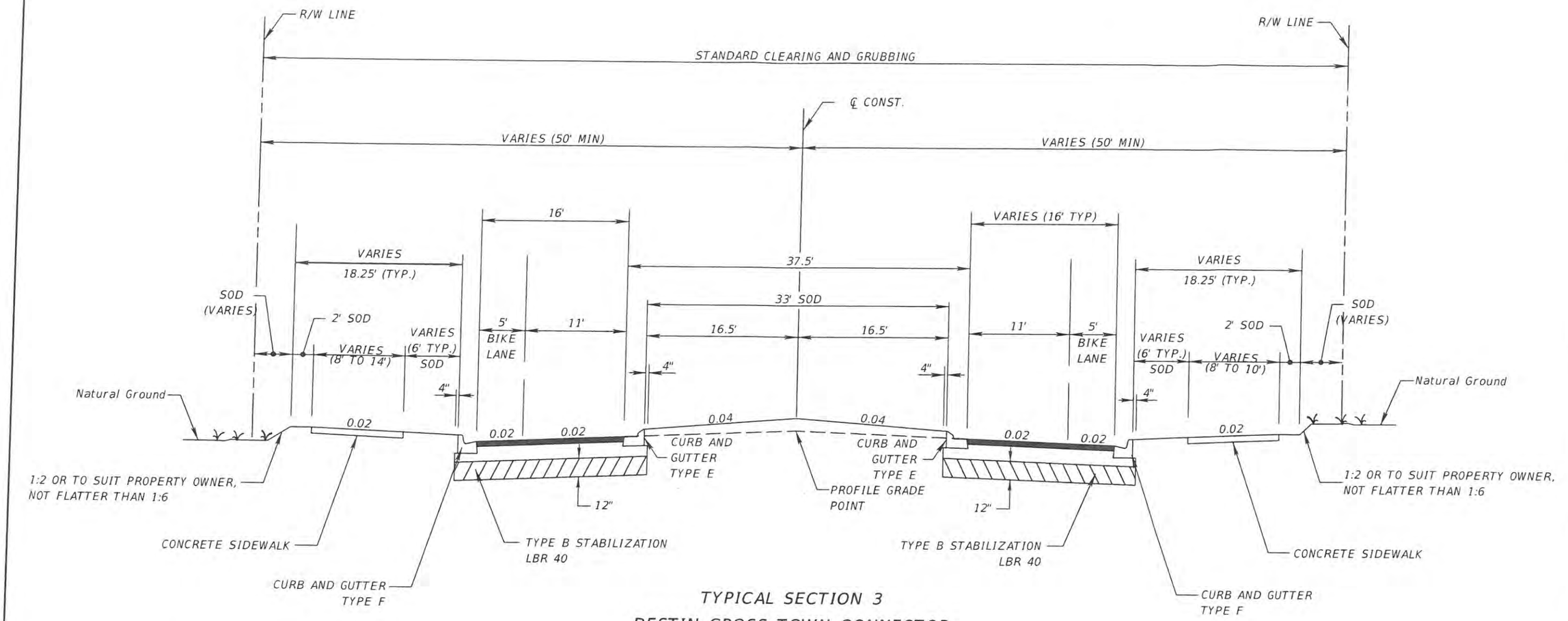
Thank you for taking the time to attend the October 18, 2016 public hearing held at the Destin City Hall Annex for the Destin Cross-Town Connector from Beach Drive to Benning Drive. We have provided a response for your concerns for the following items:

1. Traffic Noise Sound Barrier
   Response: A noise study was conducted for the project; however, projected noise levels did not exceed the Federal Highway Administration (FHWA) criteria warranting inclusion of noise walls into the project.
   Request for left turn out of Sandalwood Court and Sandalwood Drive and crossover in the proposed median.
   Response: The proposed raised median is being installed in lieu of a two-way left turn lane to provide a safer roadway for the traveling public, especially in the future when the two lanes are increased to four lanes. The proposed median will allow for future median widening to create four lanes of traffic when the need arises in the future. The raised median is not only safer since it aides in preventing collisions but also allows the City to enhance the look of the roadway and surrounding properties with decorative landscaping. The intersection of Sandalwood Court was identified as being within the proposed left turn lane (influence area) from the Destin Connector to Benning Drive. Due to the severity of conflicts between left turning vehicles, left turn movements are not recommended within the influence area of an intersection.
2. The proposed roundabout at Beach Drive should operate more efficiently once constructed versus the stop condition that currently exists. At the public meetings, several options were depicted for the Sandalwood Court and Sandalwood Drive area. Based on public input from the public meetings, the majority of the residents along Sandalwood Drive did not want a connection to the Destin Connector since it would allow a high volume of cut-through traffic and would create a less safe environment for residents of Sandalwood Drive. I have attached a copy of the typical section and plan view with an aerial background for your use.
3. Presence of Schools and Churches create traffic problems between 2 pm – 3:30 pm.
   Response: We acknowledge that traffic congestion exists in the area, especially during certain times of the day. The improvements proposed for this project are intended to provide an acceptable level of service for the traffic in the area. The roundabout at Beach Drive/Destin Connector/Legion Drive should help to alleviate the backups at the current stop controlled intersection.

Your comments have been included for consideration in the final Public Involvement Report, and are a permanent component of the public involvement element for this project. Again, thank you for your interest in this endeavor. If you have additional questions, please do not hesitate to contact me. My phone number is 850-478-9844 or by email at Gregory.Allen@atkinsglobal.com.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager
c: David O. Campbell P.E.



TYPICAL SECTION 3
DESTIN CROSS TOWN CONNECTOR
STA. 30+06.00 TO 46+35.77

TRAFFIC DATA

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NEW CONSTRUCTION

OPTIONAL BASE GROUP 6 WITH
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*SIDEWALK LIMITS
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REVISIONS			
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KEVIN M. MORGAN, P.E. #71350

CITY OF DESTIN

COUNTY	CONSTRUCTION PLANS FOR:
OKALOOSA	DESTIN CROSS TOWN CONNECTOR

TYPICAL SECTION

SHEET NO. 6

Destin Crosstown Connector

City of Destin, Florida

Destin Cross Town Connector
Beach Drive to Benning Drive
Public Hearing
October 18, 2016
Comment Sheet

PLEASE PRINT CLEARLY

Name: DANA MIMS Date: 10/18/2016

Address: 527 SANDALWOOD CT, DESTIN

E-mail Address: scorpion26ro@yahoo.com

Phone Number: 850-687-0231

Comments: (1) I leave on Sandalwood CT and I would like to be able to take a left to get on Benning Dr. without to go all the way to the intersection of Beach Dr. and Legion Dr. and come all the way back just to be able to go on Benning Dr. or Azalea Dr. I don't see the purpose of the grass or any landscaping between the lanes. Why this connector can not be like Legion Dr.? 2 lanes with a turning lane in the middle?

(2) I would like to see a shuttle bus stop somewhere along this new connector. There will be way more people using public transit if the stops are more accessible

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE
OR
FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE, AND MAIL NO LATER THAN OCTOBER 28, 2016.

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Fax: +1.850.478.0620

www.atkinsglobal.com/northamerica

June 19, 2017

Ms. Dana Mims
527 Sandalwood Court
Destin, FL 32541

RE: Destin Cross-Town Connector from Beach Drive to Benning Drive

Dear Ms. Mims:

Thank you for taking the time to attend the October 18, 2016 public hearing held at the Destin City Hall Annex for the Destin Cross-Town Connector from Beach Drive to Benning Drive. We reviewed your comment concerning the proposed median, left turn request out of Sandalwood Court and the addition of a shuttle bus stop with City staff and offer the following explanation.

The proposed raised median is being installed in lieu of a two-way left turn lane to provide a safer roadway for the traveling public, especially in the future when the two lanes are increased to four lanes. The proposed median will allow for future median widening to create four lanes of traffic when the need arises in the future. The raised median is not only safer since it aides in preventing collisions but also allows the City to enhance the look of the roadway and surrounding properties with decorative landscaping. I have attached a copy of the typical section and plan view with an aerial background for your use.

The intersection of Sandalwood Court was identified as being within the proposed left turn lane (influence area) from the Destin Connector to Benning Drive. Due to the severity and number of conflicts between left turning vehicles, left turn movements are not recommended within the influence area of an intersection.

Your request for the shuttle bus stop on the new alignment was vetted with City staff and City staff indicated that proposed bus stops are located outside the limits of this project but are very close to the Beach Drive and Benning intersections. You can request specific shuttle stop locations through the West Florida Regional Planning Council. A form is available on their website, www.wfrpc.org/programs/okaloosa-transit-cooperative.

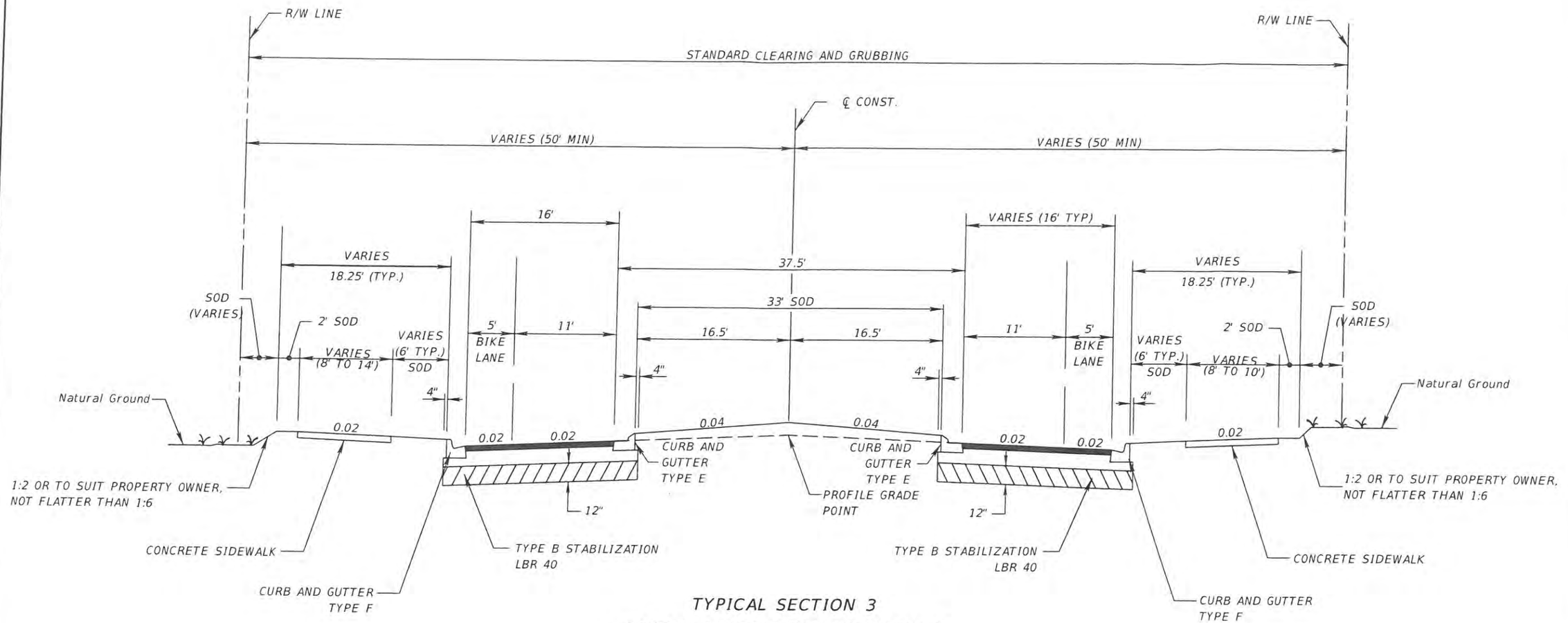
Your comments have been included for consideration in the final Public Involvement Report, and are a permanent component of the public involvement element for this project. If you have any additional questions, please do not hesitate to contact me. My phone number is 850-478-9844 or by email at Gregory.Allen@atkinsglobal.com.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

c: David O. Campbell P.E.



TYPICAL SECTION 3
DESTIN CROSS TOWN CONNECTOR
STA. 30+06.00 TO 46+35.77

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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CITY OF DESTIN

COUNTY	CONSTRUCTION PLANS FOR:
OKALOOSA	DESTIN CROSS TOWN CONNECTOR

TYPICAL SECTION

SHEET NO. 6

Destin Crosstown Connector

City of Destin, Florida

Public Hearing Record

IN RE: DESTIN CROSS TOWN CONNECTOR

Beach Drive to Benning Drive

Public Hearing

Destin City Hall Annex

Tuesday, October 18, 2016, 5:30 p.m.

PUBLIC HEARING

Held on Tuesday, October 18, 2016, beginning at 5:30 p.m., Destin City Hall Annex, Destin, Florida.

HITCHCOCK & ASSOCIATES COURT REPORTING, INC.
111 South Baylen Street
Pensacola, Florida 32501
(850) 434-6447
FAX: (850) 434-0415

MR. HELMS: Good evening. The City of Destin would like to welcome you to the public hearing for the Destin Cross Town Connector. My name is Jeff Helms. I am the Atkins principal-in-charge of the project on behalf of the City of Destin.

The proposed improvement involves construction 0.4 miles of new four-lane road between Benning Drive and Beach Drive, which the City of Destin has classified as a major collector. The proposed improvements would begin on Azalea Drive just west of Benning Drive and extend eastward just past the intersection of Legion Drive with Beach Drive. The project traverses through the area of Anna Street, Sandalwood Court, and Sandalwood Drive.

This hearing is being held to provide you with the opportunity to comment on this project. Here with me tonight are David Campbell, City of Destin Public Services director/city engineer, Greg Allen, Atkins project manager, and other representatives of the City of Destin and consultant project team.

At this time, we would like to recognize any federal, state, county, or city officials who may be present tonight. Are there any officials who would like to be recognized?

(No officials were recognized.)

We now will begin the presentation.

The purpose of this public hearing is to share information with the general public about the proposed improvement, its conceptual design, all alternatives under study, and the potential beneficial and adverse social, economic, and environmental impacts upon the community. The public hearing also serves as an official forum, providing an opportunity to the public to express their opinions and concerns regarding the project.

Public participation at this hearing is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

There are three primary components to tonight's hearing: First, the open house, which occurred prior to the presentation, where you were invited to view the project

displays and to speak directly with the project team and provide your comments in writing or to the court reporter;

Second, this presentation, which will explain the project purpose and need, study alternatives, potential impacts, both beneficial and adverse, and proposed methods to mitigate adverse project impacts;

And third, a formal comment period following this presentation, where you will have the opportunity to provide oral statements at the microphone, or you may speak directly to the court reporter, or in writing.

This public hearing was advertised consistent with federal and state requirements. Persons wishing to express their concerns about Title VI may do so by contacting either the Destin Public Services director/city engineer or the consultant project manager. This contact information is also provided in the project brochure and on a sign displayed at this hearing.

The objective of the Destin Cross Town Connector is to provide an alternative to

SR 30/US 98 for motorized traffic, while increasing transportation options by creating an intermodal network by focusing on bicycle, pedestrian, and transit service, as well as vehicular transportation.

Several transportation planning documents have identified the need for a new east-west corridor to relieve traffic on SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway). These documents include: Evaluation and Appraisal Report Destin 2010 Comprehensive Plan, Northwest Florida Transportation Corridor Authority 2013 Master Plan, and the Okaloosa-Walton Transportation Planning Organization's Cost Feasible Plan (CFP) element of the 2035 Long Range Transportation Plan (LRTP).

Alternatives considered for the corridor include no action, TSM&O, multimodal, and build alternatives.

1. No-action Alternatives

The no-action alterative would simply leave the existing roadway network in its current configuration. No capacity, intersection, pedestrian, bicycle, or safety

improvements would be implemented beyond those already approved.

The no-action alternative has a number of positive attributes. No expenditure of public funds for design, r/w acquisition, or construction would be required. Traffic would not be disrupted due to construction, thus avoiding inconveniences to local businesses and residences. There would be no impacts to threatened or endangered species. With the no-action alternative, there is no risk of involvement with potentially contaminated sites. No costs would be incurred due to utility relocation. There would be no direct or indirect impacts to the socioeconomic characteristics, community cohesion, or system linkage of the area.

However, the no-action alternative fails to fulfill the purpose and need for the project, and/or fails to meet the goals, policies, and criteria of Destin's Comprehensive Plan or the Okaloosa-Walton TPO LRTP. Although the no-action alternative fails to meet the purpose and need for the project, it will remain a viable alternative

and will be evaluated along with the build alternatives.

2. Transportation System Management & Operations (TSM&O)

TSM&O alternatives include those activities that maximize the efficiency of the existing multimodal system. Possible TSM&O options include traffic management systems, parking management, traffic control, the addition of turn lanes, traffic signal timing optimization, freight management, conversion of existing non-tolled managed lanes to tolled lanes. TSM&O improvements alone would provide little to meeting the project's purpose and need. Much like the no-action alternative, the TSM&O alternative fails to fulfill the needs and goals of the Destin Comprehensive Plan. For all of these reasons, no TSM&O alternative was considered a solution for the project needs.

3. Multimodal Alternatives

Multimodal solutions to substandard roadways are generally only effective within highly urbanized or constrained corridors. Specific examples of multimodal alternatives

are mass transit systems such as bus or rail options. Although the SR 30/US 98 corridor is urbanized, it is not typical of areas where transit systems are most effective. Transit services provided by Okaloosa County Transit have proved insufficient in alleviating congestion on SR 30/US 98 (Harbor Boulevard). Several different factors are responsible for this, including limited ridership, the community's location on a peninsula (which affects the size and location of the transit network within the community), the tourist economy, and the volume of through traffic traveling to destinations beyond the transit network, among others.

Therefore, the City of Destin created a multimodal transportation district (MMTD) to expand bicycle, pedestrian, and transit services within the district. However, the plans for the MMTD recognize that these facilities have to be enhanced with strategic road improvements, of which this project is one. Bus stop facilities are planned along this route, outside the project limits, and

are currently not needed within the limits. Beyond the addition of bus stops, no further consideration of a multimodal alternative was considered.

4. Build Alternatives

The proposed roadway would be classified as a major collector with a posted speed of 25 mph. The ultimated roadway configuration would be a four-lane divided roadway with bicycle and pedestrian facilities. Because Azalea Drive and Legion Drive are not currently four-lane roads, the proposed project would be constructed in phases, with the first phase providing a two-lane facility.

Two build alternatives (Alternatives 1 or 2) each with three options (A, B, or C) were considered. Each alternative utilizes the same alignment, but proposes different intersection configurations and different access solutions for the Sandalwood neighborhood. The alternatives and their options are discussed as follows:

Alternative 1A would provide a standard four-leg intersection at the Azalea

Drive/Benning Drive intersection, and a standard four-leg intersection with a dedicated right-turn lane for eastbound traffic at the Beach Drive/Legion Drive (east) intersection. Crosswalks would be provided on each leg of both intersections and the dedicated right-turn lane. Since the proposed road would bisect Anna Street, there would be a new intersection on the north side of the Cross Town Connector at Anna Street. South of the proposed road, Anna Street would be reconfigured to restore the connection between Sandalwood Court and Sandalwood Drive. Estimated cost of Alternative 1A is 8.7 million dollars.

Alternative 1B is similar to Alternative 1A, having the same alignment and the same four-leg intersection with crosswalks on all approaches at the project termini and a dedicated right-turn lane for eastbound traffic at the Beach Drive intersection with Legion Drive (east). Alternative 1B would also provide the same intersection with Anna Street and the Destin Cross Town Connector.

However, Alternative 1B differs from

Alternative 1A, in that it would provide an intersection between the Destin Cross Town Connector and Sandalwood Drive, across from the Anna Street/Destin Cross Town Connector intersection, and an intersection between the Destin Cross Town Connector and Sandalwood Court. All three intersections would only allow right-in/right-out turns, and none of these intersections would have crosswalks delineated on the pavement. Estimated cost of Alternative 1B is 8.3 million dollars.

Alternative 1C is similar to Alternative 1A, in that it has the same alignment, same four-leg intersection with crosswalks at the project termini, and the dedicated right-turn lane for eastbound traffic at the intersection of Beach Drive with Legion Drive (east), and a three-leg intersection with Anna Street. It is similar to Alternative 1B, in that it provides an intersection between Sandalwood Court and the Destin Cross Town Connector, but differs from Alternative 1B in that a cul-de-sac is created at the end of Sandalwood Drive. No crosswalk is provided at the Sandalwood Court

intersection. Estimated cost of Alternative 1C is 8.3 million dollars.

Alternative 2A utilizes the same road alignment as Alternative 1A, but provides a roundabout at both the Azalea Drive/Benning Drive intersection and at the Beach Drive/Legion Drive intersection. The Beach Drive/Legion Drive roundabout would also have a dedicated right-turn lane for eastbound traffic, and both roundabouts would have crosswalks on all approaches to the intersections.

Alternative 2A provides the same intersection configuration with Anna Street north of the Destin Cross Town Connector, and the same realignment of Anna Street between Sandalwood Court and Sandalwood Drive as Alternative 1A.

Therefore, Alternative 2A is identical to Alternative 1A, except for the intersections at the project termini. Estimated cost of Alternative 2A is 10.8 million dollars.

Alternative 2B is similar to Alternative 2A having the same alignment and the same

roundabouts with crosswalks on all approaches at the project termini, and a dedicated right-turn lane for eastbound traffic at the Beach Drive intersection with Legion Drive (east). Alternative 2B would also provide the same intersection with Anna Street and the Destin Cross Town Connector.

However, Alternative 2B differs from Alternative 2A in that it would provide an intersection between the Destin Cross Town Connector and Sandalwood Drive, across from the Anna Street/Destin Cross Town Connector intersection, and an intersection between the Destin Cross Town Connector and Sandalwood Court. All three intersections would only allow right-in/right-out turns, and none of these intersections would have crosswalks delineated on the pavement. Estimated cost of Alternative 2B is 10.4 million dollars.

Alternative 2C is similar to Alternative 2A, in that it has the same alignment, same roundabouts with crosswalks at the project termini, and the dedicated right-turn lane for eastbound traffic at the intersection of Beach Drive with Legion Drive (east), and a

three-leg intersection with Anna Street.

It is similar to Alternative 2B, in that it provides an intersection between Sandalwood Court and the Destin Cross Town Connector, but differs from Alternative 2B in that a cul-de-sac is created at the end of Sandalwood Drive. No crosswalk is provided at the Sandalwood Court intersection. Estimated cost of Alternative 2C is 10.4 million dollars.

Based on the environmental considerations discussed later in this presentation, costs and engineering factors, a recommended alternative has been identified. The recommended alternative is not the preferred or final alternative. The City of Destin will make that determination after all public and agency comments have been considered with the results of the environmental studies.

As previously mentioned, the proposed project will be constructed in two phases, the interim two-lane configuration and the final four-lane configuration. For the interim project, it is recommended that

Alternative 2, Option C, a two-lane facility having roundabouts at Benning Drive and Beach Drive, with a cul-de-sac on Sandalwood Drive and direct access form Sandalwood Court to the Cross Town Connector, be provided.

For the final project, it is recommended that Alternative 1, Option C, a four-lane facility having a standard four-leg intersection at Benning Drive and at Beach Drive, with a cul-de-sac on Sandalwood Drive and direct access from Sandalwood Court to the Cross Town Connector, be provided.

The change in intersection type is necessitated by future traffic volumes in excess of the capacity of the roundabout.

Benefits vary depending on the alternative and the type of access under discussion. For instance, cross-town access improvements are achieved by providing a continuous roadway from Stahlman to Airport and US 98.

Local access into the Sandalwood neighborhood would be improved by the direct access provided under Alternatives 1B, 1C, 2B, and 2C, but would be unchanged under

Alternatives 1A and 2A. Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling. Traffic delays will be minimized to the extent possible when many construction operations are in progress at the same time.

The proposed improvements include 10-foot wide sidewalks, Americans with Disabilities Act (ADA) compatible ramps with detectable warning surfaces, crosswalks, and signage to ensure pedestrian safety.

An EIR has been prepared for this project, and it was found that there would be no involvement with farmlands, essential fish habitat, floodplains, outstanding Florida waters, aquatic preserves, wild and scenic rivers, coastal barrier resources, wetlands, or potential contamination sites.

Land Use

The proposed project supports the land use policies of the City, and therefore would not have an adverse effect on land uses. It is also consistent with the City's 2010 Comprehensive Plan and the 2035 Long Range

Transportation Plan (LRTP).

Community Cohesion

The proposed project should have no adverse effect on community cohesion, even though it would introduce a road between two separate neighborhoods (based on distance, orientation, and character). There would be impacts to the Sandalwood neighborhood: acquisition of some structures, separation of the townhomes along Anna Street from the rest of the neighborhood, and change in access between Sandalwood Court and Sandalwood Drive. There would also be varying effects on the ease of access between Anna Street and Sandalwood neighborhoods, depending on the alternative (discussed in the EIR).

Alternatives 1B, 1C, and 2C would not introduce increased traffic to the Sandalwood neighborhood, but would degrade the operation of the Cross Town Connector due to the proximity of the access to the neighborhood being so close to the Azalea Drive/Benning Drive intersection. The alternatives were evaluated to determine which performed best, and it was determined that Alternatives 1A

and 2A preformed best (because they allowed traffic into the Sandalwood neighborhood), and Alternatives 1B and 2B performed worst.

Environmental Justice

Although census blocks 1008 and 1033 had a high percentage of minorities in the population (above 30%), there were no minority communities within the limits of the project.

Air Quality

The project is in an area that has been designated by the United States Environmental Protection Agency (USEPA) as attainment for all the National Ambient Air Quality Standards (NAAQS). Therefore, the transportation conformity rule (40 Code of Federal Regulations (CFR) Part 93) does not apply. However, the City of Destin is aware of the proposed USEPA rule change. The potential for air quality impacts under the revised rules will be re-evaluated during design once the rule changes are finalized and Okaloosa County has established air quality standards.

The air quality effect of highway

construction activities will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of other controlled materials in accordance with FDOT's Standard Specifications for Road and Bridge Construction.

Noise and Vibration

A project noise study was conducted, during which traffic noise levels were modeled for 36 receptors representing 92 noise sensitive sites. No noise sensitive sites would experience noise levels that would approach or exceed the applicable noise abatement criteria (66 dBA), nor would any sites experience a substantial increase in noise levels over existing noise levels. Therefore, no area would experience noise levels requiring consideration of noise abatement measures.

Noise and vibration effects may result

from heavy equipment movement and construction activities. Construction noise and vibration sensitive sites adjacent to the project include schools, churches, eye centers, medical centers, and residences. For these sensitive sites, the application of the FDOT Standard Specifications for Road and Bridge Construction will minimize or eliminate most potential construction noise and vibration impacts. However, should unanticipated noise or vibration issues arise during the construction process, the project engineer, in concert with the contractor, will investigate additional methods of controlling these impacts.

Bicycles/Pedestrians

The bicycle and pedestrian network is incomplete within the study area; therefore, the proposed project includes bicycle and pedestrian facilities. The bicycle facilities will be designed in accordance with the Florida Bicycle Facilities Planning and Design Handbook and the American Association of State Highway and Transportation Officials (AASHTO) Standards.

Additionally, pedestrian crossings will be provided at the intersection of Azalea Drive and Benning Drive and at the intersection of Legion Drive with Beach Drive for all alternatives.

Historic and Archaeological Sites

The state historic preservation officer has determined that "no resources listed or eligible for listing on the National Register of Historic Places will be impacted by any of the alternatives."

Water Quality

Surface waters in the study area are designated as Class III. The NWFWMD has concluded that the stormwater collection and treatment system for the proposed project would adequately treat stormwater, and no adverse effects to verified impaired waters would result from the proposed improvement.

The proposed stormwater treatment system will also reduce the amount of untreated runoff that enters the surficial aquifer. It will include, at a minimum, the water quantity requirements for water quality impacts as required by the State of Florida

in Rule 62-330 FAC and the Environmental Protection Agency (EPA).

Construction activities have the potential for short-term, temporary impacts on water quality. The City of Destin will address the potential effects of construction activities on water quality through the use of best management practices (BMPs). The engineer may require the use of additional erosion and sedimentation control features or methods not specified in the plans to address unanticipated conditions.

Wildlife and Habitat

The study area was evaluated for potential impacts to threatened and endangered species. No listed wildlife and plant species were found within 300 feet of the alternatives. Since gopher tortoise habitat may be found within alternative alignments and associated 300-foot buffers, the Florida Fish and Wildlife Conservation Commission (FFWCC) Gopher Tortoise Permitting Guidelines pertaining to surveying, excavating, and relocating will be followed.

Sea turtles occur within the Gulf of

Mexico and nest on adjacent beaches. As the study area is located approximately one mile from the Gulf of Mexico beaches, there would be no direct involvement with sea turtles. However, during the State Clearinghouse review period, the Florida Fish and Wildlife Conservation Commission (FFWCC) commented that due to the presence of sea turtle nesting beaches nearby, staff recommends the use of sea turtle friendly lighting along the roadway.

The Florida Natural Areas Inventory (FNAI) indicates that the loggerhead sea turtle is likely to occur within the study area, while the green and leatherback sea turtles have the potential to occur within or near the study area. The nearest sea turtle habitat is the Gulf of Mexico approximately one mile south of the study area. The proposed project lighting will be sea turtle friendly in compliance with the FFWCC's request.

Should any state-listed plant species be positively identified within construction limits, the appropriate state agencies will

be contacted and afforded an opportunity to transplant them per Florida Statute 581.185.

Relocations

Project alternatives were developed to minimize right-of-way acquisition and displacements as much as possible. However, the proposed project is on new alignment through a developed area and right-of-way acquisitions, including some relocations will be required. Potential relocations vary depending on the alternative, but range from 14 to 15 residential relocations and one business relocation. These may be further reduced during the project design phase.

In order to minimize the unavoidable effects of right-of-way acquisition and displacement, a right-of-way and relocation program will be carried out in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Public Law 91-646, as amended by Public Law 100-17). This project has been developed in accordance with the Civil Rights Act of 1964, the Civil Rights Act of 1968, and in accordance with

Executive Order 12898.

FDOT's Standard Specifications for Road and Bridge Construction and Best Management Practices (BMPs) will be utilized to reduce noise, traffic delays, air quality impacts, and other issues that would impact area residents' quality of life. Types of measures that would be implemented are discussed in more detail below, but could include storage of materials out of sight, coordinating with public service and utility providers to minimize disruption in the delivery of services, confining work to daylight hours, minimizing fugitive dust, requiring noise controls on equipment, and implementing a traffic control plan to minimize possible delays.

Community Services

Construction activities could result in temporary lane closures on some roads, potentially increasing congestion and slowing emergency response times. Therefore, the contractor will be required to coordinate construction activities that affect existing roads with emergency service providers and

notify fire departments of any waterline relocations that may affect water supply for fire suppression. In addition, the contractor will be required to coordinate with school officials to minimize delays on school bus routes.

Utilities

Much of the project is on a new alignment, but in areas where existing roads are incorporated into the project, utilities could be affected by some construction activities. As a result, there may be a need to temporarily re-route utility lines or cables. Such relocations of utility lines and cables may result in intermittent and short-term interruption of service. Prior to construction, coordination will be conducted with utility providers to minimize any disruption in service.

One of the unavoidable consequences on a project such as this is the necessary relocation of families or businesses. On this project, we anticipate the relocation of 14 to 16 households, depending on the final alternative selected, and one business. All

right-of-way acquisition will be conducted in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, commonly known as the Uniform Act.

If you are required to make any type of move as a result of a City of Destin project, you can expect to be treated in a fair and helpful manner and in compliance with the Uniform Relocation Assistance Act.

If a move is required, you will be contacted by an appraiser who will inspect your property. We encourage you to be present during the inspection and provide information about the value of your property.

You may also be eligible for relocation advisory services and payment benefits. If you are being moved, and you are unsatisfied with the City's determination of your eligibility for payment or the amount of that payment, you may appeal that determination.

You will be promptly furnished necessary forms and notified of the procedures to be followed in making that appeal.

A special word of caution: If you move

before you receive notification of the relocation benefits that you might be entitled to, your benefits may be jeopardized.

Relocation specialists who will be supervising this program will be identified when the final alternative has been selected and funding has been confirmed.

There have been various opportunities for the public to provide input on this project. A public meeting was held on September 15, 2015. We welcome any oral or written comments you might have that will help us make this important decision.

At the conclusion of this presentation, our personnel will distribute speaker cards to those in the audience who have not received one and would like to make a statement. A court reporter will record your statement, and a verbatim transcript will be made of all oral proceedings at this hearing.

If you do not wish to speak at the microphone, you may present your comments in writing or directly to the court reporter at the comment table. Each method of submitting

a comment carries equal weight.

Written comments received or postmarked no later than ten days following the date of this public hearing will become a part of the public record for this public hearing. All written comments should be mailed to the address shown in your handout.

The next step is to incorporate your input on this public hearing into our decision-making process. After the comment period closes and your input has been considered, a decision will be made and the final PD&E document will be sent to the City of Destin, and may be provided to the Okaloosa-Walton Transportation Planning Organization and the Florida Department of Transportation for location and design concept acceptance and potential funding.

This project has and will continue to be undertaken within all applicable state and federal rules and regulations.

This concludes our presentation. We will now offer you the opportunity to make a public statement.

Anyone desiring to make a statement or

present written views and/or exhibits regarding the location, conceptual design, or social, economic, and environmental effects of the improvements will now have an opportunity to do so. If you are holding a speaker's card, please give it to a member of the project team. If you have not received a speaker's card and wish to speak, please raise your hand so you can receive a card to fill out.

Written statements and exhibits may be presented in lieu of or in addition to oral statement. All written material received at this public hearing and by the City's consulting engineer at 2114 Airport Boulevard, Suite 1450, Pensacola, Florida 32504, postmarked no later than ten days following the date of this public hearing will become a part of the public record for this hearing. All written comments should be addressed to the Atkins Project Manager, Gregory S. Allen, PE.

Comments may also be emailed to gregory.allen@atkinsglobal.com.

We will now call upon those who have

turned in speaker's cards. When you come forward, please state your name and address. If you represent an organization, municipality, or other public body, please provide that information as well. We ask that you limit your input to three minutes. Please come to the microphone so the court reporter will be able to get a complete record of your comments.

If you have completed a speaker's card, please repeat your name and address; if not, state your name and address and complete a speaker's card after you've given your statement for the public record.

(The following speakers spoke: Joanne Anderson, Russell Morgan, Nancy Weidenhamer, Caip O'Brian, and Cindy Putman. *See attached.*)

Does anyone else desire to speak?

(There were no additional speakers.)

MR. HELMS: The verbatim transcript of this hearing's oral proceedings, together will all written material received as part of the hearing record and all studies, displays, and informational material provided at the

hearing, will be made a part of the project decision-making process and will be available at the public service director/city engineer's office for public review upon request.

Thank you for attending this public hearing and for providing your input into this project. I hereby officially close the public hearing for the Destin Cross Town Connector.

Thank you again and have a good evening.

(Whereupon, the public hearing was concluded.)

(The following statement was given to the court reporter by Andrew Galloway:)

ANDREW GALLOWAY
205 Benning Drive, Unit 5
Destin, Florida 32541
850.420.9596

My main concerns at this point are my property, which is located at the corner of Benning and Azalea, have not been properly addressed as to how they're going to deal with our property regarding the elevations on how the driveway could possibly be rerouted; why they have not taken more of the building

that I live in, the two properties that are attached together, more into consideration when putting this roundabout together. It has traffic -- it has headlights shining through the front of our house from one side to the other all night long, with the cars being probably within 30 feet of our front door.

There was one of the interim plans that had the traffic light, and I wish they would take that more into consideration, because at this point, I don't see how they could put the roundabout in where they have it planned, and the way it's planned would be an encroachment on our property, so they're talking about a partial eminent domain.

We haven't had the ability to have any way to speak to anybody about this, and we are left in limbo at this point about the amount of money we have put in our property for improvements.

We feel as if the final project plan would be more suitable and less impact on multiple properties there at the Benning and Azalea intersection.

I would like to find out how much cost difference is it to have a two-lane versus a four-lane, to have a roundabout versus a traffic light, and is -- and, you know, at this point, with the traffic light being the ultimate solution or design, why would they waste the money, and in turn -- how am I going to convey this -- put -- without taking away the value of our property and creating a dangerous situation for myself, my wife and my child.

I also have the same concerns that some of the other homeowners did, that we are being left in limbo on the termination of the timeline of this project. We're not interested in selling our house, but if we wanted to, we probably couldn't, and so there's been a shadow cast over our property at this point, which is unfair. We feel that it's unfair, and we would like to have more answers, but nobody -- the elevations are one of our concerns.

Our biggest concern -- safety is obviously our biggest concern, and nobody from Atkins has addressed these questions

that we've had, and I've spoken to at least a half a dozen members of the Atkins team. I spent one hour with the city engineer last week, and he has the same concerns that I do, and didn't have the answers as well. And even today, the interim plan almost finalized, nobody had any adequate answers for me, and I'm frustrated and would like to -- I would like to hear from somebody who can address these concerns.

For the record, I still believe that the traffic light, which was the original plan several years ago, is the best alternative and the least impact and hardship on homeowners at that -- at the intersection where we own. I believe that's all I can address right now. I'll go through my notes.

The way that the plan has our driveway would be on a significant grade, which leads right into the opening of the intersection, but more so affected by the roundabout than with the traffic light. With the interim plans, when the roundabout is in such close proximity to the front of our house -- and the small amount of research I have done

recently, I have found multiple instances where less -- with less radiuses and turns, where cars have wound up crashing into homes, even here in Destin.

I believe that's it.

(Concluded.)

CERTIFICATE OF REPORTER

STATE OF FLORIDA)

COUNTY OF ESCAMBIA)

I, SUZANNE FENDLEY, Court Reporter and Notary Public, certify that I was authorized to, and did, transcribe the foregoing public hearing, and that the transcript is a true and complete record of the hearing, and transcribed by me.

I further certify that I am not a relative, employee, attorney, or counsel of any of the parties, nor am I a relative or employee of any of the parties' attorney or counsel connected with the action, nor am I financially interested in the action.

DATED this 26th day of January, 2017.

SUZANNE FENDLEY
Court Reporter and Notary Public

Appendix C

Right of Way and Construction Cost Estimates

Construction Cost

Destin Crosstown Connector

Interim Improvements Construction Cost Estimate

PAY ITEM NO.	DESCRIPTION	UNIT	Quantity	Price	Total
0101-1	MOBILIZATION	LS	1.00	$350,000.00	$350,000.00
0102-1	MAINTENANCE OF TRAFFIC	LS	1.00	$70,000.00	$70,000.00
0110-1-1	CLEARING AND GRUBBING*	LS	1.00	$248,000.00	$248,000.00
0110-7-1	MAILBOX, F&I SINGLE	EA	25.00	$129.78	$3,244.50
0120-1	REGULAR EXCAVATION	CY	36051.00	$6.85	$246,949.35
0120-6	EMBANKMENT	CY	9217.00	$10.09	$92,999.53
0160-4	TYPE B STABILIZATION	SY	18398.00	$5.63	$103,580.74
0162-1-11	PREPARED SOIL LAYER, FINISH SOIL LAYER 6"	SY	32675.00	$2.12	$69,271.00
0285-706	OPTIONAL BASE GROUP 6	SY	18645.00	$20.66	$385,205.70
0327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	SY	486.00	$2.60	$1,263.60
0334-1-22	SUPERPAVE ASPH CONC, TRAFFIC B, PG76-22, PMA	TN	2123.10	$106.44	$225,982.76
0337-7-40	ASPH CONC FC, TRAFFIC B, FC-9.5, PG 76-22	TN	26.73	$100.23	$2,679.15
0337-7-41	ASPH CONC FC, TRAFFIC B, FC-12.5, PG 76-22	TN	1030.90	$101.45	$104,584.81
0350-30-13	CONC PAVEMENT FOT ROUNDABOUT APRON, 12"	SY	260.00	$76.35	$19,851.00
0400-0-11	CONC CLASS NS, GRAVITY WALL	CY	88.30	$745.55	$65,832.07
0425-1-311	INLETS, CURB, TYPE P-1, <10'	EA	22.00	$4,317.57	$94,986.54
0425-1-321	INLETS, CURB, TYPE P-2, <10'	EA	4.00	$4,840.56	$19,362.24
0425-1-331	INLETS, CURB, TYPE P-3, <10'	EA	4.00	$5,373.31	$21,493.24
0425-1-351	INLETS, CURB, TYPE P-5, <10'	EA	8.00	$5,322.78	$42,582.24
0425-1-421	INLETS, CURB, TYPE J-2, <10'	EA	1.00	$7,803.76	$7,803.76
0425-1-521	INLETS, DT BOT, TYPE C, <10'	EA	8.00	$3,269.63	$26,157.04
0425-1-531	INLETS, DT BOT, TYPE C MOD, <10'	EA	1.00	$3,269.63	$3,269.63
0425-1-711	INLETS, GUTTER, TYPE V, <10'	EA	7.00	$3,043.84	$21,306.88
0425-2-61	MANHOLE, P-8, <10'	EA	7.00	$4,470.00	$31,290.00
0425-2-62	MANHOLE, P-8, >10'	EA	3.00	$9,000.00	$27,000.00
0430-175-118	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18"S/CD	LF	3197.00	$71.79	$229,512.63
0430-175-124	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 24"S/CD	LF	125.00	$91.70	$11,462.50
0430-984-125	MITERED END SECTION, OPTIONAL ROUND, 18" SD	EA	5.00	$1,443.72	$7,218.60
0430-984-129	MITERED END SECTION, OPTIONAL ROUND, 24" SD	EA	3.00	$1,685.32	$5,055.96
0443-70-3	FRENCH DRAIN, 18"	LF	763.00	$147.84	$112,801.92
0515-1-2	PIPE HANDRAIL - GUIDERAIL ALUMINUM	LF	257.00	$101.64	$26,121.48
0520-1-7	CONCRETE CURB & GUTTER, TYPE E	LF	3286.00	$20.78	$68,283.08
0520-1-10	CONCRETE CURB & GUTTER, TYPE F	LF	7470.00	$20.65	$154,255.50
0520-2-4	CONCRETE CURB & GUTTER, TYPE D	LF	276.00	$33.00	$9,108.00
0520-2-8	CONCRETE CURB & GUTTER, TYPE RA	LF	330.00	$28.74	$9,484.20
0520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDTH	SY	228.00	$91.48	$20,857.44
0522-1	SIDEWALK CONCRETE, 4" THICK	SY	6035.00	$44.86	$270,730.10
0522-2	SIDEWALK CONCRETE, 6" THICK	SY	1726.00	$66.42	$114,640.92
0527-2	DETECTABLE WARNINGS	SF	580.00	$24.59	$14,262.20
0530-3-4	RIPRAP, RUBBLE, F&I, DITCH LINING	TN	20.00	$124.12	$2,482.40
0550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	LF	2800.00	$18.19	$50,932.00
0550-10-420	FENCING, WOOD PRIVACY FENCE, 5.1-6.0'	LF	180.00	$80.00	$14,400.00
0550-60-315	FENCE GATE,TYP B,SGL, 0- 6.0' OPENING	EA	2.00	$2,227.27	$4,454.54
0570-1-1	PERFORMANCE TURF, SOD	SY	32675.00	$0.94	$30,714.50
0700-1-11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	36.00	$326.57	$11,756.52
07000-1-12	SINGLE POST SIGN, F&I GROUND MOUNT, 12-20 SF	AS	4.00	$1,019.67	$4,078.68
0700-1-50	SINGLE POST SIGN, RELOCATE	LS	2.00	$109.73	$219.46
0710-90	PAINTED PAVEMENT MARKINGS	LS	1.00	$9,000.00	$9,000.00
	LANDSCAPING & IRRIGATION	LS	1.00	$150,000.00	$150,000.00
	NOISE WALL (F&I)	LS	1.00	$100,000.00	$100,000.00
	LIGHTING	LS	1.00	$458,791.00	$458,791.00
	TOTAL				$4,175,319.40
				Contingency (15%)	$626,297.91
					$4,801,617.31

*Clearing and Grubbing includes the cost of Building demolition.

Destin Crosstown Connector

Alternate 1 Option A Construction Cost Estimate

PAY ITEM NO.	DESCRIPTION	UNIT	Quantity	Price	Total
0101-1	MOBILIZATION	LS	1.00	$393,381.95	$393,381.95
0102-1	MAINTENANCE OF TRAFFIC	LS	1.00	$43,709.11	$43,709.11
0110-1-1	CLEARING AND GRUBBING*	LS	1.00	$153,933.82	$153,933.82
0110-7-1	MAILBOX, F&I SINGLE	EA	23.00	$129.78	$2,984.94
0120-1	REGULAR EXCAVATION	CY	38700.00	$6.85	$265,095.00
0162-1-11	PREPARED SOIL LAYER, FINISH SOIL LAYER 6"	SY	32264.00	$2.12	$68,399.68
0285-706	OPTIONAL BASE GROUP 6	SY	21020.00	$20.66	$434,273.20
0327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	SY	486.00	$2.60	$1,263.60
0334-1-52	SUPERPAVE ASPH CONC, TRAFFIC B, PG76-22, PMA	TN	2873.90	$106.44	$305,897.92
0337-7-80	ASPH CONC FC, TRAFFIC B, FC-9.5, PG 76-22	TN	26.73	$100.23	$2,679.15
0337-7-81	ASPH CONC FC, TRAFFIC B, FC-12.5, PG 76-22	TN	1437.00	$101.45	$145,783.65
0400-0-11	CONC CLASS NS, GRAVITY WALL	CY	173.63	$745.55	$129,452.33
0425-1-311	INLETS, CURB, TYPE P-1, <10'	EA	31.00	$4,317.57	$133,844.67
0425-1-321	INLETS, CURB, TYPE P-2, <10'	EA	4.00	$4,840.56	$19,362.24
0425-1-331	INLETS, CURB, TYPE P-3, <10'	EA	4.00	$5,373.31	$21,493.24
0425-1-351	INLETS, CURB, TYPE P-5, <10'	EA	3.00	$5,322.78	$15,968.34
0425-1-421	INLETS, CURB, TYPE J-2, <10'	EA	1.00	$7,803.76	$7,803.76
0425-1-521	INLETS, DT BOT, TYPE C, <10'	EA	9.00	$3,269.63	$29,426.67
0425-1-711	INLETS, GUTTER, TYPE V, <10'	EA	7.00	$3,043.84	$21,306.88
0425-2-61	MANHOLE, P-8, <10'	EA	7.00	$4,470.00	$31,290.00
0425-2-62	MANHOLE, P-8, >10'	EA	3.00	$9,000.00	$27,000.00
0430-175-118	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18"S/CD	LF	3697.00	$71.79	$265,407.63
0430-175-124	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 24"S/CD	LF	125.00	$91.70	$11,462.50
0430-984-125	MITERED END SECTION, OPTIONAL ROUND, 18" SD	EA	5.00	$1,443.72	$7,218.60
0430-984-129	MITERED END SECTION, OPTIONAL ROUND, 24" SD	EA	3.00	$1,685.32	$5,055.96
0443-70-3	FRENCH DRAIN, 18"	LF	763.00	$147.84	$112,801.92
0515-1-2	PIPE HANDRAIL - GUIDERAIL ALUMINUM	LF	350.00	$101.64	$35,574.00
0520-1-7	CONCRETE CURB & GUTTER, TYPE E	LF	3413.00	$20.78	$70,922.14
0520-1-10	CONCRETE CURB & GUTTER, TYPE F	LF	4997.00	$20.65	$103,188.05
0520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDTH	SY	134.00	$91.48	$12,258.32
0522-1	SIDEWALK CONCRETE, 4" THICK	SY	4936.00	$44.86	$221,428.96
0522-2	SIDEWALK CONCRETE, 6" THICK	SY	1726.00	$66.42	$114,640.92
0527-2	DETECTABLE WARNINGS	SF	580.00	$24.59	$14,262.20
0530-3-4	RIPRAP, RUBBLE, F&I, DITCH LINING	TN	20.00	$124.12	$2,482.40
0550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	LF	2800.00	$18.19	$50,932.00
0550-10-420	FENCING, WOOD PRIVACY FENCE, 5.1-6.0'	LF	180.00	$80.00	$14,400.00
0550-60-211	FENCE GATE,TYP B,SGL, 0- 6.0' OPENING	EA	2.00	$2,227.27	$4,454.54
0570-1-1	PERFORMANCE TURF, SOD	SY	32264.00	$0.94	$30,328.16
0700-1-11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	36.00	$326.57	$11,756.52
0700-1-50	SINGLE POST SIGN, RELOCATE	LS	2.00	$109.73	$219.46
0710-90	PAINTED PAVEMENT MARKINGS	LS	1.00	$10,000.00	$10,000.00
	LANDSCAPING & IRRIGATION	LS	1.00	$150,000.00	$150,000.00
	SIGNALIZATION (F&I)	LS	4.00	$225,000.00	$900,000.00
	NOISE WALL (F&I)	LS	1.00	$100,000.00	$100,000.00
	LIGHTING	LS	1.00	$458,791.00	$458,791.00
	EARTHWORK	LS	1.00	$371,854.55	$371,854.55
	EROSION CONTROL	LS	1.00	$43,709.11	$43,709.11
	TOTAL				$5,377,499.08
				Contingency (15%)	$806,624.86
					$6,184,123.94

*Clearing and Grubbing includes the cost of Building demolition.

Destin Crosstown Connector

Alternate 1 Option B Construction Cost Estimate

PAY ITEM NO.	DESCRIPTION	UNIT	Quantity	Price	Total
0101-1	MOBILIZATION	LS	1.00	$382,197.64	$382,197.64
0102-1	MAINTENANCE OF TRAFFIC	LS	1.00	$42,466.40	$42,466.40
0110-1-1	CLEARING AND GRUBBING*	LS	1.00	$153,821.98	$153,821.98
0110-7-1	MAILBOX, F&I SINGLE	EA	23.00	$129.78	$2,984.94
0120-1	REGULAR EXCAVATION	CY	38700.00	$6.85	$265,095.00
0162-1-11	PREPARED SOIL LAYER, FINISH SOIL LAYER 6"	SY	32709.00	$2.12	$69,343.08
0285-706	OPTIONAL BASE GROUP 6	SY	20800.00	$20.66	$429,728.00
0327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	SY	486.00	$2.60	$1,263.60
0334-1-52	SUPERPAVE ASPH CONC, TRAFFIC B, PG76-22, PMA	TN	2843.70	$106.44	$302,683.43
0337-7-80	ASPH CONC FC, TRAFFIC B, FC-9.5, PG 76-22	TN	26.73	$100.23	$2,679.15
0337-7-81	ASPH CONC FC, TRAFFIC B, FC-12.5, PG 76-22	TN	1421.90	$101.45	$144,251.76
0400-0-11	CONC CLASS NS, GRAVITY WALL	CY	103.11	$745.55	$76,877.25
0425-1-311	INLETS, CURB, TYPE P-1, <10'	EA	27.00	$4,317.57	$116,574.39
0425-1-321	INLETS, CURB, TYPE P-2, <10'	EA	4.00	$4,840.56	$19,362.24
0425-1-331	INLETS, CURB, TYPE P-3, <10'	EA	4.00	$5,373.31	$21,493.24
0425-1-351	INLETS, CURB, TYPE P-5, <10'	EA	3.00	$5,322.78	$15,968.34
0425-1-421	INLETS, CURB, TYPE J-2, <10'	EA	1.00	$7,803.76	$7,803.76
0425-1-521	INLETS, DT BOT, TYPE C, <10'	EA	9.00	$3,269.63	$29,426.67
0425-1-711	INLETS, GUTTER, TYPE V, <10'	EA	7.00	$3,043.84	$21,306.88
0425-2-61	MANHOLE, P-8, <10'	EA	7.00	$4,470.00	$31,290.00
0425-2-62	MANHOLE, P-8, >10'	EA	3.00	$9,000.00	$27,000.00
0430-175-118	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18"S/CD	LF	3197.00	$71.79	$229,512.63
0430-175-124	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 24"S/CD	LF	125.00	$91.70	$11,462.50
0430-984-125	MITERED END SECTION, OPTIONAL ROUND, 18" SD	EA	5.00	$1,443.72	$7,218.60
0430-984-129	MITERED END SECTION, OPTIONAL ROUND, 24" SD	EA	3.00	$1,685.32	$5,055.96
0443-70-3	FRENCH DRAIN, 18"	LF	763.00	$147.84	$112,801.92
0515-1-2	PIPE HANDRAIL - GUIDERAIL ALUMINUM	LF	257.00	$101.64	$26,121.48
0520-1-7	CONCRETE CURB & GUTTER, TYPE E	LF	3413.00	$20.78	$70,922.14
0520-1-10	CONCRETE CURB & GUTTER, TYPE F	LF	5033.00	$20.65	$103,931.45
0520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDTH	SY	134.00	$91.48	$12,258.32
0522-1	SIDEWALK CONCRETE, 4" THICK	SY	4850.00	$44.86	$217,571.00
0522-2	SIDEWALK CONCRETE, 6" THICK	SY	1726.00	$66.42	$114,640.92
0527-2	DETECTABLE WARNINGS	SF	660.00	$24.59	$16,229.40
0530-3-4	RIPRAP, RUBBLE, F&I, DITCH LINING	TN	20.00	$124.12	$2,482.40
0550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	LF	2800.00	$18.19	$50,932.00
0550-10-420	FENCING, WOOD PRIVACY FENCE, 5.1-6.0'	LF	180.00	$80.00	$14,400.00
0550-60-211	FENCE GATE,TYP B,SGL, 0- 6.0' OPENING	EA	2.00	$2,227.27	$4,454.54
0570-1-1	PERFORMANCE TURF, SOD	SY	32709.00	$0.94	$30,746.46
0700-1-11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	36.00	$326.57	$11,756.52
0700-1-50	SINGLE POST SIGN, RELOCATE	LS	2.00	$109.73	$219.46
0710-90	PAINTED PAVEMENT MARKINGS	LS	1.00	$10,000.00	$10,000.00
	LANDSCAPING & IRRIGATION	LS	1.00	$150,000.00	$150,000.00
	SIGNALIZATION (F&I)	LS	4.00	$225,000.00	$900,000.00
	NOISE WALL (F&I)	LS	1.00	$100,000.00	$100,000.00
	LIGHTING	LS	1.00	$458,791.00	$458,791.00
	EARTHWORK	LS	1.00	$371,233.20	$371,233.20
	EROSION CONTROL	LS	1.00	$42,466.40	$42,466.40
	TOTAL				$5,238,826.05
				Contingency (15%)	$785,823.91
					$6,024,649.95

*Clearing and Grubbing includes the cost of Building demolition.

Destin Crosstown Connector

Alternate 1 Option C Construction Cost Estimate

PAY ITEM NO.	DESCRIPTION	UNIT	Quantity	Price	Total
0101-1	MOBILIZATION	LS	1.00	$389,247.22	$389,247.22
0102-1	MAINTENANCE OF TRAFFIC	LS	1.00	$43,249.69	$43,249.69
0110-1-1	CLEARING AND GRUBBING*	LS	1.00	$153,892.47	$153,892.47
0110-7-1	MAILBOX, F&I SINGLE	EA	23.00	$129.78	$2,984.94
0120-1	REGULAR EXCAVATION	CY	38700.00	$6.85	$265,095.00
0162-1-11	PREPARED SOIL LAYER, FINISH SOIL LAYER 6"	SY	33375.00	$2.12	$70,755.00
0285-706	OPTIONAL BASE GROUP 6	SY	21283.00	$20.66	$439,706.78
0327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	SY	486.00	$2.60	$1,263.60
0334-1-52	SUPERPAVE ASPH CONC, TRAFFIC B, PG76-22, PMA	TN	2910.10	$106.44	$309,751.04
0337-7-80	ASPH CONC FC, TRAFFIC B, FC-9.5, PG 76-22	TN	26.73	$100.23	$2,679.15
0337-7-81	ASPH CONC FC, TRAFFIC B, FC-12.5, PG 76-22	TN	1455.10	$101.45	$147,619.90
0400-0-11	CONC CLASS NS, GRAVITY WALL	CY	125.34	$745.55	$93,445.03
0425-1-311	INLETS, CURB, TYPE P-1, <10'	EA	27.00	$4,317.57	$116,574.39
0425-1-321	INLETS, CURB, TYPE P-2, <10'	EA	4.00	$4,840.56	$19,362.24
0425-1-331	INLETS, CURB, TYPE P-3, <10'	EA	4.00	$5,373.31	$21,493.24
0425-1-351	INLETS, CURB, TYPE P-5, <10'	EA	3.00	$5,322.78	$15,968.34
0425-1-421	INLETS, CURB, TYPE J-2, <10'	EA	1.00	$7,803.76	$7,803.76
0425-1-521	INLETS, DT BOT, TYPE C, <10'	EA	9.00	$3,269.63	$29,426.67
0425-1-711	INLETS, GUTTER, TYPE V, <10'	EA	7.00	$3,043.84	$21,306.88
0425-2-61	MANHOLE, P-8, <10'	EA	7.00	$4,470.00	$31,290.00
0425-2-62	MANHOLE, P-8, >10'	EA	3.00	$9,000.00	$27,000.00
0430-175-118	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18"S/CD	LF	3197.00	$71.79	$229,512.63
0430-175-124	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 24"S/CD	LF	125.00	$91.70	$11,462.50
0430-984-125	MITERED END SECTION, OPTIONAL ROUND, 18" SD	EA	5.00	$1,443.72	$7,218.60
0430-984-129	MITERED END SECTION, OPTIONAL ROUND, 24" SD	EA	3.00	$1,685.32	$5,055.96
0443-70-3	FRENCH DRAIN, 18"	LF	763.00	$147.84	$112,801.92
0515-1-2	PIPE HANDRAIL - GUIDERAIL ALUMINUM	LF	450.00	$101.64	$45,738.00
0520-1-7	CONCRETE CURB & GUTTER, TYPE E	LF	3413.00	$20.78	$70,922.14
0520-1-10	CONCRETE CURB & GUTTER, TYPE F	LF	5313.00	$20.65	$109,713.45
0520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDTH	SY	134.00	$91.48	$12,258.32
0522-1	SIDEWALK CONCRETE, 4" THICK	SY	5182.00	$44.86	$232,464.52
0522-2	SIDEWALK CONCRETE, 6" THICK	SY	1726.00	$66.42	$114,640.92
0527-2	DETECTABLE WARNINGS	SF	620.00	$24.59	$15,245.80
0530-3-4	RIPRAP, RUBBLE, F&I, DITCH LINING	TN	20.00	$124.12	$2,482.40
0550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	LF	2800.00	$18.19	$50,932.00
0550-10-420	FENCING, WOOD PRIVACY FENCE, 5.1-6.0'	LF	180.00	$80.00	$14,400.00
0550-60-211	FENCE GATE,TYP B,SGL, 0- 6.0' OPENING	EA	2.00	$2,227.27	$4,454.54
0570-1-1	PERFORMANCE TURF, SOD	SY	33375.00	$0.94	$31,372.50
0700-1-11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	36.00	$326.57	$11,756.52
0700-1-50	SINGLE POST SIGN, RELOCATE	LS	2.00	$109.73	$219.46
0710-90	PAINTED PAVEMENT MARKINGS	LS	1.00	$10,000.00	$10,000.00
	LANDSCAPING & IRRIGATION	LS	1.00	$150,000.00	$150,000.00
	SIGNALIZATION (F&I)	LS	4.00	$225,000.00	$900,000.00
	NOISE WALL (F&I)	LS	1.00	$100,000.00	$100,000.00
	LIGHTING	LS	1.00	$458,791.00	$458,791.00
	EARTHWORK	LS	1.00	$371,624.85	$371,624.85
	EROSION CONTROL	LS	1.00	$43,249.69	$43,249.69
	TOTAL				$5,326,233.06
				Contingency (15%)	$798,934.96
					$6,125,168.02

*Clearing and Grubbing includes the cost of Building demolition.

Destin Crosstown Connector					
Alternate 2 Option A Construction Cost Estimate					
PAY ITEM NO.	DESCRIPTION	UNIT	Quantity	Price	Total
0101-1	MOBILIZATION	LS	1.00	$321,272.84	$321,272.84
0102-1	MAINTENANCE OF TRAFFIC	LS	1.00	$35,696.98	$35,696.98
0110-1-1	CLEARING AND GRUBBING*	LS	1.00	$155,696.98	$155,696.98
0110-7-1	MAILBOX, F&I SINGLE	EA	23.00	$129.78	$2,984.94
0120-1	REGULAR EXCAVATION	CY	38000.00	$6.85	$260,300.00
0162-1-11	PREPARED SOIL LAYER, FINISH SOIL LAYER 6"	SY	28286.00	$2.12	$59,966.32
0285-706	OPTIONAL BASE GROUP 6	SY	17328.00	$20.66	$357,996.48
0327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	SY	486.00	$2.60	$1,263.60
0334-1-52	SUPERPAVE ASPH CONC, TRAFFIC B, PG76-22, PMA	TN	3070.10	$106.44	$326,781.44
0337-7-80	ASPH CONC FC, TRAFFIC B, FC-9.5, PG 76-22	TN	26.73	$100.23	$2,679.15
0337-7-81	ASPH CONC FC, TRAFFIC B, FC-12.5, PG 76-22	TN	1535.10	$101.45	$155,735.90
0350-3-13	CONC PAVEMENT FOT ROUNDABOUT APRON, 12"	SY	623.00	$76.35	$47,566.05
0400-0-11	CONC CLASS NS, GRAVITY WALL	CY	173.63	$745.55	$129,452.33
0425-1-311	INLETS, CURB, TYPE P-1, <10'	EA	31.00	$4,317.57	$133,844.67
0425-1-321	INLETS, CURB, TYPE P-2, <10'	EA	4.00	$4,840.56	$19,362.24
0425-1-331	INLETS, CURB, TYPE P-3, <10'	EA	4.00	$5,373.31	$21,493.24
0425-1-351	INLETS, CURB, TYPE P-5, <10'	EA	3.00	$5,322.78	$15,968.34
0425-1-421	INLETS, CURB, TYPE J-2, <10'	EA	1.00	$7,803.76	$7,803.76
0425-1-521	INLETS, DT BOT, TYPE C, <10'	EA	9.00	$3,269.63	$29,426.67
0425-1-711	INLETS, GUTTER, TYPE V, <10'	EA	7.00	$3,043.84	$21,306.88
0425-2-61	MANHOLE, P-8, <10'	EA	7.00	$4,470.00	$31,290.00
0425-2-62	MANHOLE, P-8, >10'	EA	3.00	$9,000.00	$27,000.00
0430-175-118	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18"S/CD	LF	3597.00	$71.79	$258,228.63
0430-175-124	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 24"S/CD	LF	125.00	$91.70	$11,462.50
0430-984-125	MITERED END SECTION, OPTIONAL ROUND, 18" SD	EA	5.00	$1,443.72	$7,218.60
0430-984-129	MITERED END SECTION, OPTIONAL ROUND, 24" SD	EA	3.00	$1,685.32	$5,055.96
0443-70-3	FRENCH DRAIN, 18"	LF	763.00	$147.84	$112,801.92
0515-1-2	PIPE HANDRAIL - GUIDERAIL ALUMINUM	LF	350.00	$101.64	$35,574.00
0520-1-7	CONCRETE CURB & GUTTER, TYPE E	LF	2971.00	$20.78	$61,737.38
0520-1-10	CONCRETE CURB & GUTTER, TYPE F	LF	5117.00	$20.65	$105,666.05
0520-2-4	CONCRETE CURB & GUTTER, TYPE D	LF	552.00	$33.00	$18,216.00
0520-2-8	CONCRETE CURB & GUTTER, TYPE RA	LF	660.00	$28.74	$18,968.40
0520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDTH	SY	664.00	$91.48	$60,742.72
0522-1	SIDEWALK CONCRETE, 4" THICK	SY	5687.00	$44.86	$255,118.82
0522-2	SIDEWALK CONCRETE, 6" THICK	SY	1726.00	$66.42	$114,640.92
0527-2	DETECTABLE WARNINGS	SF	580.00	$24.59	$14,262.20
0530-3-4	RIPRAP, RUBBLE, F&I, DITCH LINING	TN	20.00	$124.12	$2,482.40
0550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	LF	2800.00	$18.19	$50,932.00
0550-10-420	FENCING, WOOD PRIVACY FENCE, 5.1-6.0'	LF	180.00	$80.00	$14,400.00
0550-60-211	FENCE GATE,TYP B,SGL, 0- 6.0' OPENING	EA	2.00	$2,227.27	$4,454.54
0570-1-1	PERFORMANCE TURF, SOD	SY	28286.00	$0.94	$26,588.84
0700-1-11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	36.00	$326.57	$11,756.52
07000-1-12	SINGLE POST SIGN, F&I GROUND MOUNT, 12-20 SF	AS	8.00	$1,019.67	$8,157.36
0700-1-50	SINGLE POST SIGN, RELOCATE	LS	2.00	$109.73	$219.46
0710-90	PAINTED PAVEMENT MARKINGS	LS	1.00	$10,000.00	$10,000.00
	LANDSCAPING & IRRIGATION	LS	1.00	$150,000.00	$150,000.00
	NOISE WALL (F&I)	LS	1.00	$100,000.00	$100,000.00
	LIGHTING	LS	1.00	$458,791.00	$458,791.00
	EARTHWORK	LS	1.00	$385,696.98	$385,696.98
	EROSION CONTROL	LS	1.00	$35,696.98	$35,696.98
	TOTAL				$4,503,759.00
				Contingency (15%)	$675,563.85
					$5,179,322.85

*Clearing and Grubbing includes the cost of Building demolition.

Destin Crosstown Connector					
Alternate 2 Option B Construction Cost Estimate					
PAY ITEM NO.	DESCRIPTION	UNIT	Quantity	Price	Total
0101-1	MOBILIZATION	LS	1.00	$310,296.43	$310,296.43
0102-1	MAINTENANCE OF TRAFFIC	LS	1.00	$34,477.38	$34,477.38
0110-1-1	CLEARING AND GRUBBING*	LS	1.00	$154,477.38	$154,477.38
0110-7-1	MAILBOX, F&I SINGLE	EA	23.00	$129.78	$2,984.94
0120-1	REGULAR EXCAVATION	CY	38000.00	$6.85	$260,300.00
0162-1-11	PREPARED SOIL LAYER, FINISH SOIL LAYER 6"	SY	28731.00	$2.12	$60,909.72
0285-706	OPTIONAL BASE GROUP 6	SY	17103.00	$20.66	$353,347.98
0327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	SY	486.00	$2.60	$1,263.60
0334-1-52	SUPERPAVE ASPH CONC, TRAFFIC B, PG76-22, PMA	TN	3039.20	$106.44	$323,492.45
0337-7-80	ASPH CONC FC, TRAFFIC B, FC-9.5, PG 76-22	TN	26.73	$100.23	$2,679.15
0337-7-81	ASPH CONC FC, TRAFFIC B, FC-12.5, PG 76-22	TN	1519.70	$101.45	$154,173.57
0350-3-13	CONC PAVEMENT FOT ROUNDABOUT APRON, 12"	SY	623.00	$76.35	$47,566.05
0400-0-11	CONC CLASS NS, GRAVITY WALL	CY	103.11	$745.55	$76,877.25
0425-1-311	INLETS, CURB, TYPE P-1, <10'	EA	27.00	$4,317.57	$116,574.39
0425-1-321	INLETS, CURB, TYPE P-2, <10'	EA	4.00	$4,840.56	$19,362.24
0425-1-331	INLETS, CURB, TYPE P-3, <10'	EA	4.00	$5,373.31	$21,493.24
0425-1-351	INLETS, CURB, TYPE P-5, <10'	EA	3.00	$5,322.78	$15,968.34
0425-1-421	INLETS, CURB, TYPE J-2, <10'	EA	1.00	$7,803.76	$7,803.76
0425-1-521	INLETS, DT BOT, TYPE C, <10'	EA	9.00	$3,269.63	$29,426.67
0425-1-711	INLETS, GUTTER, TYPE V, <10'	EA	7.00	$3,043.84	$21,306.88
0425-2-61	MANHOLE, P-8, <10'	EA	7.00	$4,470.00	$31,290.00
0425-2-62	MANHOLE, P-8, >10'	EA	3.00	$9,000.00	$27,000.00
0430-175-118	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18"S/CD	LF	3197.00	$71.79	$229,512.63
0430-175-124	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 24"S/CD	LF	125.00	$91.70	$11,462.50
0430-984-125	MITERED END SECTION, OPTIONAL ROUND, 18" SD	EA	5.00	$1,443.72	$7,218.60
0430-984-129	MITERED END SECTION, OPTIONAL ROUND, 24" SD	EA	3.00	$1,685.32	$5,055.96
0443-70-3	FRENCH DRAIN, 18"	LF	763.00	$147.84	$112,801.92
0515-1-2	PIPE HANDRAIL - GUIDERAIL ALUMINUM	LF	257.00	$101.64	$26,121.48
0520-1-7	CONCRETE CURB & GUTTER, TYPE E	LF	2701.00	$20.78	$56,126.78
0520-1-10	CONCRETE CURB & GUTTER, TYPE F	LF	5199.00	$20.65	$107,359.35
0520-2-4	CONCRETE CURB & GUTTER, TYPE D	LF	552.00	$33.00	$18,216.00
0520-2-8	CONCRETE CURB & GUTTER, TYPE RA	LF	660.00	$28.74	$18,968.40
0520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDTH	SY	664.00	$91.48	$60,742.72
0522-1	SIDEWALK CONCRETE, 4" THICK	SY	5601.00	$44.86	$251,260.86
0522-2	SIDEWALK CONCRETE, 6" THICK	SY	1726.00	$66.42	$114,640.92
0527-2	DETECTABLE WARNINGS	SF	660.00	$24.59	$16,229.40
0530-3-4	RIPRAP, RUBBLE, F&I, DITCH LINING	TN	20.00	$124.12	$2,482.40
0550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	LF	2800.00	$18.19	$50,932.00
0550-10-420	FENCING, WOOD PRIVACY FENCE, 5.1-6.0'	LF	180.00	$80.00	$14,400.00
0550-60-211	FENCE GATE,TYP B,SGL, 0- 6.0' OPENING	EA	2.00	$2,227.27	$4,454.54
0570-1-1	PERFORMANCE TURF, SOD	SY	28731.00	$0.94	$27,007.14
0700-1-11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	36.00	$326.57	$11,756.52
07000-1-12	SINGLE POST SIGN, F&I GROUND MOUNT, 12-20 SF	AS	8.00	$1,019.67	$8,157.36
0700-1-50	SINGLE POST SIGN, RELOCATE	LS	2.00	$109.73	$219.46
0710-90	PAINTED PAVEMENT MARKINGS	LS	1.00	$10,000.00	$10,000.00
	LANDSCAPING & IRRIGATION	LS	1.00	$150,000.00	$150,000.00
	NOISE WALL (F&I)	LS	1.00	$100,000.00	$100,000.00
	LIGHTING	LS	1.00	$458,791.00	$458,791.00
	EARTHWORK	LS	1.00	$384,477.38	$384,477.38
	EROSION CONTROL	LS	1.00	$34,477.38	$34,477.38
	TOTAL				$4,365,944.12
				Contingency (15%)	$654,891.62
					$5,020,835.74

*Clearing and Grubbing includes the cost of Building demolition.

Destin Crosstown Connector					
Alternate 2 Option C Construction Cost Estimate					
PAY ITEM NO.	DESCRIPTION	UNIT	Quantity	Price	Total
0101-1	MOBILIZATION	LS	1.00	$318,374.90	$318,374.90
0102-1	MAINTENANCE OF TRAFFIC	LS	1.00	$35,374.99	$35,374.99
0110-1-1	CLEARING AND GRUBBING*	LS	1.00	$155,374.99	$155,374.99
0110-7-1	MAILBOX, F&I SINGLE	EA	23.00	$129.78	$2,984.94
0120-1	REGULAR EXCAVATION	CY	38000.00	$6.85	$260,300.00
0162-1-11	PREPARED SOIL LAYER, FINISH SOIL LAYER 6"	SY	29397.00	$2.12	$62,321.64
0285-706	OPTIONAL BASE GROUP 6	SY	17600.00	$20.66	$363,616.00
0327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	SY	486.00	$2.60	$1,263.60
0334-1-52	SUPERPAVE ASPH CONC, TRAFFIC B, PG76-22, PMA	TN	3107.50	$106.44	$330,762.30
0337-7-80	ASPH CONC FC, TRAFFIC B, FC-9.5, PG 76-22	TN	26.73	$100.23	$2,679.15
0337-7-81	ASPH CONC FC, TRAFFIC B, FC-12.5, PG 76-22	TN	1553.80	$101.45	$157,633.01
0350-3-13	CONC PAVEMENT FOT ROUNDABOUT APRON, 12"	SY	623.00	$76.35	$47,566.05
0400-0-11	CONC CLASS NS, GRAVITY WALL	CY	125.34	$745.55	$93,445.03
0425-1-311	INLETS, CURB, TYPE P-1, <10'	EA	27.00	$4,317.57	$116,574.39
0425-1-321	INLETS, CURB, TYPE P-2, <10'	EA	4.00	$4,840.56	$19,362.24
0425-1-331	INLETS, CURB, TYPE P-3, <10'	EA	4.00	$5,373.31	$21,493.24
0425-1-351	INLETS, CURB, TYPE P-5, <10'	EA	3.00	$5,322.78	$15,968.34
0425-1-421	INLETS, CURB, TYPE J-2, <10'	EA	1.00	$7,803.76	$7,803.76
0425-1-521	INLETS, DT BOT, TYPE C, <10'	EA	9.00	$3,269.63	$29,426.67
0425-1-711	INLETS, GUTTER, TYPE V, <10'	EA	7.00	$3,043.84	$21,306.88
0425-2-61	MANHOLE, P-8, <10'	EA	7.00	$4,470.00	$31,290.00
0425-2-62	MANHOLE, P-8, >10'	EA	3.00	$9,000.00	$27,000.00
0430-175-118	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18"S/CD	LF	3197.00	$71.79	$229,512.63
0430-175-124	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 24"S/CD	LF	125.00	$91.70	$11,462.50
0430-984-125	MITERED END SECTION, OPTIONAL ROUND, 18" SD	EA	5.00	$1,443.72	$7,218.60
0430-984-129	MITERED END SECTION, OPTIONAL ROUND, 24" SD	EA	3.00	$1,685.32	$5,055.96
0443-70-3	FRENCH DRAIN, 18"	LF	763.00	$147.84	$112,801.92
0515-1-2	PIPE HANDRAIL - GUIDERAIL ALUMINUM	LF	450.00	$101.64	$45,738.00
0520-1-7	CONCRETE CURB & GUTTER, TYPE E	LF	2701.00	$20.78	$56,126.78
0520-1-10	CONCRETE CURB & GUTTER, TYPE F	LF	6617.00	$20.65	$136,641.05
0520-2-4	CONCRETE CURB & GUTTER, TYPE D	LF	552.00	$33.00	$18,216.00
0520-2-8	CONCRETE CURB & GUTTER, TYPE RA	LF	660.00	$28.74	$18,968.40
0520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDTH	SY	664.00	$91.48	$60,742.72
0522-1	SIDEWALK CONCRETE, 4" THICK	SY	5651.00	$44.86	$253,503.86
0522-2	SIDEWALK CONCRETE, 6" THICK	SY	1726.00	$66.42	$114,640.92
0527-2	DETECTABLE WARNINGS	SF	620.00	$24.59	$15,245.80
0530-3-4	RIPRAP, RUBBLE, F&I, DITCH LINING	TN	20.00	$124.12	$2,482.40
0550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	LF	2800.00	$18.19	$50,932.00
0550-10-420	FENCING, WOOD PRIVACY FENCE, 5.1-6.0'	LF	180.00	$80.00	$14,400.00
0550-60-211	FENCE GATE,TYP B,SGL, 0- 6.0' OPENING	EA	2.00	$2,227.27	$4,454.54
0570-1-1	PERFORMANCE TURF, SOD	SY	29397.00	$0.94	$27,633.18
0700-1-11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	36.00	$326.57	$11,756.52
07000-1-12	SINGLE POST SIGN, F&I GROUND MOUNT, 12-20 SF	AS	8.00	$1,019.67	$8,157.36
0700-1-50	SINGLE POST SIGN, RELOCATE	LS	2.00	$109.73	$219.46
0710-90	PAINTED PAVEMENT MARKINGS	LS	1.00	$10,000.00	$10,000.00
	LANDSCAPING & IRRIGATION	LS	1.00	$150,000.00	$150,000.00
	NOISE WALL (F&I)	LS	1.00	$100,000.00	$100,000.00
	LIGHTING	LS	1.00	$458,791.00	$458,791.00
	EARTHWORK	LS	1.00	$385,374.99	$385,374.99
	EROSION CONTROL	LS	1.00	$35,374.99	$35,374.99
	TOTAL				$4,467,373.68
				Contingency (15%)	$670,106.05
					$5,137,479.74

*Clearing and Grubbing includes the cost of Building demolition.

Right-of-Way Cost

Alternative 1-A

Destin Crosstown Connector - Alternative 1-A

City of Destin, Florida

RIGHT OF WAY COST ESTIMATE

DATE: 03/10/17 FINANCIAL PROJ NO: N/A SR NO.: N/A COUNTY: Okaloosa DISTRICT N/A

ALT.: 1-A PROJ. NAME: Destin Crosstown Connector FAP #: N/A

FEE PE	PAR NO	TAX ID NUMBER	OWNER NAME	USE C	USE R	USE V	SIZE SQ. FT.	PR./SF	LAND COST	SQ. FT. OF BUILDING	COST OF BUILDING	SITE IMPROVEMENTS	DAMAGES SEV/CC		IMPRVMNT COST	TOTAL LD & BLDG	BUSINESS DAMAGES	BUS REL BUS	BUS REL P.P.	RES REL OWN	RES REL TEN	MOVE COST OWN	MOVE COST TEN	AMOUNTS	DEM	HWI
FEE	1	00-2S-22-0310-000H-H070	Winton George P			1	17,000	$6.00	$102,000						$0	$102,000								Per. Prop.		
FEE	2	00-2S-22-2167-0000-0720	Matthews Elaine K		1		3,920	$6.00	$23,522	1,707	$128,025				$128,025	$151,547										
FEE	3	00-2S-22-2167-0000-0310	Williams April & Hughes Thomas		1		4,792	$6.00	$28,750	1,419	$106,425				$106,425	$135,175					1		1	Res. Rel. Own	1	1
FEE	4	00-2S-22-2167-0000-0320	Leblanc Gregory M		1		2,614	$6.00	$15,682	1,269	$95,175				$95,175	$110,857				1		1		$0	1	1
FEE	5	00-2S-22-2167-0000-0330	Lianos Eduardo Jr & Stephanie		1		2,614	$6.00	$15,682	1,242	$93,150				$93,150	$108,832				1		1			1	1
FEE	6	00-2S-22-2167-0000-0340	Edge Raymond A		1		2,614	$6.00	$15,682			$2,500	sev	$91,125	$2,500	$109,307				1		1		Res. Rel. Ten	1	1
FEE	7	00-2S-22-2167-0000-0300	Putman Cynthia C		1		4,792	$6.00	$28,750	1,250	$93,750				$93,750	$122,500				1		1		$0	1	1
FEE	8	00-2S-22-2167-0000-029A	O'brian George E & Darla R		1		3,049	$6.00	$18,295	1,376	$103,200				$103,200	$121,495				1		1			1	1
FEE	9	00-2S-22-2167-0000-0280	Lemaster James A & Alice G		1		3,049	$6.00	$18,295	1,376	$103,200				$103,200	$121,495				1		1		Move Co Own	1	1
FEE	10	00-2S-22-2167-0000-0270	Golden Milagros T & Kasper S		1		3,049	$6.00	$18,295	1,376	$103,200				$103,200	$121,495				1		1		$0	1	1
FEE	11	00-2S-22-2167-0000-0260	Fermin Zoilo A		1		3,049	$6.00	$18,295	1,376	$103,200				$103,200	$121,495				1		1			1	1
FEE	12	00-2S-22-2167-0000-0250	Andersen Joanne A		1		3,485	$6.00	$20,909	1,250	$93,750				$93,750	$114,659				1		1		Move Co Ten	1	1
FEE	13	00-2S-22-3083-000B-0120	Swilley Steven & Christine E		1		500	$6.00	$3,000			$7,500	cc	$7,500	$7,500	$18,000								$0		
FEE	14	00-2S-22-3083-000B-0130	Hayes Charlie W & Dee Ann		1		385	$6.00	$2,310			$7,500	cc	$7,500	$7,500	$17,310										
FEE	15	00-2S-22-2335-0000-0130	Fred H Lowe Family Partners		1		2,500	$6.00	$15,000			$5,000	cc	$25,000	$5,000	$45,000										
FEE	16	00-2S-22-2168-0000-0080	J&L Revocable Trust		1		168	$6.00	$1,008						$0	$1,008										
FEE	17	00-2S-22-2371-000P-0070	Guidinetti Erick S		1		744	$6.00	$4,464			$5,000	cc	$7,500	$5,000	$16,964										
	18																									
	19							$0.00	$0						$0	$0										
	20							$0.00	$0						$0	$0										
	21							$0.00	$0						$0	$0										
	22							$0.00	$0						$0	$0										
	23							$0.00	$0						$0	$0										
	24							$0.00	$0						$0	$0										
	25							$0.00	$0						$0	$0										
	26							$0.00	$0						$0	$0										
	27							$0.00	$0						$0	$0										
	28							$0.00	$0						$0	$0										
	29							$0.00	$0						$0	$0										
	30							$0.00	$0						$0	$0										
	31							$0.00	$0						$0	$0										
	32							$0.00	$0						$0	$0										
	33							$0.00	$0						$0	$0										
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	35							$0.00	$0						$0	$0										
	36							$0.00	$0						$0	$0										
	37							$0.00	$0						$0	$0										
	38							$0.00	$0						$0	$0										
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	41							$0.00	$0						$0	$0										
	42							$0.00	$0						$0	$0										
	43							$0.00	$0						$0	$0										
	44							$0.00	$0						$0	$0										
	57							$0.00	$0						$0	$0										
	58							$0.00	$0						$0	$0										
	59							$0.00	$0						$0	$0										
	60							$0.00	$0						$0	$0										
	61							$0.00	$0						$0	$0										
	62							$0.00	$0						$0	$0										
	63							$0.00	$0						$0	$0										
	64							$0.00	$0						$0	$0										
	65							$0.00	$0						$0	$0										
								$0.00	$0						$0	$0										
		TOTAL THIS PAGE		0	16	1	58,323		$349,938	13,641	$1,023,075	$27,500		$138,625	$1,050,575	$1,539,138	$0	0	0	9	1	9	1		10	10

RIGHT OF WAY COST ESTIMATE

FIN. PROJ. NO:	N/A	DISTRICT :	N/A
COUNTY :	Okaloosa	DATE :	03/10/17
S. R. # :	N/A	ALTERNATE :	1-A
PROJ. NAME:	Destin Crosstown Connector		

Parcels:	Gross	Net
Business	0	0
Residential	16	16
Unimpr.	1	1
Total Par.	17	17

Est. Relocatees:	
Business	0
Residential	10
Signs	0
Special	0
Total Relocatees	10

R/W SUPPORT COSTS (PHASE 41)

						Amount	
1. Direct Labor Cost	(Parcels	17	X	5,000	Rate)	85,000	
2. Indirect Overhead	(Line #1	N/A	X	N/A	Rate)	N/A	
3.					**TOTAL PHASE 41**		**$85,000**

R/W OPS (PHASE 4B)

					Amount	
4. Appraisal Fees	17	Parcels X	5,000		85,000	
5. Business Damage CPA Fees	0	Claims X	5%		0	
6. Court Reporter & Witness Fees	Anticipated Dep.	X	2%		28,900	
7. Demolition Contracts	13,641	Sq ft X	$4.00		54,564	
8. Move Cost Estimate Fees	10	Parcels X	300		3,000	
9. Attorney Fees (Outside Counsel)	0.0	Parcels X	5,000		0	
10. Title Search	0	Parcels X	0		0	
11. Hazardous Waste Investigations	10	Parcels X	5,000		50,000	
12.			**TOTAL PHASE 4B**			**$221,500**

R/W LAND COSTS (PHASE 43)

			Amount	Subtotal	
13. Land Improvements & Severance Damages			$1,539,138		
14. Water Retention and Design Changes		0%	$0		
15.	SUBTOTAL (Lines 13 and 14)			1,539,100	
16. Admin. Settlements	25% X 25% of Line 15)		96,200		
17. Litigation Awards	75% X 25% of Line 15)		288,600		
18. Business Damages	(Number 0	Amount:	$0		
19. Owner Appr. Fees	(Number 17 X 7,500		127,500		
20. Owner CPA Fees	(Number 0 X 5%		0		
21. Defend. Atty Fees	(Anticipated Dep. X 33%)		127,000		
22. Other Condm Costs	(Anticipated Dep. X 2%)		30,800		
23.	SUBTOTAL (lines 16 thru 22)			670,100	
24.		**TOTAL PHASE 43**			**$2,209,200**

FEDERAL AID

R/W ACQUISITION CONSULTANT (PHASE 42)

25. **TOTAL PHASE 42** **$0**

RELOCATION COSTS (PHASE 45)

	Replacement Housing	Number	Amount	
26. Owner		9	$279,000	
27. Tenant		1	$7,200	
	Move Costs			
28. Residential		10	$15,000	
29. Business/Farm		0	$0	
30. Personal Property		0	$0	
31. (LINES 26 THRU 30)		**TOTAL PHASE 45**		**$301,200**
32. Relocation Services Cost		$30,120 (Not in Phase Total)		

33. **TOTAL ESTIMATE (ALL PHASES)** **$2,816,900**

Cost Estimator Hardy Smith Signed: Hardy Smith Date: Confidence C

Reviewer _____ Signed: _____ Date: _____

OVERALL REV.: _____ Signed: _____ Date: _____

Cost Est. Seq. No.: _____

Replaces Est. Dated: _____

In the Amount of: _____ Data Input Completion Date: 03/10/17

REMARKS: See Attached Comments

NOTE: THIS ESTIMATE IS NOT AN APPRAISAL

The accuracy of this estimate is subject to the completeness and accuracy of the information upon which it is based. The confidence ratings listed below are assigned to estimates based on: 1) the completeness and accuracy of the data utilized, 2) the time allowed to perform the estimate and 3) the quantity and quality of the market data utilized.

The following indicates the estimator's confidence in the above estimate:

_____ Type A - indicates the most confidence

_____ Type B - indicates above average confidence

X Type C - indicates below average confidence

_____ Type D - indicates the least or no confidence

Alternative 1-B

Destin Crosstown Connector - Alternative 1-B

City of Destin, Florida

RIGHT OF WAY COST ESTIMATE

DATE: 03/10/17 **FINANCIAL PROJ NO:** N/A **SR NO.:** N/A **COUNTY:** Okaloosa **DISTRICT** N/A

ALT.: 1-B **PROJ. NAME:** Destin Crosstown Connector **FAP #:** N/A

FEE PE	PAR NO	TAX ID NUMBER	OWNER NAME	USE C	USE R	USE V	SIZE SQ. FT.	PR./SF	LAND COST	SQ. FT. OF BUILDING	COST OF BUILDING	SITE IMPROVEMENTS	DAMAGES SEV/CC	IMPRVMNT COST	TOTAL LD & BLDG	BUSINESS DAMAGES	BUS REL BUS	BUS REL P.P.	RES REL OWN	RES REL TEN	MOVE COST OWN	MOVE COST TEN	AMOUNTS	DEM	HWI
FEE	1	00-2S-22-0310-000H-H070	Winton George P			1	17,000	$6.00	$102,000					$0	$102,000								Per. Prop.		
FEE	2	00-2S-22-2167-0000-0720	Matthews Elaine K		1		100	$6.00	$600			$500	cc $5,000	$500	$6,100										
FEE	3	00-2S-22-2167-0000-0310	Williams April & Hughes Thomas		1		4,792	$6.00	$28,750	1,419	$106,425			$106,425	$135,175					1		1	Res. Rel. Own	1	1
FEE	4	00-2S-22-2167-0000-0320	Leblanc Gregory M		1		2,614	$6.00	$15,682	1,269	$95,175			$95,175	$110,857				1		1		$279,000	1	1
FEE	5	00-2S-22-2167-0000-0330	Lianos Eduardo Jr & Stephanie		1		2,614	$6.00	$15,682	1,242	$93,150			$93,150	$108,832				1		1			1	1
FEE	6	00-2S-22-2167-0000-0340	Edge Raymond A		1		2,614	$6.00	$15,682			$2,500	sev $91,125	$2,500	$109,307				1		1		Res. Rel. Ten	1	1
FEE	7	00-2S-22-2167-0000-0300	Putman Cynthia C		1		4,792	$6.00	$28,750	1,250	$93,750			$93,750	$122,500				1		1		$7,200	1	1
FEE	8	00-2S-22-2167-0000-029A	O'brian George E & Darla R		1		3,049	$6.00	$18,295	1,376	$103,200			$103,200	$121,495				1		1			1	1
FEE	9	00-2S-22-2167-0000-0280	Lemaster James A & Alice G		1		3,049	$6.00	$18,295	1,376	$103,200			$103,200	$121,495				1		1		Move Co Own	1	1
FEE	10	00-2S-22-2167-0000-0270	Golden Milagros T & Kasper S		1		3,049	$6.00	$18,295	1,376	$103,200			$103,200	$121,495				1		1		$13,500	1	1
FEE	11	00-2S-22-2167-0000-0260	Fermin Zoilo A		1		3,049	$6.00	$18,295	1,376	$103,200			$103,200	$121,495				1		1			1	1
FEE	12	00-2S-22-2167-0000-0250	Andersen Joanne A		1		3,485	$6.00	$20,909	1,250	$93,750			$93,750	$114,659				1		1		Move Co Ten	1	1
FEE	13	00-2S-22-3083-000B-0120	Swilley Steven & Christine E		1		500	$6.00	$3,000			$7,500	cc $7,500	$7,500	$18,000								$1,500		
FEE	14	00-2S-22-3083-000B-0130	Hayes Charlie W & Dee Ann		1		385	$6.00	$2,310			$7,500	cc $7,500	$7,500	$17,310										
FEE	15	00-2S-22-2335-0000-0130	Fred H Lowe Family Partners		1		2,500	$6.00	$15,000			$5,000	cc $25,000	$5,000	$45,000										
FEE	16	00-2S-22-2168-0000-0080	J&L Revocable Trust		1		168	$6.00	$1,008					$0	$1,008										
FEE	17	00-2S-22-2371-000P-0070	Guidinetti Erick S		1		744	$6.00	$4,464			$5,000	cc $7,500	$5,000	$16,964										
	18																								
	19							$0.00	$0					$0	$0										
	20							$0.00	$0					$0	$0										
	21							$0.00	$0					$0	$0										
	22							$0.00	$0					$0	$0										
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	64							$0.00	$0					$0	$0										
	65							$0.00	$0					$0	$0										
								$0.00	$0					$0	$0										
		TOTAL THIS PAGE		0	16	1	54,503		$327,016	11,934	$895,050	$28,000		$143,625	$923,050	$1,393,691	$0	0	0	9	1	9	1		10	10

RIGHT OF WAY COST ESTIMATE

FIN. PROJ. NO:	N/A	DISTRICT :	N/A
COUNTY :	Okaloosa	DATE :	03/10/17
S. R. # :	N/A	ALTERNATE :	1-B
PROJ. NAME:	Destin Crosstown Connector		

Parcels:	Gross	Net
Business	0	0
Residential	16	16
Unimpr.	1	1
Total Par.	17	17

Est. Relocatees:	
Business	0
Residential	10
Signs	0
Special	0
Total Relocatees	10

R/W SUPPORT COSTS (PHASE 41)

						Amount	
1. Direct Labor Cost	(Parcels	17	X	5,000	Rate)	85,000	
2. Indirect Overhead	(Line #1	N/A	X	N/A	Rate)	N/A	
3.					**TOTAL PHASE 41**		**$85,000**

R/W OPS (PHASE 4B)

					Amount	
4. Appraisal Fees	17	Parcels X	5,000		85,000	
5. Business Damage CPA Fees	0	Claims X	5%		0	
6. Court Reporter & Witness Fees	Anticipated Dep.	X	2%		26,100	
7. Demolition Contracts	11,934	Sq ft X	$4.00		47,736	
8. Move Cost Estimate Fees	10	Parcels X	300		3,000	
9. Attorney Fees (Outside Counsel)	0.0	Parcels X	5,000		0	
10. Title Search	0	Parcels X	0		0	
11. Hazardous Waste Investigations	10	Parcels X	5,000		50,000	
12.			**TOTAL PHASE 4B**			**$211,800**

R/W LAND COSTS (PHASE 43)

			Amount	Subtotal	
13. Land Improvements & Severance Damages			$1,393,691		
14. Water Retention and Design Changes		0%	$0		
15.	SUBTOTAL (Lines 13 and 14)			1,393,700	
16. Admin. Settlements	25% X 25% of Line 15)		87,100		
17. Litigation Awards	75% X 25% of Line 15)		261,300		
18. Business Damages	(Number 0	Amount:	$0		
19. Owner Appr. Fees	(Number 17 X 7,500		127,500		
20. Owner CPA Fees	(Number 0 X 5%		0		
21. Defend. Atty Fees	(Anticipated Dep. X 33%)		115,000		
22. Other Condm Costs	(Anticipated Dep. X 2%)		27,900		
23.	SUBTOTAL (lines 16 thru 22)			618,800	
24.	**TOTAL PHASE 43**				**$2,012,500**

FEDERAL AID

R/W ACQUISITION CONSULTANT (PHASE 42)

25. **TOTAL PHASE 42** **$0**

RELOCATION COSTS (PHASE 45)

	Replacement Housing	Number	Amount	
26. Owner		9	$279,000	
27. Tenant		1	$7,200	
	Move Costs			
28. Residential		10	$15,000	
29. Business/Farm		0	$0	
30. Personal Property		0	$0	
31. (LINES 26 THRU 30)		**TOTAL PHASE 45**		**$301,200**
32. Relocation Services Cost		$30,120 (Not in Phase Total)		

33. **TOTAL ESTIMATE (ALL PHASES)** **$2,610,500**

Cost Estimator Hardy Smith Signed: Hardy Smith Date: Confidence C

Reviewer _____ Signed: _____ Date: _____

OVERALL REV.: _____ Signed: _____ Date: _____

Cost Est. Seq. No.: _____

Replaces Est. Dated: _____

In the Amount of: _____ Data Input Completion Date: 03/10/17

REMARKS: See Attached Comments

NOTE: THIS ESTIMATE IS NOT AN APPRAISAL

The accuracy of this estimate is subject to the completeness and accuracy of the information upon which it is based. The confidence ratings listed below are assigned to estimates based on: 1) the completeness and accuracy of the data utilized, 2) the time allowed to perform the estimate and 3) the quantity and quality of the market data utilized.

The following indicates the estimator's confidence in the above estimate:

_____ Type A - indicates the most confidence

_____ Type B - indicates above average confidence

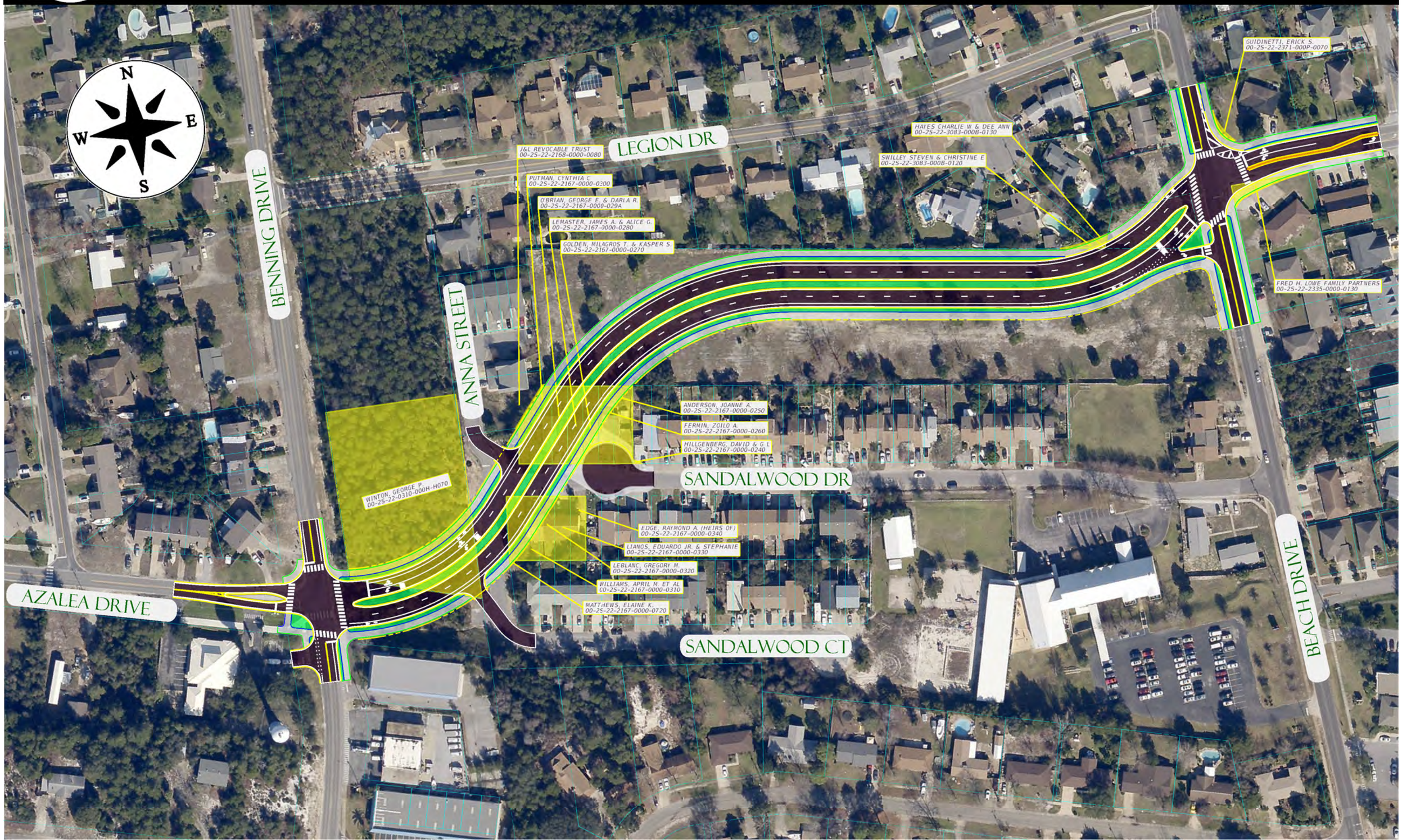
X Type C - indicates below average confidence

_____ Type D - indicates the least or no confidence

Alternative 1-C

Destin Crosstown Connector - Alternative 1-C

City of Destin, Florida



RIGHT OF WAY COST ESTIMATE

DATE: 03/10/17 **FINANCIAL PROJ NO:** N/A **SR NO.:** N/A **COUNTY:** Okaloosa **DISTRICT** N/A

ALT.: 1-C **PROJ. NAME:** Destin Crosstown Connector **FAP #:** N/A

FEE PE	PAR NO	TAX ID NUMBER	OWNER NAME	USE C	USE R	USE V	SIZE SQ. FT.	PR./SF	LAND COST	SQ. FT. OF BUILDING	COST OF BUILDING	SITE IMPROVEMENTS	DAMAGES SEV/CC	IMPRVMNT COST	TOTAL LD & BLDG	BUSINESS DAMAGES	BUS REL BUS	BUS REL P.P.	RES REL OWN	RES REL TEN	MOVE COST OWN	MOVE COST TEN	AMOUNTS	DEM	HWI
FEE	1	00-2S-22-0310-000H-H070	Winton George P			1	17,000	$6.00	$102,000					$0	$102,000								Per. Prop.		
FEE	2	00-2S-22-2167-0000-0720	Matthews Elaine K		1		100	$6.00	$600			$500	cc $5,000	$500	$6,100										
FEE	3	00-2S-22-2167-0000-0310	Williams April & Hughes Thomas		1		4,792	$6.00	$28,750	1,419	$106,425			$106,425	$135,175					1		1	Res. Rel. Own	1	1
FEE	4	00-2S-22-2167-0000-0320	Leblanc Gregory M		1		2,614	$6.00	$15,682	1,269	$95,175			$95,175	$110,857				1		1		$279,000	1	1
FEE	5	00-2S-22-2167-0000-0330	Lianos Eduardo Jr & Stephanie		1		2,614	$6.00	$15,682	1,242	$93,150			$93,150	$108,832				1		1			1	1
FEE	6	00-2S-22-2167-0000-0340	Edge Raymond A		1		2,614	$6.00	$15,682			$2,500	sev $91,125	$2,500	$109,307				1		1		Res. Rel. Ten	1	1
FEE	7	00-2S-22-2167-0000-0300	Putman Cynthia C		1		4,792	$6.00	$28,750	1,250	$93,750			$93,750	$122,500				1		1		$7,200	1	1
FEE	8	00-2S-22-2167-0000-029A	O'brian George E & Darla R		1		3,049	$6.00	$18,295	1,376	$103,200			$103,200	$121,495				1		1			1	1
FEE	9	00-2S-22-2167-0000-0280	Lemaster James A & Alice G		1		3,049	$6.00	$18,295	1,376	$103,200			$103,200	$121,495				1		1		Move Co Own	1	1
FEE	10	00-2S-22-2167-0000-0270	Golden Milagros T & Kasper S		1		3,049	$6.00	$18,295	1,376	$103,200			$103,200	$121,495				1		1		$13,500	1	1
FEE	11	00-2S-22-2167-0000-0260	Fermin Zoilo A		1		3,049	$6.00	$18,295	1,376	$103,200			$103,200	$121,495				1		1			1	1
FEE	12	00-2S-22-2167-0000-0250	Andersen Joanne A		1		3,485	$6.00	$20,909	1,250	$93,750			$93,750	$114,659				1		1		Move Co Ten	1	1
FEE	13	00-2S-22-3083-000B-0120	Swilley Steven & Christine E		1		500	$6.00	$3,000			$7,500	cc $7,500	$7,500	$18,000								$1,500		
FEE	14	00-2S-22-3083-000B-0130	Hayes Charlie W & Dee Ann		1		385	$6.00	$2,310			$7,500	cc $7,500	$7,500	$17,310										
FEE	15	00-2S-22-2335-0000-0130	Fred H Lowe Family Partners		1		2,500	$6.00	$15,000			$5,000	cc $25,000	$5,000	$45,000										
FEE	16	00-2S-22-2168-0000-0080	J&L Revocable Trust		1		168	$6.00	$1,008					$0	$1,008										
FEE	17	00-2S-22-2371-000P-0070	Guidinetti Erick S		1		744	$6.00	$4,464			$5,000	cc $7,500	$5,000	$16,964										
FEE	18	00-2S-22-2167-0000-0240	Hillgenberg David & G L		1		50	$6.00	$300			$500	cc $5,000	$500	$5,800										
	19																								
	20							$0.00	$0					$0	$0										
	21							$0.00	$0					$0	$0										
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	31							$0.00	$0					$0	$0										
	32							$0.00	$0					$0	$0										
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	36							$0.00	$0					$0	$0										
	37							$0.00	$0					$0	$0										
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	39							$0.00	$0					$0	$0										
	40							$0.00	$0					$0	$0										
	41							$0.00	$0					$0	$0										
	42							$0.00	$0					$0	$0										
	43							$0.00	$0					$0	$0										
	44							$0.00	$0					$0	$0										
	57							$0.00	$0					$0	$0										
	58							$0.00	$0					$0	$0										
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	65							$0.00	$0					$0	$0										
								$0.00	$0					$0	$0										
		TOTAL THIS PAGE		0	17	1	54,553		$327,316	11,934	$895,050	$28,500		$148,625	$923,550	$1,399,491	$0	0	0	9	1	9	1		10	10

RIGHT OF WAY COST ESTIMATE

FIN. PROJ. NO:	N/A	DISTRICT :	N/A
COUNTY :	Okaloosa	DATE :	03/10/17
S. R. # :	N/A	ALTERNATE :	1-C
PROJ. NAME:	Destin Crosstown Connector		

Parcels:	Gross	Net
Business	0	0
Residential	17	17
Unimpr.	1	1
Total Par.	18	18

Est. Relocatees:	
Business	0
Residential	10
Signs	0
Special	0
Total Relocatees	10

R/W SUPPORT COSTS (PHASE 41)

						Amount	
1. Direct Labor Cost	(Parcels	18	X	5,000	Rate)	90,000	
2. Indirect Overhead	(Line #1	N/A	X	N/A	Rate)	N/A	
3.					**TOTAL PHASE 41**		**$90,000**

R/W OPS (PHASE 4B)

					Amount	
4. Appraisal Fees	18	Parcels X	5,000		90,000	
5. Business Damage CPA Fees	0	Claims X	5%		0	
6. Court Reporter & Witness Fees	Anticipated Dep.	X	2%		26,200	
7. Demolition Contracts	11,934	Sq ft X	$4.00		47,736	
8. Move Cost Estimate Fees	10	Parcels X	300		3,000	
9. Attorney Fees (Outside Counsel)	0.0	Parcels X	5,000		0	
10. Title Search	0	Parcels X	0		0	
11. Hazardous Waste Investigations	10	Parcels X	5,000		50,000	
12.			**TOTAL PHASE 4B**			**$216,900**

R/W LAND COSTS (PHASE 43)

							Amount	Subtotal	
13. Land Improvements & Severance Damages							$1,399,491		
14. Water Retention and Design Changes						0%	$0		
15.			SUBTOTAL (Lines 13 and 14)					1,399,500	
16. Admin. Settlements	25%	X	25%	of Line 15)			87,500		
17. Litigation Awards	75%	X	25%	of Line 15)			262,400		
18. Business Damages	(Number	0			Amount:		$0		
19. Owner Appr. Fees	(Number	18	X	7,500			135,000		
20. Owner CPA Fees	(Number	0	X	5%			0		
21. Defend. Atty Fees	(Anticipated Dep.	X		33%	)		115,500		
22. Other Condm Costs	(Anticipated Dep.	X		2%	)		28,000		
23.			SUBTOTAL (lines 16 thru 22)					628,400	
24.					**TOTAL PHASE 43**				**$2,027,900**

FEDERAL AID

R/W ACQUISITION CONSULTANT (PHASE 42)

25. **TOTAL PHASE 42** **$0**

RELOCATION COSTS (PHASE 45)

	Replacement Housing	Number	Amount	
26. Owner		9	$279,000	
27. Tenant		1	$7,200	
	Move Costs			
28. Residential		10	$15,000	
29. Business/Farm		0	$0	
30. Personal Property		0	$0	
31. (LINES 26 THRU 30)		**TOTAL PHASE 45**		**$301,200**
32. Relocation Services Cost		$30,120 (Not in Phase Total)		

33. **TOTAL ESTIMATE (ALL PHASES)** **$2,636,000**

Cost Estimator Hardy Smith Signed: Hardy Smith Date: Confidence C

Reviewer _____ Signed: _____ Date: _____

OVERALL REV.: _____ Signed: _____ Date: _____

Cost Est. Seq. No.: _____

Replaces Est. Dated: _____

In the Amount of: _____ Data Input Completion Date: 03/10/17

REMARKS: See Attached Comments

NOTE: THIS ESTIMATE IS NOT AN APPRAISAL

The accuracy of this estimate is subject to the completeness and accuracy of the information upon which it is based. The confidence ratings listed below are assigned to estimates based on: 1) the completeness and accuracy of the data utilized, 2) the time allowed to perform the estimate and 3) the quantity and quality of the market data utilized.

The following indicates the estimator's confidence in the above estimate:

_____ Type A - indicates the most confidence

_____ Type B - indicates above average confidence

X Type C - indicates below average confidence

_____ Type D - indicates the least or no confidence

Alternative 2-A

Destin Crosstown Connector - Alternative 2-A

City of Destin, Florida

RIGHT OF WAY COST ESTIMATE

DATE: 03/10/17 **FINANCIAL PROJ NO:** N/A **SR NO.:** N/A **COUNTY:** Okaloosa **DISTRICT** N/A

ALT.: 2-A **PROJ. NAME:** Destin Crosstown Connector **FAP #:** N/A

FEE PE	PAR NO	TAX ID NUMBER	OWNER NAME	USE C	USE R	USE V	SIZE SQ. FT.	PR./SF	LAND COST	SQ. FT. OF BUILDING	COST OF BUILDING	SITE IMPROVEMENTS	DAMAGES SEV/CC		IMPRVMNT COST	TOTAL LD & BLDG	BUSINESS DAMAGES	BUS REL BUS	BUS REL P.P.	RES REL OWN	RES REL TEN	MOVE COST OWN	MOVE COST TEN	AMOUNTS	DEM	HWI
		00-2S-22-0310-000E-E16K 00-2S-22																								
FEE	1	0310-000E-E16L	Destin Water Users Inc	1			500	$6.00	$3,000			$25,000	sev	$250,000	$25,000	$278,000		1						Bus. Rel.		
FEE	2	00-2S-22-0635-0000-0060	Anderson Gregory & Suzanne		1		100	$6.00	$600				sev	$65,000	$0	$65,600								$40,000		
FEE	3	00-2S-22-0635-0000-0050	Galloway Andrew L		1		50	$6.00	$300				sev	$65,000	$0	$65,300										
FEE	4	00-2S-22-0310-000H-H070	Winton George P			1	17,000	$6.00	$102,000						$0	$102,000								Per. Prop.		
FEE	5	00-2S-22-1015-0000-00C0	Bagby Robert Trst & Carr R Trs	1			100	$6.00	$600			$5,000	cc	$5,000	$5,000	$10,600								$0		
FEE	6	00-2S-22-2167-0000-0720	Matthews Elaine K		1		3,920	$6.00	$23,522	1,707	$128,025				$128,025	$151,547										
FEE	7	00-2S-22-2167-0000-0310	Williams April & Hughes Thomas		1		4,792	$6.00	$28,750	1,419	$106,425				$106,425	$135,175					1		1	Res. Rel. Own	1	1
FEE	8	00-2S-22-2167-0000-0320	Leblanc Gregory M		1		2,614	$6.00	$15,682	1,269	$95,175				$95,175	$110,857				1		1		$279,000	1	1
FEE	9	00-2S-22-2167-0000-0330	Lianos Eduardo Jr & Stephanie		1		50	$6.00	$300				sev	$90,000	$0	$90,300				1		1			1	1
FEE	10	00-2S-22-2167-0000-0340	Edge Raymond A		1		2,614	$6.00	$15,682			$2,500	sev	$91,125	$2,500	$109,307				1		1		Res. Rel. Ten	1	1
FEE	11	00-2S-22-2167-0000-0300	Putman Cynthia C		1		4,792	$6.00	$28,750	1,250	$93,750				$93,750	$122,500				1		1		$28,800	1	1
FEE	12	00-2S-22-2167-0000-029A	O'brian George E & Darla R		1		3,049	$6.00	$18,295	1,376	$103,200				$103,200	$121,495				1		1			1	1
FEE	13	00-2S-22-2167-0000-0280	Lemaster James A & Alice G		1		3,049	$6.00	$18,295	1,376	$103,200				$103,200	$121,495				1		1		Move Co Own	1	1
FEE	14	00-2S-22-2167-0000-0270	Golden Milagros T & Kasper S		1		3,049	$6.00	$18,295	1,376	$103,200				$103,200	$121,495				1		1		$13,500	1	1
FEE	15	00-2S-22-2167-0000-0260	Fermin Zoilo A		1		3,049	$6.00	$18,295	1,376	$103,200				$103,200	$121,495				1		1			1	1
FEE	16	00-2S-22-2167-0000-0250	Andersen Joanne A		1		3,485	$6.00	$20,909	1,250	$93,750				$93,750	$114,659				1		1		Move Co Ten	1	1
FEE	17	00-2S-22-3083-000B-0120	Swilley Steven & Christine E		1		500	$6.00	$3,000			$7,500	cc	$7,500	$7,500	$18,000								$6,000		
FEE	18	00-2S-22-3083-000B-0130	Hayes Charlie W & Dee Ann		1		385	$6.00	$2,310			$7,500	cc	$7,500	$7,500	$17,310										
FEE	19	00-2S-22-2335-0000-0130	Fred H Lowe Family Partners		1		14,375	$6.00	$86,249	2,430	$364,500				$364,500	$450,749					3		3		1	1
FEE	20	00-2S-22-2371-000P-0070	Guidinetti Erick S		1		500	$6.00	$3,000			$5,000	sev	$150,000	$5,000	$158,000										
FEE	21	00-2S-22-3083-000B-0160	Finn Scott S & Sharon R		1		100	$6.00	$600				sev	$150,000	$0	$150,600										
FEE	22	00-2S-22-2168-0000-0080	J&L Revocable Trust		1		168	$6.00	$1,008						$0	$1,008										
	23																									
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	27							$0.00	$0						$0	$0										
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								$0.00	$0						$0	$0										
		TOTAL THIS PAGE		2	19	1	68,240		$409,441	14,829	$1,294,425	$52,500		$881,125	$1,346,925	$2,637,491	$0	1	0	9	4	9	4		11	11

RIGHT OF WAY COST ESTIMATE

FIN. PROJ. NO:	N/A	DISTRICT :	N/A
COUNTY :	Okaloosa	DATE :	03/10/17
S. R. # :	N/A	ALTERNATE :	2-A
PROJ. NAME:	Destin Crosstown Connector		

Parcels:	Gross	Net
Business	2	2
Residential	19	19
Unimpr.	1	1
Total Par.	22	22

Est. Relocatees:	
Business	1
Residential	13
Signs	0
Special	0
Total Relocatees	14

R/W SUPPORT COSTS (PHASE 41)

						Amount	
1. Direct Labor Cost	(Parcels	22	X	5,000	Rate)	110,000	
2. Indirect Overhead	(Line #1	N/A	X	N/A	Rate)	N/A	
3.					**TOTAL PHASE 41**		**$110,000**

R/W OPS (PHASE 4B)

					Amount	
4. Appraisal Fees	22	Parcels X	5,000		110,000	
5. Business Damage CPA Fees	0	Claims X	5%		0	
6. Court Reporter & Witness Fees	Anticipated Dep.	X	2%		49,500	
7. Demolition Contracts	14,829	Sq ft X	$4.00		59,316	
8. Move Cost Estimate Fees	14	Parcels X	300		4,200	
9. Attorney Fees (Outside Counsel)	0.0	Parcels X	5,000		0	
10. Title Search	0	Parcels X	0		0	
11. Hazardous Waste Investigations	11	Parcels X	5,000		55,000	
12.			**TOTAL PHASE 4B**			**$278,000**

R/W LAND COSTS (PHASE 43)

			Amount	Subtotal	
13. Land Improvements & Severance Damages			$2,637,491		
14. Water Retention and Design Changes		0%	$0		
15.	SUBTOTAL (Lines 13 and 14)			2,637,500	
16. Admin. Settlements	25% X 25% of Line 15)		164,800		
17. Litigation Awards	75% X 25% of Line 15)		494,500		
18. Business Damages	(Number 0	Amount:	$0		
19. Owner Appr. Fees	(Number 22 X 7,500		165,000		
20. Owner CPA Fees	(Number 0 X 5%		0		
21. Defend. Atty Fees	(Anticipated Dep. X 33%)		217,600		
22. Other Condm Costs	(Anticipated Dep. X 2%)		52,800		
23.	SUBTOTAL (lines 16 thru 22)			1,094,700	
24.		**TOTAL PHASE 43**			**$3,732,200**

FEDERAL AID

R/W ACQUISITION CONSULTANT (PHASE 42)

25. **TOTAL PHASE 42** **$0**

RELOCATION COSTS (PHASE 45)

	Number	Amount	
Replacement Housing			
26. Owner	9	$279,000	
27. Tenant	4	$28,800	
Move Costs			
28. Residential	13	$19,500	
29. Business/Farm	1	$40,000	
30. Personal Property	0	$0	
31. (LINES 26 THRU 30)	**TOTAL PHASE 45**		**$367,300**
32. Relocation Services Cost	$36,730 (Not in Phase Total)		

33. **TOTAL ESTIMATE (ALL PHASES)** **$4,487,500**

Cost Estimator Hardy Smith Signed: Hardy Smith Date: Confidence C

Reviewer Signed: Date:

OVERALL REV.: Signed: Date:

Cost Est. Seq. No.:

Replaces Est. Dated:

In the Amount of: Data Input Completion Date: 03/10/17

REMARKS: See Attached Comments

NOTE: THIS ESTIMATE IS NOT AN APPRAISAL

The accuracy of this estimate is subject to the completeness and accuracy of the information upon which it is based. The confidence ratings listed below are assigned to estimates based on: 1) the completeness and accuracy of the data utilized, 2) the time allowed to perform the estimate and 3) the quantity and quality of the market data utilized.

The following indicates the estimator's confidence in the above estimate:

_____ Type A - indicates the most confidence

_____ Type B - indicates above average confidence

X Type C - indicates below average confidence

_____ Type D - indicates the least or no confidence

Alternative 2-B

Destin Crosstown Connector - Alternative 2-B

City of Destin, Florida

RIGHT OF WAY COST ESTIMATE

DATE: 03/10/17 FINANCIAL PROJ NO: N/A SR NO.: N/A COUNTY: Okaloosa DISTRICT N/A

ALT.: 2-B PROJ. NAME: Destin Crosstown Connector FAP #: N/A

FEE PE	PAR NO	TAX ID NUMBER	OWNER NAME	USE C	USE R	USE V	SIZE SQ. FT.	PR./SF	LAND COST	SQ. FT. OF BUILDING	COST OF BUILDING	SITE IMPROVEMENTS	DAMAGES SEV/CC		IMPRVMNT COST	TOTAL LD & BLDG	BUSINESS DAMAGES	BUS REL BUS	BUS REL P.P.	RES REL OWN	RES REL TEN	MOVE COST OWN	MOVE COST TEN	AMOUNTS	DEM	HWI
		00-2S-22-0310-000E-E16K 00-2S-22																								
FEE	1	0310-000E-E16L	Destin Water Users Inc	1			500	$6.00	$3,000			$25,000	sev	$250,000	$25,000	$278,000		1						Bus. Rel.		
FEE	2	00-2S-22-0635-0000-0060	Anderson Gregory & Suzanne		1		100	$6.00	$600				sev	$65,000	$0	$65,600								$40,000		
FEE	3	00-2S-22-0635-0000-0050	Galloway Andrew L		1		50	$6.00	$300				sev	$65,000	$0	$65,300										
FEE	4	00-2S-22-0310-000H-H070	Winton George P			1	17,000	$6.00	$102,000						$0	$102,000								Per. Prop.		
FEE	5	00-2S-22-1015-0000-00C0	Bagby Robert Trst & Carr R Trs	1			100	$6.00	$600			$5,000	cc	$5,000	$5,000	$10,600								$0		
FEE	6	00-2S-22-2167-0000-0720	Matthews Elaine K		1		100	$6.00	$600			$500	cc	$5,000	$500	$6,100										
FEE	7	00-2S-22-2167-0000-0310	Williams April & Hughes Thomas		1		4,792	$6.00	$28,750	1,419	$106,425				$106,425	$135,175					1		1	Res. Rel. Own	1	1
FEE	8	00-2S-22-2167-0000-0320	Leblanc Gregory M		1		2,614	$6.00	$15,682	1,269	$95,175				$95,175	$110,857				1		1		$279,000	1	1
FEE	9	00-2S-22-2167-0000-0330	Lianos Eduardo Jr & Stephanie		1		50	$6.00	$300				sev	$90,000	$0	$90,300				1		1			1	1
FEE	10	00-2S-22-2167-0000-0340	Edge Raymond A		1		2,614	$6.00	$15,682			$2,500	sev	$91,125	$2,500	$109,307				1		1		Res. Rel. Ten	1	1
FEE	11	00-2S-22-2167-0000-0300	Putman Cynthia C		1		4,792	$6.00	$28,750	1,250	$93,750				$93,750	$122,500				1		1		$28,800	1	1
FEE	12	00-2S-22-2167-0000-029A	O'brian George E & Darla R		1		3,049	$6.00	$18,295	1,376	$103,200				$103,200	$121,495				1		1			1	1
FEE	13	00-2S-22-2167-0000-0280	Lemaster James A & Alice G		1		3,049	$6.00	$18,295	1,376	$103,200				$103,200	$121,495				1		1		Move Co Own	1	1
FEE	14	00-2S-22-2167-0000-0270	Golden Milagros T & Kasper S		1		3,049	$6.00	$18,295	1,376	$103,200				$103,200	$121,495				1		1		$13,500	1	1
FEE	15	00-2S-22-2167-0000-0260	Fermin Zoilo A		1		3,049	$6.00	$18,295	1,376	$103,200				$103,200	$121,495				1		1			1	1
FEE	16	00-2S-22-2167-0000-0250	Andersen Joanne A		1		3,485	$6.00	$20,909	1,250	$93,750				$93,750	$114,659				1		1		Move Co Ten	1	1
FEE	17	00-2S-22-3083-000B-0120	Swilley Steven & Christine E		1		500	$6.00	$3,000			$7,500	cc	$7,500	$7,500	$18,000								$6,000		
FEE	18	00-2S-22-3083-000B-0130	Hayes Charlie W & Dee Ann		1		385	$6.00	$2,310			$7,500	cc	$7,500	$7,500	$17,310										
FEE	19	00-2S-22-2335-0000-0130	Fred H Lowe Family Partners		1		14,375	$6.00	$86,249	2,430	$364,500				$364,500	$450,749					3		3		1	1
FEE	20	00-2S-22-2371-000P-0070	Guidinetti Erick S		1		500	$6.00	$3,000			$5,000	sev	$150,000	$5,000	$158,000										
FEE	21	00-2S-22-3083-000B-0160	Finn Scott S & Sharon R		1		100	$6.00	$600				sev	$150,000	$0	$150,600										
FEE	22	00-2S-22-2168-0000-0080	J&L Revocable Trust		1		168	$6.00	$1,008						$0	$1,008										
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								$0.00	$0						$0	$0										
		TOTAL THIS PAGE		2	19	1	64,420		$386,519	13,122	$1,166,400	$53,000		$886,125	$1,219,400	$2,492,044	$0	1	0	9	4	9	4		11	11

RIGHT OF WAY COST ESTIMATE

FIN. PROJ. NO:	N/A	DISTRICT :	N/A
COUNTY :	Okaloosa	DATE :	03/10/17
S. R. # :	N/A	ALTERNATE :	2-B
PROJ. NAME:	Destin Crosstown Connector		

Parcels:	Gross	Net
Business	2	2
Residential	19	19
Unimpr.	1	1
Total Par.	22	22

Est. Relocatees:	
Business	1
Residential	13
Signs	0
Special	0
Total Relocatees	14

R/W SUPPORT COSTS (PHASE 41)

						Amount	
1. Direct Labor Cost	(Parcels	22	X	5,000	Rate)	110,000	
2. Indirect Overhead	(Line #1	N/A	X	N/A	Rate)	N/A	
3.					**TOTAL PHASE 41**		**$110,000**

R/W OPS (PHASE 4B)

					Amount	
4. Appraisal Fees	22	Parcels X	5,000		110,000	
5. Business Damage CPA Fees	0	Claims X	5%		0	
6. Court Reporter & Witness Fees	Anticipated Dep.	X	2%		46,700	
7. Demolition Contracts	13,122	Sq ft X	$4.00		52,488	
8. Move Cost Estimate Fees	14	Parcels X	300		4,200	
9. Attorney Fees (Outside Counsel)	0.0	Parcels X	5,000		0	
10. Title Search	0	Parcels X	0		0	
11. Hazardous Waste Investigations	11	Parcels X	5,000		55,000	
12.			**TOTAL PHASE 4B**			**$268,400**

R/W LAND COSTS (PHASE 43)

			Amount	Subtotal	
13. Land Improvements & Severance Damages			$2,492,044		
14. Water Retention and Design Changes		0%	$0		
15.	SUBTOTAL (Lines 13 and 14)			2,492,000	
16. Admin. Settlements	25% X 25% of Line 15)		155,800		
17. Litigation Awards	75% X 25% of Line 15)		467,300		
18. Business Damages	(Number 0	Amount:	$0		
19. Owner Appr. Fees	(Number 22 X 7,500		165,000		
20. Owner CPA Fees	(Number 0 X 5%		0		
21. Defend. Atty Fees	(Anticipated Dep. X 33%)		205,600		
22. Other Condm Costs	(Anticipated Dep. X 2%)		49,800		
23.	SUBTOTAL (lines 16 thru 22)			1,043,500	
24.		**TOTAL PHASE 43**			**$3,535,500**

FEDERAL AID

R/W ACQUISITION CONSULTANT (PHASE 42)

25. **TOTAL PHASE 42** **$0**

RELOCATION COSTS (PHASE 45)

	Number	Amount	
Replacement Housing			
26. Owner	9	$279,000	
27. Tenant	4	$28,800	
Move Costs			
28. Residential	13	$19,500	
29. Business/Farm	1	$40,000	
30. Personal Property	0	$0	
31. (LINES 26 THRU 30)	**TOTAL PHASE 45**		**$367,300**
32. Relocation Services Cost	$36,730 (Not in Phase Total)		

33. **TOTAL ESTIMATE (ALL PHASES)** **$4,281,200**

Cost Estimator Hardy Smith Signed: Hardy Smith Date: Confidence C

Reviewer Signed: Date:

OVERALL REV.: Signed: Date:

Cost Est. Seq. No.:

Replaces Est. Dated:

In the Amount of: Data Input Completion Date: 03/10/17

REMARKS: See Attached Comments

NOTE: THIS ESTIMATE IS NOT AN APPRAISAL

The accuracy of this estimate is subject to the completeness and accuracy of the information upon which it is based. The confidence ratings listed below are assigned to estimates based on: 1) the completeness and accuracy of the data utilized, 2) the time allowed to perform the estimate and 3) the quantity and quality of the market data utilized.

The following indicates the estimator's confidence in the above estimate:

_____ Type A - indicates the most confidence

_____ Type B - indicates above average confidence

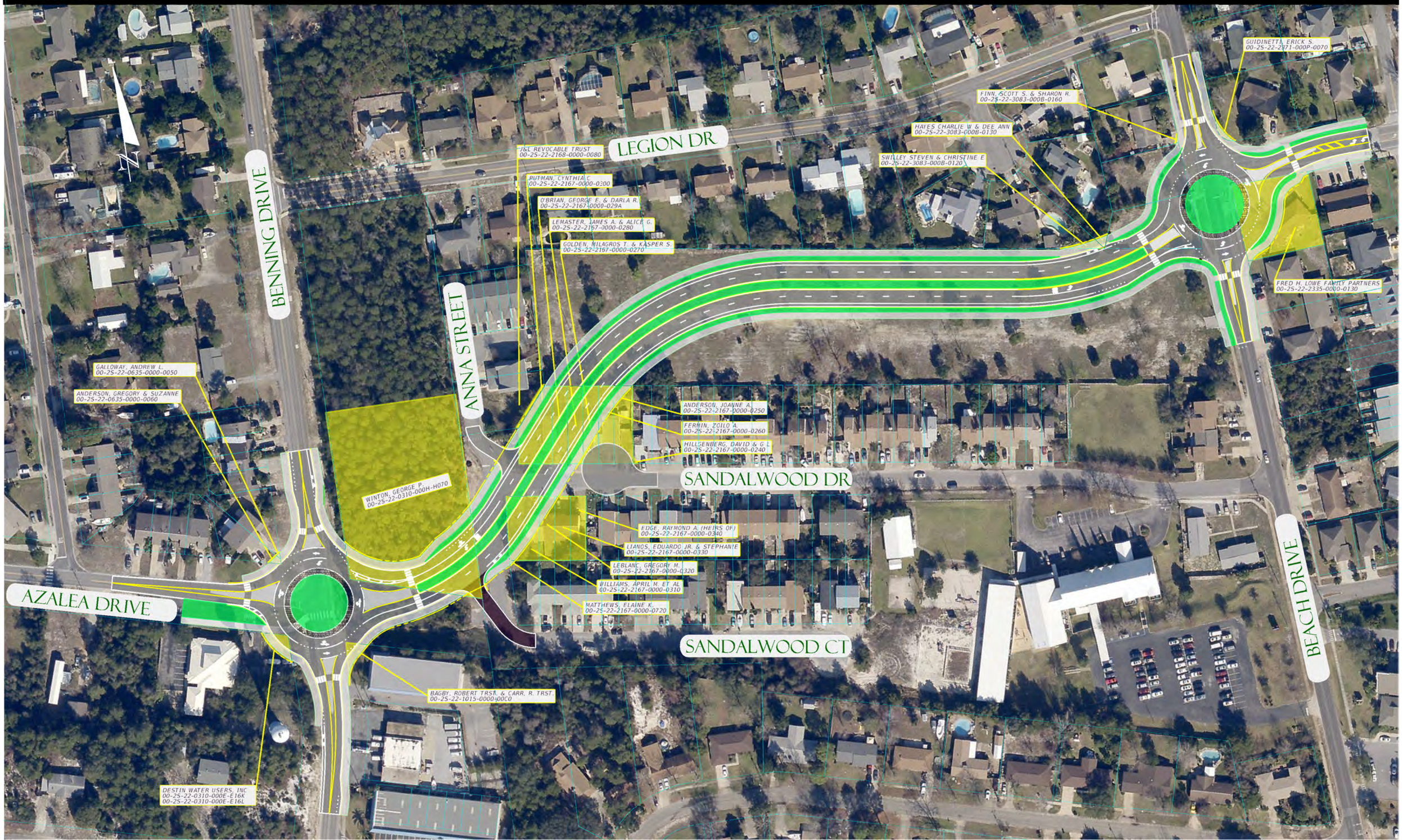
X Type C - indicates below average confidence

_____ Type D - indicates the least or no confidence

Alternative 2-C

Destin Crosstown Connector - Alternative 2-C

City of Destin, Florida



RIGHT OF WAY COST ESTIMATE

DATE: 03/10/17 **FINANCIAL PROJ NO:** N/A **SR NO.:** N/A **COUNTY:** Okaloosa **DISTRICT** N/A

ALT.: 2-C **PROJ. NAME:** Destin Crosstown Connector **FAP #:** N/A

FEE PE	PAR NO	TAX ID NUMBER	OWNER NAME	USE C	USE R	USE V	SIZE SQ. FT.	PR./SF	LAND COST	SQ. FT. OF BUILDING	COST OF BUILDING	SITE IMPROVEMENTS	DAMAGES SEV/CC		IMPRVMNT COST	TOTAL LD & BLDG	BUSINESS DAMAGES	BUS REL BUS	BUS REL P.P.	RES REL OWN	RES REL TEN	MOVE COST OWN	MOVE COST TEN	AMOUNTS	DEM	HWI
		00-2S-22-0310-000E-E16K 00-2S-22																								
FEE	1	0310-000E-E16L	Destin Water Users Inc	1			500	$6.00	$3,000			$25,000	sev	$250,000	$25,000	$278,000		1						Bus. Rel.		
FEE	2	00-2S-22-0635-0000-0060	Anderson Gregory & Suzanne		1		100	$6.00	$600				sev	$65,000	$0	$65,600								$40,000		
FEE	3	00-2S-22-0635-0000-0050	Galloway Andrew L		1		50	$6.00	$300				sev	$65,000	$0	$65,300										
FEE	4	00-2S-22-0310-000H-H070	Winton George P			1	17,000	$6.00	$102,000						$0	$102,000								Per. Prop.		
FEE	5	00-2S-22-1015-0000-00C0	Bagby Robert Trst & Carr R Trs	1			100	$6.00	$600			$5,000	cc	$5,000	$5,000	$10,600								$0		
FEE	6	00-2S-22-2167-0000-0720	Matthews Elaine K		1		100	$6.00	$600			$500	cc	$5,000	$500	$6,100										
FEE	7	00-2S-22-2167-0000-0310	Williams April & Hughes Thomas		1		4,792	$6.00	$28,750	1,419	$106,425				$106,425	$135,175					1		1	Res. Rel. Own	1	1
FEE	8	00-2S-22-2167-0000-0320	Leblanc Gregory M		1		2,614	$6.00	$15,682	1,269	$95,175				$95,175	$110,857				1		1		$279,000	1	1
FEE	9	00-2S-22-2167-0000-0330	Lianos Eduardo Jr & Stephanie		1		50	$6.00	$300				sev	$90,000	$0	$90,300				1		1			1	1
FEE	10	00-2S-22-2167-0000-0340	Edge Raymond A		1		2,614	$6.00	$15,682			$2,500	sev	$91,125	$2,500	$109,307				1		1		Res. Rel. Ten	1	1
FEE	11	00-2S-22-2167-0000-0300	Putman Cynthia C		1		4,792	$6.00	$28,750	1,250	$93,750				$93,750	$122,500				1		1		$28,800	1	1
FEE	12	00-2S-22-2167-0000-029A	O'brian George E & Darla R		1		3,049	$6.00	$18,295	1,376	$103,200				$103,200	$121,495				1		1			1	1
FEE	13	00-2S-22-2167-0000-0280	Lemaster James A & Alice G		1		3,049	$6.00	$18,295	1,376	$103,200				$103,200	$121,495				1		1		Move Co Own	1	1
FEE	14	00-2S-22-2167-0000-0270	Golden Milagros T & Kasper S		1		3,049	$6.00	$18,295	1,376	$103,200				$103,200	$121,495				1		1		$13,500	1	1
FEE	15	00-2S-22-2167-0000-0260	Fermin Zoilo A		1		3,049	$6.00	$18,295	1,376	$103,200				$103,200	$121,495				1		1			1	1
FEE	16	00-2S-22-2167-0000-0250	Andersen Joanne A		1		3,485	$6.00	$20,909	1,250	$93,750				$93,750	$114,659				1		1		Move Co Ten	1	1
FEE	17	00-2S-22-3083-000B-0120	Swilley Steven & Christine E		1		500	$6.00	$3,000			$7,500	cc	$7,500	$7,500	$18,000								$6,000		
FEE	18	00-2S-22-3083-000B-0130	Hayes Charlie W & Dee Ann		1		385	$6.00	$2,310			$7,500	cc	$7,500	$7,500	$17,310										
FEE	19	00-2S-22-2335-0000-0130	Fred H Lowe Family Partners		1		14,375	$6.00	$86,249	2,430	$364,500				$364,500	$450,749					3		3		1	1
FEE	20	00-2S-22-2371-000P-0070	Guidinetti Erick S		1		500	$6.00	$3,000			$5,000	sev	$150,000	$5,000	$158,000										
FEE	21	00-2S-22-3083-000B-0160	Finn Scott S & Sharon R		1		100	$6.00	$600				sev	$150,000	$0	$150,600										
FEE	22	00-2S-22-2168-0000-0080	J&L Revocable Trust		1		168	$6.00	$1,008						$0	$1,008										
FEE	23	00-2S-22-2167-0000-0240	Hillgenberg David & G L		1		50	$6.00	$300			$500	cc	$5,000	$500	$5,800										
	24																									
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	28							$0.00	$0						$0	$0										
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	64							$0.00	$0						$0	$0										
	65							$0.00	$0						$0	$0										
								$0.00	$0						$0	$0										
		TOTAL THIS PAGE		2	20	1	64,470		$386,819	13,122	$1,166,400	$53,500		$891,125	$1,219,900	$2,497,844	$0	1	0	9	4	9	4		11	11

RIGHT OF WAY COST ESTIMATE

FIN. PROJ. NO:	N/A	DISTRICT :	N/A
COUNTY :	Okaloosa	DATE :	03/10/17
S. R. # :	N/A	ALTERNATE :	2-C
PROJ. NAME:	Destin Crosstown Connector		

Parcels:	Gross	Net
Business	2	2
Residential	20	20
Unimpr.	1	1
Total Par.	23	23

Est. Relocatees:	
Business	1
Residential	13
Signs	0
Special	0
Total Relocatees	14

R/W SUPPORT COSTS (PHASE 41)

						Amount	
1. Direct Labor Cost	(Parcels	23	X	5,000	Rate)	115,000	
2. Indirect Overhead	(Line #1	N/A	X	N/A	Rate)	N/A	
3.					**TOTAL PHASE 41**		**$115,000**

R/W OPS (PHASE 4B)

					Amount	
4. Appraisal Fees	23	Parcels X	5,000	115,000		
5. Business Damage CPA Fees	0	Claims X	5%	0		
6. Court Reporter & Witness Fees	Anticipated Dep.	X	2%	46,800		
7. Demolition Contracts	13,122	Sq ft X	$4.00	52,488		
8. Move Cost Estimate Fees	14	Parcels X	300	4,200		
9. Attorney Fees (Outside Counsel)	0.0	Parcels X	5,000	0		
10. Title Search	0	Parcels X	0	0		
11. Hazardous Waste Investigations	11	Parcels X	5,000	55,000		
12.			**TOTAL PHASE 4B**			**$273,500**

R/W LAND COSTS (PHASE 43)

			Amount	Subtotal	
13. Land Improvements & Severance Damages			$2,497,844		
14. Water Retention and Design Changes		0%	$0		
15.	SUBTOTAL (Lines 13 and 14)			2,497,800	
16. Admin. Settlements	25% X 25% of Line 15)		156,100		
17. Litigation Awards	75% X 25% of Line 15)		468,300		
18. Business Damages	(Number 0	Amount:	$0		
19. Owner Appr. Fees	(Number 23 X 7,500		172,500		
20. Owner CPA Fees	(Number 0 X 5%		0		
21. Defend. Atty Fees	(Anticipated Dep. X 33%)		206,100		
22. Other Condm Costs	(Anticipated Dep. X 2%)		50,000		
23.	SUBTOTAL (lines 16 thru 22)			1,053,000	
24.		**TOTAL PHASE 43**			**$3,550,800**

FEDERAL AID

R/W ACQUISITION CONSULTANT (PHASE 42)

25. **TOTAL PHASE 42** **$0**

RELOCATION COSTS (PHASE 45)

	Replacement Housing	Number	Amount	
26. Owner		9	$279,000	
27. Tenant		4	$28,800	
	Move Costs			
28. Residential		13	$19,500	
29. Business/Farm		1	$40,000	
30. Personal Property		0	$0	
31. (LINES 26 THRU 30)		**TOTAL PHASE 45**		**$367,300**
32. Relocation Services Cost		$36,730 (Not in Phase Total)		

33. **TOTAL ESTIMATE (ALL PHASES)** **$4,306,600**

Cost Estimator Hardy Smith Signed: Hardy Smith Date: Confidence C

Reviewer Signed: Date:

OVERALL REV.: Signed: Date:

Cost Est. Seq. No.:

Replaces Est. Dated:

In the Amount of: Data Input Completion Date: 03/10/17

REMARKS: See Attached Comments

NOTE: THIS ESTIMATE IS NOT AN APPRAISAL

The accuracy of this estimate is subject to the completeness and accuracy of the information upon which it is based. The confidence ratings listed below are assigned to estimates based on: 1) the completeness and accuracy of the data utilized, 2) the time allowed to perform the estimate and 3) the quantity and quality of the market data utilized.

The following indicates the estimator's confidence in the above estimate:

Type A - indicates the most confidence

Type B - indicates above average confidence

X Type C - indicates below average confidence

Type D - indicates the least or no confidence

Preferred Alignment

Figure 6-5 Recommended Alternative R/W Requirements

Destin Crosstown Connector

City of Destin, Florida

RIGHT OF WAY COST ESTIMATE

DATE: 03/10/17 FINANCIAL PROJ NO: N/A SR NO.: N/A COUNTY: Okaloosa DISTRICT N/A

ALT.: PREFERRED ALIGNMENT PROJ. NAME: Destin Crosstown Connector FAP #: N/A

FEE PE	PAR NO	TAX ID NUMBER	OWNER NAME	USE C	USE R	USE V	SIZE SQ. FT.	PR./SF	LAND COST	SQ. FT. OF BUILDING	COST OF BUILDING	SITE IMPROVEMENTS	DAMAGES SEV/CC		IMPRVMNT COST	TOTAL LD & BLDG	BUSINESS DAMAGES	BUS REL BUS	BUS REL P.P.	RES REL OWN	RES REL TEN	MOVE COST OWN	MOVE COST TEN	AMOUNTS	DEM	HWI
FEE	1	00-2S-22-0310-000H-H070	Winton George P			1	17,000	$6.00	$102,000						$0	$102,000								Per. Prop.		
FEE	2	00-2S-22-2167-0000-0310	Williams April & Hughes Thomas		1		4,792	$6.00	$28,750	1,419	$106,425				$106,425	$135,175					1		1	Res. Rel. Own	1	1
FEE	3	00-2S-22-2167-0000-0320	Leblanc Gregory M		1		2,614	$6.00	$15,682	1,269	$95,175				$95,175	$110,857				1		1		$279,000	1	1
FEE	4	00-2S-22-2167-0000-0330	Lianos Eduardo Jr & Stephanie		1		2,614	$6.00	$15,682	1,242	$93,150				$93,150	$108,832				1		1			1	1
FEE	5	00-2S-22-2167-0000-0340	Edge Raymond A		1		2,614	$6.00	$15,682			$2,500	sev	$91,125	$2,500	$109,307				1		1		Res. Rel. Ten	1	1
FEE	6	00-2S-22-2167-0000-0300	Putman Cynthia C		1		4,792	$6.00	$28,750	1,250	$93,750				$93,750	$122,500				1		1		$28,800	1	1
FEE	7	00-2S-22-2167-0000-029A	O'brian George E & Darla R		1		3,049	$6.00	$18,295	1,376	$103,200				$103,200	$121,495				1		1			1	1
FEE	8	00-2S-22-2167-0000-0280	Lemaster James A & Alice G		1		3,049	$6.00	$18,295	1,376	$103,200				$103,200	$121,495				1		1		Move Co Own	1	1
FEE	9	00-2S-22-2167-0000-0270	Golden Milagros T & Kasper S		1		3,049	$6.00	$18,295	1,376	$103,200				$103,200	$121,495				1		1		$13,500	1	1
FEE	10	00-2S-22-2167-0000-0260	Fermin Zoilo A		1		3,049	$6.00	$18,295	1,376	$103,200				$103,200	$121,495				1		1			1	1
FEE	11	00-2S-22-2167-0000-0250	Andersen Joanne A		1		3,485	$6.00	$20,909	1,250	$93,750				$93,750	$114,659				1		1		Move Co Ten	1	1
FEE	12	00-2S-22-3083-000B-0120	Swilley Steven & Christine E		1		500	$6.00	$3,000			$7,500	cc	$7,500	$7,500	$18,000								$6,000		
FEE	13	00-2S-22-3083-000B-0130	Hayes Charlie W & Dee Ann		1		300	$6.00	$1,800			$7,500	cc	$7,500	$7,500	$16,800										
FEE	14	00-2S-22-2335-0000-0130	Fred H Lowe Family Partners		1		14,375	$6.00	$86,249	2,430	$364,500				$364,500	$450,749					3		3		1	1
FEE	15	00-2S-22-2371-000P-0070	Guidinetti Erick S		1		744	$6.00	$4,464			$5,000	cc	$7,500	$5,000	$16,964										
FEE	16	00-2S-22-2168-0000-0080	J&L Revocable Trust		1		168	$6.00	$1,008						$0	$1,008										
FEE	17	00-2S-22-3083-000B-0160	Finn Scott S & Sharon R		1		558	$3.00	$1,674				sev	$150,000	$0	$151,674										
	18							$0.00	$0						$0	$0										
	19							$0.00	$0						$0	$0										
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	56							$0.00	$0						$0	$0										
								$0.00	$0						$0	$0										
		TOTAL THIS PAGE		0	16	1	66,750		$398,828	14,364	$1,259,550	$22,500		$263,625	$1,282,050	$1,944,503	$0	0	0	9	4	9	4		11	11

RIGHT OF WAY COST ESTIMATE

FIN. PROJ. NO:	N/A	DISTRICT :	N/A
COUNTY :	Okaloosa	DATE :	03/10/17
S. R. # :	N/A	ALTERNATE :	PREFERRED ALIGNMENT
PROJ. NAME:	Destin Crosstown Connector		

Parcels:	Gross	Net
Business	0	0
Residential	16	16
Unimpr.	1	1
Total Par.	17	17

Est. Relocatees:	
Business	0
Residential	13
Signs	0
Special	0
Total Relocatees	13

R/W SUPPORT COSTS (PHASE 41)

						Amount	
1. Direct Labor Cost	(Parcels	17	X	4,412	Rate)	75,000	
2. Indirect Overhead	(Line #1	N/A	X	N/A	Rate)	N/A	
3.						**TOTAL PHASE 41**	**$75,000**

R/W OPS (PHASE 4B)

					Amount	
4. Appraisal Fees		17	Parcels X	5,000	85,000	
5. Business Damage CPA Fees		0	Claims X	5%	0	
6. Court Reporter & Witness Fees	Anticipated Dep. X			2%	36,500	
7. Demolition Contracts		14,364	Sq ft X	$4.00	57,456	
8. Move Cost Estimate Fees		12	Parcels X	300	3,600	
9. Attorney Fees (Outside Counsel)		0.0	Parcels X	5,000	0	
10. Title Search		0	Parcels X	0	0	
11. Hazardous Waste Investigations		11	Parcels X	5,000	55,000	
12.				**TOTAL PHASE 4B**		**$237,600**

R/W LAND COSTS (PHASE 43)

							Amount	Subtotal	
13. Land Improvements & Severance Damages							$1,944,503		
14. Water Retention and Design Changes						0%	$0		
15.			SUBTOTAL (Lines 13 and 14)					1,944,500	
16. Admin. Settlements	25%	X	25%	of Line 15)			121,500		
17. Litigation Awards	75%	X	25%	of Line 15)			364,600		
18. Business Damages	(Number	0			Amount:		$0		
19. Owner Appr. Fees	(Number	17	X	7,500			127,500		
20. Owner CPA Fees	(Number	0	X	5%			0		
21. Defend. Atty Fees	(Anticipated Dep. X			33%)			160,400		
22. Other Condm Costs	(Anticipated Dep. X			2%)			38,900		
23.			SUBTOTAL (lines 16 thru 22)					812,900	
24.						**TOTAL PHASE 43**			**$2,757,400**

FEDERAL AID

R/W ACQUISITION CONSULTANT (PHASE 42)

25. **TOTAL PHASE 42** **$0**

RELOCATION COSTS (PHASE 45)

	Replacement Housing	Number	Amount	
26. Owner		9	$279,000	
27. Tenant		4	$28,800	
	Move Costs			
28. Residential		13	$19,500	
29. Business/Farm		0	$0	
30. Personal Property		0	$0	
31. (LINES 26 THRU 30)		**TOTAL PHASE 45**		**$327,300**
32. Relocation Services Cost		$32,730 (Not in Phase Total)		

33. **TOTAL ESTIMATE (ALL PHASES)** **$3,397,300**

Cost Estimator Hardy Smith Signed: Hardy Smith Date: Confidence C

Reviewer Signed: Date:

OVERALL REV.: Signed: Date:

Cost Est. Seq. No.:

Replaces Est. Dated:

In the Amount of: Data Input Completion Date: 03/10/17

REMARKS: See Attached Comments

NOTE: THIS ESTIMATE IS NOT AN APPRAISAL

The accuracy of this estimate is subject to the completeness and accuracy of the information upon which it is based. The confidence ratings listed below are assigned to estimates based on: 1) the completeness and accuracy of the data utilized, 2) the time allowed to perform the estimate and 3) the quantity and quality of the market data utilized.

The following indicates the estimator's confidence in the above estimate:

_____ Type A - indicates the most confidence

_____ Type B - indicates above average confidence

X Type C - indicates below average confidence

_____ Type D - indicates the least or no confidence

Stormwater Pond A

Stormwater Pond A R/W Requirements
Destin Crosstown Connector
City of Destin, Florida

RIGHT OF WAY COST ESTIMATE

DATE: 05/29/15 **FINANCIAL PROJ NO:** N/A **SR NO.:** N/A **COUNTY:** Okaloosa **DISTRICT** N/A

ALT.: Pond A-1 **PROJ. NAME:** Destin Crosstown Connector **FAP #:** N/A

FEE PE	PAR NO	TAX ID NUMBER	OWNER NAME	USE C	USE R	USE V	SIZE SQ. FT.	PR./SF	LAND COST	SQ. FT. OF BUILDING	COST OF BUILDING	SITE IMPROVEMENTS	DAMAGES SEV/CC	IMPRVMNT COST	TOTAL LD & BLDG	BUSINESS DAMAGES	BUS REL BUS	BUS REL P.P.	RES REL OWN	RES REL TEN	MOVE COST OWN	MOVE COST TEN	AMOUNTS	DEM	HWI
FEE	1	00-2S-22-0310-000H-H070	Winston George P			1	43,549	$6.00	$261,294					$0	$261,294								Per. Prop.		
	2							$0.00	$0					$0	$0										
	3							$0.00	$0					$0	$0										
	4							$0.00	$0					$0	$0										
	5							$0.00	$0					$0	$0										
	6							$0.00	$0					$0	$0										
	7							$0.00	$0					$0	$0										
	8							$0.00	$0					$0	$0										
	9							$0.00	$0					$0	$0										
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		TOTAL THIS PAGE		**0**	**0**	**1**	**43,549**		**$261,294**	**0**	**$0**	**$0**	**$0**	**$0**	**$261,294**	**$0**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**

RIGHT OF WAY COST ESTIMATE

FIN. PROJ. NO:	N/A	DISTRICT :	N/A
COUNTY :	Okaloosa	DATE :	05/29/15
S. R. # :	N/A	ALTERNATE :	Pond A-1
PROJ. NAME:	Destin Crosstown Connector		

Parcels:	Gross	Net
Business	0	0
Residential	0	0
Unimpr.	1	1
Total Par.	1	1

Est. Relocatees:	
Business	0
Residential	0
Signs	0
Special	0
Total Relocatees	0

R/W SUPPORT COSTS (PHASE 41)

						Amount	
1. Direct Labor Cost	(Parcels	1	X	5,000	Rate)	5,000	
2. Indirect Overhead	(Line #1	N/A	X	N/A	Rate)	N/A	
3.					**TOTAL PHASE 41**		**$5,000**

R/W OPS (PHASE 4B)

					Amount	
4. Appraisal Fees	1	Parcels X	5,000	5,000		
5. Business Damage CPA Fees	0	Claims X	5%	0		
6. Court Reporter & Witness Fees	Anticipated Dep.	X	1%	2,400		
7. Demolition Contracts	0	Sq ft X	$4.00	0		
8. Move Cost Estimate Fees	0	Parcels X	300	0		
9. Attorney Fees (Outside Counsel)	0.0	Parcels X	5,000	0		
10. Title Search	0	Parcels X	0	0		
11. Hazardous Waste Investigations	0	Parcels X	5,000	0		
12.			**TOTAL PHASE 4B**			**$7,400**

R/W LAND COSTS (PHASE 43)

							Amount	Subtotal	
13. Land Improvements & Severance Damages							$261,294		
14. Water Retention and Design Changes						0%	$0		
15.			SUBTOTAL (Lines 13 and 14)					261,300	
16. Admin. Settlements	25%	X	25%	of Line 15)			16,300		
17. Litigation Awards	75%	X	25%	of Line 15)			49,000		
18. Business Damages	(Number	0			Amount:		$0		
19. Owner Appr. Fees	(Number	1	X	7,500			7,500		
20. Owner CPA Fees	(Number	0	X	5%			0		
21. Defend. Atty Fees	(Anticipated Dep.	X		33%	)		21,500		
22. Other Condm Costs	(Anticipated Dep.	X		2%	)		5,200		
23.			SUBTOTAL (lines 16 thru 22)					99,500	
24.					**TOTAL PHASE 43**				**$360,800**

FEDERAL AID

R/W ACQUISITION CONSULTANT (PHASE 42)

25. **TOTAL PHASE 42** **$0**

RELOCATION COSTS (PHASE 45)

	Number	Amount
Replacement Housing		
26. Owner	0	$0
27. Tenant	0	$0
Move Costs		
28. Residential	0	$0
29. Business/Farm	0	$0
30. Personal Property	0	$0

31. (LINES 26 THRU 30) **TOTAL PHASE 45** **$0**

32. Relocation Services Cost $0 (Not in Phase Total)

33. **TOTAL ESTIMATE (ALL PHASES)** **$373,200**

Cost Estimator Hardy Smith Signed: Date: Confidence C

Reviewer Signed: Date:

OVERALL REV.: Signed: Date:

Cost Est. Seq. No.:

Replaces Est. Dated:

In the Amount of:

Data Input Completion Date: 05/29/15

REMARKS: See Attached Comments

NOTE: THIS ESTIMATE IS NOT AN APPRAISAL

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Appendix D

AGENCY CORRESPONDENCE

SECTIONS

SECTION 1 ADVANCE NOTIFICATION CORRESPONDENCE

SECTION 2 STATE HISTORIC PRESERVATION OFFICER CORRESPONDENCE

SECTION 3 WATER QUALITY IMPACT EVALUATION CHECKLIST

SECTION 4 USFWS CORRESPONDENCE

SECTION 5 S**EMINOLE TRIBE OF FLORIDA'S TRIBAL HISTORIC** PRESERVATION OFFICE CORRESPONDENCE

SECTION 6 COORDINATION WITH OKALOOSA COUNTY TRANSIT DOCUMENTATION

SECTION 1

ADVANCE NOTIFICATION CORRESPONDENCE

APRIL 1, 2015	ADVANCE NOTIFICATION PACKAGE
May 7, 2015	NMFS COMMUNICATION
May 18, 2015	FFWCC LETTER
JUNE 19, 2015	STATE CLEARINGHOUSE LETTER

Due May 22

Public Services Department

4200 Indian Bayou Trail | Destin, FL 32541 | Phone: 850-837-6869 | Fax: 850-837-9693 | www.cityofdestin.com

April 1, 2015

U. S Fish and Wildlife Service
1601 Balboa Avenue
Panama City, Florida 32405
(850) 769-0552 Fax (850) 763-2177

FWS Log No 2015-I-0119

This project should have minimal impacts to fish and wildlife resources (16 U.S.C. 661 et seq.) and is not likely to adversely affect any species under the Endangered Species Act, as amended (16 U.S.C. 1531 et seq.).

Dr Catherine T Phillips, Project Leader — Date 20 May 2015

Ms. Lauren Milligan, Environmental Manager
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Boulevard, Mail Station 47
Tallahassee, Florida 32399-3000

Re: Advance Notification
Destin Cross Town Connector
City of Destin, Florida

Dear Ms. Milligan:

The Advance Notification (AN) Package for the above referenced project is being submitted by the City of Destin for distribution to State agencies that may have a regulatory interest in this project. We are also distributing the AN Package to local and federal agencies as noted in the attached distribution list.

This is a Federal aid action; however, since the proposed action is not on the State Highway System network, the City of Destin will be the lead agency. The determination of the class of action will be based upon environmental evaluations and comments from other agencies. A review for consistency with the Coastal Zone Management Act and Presidential Executive Order 12372 is required by 15 CFR 930 because Federal funds are anticipated to be involved.

In addition, please review this project for consistency, to the maximum extent feasible with the approved Comprehensive Plan of the local government jurisdictions pursuant to Chapter 163, Florida Statutes.

Consistency reviewers have 45 days from the receipt of the AN to provide their comments. Once you have received their comments, please supply a summary and consistency determination for your agency within 60 days of receipt of the AN. If you need more review time, send a written request for an extension to the project's consultant, at the address below, within the initial 60 day comment period.

Any comments should be addressed to:

Cathie Cash, PD&E Project Manager
Atkins North America, Inc.
2639 North Monroe Street, Building C
Tallahassee, Florida 32303

Your expeditious handling of this notice is greatly appreciated.

Sincerely,

David O. Campbell

David O. Campbell, P.E.
Public Services Director
City of Destin

Attachments Advance Notification Package Transmittal List
Advance Notification Package

Advance Notification Package Transmittal List

Federal Agencies

Federal Aviation Administration – Airports District Office
Federal Emergency Management Agency, Mitigation Division
Federal Highway Administration (Buddy Cunill, Linda Anderson, Cathy Kendall, Joseph Sullivan)
Federal Transit Administration (Jennifer Hibbert, Stan Mitchell, Andres Ramirez)
National Marine Fisheries Service (Brandon Howard)
National Park Service (Anita Barnett)
Natural Resources Conservation Service (Rick A. Robbins)
U.S. Army Corps of Engineers – Regulatory Branch (Robert B. Barron, Andrew Phillips)
U.S. Department of Agriculture – Southern Region
U.S. Department of Commerce – National Marine Fisheries Service, Southeast Regional Director
U.S. Department of Commerce – National Marine Fisheries Service, Habitat Conservation Division
U.S. Department of Health and Human Services – National Center for Environmental Health
U.S. Department of Housing and Urban Development, Regional Environmental Officer
U.S. Department of Interior – Bureau of Indian Affairs
U.S. Department of Interior – U.S. Fish and Wildlife Service (Jane Monaghan)
U.S. Department of Interior – Bureau of Land Management, Southeastern States Field Office
U.S. Department of Interior – National Park Service, Southeast Regional Office
U.S. Department of Interior – U.S. Geological Survey Chief
U.S. Environmental Protection Agency (Madolyn Dominy)
U.S. Forest Service

Tribes

Poarch Band of Creek Indians of Alabama (The Honorable Mr. Buford Rolin, Chairman)
Miccosukee Tribe of Indians of Florida (The Honorable Mr. Colley Billey, Chairman)
Muscogee (Creek) Nation of Oklahoma (The Honorable Mr. George Tiger, Principal Chief)
Seminole Tribe of Florida (Paul N. Backhouse, Alison Swing, The Honorable Mr. James E. Billie, Chairman)
Seminole Nation of Oklahoma (The Honorable Mr. Leonard M. Harjo, Principal Chief)

State Agencies

Florida Department of Agriculture and Consumer Services (Steve Bohl, Vince Morris)
Florida Department of Economic Opportunity (Matt Preston, Chris Wiglesworth)
Florida Department of State (Ginny L. Jones, Daniel McClarnon, Alyssa McManus, Timothy Parsons)
Florida Department of Transportation - Environmental Management Office (Marjorie Bixby)
Florida Department of Transportation, District 3 (Peggy Kelley)
Florida Fish and Wildlife Conservation Commission (Terry Gilbert, Jennifer Goff, MaryAnn Poole, Scott Sanders)
Florida Inland Navigation District (Mr. David Roach)

Regional Agencies

Okaloosa-Walton Transportation Planning Organization (Mary Robinson)
Northwest Florida Water Management District (Vanessa Helton, Janet Strutzel)

Local Agencies

Destin City Council
Mayor of Destin (Mel Ponder)
Destin City Manager (Greg Kisela)
Okaloosa County Planning and Development (Elliot Kampert)
Okaloosa County Commission (Wayne Harris, Nathan Boyles, Kelly Windes, Carolyn Ketchel, Trey Goodwin)

OMB Number: 4040-0004
Expiration Date: 04/31/2012

Application for Federal Assistance SF- 424 Version 02

*1. Type of Submission:	*2. Type of Application	* If Revision, select appropriate letter(s)
☐ Preapplication	☒ New	
☒ Application	☐ Continuation	*Other (Specify)
☐ Changed/Corrected Application	☐ Revision	

3. Date Received:	4. Applicant Identifier:

5a. Federal Entity Identifier:	*5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:	7. State Application Identifier:

8. APPLICANT INFORMATION:

*a. Legal Name: City of Destin

*b. Employer/Taxpayer Identification Number (EIN/TIN):	*c. Organizational DUNS:
N/A	N/A

d. Address:

*Street 1: 4200 Indian Bayou Trail
Street 2:
*City: Destin
County: Okaloosa
*State: Florida
Province:
*Country: United States of America
*Zip / Postal Code 32541

e. Organizational Unit:

Department Name:	Division Name:
N/A	N/A

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: Ms. *First Name: Cathie
Middle Name:
*Last Name: Cash
Suffix:

Title: Project Manager

Organizational Affiliation:
Atkins Engineering

*Telephone Number: (850)575-1800 Fax Number:

*Email: Cathie.Cash@atkinsglobal.com

OMB Number: 4040-0004
Expiration Date: 08/31/2012

Application for Federal Assistance SF-424 Version 02

***9. Type of Applicant 1: Select Applicant Type: C**

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

*Other (Specify)

***10 Name of Federal Agency:**
Federal Highway Administration (FHWA)

11. Catalog of Federal Domestic Assistance Number:

CFDA Title:

***12 Funding Opportunity Number:**

*Title:

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Destin, Okaloosa County, Florida.

***15. Descriptive Title of Applicant's Project:**

The proposed Destin Cross Town Connector project is new road project by the City of Destin, Florida that would connect Azalea Drive at Benning Drive to Legion Drive at Beach Drive in Destin, Florida; a distance of approximately 0.4 mile. By connecting Azalea Drive with Legion Drive, a continuous west-east roadway from Stahlman Road to SR 30 (US 90/ Harbor Boulevard/ Emerald Coast Parkway) would be created.

The proposed facility would have an urban divided four-lane typical section consisting of two 11-foot travel lanes and a four-foot bicycle lane in each direction separated by a 15.5-foot median within 110 feet of right-of-way. Type F curb and a ten-foot sidewalk would be provided along each side of the roadway. Drainage would be collected in a closed stormwater system and conveyed to a retention pond. The new road would begin on Azalea Drive just west of Benning Drive and extend eastward just past the intersection of Legion Drive with Beach Drive. Along the way the project traverses through the area of Anna Street, Sandalwood

Court and Sandalwood Drive. The proposed intersection configurations will be determined during the PD&E study, however, intersection configurations to be considered include a traditional four-leg intersection and a roundabout intersection.

OMB Number: 4040-0004
Expiration Date: 04/31/2012

Application for Federal Assistance SF-424 Version 02

16. Congressional Districts Of:

*a. Applicant: FL-001 *b. Program/Project: FL-001

17. Proposed Project:

*a. Start Date: not known *b. End Date: not known

18. Estimated Funding ($):

*a. Federal	TBD
*b. Applicant	TBD
*c. State	TBD
*d. Local	TBD
*e. Other	TBD
*f. Program Income	TBD
*g. TOTAL	TBD

***19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

☒ a. This application was made available to the State under the Executive Order 12372 Process for review on April 2015

☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.

☐ c. Program is not covered by E. O. 12372

***20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)**

☐ Yes ☒ No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U. S. Code, Title 218, Section 1001)

☒ ** I AGREE

** The list of certifications and assurances, or an Internet site where you may obtain this list, is contained in the announcement or agency specific instructions

Authorized Representative:

Prefix: Mr *First Name: David

Middle Name: O.

*Last Name: Campbell

Suffix: PE

*Title: Public Services Director

*Telephone Number: 850-837-6869 Fax Number: 850-837-9693

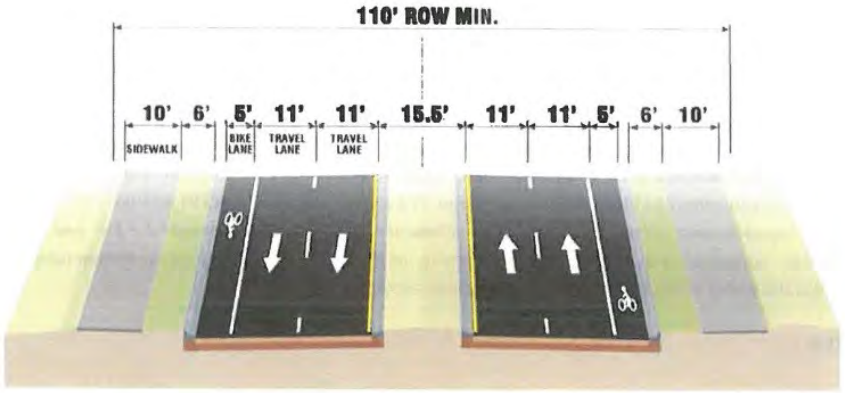
* Email: dcampbell@cityofdestin.com

*Signature of Authorized Representative: David O. Campbell *Date Signed: 4-1-15

Destin Cross Town Connector PD&E Study
Benning Drive to Beach Drive
Okaloosa County

Figure 1: Project Location Map

Destin Cross Town Connector PD&E Study
Benning Drive to Beach Drive
Okaloosa County



Destin Cross Town Connector PD&E Study
Benning Drive to Beach Drive
Okaloosa County

PURPOSE AND NEED STATEMENT

PURPOSE

The primary purpose of the proposed Destin Cross Town Connector project is to complete a missing link in the local transportation network between Azalea Drive at Benning Drive and Legion Drive at Beach Drive that would provide a continuous west-east route for local traffic and reduce congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) consistent with the Okaloosa-Walton Transportation Planning Organization's (TPO) *2035 Long Range Transportation Plan* (LRTP) and the City of Destin's *2020 Comprehensive Plan Transportation Element Policy 2.1.1.1 through 2.1.1.4 and 2-1.3.16.* Secondary purposes are to improve interconnectivity of the local multi-modal transportation network and enhance the safety of the users of the transportation network.

NEED

The need for the proposed action is based on several factors. The proposed new segment of road is needed to connect two roadways (Azalea Drive and Legion Drive, which becomes Airport Road), thereby providing a continuous west-east route from Stahlman Avenue to SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway). This continuous west-east route would serve as an alternative to SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) to relieve congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) and would complete one of several projects to improve the interconnectedness of the transportation system within Destin's Multimodal Transportation District. The proposed action is also needed to improve the operational characteristics and future capacity needs of the transportation system to meet the projected traffic volumes and improve safety.

System Linkage

The proposed project would provide a missing link in the local transportation network. By connecting Azalea Drive at Benning Drive to Legion Drive at Beach Drive, the proposed project would provide a continuous route from Stahlman Avenue to SR 30 (US 98/ Harbor Boulevard/Emerald Coast Parkway), a distance of approximately 1.6 miles. The absence of this connection requires local traffic to utilize either SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) or one of three circuitous routes using neighborhood streets to access destinations on the opposing side of the city.

Roadway Capacity

The Okaloosa Walton TPO *Congestion Management Process Plan* (CMPP), adopted February 2013, identifies SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) from East Pass Bridge (west end) to Gulf Shore Drive as backlogged (**Table 1**). The maximum daily capacity for this roadway to maintain the LOS standard is 36,700 (LOS D). The average AADT between 2002 and 2011 is 48,860, 33.1 percent more traffic than the maximum allowed.

Table 1: AADT and Level of Service on SR 30/US 98 from East Pass Bridge (west end) to Gulf Shore Drive*

LOS (STD) and Max Vol.	AADT			Peak Hour/ Peak Direction		
	Analysis Year	AADT Volume	AADT LOS	LOS (STD)/ Max Vol.	Volume	LOS
(D) 36,700	2002	48,250	F	(D) 1,960	2,574	F*
	2003	52,000	F		2,774	F*
	2004	51,050	F		2,724	F*
	2005	51,800	F		2,764	F*
	2006	50,750	F		2,708	F*
	2007	50,250	F		2,681	F*
	2008	47,500	F		2,534	F*
	2009	40,500	F		2,161	F*
	2010	45,000	F		2,401	F*
	2011	51,500	F		2,748	F*
	2016	56,860	F		3,033	F*
	2021	62,778	F		3,349	F*

*Source: *Congestion Management Process Plan*, Okaloosa-Walton TPO, February 2013 and Florida Traffic Online

Transportation Demand

SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) from the west end of the East Pass Bridge to Gulf Shore Drive has been operating at LOS F since 2002 and is projected to remain at LOS F through the year 2021. The Average Annual Daily Traffic (AADT) volumes range from a low of 40,500 in 2009 to a high of 62,778 in 2021.

The proposed Destin Cross Town Connector would provide the link required to complete an alternative corridor to the highly congested section of US 98 from Stahlman Ave to Airport Road. With US 98 being congested, some local drivers will divert to the alternative route thereby reducing congestion on US 98.

Relief to Parallel Facilities

SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) is the only west-east through route on the Choctawhatchee peninsula and is heavily congested, especially during tourist season. The proposed project would relieve congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) by diverting local traffic off this facility. It would also serve as an alternative for local through traffic utilizing residential streets to avoid the congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway). These local streets include Mountain Drive, Kelly Street, and non-parallel streets (Benning Drive, Beach Drive, and Main Street) that provide connections to the parallel streets to create a route that avoids SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway).

Modal Interrelationship

The proposed project is located within the City of Destin's Multimodal Transportation District (MMTD), established in 2006 by a Comprehensive Plan amendment. In addition to requiring a system for assessing concurrency requirements for new development based on pedestrian-oriented site design and multimodal infrastructure development, the comprehensive plan amendment provided policies for expanding pedestrian and bicycle facilities, enhanced transit coverage and service, and development of an interconnected street network, among others. The intent of improving the interconnectedness of the street network (Policy 2-1.3.7) is to provide an alternative route to Harbor Boulevard/ Emerald Coast Parkway (SR 30/ US 98) for local traffic.

Existing bicycle and pedestrian facilities on the principal roads in the project area include: dedicated bicycle lanes on both sides of Benning Drive and a sidewalk on the east side of the road; sidewalks on both sides of Beach Drive, but no bicycle lanes; a sidewalk on the north side of Azalea Drive except within a block of the intersection of Azalea Drive with Benning Drive where the sidewalk crosses to the south side of the road and no bicycle lanes; and sidewalks on both sides of Legion Drive, but no bicycle lanes. The proposed bicycle and pedestrian facilities associated with the Destin Cross Town Connector will compliment the local Multimodal Transportation District and further improve the existing network of bicycle lanes and sidewalks located adjacent to the study area.

Transit in Destin is provided in partnership with Okaloosa County Transit. There are three routes in the City of Destin, all of which use a segment of SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway). The transit route closest to the study area is Route 30 (Destin Connector), shown in **Figure 1**. It connects Okaloosa Island to Gulf Shore Drive and operates every 20 minutes during the summer and every 45 minutes during the winter. Reduction in congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) would likely improve transit service by either shortening travel time or facilitating the arrival of transit vehicles on schedule.

Destin Cross Town Connector PD&E Study
Benning Drive to Beach Drive
Okaloosa County

Figure 1: Transit Route 30

Safety

However, FDOT crash records from 2009 to 2013 were obtained and analyzed for SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway). As shown in **Table 2**, the area between Benning Drive and Beach Drive experienced a total of 82 crashes within the five year period. Of these, more than half (46) were unrelated to traffic entering or existing either intersection. Most crashes were the result of rear-end collisions, but there was one collision with a pedestrian and one with a utility pole, resulting in 53 injuries and one fatality.

Table 2: 2009-2013 Crash Data for SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) from 500 feet west of Benning Drive to 500 feet east of Beach Drive

Year	Total Crashes	Statewide Average Crash Rate	Actual Crash Rate	Safety Ratio
2009	7	2.941	0.945	0.321
2010	9	2.941	1.215	0.413
2011	18	2.941	2.123	0.722
2012	18	2.941	2.457	0.836
2013	30	2.941	3.682	1.252

Note: Crash rates are per million vehicles. Source: FDOT Crash Analysis Reporting System.

Except for 2013, this segment of SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) is actually below the average crash rate for similar facilities. The following additional segments of SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) (provided by milepost) within the larger study area are designated as high crash segments:

- MP 17.449 to 17.476 (Calhoun Avenue)
- MP 21.347 to 21.747 (Walmart Shopping Center entrance, Henderson Beach Rd., Plantation Commons entrances)
- MP 22.447 to 22,547 (Matthews Boulevard)
- MP 22.547 to 22.767 (Crystal Beach Plaza and SR 263)

Table 2 shows a trend of increasing crash rates and increasing safety ratios within the segment of SR 30 (US 98/ Harbor Boulevard/Emerald Coast Parkway) between Benning Drive to Beach Drive. Without alleviating congestion, this trend could be expected to continue.

Emergency Evacuation

SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) is the only through route that travels the length of the Choctawhatchee peninsula and, therefore, is critical for the delivery of fire, police, and other emergency services. The congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) is a source of delay in the delivery of these services. The combination of a reduction in congestion on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) and the provision of an alternative route for emergency vehicles would improve delivery of emergency services.

Social Demands and Economic Development

The Okaloosa Walton 2035 *LRTP* projects a population increase in Okaloosa County of 52,751 people between 2006 and 2035. An analysis of the population assigned to the NWFRPM traffic analysis zones (TAZs) in the project area show that the project area is forecasted to experience a 20 percent increase in population between 2015 and 2035.

The TPO's *Regional Freight Network Plan – Highways of Commerce,* identifies existing and future "highways of commerce". "Highways of commerce" are associated with economic activity that generates or attracts significant amounts of freight or results in the need to transfer freight from one mode to another. They may also be associated with military installation and their suppliers. "Highways of commerce" are part of Florida's Strategic Intermodal System (SIS) which is a statewide network of high-priority transportation facilities. Within the vicinity of the Destin Cross Town Connector study area, SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) is "designated as a highway of commerce."

The TPO's *Regional Freight Network Plan – Highways of Commerce* indicates that SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) serves defense, aerospace and electronics manufacturers located near Hurlburt Field (on US 98 west of and adjacent to the City of Fort Walton Beach). The primary issue affecting this roadway's effectiveness in meeting the needs of this industry is congestion/delay.

Delivery of goods and services to local businesses is also hampered by this congestion, especially during tourist season, and by pedestrian traffic. Through trucks are able to avoid congestion by using longer alternate routes, but this option is not available to local delivery trucks, creating a reliability problem in the collection and/or delivery of goods and services.

The Destin Cross Town Connector project could alleviate some of the issues identified in the *Regional Freight Network Plan* by alleviating congestion and delay on SR 30 (US 98/ Harbor Boulevard/ Emerald Coast Parkway) through the diversion of local traffic.

Plan Consistency

The proposed improvements for the new roadway connection are consistent with the planned improvements in the City of Destin *2020 Comprehensive Plan Transportation Element Policies 2-1.1.1 through 2-1.1.4* as follows:

> **Policy 2-1.1.1: Pursue Additional Road Corridor Improvements.** The City shall continue to pursue the acquisition of rights-of-way, the design and the construction of multimodal facilities for future and existing corridors that will facilitate the east-west and north–south movement of all modes of transportation as shown on Maps 2-1 and 2-2 of this Transportation Element.

> **Policy 2-1.1.2: Relieve Congestion.** Any new roadway improvement related to Policy 2-1.1.1 shall contribute to automobile congestion relief on Harbor Boulevard/US Highway 98 East/Emerald Coast Parkway and existing north-south corridors by providing alternatives for local traffic.
>
> **Policy 2-1.1.3: Maintain New Road Corridor Alignments.** The City shall continue to implement the multimodal corridor management plan that identifies alignment opportunities and challenges for all modes of transportation, including parallel facilities for Harbor Boulevard/Emerald Coast Parkway and Main Street shown on Maps 2-1 and 2-2 of this Transportation Element.
>
> **Policy 2-1.1.4: Rights-of-Way (ROW) for Additional Access Road.** The City shall acquire the necessary ROW east of Azalea Drive/Mountain Drive to complete the east/west route and north-south connections referenced in Policy 2-1.1.1 above. Nothing in this policy shall prohibit the City from accepting or obtaining the necessary rights-of-way in advance of 2020.

The proposed project is consistent with the Okaloosa Walton TPO 2035 *LRTP Cost Feasible Plan* adopted March 15, 2012 which shows the design phase of the project as occurring in Fiscal Year 2015-2020, the right-of-way acquisition phase as occurring in 2026-2030, and the construction phase occurring in 2031-2035.

Further, the proposed project is also listed in the 2015-2019 Transportation Improvement Program (TIP), adopted June 26, 2014 and amended August 21, 2014, as Project Number EN615: Corridor Management Plan – Section 2 E/W Alignment (Beach Drive to Benning Drive) Preliminary Engineering in 2014/2015 (Section 2 – Capacity, Page 15).

The project is also consistent with recommendations of the Northwest Florida Transportation Corridor Authority (NFTCA) *2013 Master Plan* (adopted April 2013). The NFTCA was created to improve mobility in Northwest Florida. It does this by identifying and promoting transportation projects that "improve mobility, promote economic development, enhance traveler safety, improve hurricane evacuation, and alleviate traffic congestion". The NFTCA *2013 Master Plan* documents the qualitative and cost benefit analyses of 36 transportation projects across the region. Project Number 19, the Destin Cross Town Connector, was ranked overall as the number 1 project (page ES-4).

MAY 7, 2015 NATIONAL MARINE FISHERIES SERVICE LETTER

Cash, Cathie

From: David Rydene - NOAA Federal [david.rydene@noaa.gov]
Sent: Thursday, May 07, 2015 9:55 AM
To: Cash, Cathie
Subject: NMFS response to Destin Cross Town Connector PD&E

Ms. Cash,

The City of Destin proposes the construction of a new four-lane roadway linking Azalea Drive with Legion Drive in Okaloosa County, Florida. NMFS staff conducted a site inspection of the project area on April 21, 2015. It does not appear that the project will have any direct or indirect impacts to NMFS trust resources.

Thank you, Dave Rydene

--
David Rydene, Ph.D.
Fish Biologist
National Marine Fisheries Service
Habitat Conservation Division
263 13th Avenue South
St. Petersburg, FL 33701
Office (727) 824-5379
Cell (813) 992-5730
Fax (727) 824-5300

The IS team in Atkins has scanned this email and any attachments for viruses and other threats; however no technology can be guaranteed to detect all threats. Always exercise caution before acting on the content of an email and before opening attachments or following links contained within the email.

MAY 18, 2015 FLORIDA FISH AND WILDLIFE COMMISSION LETTER

Florida Fish and Wildlife Conservation Commission

Richard A. Corbett
Chairman
Tampa

Brian Yablonski
Vice Chairman
Tallahassee

Ronald M. Bergeron
Fort Lauderdale

Richard Hanas
Oviedo

Aliese P. "Liesa" Priddy
Immokalee

Bo Rivard
Panama City

Charles W. Roberts III
Tallahassee

Nick Wiley
Executive Director

Eric Sutton
Assistant Executive Director

Jennifer Fitzwater
Chief of Staff

Nick Wiley
Executive Director

(850) 487-3796
(850) 921-5786 FAX

Managing fish and wildlife resources for their long-term well being and the benefit of people.

620 South Meridian Street
Tallahassee, Florida
32399-1600
Voice: (850) 488-4676

Hearing/speech-impaired:
(800) 955-8771 (T)
(800) 955-8770 (V)

MyFWC.com

May 18, 2015

Lauren P. Milligan, Coordinator
Florida Department of Environmental Protection
3900 Commonwealth Boulevard, MS 47
Tallahassee, FL 32399-3000
Lauren.Milligan@dep.state.fl.us

RE: SAI #FL201504217258C, Department of Transportation – Advance Notification, City of Destin, Destin Cross Town Connector Project, Destin, Okaloosa County, Florida

Dear Ms. Milligan:

Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed the Advanced Notification (AN) document, and provides the following comments and recommendations for your consideration in accordance with Chapter 379, Florida Statutes, and in accordance with the Coastal Zone Management Act, Florida's Coastal Management Program.

Project Description

The proposed Destin Cross Town Connector is a 0.4-mile road that would have a typical urban divided four-lane section between Azalea Drive and Legion Drive in Destin. The roadway would consist of two 11-foot lanes and a 4-foot bicycle lane in each direction separated by a 15.5-foot median within a 110-foot right-of way. Curbs and a ten-foot sidewalk will be provided along each side of the roadway. Drainage will be collected in a closed stormwater system and conveyed to a retention pond(s).

Comments and Recommendations

The project is contained within the developed section of the City of Destin. Due to the presence of sea turtle nesting beaches nearby, we recommend the use of sea turtle friendly lighting along the roadway. Specifically, to minimize impacts to nearby marine turtle nesting beaches, all permanent exterior lighting fixtures associated with the roadway should minimize light contribution to urban sky glow which could be visible from the marine turtle nesting beach. Possible recommendations will include use of full cutoff (well shielded) lower-pressure sodium or LED fixtures that allow no emission of light above the horizontal plane of the fixture. High pressure sodium fixtures may be acceptable if well shielded; however, metal halide lights are not recommended. Additional information on sea turtles and lighting guidelines can be found on the FWC Sea Turtle website (http://www.myfwc.com/wildlifehabitats/managed/sea-turtles/lighting/).

We appreciate the opportunity to provide input on this project and find the information in the Advanced Notification consistent with FWC's authorities under Chapter 379, F.S. If you need any further assistance, please do not hesitate to contact Jane Chabre either by phone at (850) 410-5367 or at FWCConservationPlanningServices@MyFWC.com. If you have specific technical questions regarding the content of this letter, please contact Theodore Hoehn at (850) 488-8792 or by email at ted.hoehn@myfwc.com.

Sincerely,

Jennifer D. Goff
Land Use Planning Program Administrator
Office of Conservation Planning Services

jg/tsh
ENV 1-3-2
Destin Cross Town Connector Project_21008_051815

cc: Cathie Cash, PD&E Project Manager
Atkin North America, Inc.
2639 N. Monroe Street, Building C
Tallahassee, FL 32303

JUNE 19, 2015 FDEP OFFICE OF GOVERNMENTAL PROGRAMS FLORIDA STATE CLEARINGHOUSE LETTER

Florida Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Rick Scott
Governor

Carlos Lopez-Cantera
Lt. Governor

Jonathan P. Steverson
Interim Secretary

June 19, 2015

Ms. Catherine Cash, AICP
PD&E Project Manager
Atkins North America, Inc.
2639 North Monroe Street, Building C
Tallahassee, FL 32303

RE: Florida Department of Transportation – Advance Notification – City of Destin, Destin Cross Town Connector Project – Destin, Okaloosa County, Florida.
SAI # FL201504217258C

Dear Ms. Cash:

The Florida State Clearinghouse has coordinated a review of the subject Advance Notification (AN) under the following authorities: Presidential Executive Order 12372; § 403.061(42), *Florida Statutes*; the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended; and the National Environmental Policy Act, 42 U.S.C. §§ 4321-4347, as amended.

The Florida Fish and Wildlife Conservation Commission (FWC) notes that project is located within the developed section of the City of Destin. Due to the presence of sea turtle nesting beaches nearby, staff recommends the use of sea turtle friendly lighting along the roadway. Specifically, to minimize impacts to nearby marine turtle nesting beaches, all permanent exterior lighting fixtures associated with the roadway should minimize light contribution to urban sky glow that could be visible from the marine turtle nesting beach. Possible solutions include use of full cutoff (well shielded) lower-pressure sodium or LED fixtures that allow no emission of light above the horizontal plane of the fixture. High pressure sodium fixtures may be acceptable if well shielded; however, metal halide lights are not recommended. Additional information on sea turtles and lighting guidelines can be found on the FWC's website: http://www.myfwc.com/wildlifehabitats/managed/sea-turtles/lighting/. Please refer to the enclosed FWC letter for further details.

Staff from the Northwest Florida Water Management District (NWFWMD) has reviewed the proposal and notes that this project will require Environmental Resource Permit (ERP) review by the NWFWMD under Chapter 62-330, *Florida Administrative Code*. It is recommended that an ERP pre-application meeting be scheduled as soon as possible. Please contact the NWFWMD's Crestview Field Office (850) 683-5048 for further assistance. If there are any questions concerning this review, please contact Mr. Paul Thorpe, Chief of the Bureau of Environmental and Resource Planning, at (850) 539-5999 or Paul.Thorpe@nwfwater.com.

The Florida Department of Economic Opportunity (DEO) advises that the proposed roadway improvements are consistent with the *2020 Destin Comprehensive Plan* and the City's development goals. The Northwest Florida Transportation Corridor Authority (NFTCA) 2013 Master Plan identifies and promotes transportation projects that improve mobility, promote economic development, enhance traveler safety, improve hurricane evacuation, and alleviate traffic congestion. NFTCA's 2013 Master Plan ranks the Destin Cross Town Connector as the number 1 project. The project is also consistent with Goal 2-1 of the Transportation Element and Policies 2-1.1.1 through 2-1.1.4, which assign first priority to projects with the City's Multimodal Transportation District and identifies the need for east-west multimodal alternatives to relieve congestion along Harbor Boulevard/US 98. The project connects Airport Road with Azalea Drive, which together form a 2.5-mile east-west alternative to Harbor Drive/US 98. Also, the multimodal priority projects listed in the capital improvements schedule include a "Legion to Azalea Connection." Please refer to the enclosed DEO memorandum for additional information.

Based on the information contained in the AN and enclosed state agency comments, the state has no objections to allocation of federal funds for the subject project and, therefore, the funding award is consistent with the Florida Coastal Management Program (FCMP). To ensure the project's continued consistency with the FCMP, the concerns identified by our reviewing agencies must be addressed prior to project implementation. The state's continued concurrence will be based on the activity's compliance with FCMP authorities, including federal and state monitoring of the activity to ensure its continued conformance, and the adequate resolution of issues identified during this and subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting process, in accordance with Section 373.428, *Florida Statutes*.

Thank you for the opportunity to review this proposal. Should you have any questions regarding this letter, please don't hesitate to contact Mr. Chris Stahl at (850) 245-2169 or Chris.Stahl@dep.state.fl.us.

Yours sincerely,

Lauren P. Milligan

Lauren P. Milligan, Coordinator
Florida State Clearinghouse
Office of Intergovernmental Programs

LPM/cs
Enclosures

cc: Scott Sanders, FWC
Paul Thorpe, NWFWMD
Matt Preston, DEO

Project Information

Project:	FL201504217258C
Comments Due:	06/03/2015
Letter Due:	06/20/2015
Description:	DEPARTMENT OF TRANSPORTATION - ADVANCE NOTIFICATION - CITY OF DESTIN, DESTIN CROSS TOWN CONNECTOR PROJECT - DESTIN, OKALOOSA COUNTY, FLORIDA.
Keywords:	DOT - AN, DESTIN CROSS TOWN CONNECTOR PROJECT - DESTIN, OKALOOSA CO.
CFDA #:	20.205

Agency Comments:

ENVIRONMENTAL PROTECTION - FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION

Please coordinate with the NWFWMD to ensure compliance with the state's environmental resource permitting requirements.

STATE - FLORIDA DEPARTMENT OF STATE

No Comment/Consistent

NORTHWEST FLORIDA WMD - NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT

NWFWMD staff has reviewed the proposal and notes that this project will require Environmental Resource Permit (ERP) review by the NWFWMD under Chapter 62-330, F.A.C. It is recommended that a pre-application meeting be scheduled as soon as possible. Please contact the NWFWMD's ERP office at 180 E. Redstone Avenue, Crestview, Florida 32539; (850) 683-5048. If there are any questions concerning this review, please do not hesitate to contact Mr. Paul Thorpe, Chief of the Bureau of Environmental and Resource Planning, at (850) 539-5999 or Paul.Thorpe@nwfwater.com.

COMMUNITY PLANNING - FLORIDA DEPARTMENT OF ECONOMIC OPPORTUNITY

The DEO advises that, based on the 2020 Destin Comprehensive Plan, the proposed roadway improvements are consistent with the comprehensive plan and the City's development goals. The Northwest Florida Transportation Corridor Authority (NFTCA) 2013 Master Plan identifies and promotes transportation projects that improve mobility, promote economic development, enhance traveler safety, improve hurricane evacuation, and alleviate traffic congestion. The NFTCA's 2013 Master Plan ranks the Destin Cross Town Connector as the number 1 project. The project is consistent with Goal 2-1 of the Transportation Element and Policies 2-1.1.1 through 2-1.1.4, which assign first priority to projects with the City's Multimodal Transportation District (MMTD) and identifies the need for east-west multimodal alternatives to relieve congestion along Harbor Boulevard/US 98. The project connects Airport Road with Azalea Drive, which together form a 2.5-mile east-west alternative to Harbor Drive/US 98. Also, the multimodal priority projects listed in the capital improvements schedule include a "Legion to Azalea Connection." The project is shown as part of improvements and extension of Azalea Drive (Maps 2-1 and 2-2). The project is shown in the Okaloosa Walton TPO 2035 LRTP Cost Feasible Plan (adopted March 15, 2012), which shows the design phase occurring in fiscal year 2015-2020, right-of-way acquisition in 2026-2030, and construction in 2031-2035. The Future Land Uses that surround the project include: Town Center Mixed Use, Industrial, and Institutional. Dewey "Buck" Destin Park is located approximately 0.22 miles east of the eastern project limit at Legion Drive and Beach Drive. The project is located within the limits of Aircraft Noise Zone D, which represents that portion of West Destin located within or above the "Maximum Mission F-35 Noise Contour" of 65 decibels. Located outside of these contours (i.e., < 65 dB), Zones A, B and C surround the Destin Airport/Coleman Kelly Field.

FISH and WILDLIFE COMMISSION - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION

The FWC notes that project is located within the developed section of the City of Destin. Due to the presence of sea turtle nesting beaches nearby, staff recommends the use of sea turtle friendly lighting along the roadway. Specifically, to minimize impacts to nearby marine turtle nesting beaches, all permanent exterior lighting fixtures associated with the roadway should minimize light contribution to urban sky glow that could be visible from the marine turtle nesting beach. Possible solutions include use of full cutoff (well shielded) lower-pressure sodium or LED fixtures that allow no emission of light above the horizontal plane of the fixture. High pressure sodium fixtures may be acceptable if well shielded; however, metal halide lights are not recommended. Additional information on sea turtles and lighting guidelines can be found on the FWC's website: http://www.myfwc.com/wildlifehabitats/managed/sea-turtles/lighting/. If you have specific technical questions regarding the content of the FWC's letter, please contact Mr. Theodore Hoehn at (850) 488-8792 or ted.hoehn@MyFWC.com.

WEST FLORIDA RPC - WEST FLORIDA REGIONAL PLANNING COUNCIL

No Comments Received

Florida Fish and Wildlife Conservation Commission

Commissioners
Richard A. Corbett
Chairman
Tampa

Brian Yablonski
Vice Chairman
Tallahassee

Ronald M. Bergeron
Fort Lauderdale

Richard Hanas
Oviedo

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Immokalee

Bo Rivard
Panama City

Charles W. Roberts III
Tallahassee

Executive Staff
Nick Wiley
Executive Director

Eric Sutton
Assistant Executive Director

Jennifer Fitzwater
Chief of Staff

Office of the Executive Director
Nick Wiley
Executive Director

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May 18, 2015

RECEIVED
MAY 21 2015
DEP Office of
Intergovt'l Programs

Lauren P. Milligan, Coordinator
Florida Department of Environmental Protection
3900 Commonwealth Boulevard, MS 47
Tallahassee, FL 32399-3000
Lauren.Milligan@dep.state.fl.us

RE: SAI #FL201504217258C, Department of Transportation – Advance Notification, City of Destin, Destin Cross Town Connector Project, Destin, Okaloosa County, Florida

Dear Ms. Milligan:

Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed the Advanced Notification (AN) document, and provides the following comments and recommendations for your consideration in accordance with Chapter 379, Florida Statutes, and in accordance with the Coastal Zone Management Act, Florida's Coastal Management Program.

Project Description

The proposed Destin Cross Town Connector is a 0.4-mile road that would have a typical urban divided four-lane section between Azalea Drive and Legion Drive in Destin. The roadway would consist of two 11-foot lanes and a 4-foot bicycle lane in each direction separated by a 15.5-foot median within a 110-foot right-of way. Curbs and a ten-foot sidewalk will be provided along each side of the roadway. Drainage will be collected in a closed stormwater system and conveyed to a retention pond(s).

Comments and Recommendations

The project is contained within the developed section of the City of Destin. Due to the presence of sea turtle nesting beaches nearby, we recommend the use of sea turtle friendly lighting along the roadway. Specifically, to minimize impacts to nearby marine turtle nesting beaches, all permanent exterior lighting fixtures associated with the roadway should minimize light contribution to urban sky glow which could be visible from the marine turtle nesting beach. Possible recommendations will include use of full cutoff (well shielded) lower-pressure sodium or LED fixtures that allow no emission of light above the horizontal plane of the fixture. High pressure sodium fixtures may be acceptable if well shielded; however, metal halide lights are not recommended. Additional information on sea turtles and lighting guidelines can be found on the FWC Sea Turtle website (http://www.myfwc.com/wildlifehabitats/managed/sea-turtles/lighting/).

We appreciate the opportunity to provide input on this project and find the information in the Advanced Notification consistent with FWC's authorities under Chapter 379, F.S. If you need any further assistance, please do not hesitate to contact Jane Chabre either by phone at (850) 410-5367 or at FWCConservationPlanningServices@MyFWC.com. If you have specific technical questions regarding the content of this letter, please contact Theodore Hoehn at (850) 488-8792 or by email at ted.hoehn@myfwc.com.

Sincerely,

Jennifer D. Goff
Land Use Planning Program Administrator
Office of Conservation Planning Services

jg/tsh
ENV 1-3-2
Destin Cross Town Connector Project_21008_051815

cc: Cathie Cash, PD&E Project Manager
Atkin North America, Inc.
2639 N. Monroe Street, Building C
Tallahassee, FL 32303

Rick Scott
GOVERNOR

FLORIDA DEPARTMENT of ECONOMIC OPPORTUNITY

Jesse Panuccio
EXECUTIVE DIRECTOR

MEMORANDUM

TO: Lauren Milligan, Coordinator, Florida State Clearinghouse

FROM: Matt Preston, Planning Analyst

SUBJECT: Advanced Notification Review of Destin Cross Town Connector Project

DATE: June 2, 2015

Summary: The proposed Destin Cross Town Connector project is a new road project that would ultimately create a 0.4 mile, four-lane roadway, from Benning Drive to Beach Drive, in the City of Destin.

Pursuant to Chapter 163, F.S., the advanced notification package for the Destin Cross Town Connector project was reviewed for consistency with the *2020 Destin Comprehensive Plan*, and staff has provided the following comments.

Consistency with Comprehensive Plan: Based on the *2020 Destin Comprehensive Plan*, the proposed roadway improvements are consistent with the comprehensive plan and the City's development goals. The Northwest Florida Transportation Corridor Authority (NFTCA) 2013 Master Plan identifies and promotes transportation projects that improve mobility, promote economic development, enhance traveler safety, improve hurricane evacuation, and alleviate traffic congestion. The NFTCA's 2013 Master Plan ranks the Destin Cross Town Connector as the number 1 project.

The project is consistent with Goal 2-1 of the Transportation Element and Policies 2-1.1.1 through 2-1.1.4, which assign first priority to projects with the City's Multimodal Transportation District (MMTD) and identifies the need for east-west multimodal alternatives to relieve congestion along Harbor Boulevard/US 98. The project connects Airport Road with Azalea Drive, which together form a 2.5-mile east-west alternative to Harbor Drive/US 98. Also, the multimodal priority projects listed in the capital improvements schedule include a "Legion to Azalea Connection."

The project is shown as part of improvements and extension of Azalea Drive (Maps 2-1 and 2-2). The project is shown in the Okaloosa Walton TPO 2035 LRTP Cost Feasible Plan (adopted March 15, 2012), which shows the design phase occurring in fiscal year 2015-2020, right of way acquisition in 2026-2030, and construction in 2031-2035.

The Future Land Uses that surround the project include: Town Center Mixed Use, Industrial, and Institutional.

Dewey "Buck" Destin Park is located approximately 0.22 miles east of the eastern project limit at Legion Drive and Beach Drive.

The project is not located within an Area of Critical State Concern or the Coastal High Hazard Area (CHHA), nor does it encroach on a military base.

The project is located within the limits of Aircraft Noise Zone D, which represents that portion of West Destin located within or above the "Maximum Mission F-35 Noise Contour" of 65 decibels. Located outside of these contours (i.e., < 65 dB), Zones A, B and C surround the Destin Airport/Coleman Kelly Field.

Economic Development: The project is not located within a Rural Area of Opportunity. There is the potential for new development due to alleviation of traffic congestion along Harbor Boulevard/US 98 and providing an alternative route connecting Airport Drive near the Destin Airport in the east, to the bridge over East Port Channel to Okaloosa Island in the west. The project does have the potential to generate new employment opportunities.

2015-1972

COUNTY: OKALOOSA

DATE: 4/21/2015
COMMENTS DUE DATE: 6/3/2015
CLEARANCE DUE DATE: 6/20/2015
SAI#: FL201504217258C

MESSAGE:

STATE AGENCIES	WATER MNGMNT. DISTRICTS	OPB POLICY UNIT	RPCS & LOC GOVS
COMMUNITY PLANNING	NORTHWEST FLORIDA WMD		
ENVIRONMENTAL PROTECTION			
FISH and WILDLIFE COMMISSION			
X STATE			

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

X **Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.**

_ **Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.**

_ **Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.**

_ **Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.**

Project Description:

DEPARTMENT OF TRANSPORTATION - ADVANCE NOTIFICATION - CITY OF DESTIN, DESTIN CROSS TOWN CONNECTOR PROJECT - DESTIN, OKALOOSA COUNTY, FLORIDA.

To: Florida State Clearinghouse

AGENCY CONTACT AND COORDINATOR (SCH)
3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

EO. 12372/NEPA
- ☑ No Comment
- ☐ Comment Attached
- ☐ Not Applicable

Federal Consistency
- ☑ No Comment/Consistent
- ☐ Consistent/Comments Attached
- ☐ Inconsistent/Comments Attached
- ☐ Not Applicable

From:

Division/Bureau: DHR / BHP / Trans. compliance

Reviewer: Alyssa Mc Manus

Date: 4/27/15

2015 APR 23 P 2:12

SECTION 2

STATE HISTORIC PRESERVATION OFFICER CORRESPONDENCE

2-1 LETTER SUBMITTING CULTURAL RESOURCES ASSESSMENT SURVEY REPORT

2-2 STATE HISTORIC PRESERVATION OFFICER LETTER

LETTER SUBMITTING CULTURAL RESOURCES ASSESSMENT SURVEY REPORT

ATKINS

Atkins North America, Inc.
2639 North Monroe Street, Building C
Tallahassee, Florida 32303-4027
Telephone: +1.850.575.1800
Fax: +1.850.575-0105
www.atkinsglobal.com/northamerica

January 13, 2015

Mr. Robert Bendus
Director and State Historic Preservation Officer
Florida Division of Historical Resources
500 S. Bronough Street
R.A. Gray Building
Tallahassee, Florida 32399-0250

Attention: Tim Parsons

Subject: Cultural Resources Technical Memorandums: Destin Cross Town Connector Project, Okaloosa County, Florida

Atkins Project Number: 100042985
County: Okaloosa
Project Description: The proposed Destin Cross Town Connector project is a new road project that would connect Azalea Drive to Benning Drive in Destin, Florida; a distance of approximately 0.4 mile. By connecting Azalea Drive with Beach Drive, a continuous west-east roadway from Stahlman Road to SR 30 (US 90/Harbor Drive/Emerald Coast Parkway) would be provided.

Dear Mr. Bendus:

In accordance with the provisions contained in Chapter 267, *Florida Statutes* and the applicable local ordinances, Atkins, on behalf of the City of Destin and ACI, is seeking your concurrence that the subject project will have no effect on any historic properties listed, or eligible for listing, in the *National Register of Historic Places*, or otherwise of historical or archaeological value.

In 2009, ACI conducted a Phase I level cultural resources assessment of the subject project. No historic properties were encountered during this assessment. The City of Destin did not submit ACI's Phase I assessment for DHR review in 2009. In 2015, Atkins conducted a historic structures reevaluation of the project area to determine, if in the intervening six years, structures within or adjacent to the project area have reached 50 years of age. No such structures are present. The attached technical memorandums provide specific information regarding this project. Based on the results of the results of these assessments we are of the opinion that the proposed project will have no effect on historic properties listed or eligible for listing in the *National Register of Historic Places*, or otherwise of historical or archaeological value.

This report applies strictly to this project as defined herein, and does not apply if any of the parameters should change. If you have any questions about the subject project, please do not hesitate to contact the principal investigator.

Sincerely,

Atkins

Frank Keel
Senior Archaeologist / Principal Investigator

Attachment
xc: Cathie Cash, Atkins
Marion Almy, ACI

STATE HISTORIC PRESERVATION OFFICER LETTER

FLORIDA DEPARTMENT of STATE

RICK SCOTT
Governor

KEN DETZNER
Secretary of State

Mr. Frank Keel
Atkins North America, Inc.
2639 N. Monroe Street, Building C
Tallahassee, FL 32303-0250

February 17, 2015

Re: DHR Project File No.: 2015-0512 / Received by DHR: January 20, 2015
Cultural Resource Assessment Survey, Destin Cross Town Connector Project, Okaloosa County, Florida

Dear Frank:

Our office received and reviewed the above referenced survey report in accordance with Chapters 267 of the *Florida Statutes*, for possible adverse impact to cultural resources (any prehistoric or historic district, site, building, structure, or object) listed, or eligible for listing, in the National Register of Historic Places (NRHP).

In 2009, ACI conducted a Phase I level cultural resources assessment survey of the subject project. No historic properties were encountered during this assessment. The City of Destin did not submit that report to this office for review. In 2015, Atkins North American, Inc. conducted a historic structures re-evaluation of the project area to determine, if in the intervening time, structures within or adjacent to the project area have reached 50 years of age. None were encountered.

Atkins determined that the proposed project will have no effect on cultural resources listed, or eligible for listing in the NRHP, or otherwise of archaeological, historical, or architectural significance within the survey area. Atkins recommends no further investigation of this project area.

Based on the information provided, our office concurs with these determinations and finds the submitted report complete and sufficient in accordance with Chapter 1A-46, *Florida Administrative Code*. It should be noted, however, that if this project receives any federal transportation funding, further coordination with the Florida Dept. of Transportation and this office may be warranted for Section 106 (federal) compliance. If you have any questions, please contact Alyssa McManus, by email at alyssa.mcmanus@dos.myflorida.com, or by telephone at 850.245.6333 or 800.847.7278.

Sincerely,

Robert F. Bendus, Director
Division of Historical Resources
and State Historic Preservation Officer

Xc: Joy Swanson, FDOT District Three, Chipley

SECTION 3

WATER QUALITY IMPACT EVALUATION CHECKLIST

Exhibit A

WQIE CHECK LIST

Project Name: Destin Cross Town Connector

County: Okaloosa

FIN (Financial Number):

Federal Aid Project No:

Short project description: Construction of a Four lane, urban roadway with pedestrian and bicycle facilities between Benning Drive and Beach Drive.

PART 1: DETERMINATION OF WQIE SCOPE

☐ Does project increase impervious surface area? Yes No

☐ Does project alter the drainage system? Yes No

If the answer to both questions is no, complete the WQIE by checking Box A in Part 4.

☐ Do environmental regulatory requirements apply? Yes No

PART 2: PROJECT CHARACTERISTICS

20-year design ADT: 3300 Expected speed limit: 25 mi/hr

Drainage area: 11.90 acres 51.7 % Impervious 48.3 % Pervious

Land Use: 13.6 % Residential 0 % Commercial 0 % Industrial

0 % Agricultural 0 % Wetlands 0 % Other Natural

Potential large sources of pollution (identify): None

Groundwater receptor (name of aquifer or N/A): Sand & Gravel Aquifer

☐ Designated well head protection area? Yes No Name:

☐ Sole source aquifer Yes No Name:

Groundwater recharge mechanism:

Directly by rainfall.

(Notify District Drainage Engineer if karst conditions expected)

Surface water receptor (name or N/A): N/A

☐ Classification I II III IV V

Special designation (check all that apply):

☐ ONRW ☐ OFW ☐ Aquatic Preserve ☐ Wild & Scenic River
☐ Special Water ☐ SWIM Area ☐ Local Comp Plan ☐ MS4 Area
☐ Other (specify): _____

Conceptual storm water conveyances & system (check all that apply):

☐ Swales ☐ Curb and Gutter ☐ Scuppers ☐ Pipe ☐ French Drains
☐ Retention/Detention Ponds ☐ Other _____

PART 3: ENVIRONMENTAL REGULATORY REQUIREMENTS

Regulatory Agency (Check all that apply)	Reference citation for regulatory criteria **(attach copy of pertinent pages)**	Most stringent criteria (Check all that apply)
USEPA ☐		☐
FDEP ☐		☐
WMD (Specify) ☒ NWFWMD	62-346 FAC - ERP	☒
OTHER (Specify) ☐		☐

Proceed to Part 4 and check Box C.

PART 4: WQIE DOCUMENTATION

☐ Water quality is not an issue.

☐ No regulatory requirements apply to water quality issues
(Document by checking the "none" box for water quality in Section 6.C.3 of the ***Environmental Determination Form*** or Section 5.C.3 of the SEIR.

☒ Regulatory requirements apply to water quality issues. Water quality issues will be mitigated through compliance with the quantity design requirements placed by NWFWMD, an authorized regulatory agency.
(Document by checking the "none" box for water quality in Section 6.C.3 of the Environmental Determination Form or Section 5.C.3 of the SEIR.

Evaluator Name (print):
Alex Welfle

Office:
Atkins, 2114 Airport Boulevard, Suite 1450, Pensacola, FL 32504

Signature: Alex Welfle Date: 6-1-15

CHAPTER 62-346
ENVIRONMENTAL RESOURCE PERMITTING IN NORTHWEST FLORIDA

62-346.010 Policy and Purpose (Repealed)
62-346.020 General Provisions (Repealed)
62-346.030 Definitions (Repealed)
62-346.040 Formal-Determinations of the Landward Extent of Wetlands and Other Surface Waters (Repealed)
62-346.050 Permits Required (Repealed)
62-346.051 Exemptions from Permitting (Repealed)
62-346.060 Conceptual Approval Permits (Repealed)
62-346.070 Procedures to Prepare Applications and Notices for Permits, Water Quality Certification, Costal Zone Consistency Concurrence, and to Request Verification of Qualification for an Exemption (Repealed)
62-346.071 Fees (Repealed)
62-346.075 Additional Requirements and Procedures for Concurrent Review of Related Applications (Repealed)
62-346.080 Submittal of Applications and Notices for Permits and Petitions for Formal Determinations to Department and NWFWMD Offices (Repealed)
62-346.090 Processing of Notices and Applications (Repealed)
62-346.091 Documents Incorporated by Reference (Repealed)
62-346.095 Operation, Maintenance, and Inspections (Repealed)
62-346.100 Modification of Permits (Repealed)
62-346.110 Duration of Permits (Repealed)
62-346.120 Permit Extensions (Repealed)
62-346.130 Transfer of Ownership (Repealed)
62-346.140 Suspension and Revocation (Repealed)
62-346.301 Conditions for Issuance of Individual Permits (Repealed)
62-346.302 Additional Conditions for Issuance of Individual and Conceptual Approval Permits (Repealed)
62-346.381 General and Special Limiting Conditions (Repealed)
62-346.451 Emergency Authorizations and Actions (Repealed)
62-346.900 Environmental Resource Permit Forms (Repealed)

62-346.010 Policy and Purpose.

Rulemaking Authority 373.026(7), 373.043, 373.118, 373.418, 373.4145, 403.805(1) FS. Law Implemented 373.409, 373.413, 373.414(9), 373.4141, 373.4142, 373.4145, 373.416, 373.423, 373.426, 373.428, 373.429 FS. History–New 10-1-07, Amended 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.020 General Provisions.

Rulemaking Authority 373.026(7), 373.043, 373.118, 373.414, 373.4145, 373.418, 373.421, 403.805(1) FS. Law Implemented 373.413, 373.414, 373.4145, 373.416, 373.421, 373.426 FS. History–New 10-1-07, Amended 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.030 Definitions.

Rulemaking Authority 373.026(7), 373.043, 373.118, 373.414, 373.4145, 373.418, 373.421, 403.805(1) FS. Law Implemented 373.019, 373.117, 373.403, 373.413, 373.414, 373.4145, 373.416, 373.418, 373.421, 373.4211, 373.426, 403.0877, 403.813(1) FS. History–New 10-1-07, Amended 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.040 Formal-Determinations of the Landward Extent of Wetlands and Other Surface Waters.

Rulemaking Authority 373.026(7), 373.043, 373.4145, 373.421(2), 403.0877 FS. Law Implemented 373.4145, 373.421(2) FS. History–New 10-1-07, Repromulgated 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.050 Permits Required.

Rulemaking Authority 373.026(7), 373.043, 373.118, 373.4145, 373.418, 403.805(1) FS. Law Implemented 373.117, 373.118, 373.409, 373.413, 373.4132, 373.4145, 373.416, 373.426, 403.0877 FS. History–New 10-1-07, Amended 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.051 Exemptions from Permitting.

Rulemaking Authority 373.026(7), 373.043, 373.4145, 403.805(1) FS. Law Implemented 373.406, 373.4145, 403.813(1) FS. History–New 10-1-07, Amended 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.060 Conceptual Approval Permits.

Rulemaking Authority 373.026, 373.043, 373.044, 373.4145, 373.418, 380.06, 403.805(1) FS. Law Implemented 373.026, 373.409, 373.413, 373.4141, 373.4142, 373.4145, 373.416, 380.06 FS. History–New 10-1-07, Amended 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.070 Procedures to Prepare Applications and Notices for Permits, Water Quality Certification, Costal Zone Consistency Concurrence, and to Request Verification of Qualification for an Exemption.

Rulemaking Authority 373.026(7), 373.043, 373.118, 373.4145, 373.418, 403.0877, 403.805(1) FS. Law Implemented 373.026(7), 373.109, 373.117, 373.118, 373.413, 373.4141, 373.4145, 373.416, 373.426, 373.428, 403.0877 FS. History–New 10-1-07, Amended 11-1-10, 5-9-13, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.071 Fees.

Rulemaking Authority 373.026(7), 373.043, 373.109, 373.4145, 373.418, 403.805(1) FS. Law Implemented 218.075, 373.109, 373.4145, 373.418, 373.421 FS. History–New 10-1-07, Amended 4-21-09, 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.075 Additional Requirements and Procedures for Concurrent Review of Related Applications.

Rulemaking Authority 161.055, 253.03(7), 253.77, 258.43, 373.026, 373.043, 373.044, 373.418, 373.427, 403.805(1), FS. Law Implemented 120.60, 161.041, 161.055, 253.03, 253.77, 258.42, 258.43, 373.026, 373.413, 373.416, 373.427, 373.4275 FS. History–New 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.080 Submittal of Applications and Notices for Permits and Petitions for Formal Determinations to *Department and NWFWMD Offices.*

Rulemaking Authority 373.026, 373.043, 373.044, 373.118, 373.4145, 373.418, 403.805(1) FS. Law Implemented 373.026, 373.118, 373.413, 373.4145, 373.416, 373.426 FS. History–New 10-1-07, Amended 11-1-10, 5-9-13, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.090 Processing of Notices and Applications.

Rulemaking Authority 373.026(7), 373.043, 373.118, 373.413, 373.4145, 373.418, 403.805(1) FS. Law Implemented 373.109, 373.118, 373.4141,

373.4145 FS. History–New 10-1-07, Amended 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.091 Documents Incorporated by Reference.

Rulemaking Authority 373.026, 373.043, 373.044, 373.046, 373.113, 373.4145, 373.416, 373.418, 373.421, 403.805(1) FS. Law Implemented 373.026, 373.042, 373.409, 373.0421, 373.043, 373.046, 373.413, 373.4132, 373.141(9), 373.4142, 373.4145, 373.416, 373.418, 373.423, 373.426, 373.428, 373.433, 373.436, 373.439, 380.06(9), 403.813(1) FS. History–New 10-1-07, Amended 11-1-10, Repealed 2-16-12.

62-346.095 Operation, Maintenance, and Inspections.

Rulemaking Authority 373.026(7), 373.043, 373.118, 373.4145, 373.416, 373.418, 403.805(1) FS. Law Implemented 373.118, 373.4141, 373.4145, 373.416 FS. History–New 10-1-07, Amended 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.100 Modification of Permits.

Rulemaking Authority 373.026(7), 373.043, 373.118, 373.4145, 373.418, 403.805(1) FS. Law Implemented 373.026(7), 373.043, 373.109, 373.118, 373.409, 373.413, 373.4141, 373.4142, 373.4145, 373.416, 373.418, 373.429 FS. History–New 10-1-07, Amended 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.110 Duration of Permits.

Rulemaking Authority 373.026(7), 373.043, 373.118, 373.4145, 373.418, 403.805(1) FS. Law Implemented 373.118, 373.409, 373.413, 373.4142, 373.4145, 373.416, 373.426 FS. History–New 10-1-07, Amended 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.120 Permit Extensions.

Rulemaking Authority 373.026(7), 373.043, 373.118, 373.4145, 373.418, 403.805(1), FS. Law Implemented 373.118, 373.409, 373.413, 373.4145, 373.416, 373.426, 373.429 FS. History–New 10-1-07, Amended 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.130 Transfer of Ownership.

Rulemaking Authority 373.026(7), 373.043, 373.118, 373.4145, 373.418, 403.805(1), FS. Law Implemented 373.118, 373.109, 373.409, 373.413, 373.4142, 373.4145, 373.416, 373.426 FS. History–New 10-1-07, Amended 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.301 Conditions for Issuance of Individual Permits.

Rulemaking Authority 373.026(7), 373.043, 373.4145, 373.418, 403.805(1) FS. Law Implemented 373.042, 373.409, 373.413, 373.4142, 373.4145, 373.416, 373.4132, 373.426, 373.429 FS. History–New 10-1-07, Amended 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.302 Additional Conditions for Issuance of Individual and Conceptual Approval Permits.

Rulemaking Authority 373.026(7), 373.043, 373.414(9), 403.805(1) FS. Law Implemented 373.042, 373.413, 373.414, 373.416, 373.426, 380.23 FS. History–New 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.381 General and Special Limiting Conditions.

Rulemaking Authority 373.026(7), 373.043, 373.4145, 373.418, 403.805(1) FS. Law Implemented 373.117, 373.409, 373.413, 373.4142, 373.4145, 373.416, 373.418, 373.419, 373.422, 373.423, 373.426, 373.428, 403.0877 FS. History–New 10-1-07, Amended 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.451 Emergency Authorizations and Actions.

Rulemaking Authority 373.026(7), 373.043, 373.4145, 373.418, 403.805(1) FS. Law Implemented 120.569(2), 373.026(7), 373.119, 373.409, 373.413, 373.4145, 373.416, 373.418, 373.426, 373.439 FS. History–New 10-1-07, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.900 Environmental Resource Permit Forms.

Rulemaking Authority 373.026(7), 373.043, 373.118, 373.4145, 373.418, 373.421, 403.805(1) FS. Law Implemented 373.019, 373.026, 373.109, 373.117, 373.118, 373.403, 373.409, 373.413, 373.4132, 373.414, 373.4141, 373.4142, 373.4145, 373.416, 373.418, 373.419, 373.421, 373.4211, 373.423, 373.426, 373.428, 373.429, 380.06, 403.0877, 403.813(2) FS. History–New 10-1-07, Amended 11-1-10, Repealed 2-16-12.

SECTION 4

USFWS CORRESPONDENCE

JULY 29, 2015 COMMUNICATION WITH USFWS

Communication record

ATKINS

Person spoken with:	Harold Mitchell		
Representing:	U.S. Fish and Wildlife Service		
Subject:	Destin Cross Town Connector Project	**Date and time:**	July 29, 2015
Atkins representative:	Brad Rosenblatt	**Phone:**	850-769-0552

Details:

I called USFWS on Wednesday, July 29, 2015 to find out if they had received our Advanced Notification letter requesting threatened and endangered species information regarding the proposed Destin Cross Town Connector Project. I spoke with Mr. Harold Mitchell regarding the proposed project. We discussed existing habitats within the study area, noting that the area had been mostly developed. We discussed the sand pine area on the western portion of the study area. I told him there were no gopher tortoises observed, the area was very thick with underbrush (due to lack of fire), and there were numerous homeless (vagrant) tents throughout the area.

Mr. Mitchell said this project is a "no brainer" as far as determining the effect status (no effect). He stated the USFWS would agree that there would be **no effect** on any federally listed species including gopher tortoise, Eastern indigo snake, or flatwoods salamander from the proposed project. He stated that if the applicant wanted verification of concurrence in writing, the entity who is finding the project must apply to USFWS in writing or email using the City of Destin's determination of no effect. The USFWS will respond in writing with an agreement to the no effect determination.

Edward (Brad) Rosenblatt

Senior Scientist

Atkins

Action required:

Distribute to: cc: Cathie Cash

File ref:

SECTION 5

SEMINOLE TRIBE OF FLORIDA'S TRIBAL HISTORIC PRESERVATION OFFICE CORRESPONDENCE

5-1 TRIBAL LETTER

5-2 CITY RESPONSE TO TRIBAL LETTER

5-3 **TRIBE'S RESPONSE TO CITY**

5-4 RESPONSE TO TRIBAL LETTER

SEMINOLE TRIBE OF FLORIDA TRIBAL HISTORIC PRESERVATION OFFICE LETTER

SEMINOLE TRIBE OF FLORIDA
TRIBAL HISTORIC PRESERVATION OFFICE
AH-TAH-THI-KI MUSEUM

TRIBAL HISTORIC PRESERVATION OFFICE
SEMINOLE TRIBE OF FLORIDA
AH-TAH-THI-KI MUSEUM
30290 JOSIE BILLIE HWY
PMB 1004
CLEWISTON, FL 33440
PHONE (863) 983 6549
FAX (863) 902-1117

TRIBAL OFFICERS
CHAIRMAN
JAMES E. BILLIE
VICE CHAIRMAN
MITCHELL CYPRESS
SECRETARY
LAVONNE KIPPENBERGER
TREASURER
PETER HAHN

September 29, 2015

Mr. David O. Campbell
Public Services Director/City Engineer
City of Destin
Phone: (850) 837-4242
Email: dcampbll@cityofdestin.com

Subject: Destin Cross-Town Connector from Beach Drive to Benning Drive
THPO#: 0028806

Dear Mr. Campbell,

Thank you for contacting the Seminole Tribe of Florida's Tribal Historic Preservation Office (STOF-THPO) regarding the public workshop for the City of Destin's proposed Destin Cross-Town Connector from Beach Drive to Benning Drive. Because the project lies within an area that is of historical importance to the Tribe, we would like to ensure that adequate provisions are made to identify and assess any historic properties that may be present within the APE. We respectfully request that, under all applicable Federal legislation (e.g. National Historic Preservation Act, National Environmental Policy Act, Native American Graves Protection and Repatriation Act), consultation continue between the STOF-THPO and the federal agency responsible for government-to-government consultation for this project. Please notify the STOF-THPO of any developments regarding this project and we look forward to working with you throughout the planning process.

Respectfully,

Andrew J. Weidman, MA, RPA
STOF-THPO, Compliance Review Section
30290 Josie Billie Hwy, PMB 1004
Clewiston, FL 33440
Office: 863-983-6549 x12216
Email: andrewweidman@semtribe.com

CITY RESPONSE TO TRIBAL LETTER

Cash, Cathie

From: Golema, Jessica L
Sent: Thursday, October 01, 2015 12:41 PM
To: AndrewWeidman@semtribe.com
Cc: David Campbell (dcampbell@cityofdestin.com)
Subject: Destin Cross Town Connector, THPO# 0028806
Attachments: 2009 ACI Cultural Resource Tech Memo.pdf; transmit.pdf; SHPO No Effect Letter.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Good Afternoon Mr. Weidman,

I am responding on behalf of David Campbell, City of Destin Engineer, to your letter regarding the Destin Cross Town Connector in Okaloosa County, FL. At this time, there is no federal involvement with this project, although potential funding options are still being pursued. Despite the lack of federal involvement, the City of Destin would like to keep you involved during the progression of the project.

Attached you will find the cultural resource assessment for the Destin Cross Town Connector as well as the letter from the State Historic Preservation Officer concurring that the project will not impact cultural resources.

Please feel free to contact me using the information below or David Campbell at (850) 837-6869 or dcampbell@cityofdestin.com.

Sincerely,

Jessica Golema, PE
Engineer II, Transportation Design

ATKINS
Find out more about what we do and how we do it - www.atkinsglobal.com
1141 Jackson Avenue, Chipley, FL 32428 | Tel: +1 (850) 260 3212 | Fax: +1 (850) 638 3002 | Mob: +1 (850) 596 2944
Email: Jessica.Golema@atkinsglobal.com | Web: www.atkinsglobal.com | Careers: www.atkinsglobal.com/careers

TRIBE'S RESPONSE TO CITY

SEMINOLE TRIBE OF FLORIDA
TRIBAL HISTORIC PRESERVATION OFFICE
AH-TAH-THI-KI MUSEUM

TRIBAL HISTORIC
PRESERVATION OFFICE

SEMINOLE TRIBE OF FLORIDA
AH-TAH-THI-KI MUSEUM

30290 JOSIE BILLIE HWY
PMB 1004
CLEWISTON, FL 33440

PHONE: (863) 983-6549
FAX: (863) 902-1117

TRIBAL OFFICERS

CHAIRMAN
JAMES E. BILLIE

VICE CHAIRMAN
MITCHELL CYPRESS

SECRETARY
LAVONNE KIPPENBERGER

TREASURER
PETER HAHN

October 30, 2015

Ms. Jessica Golema, PE
Engineer II, Transportation Design
Atkins North America, Inc.
1141 Jackson Avenue
Chipley, Florida 32428
Phone: (850) 260-3212
Email: Jessica.golema@atkinsglobal.com

Subject: Destin Cross Town Connector, Okaloosa County, Florida
THPO#: 0028540

Dear Ms. Golema:

Thank you for contacting the Seminole Tribe of Florida's Tribal Historic Preservation Office (STOF-THPO) regarding the proposed Destin Cross Town Connector project in Okaloosa County, Florida. This letter is to acknowledge that the STOF-THPO has reviewed the report technical report *Cultural Resource Assessment Technical Memorandum: Azalea Drive Extension from Azalea Drive to Legion Drive, City of Destin, Okaloosa County, Florida* and has no objection to your finding of "no historic properties affected" at this time. However, the STOF-THPO would like to be informed in the event that any archaeological, historical, or burial resources are inadvertently discovered during execution of the undertaking. Thank you and we look forward to working with you in the future.

Respectfully,

Andrew J. Weidman, MA, RPA
STOF-THPO, Compliance Review Section
30290 Josie Billie Hwy, PMB 1004
Clewiston, FL 33440
Office: 863-983-6549 x12216
Email: andrewweidman@semtribe.com

RESPONSE TO TRIBAL LETTER

ATKINS

Atkins North America, Inc.
2114 Airport Boulevard, Suite 1450
Pensacola, Florida 32504
Telephone: +1.850.478.9844
Fax: +1.850.478.0620
www.atkinsglobal.com/northamerica

November 30, 2015

Mr. Andrew J. Weidman, MA, RPA
STOF-THPO, Compliance Review Section
30290 Josie Billie Hwy, PMB 1004
Clewiston, FL 33340

RE: Destin Cross Town Connector from Beach Drive to Benning Drive

Dear Mr. Weidman:

Thank you for your letter dated October 30, 2015 in which you confirm that the Seminole Tribe of Florida's Tribal Historic Preservation Office has no objection at this time to the Destin Cross Town Connector from Beach Drive to Benning Drive project.

Your comments and have been forwarded to the City of Destin Public Services Director/City Engineer, and your office will be contacted immediately if any archaeological, historical, or burial resources are inadvertently discovered during design or construction.

Again, thank you for your interest in this endeavor.

Sincerely,
ATKINS

Gregory S. Allen, PE
Project Manager

cc: David O. Campbell P.E.

SECTION 6

COORDINATION WITH OKALOOSA COUNTY TRANSIT DOCUMENTATION

Phone Memo

ATKINS

To:	Robert Berkstresser		
From:	Jessica Golema	**Email:**	rberkstresser@co.okaloosa.fl.us
Phone:	(850) 833-9168	**Date:**	Oct 13, 2015
Ref:	Destin Cross Town Connector	**Time:**	10:35 AM
Subject:	Okaloosa County Transit & Destin Connector		

I called Mr. Berkstresser to inquire about the needs of the Okaloosa County Transit system and whether the Destin Cross Town Connector would be looked at as a potential route. Mr. Berkstresser said that, yes, the DCTC would be a likely new or modified route, and that Okaloosa County has formed a co-op with the City of Destin as a member to determine new bus routes. He said that his program has funds available for bus stops or a park and ride area. He would like to see bus pull-offs included as part of this project. He would also like to be included in the next public meeting. I will be sending him materials from the recent September public workshop as well as the Phase I plans.

Cross Town Connector

Traffic Operational Analysis

City of Destin

Professional Engineer Certificate

I hereby certify that I am a registered professional engineer in the State of Florida practicing with Atkins North America, Inc., a corporation authorized to operate as an engineering business in Florida by the State of Florida Board of Professional Engineers (Certificate of Authorization Number 24), and that I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice hereby presented.

Destin Cross Town Connector
City of Destin
Okaloosa County, FL

I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgement and experience.

John Fielding, PE
FL PE No. 79082
Atkins North America, Inc.
1141 Jackson Ave
Chipley, FL 32428
Certificate of Authorization No. 24

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Executive Summary

This operational analysis has been developed and is being presented at the request of the City of Destin in regards to the planned Cross Town Connector project. The purpose of this analysis is to examine the operational characteristics of the proposed project and recommend preferred alternatives for roadway and intersection geometry which will be used to develop construction plans.

The key focus of this analysis is the intersection alternative treatments at the proposed intersection of the Connector with Benning Drive at Azalea Dr on the west and with Beach Drive at Legion Dr on the east. Several key intersection controls were examined for suitability under projected traffic during the opening year, tenth year, and twentieth year. These operational analyses were then evaluated in comparison with estimated intersection crash rates to determine overall operational and safety performance throughout the project life. The following table describes the anticipated operational and safety performance measures of the various intersection options:

	Construction Cost	R/W Cost	Operations	Maintenance Cost	Safety
TWSC	Very Low	Very Low	Acceptable	Very Low	High Crash
AWSC	Very Low	Very Low	At Capacity	Very Low	Low Crash
Roundabout	Low/Mid	High	Excellent	Low	Low Crash
Traffic Signal	High	Mid	Very Good	High	Mid

Based on the analysis summarized in the following pages, it is recommended that the City of Destin consider the construction of a two-lane facility with roundabout intersection on either end as the preferred alternate. The potential for increased capacity should be addressed by construction of sufficient geometry to facilitate future widening on both the Crosstown Connector and the proposed intersections.

These recommendations are based on the aforementioned anticipated operational and safety benefits.

1. Introduction

1.1. Background

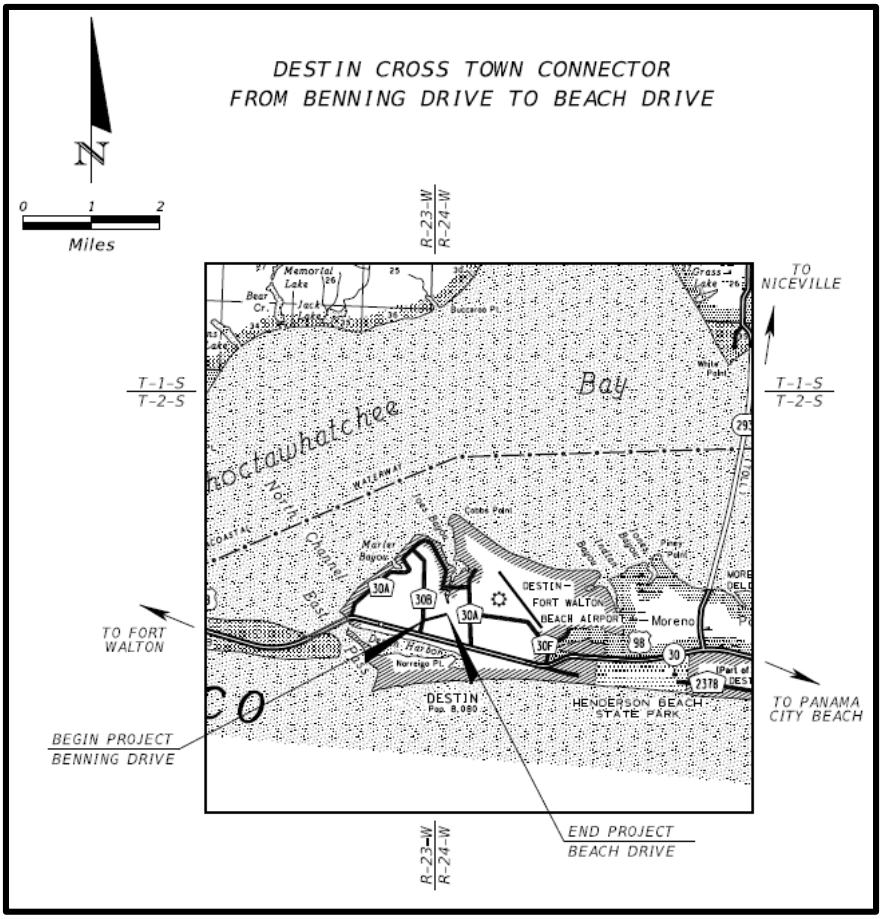
The City of Destin is seeking to improve multi-modal circulation within the City limits through the construction of an alternate, and approximately parallel, multi-modal facility to State Road (SR) 30 (US98). The anticipated facility is projected to be a four-lane divided roadway in the full-build condition. An interim condition of two-lane construction with potential future widening is being considered as an alternate to construction of an isolated four-lane segment. Bicycle and pedestrian features will be constructed along the corridor.

The construction of the proposed Cross Town Connector is regarded as a project of high importance by the Okaloosa/Walton Transportation Planning Organization having been included in the Cost Feasible Plan for 2035. The Northwest Florida Transportation Corridor Authority *2013 Master Plan* ranks the Connector as the highest priority with a benefit/cost ratio of 53.7. A recent assessment of transportation concurrency analysis developed by Renaissance Planning Group states:

"Constructing the remaining segment of the Destin cross-town connector between Beach Drive and Benning Drive provides the best solution for increasing east-west connectivity on local streets." (2013 Annual Transportation Concurrency Analysis, 2014, p. 23)

The general intent of the Crosstown Connector is to provide alternate mobility to SR30 (US98) for local traffic. The connectivity of the roadway network north of SR30 currently allows for alternate routing from Stahlman Ave to SR293 (Danny Wuerffel Way) by way of Azalea Drive, Legion Drive, Airport Road, and Commons Drive. Currently, there is no direct connection between Azalea Drive and Legion Drive and drivers are required to divert along Benning Drive and Beach Drive in order to access Legion Drive. This project seeks to eliminate this diversion by providing direct connection between Azalea Drive and Legion Drive. One of the key benefits of the proposed connection is to redirect traffic from Legion Drive (North) which is a residential street to the new Crosstown Connector. This redirection provides a potential safety benefit by removing traffic from the residential route. A project location map is shown below:

Figure 1-1 Project Location Map



1.2. Existing Traffic Conditions

Traffic turning movement counts were taken for this project at the key intersections directly associated with the project. Annual Average Daily Traffic (AADT) was also reviewed where available to determined traffic conditions along the entirety of the corridor. In general, the existing route begins as a two-lane roadway at Stahlman Ave and winds eastward along Azalea Drive, Benning Drive, Legion Drive (North), Beach Drive, and Legion Drive (South) where it intersects Airport Road at Main Street. From this point, the connector path becomes a four-lane divided roadway along Airport Road. Airport Road provides connection back to SR30 (US98) as well as continued East/West connectivity through Commons Drive which is a two-lane road.

AADT volumes available for Florida Traffic Online provide a preliminary assessment of the existing conditions of the roadways within the Connector path. Several count sites area available within the eastern areas of the Connector path while only two count sites currently exist on the Connector path west of Main Street.

Stahlman Ave – 525 feet Northeast of Mountain Drive

AADT – 2700
K Factor – 9%
D Factor – 63.4%
T Factor – 4.3%

Legion Drive – 300 feet West of Main Street

AADT – 400
K Factor – 9%
D Factor – 52.1%
T Factor – 3.5%

Airport Road – 700 feet East of Main Street

AADT – 19300
K Factor – 9%
D Factor – 52.1%
T Factor – 3.1%

Commons Drive – 500 feet East of Airport Road

AADT – 15500
K Factor – 9%
D Factor – 63.4%
T Factor – 3.5%

Commons Drive – 0.25 Mile East of Indian Bayou Drive

AADT – 12500
K Factor – 9%
D Factor – 63.4%
T Factor – 1.8%

Commons Drive – 0.1 Mile East of Home Depot

AADT – 11000
K Factor – 9%
D Factor – 63.4%
T Factor – 2%

What this seems to indicate is that current traffic movements generally experience high flows along Airport Road, but that drivers are not continuing west along Legion Drive as evidenced by the AADT of 400. Field review seemed to indicate that substantially more than 400 vehicles per day are utilizing Legion Drive. This conclusion is supported by annual turning movement counts which the City of Destin maintains.

In general, drivers appear to be using the Main Street corridor for access back to SR30 (US98) and for reaching end destinations. Part of this lack of through traffic can be attributed to the lack of connectivity between Azalea Drive and Legion Drive. The lack of direct connectivity in conjunction with the residential nature of the roadways tends to deflect drivers to other connecting roadways.

Turning movement counts were obtained for the four intersections of interest within the project limits. These intersections are as follows:

1. Azalea Drive at Benning Drive
2. Legion Drive (North) at Benning Drive
3. Legion Drive (North) at Beach Drive
4. Legion Drive (South) at Beach Drive

A field review of conditions found that stop control currently exists only on the East/West approaches of intersections 1, 2, and 3. All way stop control is currently present at intersection 4.

Figure 1-2 Intersection 1 - Azalea Dr @ Benning Dr looking East

Figure 1-3 Intersection 4 - Legion Dr (S) @ Beach Dr looking East

Connection are only proposed at intersections 1 and 4, however count information was obtained for intersections 2 and 3 since they encompass the route that currently connects Legion Drive to Azalea Drive. Turning movement counts were taken for AM, Mid-day, and PM peak periods in order to get a complete picture of intersection operations. This count was reviewed in conjunction with historical count information provided by the City which covers major intersections throughout the City. This count information is provided in Appendix A.

1.3. Intersection Operational Analysis Methodology

The key analysis of this report is the operations of the two project intersections under anticipated traffic conditions for three year levels; base year (2022), ten years of growth (2032), and twenty years of growth (2042). The analysis will focus on the comparative analysis of four primary intersection control treatments using SIDRA 6 traffic analysis software. SIDRA was selected for comparative analysis since it is the industry standard for analysis of roundabout operations. The four potential intersection treatment types are as follows:

- Two-way Stop Controlled – Stop signs are assumed to be placed on the North/South roadways since the purpose of the project is to promote East/West travel.
- Four-way Stop Controlled – Four way stops were analyzed for operational performance since they present a substantial safety benefit over two-way stop controlled intersections. This option is only valid during the interim, two lane build as a four-way stop on a four lane divided facility is not recommended.

- Roundabout – The performance of roundabouts was examined as a proven safety and operational enhancement to traditional intersections. The City of Destin currently operates and maintains several roundabouts on public roadways.
- Signalized – Fully actuated signals were also examined at both locations for a comparative analysis of the long-term projected traffic.

1.4. Segment Operational Analysis Methodology

The segment operational analysis used *Highway Capacity Manual, 2010* methodologies in conjunction with the *FDOT 2012 Generalized Service Volume Tables* for determining expected levels of service at the base year, ten year growth, and twenty year growth periods. The focus of this operational analysis was not only to determine the functional operations of the characteristics roadway but to also determine at what point the facility is expected to require upgrade to the full build, four lane facility from an initial two lane facility.

1.5. Safety Analysis Methodology

Predictive crash rates were developed for the subject project based on the methodologies and procedures outlined in the AASHTO *Highway Safety Manual, 1st Edition 2010*. Analysis was performed in accordance with the methods described under Volume 2, Chapter 12 for Urban and Suburban Arterials. This analysis focuses on predicting an annual crash rate for segments and intersections for various crash types and severities in order to obtain a predicted crash frequency. This frequency is then adjusted using overdispersion parameters and local calibration factors to achieve an expected annual crash rate. Default values for crash severity distribution as described in the HSM were used uncalibrated in this instance as reliable calibration factors for this segment type and intersection types were not available locally.

The primary contributing factors in determining the expected crash rate of a future facility according to HSM methodology are the Average Annual Daily Traffic (AADT) and crash modification factors (CMF's) which are based on the geometric and functional characteristics of the planned roadway.

2. Intersection Operational Analysis

2.1. Intersection Alternatives

Several intersection treatment options exist for the Destin Crosstown Connector at the tie-in points with Beach Drive and Benning Drive. These options were evaluated first at the base year (2022) traffic levels for operational efficiency. If an alternative was not found to provide and acceptable level of service (LOS) of C or

better, it was not carried forward to the next traffic analysis period (2032). This process was repeated for the 10-yr (2032) and 20-yr (2042) traffic project levels. The four primary options considered were as follows:

2.1.1. Two-Way Stop Control (TWSC)

Two way stop control operates most efficiently when there is a significant peak direction through an intersection. This condition is fairly typical of four-lane divided roadways where the major road acts as either a major collector or an arterial. In situations where the roadway operations and geometric characteristics are roughly equivalent on all approaches, TWSC can lead to driver confusion regarding intersection control and can lead to increased risk of angled crashes. As such, when roadway characteristics are similar, if TWSC is implemented, supplemental signage indicating that cross traffic does not stop should be used.

2.1.2. All-Way Stop Control (AWSC)

All way stop control is the most limiting option for intersection treatment since all vehicles are required to make individual stopping/queueing movements. This control type does reduce the potential for driver confusion by requiring all stops; however, AWSC is not typically used on divided roadways and as such would be a violation of driver expectancy. For the purposes of this analysis, AWSC is only considered viable for the two-lane interim build condition.

2.1.3. Roundabout

Roundabouts have been gaining wide acceptance in recent years as efficient means of traffic control at intersections. The *Florida Intersection Design Guide* states:

> *"Research has demonstrated unequivocally that under appropriate conditions, roundabouts are the highest performing traffic control mode in terms of capacity (intersection delays)."* (Florida Intersection Design Guide, 2015, pp. 2-8)

Documented construction of roundabouts indicates that traveling populations are generally unfamiliar with, and opposed to, the construction of roundabouts in the early stage of project development; however, once constructed, or in areas where roundabouts are common, public support tends to be generally positive. The roadway network in and around the City of Destin currently makes extensive use of roundabout control. As such, the traveling population is familiar with the use of this control type and is generally favorable to their construction.

2.1.4. Signalization

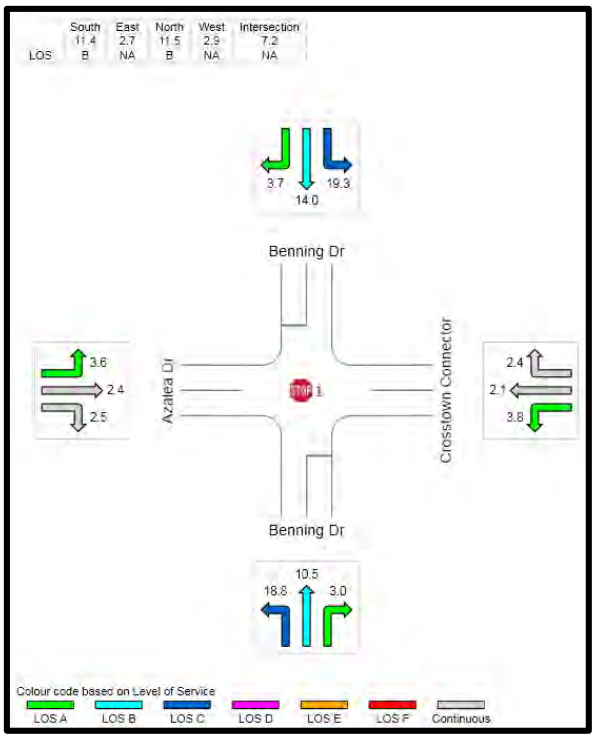
Signalization offers the chance to assign priority to the peak movements within an operational cycle. It is important to note that the primary purpose of signalization is to provide movement opportunity to minor approaches at the expense of the major approach. Warrants exist based on MUTCD criteria which serve to assist in determining whether or not signalization is appropriate at a location. The signal warrant guidelines were examined in conjunction with operational parameters to determine if signalization is appropriate at either intersection location.

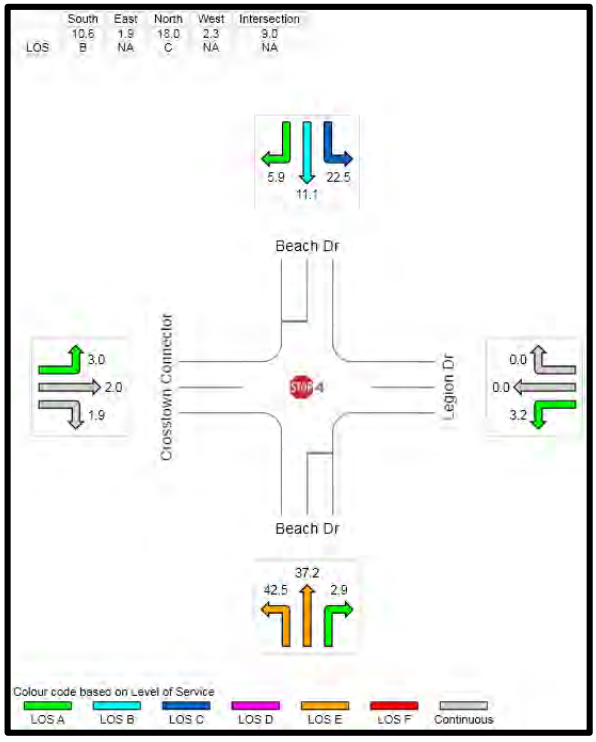
Two key aspects of signal control that are important to note are the high initial investment both in signal equipment and in additional turn lane construction and the long term maintenance cost associated with the signal systems. If signalization is considered at both locations, then it becomes important to interconnect the signals in order to provide efficient operations. This interconnection can often expand to include nearby signals such as that of Legion Drive with Main Street.

2.2. Base Year (2022) Traffic Analysis

Two-Way Stop Control

TWSC was analyzed for both Azalea Drive at Benning Drive and for the intersection of Legion Drive at Beach Drive. Benning Drive currently operates as a North/South uncontrolled movement. Beach Drive currently in stop controlled North/South. The traffic projections indicate that Azalea at Benning is a fairly balanced intersection on all approaches while Legion at Beach is primarily and East/West movement with a heavy westbound to southbound left in both the AM and PM peak periods. As such, the major approach control was set to East/West. This also serves to promote the Connector's purpose as an East/West thoroughfare.

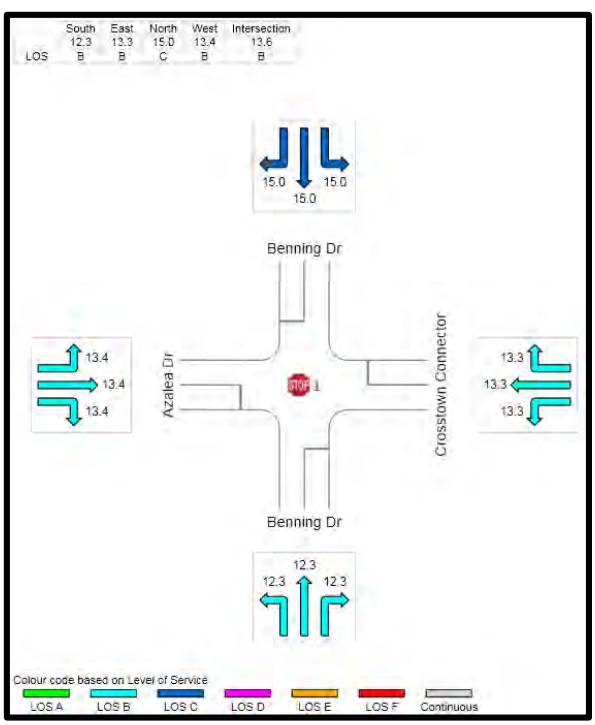


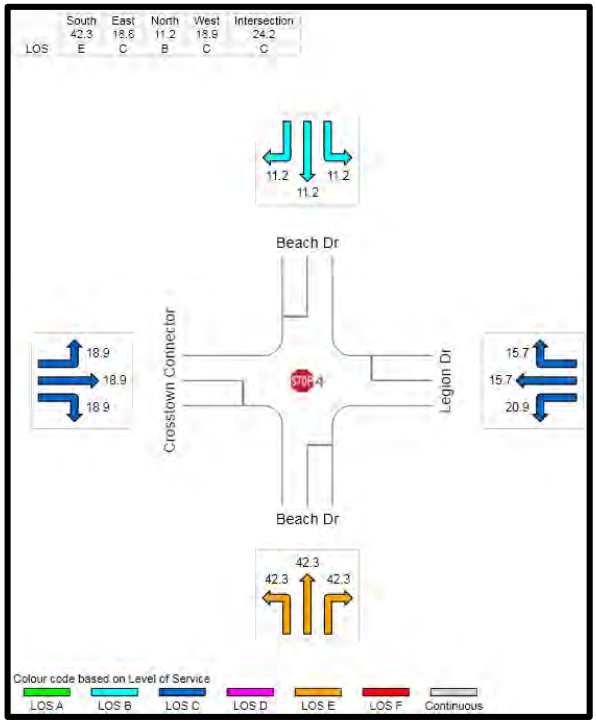


This configuration operates within acceptable parameters for the Azalea at Benning although the delay does begin to reach higher levels on the Benning Drive approach. The Legion at Beach intersection fails on the minor approach under two-way stop control in both North/South and East/West stop control configuration. For this reason, TWSC was no longer considered viable for the Legion at Beach intersection.

All-Way Stop Control

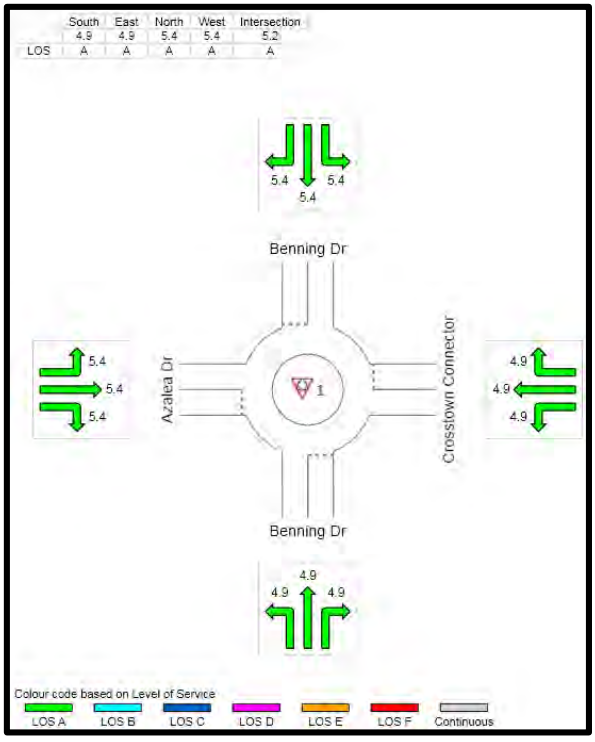
AWSC was also analyzed under base conditions. As shown in the figures below, the Azalea at Benning intersection continues to function with acceptable levels with some additional delay induced to the major approach. The Legion at Beach intersection again fails under this control type because of the presence of two heavy peak movements. For this reason, AWSC was eliminated as a candidate for the Legion at Beach intersection.

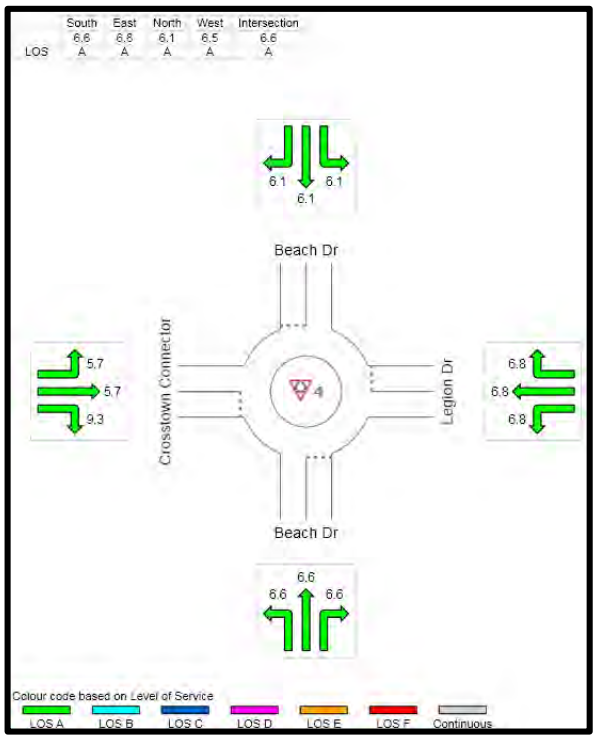




Roundabouts

Roundabout control provides many benefits for efficient movement. Single and double lane roundabout options exist which allow for simple construction under two-lane conditions with sufficient geometry left to construct a four-lane configuration without complete reconfiguration.



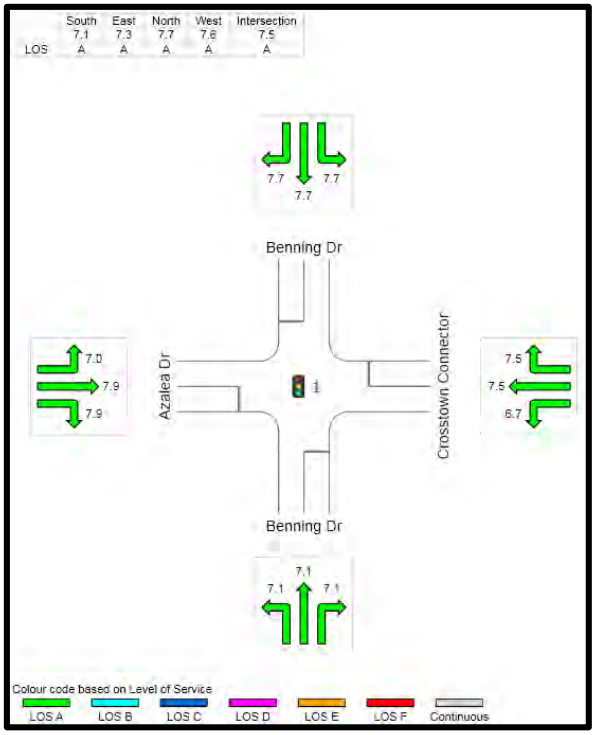


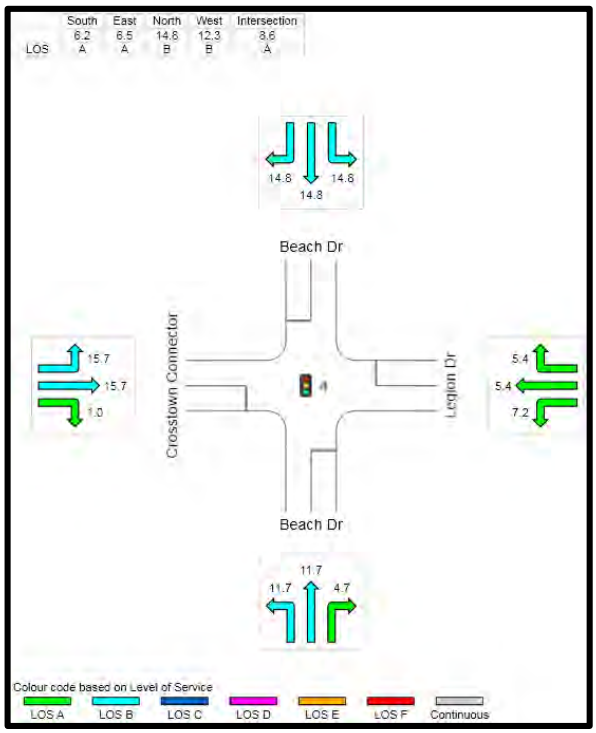
Construction of roundabouts at each locations results in far higher level's-of-service for intersection operations. For this reason, roundabouts were considered to be the preferred alternate under the base year scenario. The key challenge for roundabout control lies at the Legion at Beach intersection. The necessary intersection skew is such that a dedicated eastbound to southbound right slip lane is required in order to efficiently navigate the intersection. This was modeled as a dedicated turn lane with stop control downstream of the roundabout under two-lane conditions.

The only negative aspect of roundabout control under these conditions is the relatively high amount of right of way required in order to construct them properly.

Traffic Signal

Based on the preliminary traffic projections, it would be necessary to provide dedicated turn lanes for the northbound to eastbound right and for the westbound to southbound left at the Legion at Beach intersection. Several potential configurations can be utilized in a traffic signal scenario which would all gradually increase intersection performance at added expense.





The Azalea at Benning intersection operates efficiently under base year traffic by using a two-phase signal system which does not provide a protected phase for left-turners but allows permitted turns. Since traffic volumes are not anticipated to be excessive, this phasing system will be sufficient during base year conditions. For future considerations, dedicated left turn lanes should still be considered where feasible. The results of the preliminary signal analysis indicate that they would perform favorably, though not as well, in comparison with the roundabout option. In both locations, a signal system operates within acceptable levels, though not as efficiently as a roundabout.

Base Year (2022) Recommended Alternate

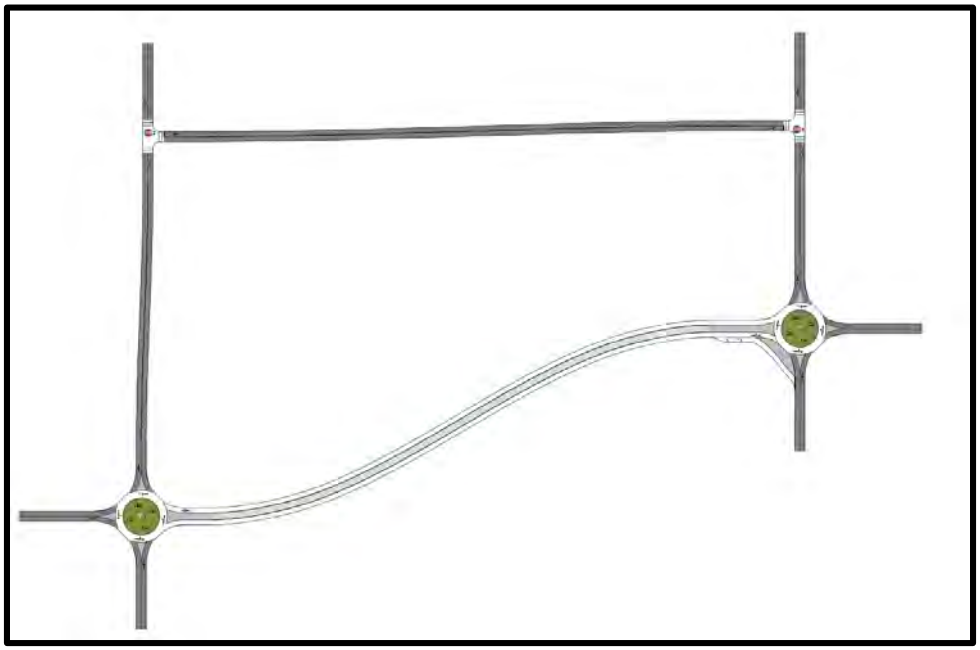
A review of the base year level of service and control delay performance measures follows:

Table 2-1 Base Year (2022) Intersection Performance

Legion Drive at Beach Drive Base Year (2022)	Beach Drive Northbound		Beach Drive Southbound		Legion Drive Westbound		Destin Connector Eastbound		Intersection Total	
	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
TWSC	10.6	B	18.0	C	1.9	A	2.3	A	9.0	A
AWSC	48.0	E	12.9	B	12.4	B	17.7	C	23.9	C
Roundabout	6.6	A	6.1	A	6.5	A	6.8	A	6.6	A
Traffic Signal	7.6	A	14.0	B	7.0	A	12.9	B	9.2	A

Azalea Drive at Benning Drive Base Year (2022)	Beach Drive Northbound		Beach Drive Southbound		Legion Drive Westbound		Destin Connector Eastbound		Intersection Total	
	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
TWSC	11.4	B	11.5	B	2.7	A	2.9	A	7.2	A
AWSC	12.3	B	15.0	C	13.3	B	13.4	B	13.6	B
Roundabout	4.9	A	5.4	A	4.9	A	5.4	A	5.2	A
Traffic Signal	7.1	A	7.7	A	7.3	A	7.6	A	7.5	A

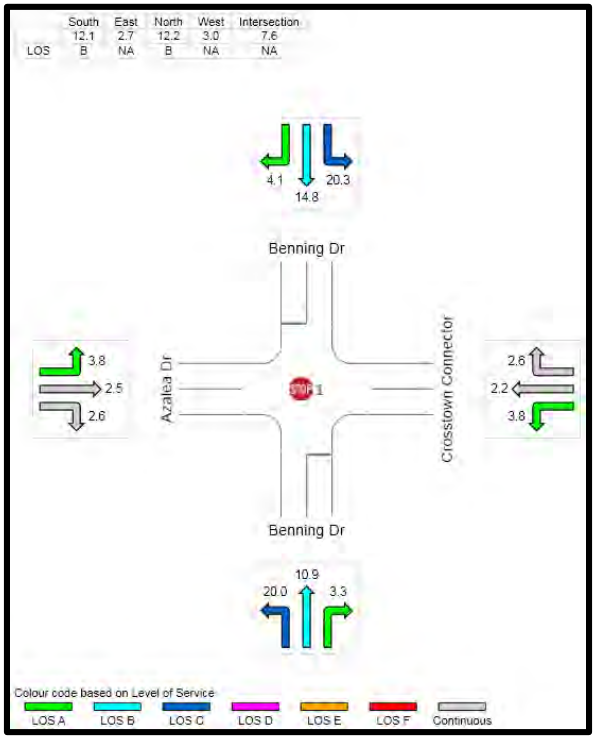
Based on the analysis above, two single lane roundabouts would be recommended as the most efficient operational intersections.



2.3. 10-yr Growth (2032) Traffic Analysis

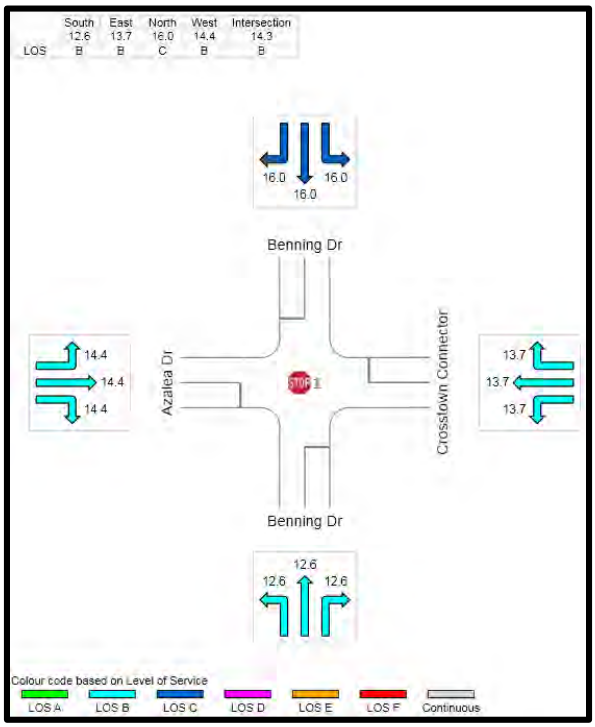
Two-Way Stop Control

TWSC was examined under 10-yr growth conditions for the Azalea at Benning intersection. This alternate was previously eliminated for the Legion at Beach intersection. Under 10-yr projected growth, the Azalea at Benning intersection continues to operate within acceptable limits, though the minor approaches are beginning to experience higher delays for left turning drivers.



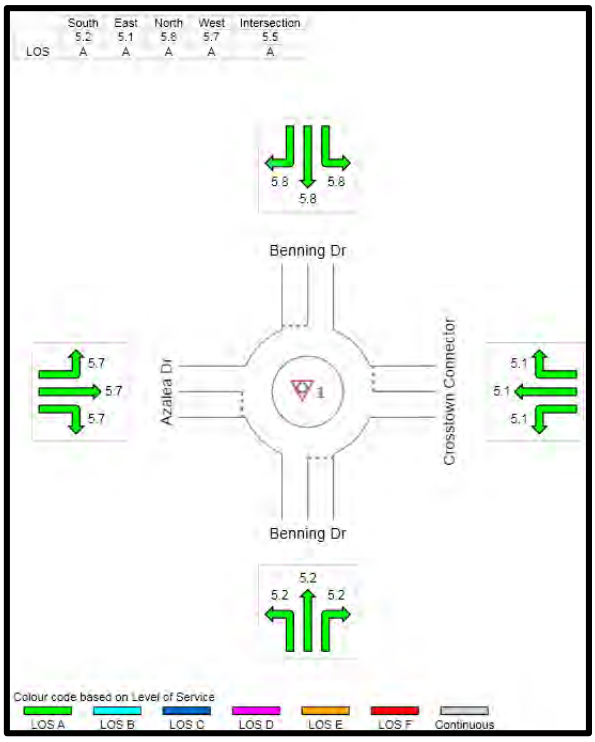
All-Way Stop Control

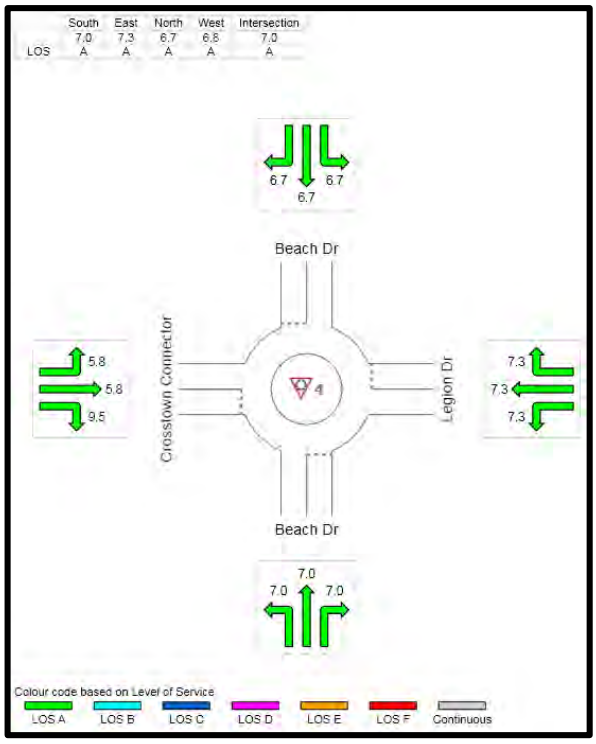
AWSC was also examined only for the Azalea at Benning intersection. Under ten years of growth, AWSC continues to operate acceptably with only minor increases in driver delay over base year traffic conditions.



Roundabout

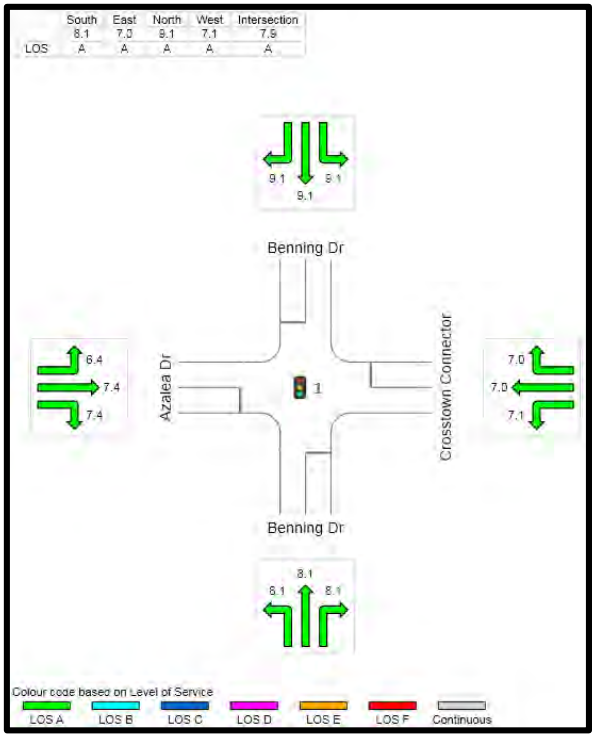
The roundabout options continue to be the most efficient movers for both intersections. The ten year growth traffic analysis indicates performance at level of service A with hardly any increase in control delay over the base conditions.

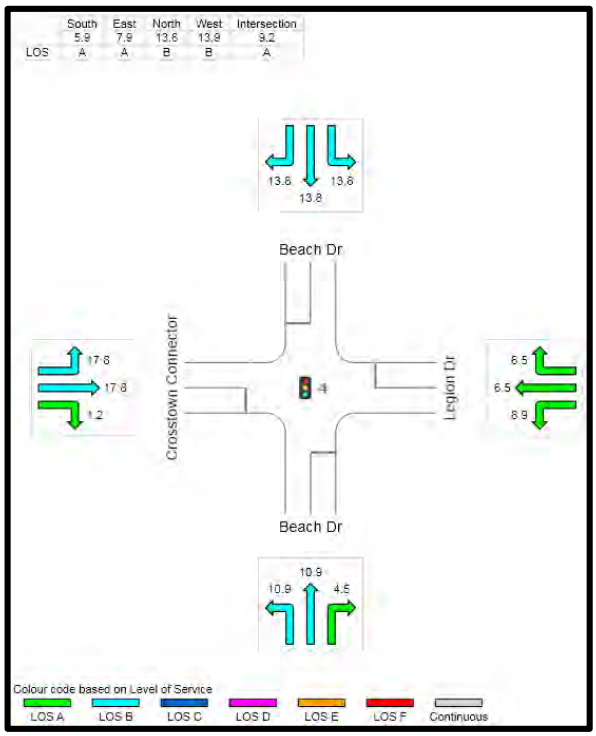




Traffic Signal

Full signalization continues to operate efficiently, though not as efficiently as the roundabout options.





10-yr Growth Recommended Alternate

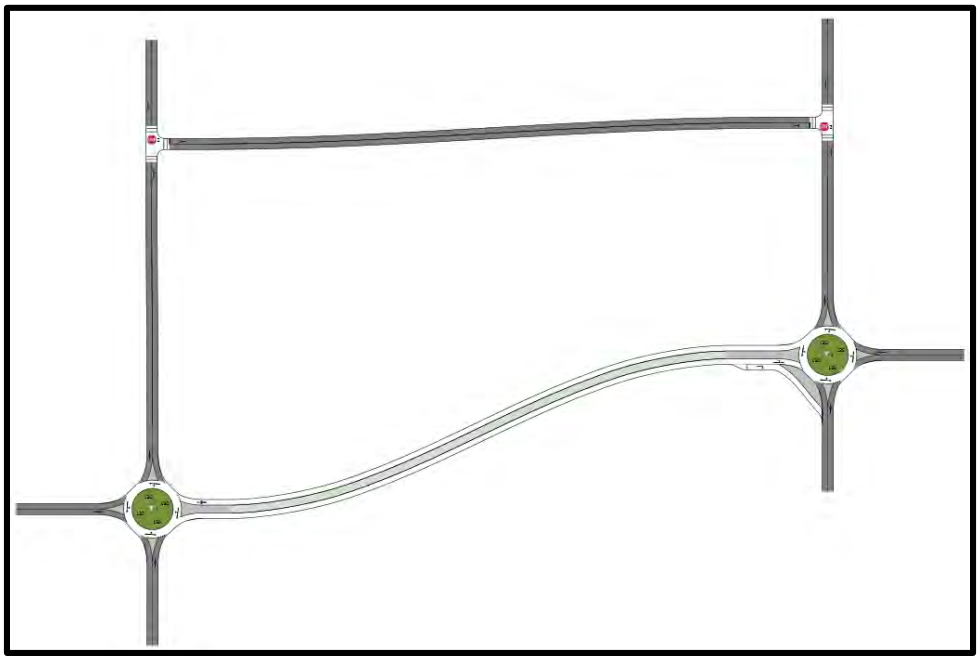
A brief summary of the intersection alternatives performance follows:

Table 2-2 Ten Year Growth (2032) Intersection Performance

Legion Drive at Beach Drive 10 Year (2032)	Beach Drive Northbound		Beach Drive Southbound		Legion Drive Westbound		Destin Connector Eastbound		Intersection Total	
	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
TWSC	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
AWSC	N/A	N/A	N/A	NN	N/A	N/A	N/A	N/A	N/A	N/A
Roundabout	7.3	A	6.7	A	7.5	A	6.9	A	7.2	A
Traffic Signal	5.9	A	13.8	B	7.9	A	13.9	B	9.2	A

Azalea Drive at Benning Drive 10 Year (2032)	Beach Drive Northbound		Beach Drive Southbound		Legion Drive Westbound		Destin Connector Eastbound		Intersection Total	
	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
TWSC	12.1	B	12.2	B	2.7	A	3.0	A	7.6	A
AWSC	12.6	B	16.0	C	13.7	B	14.4	B	14.3	B
Roundabout	5.2	A	5.8	A	5.1	A	5.7	A	5.5	A
Traffic Signal	8.1	A	9.1	A	7.0	A	7.1	A	7.9	A

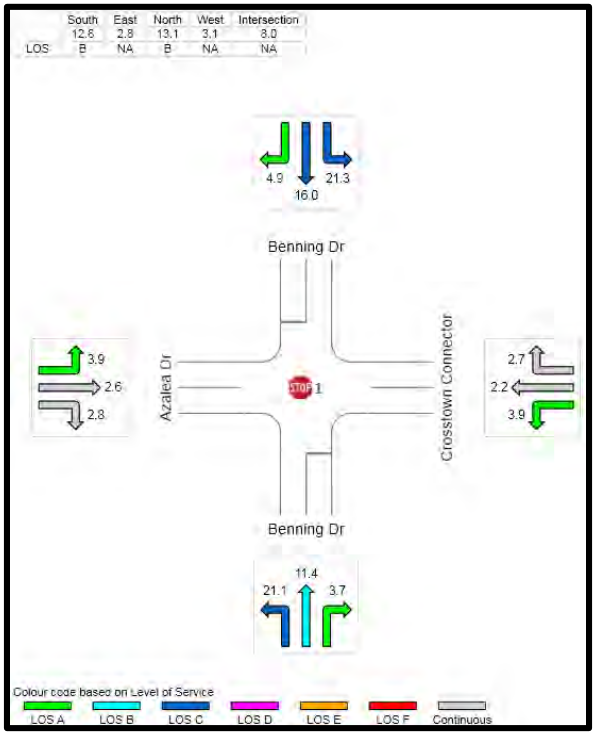
Given the continued performance of the roundabouts, they remain the preferred alternate through the ten year growth period.



2.4. 20-yr Growth (2042) Traffic Analysis

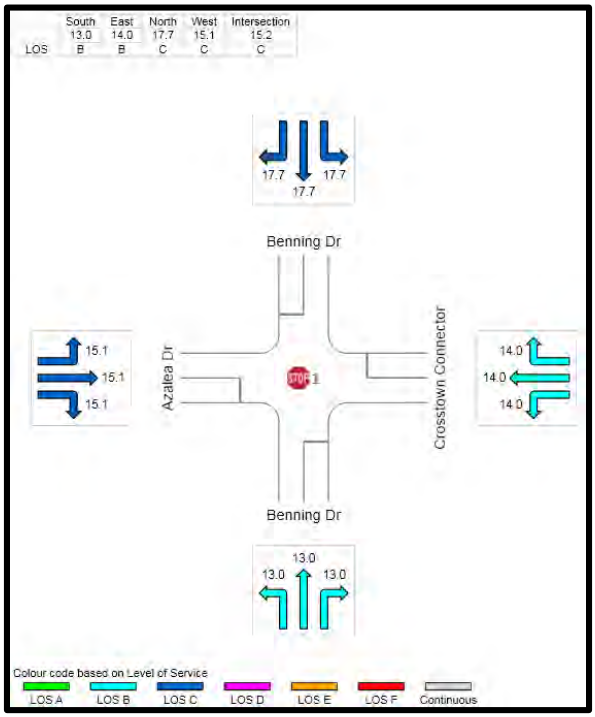
Two-Way Stop Control

The intersection of Azalea at Benning continues to operate at acceptable levels of service through the 20-yr projected growth period. The minor approaches experience delay consistent with a level-of-service C, however, the intersection continues to function within acceptable ranges.



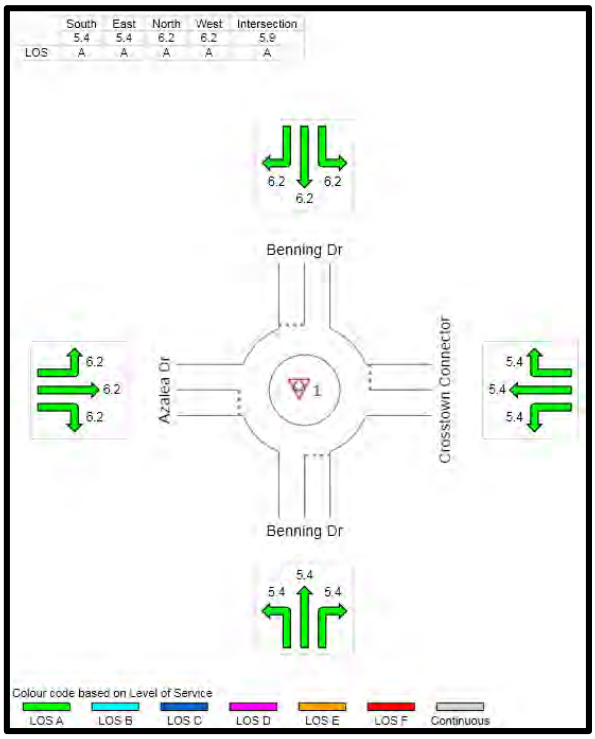
All-Way Stop Control

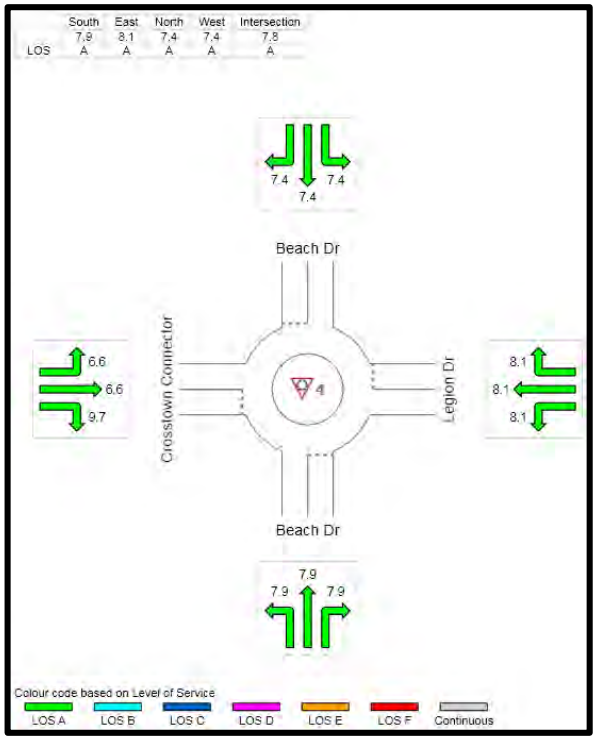
The intersection of Azalea at Benning degrades to a level-of-service C during the 20-yr growth period under AWSC conditions; however, this is within acceptable ranges for peak hour traffic.



Roundabout

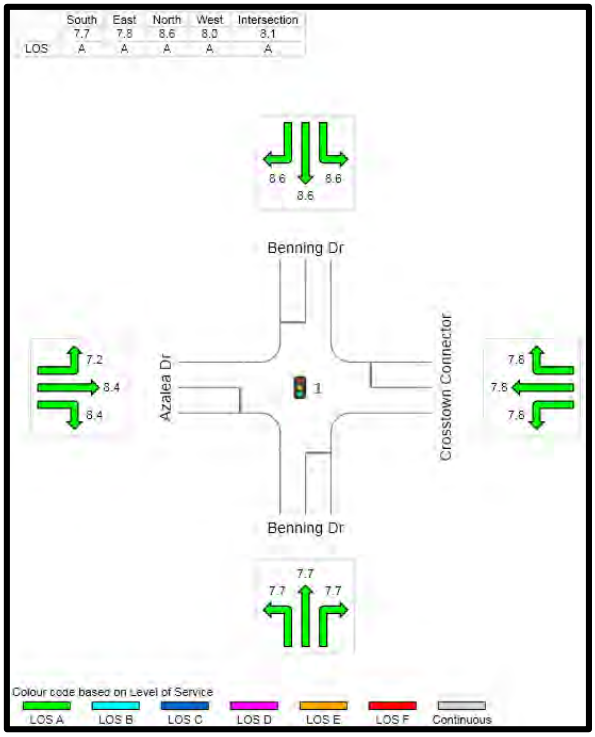
The roundabout options continue to be the most efficient movers through the 20-yr growth period with no significant decrease in operation.

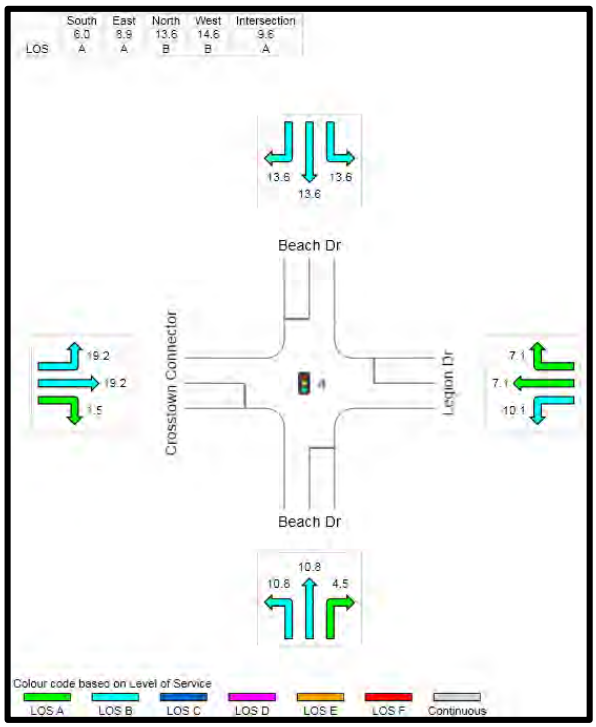




Traffic Signal

Full signalization continues to also perform adequately through the 20-yr growth period.





The intersection of Legion at Beach begins to see escalating control delay for several approaches during this time. As such, it it around the 20-yr growth period when dedicated left turn lanes would become necessary. The addition of dedicated left turn bays adds phasing and timing options and would help to keep operations running efficiently.

20-yr Growth Recommended Alternate

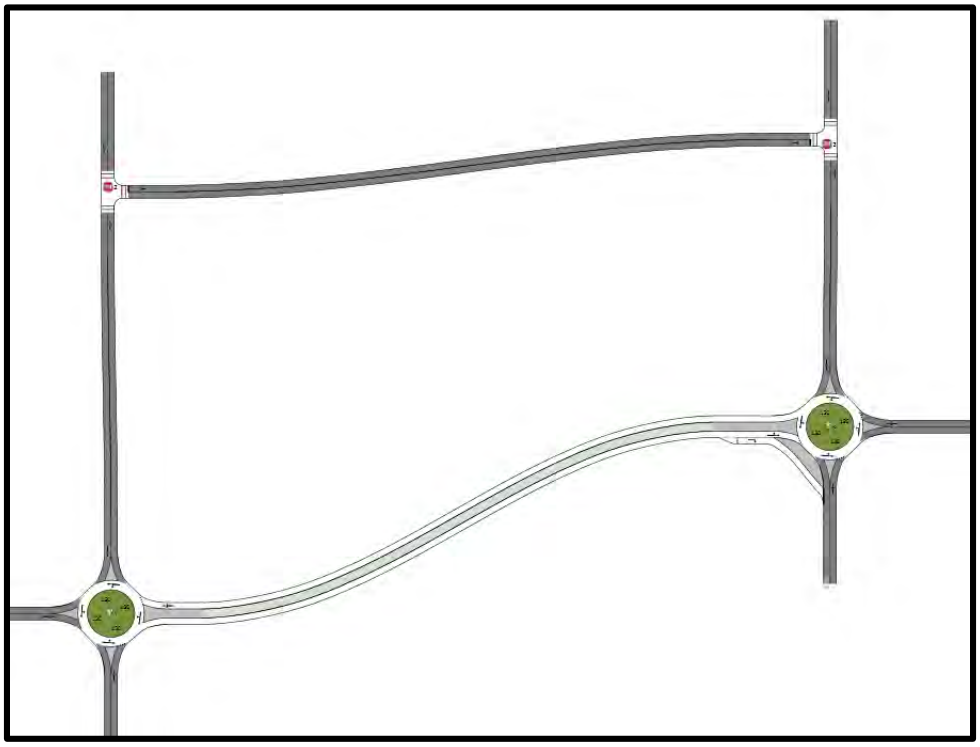
A brief summary of the intersection performances for 20-yr projected growth follows:

Table 2-3 Twenty Year (2042) Intersection Performance

Legion Drive at Beach Drive 20 Year (2042)	Beach Drive Northbound		Beach Drive Southbound		Legion Drive Westbound		Destin Connector Eastbound		Intersection Total	
	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
TWSC	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
AWSC	N/A	N/A	N/A	NN	N/A	N/A	N/A	N/A	N/A	N/A
Roundabout	7.9	A	7.4	A	8.1	A	7.4	A	7.8	A
Traffic Signal	7.1	A	15.2	B	5.8	A	10.2	B	8.4	A

Azalea Drive at Benning Drive 20 Year (2042)	Beach Drive Northbound		Beach Drive Southbound		Legion Drive Westbound		Destin Connector Eastbound		Intersection Total	
	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
TWSC	12.8	B	13.1	B	2.8	A	3.1	A	8.0	A
AWSC	13.0	B	17.7	C	14.0	B	15.1	C	15.2	C
Roundabout	5.4	A	6.2	A	5.4	A	6.2	A	5.9	A
Traffic Signal	7.7	A	8.6	A	7.8	A	8.0	A	8.1	A

The roundabout option continues to indicate the strongest operation performance for both intersections.



2.5. Signal Warrant Analysis

In order to determine the appropriate intersection treatments, FDOT and MUTCD standard processes were used to examine whether or not a signal system is warranted and practical at the proposed connector intersections. These warrant criteria are considered appropriate guidelines for determining the level at which to install traffic signal control at intersection. It is important to note that meeting, or failing to meet, these criteria does not in and of itself constitute a definite decision on which to base signalization, but is a guideline for when this control type would be appropriate.

An evaluation of the nine MUTCD signal warrants showed that none of the warranting criteria is projected to be met within the twenty year projected growth of the project.

1. **Warrant 1 – Eight Hour Volume**
    a. None of the hours satisfied either Condition A or Condition B at 100% nor were Condition A and Condition B both met at 80% traffic.
2. **Warrant 2 – Four Hour Volume**
    a. None of the hours satisfied the four hour volume warrants.
3. **Warrant 3 – Peak Hour**
    a. Only intended for use at a location where a minor street suffers undue delay for one hour of the day. This warrant is usually only considered in very special cases. The warrant was examined and the peak hour does not meet warrant criteria.
4. **Warrant 4 – Pedestrian Volume**
    a. Not applicable since pedestrian counts and projections were not available.
5. **Warrant 5 – School Crossing**
    a. Not applicable as there is not school crossing served by these intersections.
6. **Warrant 6 – Coordinated Signal System**
    a. Intended to provide for cases where operational characteristics can be improved through signal coordination intended to for vehicle platoons. As this is an isolated corridor, this warrant should not be applicable until further segment are developed, if at all.
7. **Warrant 7 – Crash Experience**
    a. No crash data is available for the post construction conditions, not applicable.
8. **Warrant 8 – Roadway Network**
    a. Intended to promote concentration and organization of vehicle platoons. Not applicable since it requires five year projected counts to meet warrants 1, 2, and 3.
9. **Warrant 9 – Intersection Near a Grade Crossing**
    a. Not applicable since no rail road lines traverse this area.

Since none of the MUTCD warrants were met for projected traffic at either location, it is considered standard practice that the intersections should not be signalized.

3. Segment Operational Analysis

3.1. Traffic Volumes

Traffic growth projections were analyzed separately from this report and are provided in Appendix C. These projections were compared against traffic projections previously performed under a 2009 Preliminary Engineering Report produced by Bowyer-Singleton, Inc which were found to be similar. The operational characteristics of nearby roadways were used to aid in determining Design Hourly Volumes (DHV) based on standard factors as follow:

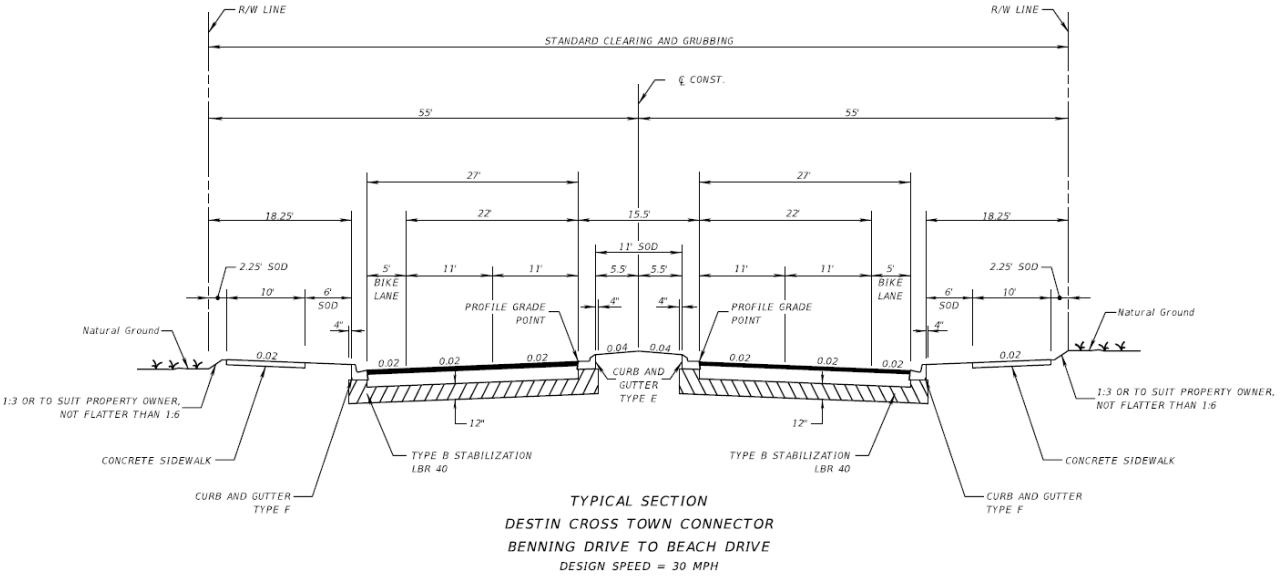
K-Factor – Estimated portion of daily traffic occurring in the peak hour.
D-Factor – Estimated portion of traffic occurring in the peak direction.
T-Factor – Estimate portion of traffic which are trucks

As has been described in Section 1.2, AADT count information was reviewed for the specific area of the Crosstown Connector project as well as the Connector path as a whole. Since AADT information was not directly available for the proposed segment of the Crosstown Connector, peak hour traffic was used to estimate the AADT based on K-Factors typical of this region.

3.2. Geometric Considerations

A preliminary typical section has been developed for this project which indicates that four travel lanes are proposed at eleven feet each. Opposing directions will be separated by a curbed median with a total width of fifteen and a half feet. A five foot bike lane is proposed on the outer edge of travel. The border areas area proposed to consist of two feet of curb and gutter, a six foot planting strip, and a ten foot sidewalk. The preliminary typical section package is provided in Appendix B. A design speed of 30 MPH is proposed with a posted speed of 25 MPH.

Figure 3-1 Preliminary Typical Section



It is recommended that the City consider utilizing an alternate typical section which would propose to narrow the travel lanes to ten feet each with a four foot bike lane separated from traffic via a three foot buffered gore. The seven foot buffered bike lane has become the accepted standard for multi-modal construction. Additionally, the *2010 Highway Capacity Manual* does not recognize any loss in vehicular capacity between a twelve foot travel lane and a ten foot travel lane.

The Florida Department of Transportation Plan Preparation Manual for 2015, Volume 1 requires a buffered bike lane on all new construction projects within an urban area. Since the roadway is not subject to state standards, this is not required; however, it is strongly recommended.

Figure 3-2 FDOT 2015 PPM Table 8.1.1

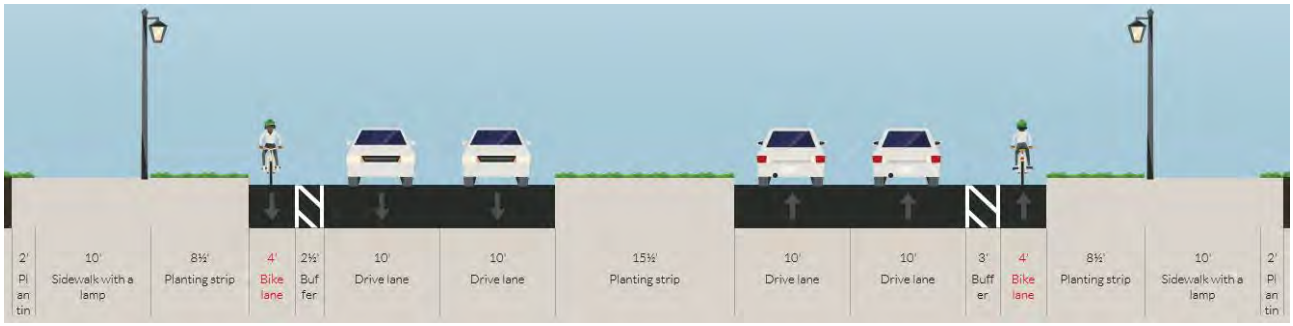
Location	Condition	Type of Work		
		New Construction, Reconstruction	Resurfacing, Restoration, Rehabilitation (RRR) [1,2,3]	Traffic Operations, Intersection Improvements
In or within one mile of an urban area	All	Buffered Bicycle Lane	Buffered Bicycle Lane, Bicycle Lane, Wide Curb Lane, or Shared Lane with Shared Lane Markings (acceptable for posted speed 35 mph or less)	Buffered Bicycle Lane, Bicycle Lane, Wide Curb Lane, or Shared Lane with Shared Lane Markings (acceptable for posted speed 35 mph or less)
Beyond one mile of an urban area	Curb and Gutter	Buffered Bicycle Lane	Buffered Bicycle Lane, Bicycle Lane, Wide Curb Lane, or Shared Lane with Shared Lane Markings (acceptable for posted speed 35 mph or less)	Buffered Bicycle Lane, Bicycle Lane, Wide Curb Lane, or Shared Lane with Shared Lane Markings (acceptable for posted speed 35 mph or less)
	Flush Shoulder	Paved Shoulder	Paved Shoulder	Paved Shoulder

Figure 3-3 FDOT 2015 PPM Table 2.1.2

LANE WIDTHS (FEET)					
FACILITY		SPECIAL			
TYPE	AREA	HOV[1]	BICYCLE	OFF SYSTEM DETOUR	URBAN MULTI-PURPOSE[3]
FREEWAY	Rural	12	----	11[2]	----
	Urban	12	----	11[2]	----
ARTERIAL	Rural	12	5[5]	11	----
	Urban	12	7	11	8[3]
COLLECTOR	Rural	----	5[5]	11	----
	Urban	----	7	11	8[3]

1. Separated or concurrent flow.
2. For Freeway detours, at least one 12 ft. lane must be provided in each direction.
3. Urban multi-purpose lanes are usually used as refuge lanes but may be used for loading zones, bus stops, emergency access and other purposes. Parking that adversely impacts capacity or safety is to be eliminated whenever practical. Standard parking width is measured from face of curb, with a minimum width of 8 ft.
4. 10 ft. to 12 ft. lanes for commercial and transit vehicles.
5. 7 ft. within one mile of an urban area.

Figure 3-4 Recommended Alternate Typical Section

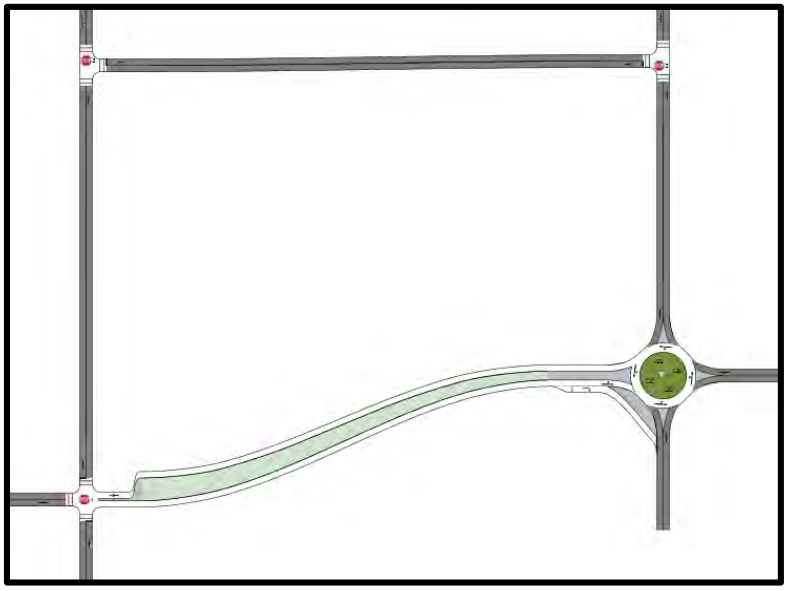


3.3. Level of Service

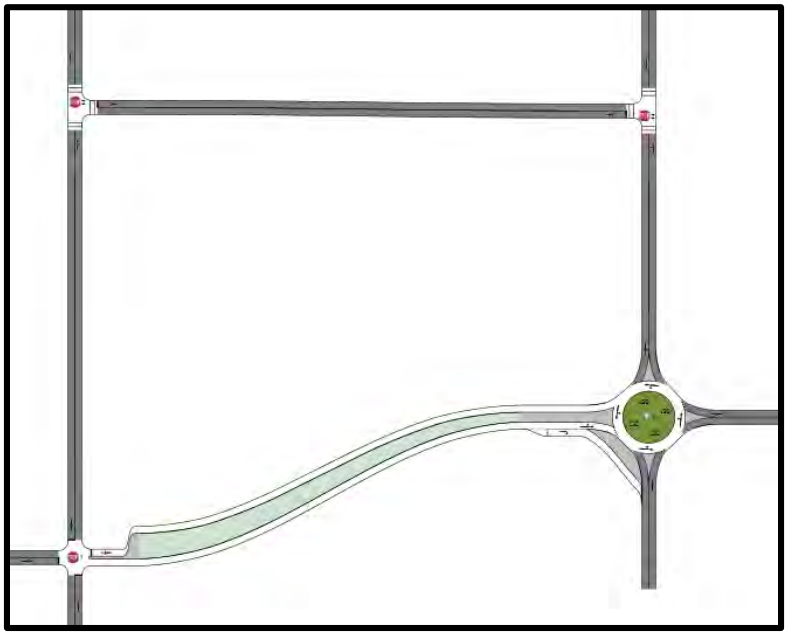
The Highway Capacity Manual, 2010 recommends the evaluation of segment level of service based on the ratio of Average Travel Speed (ATS) to Base Free Flow Speed (BFFS). The determination of ATS relies on a

large number of factors including intersection treatments within the corridor. As such, four key scenarios were considered for segment operations:

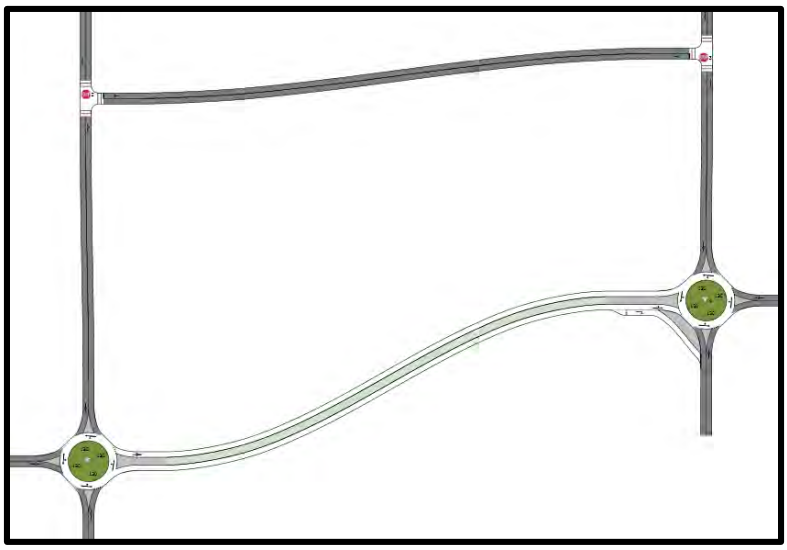
1. Azalea at Benning (TWSC) & Legion at Beach (Roundabout)



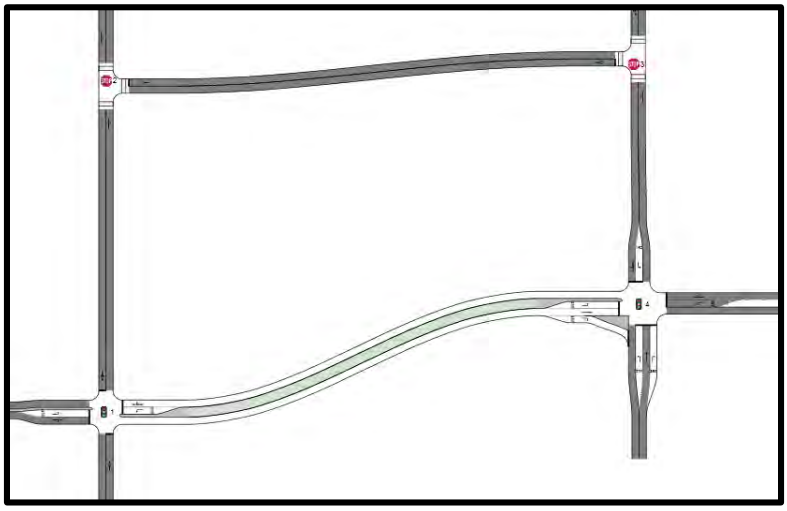
2. Azalea at Benning (AWSC) & Legion at Beach (Roundabout)



3. Azalea at Benning (Roundabout) & Legion at Beach (Roundabout)



4. Azalea at Benning (Signal) & Legion at Beach (Signal)



For the signalization scenario, detailed information on the timing plans and cycles is required in order to determine key factors to ATS. For the purposes of this analysis, a fully actuated signal was assumed with an optimum practical timing plan being determined based on the programmed vehicular arrivals. SIDRA Intersection 6.1 NETWORK was used to analyze these conditions and network performance in each scenario. BFFS was set at 25MPH since the proposed speed limit is 25MPH.

Figure 3-5 HCM2010 Urban Arterial Level of Service Criteria

Travel Speed as a Percentage of Base Free-Flow Speed (%)	LOS by Volume-to-Capacity Ratio[a]	
	≤1.0	> 1.0
>85	A	F
>67–85	B	F
>50–67	C	F
>40–50	D	F
>30–40	E	F
≤30	F	F

Table 3-1 HCM2010 Level of Service – AM Peak Conditions

HCM2010 LOS	Base Year (2022)			10-yr Growth (2032)			20-yr Growth (2042)		
	ATS (mph)	% BFFS	LOS	ATS (mph)	% BFFS	LOS	ATS (mph)	% BFFS	LOS
Scenario 1	25.0	1.00	A	24.8	0.99	A	24.7	0.99	A
Scenario 2	24.2	0.97	A	24.0	0.96	A	23.8	0.95	A
Scenario 3	25.0	1.00	A	24.8	0.99	A	24.7	0.99	A
Scenario 4	21.4	0.86	A	21.6	0.86	A	20.7	0.83	B

Estimates of the roadway capacity based on volume were also made for the proposed connector segment operations during all three analysis periods. These estimates were based on two-way peak hourly volumes (DHV) as well as peak directional volumes (DDHV). The FDOT 2012 Generalized Service Volume Tables for interrupted flow, Class II facilities in urbanized areas were used as the baseline for capacity based on volume with level of service C being considered “at capacity”. A ten percent reduction in capacity volume was made since the facility is off the state system. With these adjustments, the Crosstown Connector should have an effective capacity of 6600 vpd AADT (590 vph 2-Way; 330 vph 1-Way).

Table 3-2 Connector Segment Level of Service

	AADT (vpd)	LOS	DHV (vph)	LOS	DDHV (vph)	LOS
Existing	N/A	N/A	N/A	N/A	N/A	N/A
Base Year	2640	A	237	A	121	A
10-yr	2940	A	264	A	136	A
20-yr	3270	B	294	B	150	B

**AADT calculated from Design Hourly Volume*

As is shown above, without additional capacity on either Legion Drive or Stahlman Avenue and Azalea Drive which would direct additional traffic to this segment, it is likely that the Crosstown Connector will operate significantly better than LOS C for the twenty years of projected growth. Should the City improve the rest of the corridor between SR30 (US98) and Airport Road, it is likely that traffic demands would likely adjust to

necessitate a four-lane roadway, however, this is not likely to be the case without further improvement to the corridor as a whole.

Multi-modal facilities provide the additional benefit of separating bicycle and pedestrian traffic from the flow of vehicular traffic. This has a substantial operational and safety benefit where implemented. Project bike/ped traffic was not developed for this project, however, and as such no level of service has been estimated for bicycle and pedestrian traffic.

3.4. Functional Capacity Upgrade

There is an inherent uncertainty associated with traffic growth projections. For this reason, it is recommended that the City monitor the operations of the connector facility and reevaluate the capacity at the five year growth period and again at the ten year growth period to determine if additional capacity is needed.

Currently, Airport Road is the only piece of the Connector path which is four-lane. As such, it is recommended that the City evaluate four-laning the segment from Benning Drive to Beach Drive concurrently to reconstructing the segment of Legion Drive between Beach Drive and Airport Road to a four-lane road.

4. Safety Analysis

4.1. Existing Crash Data

Signal Four Analytics was used to review the last five years of available crash data within the project limits. Signal Four is commonly used for preliminary crash data assessments, however, the data is not certified and can contain reported crashes in incorrect locations. For this reason, a review was performed on the actual crash data forms to determine validity and location. It was found that all crashes returned by the area of interest analysis were valid for the route shown below. This does not mean that all crashes have been captured, only that the crashes captured are valid.

Figure 4-1 Existing Crash Area of Interest

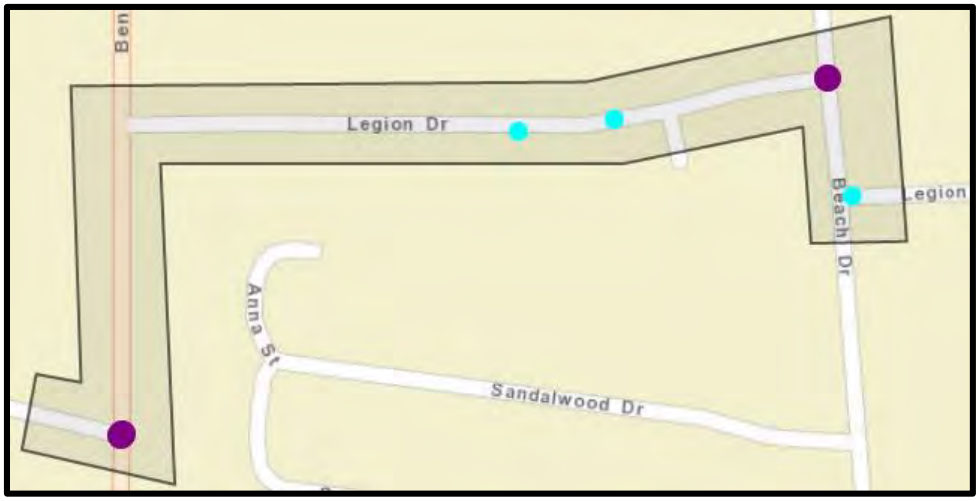


Figure 4-2 Crash Type/Severity Summary

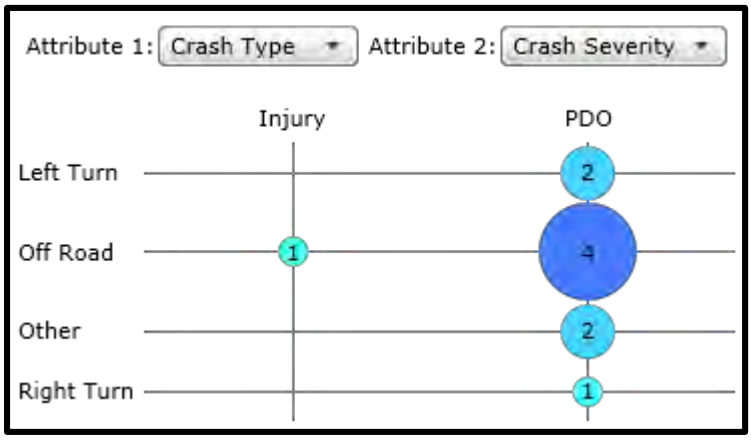


Table 4-1 Crash Summary by Year

	2011	2012	2013	2014	2015	Total
Damage Only	0	1	1	4	3	**9**
Injury	0	0	0	0	1	**1**
Fatal	0	0	0	0	0	**0**
Total	**0**	**1**	**1**	**4**	**4**	

**Alcohol listed as a factor in three crash events.*

Crash data tends to see wide variation in occurrence since each event is fairly random. The review of the existing crash data did not indicate any significant trends. The subject crash data is not provided in this report as it is an exempt document, but is available upon request.

4.2. Predictive Analysis

For the purpose of the predictive safety analysis, the same four scenarios were considered for the Crosstown Connector as follows:

1. Azalea at Benning (TWSC) & Legion at Beach (Roundabout)
2. Azalea at Benning (AWSC) & Legion at Beach (Roundabout)
3. Azalea at Benning (Roundabout) & Legion at Beach (Roundabout)
4. Azalea at Benning (Signal) & Legion at Beach (Signal)

These alternatives were examined under traffic conditions for the base year, ten year, and twenty year projected traffic levels. These expected crash rates were used as a baseline for comparison of the various alternative segment and intersection treatments.

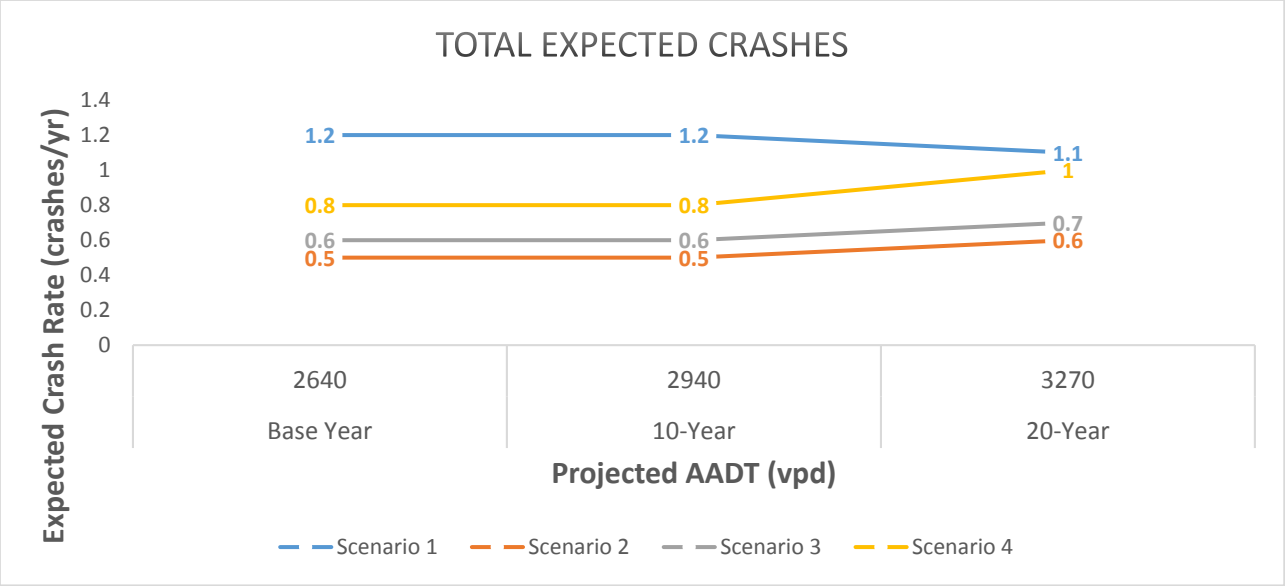
It is important to note that the HSM methodology does not currently have a separate intersection analysis for roundabout safety performance. The National Highway Cooperative Research Program (NCHRP) presents a proposed model for expected crash frequency at roundabouts in Chapter 5 of Report 672, *Roundabouts: An Informational Guide*. The NCHRP model requires extensive calibration based on area specific examples and focuses primarily on the analysis of converting an existing intersection to roundabout control instead of a planned intersection. The expected crash rate of the roundabout was therefore estimated using the signalized intersection rate modified by a CMF obtained from the Crash Modification Factor Clearinghouse website at www.cmfclearinghouse.org. A single crash modification factor of 0.74 was used for roundabouts per the results of the *Safety Effectiveness of Converting Signalized Intersections to Roundabouts, Gross et al., 2012* study which examined urban and suburban roundabout performance of all crash types.

It is also important to note that the HSM methodology does not include provisions for a two lane divided arterial. A CMF of 0.61 was therefore applied per the results of the *Analyzing Raised Median Safety Impacts Using Bayesian Methods, Schultz et al., 2011* study. Furthermore, the HSM methodology does not account for all-way stop control at intersections. This was also adjusted using a CMF of 0.30 based on the *Safety Effect of Conversion to All-Way Stop Control, Lovell and Hauer, 1986* study. The modification factor for all way stop control was applied as a calibration factor since there was no appropriate place for including a modification factor.

The results of these analyses were plotted on comparative charts for trend comparison under the varying AADT conditions. These results should not be taken as a guarantee of intersection safety performance. They are estimated annual crash rates based on statistical data collected over large geographic ranges and times

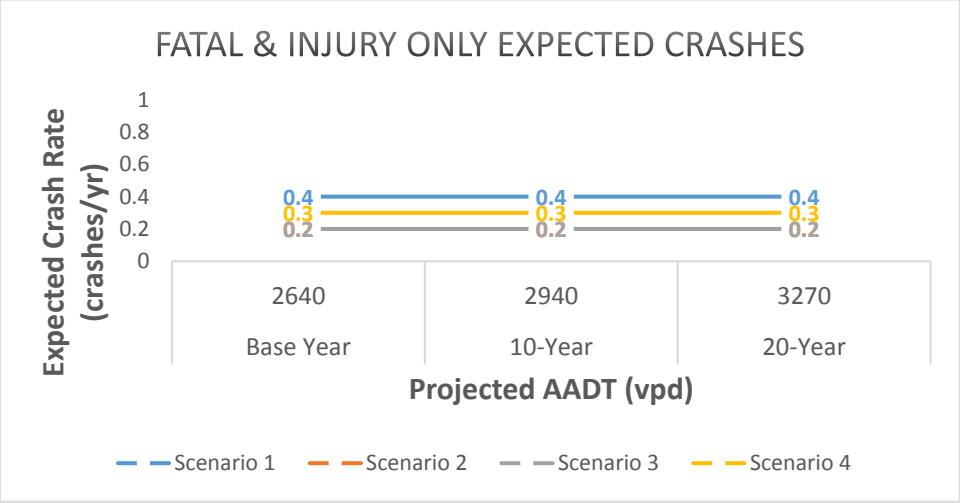
which have been compiled for estimation purposes. Actual performance may vary significantly from what is shown due to an inherent randomness associate with crash data. Detailed predictive crash analysis calculations are available in Appendix E.

Figure 4-3 Total Expected Crashes by Segment Scenario



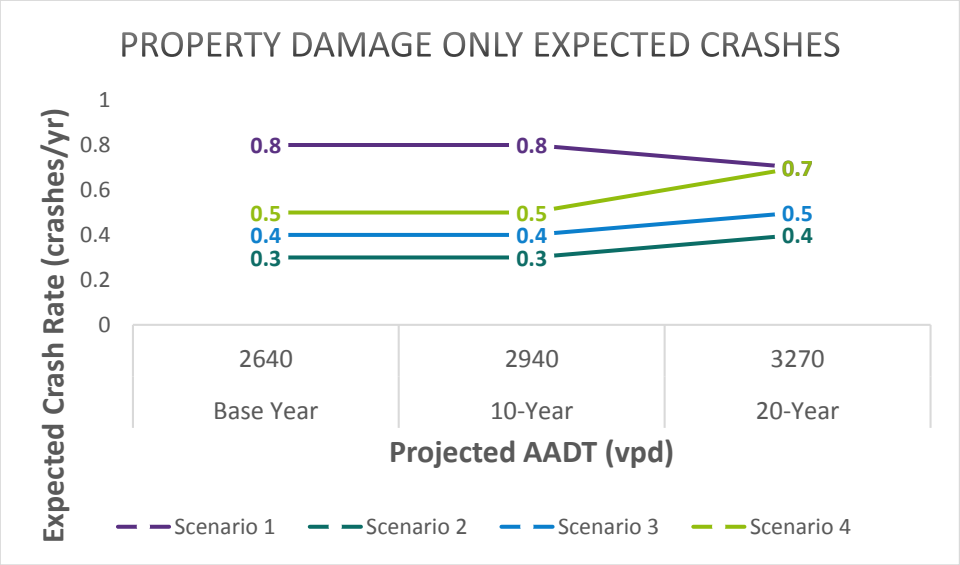
As expected, Scenario 2 indicates the lowest expected crashes since AWSC is proposed at the Azalea at Benning intersection. The performance of the two roundabout system in Scenario 3 is also fairly efficient. Calculations were also made to determine the expected crash rate by severity type as follows:

Figure 4-4 Expected Fatal & Injury Expected Crashes by Segment Scenario



**Note Scenario 2 & Scenario 3 have same number of expected Fatal & Injury crashes.*

Figure 4-5 Expected Property Damage Crashes by Segment Scenario



5. Conclusions & Recommendations

5.1. Overall Performance & Benefits

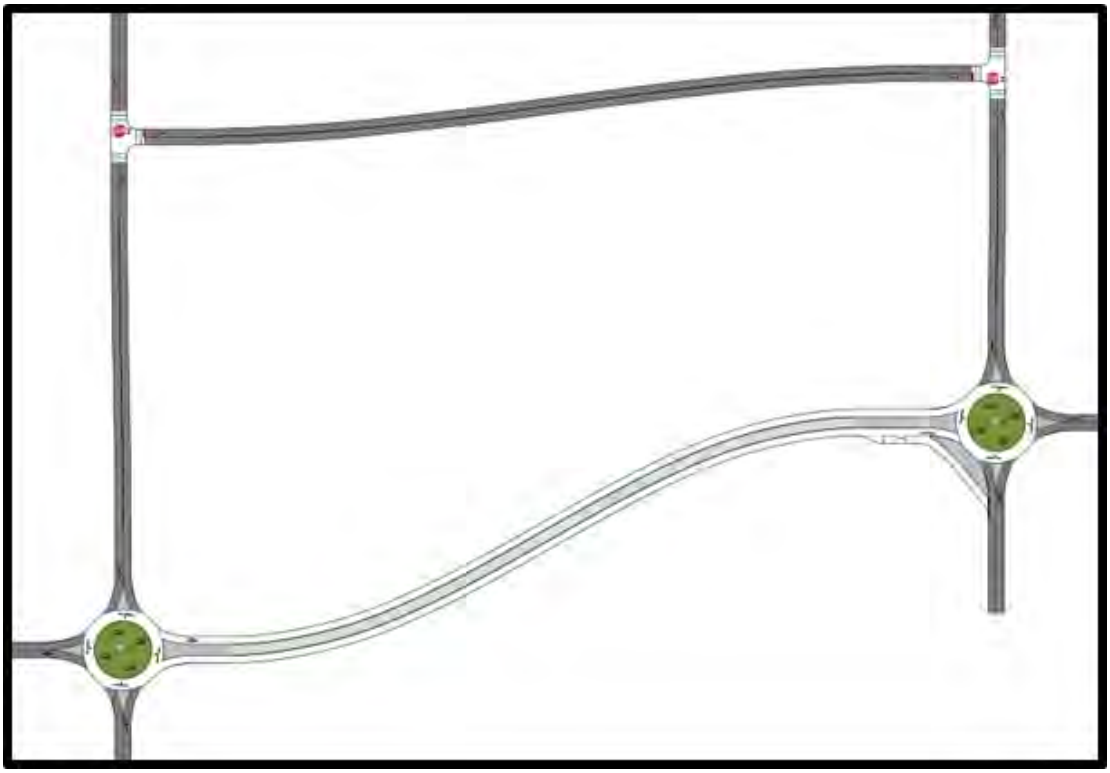
The operations of the Destin Crosstown Connector have been shown to fall within acceptable ranges for a variety of ranges. It is important that these scenarios be weighed against their anticipated costs in order to fully develop a recommended layout. Each alternative has its advantages and disadvantages in regards to construction costs, right-of-way costs, operations, safety, and long term maintenance. These characteristics then must be examined in light of the geometric constraints present within the corridor. The intersection of Legion Drive at Beach Drive is proposed with a noticeable skew which restricts sight distance. For this reason alone, TWSC could be eliminated as an alternative. The following matrix provides a brief overview of the advantages/disadvantages of each scenario:

Table 5-1 Intersection Evaluation Matrix

	Construction Cost	R/W Cost	Operations	Maintenance Cost	Safety
TWSC	Very Low	Very Low	Acceptable	Very Low	High Crash
AWSC	Very Low	Very Low	At Capacity	Very Low	Low Crash
Roundabout	Low/Mid	High	Excellent	Low	Low Crash
Traffic Signal	High	Mid	Very Good	High	Mid

As can be seen, each option presents a separate outlook as far as initial investment and long term capital required. Stop control represents a very low initial investment which presents the potential for longer term loss in operations and/or safety. Roundabouts require a significant initial investment in right-of-way but tend to provide an easily maintainable facility with good long term operations and safety. Given the overall operations, safety, and costs associated with each alternative, it is recommended that the City proceed forward with the roundabout alternative at each intersection (Scenario 3).

Figure 5-1 Recommended Preferred Alternate



5.2. Recommended Build Scenario

The City of Destin intends to construct the four lane improvements of the Connector project in this and other corridors as a substantial improvement to east/west mobility. As such, it would be short sighted to consider only the interim condition without an eye to the future. Discussions with City staff indicate that a single lane roundabout is supported locally. Multi-lane roundabouts have yet to see widespread deployment in Florida and as such, drivers are unfamiliar with their operations. In light of this, it has been determined that a future assessment will be made once four-lane construction becomes necessary/feasible in order to determine if a multi-lane roundabout is appropriate at that time.

A benefit of single lane roundabout construction will be that sufficient right of way should be purchased in the interim condition such that future construction of an alternate intersection type would likely not require additional right of way. The development of the specific geometry for the single lane roundabouts should follow the guidance of the NCHRP Report 672, *Roundabouts: An Informational Guide*.

5.3. Recommended Intersection Geometry

As stated above, NCHRP Report 672 should be utilized to develop the appropriate geometry of the roundabout. Based on the operational analysis, certain key aspects of the roundabout should be set as follows:

- Inscribed Circle Diameter – At least 120 feet which will allow for future expansion to the outside of the roundabout in a multi-lane scenario.
- Entry radii – At least 65 feet.
- A mountable truck apron should be constructed at each roundabout location in order to facilitate the potential for large truck traffic. Project turning paths should be allowed to overrun this truck apron.
- An eastbound right turn slip lane should be provided at the Legion Drive at Beach Drive intersection due to intersection skew.

Appendices

Appendix A. Turning Movement Counts

Engineering & Planning Resources, PC
Pensacola, FL

INTERSECTION OF Beach Drive/Legion Drive North

COUNTED BY: RF COUNT DATE: 1/6/2015 Destin Connector

	Legion Dr. North East			Beach Dr. North			Legion Dr. North West			Beach Dr. South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
7:00 AM	1		6	0	10						16	4	37
7:15 AM	2		13	8	16						14	1	54
7:30 AM	1		16	12	18						13	3	63
7:45 AM	6		19	13	34						30	3	105
TOTAL	10		54	33	78						73	11	259
8:00 AM	2		20	19	62						38	12	153
8:15 AM	1		13	9	30						80	13	146
8:30 AM	1		22	11	3						29	2	68
8:45 AM	0		21	14	5						15	1	56
TOTAL	4		76	53	100						162	28	423

9:00 AM	0		24	8	6						10	0	48
9:15 AM	0		18	10	9						7	0	44
9:30 AM	0		24	14	10						15	2	65
9:45 AM	1		18	8	10						11	0	48
TOTAL	1		84	40	35						43	2	205

PEAK HOUR DATA

PEAK HR START TIME 7:45 AM

	Legion Dr. North East			Beach Dr. North			Legion Dr. North West			Beach Dr. South			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
PEAK HR TOTALS	10		74	52	129						177	30	472
% OF APPROACH	10.3%		89.7%	51.7%	48.3%						89.5%	10.5%	

Engineering & Planning Resources, PC
Pensacola, FL

INTERSECTION OF Beach Drive /Legion Drive South

COUNTED BY: RF COUNT DATE: 1/6/2015 Destin Connector

	Legion South East			Beach North			Legion South West			Beach South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
7:00 AM					6	19	28		3	10	10		76
7:15 AM					11	21	28		11	13	14		98
7:30 AM					12	25	33		18	15	13		116
7:45 AM					19	20	40		32	29	22		162
TOTAL					48	85	129		64	67	59		452
8:00 AM					36	28	44		44	30	33		215
8:15 AM					13	33	29		20	49	41		185
8:30 AM					2	35	38		11	35	15		136
8:45 AM					7	36	44		13	24	17		141
TOTAL					58	132	155		88	138	106		677
9:00 AM					7	36	24		9	26	7		109
9:15 AM					6	27	24		9	17	6		89
9:30 AM					10	31	32		14	28	16		131
9:45 AM					8	45	35		10	14	10		122
TOTAL					31	139	115		42	85	39		451

PEAK HOUR DATA

PEAK HR START TIME 7:45 AM

	Legion South East			Beach North			Legion South West			Beach South			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
PEAK HR TOTALS					70	116	151		107	143	111		698
% OF APPROACH					31.4%	68.6%	59.0%		41.0%	69.2%	30.8%		

Engineering & Planning Resources, PC
Pensacola, FL

INTERSECTION OF Benning Drive/Azalea Drive

COUNTED BY: MT COUNT DATE: 1/6/2015 Destin Connector

	Azalea Dr. East			Benning Dr. North			Azalea Dr. West			Benning Dr. South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
7:00 AM	5		1	4	6						15	6	37
7:15 AM	8		3	7	7						20	9	54
7:30 AM	13		5	9	6						29	12	74
7:45 AM	17		9	14	19						17	18	94
TOTAL	43		18	34	38						81	45	259
8:00 AM	16		12	4	26						17	21	96
8:15 AM	13		11	6	17						28	17	92
8:30 AM	8		13	3	10						25	11	70
8:45 AM	19		8	12	11						24	19	93
TOTAL	56		44	25	64						94	68	351
9:00 AM	20		14	6	7						18	10	75
9:15 AM	8		10	6	6						17	5	53
9:30 AM	15		5	1	9						18	14	62
9:45 AM	18		22	4	8						24	15	91
TOTAL	61		51	17	30						77	44	281

PEAK HOUR DATA

PEAK HR START TIME 7:30 AM

	Azalea Dr. East			Benning Dr. North			Azalea Dr. West			Benning Dr. South			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
PEAK HR TOTALS	59		37	33	68						91	68	356
% OF APPROACH	63.6%		36.4%	20.7%	79.3%						40.2%	59.8%	

Engineering & Planning Resources, PC
Pensacola, FL

INTERSECTION OF Benning Drive/Legion North

COUNTED BY: LC/RF COUNT DATE: 1/8/2015 Destin Connector

	Legion North East			Benning Drive North			Legion North West			Benning Drive South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
7:00 AM					5	6	5		0	1	17		34
7:15 AM					8	9	6		3	4	23		53
7:30 AM					11	5	9		4	9	32		70
7:45 AM					22	13	14		4	8	22		83
TOTAL					46	33	34		11	22	94		240
8:00 AM					58	10	17		15	11	25		136
8:15 AM					28	4	13		10	10	28		93
8:30 AM					12	7	11		1	13	26		70
8:45 AM					14	18	12		3	7	28		82
TOTAL					112	39	53		29	41	107		381
9:00 AM					9	16	8		1	4	19		57
9:15 AM					5	9	8		3	5	18		48
9:30 AM					13	14	15		1	11	18		72
9:45 AM					10	13	6		2	4	29		64
TOTAL					37	52	37		7	24	84		241

PEAK HOUR DATA

PEAK HR START TIME 7:30 AM

	Legion North East			Benning Drive North			Legion North West			Benning Drive South			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
PEAK HR TOTALS					119	32	53		33	38	107		382
% OF APPROACH					67.7%	32.3%	77.1%		22.9%	31.3%	68.7%		

Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Stahlman Ave	&	US 98
Date	July 9, 2013		
Time Period	2:00 PM to 6:00 PM		**All Vehicles**

GMB Project #: 11-031.04

Time Period	Northbound				Southbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	12	7	28	47	18	5	24	47
14:15 - 14:30	22	2	45	69	19	3	23	45
14:30 - 14:45	10	2	27	39	14	7	25	46
14:45 - 15:00	16	2	42	60	21	5	30	56
15:00 - 15:15	17	3	33	53	21	2	35	58
15:15 - 15:30	7	6	30	43	19	12	34	65
15:30 - 15:45	22	3	29	54	23	7	37	67
15:45 - 16:00	18	3	31	52	12	8	22	42
16:00 - 16:15	18	6	42	66	15	9	54	78
16:15 - 16:30	17	1	36	54	19	8	51	78
16:30 - 16:45	14	3	28	45	14	14	48	76
16:45 - 17:00	20	7	36	63	13	8	50	71
17:00 - 17:15	27	1	42	70	21	8	80	109
17:15 - 17:30	24	7	47	78	15	15	80	110
17:30 - 17:45	12	3	25	40	19	11	66	96
17:45 - 18:00	19	3	26	48	13	6	66	85
TOTAL	**275**	**59**	**547**	**881**	**276**	**128**	**725**	**1,129**

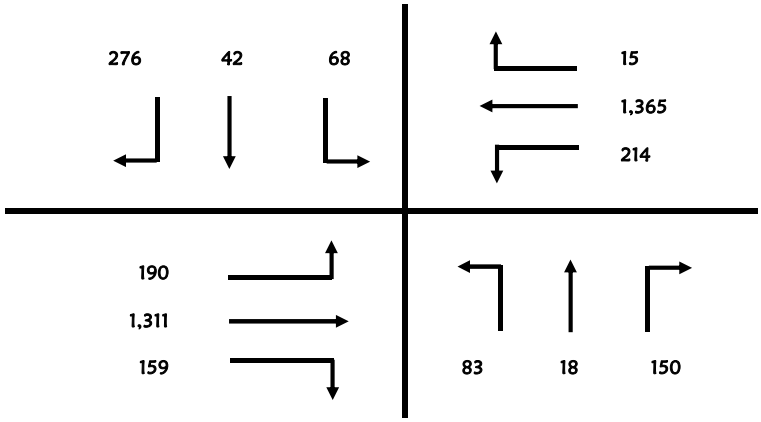
Time Period	Eastbound				Westbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	35	342	28	405	53	365	11	429
14:15 - 14:30	41	333	18	392	42	322	8	372
14:30 - 14:45	35	300	23	358	50	306	18	374
14:45 - 15:00	42	343	41	426	51	305	16	372
15:00 - 15:15	42	313	25	380	43	303	10	356
15:15 - 15:30	43	307	21	371	26	311	13	350
15:30 - 15:45	44	373	20	437	21	307	2	330
15:45 - 16:00	47	330	31	408	42	334	7	383
16:00 - 16:15	33	324	27	384	33	334	7	374
16:15 - 16:30	39	314	35	388	40	370	4	414
16:30 - 16:45	44	310	35	389	46	313	2	361
16:45 - 17:00	45	310	41	396	63	306	3	372
17:00 - 17:15	46	338	51	435	59	381	6	446
17:15 - 17:30	40	327	32	399	45	331	3	379
17:30 - 17:45	59	336	35	430	47	347	3	397
17:45 - 18:00	47	295	40	382	47	313	15	375
TOTAL	**682**	**5,195**	**503**	**6,380**	**708**	**5,248**	**128**	**6,084**

North / South
Stahlman Ave

East / West
US 98

Peak Hour
16:45 - 17:45

Peak Hour Factor
0.92



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Stahlman Ave	&	US 98
Date	July 9, 2013		
Time Period	2:00 PM to 6:00 PM		**Trucks**

GMB Project #: 11-031.04

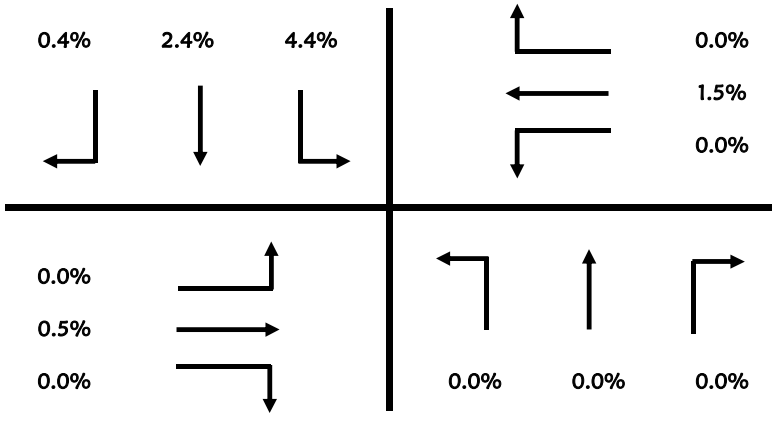
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	1	0	0	0	1	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	1	0	0	0
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	1	0	0	0	0	0
16:30 - 16:45	0	0	0	1	0	0
16:45 - 17:00	0	0	0	1	0	0
17:00 - 17:15	0	0	0	1	1	0
17:15 - 17:30	0	0	0	1	0	0
17:30 - 17:45	0	0	0	0	0	1
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	4	0	0	14	0
14:15 - 14:30	0	1	0	0	6	0
14:30 - 14:45	0	1	0	1	9	0
14:45 - 15:00	0	2	0	0	2	1
15:00 - 15:15	0	1	0	2	5	0
15:15 - 15:30	0	2	0	0	8	0
15:30 - 15:45	0	1	0	0	6	0
15:45 - 16:00	0	2	0	0	8	1
16:00 - 16:15	0	1	0	0	6	0
16:15 - 16:30	0	3	0	0	7	0
16:30 - 16:45	0	0	0	0	2	0
16:45 - 17:00	0	2	0	0	9	0
17:00 - 17:15	0	3	0	0	5	0
17:15 - 17:30	0	2	0	0	4	0
17:30 - 17:45	0	0	0	0	2	0
17:45 - 18:00	0	1	0	0	2	0

North / South
Stahlman Ave

East / West
US 98

Peak Hour
16:45 - 17:45



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Stahlman Ave	&	US 98
Date	July 9, 2013		
Time Period	14:00 to 18:00		**U-Turns & RTOR**

GMB Project #: 11-031.04

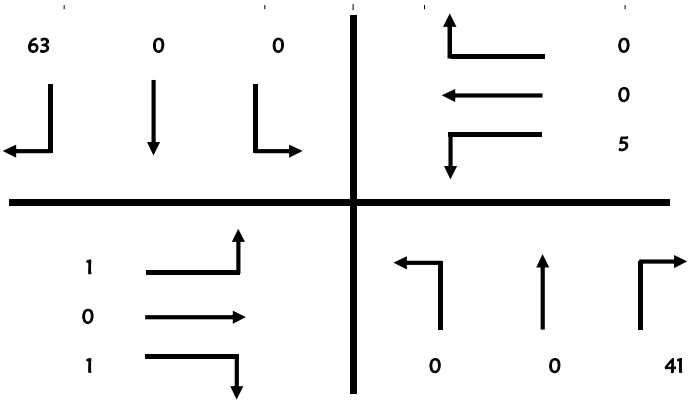
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	8	0	0	7
14:15 - 14:30	0	0	6	0	0	5
14:30 - 14:45	0	0	4	0	0	9
14:45 - 15:00	0	0	5	0	0	7
15:00 - 15:15	0	0	8	0	0	8
15:15 - 15:30	0	1	13	0	0	15
15:30 - 15:45	0	0	5	0	0	6
15:45 - 16:00	0	0	3	0	0	4
16:00 - 16:15	0	0	18	0	0	27
16:15 - 16:30	2	0	16	0	0	20
16:30 - 16:45	0	0	6	0	0	14
16:45 - 17:00	0	0	8	0	0	13
17:00 - 17:15	0	0	16	0	0	19
17:15 - 17:30	0	0	11	0	0	12
17:30 - 17:45	0	0	6	0	0	19
17:45 - 18:00	0	0	10	0	0	17
TOTAL	**2**	**1**	**143**	**0**	**0**	**202**

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	4	4	0	0
14:15 - 14:30	1	0	0	1	0	0
14:30 - 14:45	0	0	0	1	0	0
14:45 - 15:00	0	1	0	1	0	0
15:00 - 15:15	0	0	0	0	0	1
15:15 - 15:30	1	0	1	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0
16:00 - 16:15	0	0	0	1	1	0
16:15 - 16:30	0	0	2	0	0	0
16:30 - 16:45	0	0	1	0	0	0
16:45 - 17:00	1	0	0	2	0	0
17:00 - 17:15	0	0	0	1	0	0
17:15 - 17:30	0	0	0	1	0	0
17:30 - 17:45	0	0	1	1	0	0
17:45 - 18:00	0	0	0	4	0	1
TOTAL	**3**	**1**	**9**	**17**	**1**	**2**

North / South
Stahlman Ave

East / West
US 98

Peak Hour
16:45 - 17:45



Pedestrian & Bicycle Summary

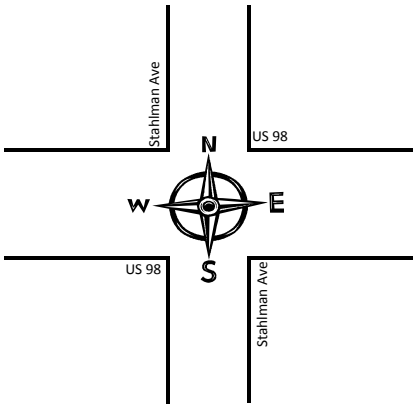
Project #: 11-031.04
Date: 7/9/2013

NB/SB: Stahlman Ave
EB/WB: US 98

Hour

	14:00	15:00	16:00	17:00	18:00	19:00			
	1	2	3	4	5	6	7	8	
Eastbound ▶ Bike									0
Ped									0
Westbound ◀ Bike									0
Ped									0

Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00	8	2	22	3
2 15:00	12	3	23	3
3 16:00	14	3	17	3
4 17:00	22	2	7	3
5 18:00	32	2	8	2
6 19:00				
7				
8				
	88	**12**	**77**	**14**



Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00	12	5	8	4
2 15:00	9	3	8	3
3 16:00	8	5	8	2
4 17:00	10	3	7	3
5 18:00	9	1	13	2
6 19:00				
7				
8				
	48	**17**	**44**	**14**

		14:00	15:00	16:00	17:00	18:00	19:00			
		1	2	3	4	5	6	7	8	
Eastbound	▶ Bike	2	2	2	5	7				18
	Ped	12	10	12	7	13				54
Westbound	◀ Bike	2	2	2	2	1				9
	Ped	2	1	2	2	3				10

Hour

Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Benning Dr	&	US 98
Date	July 9, 2013		
Time Period	2:00 PM to 6:00 PM		**All Vehicles**

GMB Project #: 11-031.04

Time Period	Northbound				Southbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	0	0	0	0	18	0	6	24
14:15 - 14:30	0	0	1	1	20	1	8	29
14:30 - 14:45	0	0	0	0	15	0	14	29
14:45 - 15:00	0	0	0	0	18	0	11	29
15:00 - 15:15	0	0	3	3	20	0	10	30
15:15 - 15:30	1	0	1	2	10	0	11	21
15:30 - 15:45	0	0	1	1	22	0	9	31
15:45 - 16:00	0	0	0	0	22	0	9	31
16:00 - 16:15	0	0	2	2	20	0	14	34
16:15 - 16:30	1	0	0	1	23	0	8	31
16:30 - 16:45	0	0	0	0	19	0	9	28
16:45 - 17:00	0	0	0	0	23	0	3	26
17:00 - 17:15	0	0	4	4	20	0	11	31
17:15 - 17:30	0	0	0	0	15	0	2	17
17:30 - 17:45	0	0	0	0	20	0	9	29
17:45 - 18:00	0	0	2	2	14	0	6	20
TOTAL	**2**	**0**	**14**	**16**	**299**	**1**	**140**	**440**

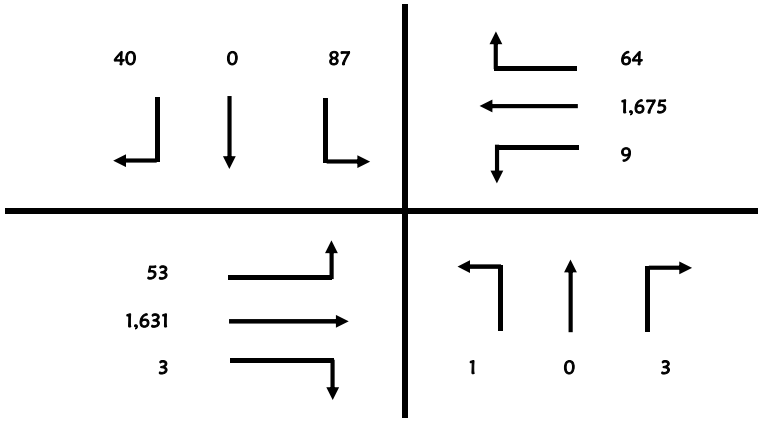
Time Period	Eastbound				Westbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	12	334	0	346	3	411	16	430
14:15 - 14:30	14	439	0	453	2	381	14	397
14:30 - 14:45	20	406	0	426	1	374	15	390
14:45 - 15:00	13	398	1	412	2	390	22	414
15:00 - 15:15	9	394	2	405	1	403	19	423
15:15 - 15:30	9	422	0	431	4	415	11	430
15:30 - 15:45	14	408	1	423	2	407	15	424
15:45 - 16:00	16	410	0	426	2	422	19	443
16:00 - 16:15	12	395	2	409	3	420	15	438
16:15 - 16:30	11	418	0	429	2	426	15	443
16:30 - 16:45	16	413	0	429	0	395	17	412
16:45 - 17:00	11	311	0	322	1	360	6	367
17:00 - 17:15	21	368	1	390	1	420	16	437
17:15 - 17:30	16	397	0	413	1	453	19	473
17:30 - 17:45	18	398	0	416	1	420	12	433
17:45 - 18:00	20	363	0	383	1	366	16	383
TOTAL	**232**	**6,274**	**7**	**6,513**	**27**	**6,463**	**247**	**6,737**

North / South
Benning Dr

East / West
US 98

Peak Hour
15:30 - 16:30

Peak Hour Factor
0.99



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Benning Dr	&	US 98
Date	July 9, 2013		
Time Period	2:00 PM to 6:00 PM		**Trucks**

GMB Project #: 11-031.04

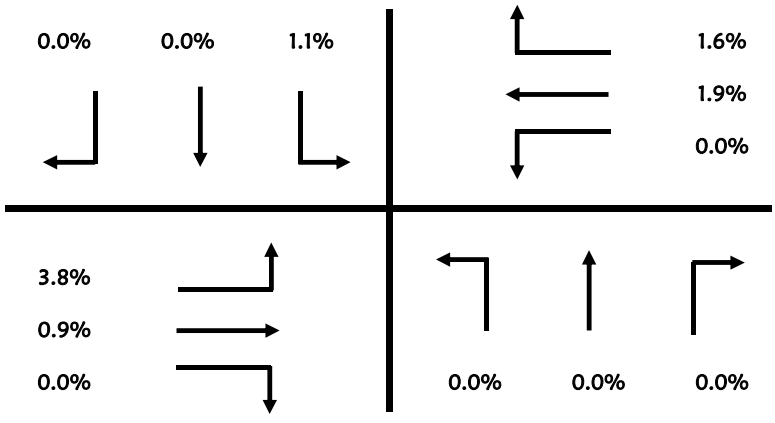
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	2	0	0
14:15 - 14:30	0	0	0	1	0	1
14:30 - 14:45	0	0	0	0	0	1
14:45 - 15:00	0	0	0	0	0	0
15:00 - 15:15	0	0	0	1	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	1	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	6	0	0	9	0
14:15 - 14:30	1	8	0	0	12	1
14:30 - 14:45	1	6	0	0	8	0
14:45 - 15:00	0	4	0	0	5	1
15:00 - 15:15	0	4	0	0	8	1
15:15 - 15:30	1	3	0	0	10	2
15:30 - 15:45	1	2	0	0	10	0
15:45 - 16:00	0	8	0	0	11	1
16:00 - 16:15	0	0	0	0	5	0
16:15 - 16:30	1	4	0	0	6	0
16:30 - 16:45	0	0	0	0	2	0
16:45 - 17:00	0	2	0	0	8	0
17:00 - 17:15	1	3	0	0	6	0
17:15 - 17:30	0	3	0	0	4	0
17:30 - 17:45	0	1	0	0	2	0
17:45 - 18:00	0	2	0	0	1	0

North / South
Benning Dr

East / West
US 98

Peak Hour
15:30 - 16:30



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Benning Dr	&	US 98
Date	July 9, 2013		
Time Period	14:00 to 18:00		**U-Turns & RTOR**

GMB Project #: 11-031.04

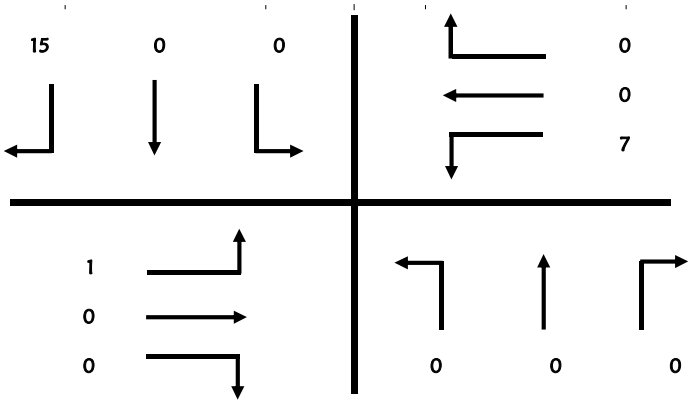
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	3
14:45 - 15:00	0	0	0	0	0	6
15:00 - 15:15	0	0	0	0	0	5
15:15 - 15:30	0	0	0	0	0	7
15:30 - 15:45	0	0	0	0	0	5
15:45 - 16:00	0	0	0	0	0	3
16:00 - 16:15	0	0	0	0	0	5
16:15 - 16:30	0	0	0	0	0	2
16:30 - 16:45	0	0	0	0	0	4
16:45 - 17:00	0	0	0	0	0	2
17:00 - 17:15	0	0	0	0	0	6
17:15 - 17:30	0	0	0	0	0	1
17:30 - 17:45	0	0	0	0	0	5
17:45 - 18:00	0	0	0	0	0	3
TOTAL	**0**	**0**	**0**	**0**	**0**	**57**

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	2	0	1
14:15 - 14:30	1	0	0	2	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	1	0	0
15:00 - 15:15	0	0	0	1	0	1
15:15 - 15:30	0	0	0	2	0	0
15:30 - 15:45	0	0	0	2	0	0
15:45 - 16:00	0	0	0	2	0	0
16:00 - 16:15	1	0	0	1	0	0
16:15 - 16:30	0	0	0	2	0	0
16:30 - 16:45	1	0	0	0	0	0
16:45 - 17:00	0	0	0	1	0	0
17:00 - 17:15	0	0	0	1	0	0
17:15 - 17:30	1	0	0	1	0	0
17:30 - 17:45	3	0	0	1	0	0
17:45 - 18:00	2	0	0	0	0	1
TOTAL	**9**	**0**	**0**	**19**	**0**	**3**

North / South
Benning Dr

East / West
US 98

Peak Hour
15:30 - 16:30



Pedestrian & Bicycle Summary

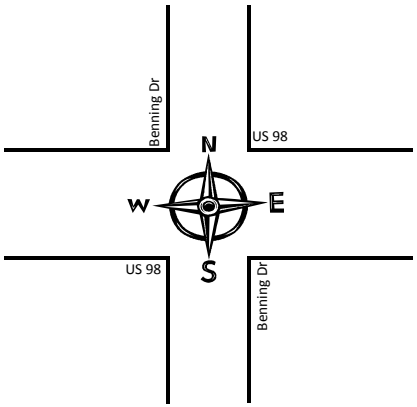
Project #: 11-031.04 **NB/SB:** Benning Dr

Date: 7/9/2013 **EB/WB:** US 98

Hour

		14:00	15:00	16:00	17:00	18:00	19:00			
		1	2	3	4	5	6	7	8	
Eastbound	▶ Bike		2		1	2				5
	Ped	1								1
Westbound	◀ Bike			1						1
	Ped	1								1

Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00				
2 15:00				1
3 16:00				
4 17:00				
5 18:00				
6 19:00				
7				
8				
	0	0	0	1



Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00				1
2 15:00				
3 16:00		2		1
4 17:00				
5 18:00		1		
6 19:00				
7				
8				
	0	3	0	2

		14:00	15:00	16:00	17:00	18:00	19:00			
		1	2	3	4	5	6	7	8	
Eastbound	▶ Bike	3	3		2					8
	Ped	4								4
Westbound	◀ Bike	2	2	2		1				7
	Ped									0

Hour

Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Beach Dr	&	US 98
Date	July 9, 2013		
Time Period	2:00 PM to 6:00 PM		**All Vehicles**

GMB Project #: 11-031.04

Time Period	Northbound				Southbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	1	0	5	6	29	2	20	51
14:15 - 14:30	0	0	2	2	24	0	16	40
14:30 - 14:45	0	1	2	3	31	0	17	48
14:45 - 15:00	2	0	3	5	19	0	28	47
15:00 - 15:15	0	0	3	3	15	0	16	31
15:15 - 15:30	0	0	2	2	22	0	14	36
15:30 - 15:45	0	0	2	2	24	0	23	47
15:45 - 16:00	0	0	4	4	22	0	22	44
16:00 - 16:15	0	1	2	3	18	1	18	37
16:15 - 16:30	0	0	2	2	15	0	25	40
16:30 - 16:45	1	0	2	3	23	0	13	36
16:45 - 17:00	0	1	1	2	19	3	13	35
17:00 - 17:15	1	0	2	3	25	0	12	37
17:15 - 17:30	1	2	0	3	11	0	14	25
17:30 - 17:45	2	0	2	4	20	1	15	36
17:45 - 18:00	0	0	2	2	18	0	8	26
TOTAL	**8**	**5**	**36**	**49**	**335**	**7**	**274**	**616**

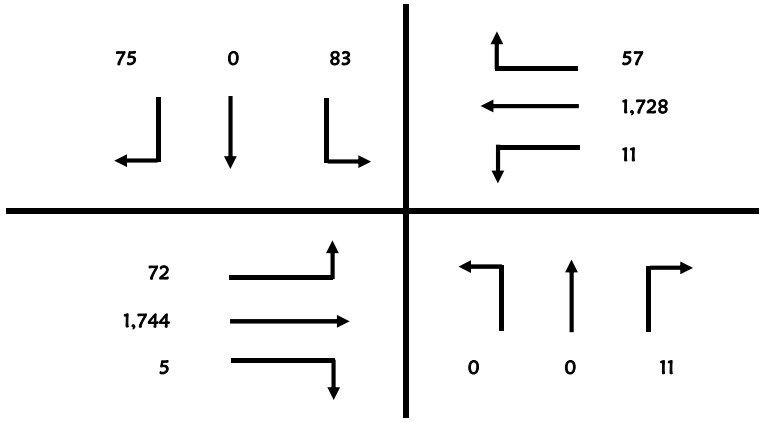
Time Period	Eastbound				Westbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	13	323	1	337	3	430	15	448
14:15 - 14:30	19	421	0	440	4	385	13	402
14:30 - 14:45	19	384	0	403	6	390	26	422
14:45 - 15:00	14	413	0	427	4	392	32	428
15:00 - 15:15	23	441	0	464	5	434	12	451
15:15 - 15:30	15	429	0	444	2	429	15	446
15:30 - 15:45	17	439	2	458	1	416	20	437
15:45 - 16:00	17	435	3	455	3	449	10	462
16:00 - 16:15	21	404	1	426	3	416	21	440
16:15 - 16:30	10	443	0	453	1	450	24	475
16:30 - 16:45	14	418	0	432	3	422	16	441
16:45 - 17:00	15	379	0	394	5	460	13	478
17:00 - 17:15	14	363	0	377	8	438	12	458
17:15 - 17:30	24	416	0	440	2	476	13	491
17:30 - 17:45	28	405	1	434	7	415	13	435
17:45 - 18:00	23	398	4	425	4	396	14	414
TOTAL	**286**	**6,511**	**12**	**6,809**	**61**	**6,798**	**269**	**7,128**

North / South
Beach Dr

East / West
US 98

Peak Hour
15:00 - 16:00

Peak Hour Factor
0.98



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Beach Dr	&	US 98
Date	July 9, 2013		
Time Period	2:00 PM to 6:00 PM		**Trucks**

GMB Project #: 11-031.04

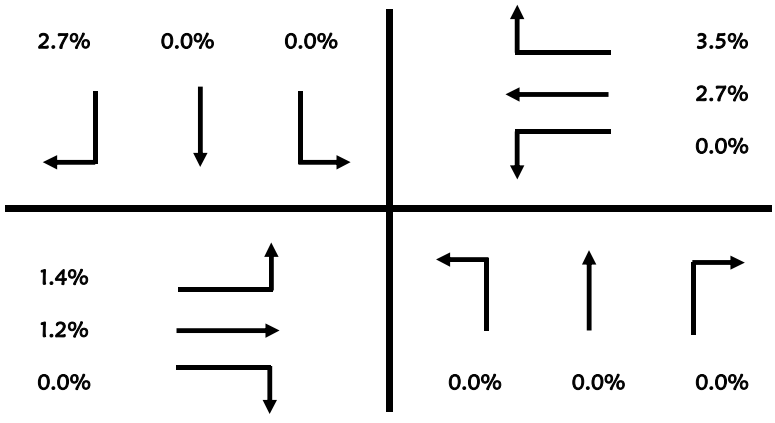
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	1
14:15 - 14:30	0	0	0	0	0	2
14:30 - 14:45	0	0	0	0	0	1
14:45 - 15:00	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	1
15:30 - 15:45	0	0	0	0	0	1
15:45 - 16:00	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	1	0	0
16:45 - 17:00	0	0	0	0	0	1
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	1	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	6	0	0	9	1
14:15 - 14:30	0	11	0	0	15	0
14:30 - 14:45	0	8	0	0	11	2
14:45 - 15:00	0	5	0	0	7	0
15:00 - 15:15	0	7	0	0	17	1
15:15 - 15:30	0	3	0	0	10	0
15:30 - 15:45	0	5	0	0	9	1
15:45 - 16:00	1	6	0	0	10	0
16:00 - 16:15	0	3	0	0	7	0
16:15 - 16:30	0	6	0	0	8	0
16:30 - 16:45	0	3	0	0	7	0
16:45 - 17:00	1	2	0	0	8	0
17:00 - 17:15	0	5	0	0	7	0
17:15 - 17:30	0	6	0	0	4	0
17:30 - 17:45	0	1	0	0	6	0
17:45 - 18:00	0	3	0	0	2	0

North / South
Beach Dr

East / West
US 98

Peak Hour
15:00 - 16:00



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Beach Dr	&	US 98
Date	July 9, 2013		
Time Period	14:00 to 18:00		**U-Turns & RTOR**

GMB Project #: 11-031.04

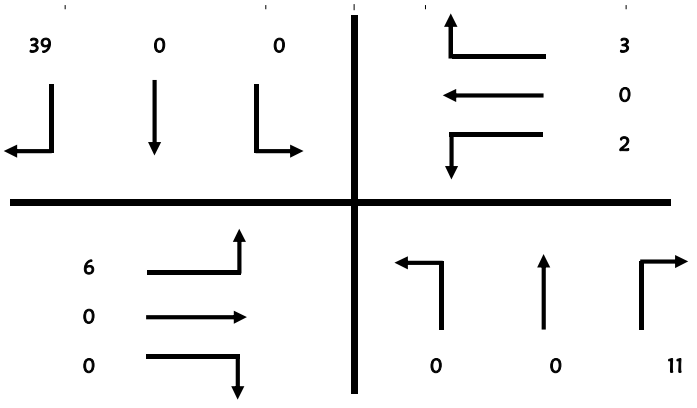
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	4	0	0	8
14:15 - 14:30	0	0	2	0	0	7
14:30 - 14:45	0	0	1	0	0	10
14:45 - 15:00	0	0	3	0	0	7
15:00 - 15:15	0	0	3	0	0	11
15:15 - 15:30	0	0	2	0	0	9
15:30 - 15:45	0	0	2	0	0	7
15:45 - 16:00	0	0	4	0	0	12
16:00 - 16:15	0	0	0	0	0	11
16:15 - 16:30	0	0	1	0	0	13
16:30 - 16:45	0	0	2	0	0	5
16:45 - 17:00	0	0	1	0	0	6
17:00 - 17:15	0	0	2	0	0	12
17:15 - 17:30	0	0	0	0	0	9
17:30 - 17:45	0	0	1	0	0	12
17:45 - 18:00	0	0	1	0	0	3
TOTAL	**0**	**0**	**29**	**0**	**0**	**142**

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	2	0	0	0	0	0
14:15 - 14:30	1	0	0	2	0	1
14:30 - 14:45	2	0	0	2	0	0
14:45 - 15:00	0	0	0	1	0	2
15:00 - 15:15	5	0	0	0	0	0
15:15 - 15:30	0	0	0	1	0	1
15:30 - 15:45	1	0	0	0	0	2
15:45 - 16:00	0	0	0	1	0	0
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	2
16:30 - 16:45	0	0	0	2	0	0
16:45 - 17:00	1	0	0	4	0	0
17:00 - 17:15	1	0	0	3	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	1	0	0	4	0	0
17:45 - 18:00	0	0	0	3	0	0
TOTAL	**14**	**0**	**0**	**23**	**0**	**8**

North / South
Beach Dr

East / West
US 98

Peak Hour
15:00 - 16:00



Pedestrian & Bicycle Summary

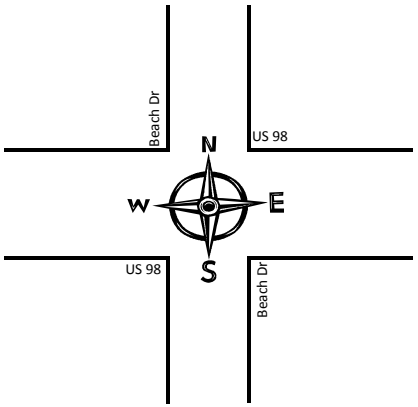
Project #: 11-031.04 **NB/SB:** Beach Dr

Date: 7/9/2013 **EB/WB:** US 98

Hour

		14:00	15:00	16:00	17:00	18:00	19:00			
		1	2	3	4	5	6	7	8	
Eastbound ▶	Bike		3	1	1					5
	Ped	1	1	1	3					6
Westbound ◀	Bike	2		1						3
	Ped		1							1

Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00		1		
2 15:00	1	2		1
3 16:00		1	1	
4 17:00		1	1	
5 18:00				
6 19:00				
7				
8				
	1	5	2	1



Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00				
2 15:00				
3 16:00				
4 17:00	1			
5 18:00				
6 19:00				
7				
8				
	1	0	0	0

		14:00	15:00	16:00	17:00	18:00	19:00			
		1	2	3	4	5	6	7	8	
Eastbound ▶	Bike	4	4							8
	Ped	2	2							4
Westbound ◀	Bike	1	1	2						4
	Ped		1		2					3

Hour

Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Beach Dr	&	US 98
Date	July 9, 2013		
Time Period	2:00 PM to 6:00 PM		**All Vehicles**

GMB Project #: 11-031.04

Time Period	Northbound				Southbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	0	0	0	0	34	0	43	77
14:15 - 14:30	0	0	0	0	40	0	38	78
14:30 - 14:45	0	0	0	0	30	0	35	65
14:45 - 15:00	0	0	0	0	46	0	25	71
15:00 - 15:15	0	0	0	0	46	0	40	86
15:15 - 15:30	0	0	0	0	41	0	37	78
15:30 - 15:45	0	0	0	0	47	0	41	88
15:45 - 16:00	0	0	0	0	33	0	22	55
16:00 - 16:15	0	0	0	0	44	0	26	70
16:15 - 16:30	0	0	0	0	51	0	34	85
16:30 - 16:45	0	0	0	0	57	0	29	86
16:45 - 17:00	0	0	0	0	35	0	29	64
17:00 - 17:15	0	0	0	0	28	0	19	47
17:15 - 17:30	0	0	0	0	35	0	32	67
17:30 - 17:45	0	0	0	0	30	0	22	52
17:45 - 18:00	0	0	0	0	26	0	16	42
TOTAL	**0**	**0**	**0**	**0**	**623**	**0**	**488**	**1,111**

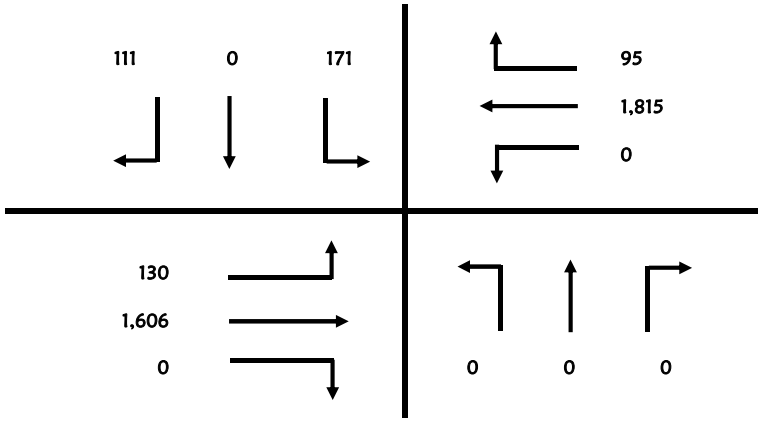
Time Period	Eastbound				Westbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	22	343	0	365	0	438	24	462
14:15 - 14:30	27	410	0	437	0	379	29	408
14:30 - 14:45	41	416	0	457	1	409	26	436
14:45 - 15:00	36	389	0	425	1	410	19	430
15:00 - 15:15	33	410	0	443	2	404	27	433
15:15 - 15:30	25	414	0	439	0	416	22	438
15:30 - 15:45	39	438	0	477	0	419	31	450
15:45 - 16:00	37	412	0	449	0	419	37	456
16:00 - 16:15	42	368	0	410	0	401	26	427
16:15 - 16:30	37	411	0	448	0	439	23	462
16:30 - 16:45	35	422	0	457	0	431	26	457
16:45 - 17:00	28	404	0	432	0	485	20	505
17:00 - 17:15	30	369	0	399	0	460	26	486
17:15 - 17:30	27	392	0	419	0	469	24	493
17:30 - 17:45	32	390	0	422	0	413	13	426
17:45 - 18:00	33	393	0	426	1	440	20	461
TOTAL	**524**	**6,381**	**0**	**6,905**	**5**	**6,832**	**393**	**7,230**

North / South
Beach Dr

East / West
US 98

Peak Hour
16:15 - 17:15

Peak Hour Factor
0.98



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Beach Dr	&	US 98
Date	July 9, 2013		
Time Period	2:00 PM to 6:00 PM		**Trucks**

GMB Project #: 11-031.04

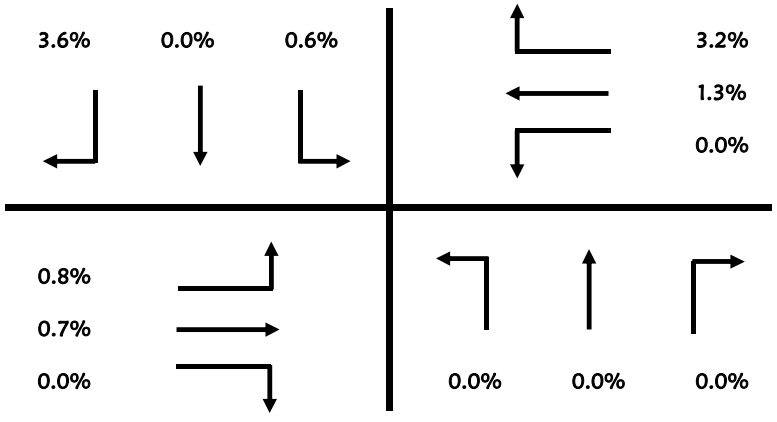
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	2
14:15 - 14:30	0	0	0	0	0	2
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	2
15:15 - 15:30	0	0	0	1	0	0
15:30 - 15:45	0	0	0	0	0	2
15:45 - 16:00	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	1
16:15 - 16:30	0	0	0	1	0	1
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	2
17:00 - 17:15	0	0	0	0	0	1
17:15 - 17:30	0	0	0	0	0	3
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	6	0	0	6	0
14:15 - 14:30	2	7	0	0	13	2
14:30 - 14:45	0	8	0	0	10	0
14:45 - 15:00	0	5	0	0	5	1
15:00 - 15:15	0	5	0	0	17	0
15:15 - 15:30	0	5	0	0	12	0
15:30 - 15:45	1	5	0	0	9	0
15:45 - 16:00	0	6	0	0	11	0
16:00 - 16:15	0	4	0	0	8	0
16:15 - 16:30	0	4	0	0	7	2
16:30 - 16:45	1	2	0	0	5	1
16:45 - 17:00	0	1	0	0	7	0
17:00 - 17:15	0	5	0	0	5	0
17:15 - 17:30	0	5	0	0	3	1
17:30 - 17:45	0	1	0	0	4	0
17:45 - 18:00	0	3	0	0	1	0

North / South
Beach Dr

East / West
US 98

Peak Hour
16:15 - 17:15



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Beach Dr	&	US 98
Date	July 9, 2013		
Time Period	14:00 to 18:00		**U-Turns & RTOR**

GMB Project #: 11-031.04

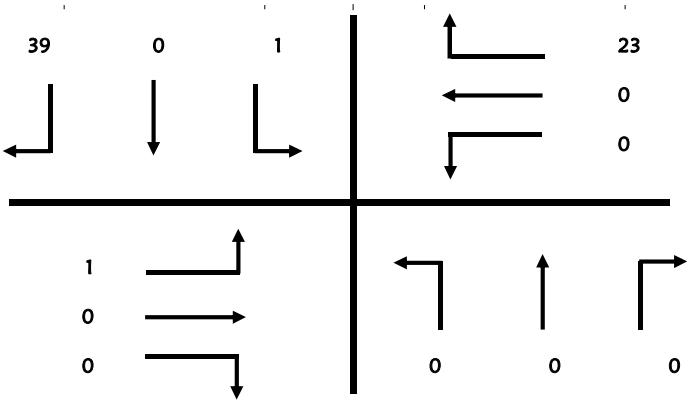
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	13
14:15 - 14:30	0	0	0	0	0	22
14:30 - 14:45	0	0	0	0	0	21
14:45 - 15:00	0	0	0	0	0	15
15:00 - 15:15	0	0	0	0	0	18
15:15 - 15:30	0	0	0	1	0	19
15:30 - 15:45	0	0	0	0	0	21
15:45 - 16:00	0	0	0	0	0	9
16:00 - 16:15	0	0	0	0	0	15
16:15 - 16:30	0	0	0	0	0	9
16:30 - 16:45	0	0	0	0	0	10
16:45 - 17:00	0	0	0	0	0	14
17:00 - 17:15	0	0	0	1	0	6
17:15 - 17:30	0	0	0	0	0	11
17:30 - 17:45	0	0	0	0	0	18
17:45 - 18:00	0	0	0	0	0	13
TOTAL	**0**	**0**	**0**	**2**	**0**	**234**

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	11
14:15 - 14:30	0	0	0	0	0	2
14:30 - 14:45	0	0	0	1	0	4
14:45 - 15:00	0	0	0	1	0	8
15:00 - 15:15	0	0	0	2	0	11
15:15 - 15:30	0	0	0	0	0	7
15:30 - 15:45	1	0	0	0	0	9
15:45 - 16:00	0	0	0	0	0	12
16:00 - 16:15	1	0	0	0	0	5
16:15 - 16:30	0	0	0	0	0	5
16:30 - 16:45	0	0	0	0	0	5
16:45 - 17:00	1	0	0	0	0	7
17:00 - 17:15	0	0	0	0	0	6
17:15 - 17:30	0	0	0	0	0	6
17:30 - 17:45	0	0	0	0	0	3
17:45 - 18:00	0	0	0	1	0	7
TOTAL	**3**	**0**	**0**	**5**	**0**	**108**

North / South
Beach Dr

East / West
US 98

Peak Hour
16:15 - 17:15



Pedestrian & Bicycle Summary

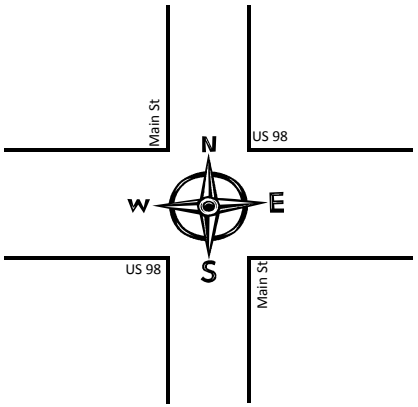
Project #: 11-031.04 **NB/SB:** Main St

Date: 7/9/2013 **EB/WB:** US 98

Hour

	14:00	15:00	16:00	17:00	18:00	19:00			
	1	2	3	4	5	6	7	8	
Eastbound ▶ Bike		3	3	1					7
Ped		3							3
Westbound ◀ Bike	2	2							4
Ped	1								1

Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00		3		
2 15:00				
3 16:00		1		2
4 17:00		1		
5 18:00				
6 19:00				
7				
8				
	0	5	0	2



Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00				
2 15:00				
3 16:00				
4 17:00		2		
5 18:00				
6 19:00				
7				
8				
	0	2	0	0

	14:00	15:00	16:00	17:00	18:00	19:00			
	1	2	3	4	5	6	7	8	
Eastbound ▶ Bike									0
Ped									0
Westbound ◀ Bike									0
Ped									0

Hour

Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Main St	&	Airport
Date	July 9, 2013		
Time Period	2:00 PM to 6:00 PM		**All Vehicles**

GMB Project #: 11-031.04

Time Period	Northbound				Southbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	20	49	47	116	30	31	1	62
14:15 - 14:30	24	38	70	132	52	29	3	84
14:30 - 14:45	35	36	61	132	45	40	5	90
14:45 - 15:00	23	45	62	130	38	25	1	64
15:00 - 15:15	25	42	57	124	34	34	3	71
15:15 - 15:30	22	22	67	111	32	25	3	60
15:30 - 15:45	31	45	66	142	45	39	4	88
15:45 - 16:00	50	65	71	186	57	31	4	92
16:00 - 16:15	27	42	72	141	37	29	5	71
16:15 - 16:30	34	51	88	173	48	50	3	101
16:30 - 16:45	43	62	65	170	34	35	10	79
16:45 - 17:00	41	44	75	160	33	32	2	67
17:00 - 17:15	38	48	51	137	39	39	8	86
17:15 - 17:30	26	63	61	150	41	36	4	81
17:30 - 17:45	31	49	55	135	55	30	3	88
17:45 - 18:00	28	49	57	134	54	34	4	92
TOTAL	**498**	**750**	**1,025**	**2,273**	**674**	**539**	**63**	**1,276**

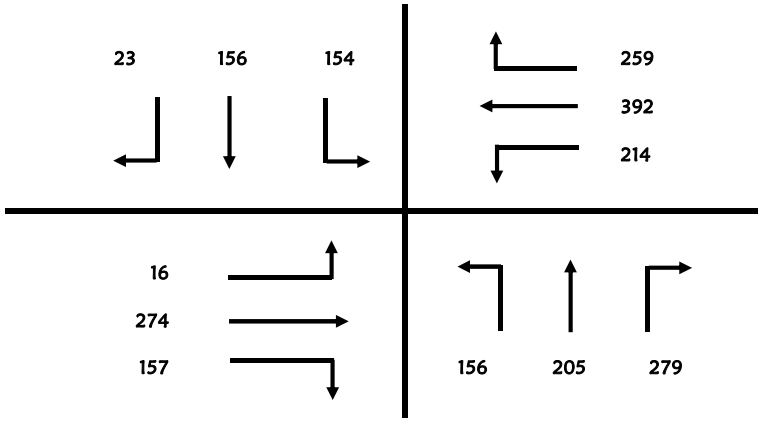
Time Period	Eastbound				Westbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	3	67	35	105	58	53	45	156
14:15 - 14:30	2	63	38	103	44	55	37	136
14:30 - 14:45	5	58	26	89	52	58	48	158
14:45 - 15:00	4	54	39	97	38	64	39	141
15:00 - 15:15	3	65	36	104	60	63	39	162
15:15 - 15:30	1	74	26	101	53	73	46	172
15:30 - 15:45	6	68	43	117	54	89	42	185
15:45 - 16:00	2	88	28	118	53	68	44	165
16:00 - 16:15	4	84	36	124	55	95	62	212
16:15 - 16:30	2	63	43	108	64	96	60	220
16:30 - 16:45	2	62	38	102	53	83	59	195
16:45 - 17:00	6	57	36	99	48	101	67	216
17:00 - 17:15	6	92	40	138	49	112	73	234
17:15 - 17:30	1	87	37	125	41	136	68	245
17:30 - 17:45	0	77	22	99	41	109	67	217
17:45 - 18:00	6	67	41	114	27	89	63	179
TOTAL	**53**	**1,126**	**564**	**1,743**	**790**	**1,344**	**859**	**2,993**

North / South
Main St

East / West
Airport

Peak Hour
16:15 - 17:15

Peak Hour Factor
0.95



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Main St	&	Airport
Date	July 9, 2013		
Time Period	2:00 PM to 6:00 PM		**Trucks**

GMB Project #: 11-031.04

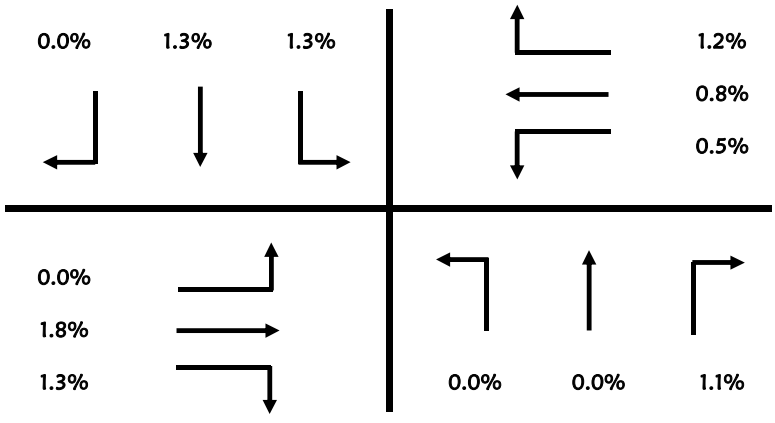
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	1	0	2	0	0	0
14:15 - 14:30	0	1	0	1	0	0
14:30 - 14:45	0	0	0	1	0	0
14:45 - 15:00	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	1	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	1	1	0	0
16:30 - 16:45	0	0	1	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	1	1	2	0
17:15 - 17:30	1	0	1	0	1	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	1	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	1	0	2	1	1
14:15 - 14:30	0	0	0	1	1	0
14:30 - 14:45	0	0	0	0	0	1
14:45 - 15:00	0	0	0	0	1	0
15:00 - 15:15	0	0	0	2	1	1
15:15 - 15:30	0	0	0	0	1	1
15:30 - 15:45	0	0	1	0	2	0
15:45 - 16:00	0	1	0	2	0	0
16:00 - 16:15	0	0	0	1	0	1
16:15 - 16:30	0	3	0	1	0	0
16:30 - 16:45	0	0	2	0	1	2
16:45 - 17:00	0	0	0	0	2	1
17:00 - 17:15	0	2	0	0	0	0
17:15 - 17:30	0	1	0	1	1	0
17:30 - 17:45	0	0	0	1	3	1
17:45 - 18:00	0	0	0	0	1	0

North / South
Main St

East / West
Airport

Peak Hour
16:15 - 17:15



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Main St	&	Airport
Date	July 9, 2013		
Time Period	14:00 to 18:00		**U-Turns & RTOR**

GMB Project #: 11-031.04

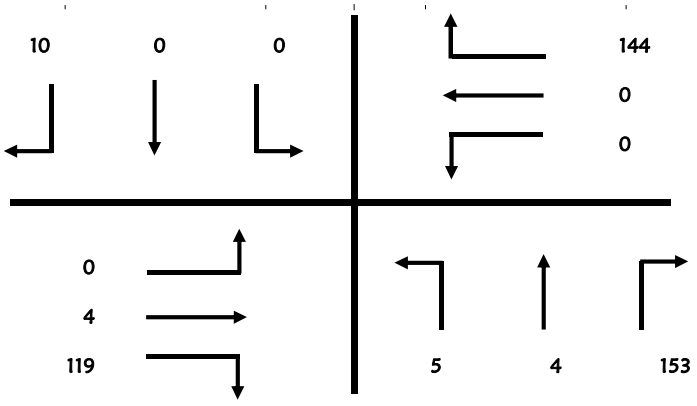
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	18	0	0	0
14:15 - 14:30	0	0	35	0	0	1
14:30 - 14:45	3	0	35	0	0	3
14:45 - 15:00	0	0	24	0	0	1
15:00 - 15:15	0	0	25	0	0	1
15:15 - 15:30	3	0	41	0	0	2
15:30 - 15:45	1	0	36	0	0	0
15:45 - 16:00	1	0	27	0	0	0
16:00 - 16:15	0	0	46	0	0	3
16:15 - 16:30	0	0	54	0	0	1
16:30 - 16:45	2	0	42	0	0	5
16:45 - 17:00	2	4	32	0	0	0
17:00 - 17:15	1	0	25	0	0	4
17:15 - 17:30	0	0	21	0	0	1
17:30 - 17:45	0	0	26	0	0	3
17:45 - 18:00	0	0	25	0	0	4
TOTAL	**13**	**4**	**512**	**0**	**0**	**29**

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	17	0	0	24
14:15 - 14:30	0	0	25	0	0	25
14:30 - 14:45	0	0	20	0	0	21
14:45 - 15:00	0	0	26	0	0	23
15:00 - 15:15	0	0	20	0	0	28
15:15 - 15:30	0	1	14	0	0	30
15:30 - 15:45	0	0	33	0	0	24
15:45 - 16:00	0	3	22	0	0	25
16:00 - 16:15	0	1	24	0	0	40
16:15 - 16:30	0	3	39	0	0	38
16:30 - 16:45	0	1	29	0	0	29
16:45 - 17:00	0	0	25	0	0	37
17:00 - 17:15	0	0	26	0	0	40
17:15 - 17:30	0	0	21	0	0	31
17:30 - 17:45	0	0	16	0	0	36
17:45 - 18:00	0	0	30	1	0	33
TOTAL	**0**	**9**	**387**	**1**	**0**	**484**

North / South
Main St

East / West
Airport

Peak Hour
16:15 - 17:15



Pedestrian & Bicycle Summary

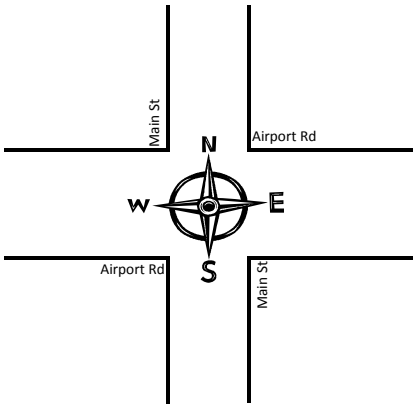
Project #: 11-031.04 **NB/SB:** Main St

Date: 7/9/2013 **EB/WB:** Airport Rd

Hour

	14:00	15:00	16:00	17:00	18:00	19:00			
	1	2	3	4	5	6	7	8	
Eastbound ▶ Bike		4	1	2					7
Ped									0
Westbound ◀ Bike	5	1	5	4					15
Ped				7					7

Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00		2		2
2 15:00		1		1
3 16:00				
4 17:00	3			1
5 18:00				
6 19:00				
7				
8				
	3	3	0	4



Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00				
2 15:00				3
3 16:00				4
4 17:00		2		
5 18:00				
6 19:00				
7				
8				
	0	2	0	7

		14:00	15:00	16:00	17:00	18:00	19:00			
		1	2	3	4	5	6	7	8	
Eastbound ▶	Bike		1	1						2
	Ped	2			1					3
Westbound ◀	Bike		1	1	2					4
	Ped	4		1						5

Hour

Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Gulf Shore Dr	&	US 98
Date	July 9, 2013		
Time Period	2:00 PM to 6:00 PM		**All Vehicles**

GMB Project #: 11-031.04

Time Period	Northbound				Southbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	38	15	50	103	39	18	13	70
14:15 - 14:30	35	21	61	117	44	33	14	91
14:30 - 14:45	56	19	49	124	35	16	13	64
14:45 - 15:00	44	14	42	100	30	23	10	63
15:00 - 15:15	59	12	54	125	47	19	12	78
15:15 - 15:30	47	19	45	111	29	21	18	68
15:30 - 15:45	49	18	51	118	26	30	18	74
15:45 - 16:00	56	11	55	122	37	30	10	77
16:00 - 16:15	60	14	57	131	31	26	10	67
16:15 - 16:30	47	11	49	107	22	18	14	54
16:30 - 16:45	39	21	46	106	18	18	18	54
16:45 - 17:00	61	23	57	141	39	17	14	70
17:00 - 17:15	73	19	66	158	38	30	17	85
17:15 - 17:30	50	11	66	127	25	57	17	99
17:30 - 17:45	43	16	58	117	31	25	14	70
17:45 - 18:00	56	15	81	152	14	24	9	47
TOTAL	**813**	**259**	**887**	**1,959**	**505**	**405**	**221**	**1,131**

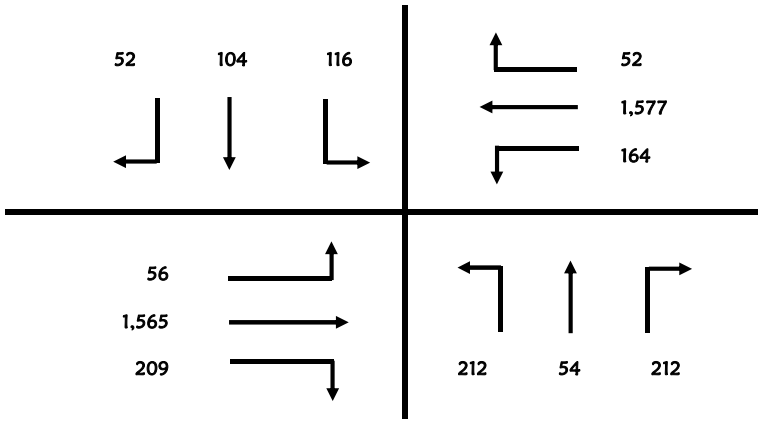
Time Period	Eastbound				Westbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	10	325	48	383	57	393	21	471
14:15 - 14:30	12	378	50	440	36	379	20	435
14:30 - 14:45	14	404	50	468	36	357	17	410
14:45 - 15:00	16	363	54	433	46	377	23	446
15:00 - 15:15	16	382	51	449	42	359	13	414
15:15 - 15:30	9	393	50	452	41	370	17	428
15:30 - 15:45	15	421	55	491	42	388	17	447
15:45 - 16:00	6	385	59	450	31	391	14	436
16:00 - 16:15	18	341	61	420	52	395	9	456
16:15 - 16:30	17	418	34	469	39	403	12	454
16:30 - 16:45	12	409	51	472	46	379	17	442
16:45 - 17:00	6	355	41	402	45	405	11	461
17:00 - 17:15	15	322	42	379	44	383	12	439
17:15 - 17:30	14	333	45	392	46	373	8	427
17:30 - 17:45	16	353	42	411	45	362	10	417
17:45 - 18:00	15	366	27	408	42	377	9	428
TOTAL	**211**	**5,948**	**760**	**6,919**	**690**	**6,091**	**230**	**7,011**

North / South
Gulf Shore Dr

East / West
US 98

Peak Hour
15:30 - 16:30

Peak Hour Factor
0.97



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Gulf Shore Dr	&	US 98
Date	July 9, 2013		
Time Period	2:00 PM to 6:00 PM		**Trucks**

GMB Project #: 11-031.04

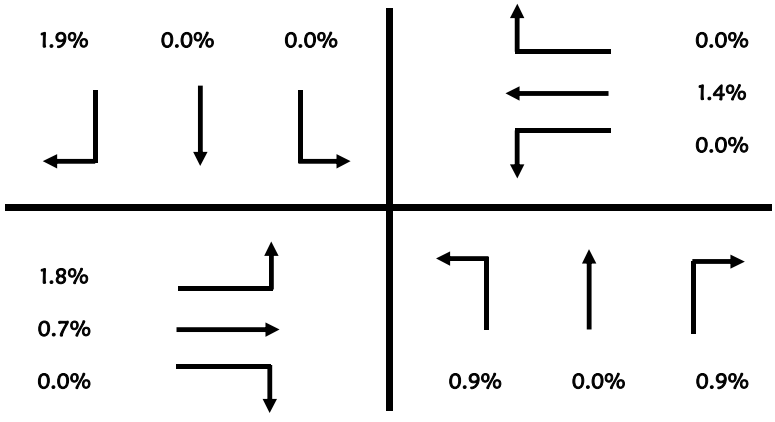
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	1	2	0	0
14:45 - 15:00	0	0	0	0	0	0
15:00 - 15:15	1	0	0	0	0	0
15:15 - 15:30	0	0	0	1	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	1	0	0	1
16:00 - 16:15	1	0	0	0	0	0
16:15 - 16:30	1	0	1	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	1	0	1	0
17:30 - 17:45	0	0	0	1	0	1
17:45 - 18:00	1	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	5	0	1	8	0
14:15 - 14:30	1	8	0	0	10	0
14:30 - 14:45	0	6	2	1	5	0
14:45 - 15:00	0	4	0	1	5	0
15:00 - 15:15	0	3	0	0	14	0
15:15 - 15:30	0	2	0	2	7	0
15:30 - 15:45	1	0	0	0	4	0
15:45 - 16:00	0	4	0	0	8	0
16:00 - 16:15	0	1	0	0	6	0
16:15 - 16:30	0	6	0	0	4	0
16:30 - 16:45	0	1	0	0	5	0
16:45 - 17:00	0	1	0	0	4	0
17:00 - 17:15	1	0	1	0	2	0
17:15 - 17:30	0	3	0	1	1	0
17:30 - 17:45	0	1	0	0	2	0
17:45 - 18:00	0	2	0	0	1	0

North / South
Gulf Shore Dr

East / West
US 98

Peak Hour
15:30 - 16:30



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Gulf Shore Dr	&	US 98
Date	July 9, 2013		
Time Period	14:00 to 18:00		**U-Turns & RTOR**

GMB Project #: 11-031.04

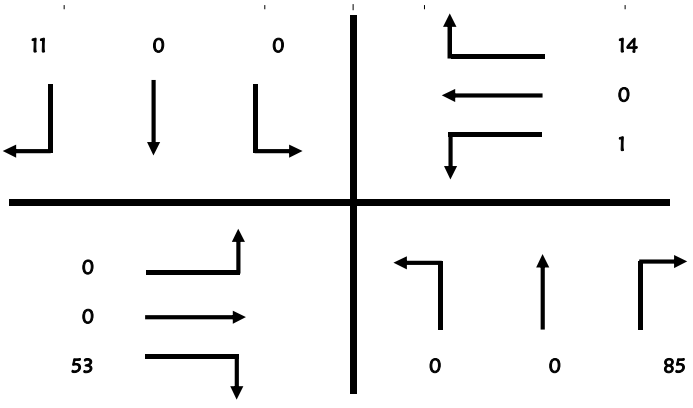
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	22	0	0	7
14:15 - 14:30	0	0	27	0	0	1
14:30 - 14:45	0	0	14	0	0	2
14:45 - 15:00	0	0	13	0	0	5
15:00 - 15:15	0	0	17	0	0	3
15:15 - 15:30	0	0	15	0	0	2
15:30 - 15:45	0	0	20	0	0	5
15:45 - 16:00	0	0	22	0	0	0
16:00 - 16:15	0	0	24	0	0	3
16:15 - 16:30	0	0	19	0	0	3
16:30 - 16:45	0	0	15	0	0	9
16:45 - 17:00	0	0	16	0	0	9
17:00 - 17:15	0	0	29	0	0	3
17:15 - 17:30	0	0	24	0	0	4
17:30 - 17:45	0	0	35	0	0	3
17:45 - 18:00	0	0	31	0	0	3
TOTAL	**0**	**0**	**343**	**0**	**0**	**62**

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	5	0	0	3
14:15 - 14:30	0	0	10	0	0	3
14:30 - 14:45	0	0	21	0	0	6
14:45 - 15:00	0	0	15	0	0	5
15:00 - 15:15	0	0	12	0	0	5
15:15 - 15:30	0	0	10	0	0	2
15:30 - 15:45	0	0	7	0	0	6
15:45 - 16:00	0	0	23	0	0	2
16:00 - 16:15	0	0	13	1	0	5
16:15 - 16:30	0	0	10	0	0	1
16:30 - 16:45	0	0	14	1	0	4
16:45 - 17:00	0	0	11	0	0	2
17:00 - 17:15	0	0	5	0	0	2
17:15 - 17:30	0	0	14	0	0	1
17:30 - 17:45	0	0	11	0	0	1
17:45 - 18:00	0	0	8	0	0	1
TOTAL	**0**	**0**	**189**	**2**	**0**	**49**

North / South
Gulf Shore Dr

East / West
US 98

Peak Hour
15:30 - 16:30



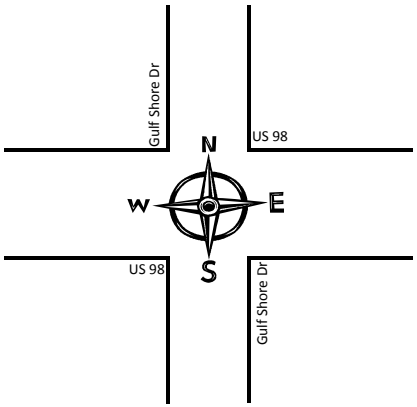
Pedestrian & Bicycle Summary

Project #: 11-031.04 **NB/SB:** Gulf Shore Dr

Date: 7/9/2013 **EB/WB:** US 98

		Hour								
		14:00	15:00	16:00	17:00	18:00	19:00			
		1	2	3	4	5	6	7	8	
Eastbound	▶ Bike		1	1	1					3
	Ped		1							1
Westbound	◀ Bike		3	3	4					10
	Ped	2								2

Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00		1		
2 15:00		2		1
3 16:00	1			
4 17:00				
5 18:00				
6 19:00				
7				
8				
	1	3	0	1



Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00	4			4
2 15:00	2	1		2
3 16:00	5	4	1	3
4 17:00	1	1	4	1
5 18:00				
6 19:00				
7				
8				
	12	6	5	10

		14:00	15:00	16:00	17:00	18:00	19:00			
		1	2	3	4	5	6	7	8	
Eastbound	▶ Bike	5	3							8
	Ped	1	1		1					3
Westbound	◀ Bike		1							1
	Ped	1		1	1					3

Hour

Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Airport Rd	&	US 98
Date	July 9, 2013		
Time Period	2:00 PM to 6:00 PM		**All Vehicles**

GMB Project #: 11-031.04

Time Period	Northbound				Southbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	2	1	4	7	27	1	48	76
14:15 - 14:30	3	1	4	8	21	2	28	51
14:30 - 14:45	4	3	7	14	36	0	31	67
14:45 - 15:00	2	0	3	5	38	1	29	68
15:00 - 15:15	1	0	5	6	34	1	33	68
15:15 - 15:30	3	0	2	5	44	1	38	83
15:30 - 15:45	1	2	4	7	37	0	31	68
15:45 - 16:00	0	1	2	3	35	1	38	74
16:00 - 16:15	6	0	6	12	26	0	25	51
16:15 - 16:30	2	0	1	3	32	1	36	69
16:30 - 16:45	2	0	6	8	35	0	30	65
16:45 - 17:00	5	1	6	12	35	0	39	74
17:00 - 17:15	12	0	6	18	34	0	35	69
17:15 - 17:30	7	2	12	21	33	1	38	72
17:30 - 17:45	8	1	9	18	25	0	27	52
17:45 - 18:00	7	0	15	22	34	1	23	58
TOTAL	**65**	**12**	**92**	**169**	**526**	**10**	**529**	**1,065**

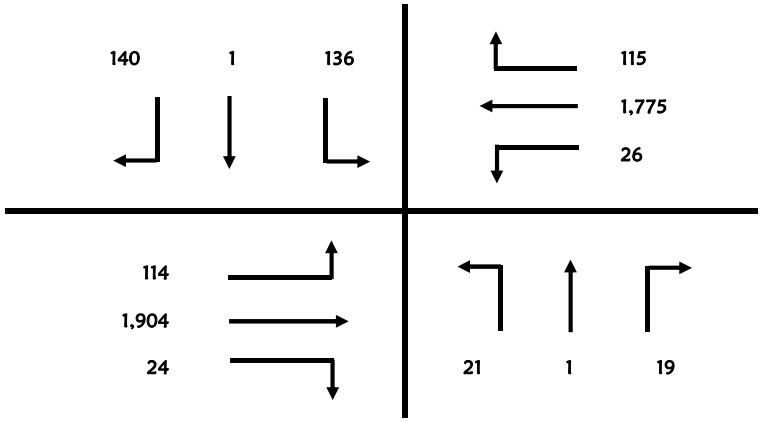
Time Period	Eastbound				Westbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	19	420	2	441	7	437	15	459
14:15 - 14:30	21	460	6	487	13	409	29	451
14:30 - 14:45	35	466	5	506	2	386	43	431
14:45 - 15:00	25	420	4	449	7	439	35	481
15:00 - 15:15	29	470	3	502	2	429	25	456
15:15 - 15:30	28	490	1	519	12	429	29	470
15:30 - 15:45	26	467	1	494	5	441	23	469
15:45 - 16:00	25	471	7	503	3	485	26	514
16:00 - 16:15	30	423	4	457	11	416	40	467
16:15 - 16:30	18	476	8	502	5	468	28	501
16:30 - 16:45	34	473	6	513	10	447	25	482
16:45 - 17:00	32	479	6	517	9	455	29	493
17:00 - 17:15	30	476	4	510	2	405	33	440
17:15 - 17:30	36	458	3	497	5	417	44	466
17:30 - 17:45	46	452	6	504	7	403	61	471
17:45 - 18:00	39	463	4	506	7	405	55	467
TOTAL	**473**	**7,364**	**70**	**7,907**	**107**	**6,871**	**540**	**7,518**

North / South
Airport Rd

East / West
US 98

Peak Hour
16:15 - 17:15

Peak Hour Factor
0.98



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Airport Rd	&	US 98
Date	July 9, 2013		
Time Period	2:00 PM to 6:00 PM		**Trucks**

GMB Project #: 11-031.04

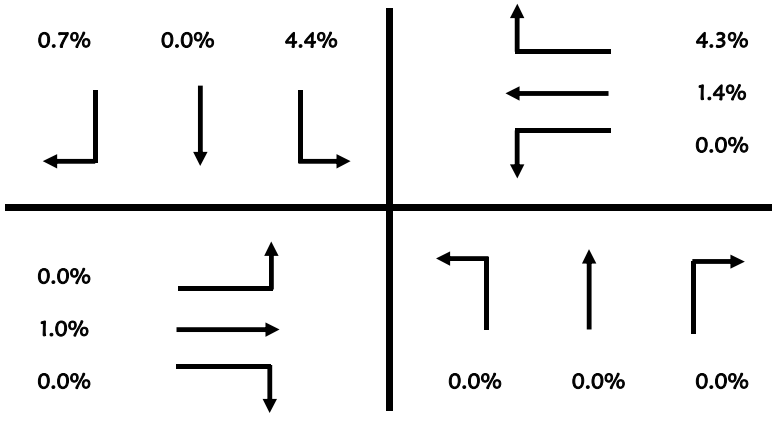
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	1	0	2
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	1
14:45 - 15:00	0	0	0	1	0	0
15:00 - 15:15	0	0	0	2	0	1
15:15 - 15:30	0	0	0	3	0	1
15:30 - 15:45	0	0	0	2	0	1
15:45 - 16:00	0	0	0	0	0	2
16:00 - 16:15	0	0	0	0	0	1
16:15 - 16:30	0	0	0	1	0	0
16:30 - 16:45	0	0	0	2	0	0
16:45 - 17:00	0	0	0	1	0	1
17:00 - 17:15	0	0	0	2	0	0
17:15 - 17:30	0	0	0	1	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	11	0	0	10	0
14:15 - 14:30	0	10	0	0	14	2
14:30 - 14:45	0	9	0	0	8	1
14:45 - 15:00	0	7	0	0	10	0
15:00 - 15:15	0	6	0	0	17	0
15:15 - 15:30	1	9	0	0	10	1
15:30 - 15:45	0	7	0	0	5	0
15:45 - 16:00	0	5	0	0	9	1
16:00 - 16:15	0	4	0	0	6	1
16:15 - 16:30	0	9	0	0	10	0
16:30 - 16:45	0	7	0	0	6	2
16:45 - 17:00	0	1	0	0	7	1
17:00 - 17:15	0	2	0	0	2	2
17:15 - 17:30	1	3	0	0	2	1
17:30 - 17:45	0	5	0	0	6	1
17:45 - 18:00	0	2	0	0	2	0

North / South
Airport Rd

East / West
US 98

Peak Hour
16:15 - 17:15



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Airport Rd	&	US 98
Date	July 9, 2013		
Time Period	14:00 to 18:00		**U-Turns & RTOR**

GMB Project #: 11-031.04

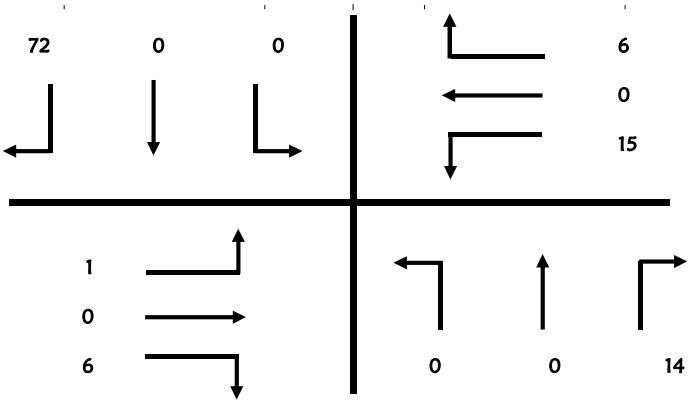
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	4	0	0	21
14:15 - 14:30	0	0	1	0	0	14
14:30 - 14:45	0	0	6	0	0	16
14:45 - 15:00	0	0	1	0	0	17
15:00 - 15:15	0	0	4	0	0	25
15:15 - 15:30	0	0	2	0	0	16
15:30 - 15:45	0	0	3	0	0	15
15:45 - 16:00	0	0	1	0	0	16
16:00 - 16:15	0	0	4	0	0	15
16:15 - 16:30	0	0	1	0	0	15
16:30 - 16:45	0	0	5	0	0	16
16:45 - 17:00	0	0	5	0	0	21
17:00 - 17:15	0	0	3	0	0	20
17:15 - 17:30	0	0	6	0	0	17
17:30 - 17:45	0	0	9	0	0	18
17:45 - 18:00	0	0	11	0	0	5
TOTAL	**0**	**0**	**66**	**0**	**0**	**267**

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	2	0	0	4	0	0
14:15 - 14:30	1	0	0	9	0	0
14:30 - 14:45	0	0	1	0	0	0
14:45 - 15:00	0	0	1	1	0	1
15:00 - 15:15	0	0	1	1	0	0
15:15 - 15:30	0	0	1	1	1	1
15:30 - 15:45	1	0	0	0	1	1
15:45 - 16:00	0	0	1	1	0	2
16:00 - 16:15	1	0	0	6	0	2
16:15 - 16:30	0	0	3	3	0	0
16:30 - 16:45	1	0	1	4	0	2
16:45 - 17:00	0	0	2	8	0	2
17:00 - 17:15	0	0	0	0	0	2
17:15 - 17:30	0	0	0	3	0	0
17:30 - 17:45	0	0	2	3	0	0
17:45 - 18:00	0	0	0	3	0	2
TOTAL	**6**	**0**	**13**	**47**	**2**	**15**

North / South
Airport Rd

East / West
US 98

Peak Hour
16:15 - 17:15



Pedestrian & Bicycle Summary

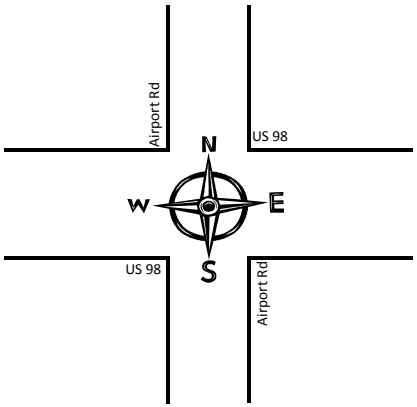
Project #: 11-031.04 **NB/SB:** Airport Rd

Date: 7/9/2013 **EB/WB:** US 98

Hour

		14:00	15:00	16:00	17:00	18:00	19:00			
		1	2	3	4	5	6	7	8	
Eastbound ▶	Bike	1	2	1	7					11
	Ped	7	3	11	5					26
Westbound ◀	Bike			2						2
	Ped	14	8		6					28

Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00	9	3	12	1
2 15:00	9	1	12	2
3 16:00	4	1	12	2
4 17:00	2		2	2
5 18:00				
6 19:00				
7				
8				
	24	**5**	**38**	**7**



Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00				
2 15:00		1		
3 16:00				
4 17:00			2	1
5 18:00				
6 19:00				
7				
8				
	0	**1**	**2**	**1**

		14:00	15:00	16:00	17:00	18:00	19:00			
		1	2	3	4	5	6	7	8	
Eastbound ▶	Bike	6	3	2						11
	Ped	4	2	1						7
Westbound ◀	Bike	1	2	4						7
	Ped	3	3	8						14

Hour

Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Airport Rd	&	Commons Dr
Date	July 9, 2013		
Time Period	2:00 PM to 6:00 PM		**All Vehicles**

GMB Project #: 11-031.04

Time Period	Northbound				Southbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	0	26	16	42	122	38	0	160
14:15 - 14:30	0	37	17	54	147	41	0	188
14:30 - 14:45	0	53	29	82	136	37	0	173
14:45 - 15:00	0	43	27	70	139	45	0	184
15:00 - 15:15	0	45	26	71	115	47	0	162
15:15 - 15:30	0	45	22	67	161	44	0	205
15:30 - 15:45	0	43	25	68	141	51	0	192
15:45 - 16:00	0	37	25	62	175	49	0	224
16:00 - 16:15	0	57	31	88	151	36	0	187
16:15 - 16:30	0	41	17	58	149	41	0	190
16:30 - 16:45	0	46	21	67	155	28	0	183
16:45 - 17:00	0	47	36	83	128	54	0	182
17:00 - 17:15	0	55	44	99	165	33	0	198
17:15 - 17:30	0	45	60	105	163	41	1	205
17:30 - 17:45	0	76	63	139	163	42	0	205
17:45 - 18:00	1	67	80	148	151	49	0	200
TOTAL	**1**	**763**	**539**	**1,303**	**2,361**	**676**	**1**	**3,038**

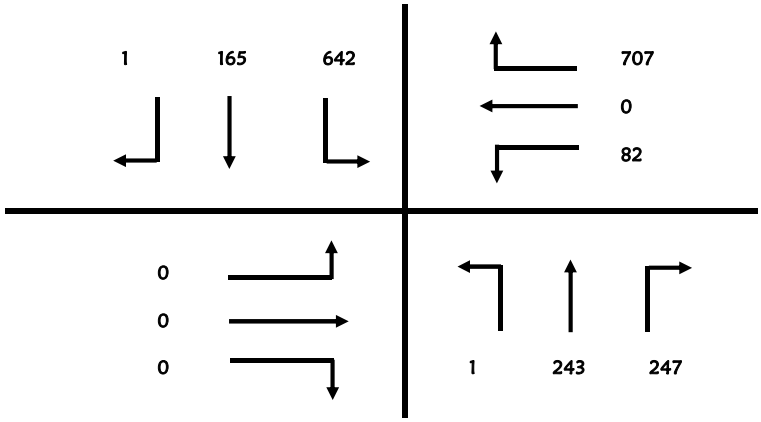
Time Period	Eastbound				Westbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	0	0	0	0	36	0	117	153
14:15 - 14:30	0	0	0	0	16	0	102	118
14:30 - 14:45	0	0	0	0	31	1	110	142
14:45 - 15:00	0	0	0	0	23	0	131	154
15:00 - 15:15	0	0	0	0	17	0	134	151
15:15 - 15:30	0	0	0	0	27	0	131	158
15:30 - 15:45	0	0	0	0	20	0	159	179
15:45 - 16:00	0	0	0	0	45	0	148	193
16:00 - 16:15	0	0	0	0	16	0	152	168
16:15 - 16:30	0	0	0	0	31	0	163	194
16:30 - 16:45	0	0	0	0	24	0	169	193
16:45 - 17:00	0	0	0	0	30	0	174	204
17:00 - 17:15	0	0	0	0	28	0	193	221
17:15 - 17:30	0	0	0	0	25	0	209	234
17:30 - 17:45	0	0	0	0	13	0	160	173
17:45 - 18:00	0	0	0	0	16	0	145	161
TOTAL	**0**	**0**	**0**	**0**	**398**	**1**	**2,397**	**2,796**

North / South
Airport Rd

East / West
Commons Dr

Peak Hour
17:00 - 18:00

Peak Hour Factor
0.96



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Airport Rd	&	Commons Dr
Date	July 9, 2013		
Time Period	2:00 PM to 6:00 PM		**Trucks**

GMB Project #: 11-031.04

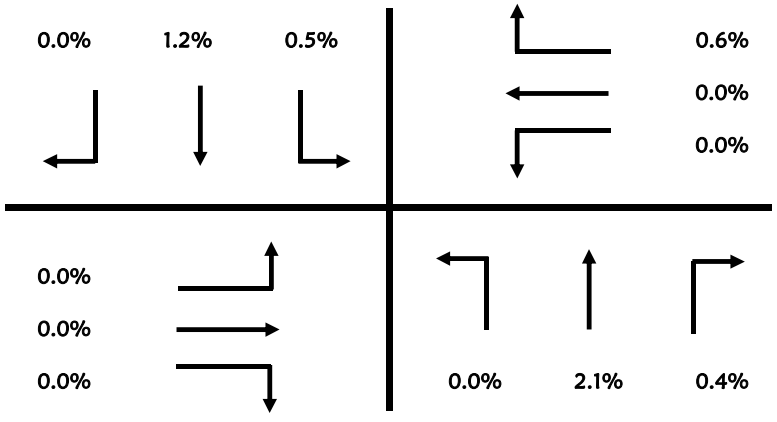
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	1	0	0	2	0
14:15 - 14:30	0	1	0	0	0	0
14:30 - 14:45	0	2	0	0	0	0
14:45 - 15:00	0	0	1	0	1	0
15:00 - 15:15	0	1	0	0	2	0
15:15 - 15:30	0	2	1	1	2	0
15:30 - 15:45	0	0	0	0	1	0
15:45 - 16:00	0	1	0	0	0	0
16:00 - 16:15	0	1	0	0	1	0
16:15 - 16:30	0	1	0	1	1	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	3	0	0	1	0
17:00 - 17:15	0	2	1	2	2	0
17:15 - 17:30	0	1	0	1	0	0
17:30 - 17:45	0	2	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	1
14:15 - 14:30	0	0	0	0	0	4
14:30 - 14:45	0	0	0	1	0	0
14:45 - 15:00	0	0	0	0	0	0
15:00 - 15:15	0	0	0	1	0	2
15:15 - 15:30	0	0	0	1	0	1
15:30 - 15:45	0	0	0	0	0	2
15:45 - 16:00	0	0	0	1	0	0
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	1
16:30 - 16:45	0	0	0	2	0	3
16:45 - 17:00	0	0	0	0	0	1
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	1
17:30 - 17:45	0	0	0	0	0	3
17:45 - 18:00	0	0	0	0	0	0

North / South
Airport Rd

East / West
Commons Dr

Peak Hour
17:00 - 18:00



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Airport Rd	&	Commons Dr
Date	July 9, 2013		
Time Period	14:00 to 18:00		**U-Turns & RTOR**

GMB Project #: 11-031.04

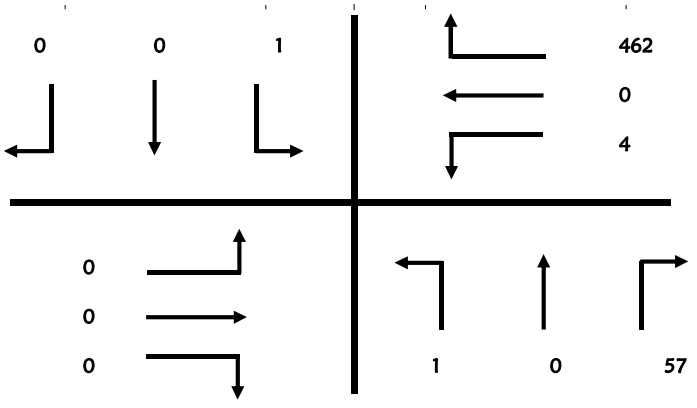
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	5	0	0	0
14:15 - 14:30	0	0	3	0	0	0
14:30 - 14:45	0	0	1	0	0	0
14:45 - 15:00	0	0	6	0	0	0
15:00 - 15:15	0	0	13	1	0	0
15:15 - 15:30	0	0	5	0	0	0
15:30 - 15:45	0	0	3	0	0	0
15:45 - 16:00	0	0	8	0	0	0
16:00 - 16:15	0	0	3	0	0	0
16:15 - 16:30	0	0	8	1	0	0
16:30 - 16:45	0	0	8	0	0	0
16:45 - 17:00	0	0	12	0	0	0
17:00 - 17:15	0	0	8	0	0	0
17:15 - 17:30	0	0	14	0	0	0
17:30 - 17:45	0	0	11	1	0	0
17:45 - 18:00	1	0	24	0	0	0
TOTAL	**1**	**0**	**132**	**3**	**0**	**0**

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	68
14:15 - 14:30	0	0	0	0	0	34
14:30 - 14:45	0	0	0	0	0	35
14:45 - 15:00	0	0	0	0	0	76
15:00 - 15:15	0	0	0	0	0	76
15:15 - 15:30	0	0	0	0	0	69
15:30 - 15:45	0	0	0	0	0	92
15:45 - 16:00	0	0	0	0	0	83
16:00 - 16:15	0	0	0	0	0	84
16:15 - 16:30	0	0	0	0	0	95
16:30 - 16:45	0	0	0	0	0	111
16:45 - 17:00	0	0	0	0	0	111
17:00 - 17:15	0	0	0	1	0	126
17:15 - 17:30	0	0	0	3	0	130
17:30 - 17:45	0	0	0	0	0	114
17:45 - 18:00	0	0	0	0	0	92
TOTAL	**0**	**0**	**0**	**4**	**0**	**1,396**

North / South
Airport Rd

East / West
Commons Dr

Peak Hour
17:00 - 18:00



Pedestrian & Bicycle Summary

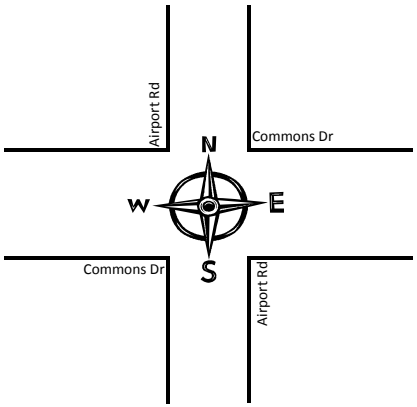
Project #: 11-031.04 **NB/SB:** Airport Rd

Date: 7/9/2013 **EB/WB:** Commons Dr

Hour

	14:00	15:00	16:00	17:00	18:00	19:00			
	1	2	3	4	5	6	7	8	
Eastbound ▶ Bike		1							1
Ped	1	3							4
Westbound ◀ Bike	3	2		3					8
Ped		1	1						2

Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00	2	5	1	2
2 15:00	1	3	6	3
3 16:00		2	1	2
4 17:00	2	2	3	
5 18:00				
6 19:00				
7				
8				
	5	12	11	7



Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00		1		3
2 15:00	1	3		3
3 16:00		1	4	
4 17:00			1	3
5 18:00	5			
6 19:00				
7				
8				
	6	5	5	9

		14:00	15:00	16:00	17:00	18:00	19:00			
		1	2	3	4	5	6	7	8	
Eastbound ▶	Bike									0
	Ped									0
Westbound ◀	Bike		1							1
	Ped	1								1

Hour

Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Scenic Hwy 98	&	US 98
Date	July 9, 2013		
Time Period	2:00 PM to 6:00 PM		**All Vehicles**

GMB Project #: 11-031.04

Time Period	Northbound				Southbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	11	0	8	19	0	0	0	0
14:15 - 14:30	6	0	3	9	0	0	0	0
14:30 - 14:45	21	0	10	31	0	0	0	0
14:45 - 15:00	13	0	10	23	0	0	0	0
15:00 - 15:15	14	0	9	23	0	0	0	0
15:15 - 15:30	5	0	5	10	0	0	0	0
15:30 - 15:45	19	0	4	23	0	0	0	0
15:45 - 16:00	11	0	5	16	0	0	0	0
16:00 - 16:15	28	0	7	35	0	0	0	0
16:15 - 16:30	20	0	15	35	0	0	0	0
16:30 - 16:45	28	0	11	39	0	0	0	0
16:45 - 17:00	15	0	7	22	0	0	0	0
17:00 - 17:15	27	0	10	37	0	0	0	0
17:15 - 17:30	24	0	5	29	0	0	0	0
17:30 - 17:45	31	0	10	41	0	0	0	0
17:45 - 18:00	23	0	8	31	0	0	0	0
TOTAL	**296**	**0**	**127**	**423**	**0**	**0**	**0**	**0**

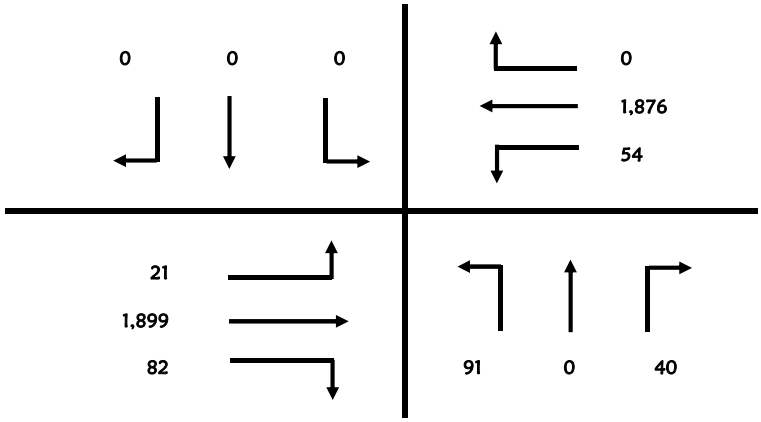
Time Period	Eastbound				Westbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	2	428	21	451	10	447	0	457
14:15 - 14:30	1	475	29	505	10	456	0	466
14:30 - 14:45	4	474	25	503	12	427	0	439
14:45 - 15:00	1	439	20	460	10	461	0	471
15:00 - 15:15	3	477	24	504	13	459	0	472
15:15 - 15:30	4	502	24	530	6	444	0	450
15:30 - 15:45	5	458	26	489	9	466	0	475
15:45 - 16:00	2	470	32	504	18	493	0	511
16:00 - 16:15	6	446	14	466	11	446	0	457
16:15 - 16:30	10	467	25	502	14	474	0	488
16:30 - 16:45	4	488	26	518	13	475	0	488
16:45 - 17:00	1	498	17	516	16	481	0	497
17:00 - 17:15	6	474	27	507	11	392	0	403
17:15 - 17:30	5	493	15	513	16	461	0	477
17:30 - 17:45	5	446	19	470	14	449	0	463
17:45 - 18:00	4	493	22	519	14	451	0	465
TOTAL	**63**	**7,528**	**366**	**7,957**	**197**	**7,282**	**0**	**7,479**

North / South
Scenic Hwy 98

East / West
US 98

Peak Hour
16:00 - 17:00

Peak Hour Factor
0.97



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Scenic Hwy 98	&	US 98
Date	July 9, 2013		
Time Period	2:00 PM to 6:00 PM		**Trucks**

GMB Project #: 11-031.04

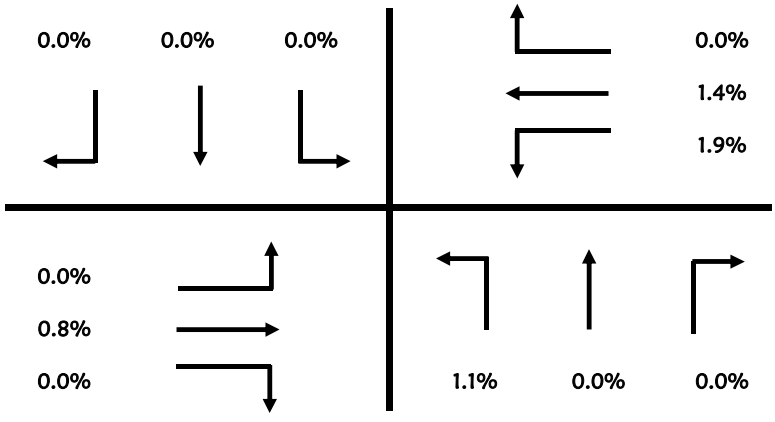
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	1	0	0	0
15:45 - 16:00	0	0	0	0	0	0
16:00 - 16:15	1	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	2	0	1	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	9	0	0	11	0
14:15 - 14:30	0	7	1	0	13	0
14:30 - 14:45	0	6	1	0	7	0
14:45 - 15:00	0	5	0	1	6	0
15:00 - 15:15	0	7	0	0	13	0
15:15 - 15:30	0	8	1	0	8	0
15:30 - 15:45	0	4	0	0	11	0
15:45 - 16:00	0	4	0	0	7	0
16:00 - 16:15	0	0	0	0	5	0
16:15 - 16:30	0	7	0	0	6	0
16:30 - 16:45	0	6	0	0	9	0
16:45 - 17:00	0	3	0	1	6	0
17:00 - 17:15	0	3	0	0	1	0
17:15 - 17:30	0	4	0	0	3	0
17:30 - 17:45	0	4	0	0	2	0
17:45 - 18:00	0	2	0	0	2	0

North / South
Scenic Hwy 98

East / West
US 98

Peak Hour
16:00 - 17:00



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Scenic Hwy 98	&	US 98
Date	July 9, 2013		
Time Period	14:00 to 18:00		**U-Turns & RTOR**

GMB Project #: 11-031.04

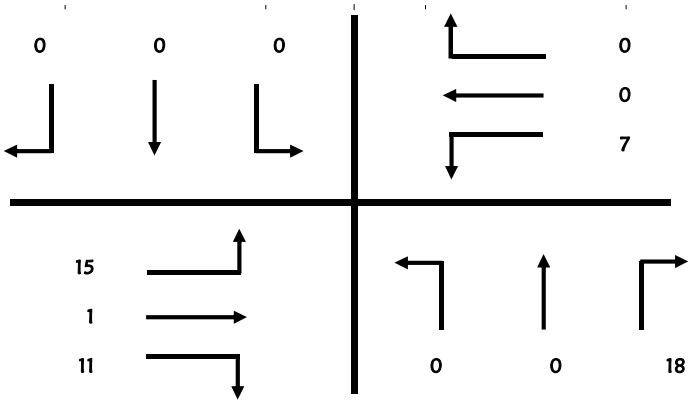
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	2	0	0	0
14:15 - 14:30	0	0	2	0	0	0
14:30 - 14:45	0	0	3	0	0	0
14:45 - 15:00	0	0	3	0	0	0
15:00 - 15:15	0	0	7	0	0	0
15:15 - 15:30	0	0	2	0	0	0
15:30 - 15:45	0	0	1	0	0	0
15:45 - 16:00	0	0	5	0	0	0
16:00 - 16:15	0	0	4	0	0	0
16:15 - 16:30	0	0	6	0	0	0
16:30 - 16:45	0	0	5	0	0	0
16:45 - 17:00	0	0	3	0	0	0
17:00 - 17:15	0	0	4	0	0	0
17:15 - 17:30	0	0	2	0	0	0
17:30 - 17:45	0	0	1	0	0	0
17:45 - 18:00	0	0	3	0	0	0
TOTAL	**0**	**0**	**53**	**0**	**0**	**0**

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	2	0	6	4	0	0
14:15 - 14:30	1	0	3	4	0	0
14:30 - 14:45	4	0	4	5	0	0
14:45 - 15:00	1	0	3	5	0	0
15:00 - 15:15	3	0	5	3	0	0
15:15 - 15:30	4	0	4	2	0	0
15:30 - 15:45	5	0	4	4	0	0
15:45 - 16:00	2	0	3	7	0	0
16:00 - 16:15	6	0	2	3	0	0
16:15 - 16:30	4	1	3	1	0	0
16:30 - 16:45	4	0	5	1	0	0
16:45 - 17:00	1	0	1	2	0	0
17:00 - 17:15	6	0	3	5	0	0
17:15 - 17:30	5	0	2	4	0	0
17:30 - 17:45	5	0	3	4	0	0
17:45 - 18:00	4	0	3	7	0	0
TOTAL	**57**	**1**	**54**	**61**	**0**	**0**

North / South
Scenic Hwy 98

East / West
US 98

Peak Hour
16:00 - 17:00



Pedestrian & Bicycle Summary

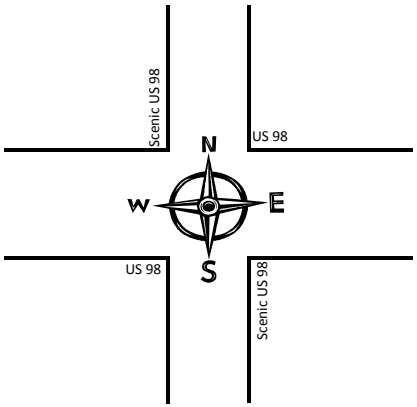
Project #: 11-031.04
Date: 7/9/2013

NB/SB: Scenic US 98
EB/WB: US 98

Hour

	14:00	15:00	16:00	17:00	18:00	19:00			
	1	2	3	4	5	6	7	8	
Eastbound ▶ Bike									0
Ped									0
Westbound ◀ Bike									0
Ped									0

Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00				
2 15:00				
3 16:00				
4 17:00				
5 18:00				
6 19:00				
7				
8				
	0	0	0	0



Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00	13		10	4
2 15:00	9	4	2	
3 16:00	2		8	
4 17:00	2		4	
5 18:00				
6 19:00				
7				
8				
	26	4	24	4

	14:00	15:00	16:00	17:00	18:00	19:00			
	1	2	3	4	5	6	7	8	
Eastbound ▶ Bike		1							1
Ped				3					3
Westbound ◀ Bike	1								1
Ped									0

Hour

Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Henderson Beach Rd	&	US 98
Date	July 10, 2013		
Time Period	2:00 PM to 6:00 PM		**All Vehicles**

GMB Project #: 11-031.04

Time Period	Northbound				Southbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	17	7	19	43	46	6	12	64
14:15 - 14:30	11	1	19	31	62	2	8	72
14:30 - 14:45	14	2	19	35	55	3	11	69
14:45 - 15:00	19	6	8	33	47	2	7	56
15:00 - 15:15	7	5	17	29	62	1	10	73
15:15 - 15:30	5	0	10	15	59	2	7	68
15:30 - 15:45	12	1	7	20	56	2	2	60
15:45 - 16:00	18	5	18	41	50	2	9	61
16:00 - 16:15	12	1	5	18	47	0	11	58
16:15 - 16:30	5	1	7	13	56	0	14	70
16:30 - 16:45	6	2	2	10	50	1	20	71
16:45 - 17:00	8	1	2	11	42	0	14	56
17:00 - 17:15	3	1	2	6	44	1	24	69
17:15 - 17:30	1	3	2	6	60	1	21	82
17:30 - 17:45	4	0	2	6	48	3	32	83
17:45 - 18:00	1	2	4	7	52	4	18	74
TOTAL	**143**	**38**	**143**	**324**	**836**	**30**	**220**	**1,086**

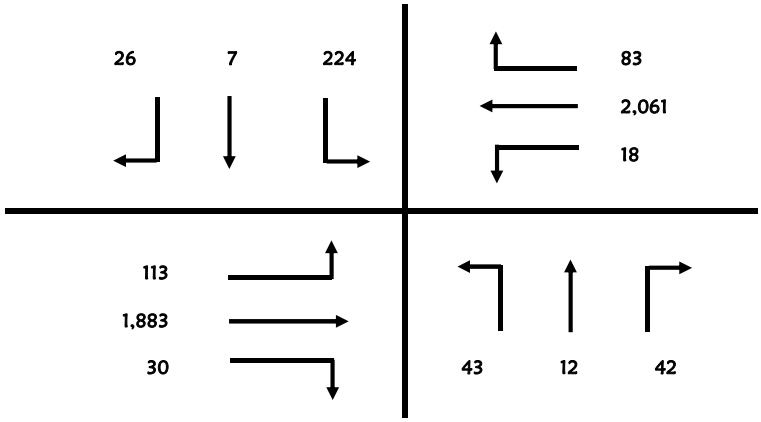
Time Period	Eastbound				Westbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	34	440	9	483	12	491	22	525
14:15 - 14:30	34	426	10	470	10	559	23	592
14:30 - 14:45	24	424	7	455	14	480	18	512
14:45 - 15:00	29	494	10	533	3	490	23	516
15:00 - 15:15	34	448	6	488	4	497	12	513
15:15 - 15:30	25	479	6	510	7	505	17	529
15:30 - 15:45	25	462	8	495	4	569	31	604
15:45 - 16:00	30	446	8	484	5	500	17	522
16:00 - 16:15	36	438	3	477	2	485	37	524
16:15 - 16:30	48	462	7	517	5	486	36	527
16:30 - 16:45	38	404	1	443	4	447	49	500
16:45 - 17:00	32	416	2	450	4	515	19	538
17:00 - 17:15	36	440	4	480	6	463	31	500
17:15 - 17:30	50	450	1	501	1	455	31	487
17:30 - 17:45	39	435	5	479	4	474	31	509
17:45 - 18:00	37	410	6	453	15	564	22	601
TOTAL	**551**	**7,074**	**93**	**7,718**	**100**	**7,980**	**419**	**8,499**

North / South
Henderson Beach Rd

East / West
US 98

Peak Hour
14:45 - 15:45

Peak Hour Factor
0.96



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Henderson Beach Rd	&	US 98
Date	July 10, 2013		
Time Period	2:00 PM to 6:00 PM		**Trucks**

GMB Project #: 11-031.04

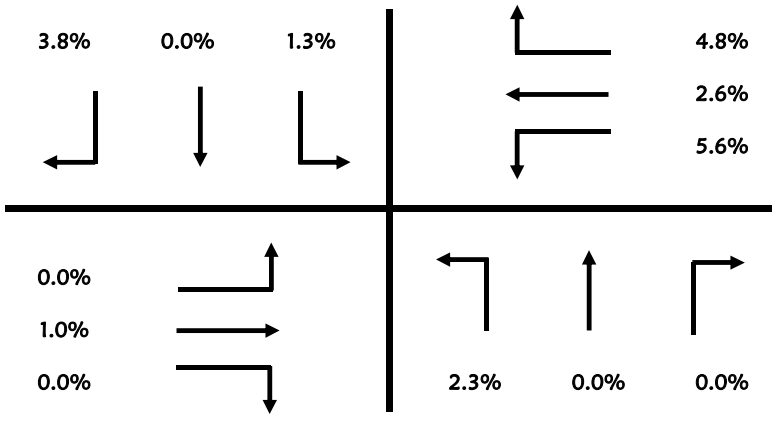
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	2	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	1	0
14:45 - 15:00	0	0	0	2	0	0
15:00 - 15:15	0	0	0	1	0	1
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	1	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	1	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	1
17:15 - 17:30	0	0	0	1	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	10	0	0	17	2
14:15 - 14:30	0	3	0	0	12	0
14:30 - 14:45	0	3	0	0	11	1
14:45 - 15:00	0	8	0	0	12	1
15:00 - 15:15	0	4	0	0	14	1
15:15 - 15:30	0	3	0	1	16	1
15:30 - 15:45	0	4	0	0	12	1
15:45 - 16:00	0	3	0	0	13	0
16:00 - 16:15	0	1	0	0	14	3
16:15 - 16:30	0	2	0	0	7	0
16:30 - 16:45	0	3	0	0	4	1
16:45 - 17:00	1	1	0	0	9	0
17:00 - 17:15	0	1	0	0	3	0
17:15 - 17:30	0	2	0	0	6	0
17:30 - 17:45	0	1	0	0	1	1
17:45 - 18:00	0	2	0	1	8	0

North / South
Henderson Beach Rd

East / West
US 98

Peak Hour
14:45 - 15:45



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Henderson Beach Rd	&	US 98
Date	July 10, 2013		
Time Period	14:00 to 18:00		**U-Turns & RTOR**

GMB Project #: 11-031.04

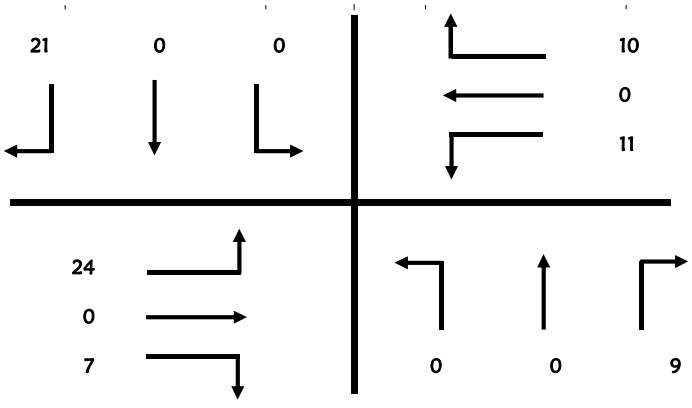
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	7	0	0	10
14:15 - 14:30	0	0	9	0	0	5
14:30 - 14:45	0	0	4	0	0	9
14:45 - 15:00	0	0	3	0	0	6
15:00 - 15:15	0	0	4	0	0	6
15:15 - 15:30	0	0	2	0	0	7
15:30 - 15:45	0	0	0	0	0	2
15:45 - 16:00	0	0	5	0	0	7
16:00 - 16:15	0	0	1	0	0	3
16:15 - 16:30	0	0	3	0	0	12
16:30 - 16:45	0	0	1	0	0	15
16:45 - 17:00	0	0	0	0	0	9
17:00 - 17:15	0	0	2	0	0	13
17:15 - 17:30	0	0	1	0	0	10
17:30 - 17:45	0	0	0	0	0	17
17:45 - 18:00	0	0	3	0	0	11
TOTAL	**0**	**0**	**45**	**0**	**0**	**142**

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	4	0	4	2	0	1
14:15 - 14:30	10	0	4	4	0	0
14:30 - 14:45	9	0	0	2	0	1
14:45 - 15:00	7	0	3	2	0	3
15:00 - 15:15	6	0	1	1	0	0
15:15 - 15:30	4	0	1	4	0	4
15:30 - 15:45	7	0	2	4	0	3
15:45 - 16:00	5	0	3	4	0	2
16:00 - 16:15	3	0	1	0	0	1
16:15 - 16:30	10	0	1	5	0	0
16:30 - 16:45	6	0	0	3	0	2
16:45 - 17:00	1	0	0	2	0	1
17:00 - 17:15	10	0	1	4	0	1
17:15 - 17:30	5	0	0	1	0	0
17:30 - 17:45	11	0	0	2	0	0
17:45 - 18:00	8	0	1	4	0	0
TOTAL	**106**	**0**	**22**	**44**	**0**	**19**

North / South
Henderson Beach Rd

East / West
US 98

Peak Hour
14:45 - 15:45



Pedestrian & Bicycle Summary

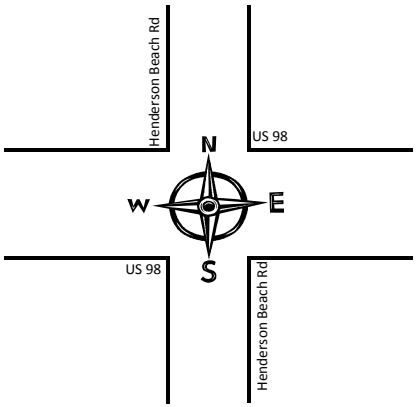
Project #: 11-031.04 **NB/SB:** Henderson Beach Rd

Date: 7/9/2013 **EB/WB:** US 98

Hour

	14:00	15:00	16:00	17:00	18:00	19:00			
	1	2	3	4	5	6	7	8	
Eastbound ▶ Bike									0
Ped									0
Westbound ◀ Bike									0
Ped									0

Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00			2	1
2 15:00				
3 16:00				
4 17:00				
5 18:00				
6 19:00				
7				
8				
	0	0	2	1



Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00	5			
2 15:00			5	
3 16:00			1	2
4 17:00		1		
5 18:00				
6 19:00				
7				
8				
	5	1	6	2

Eastbound ▶ Bike	1	1		1					3
Ped									0
Westbound ◀ Bike	2	2							4
Ped	1								1

14:00	15:00	16:00	17:00	18:00	19:00		
1	2	3	4	5	6	7	8

Hour

Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Triumph Dr	&	US 98
Date	July 9, 2013		
Time Period	2:00 PM to 6:00 PM		**All Vehicles**

GMB Project #: 11-031.04

Time Period	Northbound				Southbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	0	0	0	0	20	0	13	33
14:15 - 14:30	0	0	0	0	26	0	10	36
14:30 - 14:45	0	0	0	0	17	0	3	20
14:45 - 15:00	0	0	0	0	17	0	3	20
15:00 - 15:15	0	0	0	0	19	0	7	26
15:15 - 15:30	0	0	0	0	17	0	10	27
15:30 - 15:45	0	0	0	0	22	0	8	30
15:45 - 16:00	0	0	0	0	26	0	11	37
16:00 - 16:15	0	0	0	0	29	0	9	38
16:15 - 16:30	0	0	0	0	26	0	15	41
16:30 - 16:45	0	0	0	0	35	0	18	53
16:45 - 17:00	0	0	0	0	31	0	8	39
17:00 - 17:15	0	0	0	0	37	0	11	48
17:15 - 17:30	0	0	0	0	21	0	8	29
17:30 - 17:45	0	0	0	0	23	0	8	31
17:45 - 18:00	0	0	0	0	34	0	15	49
TOTAL	**0**	**0**	**0**	**0**	**400**	**0**	**157**	**557**

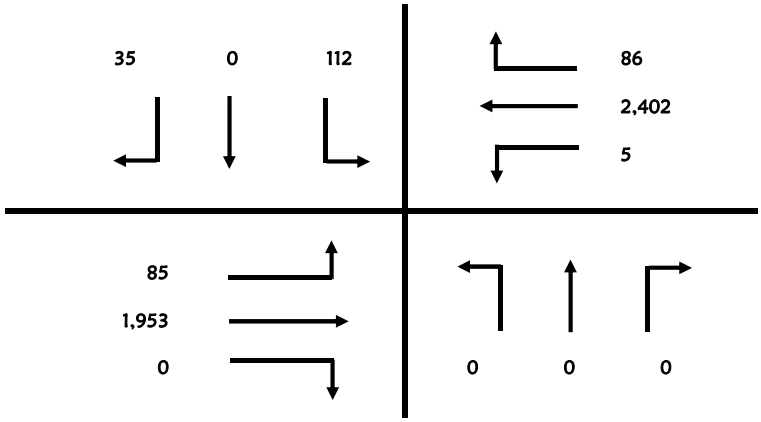
Time Period	Eastbound				Westbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	14	492	0	506	3	444	18	465
14:15 - 14:30	18	513	0	531	0	559	13	572
14:30 - 14:45	22	505	0	527	0	514	16	530
14:45 - 15:00	9	499	0	508	0	482	7	489
15:00 - 15:15	21	490	0	511	0	477	24	501
15:15 - 15:30	12	576	0	588	1	524	21	546
15:30 - 15:45	19	511	0	530	2	530	14	546
15:45 - 16:00	11	462	0	473	1	474	16	491
16:00 - 16:15	21	471	0	492	1	524	45	570
16:15 - 16:30	19	496	0	515	0	474	36	510
16:30 - 16:45	22	483	0	505	0	464	31	495
16:45 - 17:00	25	481	0	506	2	608	16	626
17:00 - 17:15	19	488	0	507	3	597	26	626
17:15 - 17:30	21	511	0	532	0	638	14	652
17:30 - 17:45	20	473	0	493	0	559	30	589
17:45 - 18:00	16	486	0	502	4	578	21	603
TOTAL	**289**	**7,937**	**0**	**8,226**	**17**	**8,446**	**348**	**8,811**

North / South
Triumph Dr

East / West
US 98

Peak Hour
16:45 - 17:45

Peak Hour Factor
0.96



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Triumph Dr	&	US 98
Date	July 9, 2013		
Time Period	2:00 PM to 6:00 PM		**Trucks**

GMB Project #: 11-031.04

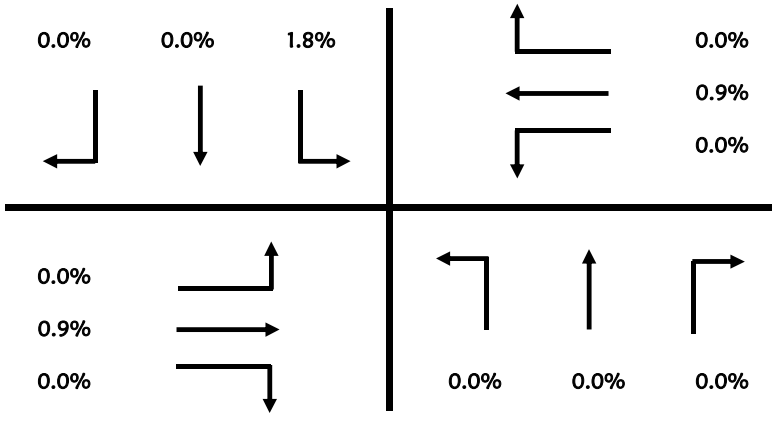
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	1	0	0
15:00 - 15:15	0	0	0	2	0	0
15:15 - 15:30	0	0	0	0	0	1
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	1	0	0
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	1
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	1	0	0
17:15 - 17:30	0	0	0	1	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	1	14	0	0	17	0
14:15 - 14:30	1	8	0	0	12	0
14:30 - 14:45	0	4	0	0	14	0
14:45 - 15:00	0	13	0	0	12	0
15:00 - 15:15	0	7	0	0	11	3
15:15 - 15:30	0	5	0	0	16	0
15:30 - 15:45	1	8	0	0	13	1
15:45 - 16:00	0	5	0	0	10	1
16:00 - 16:15	1	3	0	0	16	2
16:15 - 16:30	0	7	0	0	6	0
16:30 - 16:45	0	3	0	0	4	0
16:45 - 17:00	0	6	0	0	10	0
17:00 - 17:15	0	5	0	0	3	0
17:15 - 17:30	0	6	0	0	8	0
17:30 - 17:45	0	1	0	0	0	0
17:45 - 18:00	0	4	0	0	9	0

North / South
Triumph Dr

East / West
US 98

Peak Hour
16:45 - 17:45



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Triumph Dr	&	US 98
Date	July 9, 2013		
Time Period	14:00 to 18:00		**U-Turns & RTOR**

GMB Project #: 11-031.04

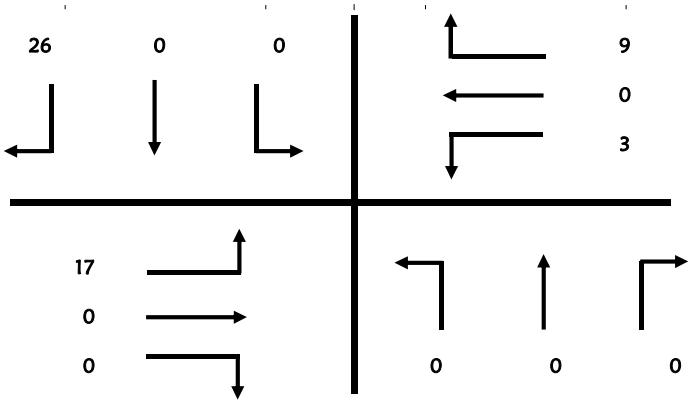
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	11
14:15 - 14:30	0	0	0	0	0	6
14:30 - 14:45	0	0	0	0	0	2
14:45 - 15:00	0	0	0	0	0	3
15:00 - 15:15	0	0	0	0	0	6
15:15 - 15:30	0	0	0	0	0	7
15:30 - 15:45	0	0	0	0	0	5
15:45 - 16:00	0	0	0	0	0	6
16:00 - 16:15	0	0	0	0	0	7
16:15 - 16:30	0	0	0	0	0	13
16:30 - 16:45	0	0	0	0	0	13
16:45 - 17:00	0	0	0	0	0	4
17:00 - 17:15	0	0	0	0	0	11
17:15 - 17:30	0	0	0	0	0	5
17:30 - 17:45	0	0	0	0	0	6
17:45 - 18:00	0	0	0	0	0	7
TOTAL	**0**	**0**	**0**	**0**	**0**	**112**

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	6	0	0	3	0	1
14:15 - 14:30	1	0	0	0	0	2
14:30 - 14:45	1	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	1
15:00 - 15:15	3	0	0	0	0	1
15:15 - 15:30	1	0	0	0	0	4
15:30 - 15:45	2	0	0	1	0	0
15:45 - 16:00	0	0	0	1	0	0
16:00 - 16:15	2	0	0	0	0	6
16:15 - 16:30	7	0	0	0	0	1
16:30 - 16:45	3	0	0	0	0	0
16:45 - 17:00	5	0	0	2	0	1
17:00 - 17:15	6	0	0	1	0	3
17:15 - 17:30	1	0	0	0	0	3
17:30 - 17:45	5	0	0	0	0	2
17:45 - 18:00	2	0	0	4	0	1
TOTAL	**45**	**0**	**0**	**12**	**0**	**26**

North / South
Triumph Dr

East / West
US 98

Peak Hour
16:45 - 17:45



Pedestrian & Bicycle Summary

Project #: 11-031.04
Date: 7/9/2013

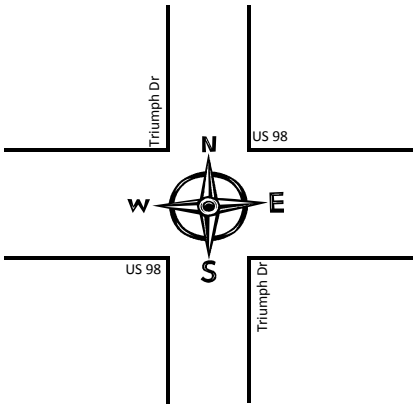
NB/SB: Triumph Dr
EB/WB: US 98

*** NO PEDESTRIANS**

Hour

	14:00	15:00	16:00	17:00	18:00	19:00			
	1	2	3	4	5	6	7	8	
Eastbound ▶ Bike									0
Ped									0
Westbound ◀ Bike									0
Ped									0

Hour	Southbound		Northbound		Hour
	Ped ▼	Bike	Ped ▼	Bike	
1	14:00				14:00
2	15:00				15:00
3	16:00				16:00
4	17:00				17:00
5	18:00				18:00
6	19:00				19:00
7					
8					
	0	0	0	0	



Hour	Southbound		Northbound		Hour
	Ped ▼	Bike	Ped ▼	Bike	
1					14:00
2					15:00
3					16:00
4					17:00
5					18:00
6					19:00
7					
8					
	0	0	0	0	

	14:00	15:00	16:00	17:00	18:00	19:00			
	1	2	3	4	5	6	7	8	
Eastbound ▶ Bike									0
Ped									0
Westbound ◀ Bike									0
Ped									0

Hour

Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Matthews Bv	&	US 98
Date	July 10, 2013		
Time Period	2:00 PM to 6:00 PM		**All Vehicles**

GMB Project #: 11-031.04

Time Period	Northbound				Southbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	37	17	10	64	28	16	8	52
14:15 - 14:30	39	9	7	55	33	9	6	48
14:30 - 14:45	34	11	13	58	39	7	13	59
14:45 - 15:00	54	7	11	72	35	12	6	53
15:00 - 15:15	38	10	14	62	32	12	8	52
15:15 - 15:30	49	11	9	69	45	7	10	62
15:30 - 15:45	35	2	15	52	34	9	7	50
15:45 - 16:00	48	12	15	75	28	6	6	40
16:00 - 16:15	64	10	17	91	34	6	6	46
16:15 - 16:30	46	15	10	71	43	3	5	51
16:30 - 16:45	52	15	12	79	35	15	5	55
16:45 - 17:00	51	16	12	79	34	10	7	51
17:00 - 17:15	48	8	17	73	37	8	16	61
17:15 - 17:30	62	8	10	80	41	5	9	55
17:30 - 17:45	65	8	5	78	45	6	8	59
17:45 - 18:00	54	15	14	83	33	10	5	48
TOTAL	**776**	**174**	**191**	**1,141**	**576**	**141**	**125**	**842**

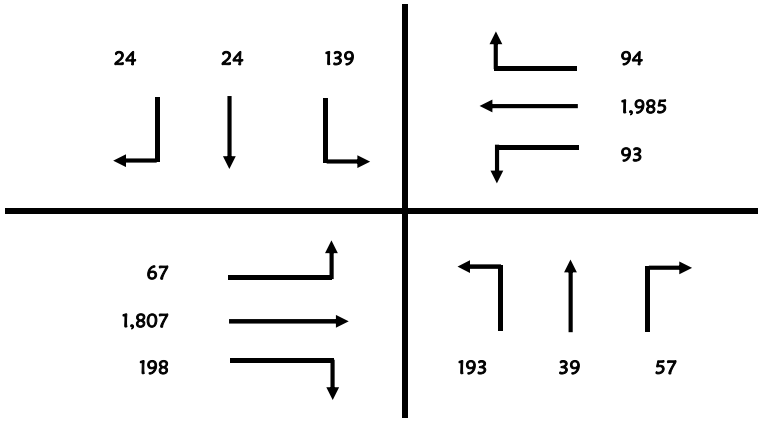
Time Period	Eastbound				Westbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	5	462	40	507	13	449	19	481
14:15 - 14:30	33	469	49	551	33	502	19	554
14:30 - 14:45	21	524	41	586	20	439	15	474
14:45 - 15:00	17	431	46	494	16	419	13	448
15:00 - 15:15	9	430	52	491	18	392	18	428
15:15 - 15:30	14	460	52	526	16	466	21	503
15:30 - 15:45	17	484	49	550	20	501	17	538
15:45 - 16:00	20	440	54	514	16	495	17	528
16:00 - 16:15	18	422	39	479	39	505	28	572
16:15 - 16:30	12	461	56	529	18	484	32	534
16:30 - 16:45	10	416	49	475	22	485	18	525
16:45 - 17:00	16	450	48	514	12	524	20	556
17:00 - 17:15	16	430	32	478	20	485	21	526
17:15 - 17:30	19	426	52	497	14	515	23	552
17:30 - 17:45	4	411	48	463	27	492	14	533
17:45 - 18:00	12	419	65	496	16	471	12	499
TOTAL	**243**	**7,135**	**772**	**8,150**	**320**	**7,624**	**307**	**8,251**

North / South
Matthews Bv

East / West
US 98

Peak Hour
15:30 - 16:30

Peak Hour Factor
0.99



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Matthews Bv	&	US 98
Date	July 10, 2013		
Time Period	2:00 PM to 6:00 PM		**Trucks**

GMB Project #: 11-031.04

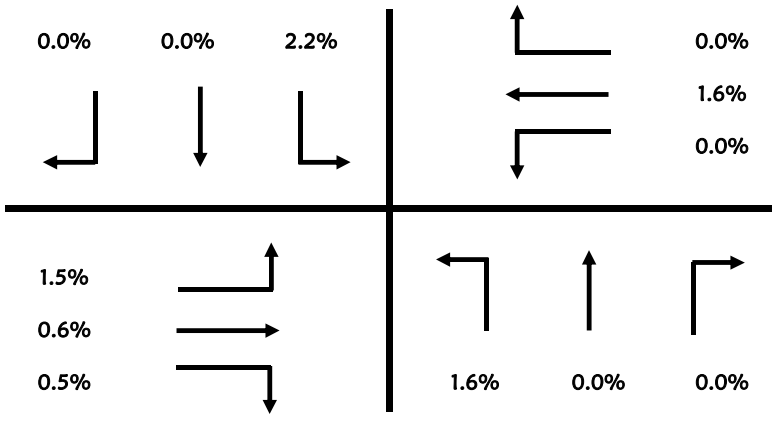
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	2	4	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	2	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	1	0	0	0	0	0
15:30 - 15:45	2	0	0	1	0	0
15:45 - 16:00	1	0	0	1	0	0
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	1	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	1	0	0
17:30 - 17:45	0	0	0	1	0	0
17:45 - 18:00	3	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	1	5	0	0	10	0
14:15 - 14:30	0	5	0	0	4	0
14:30 - 14:45	0	3	0	0	5	0
14:45 - 15:00	0	8	0	0	4	0
15:00 - 15:15	0	4	0	0	8	0
15:15 - 15:30	0	3	0	1	9	0
15:30 - 15:45	1	4	0	0	8	0
15:45 - 16:00	0	2	0	0	9	0
16:00 - 16:15	0	2	0	0	8	0
16:15 - 16:30	0	3	1	0	7	0
16:30 - 16:45	0	1	1	1	6	0
16:45 - 17:00	0	1	0	0	3	1
17:00 - 17:15	0	0	0	0	1	0
17:15 - 17:30	0	4	1	0	2	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	3	0	0	1	0

North / South
Matthews Bv

East / West
US 98

Peak Hour
15:30 - 16:30



Roadway Count Summary

GMB Engineers & Planners, Inc.

County Okaloosa **City** Destin

Intersection Matthews Bv & US 98

Date July 10, 2013

Time Period 14:00 to 18:00 **U-Turns & RTOR**

GMB Project #: 11-031.04

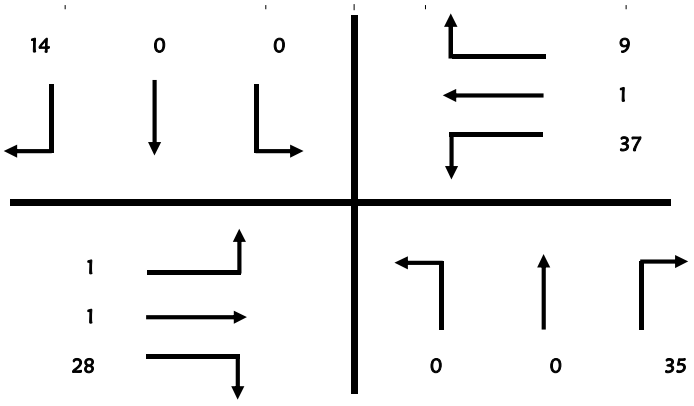
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	5	0	0	6
14:15 - 14:30	0	0	4	0	0	5
14:30 - 14:45	0	0	7	0	0	8
14:45 - 15:00	0	0	8	0	1	5
15:00 - 15:15	0	0	6	0	0	4
15:15 - 15:30	0	0	5	0	0	6
15:30 - 15:45	0	0	13	0	0	6
15:45 - 16:00	0	0	6	0	0	2
16:00 - 16:15	0	0	8	0	0	4
16:15 - 16:30	0	0	8	0	0	2
16:30 - 16:45	0	0	11	0	0	3
16:45 - 17:00	0	0	6	0	0	7
17:00 - 17:15	0	0	10	0	0	9
17:15 - 17:30	0	0	7	0	0	4
17:30 - 17:45	0	0	4	0	0	5
17:45 - 18:00	0	0	10	0	0	3
TOTAL	**0**	**0**	**118**	**0**	**1**	**79**

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	11	7	0	0
14:15 - 14:30	0	0	11	8	0	0
14:30 - 14:45	0	0	9	7	1	0
14:45 - 15:00	0	0	8	8	0	1
15:00 - 15:15	0	0	6	7	0	4
15:15 - 15:30	1	0	7	6	0	4
15:30 - 15:45	1	0	7	3	0	0
15:45 - 16:00	0	1	10	8	0	2
16:00 - 16:15	0	0	5	16	0	5
16:15 - 16:30	0	0	6	10	1	2
16:30 - 16:45	1	0	10	8	0	1
16:45 - 17:00	0	0	10	5	0	0
17:00 - 17:15	0	0	10	10	0	2
17:15 - 17:30	3	0	7	7	0	3
17:30 - 17:45	1	0	4	8	0	0
17:45 - 18:00	0	0	7	8	0	0
TOTAL	**7**	**1**	**128**	**126**	**2**	**24**

North / South
Matthews Bv

East / West
US 98

Peak Hour
15:30 - 16:30



Pedestrian & Bicycle Summary

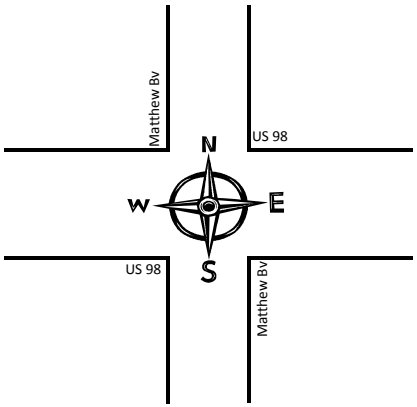
Project #: 11-031.04 **NB/SB:** Matthew Bv

Date: 7/9/2013 **EB/WB:** US 98

Hour

		14:00	15:00	16:00	17:00	18:00	19:00			
		1	2	3	4	5	6	7	8	
Eastbound	▶ Bike			1						1
	Ped	1								1
Westbound	◀ Bike	1		1						2
	Ped				1					1

Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00	2	1	3	
2 15:00	1		2	
3 16:00				
4 17:00	1	1	1	
5 18:00				
6 19:00				
7				
8				
	4	**2**	**6**	**0**



Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00				1
2 15:00				
3 16:00				1
4 17:00				
5 18:00				
6 19:00				
7				
8				
	0	**0**	**0**	**2**

		14:00	15:00	16:00	17:00	18:00	19:00			
		1	2	3	4	5	6	7	8	
Eastbound	▶ Bike	1		1	1					3
	Ped									0
Westbound	◀ Bike	1								1
	Ped									0

Hour

Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Danny Wuerffel Way	&	US 98
Date	July 10, 2013		
Time Period	2:00 PM to 6:00 PM		**All Vehicles**

GMB Project #: 11-031.04

Time Period	Northbound				Southbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	61	25	17	103	123	41	49	213
14:15 - 14:30	52	33	19	104	117	30	64	211
14:30 - 14:45	50	35	10	95	109	47	51	207
14:45 - 15:00	41	31	11	83	135	53	36	224
15:00 - 15:15	53	42	15	110	136	42	48	226
15:15 - 15:30	58	34	9	101	147	43	62	252
15:30 - 15:45	65	34	10	109	131	52	58	241
15:45 - 16:00	54	35	15	104	144	50	48	242
16:00 - 16:15	62	30	23	115	125	42	64	231
16:15 - 16:30	55	32	24	111	135	44	49	228
16:30 - 16:45	73	26	20	119	111	32	40	183
16:45 - 17:00	45	27	9	81	105	39	43	187
17:00 - 17:15	44	27	13	84	116	35	36	187
17:15 - 17:30	59	34	6	99	108	47	56	211
17:30 - 17:45	73	42	8	123	135	54	40	229
17:45 - 18:00	64	34	14	112	138	50	63	251
TOTAL	**909**	**521**	**223**	**1,653**	**2,015**	**701**	**807**	**3,523**

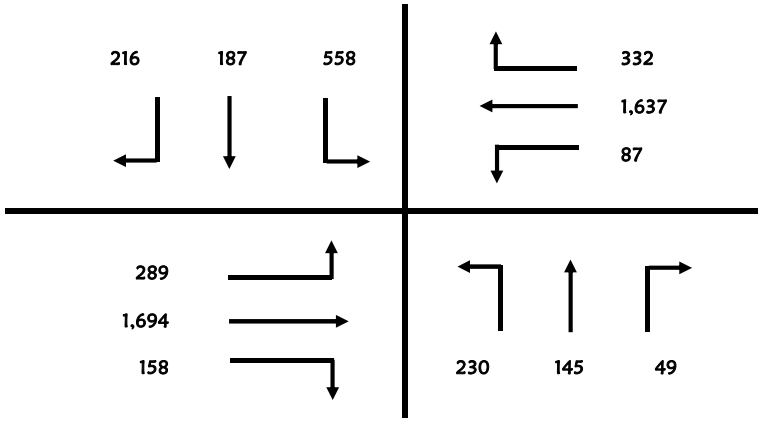
Time Period	Eastbound				Westbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	57	384	33	474	23	411	87	521
14:15 - 14:30	74	433	43	550	26	451	83	560
14:30 - 14:45	68	432	50	550	34	388	81	503
14:45 - 15:00	61	376	34	471	15	381	74	470
15:00 - 15:15	72	426	48	546	18	414	84	516
15:15 - 15:30	74	424	48	546	22	393	89	504
15:30 - 15:45	63	428	33	524	22	435	90	547
15:45 - 16:00	80	416	29	525	25	395	69	489
16:00 - 16:15	78	364	40	482	21	408	78	507
16:15 - 16:30	75	395	26	496	22	443	79	544
16:30 - 16:45	55	375	38	468	20	402	55	477
16:45 - 17:00	66	396	37	499	12	412	42	466
17:00 - 17:15	82	377	38	497	24	436	88	548
17:15 - 17:30	75	387	39	501	24	416	102	542
17:30 - 17:45	80	342	47	469	22	375	99	496
17:45 - 18:00	70	404	29	503	16	406	97	519
TOTAL	**1,130**	**6,359**	**612**	**8,101**	**346**	**6,566**	**1,297**	**8,209**

North / South
Danny Wuerffel Way

East / West
US 98

Peak Hour
15:00 - 16:00

Peak Hour Factor
0.98



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Danny Wuerffel Way	&	US 98
Date	July 10, 2013		
Time Period	2:00 PM to 6:00 PM		**Trucks**

GMB Project #: 11-031.04

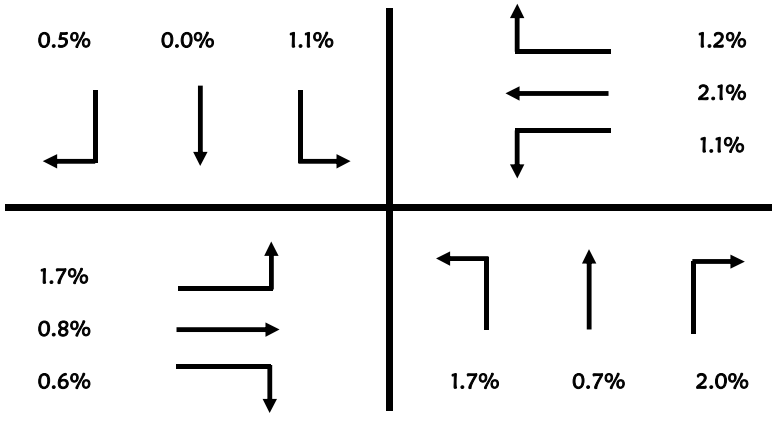
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	1	0	1	0	2
14:15 - 14:30	0	0	1	0	0	0
14:30 - 14:45	0	0	0	0	0	2
14:45 - 15:00	0	1	0	3	0	0
15:00 - 15:15	2	0	0	2	0	1
15:15 - 15:30	1	0	0	0	0	0
15:30 - 15:45	0	0	1	4	0	0
15:45 - 16:00	1	1	0	0	0	0
16:00 - 16:15	1	0	0	2	0	0
16:15 - 16:30	0	0	0	1	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	2
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	1
17:30 - 17:45	0	0	0	1	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	8	1	0	9	2
14:15 - 14:30	3	6	0	0	7	1
14:30 - 14:45	1	1	1	0	7	0
14:45 - 15:00	0	11	0	0	8	2
15:00 - 15:15	2	4	1	0	10	2
15:15 - 15:30	0	4	0	1	12	0
15:30 - 15:45	0	1	0	0	6	2
15:45 - 16:00	3	5	0	0	7	0
16:00 - 16:15	1	2	1	0	10	0
16:15 - 16:30	0	2	0	0	7	0
16:30 - 16:45	0	1	0	0	3	1
16:45 - 17:00	0	1	0	0	3	1
17:00 - 17:15	0	4	0	1	2	0
17:15 - 17:30	0	5	0	0	3	2
17:30 - 17:45	0	1	0	2	1	0
17:45 - 18:00	1	2	0	0	3	1

North / South
Danny Wuerffel Way

East / West
US 98

Peak Hour
15:00 - 16:00



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Danny Wuerffel Way	&	US 98
Date	July 10, 2013		
Time Period	14:00 to 18:00		**U-Turns & RTOR**

GMB Project #: 11-031.04

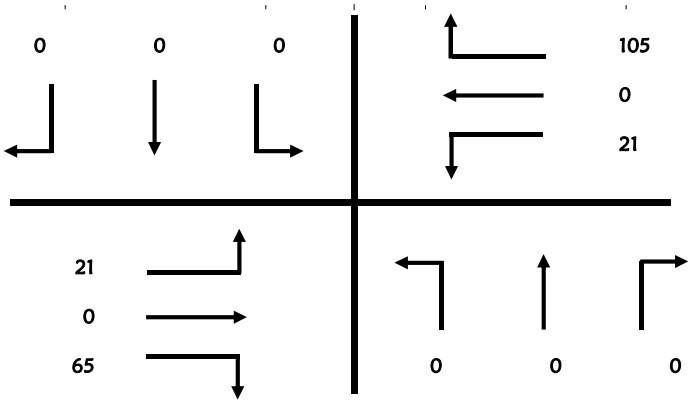
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	1	0	4
14:15 - 14:30	0	0	0	2	0	0
14:30 - 14:45	0	0	0	0	0	1
14:45 - 15:00	0	0	0	1	0	1
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**4**	**0**	**6**

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	4	0	18	8	0	32
14:15 - 14:30	5	0	16	7	0	21
14:30 - 14:45	6	0	17	6	0	34
14:45 - 15:00	5	0	16	1	0	25
15:00 - 15:15	1	0	20	6	0	32
15:15 - 15:30	4	0	21	4	0	31
15:30 - 15:45	8	0	11	7	0	22
15:45 - 16:00	8	0	13	4	0	20
16:00 - 16:15	3	0	16	5	0	15
16:15 - 16:30	1	0	5	5	0	21
16:30 - 16:45	4	0	17	1	0	18
16:45 - 17:00	4	0	13	3	0	9
17:00 - 17:15	5	0	14	4	0	29
17:15 - 17:30	3	0	20	4	0	35
17:30 - 17:45	3	0	19	7	0	37
17:45 - 18:00	1	0	9	3	0	53
TOTAL	**65**	**0**	**245**	**75**	**0**	**434**

North / South
Danny Wuerffel Way

East / West
US 98

Peak Hour
15:00 - 16:00



Pedestrian & Bicycle Summary

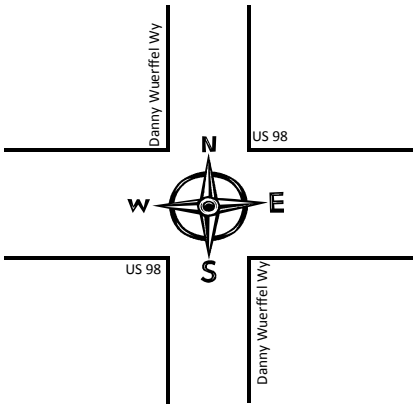
Project #: 11-031.04 **NB/SB:** Danny Wuerffel Wy

Date: 7/10/2013 **EB/WB:** US 98

Hour

	14:00	15:00	16:00	17:00	18:00	19:00			
	1	2	3	4	5	6	7	8	
Eastbound ▶ Bike									0
Ped									0
Westbound ◀ Bike									0
Ped									0

Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00		1		
2 15:00				1
3 16:00				
4 17:00	1			
5 18:00				
6 19:00				
7				
8				
	1	1	0	1



Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00			1	
2 15:00			1	
3 16:00	2			
4 17:00	4			
5 18:00				
6 19:00				
7				
8				
	6	0	2	0

		14:00	15:00	16:00	17:00	18:00	19:00			
		1	2	3	4	5	6	7	8	
Eastbound ▶	Bike	1								1
	Ped									0
Westbound ◀	Bike	1								1
	Ped									0

Hour

Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Crystal Beach Dr	&	US 98
Date	July 10, 2013		
Time Period	2:00 PM to 6:00 PM		**All Vehicles**

GMB Project #: 11-031.04

Time Period	Northbound				Southbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	44	11	24	79	47	14	24	85
14:15 - 14:30	34	8	23	65	47	12	34	93
14:30 - 14:45	35	5	36	76	43	6	18	67
14:45 - 15:00	36	10	20	66	50	8	18	76
15:00 - 15:15	38	8	25	71	52	8	22	82
15:15 - 15:30	39	16	20	75	37	5	14	56
15:30 - 15:45	45	12	27	84	43	6	25	74
15:45 - 16:00	38	10	16	64	40	8	19	67
16:00 - 16:15	49	6	17	72	41	10	23	74
16:15 - 16:30	48	8	26	82	50	7	24	81
16:30 - 16:45	51	12	14	77	51	9	21	81
16:45 - 17:00	56	6	17	79	34	11	32	77
17:00 - 17:15	74	3	15	92	44	15	27	86
17:15 - 17:30	55	2	12	69	35	14	19	68
17:30 - 17:45	46	6	14	66	34	0	22	56
17:45 - 18:00	57	11	14	82	31	7	18	56
TOTAL	**745**	**134**	**320**	**1,199**	**679**	**140**	**360**	**1,179**

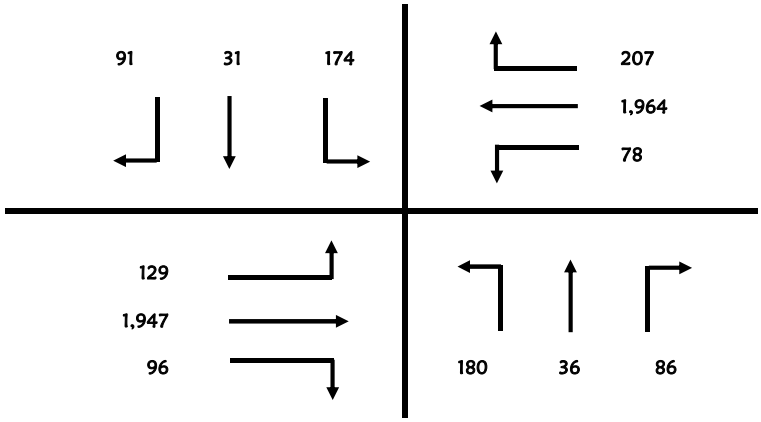
Time Period	Eastbound				Westbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	30	434	18	482	26	468	44	538
14:15 - 14:30	29	494	23	546	29	440	54	523
14:30 - 14:45	32	440	28	500	23	394	44	461
14:45 - 15:00	40	435	25	500	17	457	48	522
15:00 - 15:15	27	534	31	592	25	430	47	502
15:15 - 15:30	28	481	29	538	17	471	60	548
15:30 - 15:45	29	526	24	579	19	468	53	540
15:45 - 16:00	32	490	23	545	16	507	58	581
16:00 - 16:15	27	450	22	499	25	482	42	549
16:15 - 16:30	41	481	27	549	18	507	54	579
16:30 - 16:45	38	408	32	478	15	434	49	498
16:45 - 17:00	30	420	19	469	19	409	40	468
17:00 - 17:15	31	421	36	488	16	472	45	533
17:15 - 17:30	32	402	38	472	12	443	51	506
17:30 - 17:45	28	413	23	464	8	397	45	450
17:45 - 18:00	28	435	23	486	11	446	43	500
TOTAL	**502**	**7,264**	**421**	**8,187**	**296**	**7,225**	**777**	**8,298**

North / South
Crystal Beach Dr

East / West
US 98

Peak Hour
15:30 - 16:30

Peak Hour Factor
0.97



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Crystal Beach Dr	&	US 98
Date	July 10, 2013		
Time Period	2:00 PM to 6:00 PM		**Trucks**

GMB Project #: 11-031.04

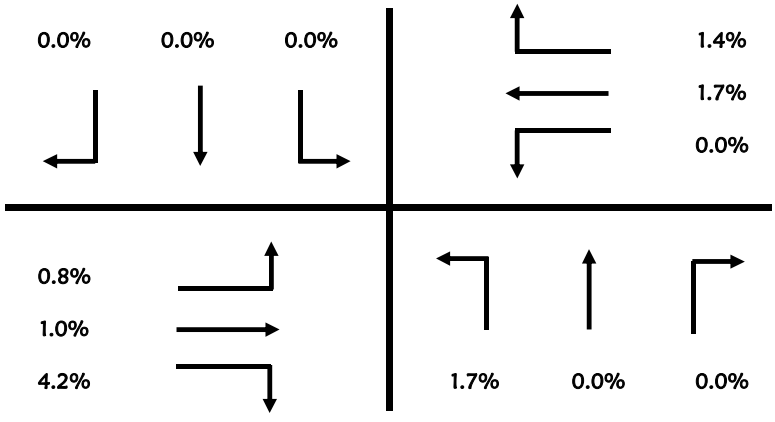
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	3	1	0	1	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	1	0	0	0
14:45 - 15:00	0	0	0	0	0	0
15:00 - 15:15	0	0	1	0	0	1
15:15 - 15:30	1	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	2	0	0	0	0	0
16:00 - 16:15	1	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	2
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	1	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	8	0	0	6	0
14:15 - 14:30	0	7	0	1	12	0
14:30 - 14:45	0	1	0	1	6	1
14:45 - 15:00	0	10	0	0	12	0
15:00 - 15:15	0	10	0	0	11	0
15:15 - 15:30	0	7	0	0	16	0
15:30 - 15:45	0	4	2	0	10	2
15:45 - 16:00	1	4	1	0	8	1
16:00 - 16:15	0	4	0	0	11	0
16:15 - 16:30	0	7	1	0	5	0
16:30 - 16:45	0	0	0	0	5	1
16:45 - 17:00	1	1	0	0	5	2
17:00 - 17:15	0	2	1	0	2	0
17:15 - 17:30	0	7	0	1	8	0
17:30 - 17:45	0	2	0	0	3	0
17:45 - 18:00	0	2	0	0	6	0

North / South
Crystal Beach Dr

East / West
US 98

Peak Hour
15:30 - 16:30



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Crystal Beach Dr	&	US 98
Date	July 10, 2013		
Time Period	14:00 to 18:00		**U-Turns & RTOR**

GMB Project #: 11-031.04

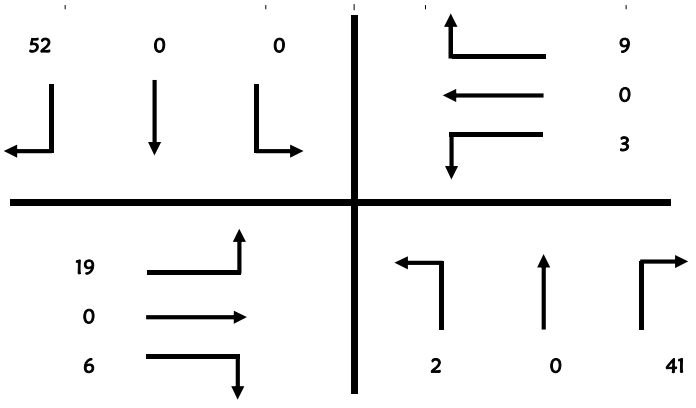
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	1	0	0	8
14:15 - 14:30	0	0	6	0	0	23
14:30 - 14:45	0	0	11	0	0	12
14:45 - 15:00	0	0	6	0	0	9
15:00 - 15:15	0	0	3	0	0	8
15:15 - 15:30	2	0	8	0	0	8
15:30 - 15:45	0	0	13	0	0	19
15:45 - 16:00	0	0	7	0	0	11
16:00 - 16:15	2	0	7	0	0	12
16:15 - 16:30	0	0	14	0	0	10
16:30 - 16:45	0	0	5	0	0	15
16:45 - 17:00	0	0	7	1	0	22
17:00 - 17:15	0	0	6	0	0	21
17:15 - 17:30	0	0	6	0	0	15
17:30 - 17:45	0	0	4	0	0	18
17:45 - 18:00	0	0	5	0	0	15
TOTAL	**4**	**0**	**109**	**1**	**0**	**226**

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	3	0	2	0	1	2
14:15 - 14:30	9	0	3	3	1	5
14:30 - 14:45	5	0	4	0	0	1
14:45 - 15:00	8	0	0	1	0	5
15:00 - 15:15	6	0	2	0	0	5
15:15 - 15:30	3	0	0	1	0	6
15:30 - 15:45	4	0	0	2	0	1
15:45 - 16:00	4	0	2	0	0	3
16:00 - 16:15	7	0	4	0	0	3
16:15 - 16:30	4	0	0	1	0	2
16:30 - 16:45	5	0	7	0	0	2
16:45 - 17:00	4	0	1	0	0	4
17:00 - 17:15	7	0	4	0	0	5
17:15 - 17:30	0	0	5	1	0	1
17:30 - 17:45	4	0	1	0	0	4
17:45 - 18:00	2	0	5	0	0	1
TOTAL	**75**	**0**	**40**	**9**	**2**	**50**

North / South
Crystal Beach Dr

East / West
US 98

Peak Hour
15:30 - 16:30



Pedestrian & Bicycle Summary

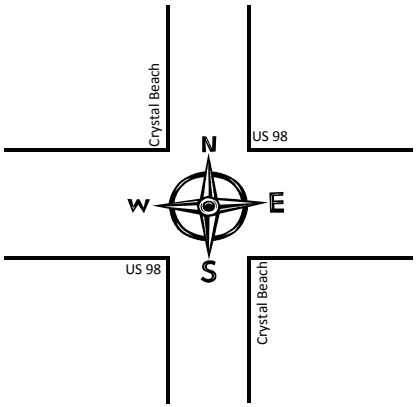
Project #: 11-031.04 **NB/SB:** Crystal Beach

Date: 7/9/2013 **EB/WB:** US 98

Hour

	14:00	15:00	16:00	17:00	18:00	19:00			
	1	2	3	4	5	6	7	8	
Eastbound ▶ Bike									0
Ped									0
Westbound ◀ Bike									0
Ped									0

Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00	2	1	1	
2 15:00	2	1	1	
3 16:00			1	
4 17:00			2	
5 18:00				
6 19:00				
7				
8				
	4	2	5	0



Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00	2			
2 15:00				
3 16:00				
4 17:00				
5 18:00				
6 19:00				
7				
8				
	2	0	0	0

	14:00	15:00	16:00	17:00	18:00	19:00			
	1	2	3	4	5	6	7	8	
Eastbound ▶ Bike		1	1						2
Ped									0
Westbound ◀ Bike									0
Ped									0

Hour

Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Regatta Bay Bv	&	US 98
Date	July 10, 2013		
Time Period	2:00 PM to 6:00 PM		**All Vehicles**

GMB Project #: 11-031.04

Time Period	Northbound				Southbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	22	0	13	35	21	3	8	32
14:15 - 14:30	23	1	11	35	17	3	4	24
14:30 - 14:45	21	2	8	31	11	0	10	21
14:45 - 15:00	18	6	5	29	14	2	5	21
15:00 - 15:15	24	2	10	36	17	5	5	27
15:15 - 15:30	29	1	26	56	17	4	9	30
15:30 - 15:45	30	2	8	40	21	2	7	30
15:45 - 16:00	27	0	7	34	24	2	4	30
16:00 - 16:15	28	5	9	42	29	3	10	42
16:15 - 16:30	23	1	19	43	21	1	5	27
16:30 - 16:45	39	2	11	52	19	4	2	25
16:45 - 17:00	39	5	11	55	17	1	6	24
17:00 - 17:15	37	2	10	49	24	3	2	29
17:15 - 17:30	30	4	8	42	19	3	4	26
17:30 - 17:45	37	5	12	54	22	0	5	27
17:45 - 18:00	33	2	15	50	17	1	5	23
TOTAL	**460**	**40**	**183**	**683**	**310**	**37**	**91**	**438**

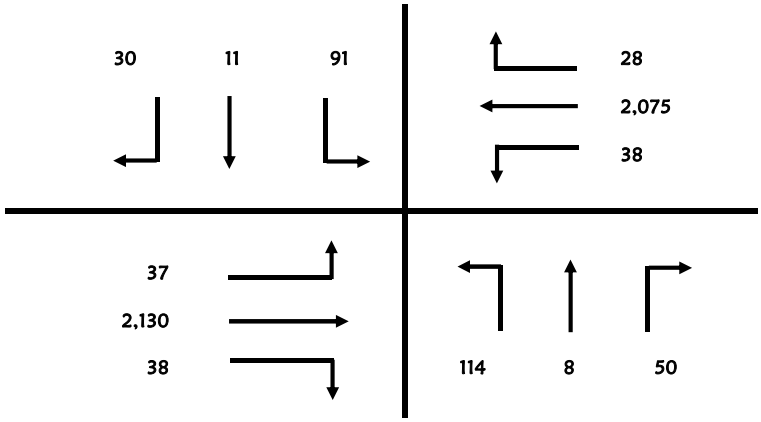
Time Period	Eastbound				Westbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	16	453	13	482	10	519	10	539
14:15 - 14:30	18	536	15	569	9	491	7	507
14:30 - 14:45	16	528	12	556	9	486	7	502
14:45 - 15:00	3	522	11	536	9	492	6	507
15:00 - 15:15	9	543	4	556	12	487	5	504
15:15 - 15:30	7	521	9	537	12	520	7	539
15:30 - 15:45	11	557	7	575	5	519	9	533
15:45 - 16:00	10	539	11	560	11	519	6	536
16:00 - 16:15	9	513	11	533	10	517	6	533
16:15 - 16:30	4	529	8	541	11	538	2	551
16:30 - 16:45	9	457	8	474	7	433	11	451
16:45 - 17:00	11	470	12	493	3	466	1	470
17:00 - 17:15	15	453	8	476	12	490	0	502
17:15 - 17:30	8	438	20	466	5	460	5	470
17:30 - 17:45	13	482	6	501	8	438	7	453
17:45 - 18:00	12	481	11	504	3	482	4	489
TOTAL	**171**	**8,022**	**166**	**8,359**	**136**	**7,857**	**93**	**8,086**

North / South
Regatta Bay Bv

East / West
US 98

Peak Hour
15:15 - 16:15

Peak Hour Factor
0.99



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Regatta Bay Bv	&	US 98
Date	July 10, 2013		
Time Period	2:00 PM to 6:00 PM		**Trucks**

GMB Project #: 11-031.04

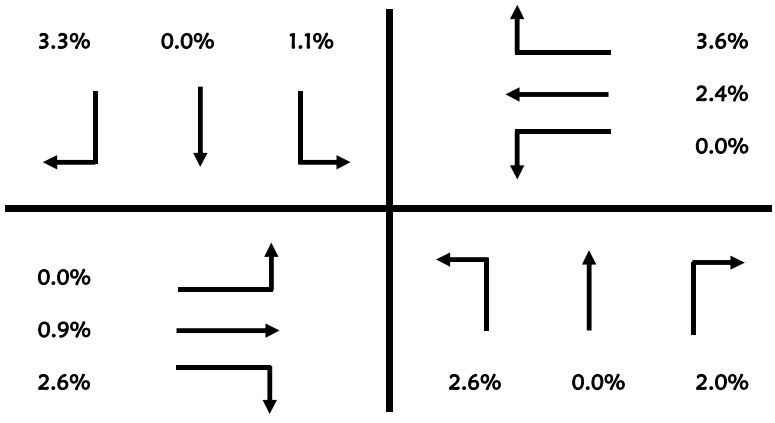
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	1	0
14:15 - 14:30	1	0	1	0	0	1
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	1	0	0
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	1	0	1	0	0	0
15:30 - 15:45	1	0	0	1	0	1
15:45 - 16:00	1	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	1	0	0
16:45 - 17:00	0	0	1	1	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	1	0	1
17:30 - 17:45	0	0	1	0	0	0
17:45 - 18:00	0	0	1	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	11	0	0	8	0
14:15 - 14:30	2	7	0	0	12	1
14:30 - 14:45	0	3	1	0	13	1
14:45 - 15:00	0	10	0	0	12	1
15:00 - 15:15	0	12	0	0	15	0
15:15 - 15:30	0	8	0	0	15	0
15:30 - 15:45	0	4	0	0	14	0
15:45 - 16:00	0	2	1	0	10	0
16:00 - 16:15	0	5	0	0	10	1
16:15 - 16:30	0	7	0	0	5	0
16:30 - 16:45	0	1	0	0	5	0
16:45 - 17:00	0	1	0	0	12	0
17:00 - 17:15	0	1	0	0	5	0
17:15 - 17:30	0	6	0	1	11	0
17:30 - 17:45	0	4	0	0	5	0
17:45 - 18:00	0	2	0	0	9	0

North / South
Regatta Bay Bv

East / West
US 98

Peak Hour
15:15 - 16:15



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Regatta Bay Bv	&	US 98
Date	July 10, 2013		
Time Period	14:00 to 18:00		**U-Turns & RTOR**

GMB Project #: 11-031.04

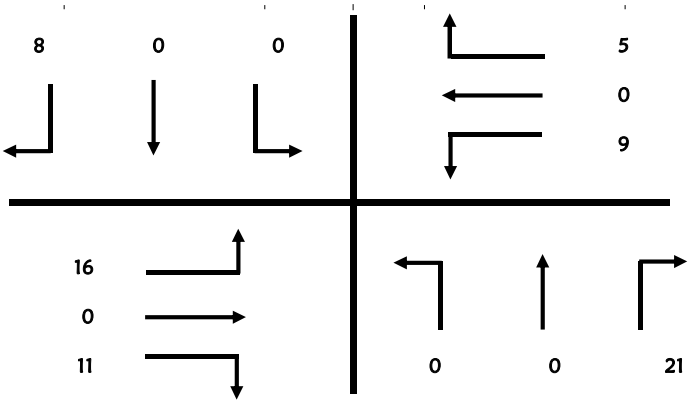
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	8	0	0	6
14:15 - 14:30	0	0	3	0	0	2
14:30 - 14:45	0	0	4	0	0	9
14:45 - 15:00	0	0	2	0	0	2
15:00 - 15:15	0	0	2	0	0	2
15:15 - 15:30	0	0	11	0	0	3
15:30 - 15:45	0	0	3	0	0	3
15:45 - 16:00	0	0	4	0	0	1
16:00 - 16:15	0	0	3	0	0	1
16:15 - 16:30	0	0	9	0	0	1
16:30 - 16:45	0	0	1	0	0	1
16:45 - 17:00	0	0	5	0	0	2
17:00 - 17:15	0	0	3	0	0	1
17:15 - 17:30	0	0	3	0	0	1
17:30 - 17:45	0	0	4	0	0	2
17:45 - 18:00	0	0	6	0	0	2
TOTAL	**0**	**0**	**71**	**0**	**0**	**39**

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	5	0	0	3	0	3
14:15 - 14:30	7	0	3	2	0	1
14:30 - 14:45	5	0	2	0	0	0
14:45 - 15:00	3	0	0	5	0	0
15:00 - 15:15	3	0	4	3	0	1
15:15 - 15:30	4	0	1	2	0	1
15:30 - 15:45	2	0	2	2	0	0
15:45 - 16:00	5	0	1	3	0	3
16:00 - 16:15	5	0	7	2	0	1
16:15 - 16:30	2	0	4	2	0	0
16:30 - 16:45	2	0	5	4	0	1
16:45 - 17:00	4	0	6	0	0	1
17:00 - 17:15	6	0	5	5	0	0
17:15 - 17:30	2	0	8	0	0	2
17:30 - 17:45	7	0	1	0	0	2
17:45 - 18:00	6	0	3	0	0	0
TOTAL	**68**	**0**	**52**	**33**	**0**	**16**

North / South
Regatta Bay Bv

East / West
US 98

Peak Hour
15:15 - 16:15



Pedestrian & Bicycle Summary

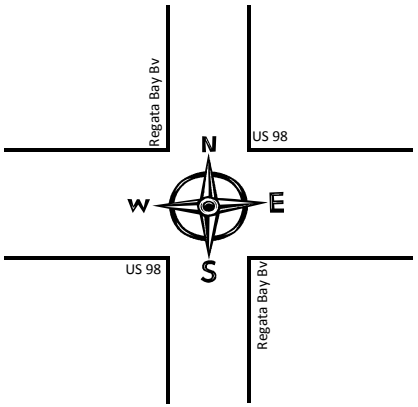
Project #: 11-031.04 **NB/SB:** Regata Bay Bv

Date: 7/9/2013 **EB/WB:** US 98

Hour

	14:00	15:00	16:00	17:00	18:00	19:00			
	1	2	3	4	5	6	7	8	
Eastbound ▶ Bike									0
Ped	1								1
Westbound ◀ Bike	1			2					3
Ped		1							1

Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00		1		
2 15:00				
3 16:00				
4 17:00				
5 18:00				
6 19:00				
7				
8				
	0	1	0	0



Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00				
2 15:00	1	1	1	
3 16:00			1	
4 17:00	2			2
5 18:00				
6 19:00				
7				
8				
	3	1	2	2

	14:00	15:00	16:00	17:00	18:00	19:00			
	1	2	3	4	5	6	7	8	
Eastbound ▶ Bike	1	1							2
Ped									0
Westbound ◀ Bike									0
Ped									0

Hour

Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Tequesta Dr		& US 98
Date	July 10, 2013		
Time Period	2:00 PM to 6:00 PM		**All Vehicles**

GMB Project #: 11-031.04

Time Period	Northbound				Southbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	5	0	2	7	12	0	10	22
14:15 - 14:30	2	0	1	3	6	0	9	15
14:30 - 14:45	0	0	1	1	13	0	15	28
14:45 - 15:00	3	0	4	7	7	1	12	20
15:00 - 15:15	2	0	0	2	3	0	14	17
15:15 - 15:30	3	0	4	7	9	1	14	24
15:30 - 15:45	3	0	6	9	4	0	18	22
15:45 - 16:00	1	0	1	2	6	0	13	19
16:00 - 16:15	4	0	3	7	7	0	15	22
16:15 - 16:30	2	1	3	6	6	0	10	16
16:30 - 16:45	2	0	8	10	9	1	16	26
16:45 - 17:00	2	0	4	6	6	0	5	11
17:00 - 17:15	2	0	4	6	6	0	19	25
17:15 - 17:30	3	0	0	3	7	0	8	15
17:30 - 17:45	1	0	2	3	7	0	16	23
17:45 - 18:00	1	0	1	2	5	0	11	16
TOTAL	**36**	**1**	**44**	**81**	**113**	**3**	**205**	**321**

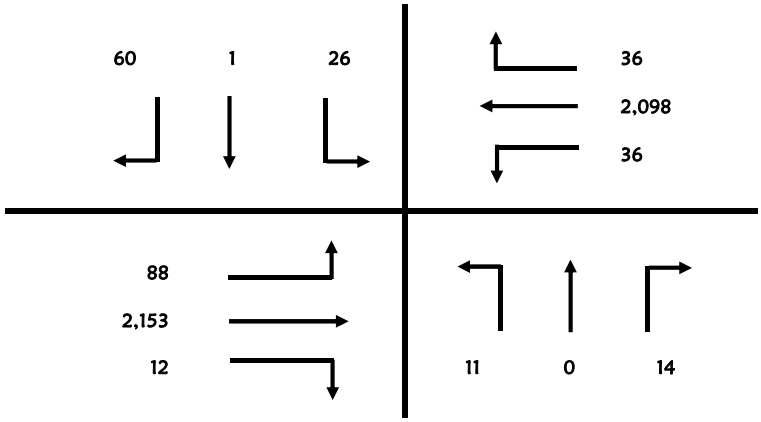
Time Period	Eastbound				Westbound			
	Left	Through	Right	Total	Left	Through	Right	Total
14:00 - 14:15	26	480	4	510	7	470	2	479
14:15 - 14:30	21	561	3	585	10	493	8	511
14:30 - 14:45	20	515	1	536	9	486	5	500
14:45 - 15:00	19	526	4	549	5	498	2	505
15:00 - 15:15	24	554	4	582	9	458	10	477
15:15 - 15:30	23	540	1	564	7	536	12	555
15:30 - 15:45	22	549	4	575	9	480	8	497
15:45 - 16:00	20	574	2	596	12	540	9	561
16:00 - 16:15	23	490	5	518	8	542	7	557
16:15 - 16:30	29	497	4	530	10	541	5	556
16:30 - 16:45	16	455	11	482	2	455	3	460
16:45 - 17:00	22	487	8	517	4	498	3	505
17:00 - 17:15	19	459	3	481	1	421	3	425
17:15 - 17:30	23	506	2	531	2	491	6	499
17:30 - 17:45	35	470	2	507	6	443	5	454
17:45 - 18:00	22	512	2	536	1	506	5	512
TOTAL	**364**	**8,175**	**60**	**8,599**	**102**	**7,858**	**93**	**8,053**

North / South
Tequesta Dr

East / West
US 98

Peak Hour
15:15 - 16:15

Peak Hour Factor
0.96



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Tequesta Dr	&	US 98
Date	July 10, 2013		
Time Period	2:00 PM to 6:00 PM		**Trucks**

GMB Project #: 11-031.04

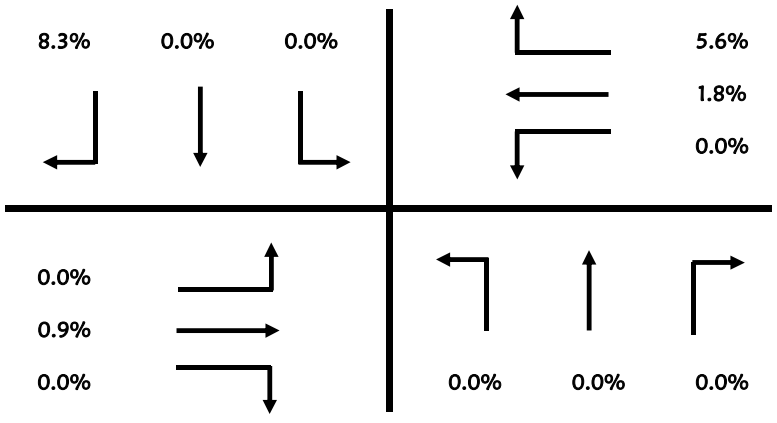
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	2
15:00 - 15:15	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	2
15:30 - 15:45	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	1
16:00 - 16:15	0	0	0	0	0	2
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	14	0	0	7	0
14:15 - 14:30	0	8	0	0	11	0
14:30 - 14:45	0	3	0	0	13	1
14:45 - 15:00	0	10	0	0	9	0
15:00 - 15:15	0	13	0	0	17	0
15:15 - 15:30	0	9	0	0	12	2
15:30 - 15:45	0	4	0	0	6	0
15:45 - 16:00	0	2	0	0	9	0
16:00 - 16:15	0	5	0	0	10	0
16:15 - 16:30	0	7	0	0	6	0
16:30 - 16:45	0	2	0	0	7	0
16:45 - 17:00	0	3	0	0	3	0
17:00 - 17:15	0	3	0	0	4	0
17:15 - 17:30	0	6	0	0	10	0
17:30 - 17:45	0	4	0	0	3	0
17:45 - 18:00	1	2	0	0	7	0

North / South
Tequesta Dr

East / West
US 98

Peak Hour
15:15 - 16:15



Roadway Count Summary

GMB Engineers & Planners, Inc.

County	Okaloosa	**City**	Destin
Intersection	Tequesta Dr	&	US 98
Date	July 10, 2013		
Time Period	14:00 to 18:00	**U-Turns & RTOR**	

GMB Project #: 11-031.04

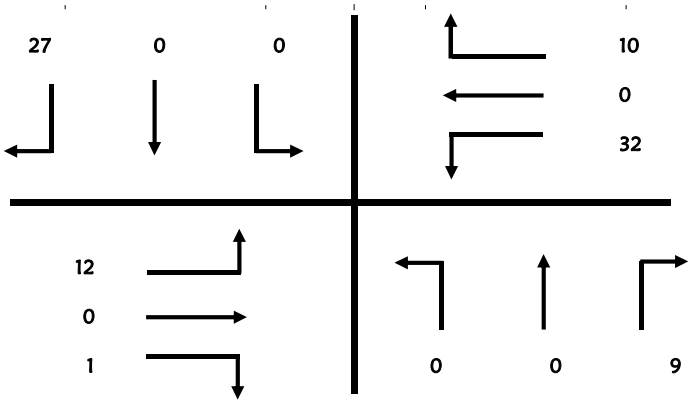
Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	0	0	1	0	0	4
14:15 - 14:30	0	0	1	0	0	9
14:30 - 14:45	0	0	0	0	0	4
14:45 - 15:00	0	0	0	0	0	4
15:00 - 15:15	0	0	0	0	0	11
15:15 - 15:30	0	0	2	0	0	4
15:30 - 15:45	0	0	3	0	0	13
15:45 - 16:00	0	0	1	0	0	6
16:00 - 16:15	0	0	3	0	0	4
16:15 - 16:30	0	0	2	0	0	7
16:30 - 16:45	0	0	4	0	0	5
16:45 - 17:00	0	0	2	0	0	3
17:00 - 17:15	0	0	3	0	0	7
17:15 - 17:30	0	0	0	0	0	3
17:30 - 17:45	0	0	2	0	0	4
17:45 - 18:00	0	0	0	0	0	0
TOTAL	**0**	**0**	**24**	**0**	**0**	**88**

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
14:00 - 14:15	7	0	0	7	0	0
14:15 - 14:30	8	0	0	10	0	2
14:30 - 14:45	4	0	0	8	0	0
14:45 - 15:00	2	0	0	4	0	1
15:00 - 15:15	4	0	1	8	0	1
15:15 - 15:30	4	0	1	6	0	5
15:30 - 15:45	1	0	0	9	0	3
15:45 - 16:00	2	0	0	11	0	1
16:00 - 16:15	5	0	0	6	0	1
16:15 - 16:30	4	0	0	9	0	0
16:30 - 16:45	2	0	2	1	0	0
16:45 - 17:00	4	0	0	4	0	1
17:00 - 17:15	6	0	1	1	0	1
17:15 - 17:30	2	0	0	2	0	3
17:30 - 17:45	4	0	0	2	0	2
17:45 - 18:00	5	0	2	1	0	2
TOTAL	**64**	**0**	**7**	**89**	**0**	**23**

North / South
Tequesta Dr

East / West
US 98

Peak Hour
15:15 - 16:15



Pedestrian & Bicycle Summary

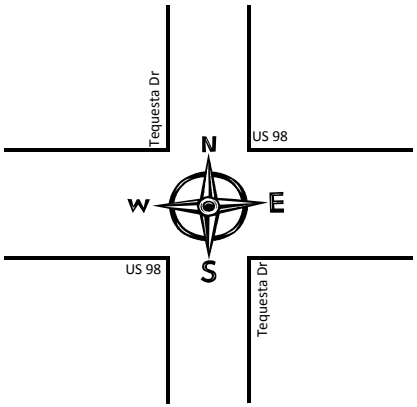
Project #: 11-031.04 **NB/SB:** Tequesta Dr

Date: 7/10/2013 **EB/WB:** US 98

Hour

	14:00	15:00	16:00	17:00	18:00	19:00			
	1	2	3	4	5	6	7	8	
Eastbound ▶ Bike									0
Ped		3							3
Westbound ◀ Bike		1		1					2
Ped									0

Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00				
2 15:00				
3 16:00				
4 17:00				
5 18:00				
6 19:00				
7				
8				
	0	0	0	0



Hour	Southbound Ped	Southbound Bike	Northbound Ped	Northbound Bike
1 14:00				
2 15:00	2		1	
3 16:00	1		1	
4 17:00	1			
5 18:00				
6 19:00				
7				
8				
	4	0	2	0

	14:00	15:00	16:00	17:00	18:00	19:00			
	1	2	3	4	5	6	7	8	
Eastbound ▶ Bike									0
Ped		1							1
Westbound ◀ Bike									0
Ped		1		1					2

Hour

FLORIDA DEPARTMENT OF TRANSPORTATION
2014 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 57 OKALOOSA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
0001		SR 189 - 500' N OF CR 180 (L.G. RUSSELL RD)	N	1300	S	1100	2400	C	9.5	60.0F	9.0A
0005		SR 189 - 525' N OF CR C4A	N	2200	S	2100	4300	C	9.5	60.0F	8.2A
0006		SR 4 - 250' SE OF CR C4A WEST OF BAKER	E	750	W	750	1500	C	9.5	60.0F	16.5A
0007		CR 4B (CHARLIE DAY RD) - 225' W OF SR 4, MILLIG	E		W		1200	C	9.5	52.1F	3.5F
0008		CR 2 (STEELMILL CRK RD) - 225' N OF MILLSIDE RD	N		S		250	C	9.5	52.1F	3.5F
0009		SR 10 (US90) - 650' W OF SR 4 (BAKER HWY)	E	2700	W	2600	5300	C	9.5	60.0F	7.8A
0010		CR 2 (STEELMILL CREEK RD) - 450' E OF CR 393	E		W		300	C	9.5	52.1F	3.5F
0018		SR 30 (US98) - 175' W OF EAST PASS BRIDGE	E	21500	W	22000	43500	C	9.0	57.3F	4.1A
0019		CR 2378 - 750' W OF COUNTY LINE (@ ENCLAVE CONDO	E	3800	W	4500	8300	C	9.0	57.3F	2.9A
0051		SR 85 - 0.225 MILE N OF CR 602 (N OF WATER TOWE	N	2000	S	2000	4000	C	9.5	60.0F	9.7A
0054		SR 85 - 350' NE OF CR 85A (2ND AVE), LAUREL HILL	N		S		3700	C	9.5	60.0F	10.7F
0088		SR 85 - 1000' S OF ANTIOCH RD @ N END OF BRIDGE	N	17500	S	18000	35500	C	9.0	60.0F	4.8A
0090		SR 4 (BAKER HWY) - 0.525 MILE N OF SR 10 (US 90)	E	4200	W	4100	8300	C	9.5	60.0F	7.8A
0098		SR 10 (US90) - 500' W OF CR 189 (LOG LAKE RD)	E		W		3200	C	9.5	60.0F	7.2F
0101		SR 10(US90)WEST END OF YELLOW RIVER BRIDGE	E	3800	W	4100	7900	C	9.5	60.0F	6.3A
0110		SR 20 - 150' W OF COUNTY LINE RD	E	4300	W	4300	8600	C	9.0	60.0F	6.9A

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FLORIDA DEPARTMENT OF TRANSPORTATION
2014 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 57 OKALOOSA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
0118		SR 85 - 975' E OF CR 85A(2ND AVE) LAUREL HILL	N	1500	S	1500	3000	C	9.5	60.0F	10.7A
0120		SR 189 - 450' S OF CR 2 (S OF RED BARROW RD)	N	1600	S	1500	3100	C	9.5	60.0F	9.2A
0121		SR 189 - 750' N OF CR 2 (EAST)	N		S		2800	C	9.5	60.0F	8.6F
0122	T	SR-10/US-90,2 MI W OF SR-85,CRESTVIEW,OKALOOSA C	E	6703	W	6469	13172	C	9.0	52.2A	6.7A
0124		SR10 (US90) - 0.600 MILE E OF CR 393 (W OF MARE	E		W		5100	C	9.0	60.0F	7.2F
0128		SR10 (US90) - 0.500 MILE E OF CR 189 (LOG LAKE R	E		W		5200	C	9.5	60.0F	7.2F
0139		SR 85 - 0.030 M N OF LAKE SILVER RD	N	5000	S	4900	9900	C	9.0	60.0F	6.2A
0167	T	SR-30/US-98,0.3 MI E OF SANTA ROSA C/L,OKALOOSA	E	17889	W	17879	35768	C	9.0	71.5A	3.8A
0170		CR 189 (GALIVER CUTOFF) - 550' SW OF SR 4	N		S		2200	C	9.5	52.1F	3.5F
0189		CALHOUN AVE - 425' N OF SR 30 (US 98)	E	1100	W	1200	2300	C	9.0	57.3F	4.8A
0190		SR 397 - 0.370 M S OF SR 189 (LEWIS TURNER) N OF	N	5400	S	5700	11100	C	9.0	52.1F	1.8A
0200		CR 393 - 275' N OF CR 2 (STEEL MILL CREEK RD	N		S		400	C	9.0	52.1F	3.5F
0214		CR 85A (2ND AVE) - 450' W OF SR 85	N		S		100	C	9.5	60.0F	8.5F
0217		CR 393 - 300' N OF SR 10 (US 90)	N	750	S	750	1500	C	9.5	63.4F	6.8A
0219	T	SR-85,1.9 MI N SR-20,2.2 MI S SR-123,OKALOOSA CO	N	8235	S	8205	16440	C	9.0	66.6A	4.1A
0250	T	SR-189,1.6 MI N OF SR-188/US-98,OKALOOSA CO.	N	13984	S	13954	27938	C	9.0	52.0A	4.1A

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COUNTY: 57 OKALOOSA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
0260		SR 85 - 0.350 MILE N OF SR 189 (LEWIS TURNER BLV	N	21000	S	11000	32000	C	9.0	52.1F	5.1A
0261		SR 85 - 1 MILE S OF SR 190 (N OF AIRPORT)	N	11000	S	11000	22000	C	9.0	60.0F	5.6A
0275		CR 189 (LOG LAKE RD) - 825' S OF SR 10 (US 90)	N		S		3700	C	9.5	60.0F	8.5F
0278		CR 397 (OLD RIVER RD) - 500' N OF SR 10 (US90)	N		S		1500	C	9.5	60.0F	8.5F
0280		CR 4 (ANTIOCH RD) - 625' S OF SR 10 (US 90)	E	3600	W	3800	7400	C	9.5	60.0F	5.5A
0282		CR 85A WEST (3RD AVE) - 975' W OF SR 85	N		S		850	C	9.5	52.1F	3.5F
0283		P J ADAMS PKWY - 850' W OF SR 85	E		W		17500	C	9.0	60.0F	4.6F
0284		ANTIOCH RD - 300' W OF SR 85	E	1200	W	1700	2900	C	9.0	52.1F	3.6A
0285		REDWOOD AVE - 500 ' S OF SR 20 (JOHN SIMS PKWY)	N	3700	S	3700	7400	C	9.0	52.1F	3.5A
0289		CR 188(AIRPORT RD) - 1400' E OF SR 85 (E OF FARM	E		W		6600	C	9.0	60.0F	8.5F
0290		SR 189 (LEWIS TURNER BLVD) - 0.250 M W OF SR 85	N	14500	S	4700	19200	C	9.0	52.1F	4.4A
0291		SR 189 (LEWIS TURNER BLVD) - 0.340 M E OF SR 85	N	6200	S	6200	12400	C	9.0	52.1F	2.7A
0293	T	SR-30/US-98,@BROOKS BR,FT WALTON BCH,OKALOOSA CO	E	26417	W	25426	51843	C	9.0	51.5A	4.8X
0294		SR 20 (JOHN SIMS PKWY) - 1200' W OF BLUEWATER BL	E	13000	W	13500	26500	C	9.0	52.1F	4.2A
0295		SR 293 (WHITE POINT RD) - 0.390 M S OF SR 20	N	2600	S	2700	5300	C	9.0	57.3F	2.6A
0296		SR 293 (DANNY WUERFFEL WAY) - 250' S OF MIDBAY B	N	9000	S	9000	18000	C	9.0	57.3F	3.1A

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COUNTY: 57 OKALOOSA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
0297		ROCKY BAYOU DR - 250' S OF ROCKY WOOD WAY	E	2700	W	2900	5600	C	9.0	63.4F	2.7A
0298		SR 20 (JOHN SIMS PKWY) - 575' W OF LANCASTER DR	E	18500	W	18000	36500	C	9.0	52.1F	4.0A
0299		SR 123 - 1 MILE N OF SR 85	N	8200	S	8200	16400	C	9.0	60.0F	5.1A
0300		CR 189 (LOG LAKE RD) - 475' S OF BROXSON RD	N		S		1000	C	9.5	60.0F	8.5F
0301		CR 2 - 275' W OF SR 85	E		W		350	C	9.5	52.1F	3.5F
0302		SR 10(US90) - 1150' E OF FAIRCHILD RD (W END OF	E	3400	W	3500	6900	C	9.0	52.1F	7.2A
0303		CR 188(OLD BETHEL RD) - 0.5 MILE W OF SR 85 (W O	E		W		4200	C	9.0	60.0F	8.5F
0304		FAIRCHILD RD - 400' N OF SR 10 (US 90)	N	1200	S	1200	2400	C	9.0	52.1F	4.4A
0305		CR 188 (OLD BETHEL RD) - 625' N OF SR 10 (US90)	N		S		5900	C	9.0	60.0F	3.5F
0306		SR 30(US98) - 0.75 MILE W OF CODY AVE (HURLBURT	E	22000	W	21500	43500	C	9.0	57.3F	4.2A
0307		SR 85 - 0.25 MILE S OF SR 189 (LEWIS TURNER BL	N	9000	S	9200	18200	C	9.0	52.1F	5.1A
0309		SR 285 - 1000' N OF COLLEGE BLVD @ NICEVILLE CIT	N	2700	S	2700	5400	C	9.0	60.0F	10.5P
0310		SR 293(D WUERFFEL WAY) - 350' N OF SR 30 (US 98)	N	10000	S	11500	21500	C	9.0	57.3F	2.8F
0311		COMMONS DR - 0.25 MILE E OF INDIAN BAYOU DR	E		W		12500	C	9.0	63.4F	1.8P
0312		SR 123 - .25 M N OF SR 85 OVERPASS	N	8100			8100	C	9.5	99.9W	5.1F
0313		SR 123 SB - 100' N OF SR 85 MERGE	S	8100			8100	C	9.5	99.9W	5.1F

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COUNTY: 57 OKALOOSA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
0314		SR 85 - 0.133 M N OF GEN R W BOND BLVD	N	21000	S	20500	41500	C	9.0	52.1F	4.5F
0315		SR 210 / MCWHORTER AVE - 275' W OF OVERPASS	E		W		3000	C	9.5	60.0F	8.5F
0316		COMMONS DR - 0.1 M E OF HOME DEPOT RAB	E	6000	W	5000	11000	C	9.0	63.4F	2.0A
0317		COMMONS DR EXTENSION - 500' E OF AIRPORT RD	E		W		15500	C	9.0	63.4F	3.5F
0318	T	SR-8/I-10,@ANTIOCH RD O/P,OKALOOSA CO.	E	12134	W	12093	24227	C	10.5	53.4A	20.0A
0356	T	SR-85,0.757 MI S OF CR-2,LAUREL HILL,OKALOOSA CO	N	1904	S	1845	3749	C	9.5	55.0A	8.8A
1499		COLLEGE BLVD - 0.150 MILE E OF SR 285	E	2300	W	1800	4100	C	9.0	63.4F	4.7A
1500		CR 190 (COLLEGE BLVD) - 0.230 MILE N OF SR 85	N	2700	S	2900	5600	C	9.5	63.4F	5.1A
1501		BAYSHORE DR - 850' E OF VALPARAISO BLVD	N	650	S	800	1450	C	9.0	52.1F	2.6A
1502		SR 20 (JOHN SIMS PKWY) - 200' W OF SWIFT CREEK B	E	20500	W	20000	40500	C	9.0	52.1F	4.8F
1504		SR 190(VALPARAISO PKWY) - 0.270 MILE E OF SR 85	N	1800	S	1900	3700	C	9.0	52.1F	5.6A
1505		SR 397 (JOHN SIMS PKWY) - 0.42 MILE SE OF SR 85	N	12000	S	11500	23500	C	9.0	52.1F	3.4A
1506		SR 285 (PARTIN DR) - 650' NE OF PALM BLVD	N	4500	S	4500	9000	C	9.0	52.1F	5.0A
1507		SR 85 - 350' N OF WOLVERINE AVE	N	8700	S	8400	17100	C	9.0	52.1F	4.7A
1508		CR 190 (COLLEGE BLVD) - 675' E OF SR 85	E	4800	W	4700	9500	C	9.0	52.1F	4.6A
1510		SR 85 (JOHN SIMS PKWY) - 225' E OF EVANS ST	N	21500	S	21500	43000	C	9.0	52.1F	4.8F

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FLORIDA DEPARTMENT OF TRANSPORTATION
2014 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 57 OKALOOSA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
1511		BAYSHORE SR - 475' SE OF SR 20 (JOHN SIMS PKWY)	N		S		2700	C	9.0	52.1F	5.0F
1512		VALPARAISO BLVD - 625' E OF LINDEN AVE	N		S		2800	C	9.0	52.1F	3.5F
1514		CR 190 (COLLEGE BLVD) - 375' W OF SR 85	E		W		7200	C	9.0	52.1F	3.5F
1518		SR 293(MID-BAY BR CONNECTOR) - BTWN LAKESHORE &	N	7800	S	7900	15700	C	9.0	57.3F	2.8F
1519		SR 293 (MID-BAY BR CONNECTOR) - BTWN SR 20 & RAN	N	3600	S	3200	6800	C	9.0	63.4F	2.8F
1520		SR 20 - 250' W OF CEDAR ST	E	10000	W	9600	19600	C	9.0	52.1F	4.5A
1521		SR 293 - MID BAY BRIDGE CONNECTOR .75 M S OF SR	N	3200	S	3100	6300	C	9.0	63.4F	5.8A
1522		SR 293 - MID BAY BRIGE CONNECTOR 1 M S OF SR 85	N		S		5400	C	9.0	63.4F	2.8F
1601		SR 10 (US90) - 650' W OF VALLEY RD	E	5400	W	5600	11000	C	9.0	52.1F	5.7A
1602		SR 10 (US90) - 1200' W OF LINDBERG ST	E	9300	W	8600	17900	C	9.0	52.1F	7.2F
1603		SR 85 -375' N OF 3RD AVE	N	12500	S	13000	25500	C	9.0	52.1F	7.2F
1605		CR 280A (CHESTNUT AVE) - 350' NW OF EDNEY AVE	E		W		550	C	9.0	52.1F	3.5F
1606		SR 85 - 600' S OF DUGGAN AVE (N OF GOODWIN AVE)	N	21500	S	22500	44000	C	9.0	52.1F	3.2A
1607		SR 85 - 300' N OF CRACKER BARREL RD (S OF I-10 R	N	23000	S	23000	46000	C	9.0	52.1F	4.0F
1608		SR 85 - 500' S OF HOSPITAL DR	N	20500	S	20500	41000	C	9.0	52.1F	4.0F
1701		SR 189 (BEAL PKWY) - 900' W OF MEMORIAL PKWY	N	14000	S	13500	27500	C	9.0	52.1F	3.4F

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FLORIDA DEPARTMENT OF TRANSPORTATION
2014 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 57 OKALOOSA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
1702		SR30(US98) - 850' W OF WRIGHT PKWY	E	14000	W	13500	27500	C	9.0	57.3F	4.8A
1704		SR 85(EGLIN PKWY) - 200' S OF HUGHES ST	N	20000	S	20000	40000	C	9.0	52.1F	4.5F
1705		SR 30 (US98) - 0.15 M E OF MARY ESTHER DRIVE	E	19500	W	18000	37500	C	9.0	63.4F	8.6F
1706		SR 189 - 0.160 M S OF GEN ROBERT M BOND BLVD	N	15000	S	15000	30000	C	9.0	52.1F	4.6A
1707		SR 85 (EGLIN PKWY) - S END OF GARNIER BAYOU BRI	N	21500	S	21500	43000	C	9.0	52.1F	4.5F
1708		SR 393(MARY ESTHER CUTOFF) - 350' S OF LOVE JOY	N	12000	S	12000	24000	C	9.0	52.1F	2.9A
1709		SR 85 (EGLIN PKWY) - N END OF FIVE MILE BAYOU BR	N	23000	S	23500	46500	C	9.0	52.1F	4.5F
1710		SR 85 (EGLIN PKWY) - 0.370 MILE N OF 12TH AVE	N	15500	S	15500	31000	C	9.0	52.1F	3.7A
1711		YACHT CLUB RD - 625' E OF SR 85 (EGLIN PKWY)	N		S		2500	C	9.0	52.1F	3.5F
2004		SR 8(I-10) - 0.650 MILE E OF SR 85 OVERPASS	E	8700	W	8900	17600	C	9.0	54.6F	26.3A
2601		I-10 - WB ON RAMP FROM CR 189	W	1200			1200	C	9.0	99.9W	8.5F
2602		I-10 - EB OFF RAMP TO CR 189	E	1200			1200	C	9.0	99.9W	8.5F
2603		I-10 - WB OFF RAMP TO CR 189	W	650			650	C	9.0	99.9W	8.5F
2604		I-10 - EB ON RAMP FROM CR 189	E	600			600	C	9.0	99.9W	8.5F
2605		I-10 - WB ON RAMP FROM SR 85	W	4800			4800	C	9.0	99.9W	4.0F
2606		I-10 - EB OFF RAMP TO SR 85	E	4700			4700	C	9.0	99.9W	4.0F

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FLORIDA DEPARTMENT OF TRANSPORTATION
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COUNTY: 57 OKALOOSA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
2607		I-10 - WB OFF RAMP TO SR 85	W	2200			2200	C	9.0	99.9W	4.0F
2608		I-10 - EB ON RAMP FROM SR 85	E	2400			2400	C	9.0	99.9W	4.0F
5002		CR 1778 (EDNEY AVE) - 250' W OF SR 85	E		W		1600	C	9.0	52.1F	3.5F
5003		CR 285 (PARTIN DR) - 175' N OF BAYSHORE DR	N		S		2500	C	9.0	52.1F	5.0F
5004		M L KING JR AVE - 300' E OF LLOYD ST	E		W		1500	C	9.0	52.1F	3.5F
5005		BAYSHORE DR - 425' E OF CR 285 (PARTIN DR)	N	2200	S	2900	5100	C	9.0	52.1F	2.0A
5007		JONES RD - 300' S OF ADAMS ST	E		W		450	C	9.0	52.1F	3.5F
5009		SR 20(JOHN SIMS PKWY) - 675' E OF CR 285(BAYSHOR	E	20000	W	20500	40500	C	9.0	52.1F	4.8F
5010		SR 20 (JOHN SIMS PKWY) - 600' M E OF DAVIS DR	E	20000	W	21000	41000	C	9.0	52.1F	4.8F
5014		DAVIS DRIVE - 275' N OF SR 20 (JOHN SIMS PKWY)	N		S		850	C	9.0	52.1F	3.5F
5016		SR 85 - 350' N OF NATHEY ST, NICEVILLE	N	6600	S	7100	13700	C	9.0	52.1F	4.8A
5022		SR 190 (VALPARAISO PKWY) - 500' E OF HIGHLAND S	N	1700	S	1700	3400	C	9.0	52.1F	5.4A
5023		SR 397 (JOHN SIMS PKWY) - 175' N OF OKALOOSA AVE	N	9700	S	9600	19300	C	9.0	52.1F	3.0A
5024		SR 397 (J SIMS PKWY) - 100' N OF LOUISIANNA ST (	N	8700	S	8500	17200	C	9.0	52.1F	2.9A
5026		CR 30F(AIRPORT RD) - 700' E OF MAIN ST	E	10000	W	9300	19300	C	9.0	52.1F	3.1A
5027		LEGION DR - 300' W OF MAIN ST	E		W		400	C	9.0	52.1F	3.5F

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COUNTY: 57 OKALOOSA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
5034		SR 189 (BEAL PKWY) - 900' NW OF YACHT CLUB DR	N	13000	S	12500	25500	C	9.0	52.1F	3.0A
5038		SR30(US98) .50 MI. WEST OF SR 189 (BEAL PKWY)	E	15000	W	15500	30500	C	9.0	57.3F	4.2F
5039		SR 30 (US98) - 250' E OF SR 189 (BEAL PKWY)	E	18000	W	18000	36000	C	9.0	57.3F	4.2F
5040		SR 30 (US98) - 225' E OF SR 85 (W LEG)	E	15000	W	14500	29500	C	9.0	57.3F	4.2F
5043		SR 85 (W LEG) - 450' NE OF SR 30 (US 98)	N		S		6400	C	9.0	52.1F	4.5F
5045		SR 85 (EGLIN PKWY) - 325' S OF HOLLYWOOD BLVD	N	17500	S	17500	35000	C	9.0	52.1F	4.5F
5051		SR 10 (US90) - 375' E OF SR 85 (W OF MCKASKILL)	E	7300	W	6600	13900	C	9.0	52.1F	7.2F
5052		SR 10 (US90) - 350' W OF SR 85 (FERDON BLVD)	E	9400	W	8000	17400	C	9.0	52.1F	7.2F
5053		SR 10 (US90) - 400' W OF MAIN ST (E OF LLOYD ST)	E	11000	W	10500	21500	C	9.0	52.1F	7.2F
5054		LINDBERGH ST - 200' N OF SR 10 (US90)	N		S		2300	C	9.0	52.1F	3.5F
5055		BRACKIN ST - 475' N OF SR 10 (US 90)	N		S		2300	C	9.0	52.1F	3.5F
5056		VALLEY RD - 350' N OF SR 10 (US 90)	N		S		4000	C	9.0	52.1F	3.5F
5057		SR 85 - 0.233 MILE N OF SR 10 (US 90)	N	14500	S	14000	28500	C	9.0	52.1F	7.2F
5060		SR 85 - 150' N OF COBB AVE	N	18500	S	18500	37000	C	9.0	52.1F	3.0A
5061		REED AVE - 200' NE OF EDNEY AVE	E		W		250	C	9.0	52.1F	3.5F
5063		M L KING JR AVE - 100' W OF MAIN ST	E		W		1200	C	9.0	52.1F	3.5F

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COUNTY: 57 OKALOOSA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
5065		HOLLYWOOD BLVD - 500' E OF SR 189 (BEAL PKWY)	E		W		11500	C	9.0	52.1F	3.5F
5070		MEMORIAL PKWY - 750' N OF SR 30 (US 98)	N		S		5200	C	9.0	52.1F	3.5F
5071		MEMORIAL PKWY - 325' N OF HOLLYWOOD BLVD	N		S		5300	C	9.0	52.1F	3.5F
5072		BAYSHORE DR - 425' S OF FINCK RD	N	900	S	1000	1900	C	9.0	52.1F	2.2A
5073		SR 20 (JOHN SIMS PKWY) - 850' E OF PALM BLVD	E	20000	W	20000	40000	C	9.0	52.1F	3.7A
5074		SR85 (E LEG) - 375' NW OF SR 30 (US 98)	N	2200	S	5800	8000	C	9.0	52.1F	4.5F
5075		WALTER MARTIN DR - 150' W OF SR 85 (EGLIN PKWY)	E	5400	W	4400	9800	C	9.0	52.1F	3.5F
5076		SR 20 (JOHN SIMS PKWY) - 575' E OF SR 285 (PARTI	E	17500	W	18500	36000	C	9.0	52.1F	4.8F
5077		SR 285 (PARTIN DR) - 475' N OF SR 20 (JOHN SIMS	N	4000	S	4500	8500	C	9.0	52.1F	4.6A
5078		WRIGHT PKWY - 525' N OF SR 30 (US 98)	N		S		4100	C	9.0	52.1F	3.5F
5079		SR 85 (EGLIN PKWY) - 200' S OF 3RD ST SE	N	5600	S	9000	14600	C	9.0	52.1F	3.3A
5080		SR 30(US98) - 750' W OF SR 393 (MARY ESTHER BLVD	E	15000	W	16500	31500	C	9.0	57.3F	4.0A
5083		SR 30 (US 98) - 150' W OF SR 145 (PERRY AVE)	E	17500	W	17500	35000	C	9.0	57.3F	3.4F
5084		SOUTH ST - 400' W OF SR 85 (EGLIN PKWY)	E		W		11000	C	9.0	52.1F	3.5F
5085		3RD AVE/FARMER ST - 475' E OF SR 85	E		W		850	C	9.0	52.1F	3.5F
5086		MOONEY RD - 525' N OF SR 188 (RACETRACK RD)	N	3100	S	3200	6300	C	9.0	52.1F	3.1A

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COUNTY: 57 OKALOOSA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
5087		COUNTRY CLUB AVE - 300' N OF MOONEY RD	N	950	S	1100	2050	C	9.0	52.1F	3.2A
5088		PINEDALE RD - 300' S OF SR 188(RACETRACK RD)	N		S		1000	C	9.0	52.1F	3.5F
5090		SR189 (BEAL PKWY) - 500' N OF SR 188 (RACETRACK	N	17000	S	16000	33000	C	9.0	52.1F	3.8A
5091		SR 188 (RACETRACK RD) - 950' E OF SR 189 (BEAL P	E	13500	W	13500	27000	C	9.0	52.1F	3.3A
5092		HOLLYWOOD BLVD - 500' E OF MEMORIAL PKWY	E	5500	W	5300	10800	C	9.0	52.1F	3.5A
5093		LANG AVE - 500' E OF SR 189 (BEAL PKWY)	E	650	W	700	1350	C	9.0	52.1F	1.8A
5094		DOLITTLE RD - 300' S OF HOLLYWOOD BLVD	N	7100	S	6500	13600	C	9.0	52.1F	3.5F
5095		SR 189 (BEAL PKWY) - 200' N OF FIVE MILE BAYOU B	N	25500E	S	25500E	51000	F	9.0	52.1F	3.1P
5096		YACHT CLUB DR - 650' W OF SR 85 (EGLIN PKWY)	N	5400	S	6900	12300	C	9.0	52.1F	3.5F
5097		HILL AVE - 400' S OF LOVEJOY RD	N		S		18500	C	9.0	52.1F	3.5F
5098		SR 393 -250' S OF SR 189 (N OF WRIGHT PKWY)	N	15500	S	16000	31500	C	9.0	52.1F	3.9F
5099		LOVEJOY RD - 300' E OF HILL AVE	E		W		6200	C	9.0	52.1F	3.5F
5100		LOVE JOY RD - 325' W OF SR 393(MARY ESTHER CUTOF	E		W		7300	C	9.0	52.1F	3.5F
5101		HILL AVE - 1500' N OF LOVEJOY RD	N	11500	S	11500	23000	C	9.0	52.1F	3.5F
5102		SR 189 (BEAL PKWY) - 250' S OF 2ND ST	N	6600	S	6600	13200	C	9.0	52.1F	3.9A
5104		SR 30 (US98) - 800' SE OF OF SANTA ROSA BLVD	E	25000	W	25500	50500	C	9.0	57.3F	2.7A

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COUNTY: 57 OKALOOSA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
5105		SR393(MARY ESTHER CUTOFF) - 350' N OF SR 30 (US	N	9000	S	9700	18700 C	9.0	52.1F	3.9F
5106		SR 85 (EGLIN PKWY) - 650' S OF WALTER MARTIN DR	N	20500	S	19500	40000 C	9.0	52.1F	4.5F
5108		SR 85(EGLIN PKWY) - 475' S OF 2ND AVE	N	20000	S	20500	40500 C	9.0	52.1F	4.5F
5109		10TH AVE - 300' EAST OF SR 85 (EGLIN PKWY)	E		W		1700 C	9.0	52.1F	3.5F
5110		SR 188 (RACETRACK RD) - 625' E OF SKIPPER AVE	E	14000	W	12500	26500 C	9.0	52.1F	2.4A
5111		HOLLYWOOD BLVD - 375' W OF WRIGHT PKWY	E	5100	W	5400	10500 C	9.0	52.1F	3.5A
5112		SR 85 - 825' N OF LONG DR	N	14000	S	14500	28500 C	9.0	52.1F	3.1A
5113		SR 189 (BEAL PKWY) - 275' N OF LEWIS ST	N	20500	S	20000	40500 C	9.0	52.1F	3.5F
5114		HOLLYWOOD BLVD - 525' E OF SR 85 (EGLIN PKWY)	E	3700	W	3800	7500 C	9.0	52.1F	3.5F
5115		GREEN ACRES RD - 1200' W OF SR 189(BEAL PKWY)	E	9300	W	9100	18400 C	9.0	52.1F	3.7A
5116		HOLLYWOOD BLVD - 625' W OF SR 189 (BEAL PKWY)	E	6300	W	6200	12500 C	9.0	52.1F	3.9A
5117		PALM BLVD - 150' S OF CR 190 (COLLEGE BLVD)	N		S		4500 C	9.0	52.1F	3.5F
5118		CR 190 (COLLEGE BLVD) - 150' E OF PALM BLVD	E		W		5400 C	9.0	52.1F	3.5F
5119		CR 2367 (PALM BLVD) 150' SOUTH OF 21ST STREET	N		S		5600 C	9.0	52.1F	3.5F
5120		PALM BLVD - 500' S OF SR 20 (JOHN SIMS PKWY)	N		S		7700 C	9.0	52.1F	3.5F
5121		CR 2367 (PALM BLVD) 150' NORTH OF SR 20	N		S		8900 C	9.0	52.1F	3.5F

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COUNTY: 57 OKALOOSA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
5122		MOONEY RD - 300' S OF SR 189(LEWIS TURNER BLVD)	N		S		5000 C	9.0	52.1F	3.5F
5124		LEWIS ST - 175' E OF SR 189 (BEAL PKWY)	E		W		10500 C	9.0	52.1F	3.5F
5125		DENTON RD - 525' S OF SR 188(RACETRACK RD)	E		W		3200 C	9.0	52.1F	3.5F
5126		SR 188 (RACETRACK RD) - 1025' E OF DENTON BLVD	E	13500	W	13000	26500 C	9.0	52.1F	2.6P
5128		SR 145 (PERRY ST) - 300' N OF SR 30 (US98); S OF	N	13500	S	8800	22300 C	9.0	52.1F	1.7A
5129		SANTA ROSA BLVD - 1000' S OF SR 30 (US98)	E	7100	W	6500	13600 C	9.0	57.3F	3.3A
5130		SR 30 (US98) - 0.40 MILE E OF GULF SHORE DR	E	25500	W	26000	51500 C	7.5	57.3F	3.4F
5131		CR 30F (AIRPORT RD) - 700' N OF SR 30 (US 98)	N	3000	S	3400	6400 C	9.0	57.3F	3.6A
5132		SR 30 (US98) - 500' W OF GULF SHORES DR (SPLIT C	E	24500	W	23000	47500 C	7.5	57.3F	3.9A
5133		MAIN ST - 825' N OF SR 30 (US98)	N	4400	S	4900	9300 C	9.0	57.3F	3.5F
5135		BENNING DR - 400' N OF SR 30 (US98)	N	1600	S	1600	3200 C	9.0	57.3F	5.5A
5136		SR30(US98) - 350' W OF MELVIN ST	E	22000	W	22000	44000 C	7.5	57.3F	3.6A
5137		SR 145 (PERRY ST) - 325' SE OF SR 85 (EGLIN PKWY	N	11500	S	8700	20200 C	9.0	52.1F	2.6A
5138		SR 189 (BEAL PKWY) - 400' N OF HOLLYWOOD BLVD	N	9500	S	10000	19500 C	9.0	52.1F	3.2A
5139		HOLLYWOOD BLVD - 850' W OF SR 393 (MARY ESTHER C	E	4100	W	4200	8300 C	9.0	52.1F	3.5F
5140		HURLBURT FIELD RD - 500 ' E OF MARTIN LUTHER KIN	E	4900	W	4600	9500 C	9.0	52.1F	3.5F

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COUNTY: 57 OKALOOSA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
5141		MARTIN LUTHER KING - 625' SW OF COMMANCHE DR	N	13000	S	13000	26000	C	9.0	52.1F	4.6F
5143		SR 30 (US98) - 1000' W OF SR 293 (DANNY WUERFEL	E	27000	W	27000	54000	C	7.5	57.3F	3.4F
5144		HOLMES BLVD - 275' W OF SR 189 (BEAL PKWY)	E		W		3000	C	9.0	52.1F	3.5F
5145		FLORIDA BLANCA PL - 125' SW OF BROOKS ST	N		S		1700	C	9.0	52.1F	3.5F
5146		HUGHES ST - 225' E OF SR 85 (EGLIN PKWY)	E		W		5100	C	9.0	52.1F	3.5F
5147		CALHOUN AVE - 125' W OF BENNING DR	E		W		700	C	9.0	52.1F	3.5F
5148		FERRY RD - 150' SW OF SR 145 (PERRY ST)	N		S		600	C	9.0	52.1F	3.5F
5149		ROBINWOOD DR - 400' N OF HOLLYWOOD BLVD	N		S		2300	C	9.0	52.1F	3.5F
5150		KELLY ST - 150' W OF MAIN ST	E		W		6600	C	9.0	52.1F	3.5F
5151		CR 30A (MAIN ST) - 325' N OF KELLY ST	N		S		6600	C	9.0	52.1F	3.5F
5153		JUSTIN ST - 400' S OF MAYFLOWER AVE	N		S		2300	C	9.0	52.1F	3.5F
5154		STAHLMAN AVE - 525' NE OF MOUNTAIN DR	E	1200	W	1500	2700	C	9.0	63.4F	4.3A
5164		CALHOUN AVE - 400' E OF BENNING DR	E		W		500	C	9.0	57.3F	3.5F
5165		HOLLYWOOD BLVD. - 100' E OF OKALOOSA RD (E OF FE	N	1900	S	1900	3800	C	9.0	52.1F	3.5F
5166		SR 145 (PERRY ST) - BETWEEN FERRY RD & FERRY RD	N		S		21500	C	9.0	52.1F	2.1F
5167		FERRY RD - 400' S OF HOLLYWOOD BLVD	N		S		1400	C	9.0	52.1F	3.5F

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COUNTY: 57 OKALOOSA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
5168		HOLLYWOOD BLVD - BETWEEN HILL AND DOOLITTLE	E	W	17500 C	9.0	52.1F	3.5F
5901		OLD RIVER RD - 300' N OF BUCKWARD RD	N	S	600 C	9.5	63.4F	26.3F
5902		OLD RIVER RD 270' S OF CR 2	N	S	80 C	9.5	63.4F	26.3F
5903		TWO TREES RD - 350' N OF US 98	N	S	5100 C	9.0	52.1F	3.5F

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COUNTY: 57
STATION: 5154
DESCRIPTION: STAHLMAN AVE - 525' NE OF MOUNTAIN DR
START DATE: 06/18/2014
START TIME: 1400

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	3	6	5	7	21	4	3	4	3	14	35
0100	4	2	0	4	10	2	1	0	4	7	17
0200	1	3	3	7	14	4	3	1	7	15	29
0300	1	1	2	1	5	6	4	3	1	14	19
0400	0	2	1	2	5	1	1	4	2	8	13
0500	1	1	3	3	8	2	7	6	7	22	30
0600	2	8	7	13	30	9	9	7	16	41	71
0700	13	18	16	24	71	24	14	18	28	84	155
0800	15	16	17	23	71	20	30	26	29	105	176
0900	9	13	14	16	52	19	17	24	23	83	135
1000	11	9	18	14	52	18	22	18	16	74	126
1100	22	11	23	15	71	14	20	25	29	88	159
1200	24	20	16	17	77	32	34	16	37	119	196
1300	24	20	27	19	90	22	21	24	22	89	179
1400	24	22	19	16	81	21	16	25	39	101	182
1500	20	24	18	24	86	14	21	32	44	111	197
1600	25	20	20	25	90	25	21	37	31	114	204
1700	31	37	22	35	125	58	48	47	40	193	318
1800	25	22	19	17	83	48	37	33	30	148	231
1900	12	11	6	11	40	18	21	18	16	73	113
2000	5	10	10	9	34	8	9	14	10	41	75
2100	16	12	4	15	47	7	12	3	8	30	77
2200	14	8	8	12	42	11	2	2	7	22	64
2300	7	9	8	11	35	3	5	3	3	14	49
24-HOUR TOTALS:					1240					1610	2850

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	73	800	105	745	176
P.M.	1700	125	1700	193	1700	318
DAILY	1700	125	1700	193	1700	318

TRUCK PERCENTAGE 3.63 4.78 4.28

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	13	905	277	3	32	3	1	5	1	0	0	0	0	0	0	45	1240
W	10	1161	362	6	55	6	0	6	4	0	0	0	0	0	0	77	1610

GENERATED BY SPS 5.0.45P

COUNTY: 57
STATION: 5026
DESCRIPTION: CR 30F(AIRPORT RD) - 700' E OF MAIN ST
START DATE: 06/23/2014
START TIME: 0800

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	24	16	11	9	60	16	17	14	8	55	115
0100	4	7	10	4	25	8	7	11	5	31	56
0200	3	4	5	4	16	9	3	4	7	23	39
0300	4	12	8	7	31	3	5	3	3	14	45
0400	11	8	8	5	32	7	5	5	8	25	57
0500	10	15	31	26	82	5	12	8	17	42	124
0600	26	55	82	76	239	14	27	37	55	133	372
0700	71	94	129	159	453	67	67	72	123	329	782
0800	118	133	138	175	564	95	98	101	115	409	973
0900	162	131	175	139	607	107	113	96	106	422	1029
1000	139	147	137	153	576	105	135	121	113	474	1050
1100	149	160	150	168	627	118	132	124	172	546	1173
1200	197	229	215	211	852	176	154	235	161	726	1578
1300	181	218	252	233	884	173	196	187	177	733	1617
1400	254	258	238	275	1025	151	168	171	202	692	1717
1500	254	243	250	276	1023	211	172	200	196	779	1802
1600	250	207	194	184	835	218	238	243	253	952	1787
1700	152	203	157	160	672	284	276	244	232	1036	1708
1800	144	136	103	97	480	208	212	186	150	756	1236
1900	115	102	89	81	387	126	137	100	63	426	813
2000	81	83	68	72	304	78	77	64	55	274	578
2100	60	49	35	34	178	64	48	50	39	201	379
2200	42	30	40	24	136	47	44	36	29	156	292
2300	30	34	26	30	120	35	34	17	27	113	233
24-HOUR TOTALS:					10208					9347	19555

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	845	643	830	436	845	1074
P.M.	1400	1025	1645	1057	1530	1835
DAILY	1400	1025	1645	1057	1530	1835

TRUCK PERCENTAGE 2.99 3.11 3.05

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	46	7627	2230	9	228	36	0	28	4	0	0	0	0	0	0	305	10208
W	45	6833	2178	12	211	36	2	25	5	0	0	0	0	0	0	291	9347

GENERATED BY SPS 5.0.45P

COUNTY: 57
STATION: 5027
DESCRIPTION: LEGION DR - 300' W OF MAIN ST
START DATE: 06/18/2014
START TIME: 1500

DIRECTION: B

TIME	1ST	2ND	3RD	4TH	TOTAL
0000	1	2	1	1	5
0100	0	1	0	0	1
0200	0	0	0	0	0
0300	0	0	1	1	2
0400	0	1	0	1	2
0500	0	0	2	1	3
0600	1	5	9	4	19
0700	2	7	4	6	19
0800	18	8	7	12	45
0900	16	4	1	2	23
1000	0	4	1	9	14
1100	0	1	0	0	1
1200	0	1	0	0	1
1300	0	0	0	0	0
1400	0	1	0	0	1
1500	21	33	29	14	97
1600	27	10	6	12	55
1700	11	9	14	8	42
1800	11	3	5	10	29
1900	5	4	5	5	19
2000	8	6	2	5	21
2100	1	4	2	2	9
2200	3	1	0	0	4
2300	0	1	1	0	2
24-HOUR TOTALS:					414

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	800	45
P.M.	1515	103
DAILY	1515	103

GENERATED BY SPS 5.0.45P

COUNTY: 57
STATION: 0317
DESCRIPTION: COMMONS DR EXTENSION - 500' E OF AIRPORT RD
START DATE: 06/18/2014
START TIME: 1500

DIRECTION: B

TIME	1ST	2ND	3RD	4TH	TOTAL
0000	27	34	22	19	102
0100	18	14	15	6	53
0200	9	8	5	6	28
0300	4	9	9	4	26
0400	4	8	7	13	32
0500	14	13	29	24	80
0600	33	42	79	106	260
0700	108	129	188	225	650
0800	190	153	202	234	779
0900	226	212	202	240	880
1000	194	228	248	316	986
1100	266	237	253	277	1033
1200	292	274	252	303	1121
1300	285	323	327	325	1260
1400	275	277	318	302	1172
1500	299	290	329	342	1260
1600	366	331	379	348	1424
1700	433	443	435	434	1745
1800	381	387	404	310	1482
1900	282	270	193	200	945
2000	184	186	141	148	659
2100	106	112	72	96	386
2200	97	78	58	61	294
2300	42	53	43	37	175
24-HOUR TOTALS:					16832

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	830	874
P.M.	1700	1745
DAILY	1700	1745

GENERATED BY SPS 5.0.45P

COUNTY: 57
STATION: 0311
DESCRIPTION: COMMONS DR - 0.25 MILE E OF INDIAN BAYOU DR
START DATE: 06/17/2014
START TIME: 1200

DIRECTION: B

TIME	1ST	2ND	3RD	4TH	TOTAL
0000	15	8	12	11	46
0100	3	5	3	3	14
0200	4	5	4	4	17
0300	3	7	0	4	14
0400	2	3	8	17	30
0500	14	8	11	23	56
0600	27	32	62	91	212
0700	74	103	127	181	485
0800	154	164	164	213	695
0900	170	181	182	199	732
1000	212	197	219	199	827
1100	188	198	234	226	846
1200	248	245	228	257	978
1300	270	280	267	240	1057
1400	213	259	217	221	910
1500	260	266	275	311	1112
1600	263	296	294	339	1192
1700	351	324	368	335	1378
1800	362	280	235	209	1086
1900	227	147	126	142	642
2000	130	115	113	60	418
2100	49	68	52	59	228
2200	62	45	39	43	189
2300	20	18	27	18	83
24-HOUR TOTALS:					13247

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	845	746
P.M.	1715	1389
DAILY	1715	1389

GENERATED BY SPS 5.0.45P

COUNTY: 57
STATION: 0316
DESCRIPTION: COMMONS DR - 0.1 M E OF HOME DEPOT RAB
START DATE: 06/18/2014
START TIME: 1500

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	9	11	6	5	31	9	5	3	2	19	50
0100	2	3	0	4	9	9	1	3	3	16	25
0200	5	3	1	2	11	2	1	1	1	5	16
0300	2	0	0	2	4	0	0	0	2	2	6
0400	1	4	4	10	19	0	3	2	2	7	26
0500	10	7	16	29	62	1	2	1	4	8	70
0600	19	22	35	47	123	7	7	10	32	56	179
0700	60	59	69	87	275	24	24	28	53	129	404
0800	96	86	77	86	345	48	39	61	55	203	548
0900	83	92	77	98	350	62	55	58	70	245	595
1000	91	107	110	122	430	85	66	64	76	291	721
1100	142	111	98	105	456	88	74	99	88	349	805
1200	113	119	118	110	460	104	89	97	104	394	854
1300	125	146	151	110	532	117	94	116	97	424	956
1400	131	110	112	117	470	116	111	108	105	440	910
1500	130	105	111	131	477	106	110	113	101	430	907
1600	147	129	146	146	568	125	107	128	114	474	1042
1700	152	146	119	135	552	131	149	120	129	529	1081
1800	125	131	106	86	448	129	152	132	77	490	938
1900	99	80	50	58	287	92	82	56	73	303	590
2000	63	61	53	60	237	63	63	48	54	228	465
2100	68	32	23	16	139	43	31	27	28	129	268
2200	22	28	26	14	90	29	34	27	21	111	201
2300	16	10	14	13	53	9	12	5	5	31	84
24-HOUR TOTALS:					6428					5313	11741

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	745	346	830	233	830	571
P.M.	1630	590	1745	542	1630	1112
DAILY	1630	590	1745	542	1630	1112

TRUCK PERCENTAGE 1.57 2.58 2.03

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	38	5215	1074	6	70	6	1	14	3	1	0	0	0	0	0	101	6428
W	40	4229	907	11	103	9	1	11	1	1	0	0	0	0	0	137	5313

GENERATED BY SPS 5.0.45P

Appendix B. Preliminary Typical Section

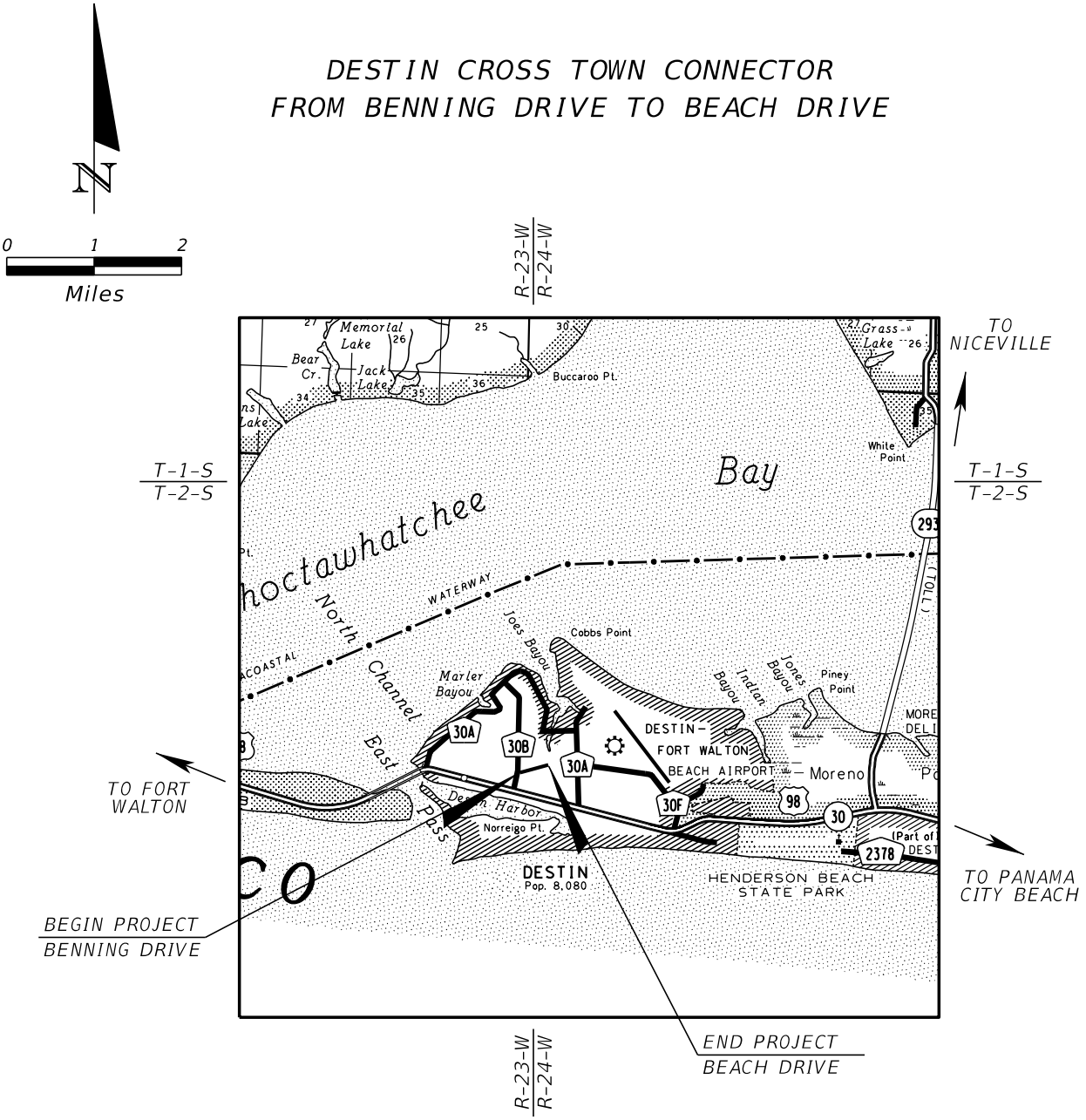
CITY OF DESTIN

TYPICAL SECTION PACKAGE

FINANCIAL PROJECT ID 999999-52-01

OKALOOSA COUNTY

DESTIN CROSS TOWN CONNECTOR
FROM BENNING DRIVE TO BEACH DRIVE



PROJECT IDENTIFICATION

FINANCIAL PROJECT ID _____ COUNTY (SECTION) WALTON

PROJECT DESCRIPTION NEW CONSTRUCTION OF THE DESTIN CROSS TOWN CONNECTOR FROM BENNING DR. TO BEACH DR.

PROJECT CONTROLS

FUNCTIONAL CLASSIFICATION

( ) RURAL
(X) URBAN

( ) FREEWAY/EXPWY. (X) MAJOR COLL.
( ) PRINCIPAL ART. ( ) MINOR COLL.
( ) MINOR ART. ( ) LOCAL

HIGHWAY SYSTEM

Yes	No	
( )	(X)	NATIONAL HIGHWAY SYSTEM
( )	(X)	FLORIDA INTRASTATE HIGHWAY SYSTEM
( )	(X)	STRATEGIC INTERMODAL SYSTEM
( )	(X)	STATE HIGHWAY SYSTEM
(X)	( )	OFF STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

( ) 1 – FREEWAY
( ) 2 – RESTRICTIVE w/Service Roads
( ) 3 – RESTRICTIVE w/660 ft. Connection Spacing
( ) 4 – NON-RESTRICTIVE w/2640 ft. Signal Spacing
(X) 5 – RESTRICTIVE w/440 ft. Connection Spacing
( ) 6 – NON-RESTRICTIVE w/1320 ft. Signal Spacing
( ) 7 – BOTH MEDIAN TYPES

CRITERIA

( ) NEW CONSTRUCTION / RECONSTRUCTION
( ) RRR INTERSTATE / FREEWAY
( ) RRR NON-INTERSTATE / FREEWAY
( ) TDLC / NEW CONSTRUCTION / RECONSTRUCTION
( ) TDLC / RRR
(X) MANUAL OF UNIFORM MINIMUM STANDARDS (FLORIDA GREENBOOK) (OFF-STATE HIGHWAY SYSTEM ONLY)

TRAFFIC

	YEAR	AADT
CURRENT	_____	_____
OPENING	_____	_____
DESIGN	_____	_____

		DISTRIBUTION	
DESIGN SPEED	30 MPH	K	%
POSTED SPEED	25 MPH	D	%
		T_{24}	%

DESIGN SPEED APPROVALS

_____ _____
DISTRICT DESIGN ENGINEER DATE

_____ _____
DISTRICT TRAFFIC OPERATIONS ENGINEER DATE

LIST ANY POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION ELEMENTS:

None at this time.

LIST MAJOR STRUCTURES LOCATION/DESCRIPTION – REQUIRING INDEPENDENT STRUCTURE DESIGN:

None.

LIST MAJOR UTILITIES WITHIN PROJECT CORRIDOR:

Embarq
Cox Communications
Destin Water Users, Inc.
Gulf Power
Okaloosa Gas

LIST OTHER INFORMATION PERTINENT TO DESIGN OF PROJECT:

$USER$ $DATE$ $TIME$ $FILE$

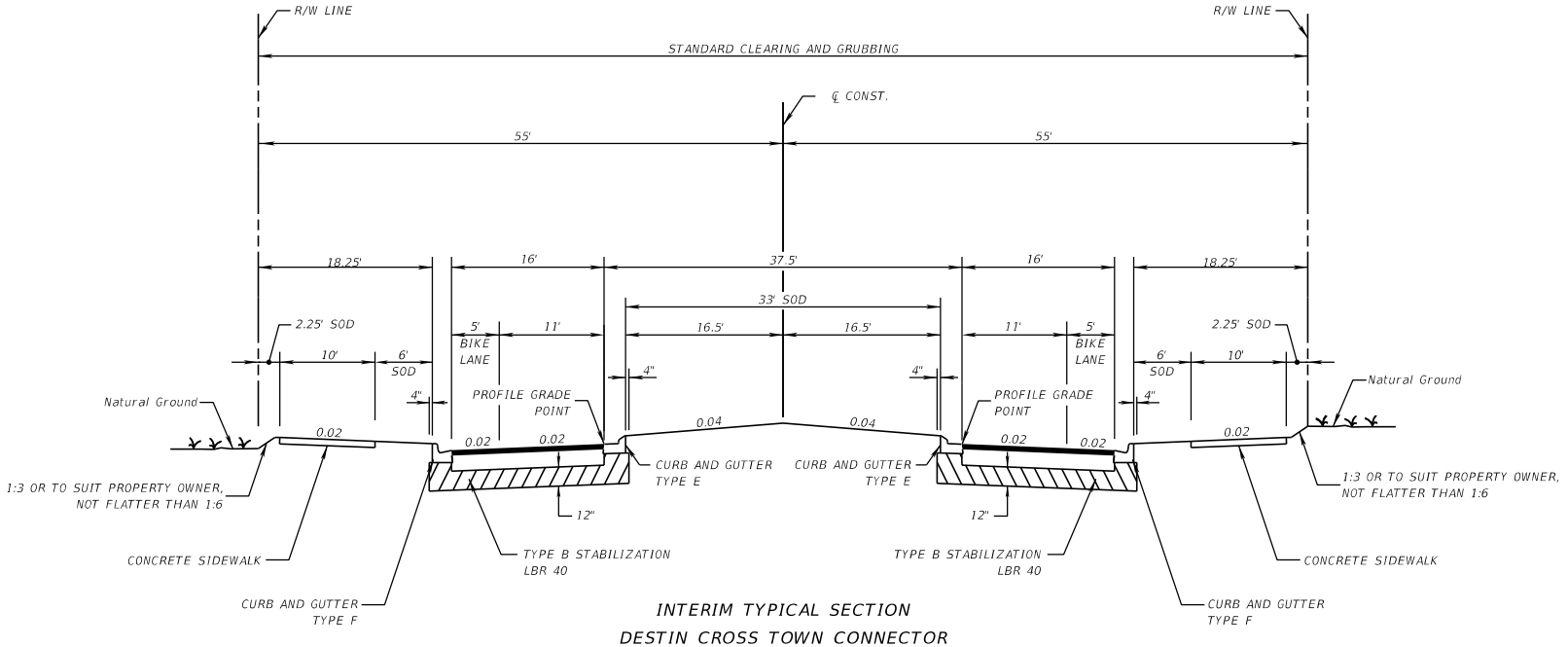
PROJECT IDENTIFICATION

FINANCIAL PROJECT ID _____ FEDERAL AID PROJECT NO. _____ COUNTY NAME OKALOOSA

SECTION NO. _____ ROAD DESIGNATION DESTIN CROSS TOWN CONNECTOR LIMITS/MILEPOST BENNING DR. TO BEACH DR.

PROJECT DESCRIPTION NEW CONSTRUCTION OF THE INTERIM DESTIN CROSS TOWN CONNECTOR FROM THE INTERSECTION OF AZALEA DRIVE AND BENNING DRIVE TO THE INTERSECTION OF LEGION DRIVE AND BEACH DRIVE

PROPOSED INTERIM ROADWAY TYPICAL SECTION



INTERIM TYPICAL SECTION
DESTIN CROSS TOWN CONNECTOR
BENNING DRIVE TO BEACH DRIVE
DESIGN SPEED = 30 MPH

APPROVED BY	CITY OF DESTIN CONCURRENCE	
GREGORY S. ALLEN, P.E. Engineer of Record — Date	DAVID O. CAMPBELL, P.E. Public Services Director/City Engineer — Date	

$USER$ $DATE$ $TIME$ $FILE$

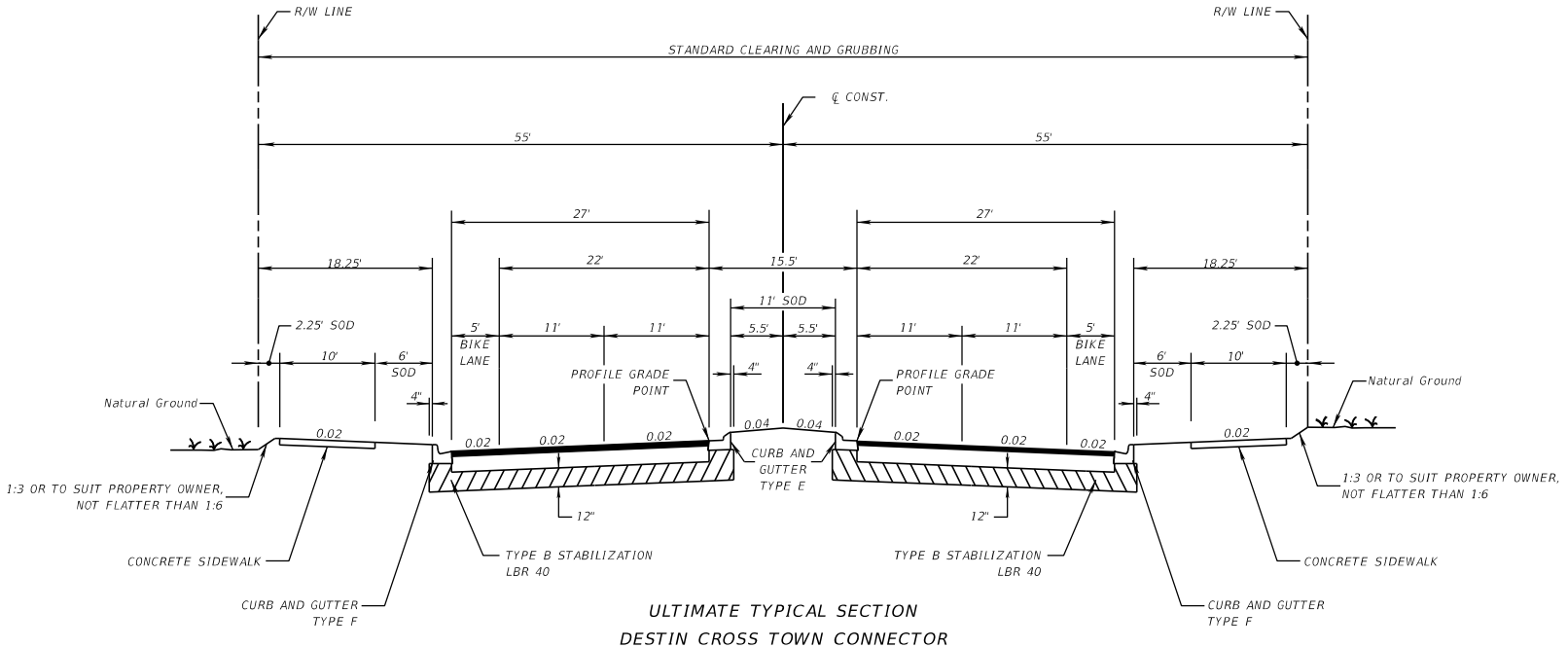
PROJECT IDENTIFICATION

FINANCIAL PROJECT ID _____ FEDERAL AID PROJECT NO. _____ COUNTY NAME OKALOOSA

SECTION NO. _____ ROAD DESIGNATION DESTIN CROSS TOWN CONNECTOR LIMITS/MILEPOST BENNING DR. TO BEACH DR.

PROJECT DESCRIPTION NEW CONSTRUCTION OF THE ULTIMATE DESTIN CROSS TOWN CONNECTOR FROM THE INTERSECTION OF AZALEA DRIVE AND BENNING DRIVE TO THE INTERSECTION OF LEGION DRIVE AND BEACH DRIVE

PROPOSED ULTIMATE ROADWAY TYPICAL SECTION

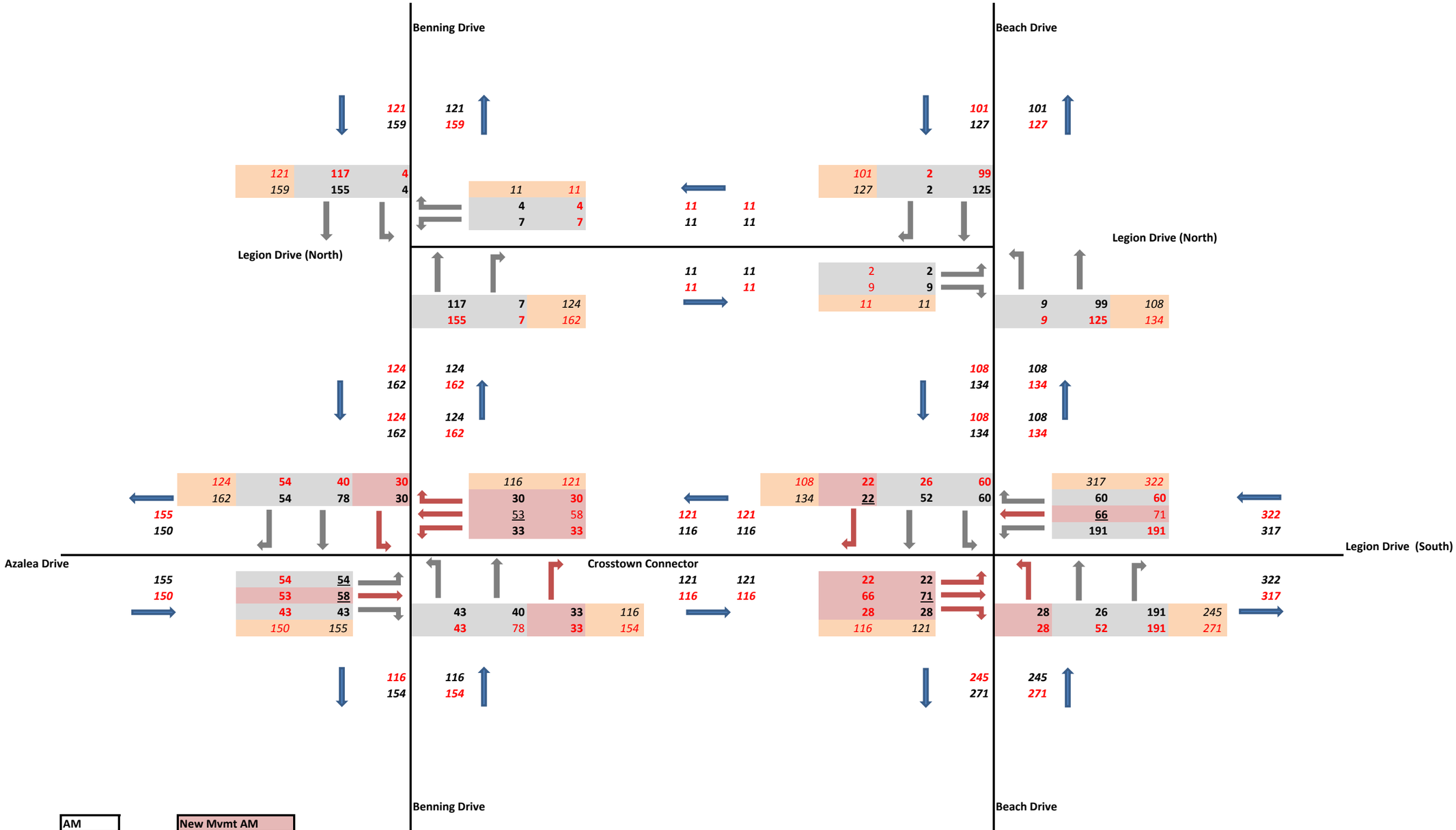


ULTIMATE TYPICAL SECTION
DESTIN CROSS TOWN CONNECTOR
BENNING DRIVE TO BEACH DRIVE
DESIGN SPEED = 30 MPH

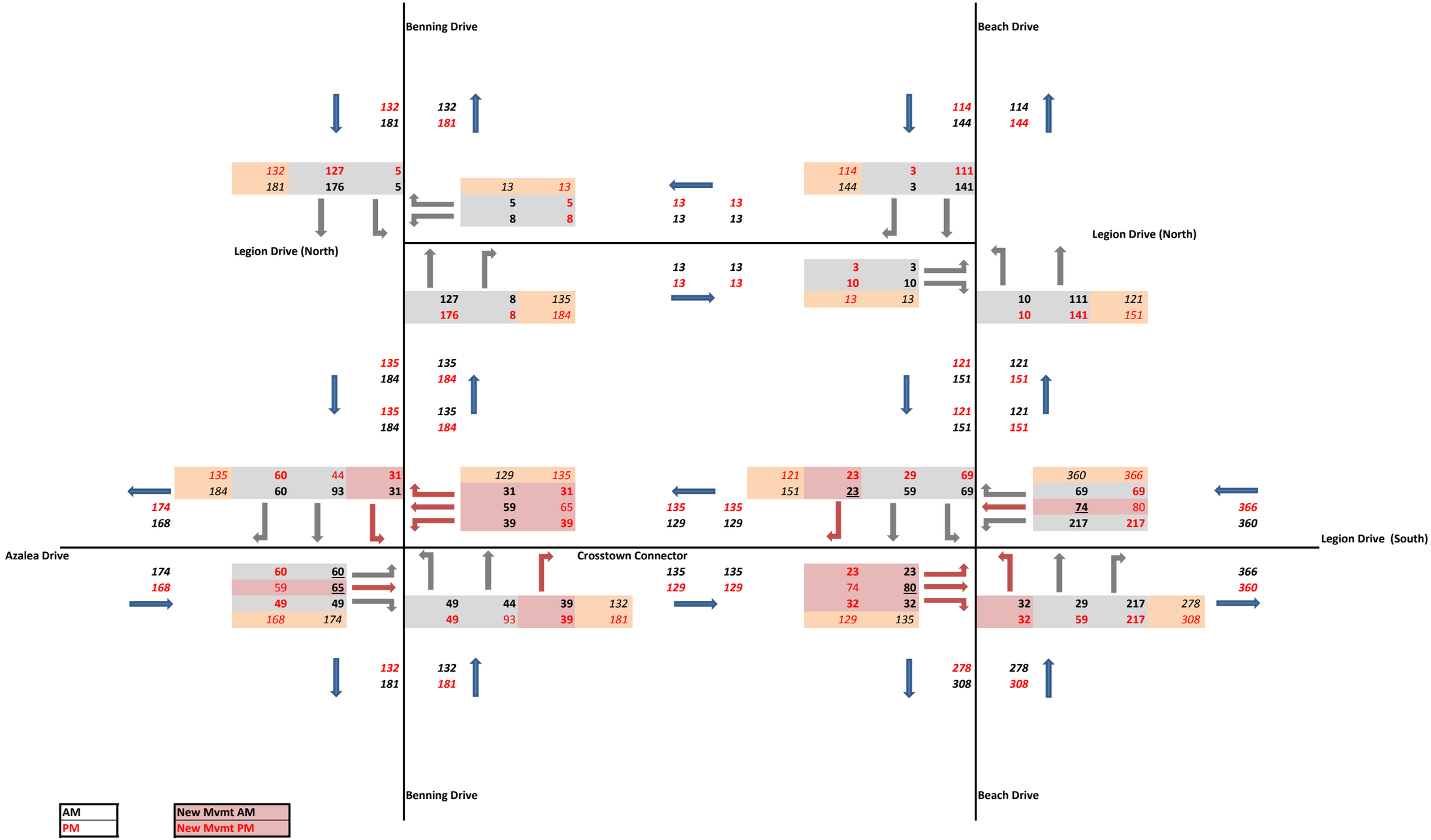
APPROVED BY	CITY OF DESTIN CONCURRENCE	
GREGORY S. ALLEN, P.E. Engineer of Record — Date	DAVID O. CAMPBELL, P.E. Public Services Director/City Engineer — Date	

$USER$ $DATE$ $TIME$ $FILE$

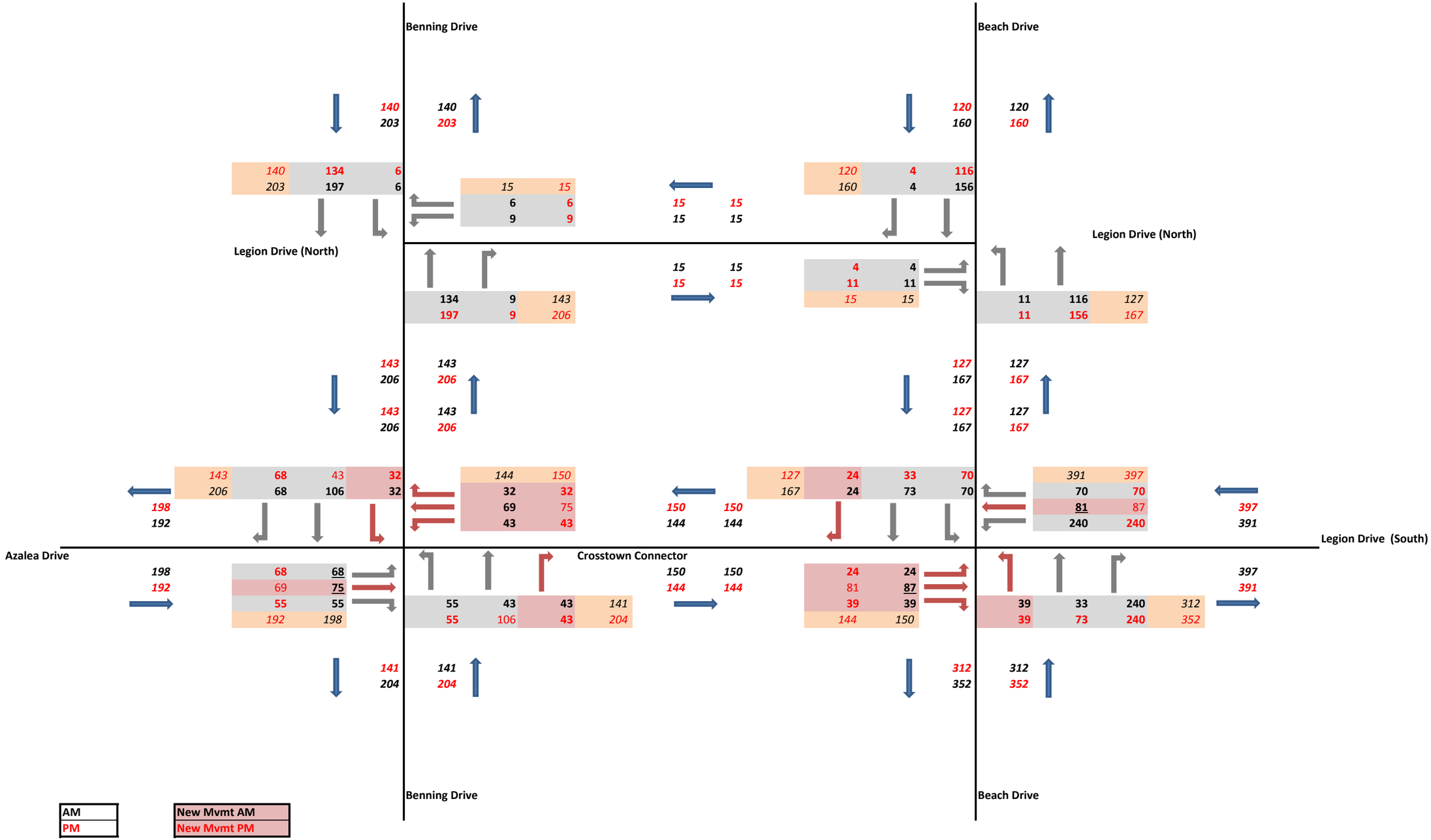
Appendix C. Projected Traffic Conditions


Benning Drive
Beach Drive
Legion Drive (North)
Legion Drive (North)
Crosstown Connector
Azalea Drive
Legion Drive (South)
Benning Drive
Beach Drive
AM
PM
New Mvmt AM
New Mvmt PM
Sum AM
Sum PM

DDHV Build_2032



DDHV Build_2042



Appendix D. Project Operational Analyses

NETWORK SUMMARY

Network: 2lnBuild22-AM_TW-Rnd

New Network

Network Performance - Hourly Values						
Performance Measure	**Vehicles**		**Per Unit Distance**		**Persons**	
Network Level of Service (LOS)	NA					
Travel Time Index	10.00					
Speed Efficiency	1.00					
Congestion Coefficient	1.00					
Travel Speed (Average)	25.0	mph			25.0	mph
Travel Distance (Total)	843.3	veh-mi/h			1011.9	pers-mi/h
Travel Time (Total)	33.7	veh-h/h			40.5	pers-h/h
Desired Speed	25.0	mph				
Demand Flows (Total)	2072	veh/h			2486	pers/h
Arrival Flows (Total)	2072	veh/h			2486	pers/h
Percent Heavy Vehicles (Demand)	0.0	%				
Percent Heavy Vehicles (Arrival)	0.0	%				
Degree of Saturation	0.331					
Control Delay (Total)	3.09	veh-h/h			3.70	pers-h/h
Control Delay (Average)	5.4	sec			5.4	sec
Control Delay (Worst Lane)	11.5	sec				
Control Delay (Worst Movement)	40.2	sec			40.2	sec
Geometric Delay (Average)	0.0	sec				
Stop-Line Delay (Average)	5.4	sec				
Queue Storage Ratio (Worst Lane)	0.13					
Total Effective Stops	277	veh/h			333	pers/h
Effective Stop Rate	0.13	per veh	0.3	per mi	0.13	per pers
Proportion Queued	0.21				0.21	
Performance Index	42.5				42.5	
Cost (Total)	448.41	$/h	0.53	$/mi	448.41	$/h
Fuel Consumption (Total)	28.1	gal/h	0.033	gal/mi		
Fuel Economy	30.1	mpg				
Carbon Dioxide (Total)	249.6	kg/h	296.0	g/mi		
Hydrocarbons (Total)	0.104	kg/h	0.123	g/mi		
Carbon Monoxide (Total)	1.214	kg/h	1.440	g/mi		
NOx (Total)	0.158	kg/h	0.187	g/mi		

Network Model Accuracy Level (largest change in degree of saturation for any lane): 0.0 %
Number of Iterations: 2
Network Level of Service (LOS) Method: HCM 2010.
Model used: US HCM (Customary).

Network Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	994,435	veh/y	1,193,322	pers/y
Delay	1,481	veh-h/y	1,777	pers-h/y
Effective Stops	133,029	veh/y	159,635	pers/y
Travel Distance	404,763	veh-mi/y	485,715	pers-mi/y
Travel Time	16,186	veh-h/y	19,423	pers-h/y
Cost	215,239	$/y	215,239	$/y
Fuel Consumption	13,469	gal/y		
Carbon Dioxide	119,818	kg/y		
Hydrocarbons	50	kg/y		
Carbon Monoxide	583	kg/y		
NOx	76	kg/y		

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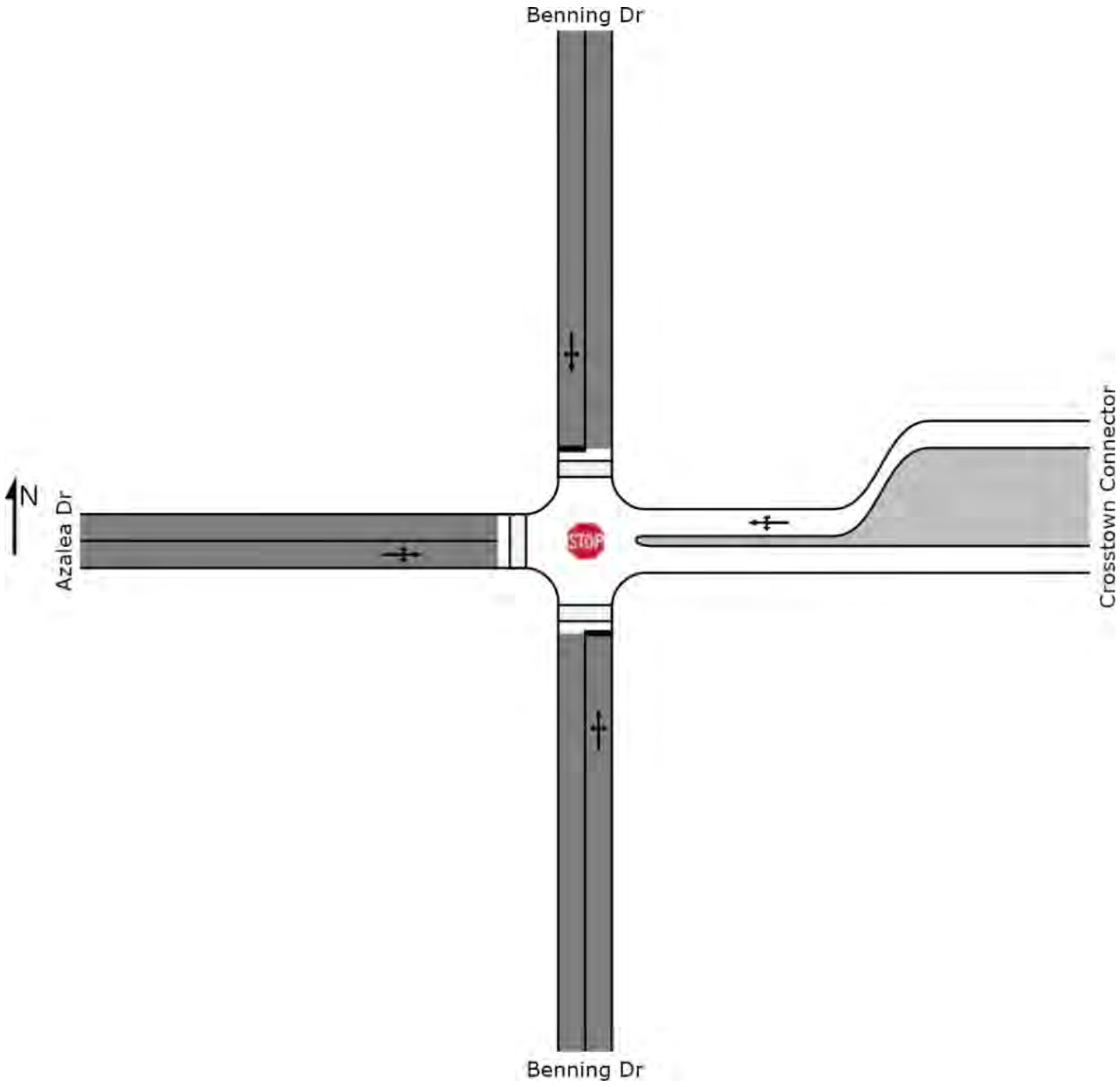
SITE LAYOUT

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - TWSC

Stop (Two-Way)



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INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - TWSC

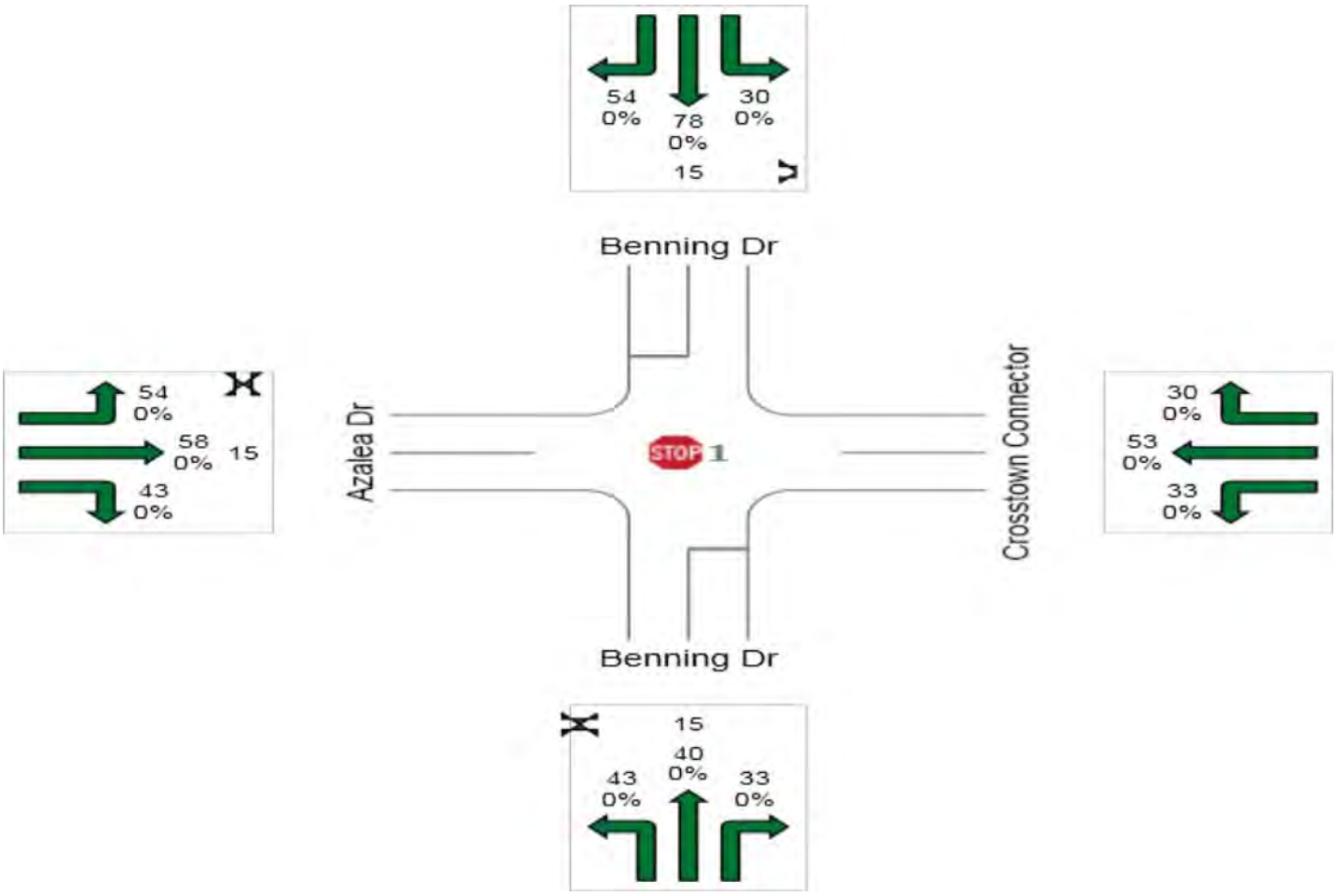
Stop (Two-Way)

Volume Display Method: Total and %

Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

- **All Movement Classes: 549**
- **Light Vehicles (LV): 549**
- **Heavy Vehicles (HV): 0**
- **Pedestrians: 45**



DELAY (CONTROL)

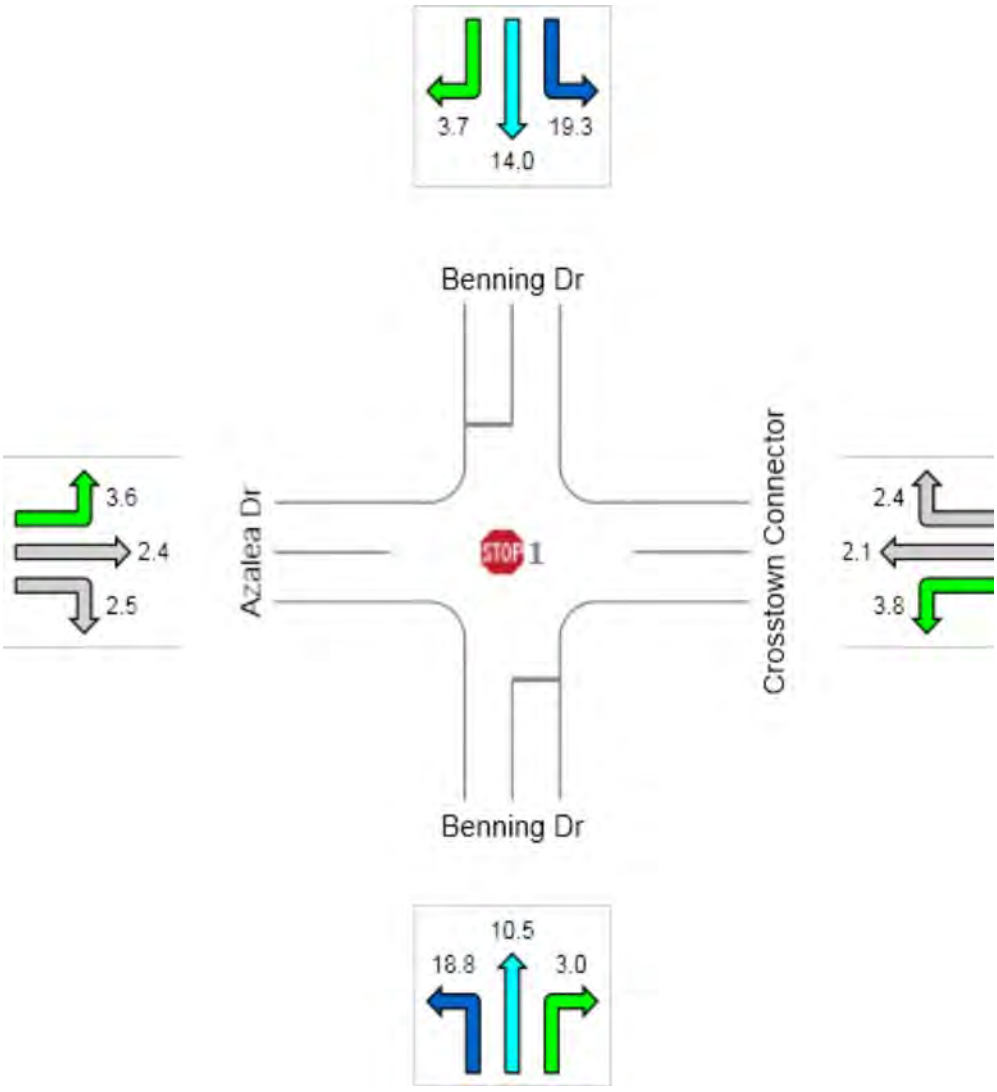
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	East	North	West	Intersection
	11.4	2.7	11.5	2.9	7.2
LOS	B	NA	B	NA	NA



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - TWSC

Stop (Two-Way)

Approach Lane Flows (veh/h)									
South: Benning Dr									
Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	47	43	36	126	0.0	684	0.184	100	NA
Approach	47	43	36	126	0.0		0.184		
East: Crosstown Connector									
Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	36	58	33	126	0.0	1695	0.074	100	NA
Approach	36	58	33	126	0.0		0.074		
North: Benning Dr									
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	33	85	59	176	0.0	727	0.242	100	NA
Approach	33	85	59	176	0.0		0.242		
West: Azalea Dr									
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	59	63	47	168	0.0	1679	0.100	100	NA
Approach	59	63	47	168	0.0		0.100		
	Total	%HV	Deg.Satn (v/c)						
Intersection	597	0.0		0.242					

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - TWSC

Stop (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	26.3	mph	26.3	mph
Travel Distance (Total)	372.0	veh-mi/h	446.4	pers-mi/h
Travel Time (Total)	14.1	veh-h/h	16.9	pers-h/h
Demand Flows (Total)	597	veh/h	716	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.242			
Practical Spare Capacity	230.2	%		
Effective Intersection Capacity	2463	veh/h		
Control Delay (Total)	1.19	veh-h/h	1.43	pers-h/h
Control Delay (Average)	7.2	sec	7.2	sec
Control Delay (Worst Lane)	11.5	sec		
Control Delay (Worst Movement)	19.3	sec	19.3	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	7.2	sec		
Idling Time (Average)	6.6	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	1.1	veh		
95% Back of Queue - Distance (Worst Lane)	27.2	ft		
Queue Storage Ratio (Worst Lane)	0.06			
Total Effective Stops	72	veh/h	86	pers/h
Effective Stop Rate	0.12	per veh	0.12	per pers
Proportion Queued	0.23		0.23	
Performance Index	16.9		16.9	
Cost (Total)	170.00	$/h	170.00	$/h
Fuel Consumption (Total)	12.1	gal/h		
Carbon Dioxide (Total)	107.7	kg/h		
Hydrocarbons (Total)	0.043	kg/h		
Carbon Monoxide (Total)	0.550	kg/h		
NOx (Total)	0.071	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	286,435	veh/y	343,722	pers/y
Delay	573	veh-h/y	687	pers-h/y
Effective Stops	34,352	veh/y	41,222	pers/y
Travel Distance	178,543	veh-mi/y	214,251	pers-mi/y
Travel Time	6,776	veh-h/y	8,131	pers-h/y
Cost	81,601	$/y	81,601	$/y
Fuel Consumption	5,812	gal/y		
Carbon Dioxide	51,705	kg/y		
Hydrocarbons	21	kg/y		
Carbon Monoxide	264	kg/y		
NOx	34	kg/y		

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LANE SUMMARY

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - TWSC

Stop (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Benning Dr													
Lane 1	126	0.0	684	0.184	100	11.4	LOS B	0.8	20.2	Full	560	0.0	0.0
Approach	126	0.0		0.184		11.4	LOS B	0.8	20.2				
East: Crosstown Connector													
Lane 1	126	0.0	1695	0.074	100	2.7	LOS A	0.3	6.3	Full	1550	0.0	0.0
Approach	126	0.0		0.074		2.7	NA	0.3	6.3				
North: Benning Dr													
Lane 1	176	0.0	727	0.242	100	11.5	LOS B	1.1	27.2	Full	590	0.0	0.0
Approach	176	0.0		0.242		11.5	LOS B	1.1	27.2				
West: Azalea Dr													
Lane 1	168	0.0	1679	0.100	100	2.9	LOS A	0.4	9.6	Full	3600	0.0	0.0
Approach	168	0.0		0.100		2.9	NA	0.4	9.6				
Intersection	597	0.0		0.242		7.2	NA	1.1	27.2				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - TWSC

Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Benning Dr											
3	L2	47	0.0	0.184	18.8	LOS C	0.8	20.2	0.32	0.24	22.0
8	T1	43	0.0	0.184	10.5	LOS B	0.8	20.2	0.32	0.24	16.9
18	R2	36	0.0	0.184	3.0	LOS A	0.8	20.2	0.32	0.24	24.3
Approach		126	0.0	0.184	11.4	LOS B	0.8	20.2	0.32	0.24	21.4
East: Crosstown Connector											
1	L2	36	0.0	0.074	3.8	LOS A	0.3	6.3	0.14	0.02	32.4
6	T1	58	0.0	0.074	2.1	LOS A	0.3	6.3	0.14	0.02	37.5
16	R2	33	0.0	0.074	2.4	LOS A	0.3	6.3	0.14	0.02	32.9
Approach		126	0.0	0.074	2.7	NA	0.3	6.3	0.14	0.02	35.8
North: Benning Dr											
7	L2	33	0.0	0.242	19.3	LOS C	1.1	27.2	0.29	0.20	23.8
4	T1	85	0.0	0.242	14.0	LOS B	1.1	27.2	0.29	0.20	16.7
14	R2	59	0.0	0.242	3.7	LOS A	1.1	27.2	0.29	0.20	22.0
Approach		176	0.0	0.242	11.5	LOS B	1.1	27.2	0.29	0.20	20.7
West: Azalea Dr											
5	L2	59	0.0	0.100	3.6	LOS A	0.4	9.6	0.15	0.02	27.7
2	T1	63	0.0	0.100	2.4	LOS A	0.4	9.6	0.15	0.02	31.0
12	R2	47	0.0	0.100	2.5	LOS A	0.4	9.6	0.15	0.02	27.9
Approach		168	0.0	0.100	2.9	NA	0.4	9.6	0.15	0.02	29.1
All Vehicles		597	0.0	0.242	7.2	NA	1.1	27.2	0.23	0.12	26.3

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

QUEUE DISTANCE (%ILE)

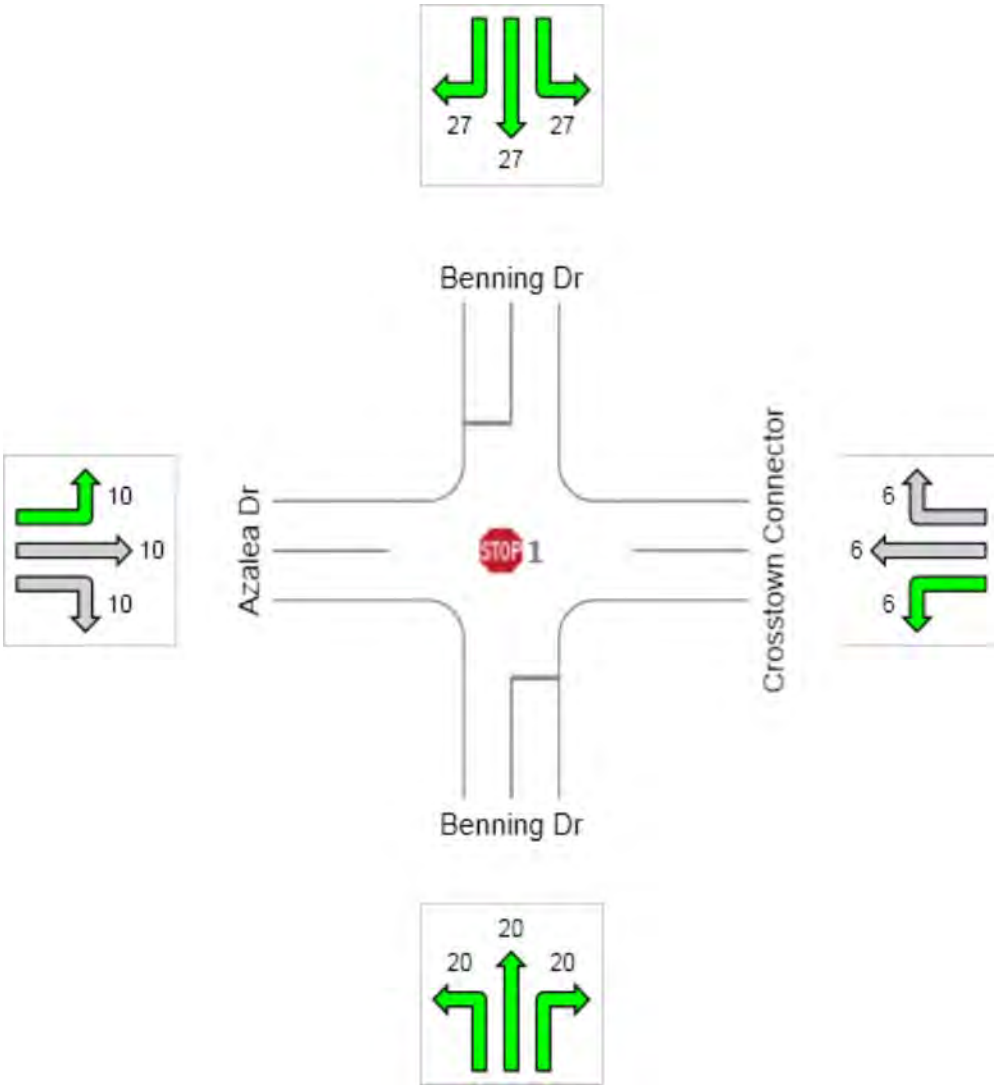
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	East	North	West	Intersection
	20	6	27	10	27



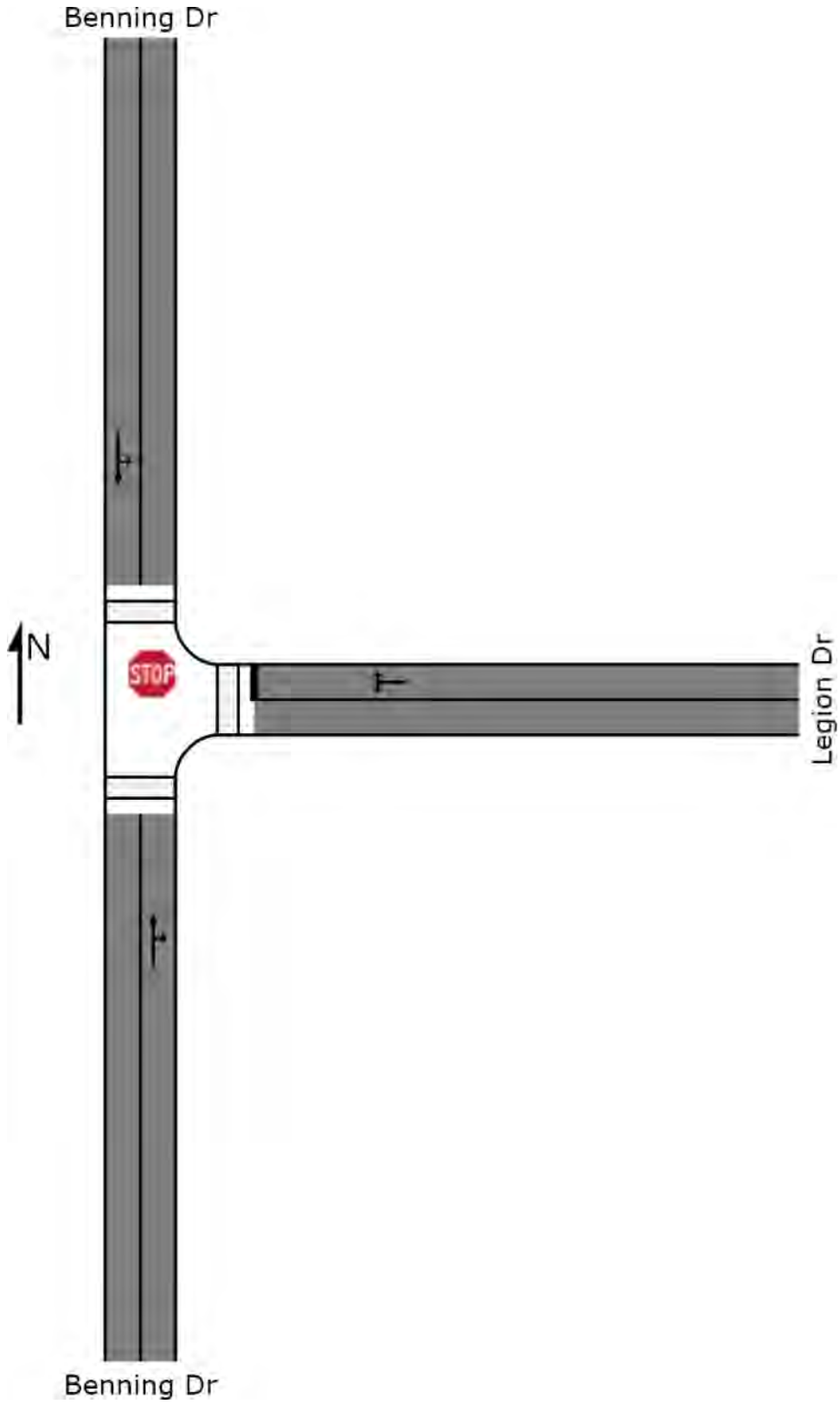
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)

Volume Display Method: Total and %

Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

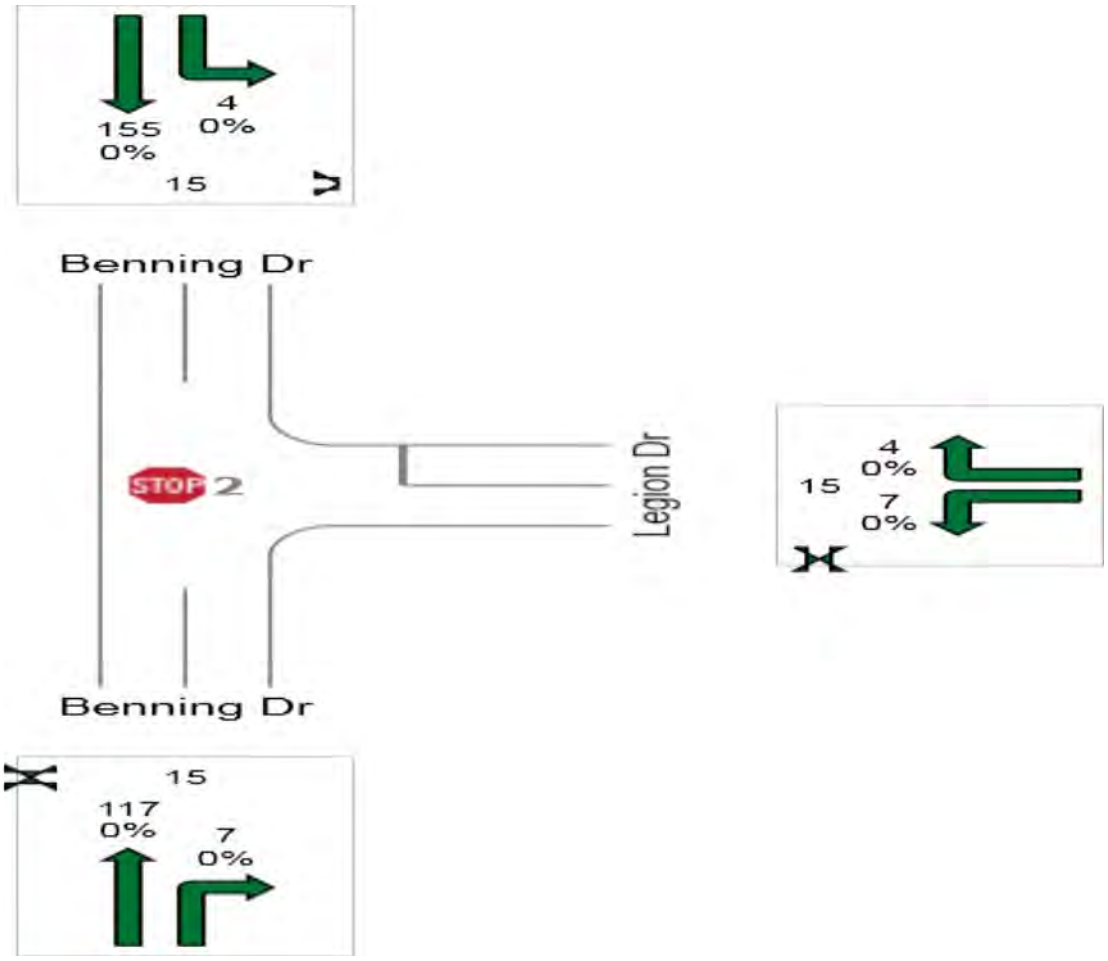
Total Intersection Volumes (veh)

All Movement Classes: 294

Light Vehicles (LV): 294

Heavy Vehicles (HV): 0

Pedestrians: 45



DELAY (CONTROL)

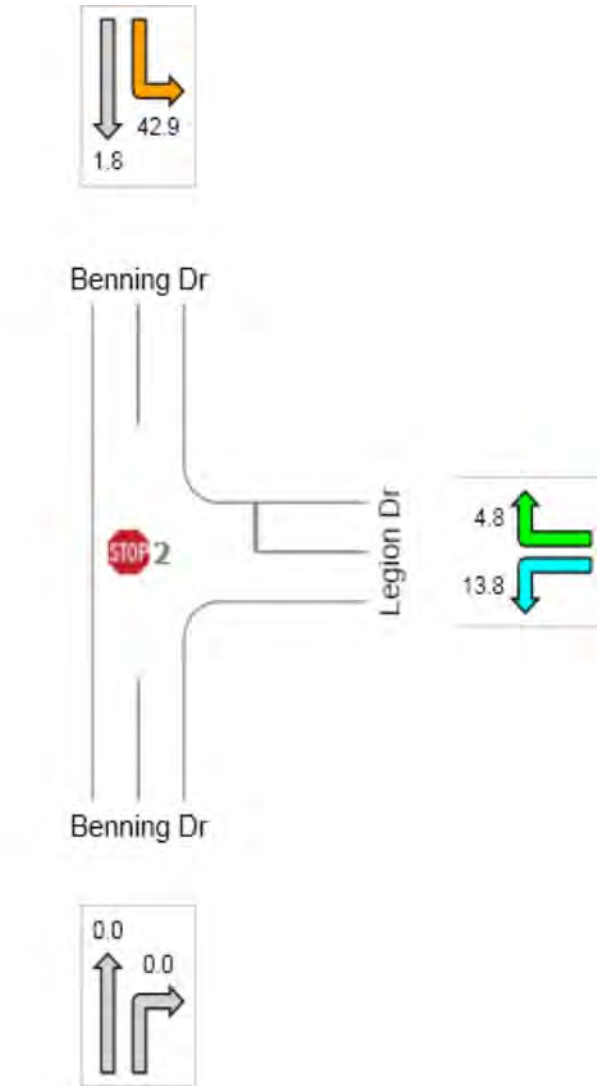
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

All Movement Classes

	South	East	North	Intersection
	0.0	10.5	2.8	1.9
LOS	NA	B	NA	NA



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

LANE FLOWS

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Approach Lane Flows (veh/h)

South: Benning Dr

Mov. From S To Exit:	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	178	11	189	0.0	1881	0.100	100	NA
Approach	178	11	189	0.0		0.100		

East: Legion Dr

Mov. From E To Exit:	L2 S	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	11	6	17	0.0	668	0.025	100	NA
Approach	11	6	17	0.0		0.025		

North: Benning Dr

Mov. From N To Exit:	L2 E	T1 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	6	236	242	0.0	1881	0.129	100	NA
Approach	6	236	242	0.0		0.129		

	Total	%HV	Deg.Satn (v/c)
Intersection	447	0.0	0.129

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	23.3	mph	23.3	mph
Travel Distance (Total)	99.3	veh-mi/h	119.2	pers-mi/h
Travel Time (Total)	4.3	veh-h/h	5.1	pers-h/h
Demand Flows (Total)	447	veh/h	537	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.129			
Practical Spare Capacity	661.7	%		
Effective Intersection Capacity	3477	veh/h		
Control Delay (Total)	0.24	veh-h/h	0.29	pers-h/h
Control Delay (Average)	1.9	sec	1.9	sec
Control Delay (Worst Lane)	10.5	sec		
Control Delay (Worst Movement)	42.9	sec	42.9	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	1.9	sec		
Idling Time (Average)	1.9	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.1	veh		
95% Back of Queue - Distance (Worst Lane)	2.4	ft		
Queue Storage Ratio (Worst Lane)	0.00			
Total Effective Stops	5	veh/h	6	pers/h
Effective Stop Rate	0.01	per veh	0.01	per pers
Proportion Queued	0.03		0.03	
Performance Index	4.4		4.4	
Cost (Total)	42.44	$/h	42.44	$/h
Fuel Consumption (Total)	2.8	gal/h		
Carbon Dioxide (Total)	25.0	kg/h		
Hydrocarbons (Total)	0.011	kg/h		
Carbon Monoxide (Total)	0.118	kg/h		
NOx (Total)	0.011	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	214,748	veh/y	257,697	pers/y
Delay	115	veh-h/y	138	pers-h/y
Effective Stops	2,242	veh/y	2,691	pers/y
Travel Distance	47,684	veh-mi/y	57,220	pers-mi/y
Travel Time	2,043	veh-h/y	2,452	pers-h/y
Cost	20,371	$/y	20,371	$/y
Fuel Consumption	1,351	gal/y		
Carbon Dioxide	12,014	kg/y		
Hydrocarbons	5	kg/y		
Carbon Monoxide	57	kg/y		
NOx	5	kg/y		

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LANE SUMMARY

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Benning Dr													
Lane 1	189	0.0	1881	0.100	100	0.0	LOS A	0.0	0.0	Full	590	0.0	0.0
Approach	189	0.0		0.100		0.0	NA	0.0	0.0				
East: Legion Dr													
Lane 1	17	0.0	668	0.025	100	10.5	LOS B	0.1	2.4	Full	1425	0.0	0.0
Approach	17	0.0		0.025		10.5	LOS B	0.1	2.4				
North: Benning Dr													
Lane 1	242	0.0	1881	0.129	100	2.8	LOS A	0.0	1.2	Full	480	0.0	0.0
Approach	242	0.0		0.129		2.8	NA	0.0	1.2				
Intersection	447	0.0		0.129		1.9	NA	0.1	2.4				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Benning Dr											
8	T1	178	0.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	24.8
18	R2	11	0.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	25.0
Approach		189	0.0	0.100	0.0	NA	0.0	0.0	0.00	0.00	24.9
East: Legion Dr											
1	L2	11	0.0	0.025	13.8	LOS B	0.1	2.4	0.41	0.28	19.3
16	R2	6	0.0	0.025	4.8	LOS A	0.1	2.4	0.41	0.28	19.2
Approach		17	0.0	0.025	10.5	LOS B	0.1	2.4	0.41	0.28	19.3
North: Benning Dr											
7	L2	6	0.0	0.129	42.9	LOS E	0.0	1.2	0.02	0.00	23.5
4	T1	236	0.0	0.129	1.8	LOS A	0.0	1.2	0.02	0.00	22.8
Approach		242	0.0	0.129	2.8	NA	0.0	1.2	0.02	0.00	22.8
All Vehicles		447	0.0	0.129	1.9	NA	0.1	2.4	0.03	0.01	23.3

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

QUEUE DISTANCE (%ILE)

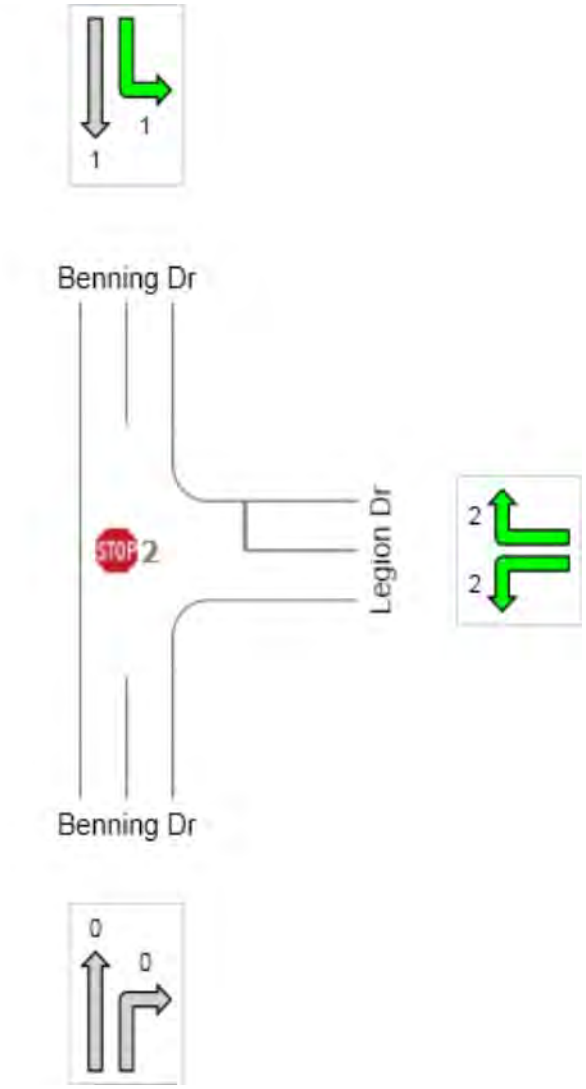
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

All Movement Classes

	South	East	North	Intersection
	0	2	1	2



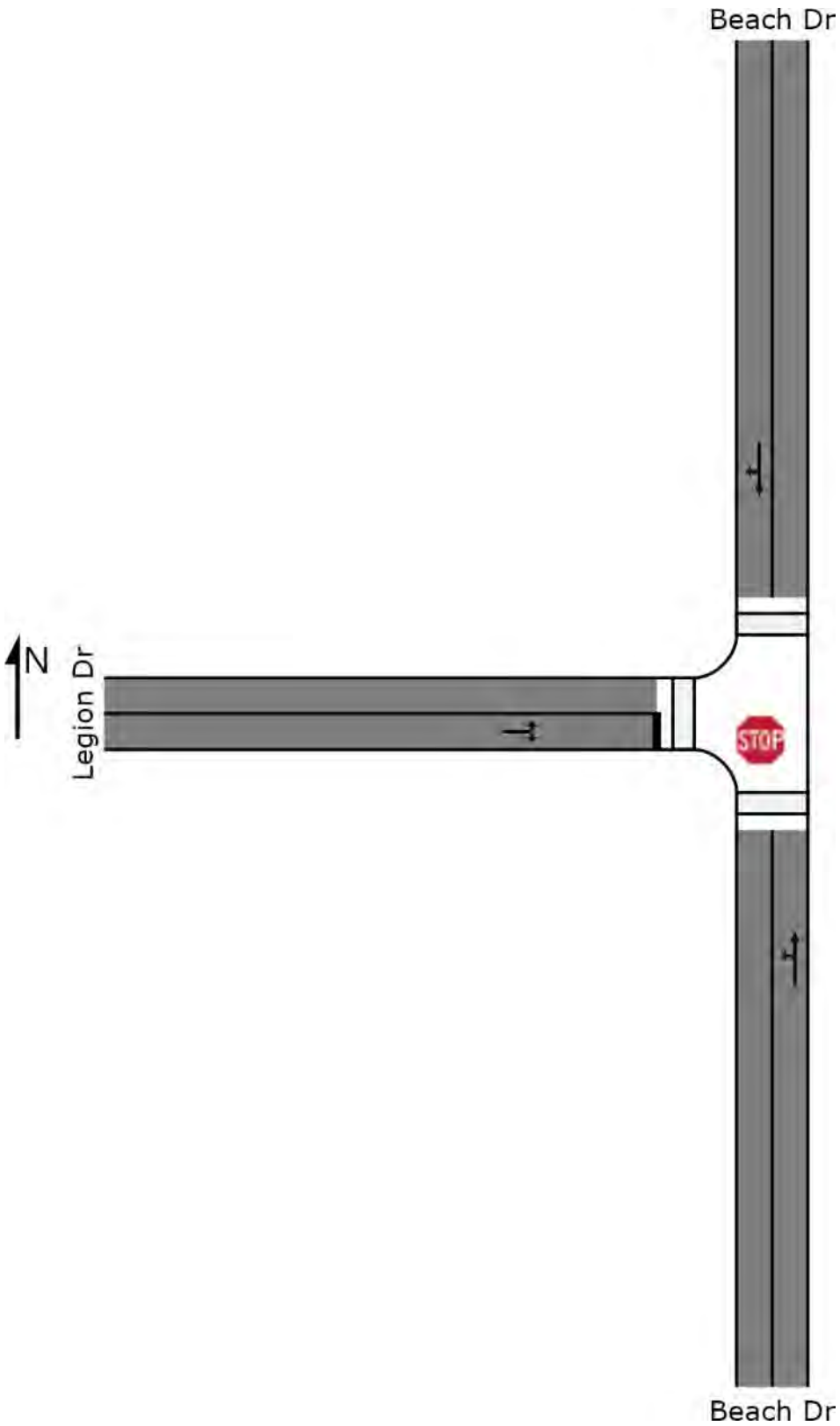
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Volume Display Method: Total and %

Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

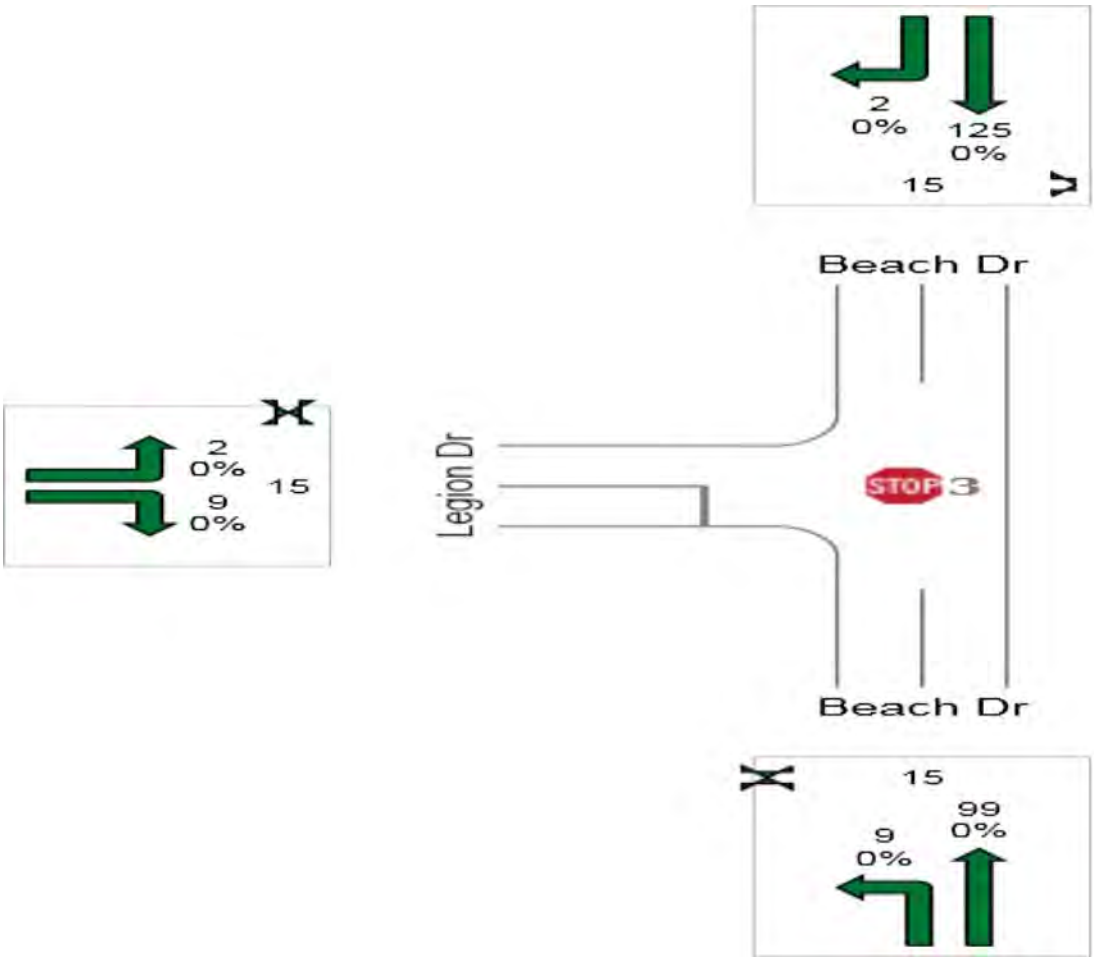
Total Intersection Volumes (veh)

All Movement Classes: 246

Light Vehicles (LV): 246

Heavy Vehicles (HV): 0

Pedestrians: 45



DELAY (CONTROL)

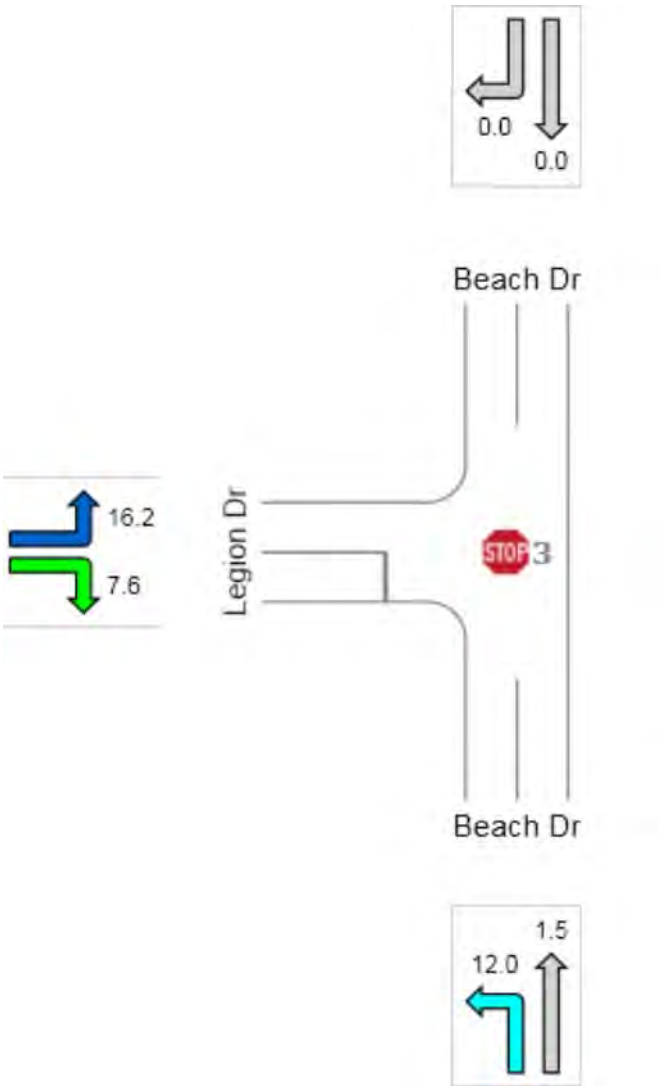
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	North	West	Intersection
	2.4	0.0	9.2	1.5
LOS	NA	NA	A	NA



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Approach Lane Flows (veh/h)

South: Beach Dr

Mov. From S To Exit:	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	10	108	117	0.0	1846	0.064	100	NA
Approach	10	108	117	0.0		0.064		

North: Beach Dr

Mov. From N To Exit:	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	136	2	138	0.0	1895	0.073	100	NA
Approach	136	2	138	0.0		0.073		

West: Legion Dr

Mov. From W To Exit:	L2 N	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	2	10	12	0.0	879	0.014	100	NA
Approach	2	10	12	0.0		0.014		

	Total	%HV	Deg.Satn (v/c)
Intersection	267	0.0	0.073

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	24.1	mph	24.1	mph
Travel Distance (Total)	91.9	veh-mi/h	110.3	pers-mi/h
Travel Time (Total)	3.8	veh-h/h	4.6	pers-h/h
Demand Flows (Total)	267	veh/h	321	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.073			
Practical Spare Capacity	1245.0	%		
Effective Intersection Capacity	3670	veh/h		
Control Delay (Total)	0.11	veh-h/h	0.13	pers-h/h
Control Delay (Average)	1.5	sec	1.5	sec
Control Delay (Worst Lane)	9.2	sec		
Control Delay (Worst Movement)	16.2	sec	16.2	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	1.5	sec		
Idling Time (Average)	1.4	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.1	veh		
95% Back of Queue - Distance (Worst Lane)	1.7	ft		
Queue Storage Ratio (Worst Lane)	0.01			
Total Effective Stops	2	veh/h	2	pers/h
Effective Stop Rate	0.01	per veh	0.01	per pers
Proportion Queued	0.03		0.03	
Performance Index	3.9		3.9	
Cost (Total)	39.71	$/h	39.71	$/h
Fuel Consumption (Total)	2.6	gal/h		
Carbon Dioxide (Total)	22.7	kg/h		
Hydrocarbons (Total)	0.009	kg/h		
Carbon Monoxide (Total)	0.108	kg/h		
NOx (Total)	0.010	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	128,348	veh/y	154,017	pers/y
Delay	52	veh-h/y	63	pers-h/y
Effective Stops	905	veh/y	1,086	pers/y
Travel Distance	44,104	veh-mi/y	52,925	pers-mi/y
Travel Time	1,832	veh-h/y	2,198	pers-h/y
Cost	19,063	$/y	19,063	$/y
Fuel Consumption	1,225	gal/y		
Carbon Dioxide	10,898	kg/y		
Hydrocarbons	5	kg/y		
Carbon Monoxide	52	kg/y		
NOx	5	kg/y		

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LANE SUMMARY

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beach Dr													
Lane 1	117	0.0	1846	0.064	100	2.4	LOS A	0.1	1.7	Full	172	0.0	0.0
Approach	117	0.0		0.064		2.4	NA	0.1	1.7				
North: Beach Dr													
Lane 1	138	0.0	1895	0.073	100	0.0	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	138	0.0		0.073		0.0	NA	0.0	0.0				
West: Legion Dr													
Lane 1	12	0.0	879	0.014	100	9.2	LOS A	0.1	1.4	Full	1425	0.0	0.0
Approach	12	0.0		0.014		9.2	LOS A	0.1	1.4				
Intersection	267	0.0		0.073		1.5	NA	0.1	1.7				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Beach Dr											
3	L2	10	0.0	0.064	12.0	LOS B	0.1	1.7	0.05	0.00	23.3
8	T1	108	0.0	0.064	1.5	LOS A	0.1	1.7	0.05	0.00	23.7
Approach		117	0.0	0.064	2.4	NA	0.1	1.7	0.05	0.00	23.7
North: Beach Dr											
4	T1	136	0.0	0.073	0.0	LOS A	0.0	0.0	0.00	0.00	25.0
14	R2	2	0.0	0.073	0.0	LOS A	0.0	0.0	0.00	0.00	25.1
Approach		138	0.0	0.073	0.0	NA	0.0	0.0	0.00	0.00	25.0
West: Legion Dr											
5	L2	2	0.0	0.014	16.2	LOS C	0.1	1.4	0.29	0.14	21.1
12	R2	10	0.0	0.014	7.6	LOS A	0.1	1.4	0.29	0.14	18.8
Approach		12	0.0	0.014	9.2	LOS A	0.1	1.4	0.29	0.14	19.4
All Vehicles		267	0.0	0.073	1.5	NA	0.1	1.7	0.03	0.01	24.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

QUEUE DISTANCE (%ILE)

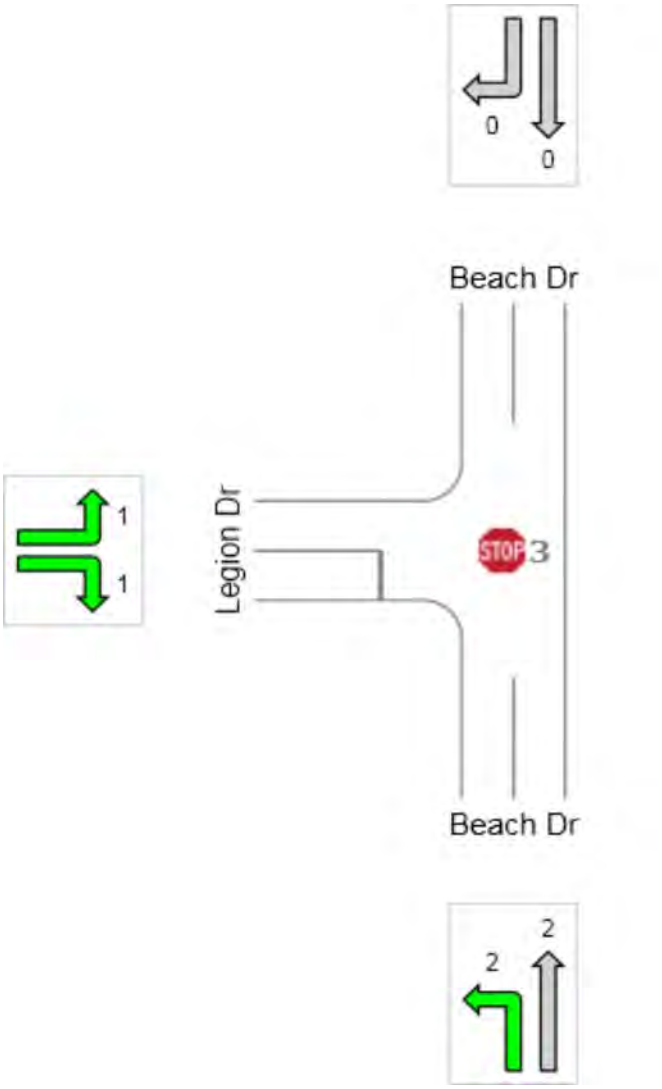
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	North	West	Intersection
	2	0	1	2



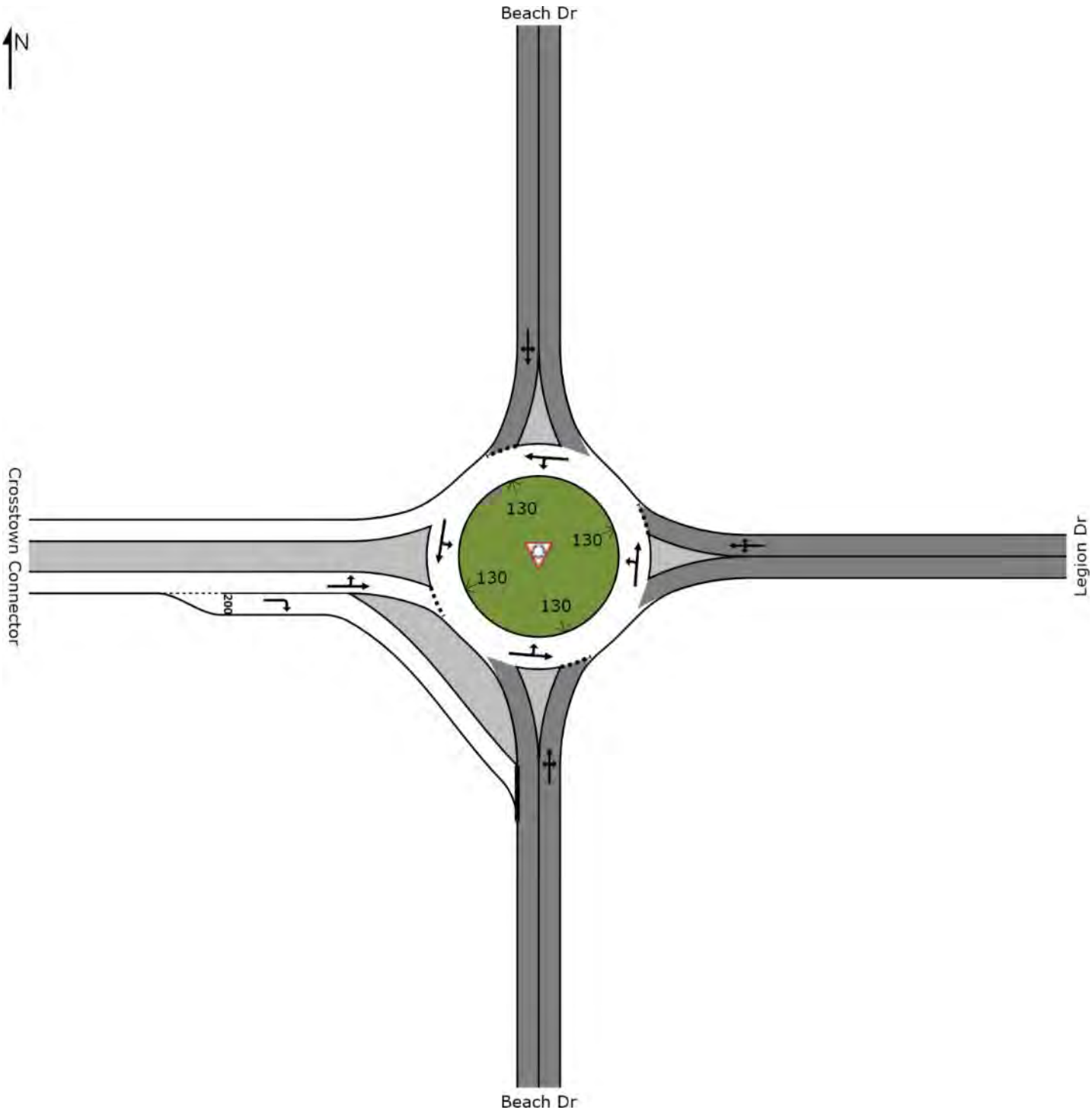
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild22-AM Legion Dr @ Beach Dr - Rndbt

Two way stop controlled
Roundabout



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild22-AM Legion Dr @ Beach Dr - Rndbt

Two way stop controlled
Roundabout

Volume Display Method: Total and %

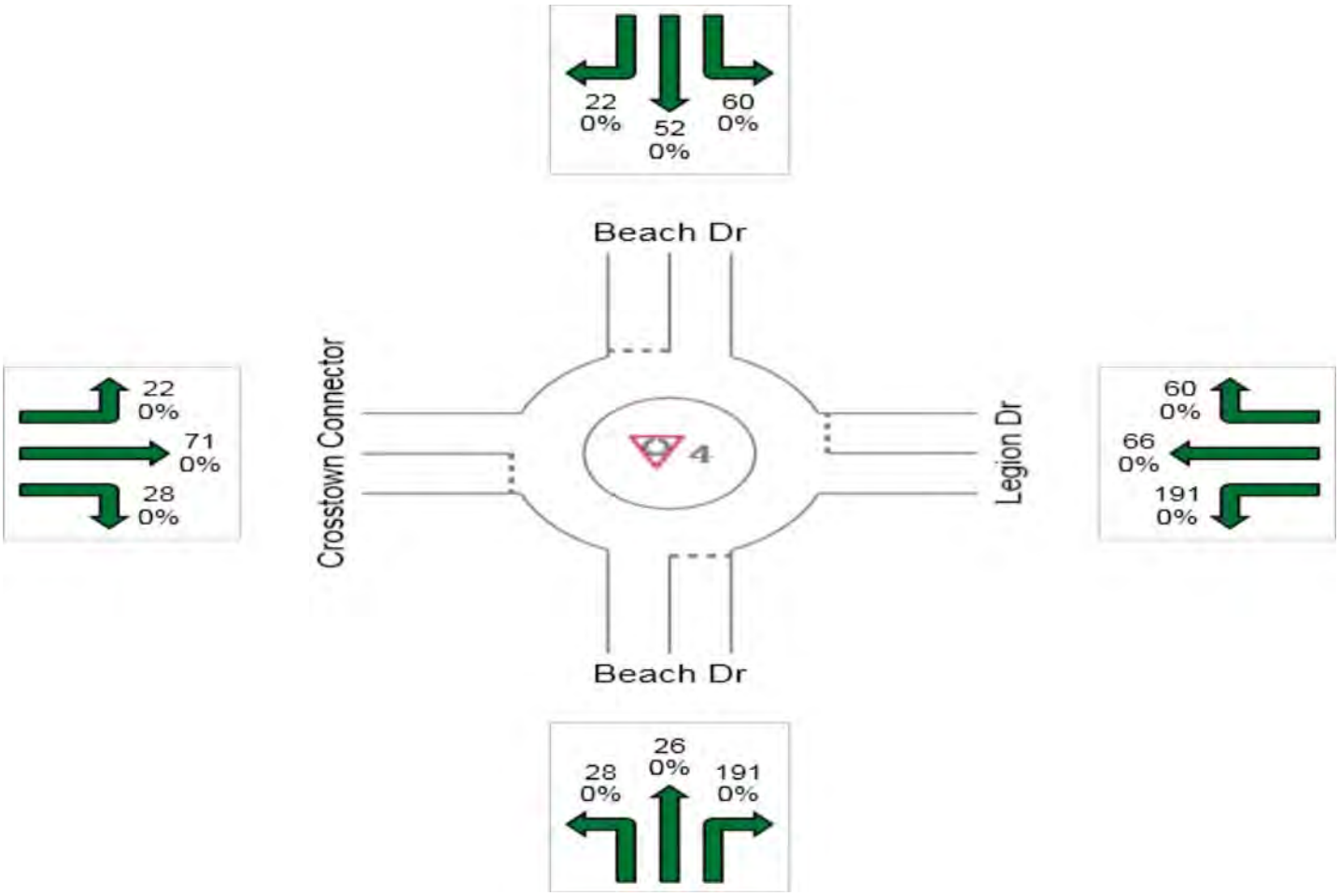
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 817

Light Vehicles (LV): 817

Heavy Vehicles (HV): 0



DELAY (CONTROL)

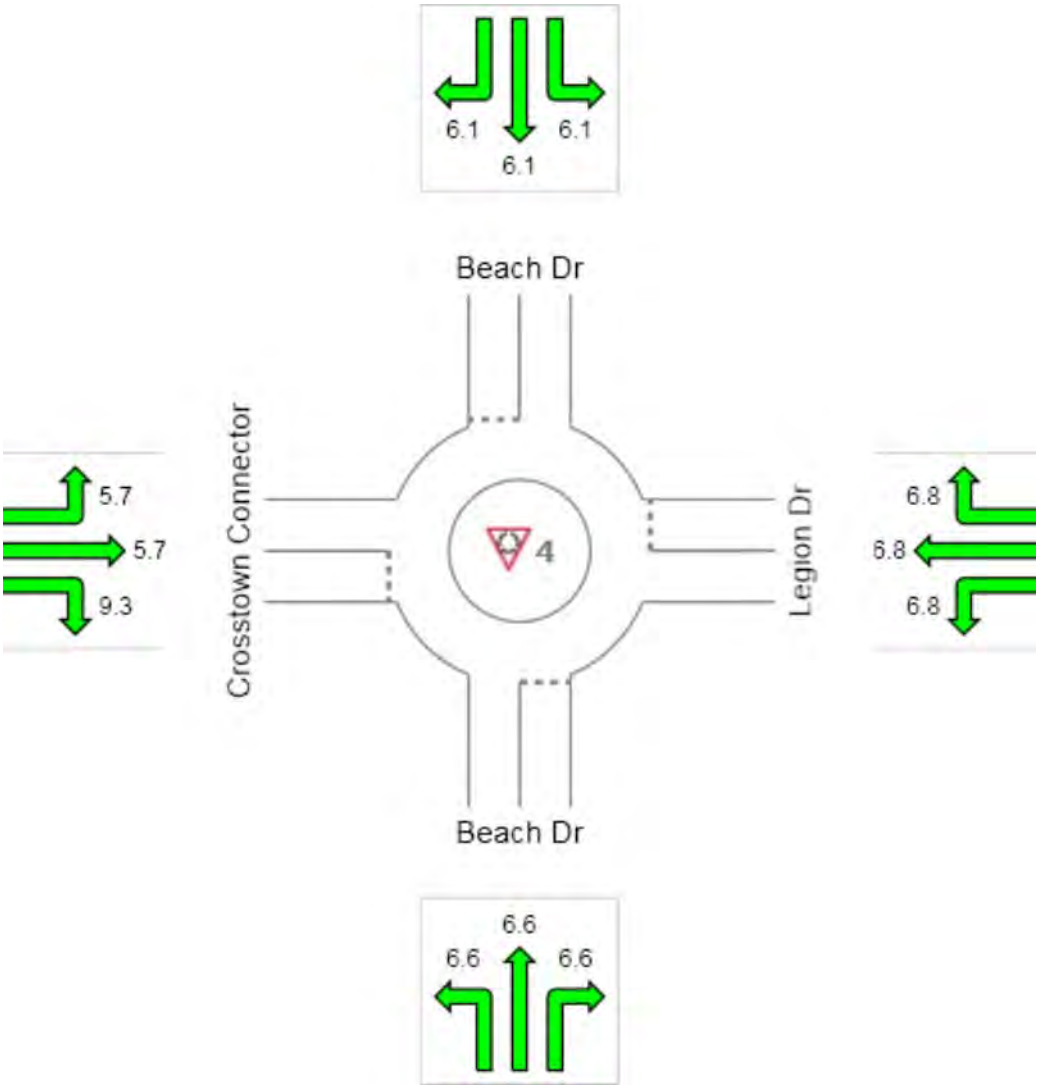
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild22-AM Legion Dr @ Beach Dr - Rndbt

Two way stop controlled
Roundabout

All Movement Classes

	South	East	North	West	Intersection
	6.6	6.8	6.1	6.5	6.6
LOS	A	A	A	A	A



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Roundabout Level of Service Method: Same as Sign Control
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild22-AM Legion Dr @ Beach Dr - Rndbt

Two way stop controlled
Roundabout

Approach Lane Flows (veh/h)

South: Beach Dr

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	30	28	208	266	0.0	957	0.278	100	NA
Approach	30	28	208	266	0.0		0.278		

East: Legion Dr

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	208	72	65	345	0.0	1040	0.331	100	NA
Approach	208	72	65	345	0.0		0.331		

North: Beach Dr

Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	65	57	24	146	0.0	829	0.176	100	NA
Approach	65	57	24	146	0.0		0.176		

West: Crosstown Connector

Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	24	77	-	101	0.0	813	0.124	100	NA
Lane 2	-	-	30	30	0.0	868	0.035	100	0.0
Approach	24	77	30	132	0.0		0.124		

	Total	%HV	Deg.Satn (v/c)
Intersection	888	0.0	0.331

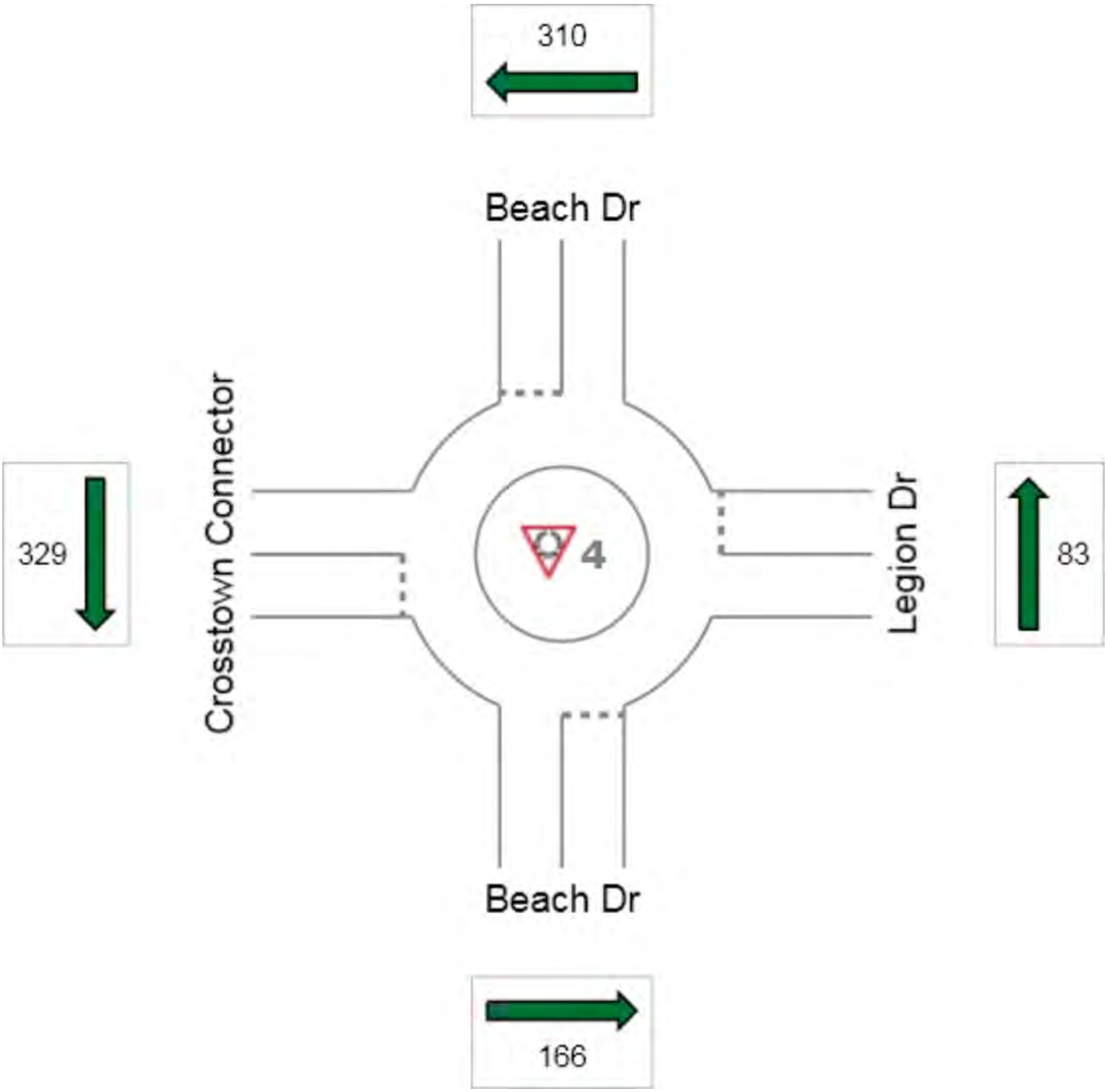
Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

ROUNDABOUT CIRCULATING FLOWS

Total Values for All Movement Classes Based on Site Arrival Flow Rates including Capacity Constraint Effects (veh/h)

Site: 2lnBuild22-AM Legion Dr @ Beach Dr - Rndbt

Two way stop controlled
Roundabout



INTERSECTION SUMMARY

Site: 2lnBuild22-AM Legion Dr @ Beach Dr - Rndbt

Two way stop controlled
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	25.9	mph	25.9	mph
Travel Distance (Total)	433.8	veh-mi/h	520.6	pers-mi/h
Travel Time (Total)	16.8	veh-h/h	20.1	pers-h/h
Demand Flows (Total)	888	veh/h	1066	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.331			
Practical Spare Capacity	156.7	%		
Effective Intersection Capacity	2681	veh/h		
Control Delay (Total)	1.63	veh-h/h	1.95	pers-h/h
Control Delay (Average)	6.6	sec	6.6	sec
Control Delay (Worst Lane)	9.3	sec		
Control Delay (Worst Movement)	9.3	sec	9.3	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	6.6	sec		
Idling Time (Average)	5.1	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	1.6	veh		
95% Back of Queue - Distance (Worst Lane)	39.9	ft		
Queue Storage Ratio (Worst Lane)	0.13			
Total Effective Stops	201	veh/h	242	pers/h
Effective Stop Rate	0.23	per veh	0.23	per pers
Proportion Queued	0.33		0.33	
Performance Index	22.5		22.5	
Cost (Total)	215.45	$/h	215.45	$/h
Fuel Consumption (Total)	14.5	gal/h		
Carbon Dioxide (Total)	129.2	kg/h		
Hydrocarbons (Total)	0.054	kg/h		
Carbon Monoxide (Total)	0.634	kg/h		
NOx (Total)	0.084	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	426,261	veh/y	511,513	pers/y
Delay	781	veh-h/y	937	pers-h/y
Effective Stops	96,648	veh/y	115,977	pers/y
Travel Distance	208,240	veh-mi/y	249,888	pers-mi/y
Travel Time	8,051	veh-h/y	9,661	pers-h/y
Cost	103,415	$/y	103,415	$/y
Fuel Consumption	6,973	gal/y		
Carbon Dioxide	62,028	kg/y		
Hydrocarbons	26	kg/y		
Carbon Monoxide	304	kg/y		
NOx	40	kg/y		

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LANE SUMMARY

Site: 2lnBuild22-AM Legion Dr @ Beach Dr - Rndbt

Two way stop controlled
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beach Dr													
Lane 1[d]	266	0.0	957	0.278	100	6.6	LOS A	1.2	30.3	Full	415	0.0	0.0
Approach	266	0.0		0.278		6.6	LOS A	1.2	30.3				
East: Legion Dr													
Lane 1[d]	345	0.0	1040	0.331	100	6.8	LOS A	1.6	39.9	Full	2110	0.0	0.0
Approach	345	0.0		0.331		6.8	LOS A	1.6	39.9				
North: Beach Dr													
Lane 1[d]	146	0.0	829	0.176	100	6.1	LOS A	0.7	16.6	Full	172	0.0	0.0
Approach	146	0.0		0.176		6.1	LOS A	0.7	16.6				
West: Crosstown Connector													
Lane 1[d]	101	0.0	813	0.124	100	5.7	LOS A	0.4	11.2	Full	1550	0.0	0.0
Lane 2	30	0.0	868	0.035	100	9.3	LOS A	0.1	3.0	Short	200	0.0	NA
Approach	132	0.0		0.124		6.5	LOS A	0.4	11.2				
Intersection	888	0.0		0.331		6.6	LOS A	1.6	39.9				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

MOVEMENT SUMMARY

Site: 2lnBuild22-AM Legion Dr @ Beach Dr - Rndbt

Two way stop controlled
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Beach Dr											
3	L2	30	0.0	0.278	6.6	LOS A	1.2	30.3	0.35	0.24	31.3
8	T1	28	0.0	0.278	6.6	LOS A	1.2	30.3	0.35	0.24	18.1
18	R2	208	0.0	0.278	6.6	LOS A	1.2	30.3	0.35	0.24	23.2
Approach		266	0.0	0.278	6.6	LOS A	1.2	30.3	0.35	0.24	23.6
East: Legion Dr											
1	L2	208	0.0	0.331	6.8	LOS A	1.6	39.9	0.26	0.14	26.1
6	T1	72	0.0	0.331	6.8	LOS A	1.6	39.9	0.26	0.14	28.8
16	R2	65	0.0	0.331	6.8	LOS A	1.6	39.9	0.26	0.14	24.2
Approach		345	0.0	0.331	6.8	LOS A	1.6	39.9	0.26	0.14	26.5
North: Beach Dr											
7	L2	65	0.0	0.176	6.1	LOS A	0.7	16.6	0.42	0.34	24.5
4	T1	57	0.0	0.176	6.1	LOS A	0.7	16.6	0.42	0.34	17.9
14	R2	24	0.0	0.176	6.1	LOS A	0.7	16.6	0.42	0.34	29.0
Approach		146	0.0	0.176	6.1	LOS A	0.7	16.6	0.42	0.34	23.7
West: Crosstown Connector											
5	L2	24	0.0	0.124	5.7	LOS A	0.4	11.2	0.42	0.34	17.5
2	T1	77	0.0	0.124	5.7	LOS A	0.4	11.2	0.42	0.34	35.5
12	R2	30	0.0	0.035	9.3	LOS A	0.1	3.0	0.35	0.23	26.3
Approach		132	0.0	0.124	6.5	LOS A	0.4	11.2	0.40	0.31	30.4
All Vehicles		888	0.0	0.331	6.6	LOS A	1.6	39.9	0.33	0.23	25.9

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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QUEUE DISTANCE (%ILE)

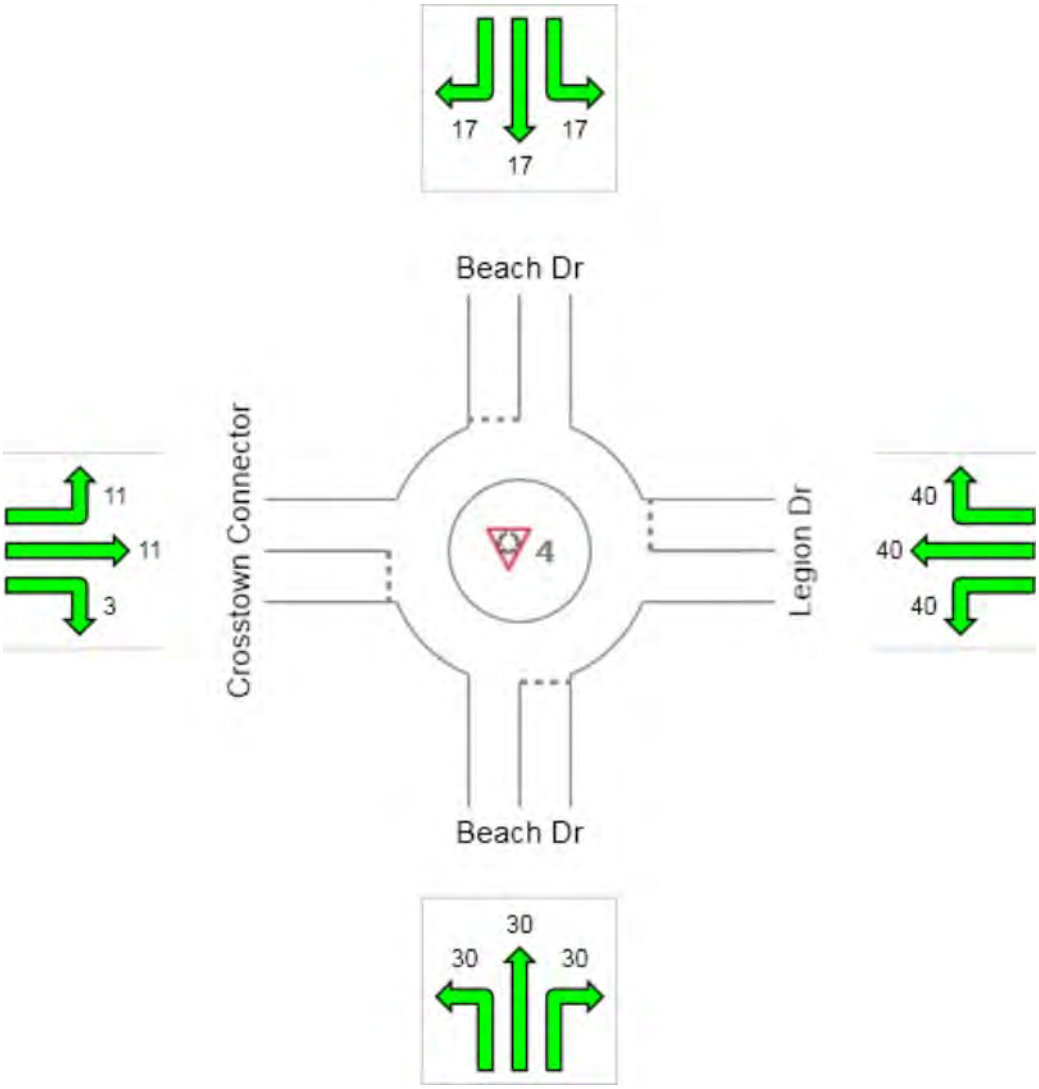
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild22-AM Legion Dr @ Beach Dr - Rndbt

Two way stop controlled
Roundabout

All Movement Classes

	South	East	North	West	Intersection
	30	40	17	11	40



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

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NETWORK SUMMARY

Network: 2lnBuild22-AM_AW-Rnd

New Network

Network Performance - Hourly Values						
Performance Measure	**Vehicles**		**Per Unit Distance**		**Persons**	
Network Level of Service (LOS)	LOS A					
Travel Time Index	9.63					
Speed Efficiency	0.97					
Congestion Coefficient	1.03					
Travel Speed (Average)	24.2	mph			24.2	mph
Travel Distance (Total)	843.2	veh-mi/h			1011.8	pers-mi/h
Travel Time (Total)	34.9	veh-h/h			41.9	pers-h/h
Desired Speed	25.0	mph				
Demand Flows (Total)	2072	veh/h			2486	pers/h
Arrival Flows (Total)	2072	veh/h			2486	pers/h
Percent Heavy Vehicles (Demand)	0.0	%				
Percent Heavy Vehicles (Arrival)	0.0	%				
Degree of Saturation	0.372					
Control Delay (Total)	4.15	veh-h/h			4.98	pers-h/h
Control Delay (Average)	7.2	sec			7.2	sec
Control Delay (Worst Lane)	15.0	sec				
Control Delay (Worst Movement)	40.2	sec			40.2	sec
Geometric Delay (Average)	0.0	sec				
Stop-Line Delay (Average)	7.2	sec				
Queue Storage Ratio (Worst Lane)	0.13					
Total Effective Stops	963	veh/h			1156	pers/h
Effective Stop Rate	0.46	per veh	1.1	per mi	0.46	per pers
Proportion Queued	0.40				0.40	
Performance Index	52.8				52.8	
Cost (Total)	475.02	$/h	0.56	$/mi	475.02	$/h
Fuel Consumption (Total)	29.3	gal/h	0.035	gal/mi		
Fuel Economy	28.8	mpg				
Carbon Dioxide (Total)	260.3	kg/h	308.7	g/mi		
Hydrocarbons (Total)	0.110	kg/h	0.131	g/mi		
Carbon Monoxide (Total)	1.252	kg/h	1.484	g/mi		
NOx (Total)	0.170	kg/h	0.202	g/mi		

Network Model Accuracy Level (largest change in degree of saturation for any lane): 0.0 %
Number of Iterations: 2
Network Level of Service (LOS) Method: HCM 2010.
Model used: US HCM (Customary).

Network Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	994,435	veh/y	1,193,322	pers/y
Delay	1,993	veh-h/y	2,392	pers-h/y
Effective Stops	462,203	veh/y	554,643	pers/y
Travel Distance	404,736	veh-mi/y	485,683	pers-mi/y
Travel Time	16,751	veh-h/y	20,101	pers-h/y
Cost	228,010	$/y	228,010	$/y
Fuel Consumption	14,046	gal/y		
Carbon Dioxide	124,946	kg/y		
Hydrocarbons	53	kg/y		
Carbon Monoxide	601	kg/y		
NOx	82	kg/y		

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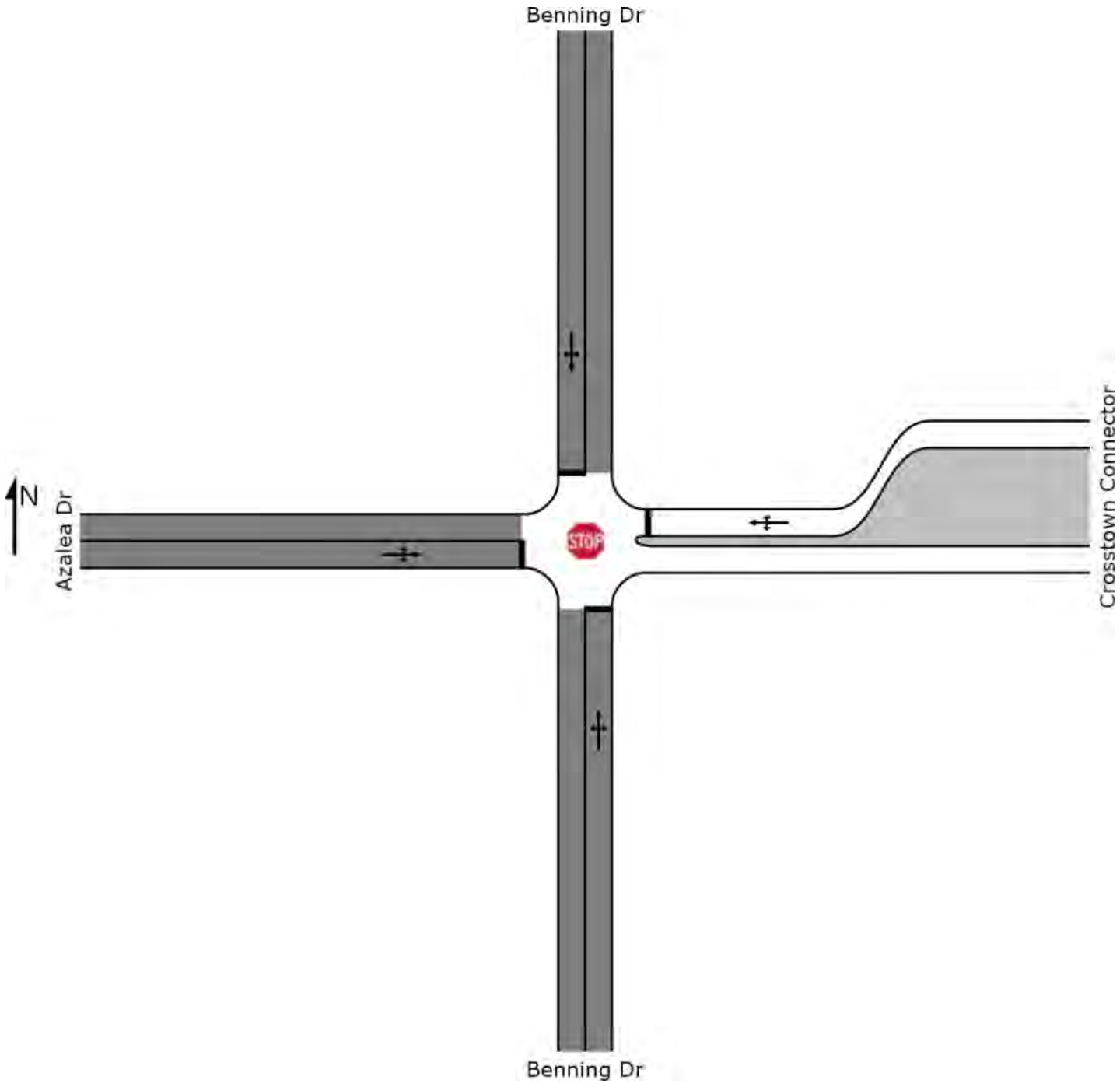
SITE LAYOUT

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - AWSC

Stop (All-Way)



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INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - AWSC

Stop (All-Way)

Volume Display Method: Total and %

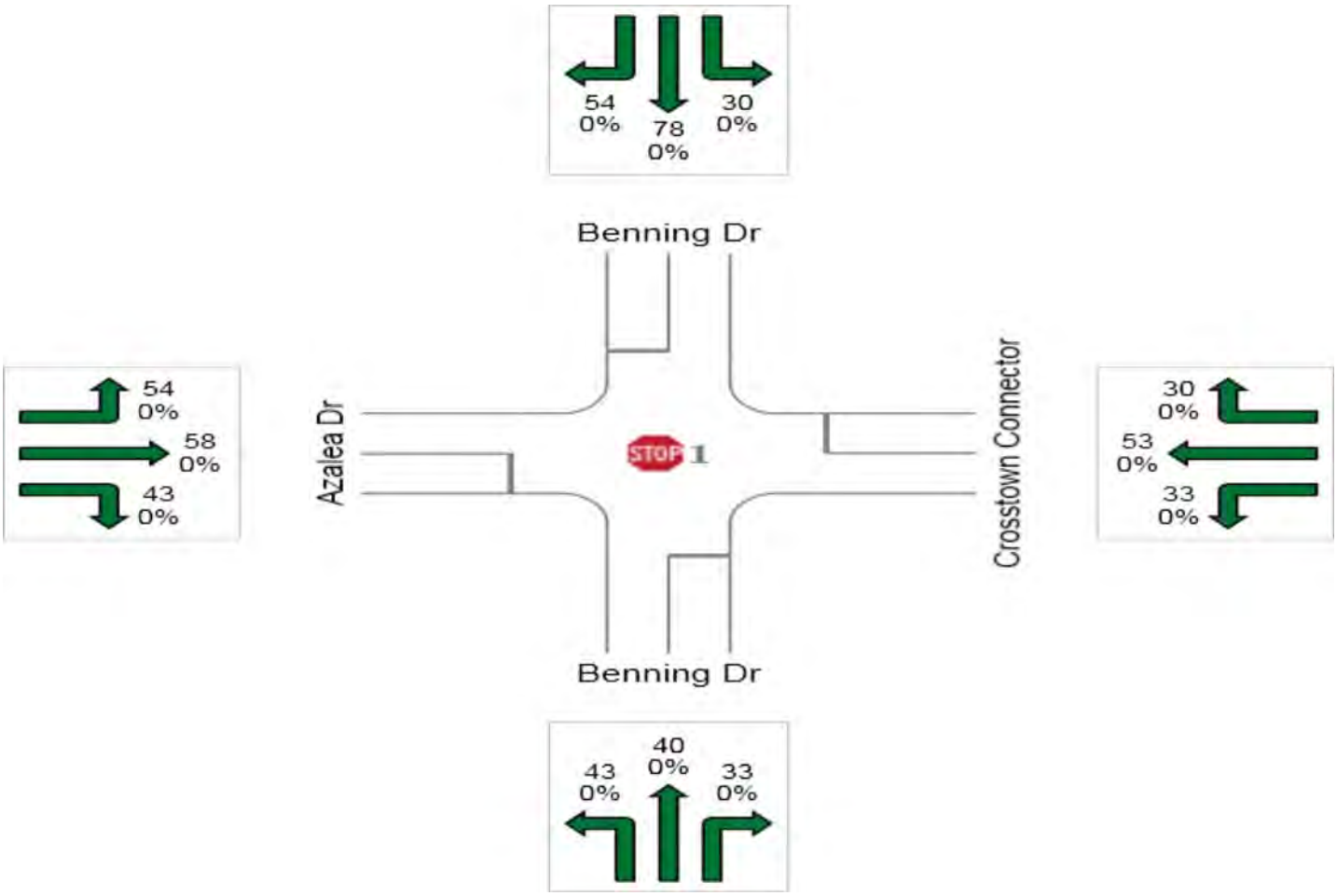
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 549

Light Vehicles (LV): 549

Heavy Vehicles (HV): 0



DELAY (CONTROL)

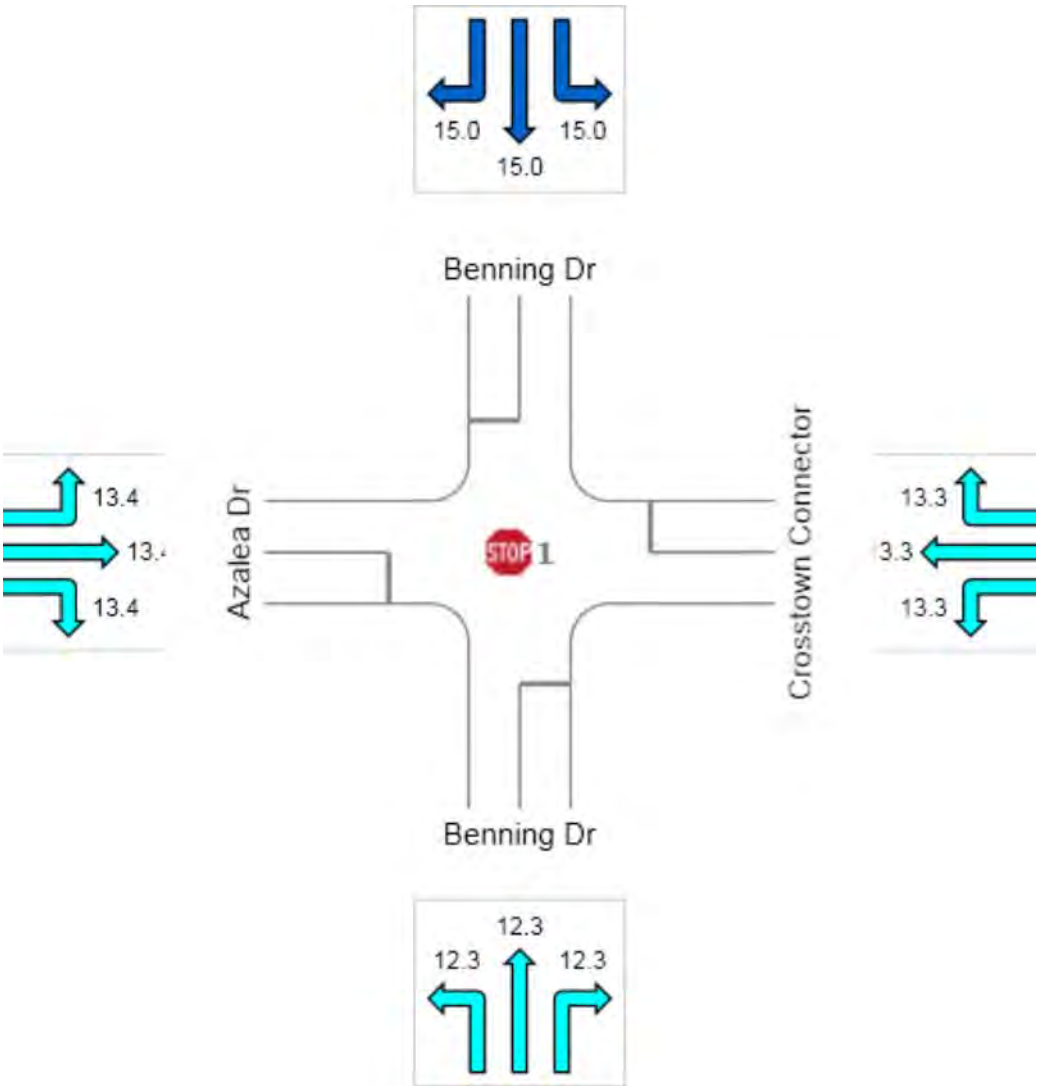
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - AWSC

Stop (All-Way)

All Movement Classes

	South	East	North	West	Intersection
	12.3	13.3	15.0	13.4	13.6
LOS	B	B	C	B	B



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - AWSC

Stop (All-Way)

Approach Lane Flows (veh/h)									
South: Benning Dr									
Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	47	43	36	126	0.0	513	0.246	100	NA
Approach	47	43	36	126	0.0		0.246		
East: Crosstown Connector									
Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	36	58	33	126	0.0	475	0.265	100	NA
Approach	36	58	33	126	0.0		0.265		
North: Benning Dr									
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	33	85	59	176	0.0	473	0.372	100	NA
Approach	33	85	59	176	0.0		0.372		
West: Azalea Dr									
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	59	63	47	168	0.0	512	0.329	100	NA
Approach	59	63	47	168	0.0		0.329		

	Total	%HV	Deg.Satn (v/c)
Intersection	597	0.0	0.372

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - AWSC

Stop (All-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	24.3	mph	24.3	mph
Travel Distance (Total)	371.9	veh-mi/h	446.3	pers-mi/h
Travel Time (Total)	15.3	veh-h/h	18.4	pers-h/h
Demand Flows (Total)	597	veh/h	716	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.372			
Practical Spare Capacity	115.0	%		
Effective Intersection Capacity	1604	veh/h		
Control Delay (Total)	2.26	veh-h/h	2.71	pers-h/h
Control Delay (Average)	13.6	sec	13.6	sec
Control Delay (Worst Lane)	15.0	sec		
Control Delay (Worst Movement)	15.0	sec	15.0	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	13.6	sec		
Idling Time (Average)	5.9	sec		
Intersection Level of Service (LOS)	LOS B			
95% Back of Queue - Vehicles (Worst Lane)	1.5	veh		
95% Back of Queue - Distance (Worst Lane)	38.4	ft		
Queue Storage Ratio (Worst Lane)	0.13			
Total Effective Stops	757	veh/h	909	pers/h
Effective Stop Rate	1.27	per veh	1.27	per pers
Proportion Queued	0.87		0.87	
Performance Index	27.2		27.2	
Cost (Total)	196.61	$/h	196.61	$/h
Fuel Consumption (Total)	13.3	gal/h		
Carbon Dioxide (Total)	118.4	kg/h		
Hydrocarbons (Total)	0.050	kg/h		
Carbon Monoxide (Total)	0.588	kg/h		
NOx (Total)	0.083	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	286,435	veh/y	343,722	pers/y
Delay	1,085	veh-h/y	1,302	pers-h/y
Effective Stops	363,525	veh/y	436,231	pers/y
Travel Distance	178,516	veh-mi/y	214,219	pers-mi/y
Travel Time	7,361	veh-h/y	8,833	pers-h/y
Cost	94,372	$/y	94,372	$/y
Fuel Consumption	6,389	gal/y		
Carbon Dioxide	56,833	kg/y		
Hydrocarbons	24	kg/y		
Carbon Monoxide	282	kg/y		
NOx	40	kg/y		

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LANE SUMMARY

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - AWSC

Stop (All-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Benning Dr													
Lane 1	126	0.0	513	0.246	100	12.3	LOS B	0.9	22.2	Full	560	0.0	0.0
Approach	126	0.0		0.246		12.3	LOS B	0.9	22.2				
East: Crosstown Connector													
Lane 1	126	0.0	475	0.265	100	13.3	LOS B	1.0	24.6	Full	1550	0.0	0.0
Approach	126	0.0		0.265		13.3	LOS B	1.0	24.6				
North: Benning Dr													
Lane 1	176	0.0	473	0.372	100	15.0	LOS C	1.5	38.4	Full	590	0.0	0.0
Approach	176	0.0		0.372		15.0	LOS C	1.5	38.4				
West: Azalea Dr													
Lane 1	168	0.0	512	0.329	100	13.4	LOS B	1.3	32.2	Full	3600	0.0	0.0
Approach	168	0.0		0.329		13.4	LOS B	1.3	32.2				
Intersection	597	0.0		0.372		13.6	LOS B	1.5	38.4				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - AWSC

Stop (All-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Benning Dr											
3	L2	47	0.0	0.246	12.3	LOS B	0.9	22.2	0.85	1.22	22.0
8	T1	43	0.0	0.246	12.3	LOS B	0.9	22.2	0.85	1.22	17.0
18	R2	36	0.0	0.246	12.3	LOS B	0.9	22.2	0.85	1.22	24.4
Approach		126	0.0	0.246	12.3	LOS B	0.9	22.2	0.85	1.22	21.5
East: Crosstown Connector											
1	L2	36	0.0	0.265	13.3	LOS B	1.0	24.6	0.87	1.17	25.0
6	T1	58	0.0	0.265	13.3	LOS B	1.0	24.6	0.87	1.17	32.1
16	R2	33	0.0	0.265	13.3	LOS B	1.0	24.6	0.87	1.17	25.4
Approach		126	0.0	0.265	13.3	LOS B	1.0	24.6	0.87	1.17	29.4
North: Benning Dr											
7	L2	33	0.0	0.372	15.0	LOS C	1.5	38.4	0.90	1.37	23.0
4	T1	85	0.0	0.372	15.0	LOS C	1.5	38.4	0.90	1.37	15.9
14	R2	59	0.0	0.372	15.0	LOS C	1.5	38.4	0.90	1.37	21.6
Approach		176	0.0	0.372	15.0	LOS C	1.5	38.4	0.90	1.37	20.1
West: Azalea Dr											
5	L2	59	0.0	0.329	13.4	LOS B	1.3	32.2	0.87	1.28	24.8
2	T1	63	0.0	0.329	13.4	LOS B	1.3	32.2	0.87	1.28	27.5
12	R2	47	0.0	0.329	13.4	LOS B	1.3	32.2	0.87	1.28	25.0
Approach		168	0.0	0.329	13.4	LOS B	1.3	32.2	0.87	1.28	25.9
All Vehicles		597	0.0	0.372	13.6	LOS B	1.5	38.4	0.87	1.27	24.3

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

QUEUE DISTANCE (%ILE)

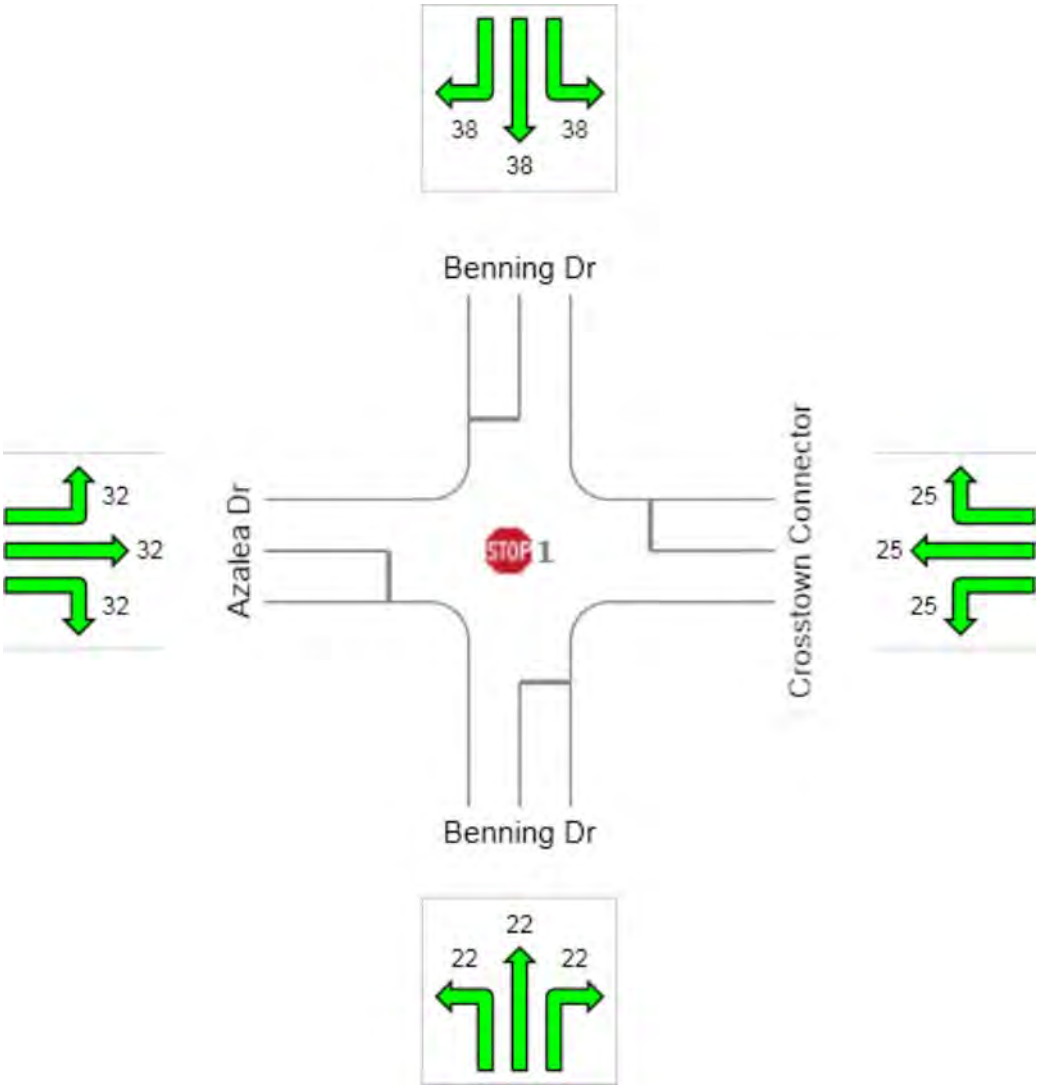
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - AWSC

Stop (All-Way)

All Movement Classes

	South	East	North	West	Intersection
	22	25	38	32	38



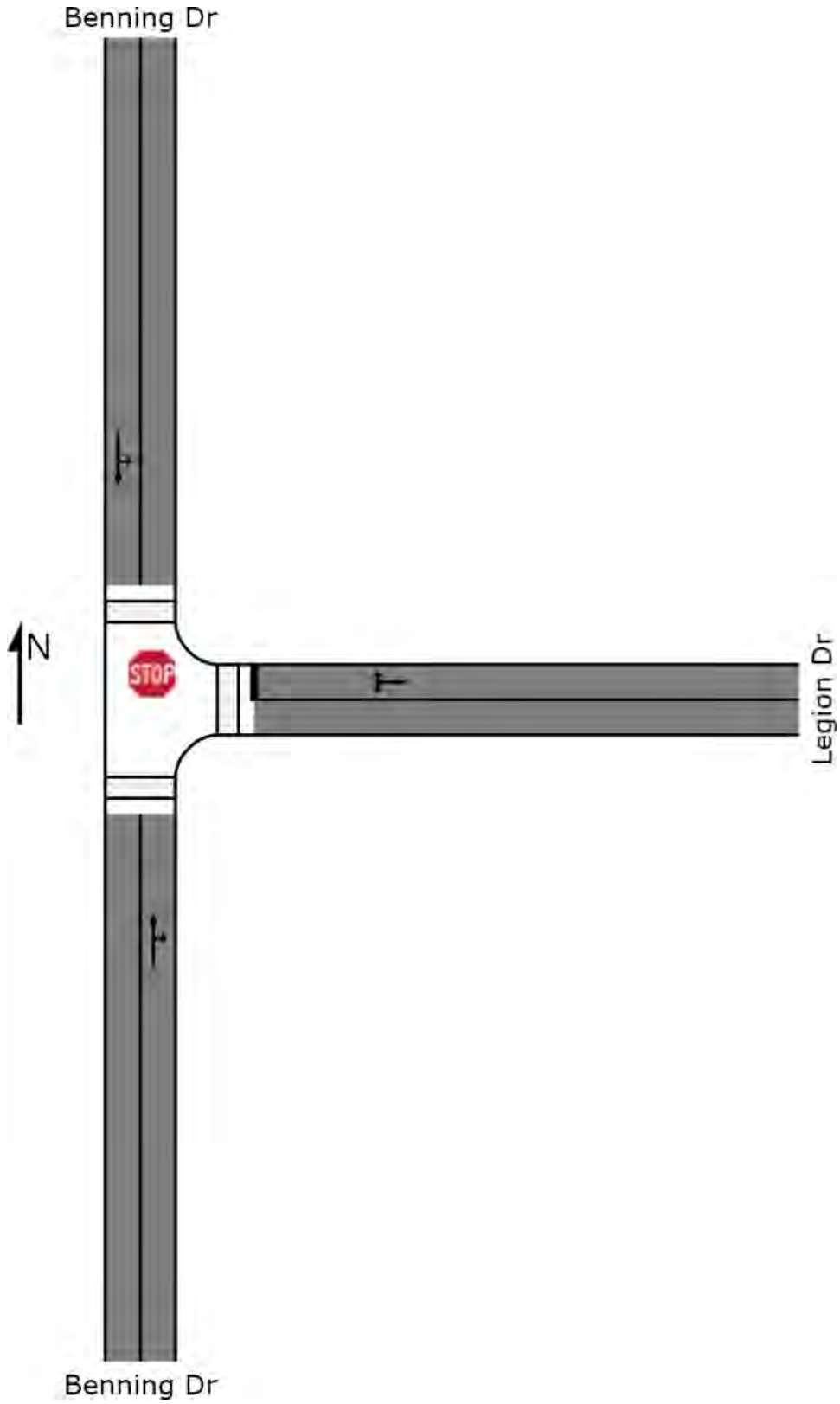
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)

Volume Display Method: Total and %

Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

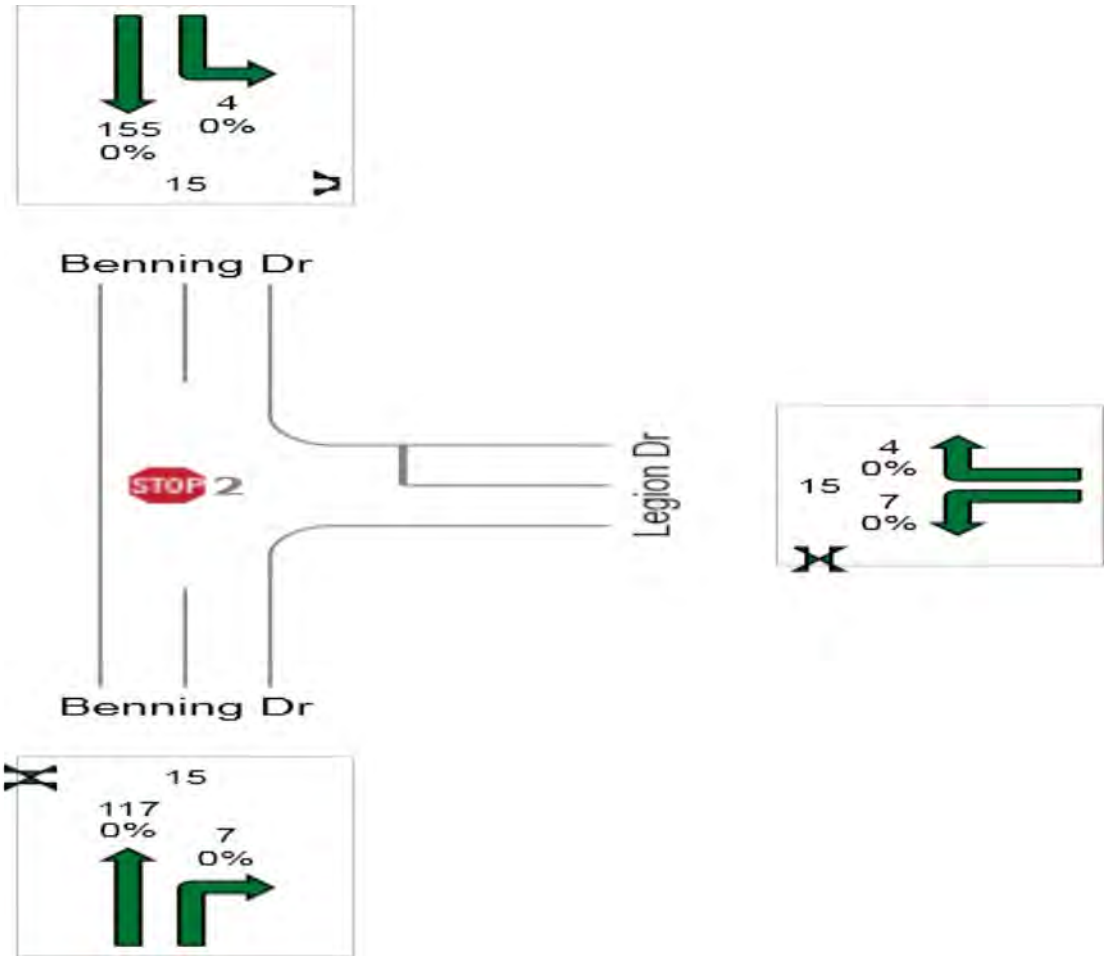
Total Intersection Volumes (veh)

All Movement Classes: 294

Light Vehicles (LV): 294

Heavy Vehicles (HV): 0

Pedestrians: 45



DELAY (CONTROL)

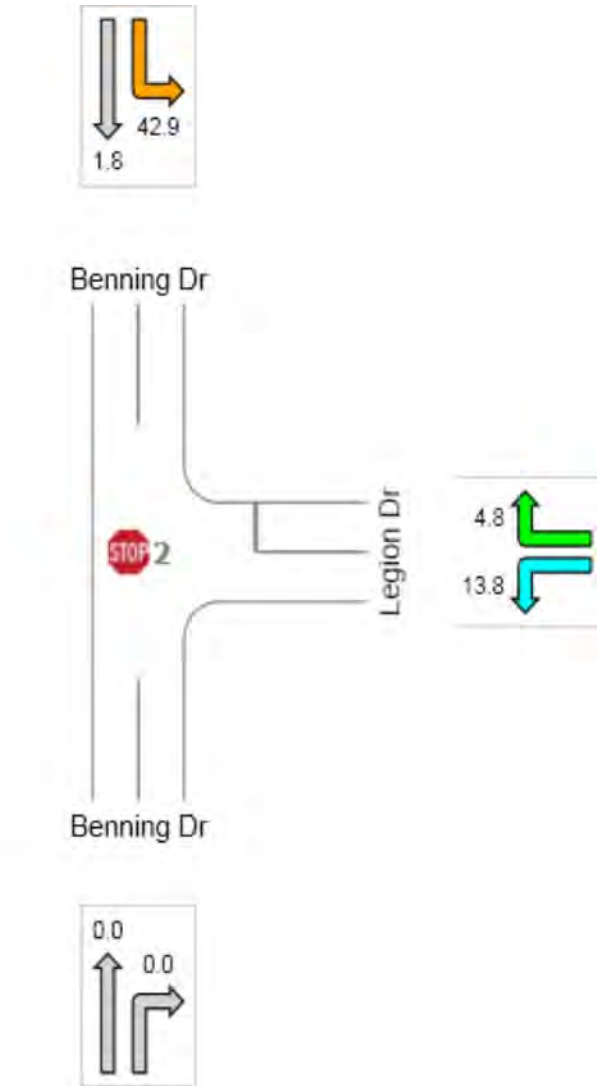
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

All Movement Classes

	South	East	North	Intersection
	0.0	10.5	2.8	1.9
LOS	NA	B	NA	NA



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

LANE FLOWS

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Approach Lane Flows (veh/h)

South: Benning Dr

Mov. From S To Exit:	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	178	11	189	0.0	1881	0.100	100	NA
Approach	178	11	189	0.0		0.100		

East: Legion Dr

Mov. From E To Exit:	L2 S	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	11	6	17	0.0	668	0.025	100	NA
Approach	11	6	17	0.0		0.025		

North: Benning Dr

Mov. From N To Exit:	L2 E	T1 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	6	236	242	0.0	1881	0.129	100	NA
Approach	6	236	242	0.0		0.129		

	Total	%HV	Deg.Satn (v/c)
Intersection	447	0.0	0.129

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	23.3	mph	23.3	mph
Travel Distance (Total)	99.3	veh-mi/h	119.2	pers-mi/h
Travel Time (Total)	4.3	veh-h/h	5.1	pers-h/h
Demand Flows (Total)	447	veh/h	537	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.129			
Practical Spare Capacity	661.7	%		
Effective Intersection Capacity	3477	veh/h		
Control Delay (Total)	0.24	veh-h/h	0.29	pers-h/h
Control Delay (Average)	1.9	sec	1.9	sec
Control Delay (Worst Lane)	10.5	sec		
Control Delay (Worst Movement)	42.9	sec	42.9	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	1.9	sec		
Idling Time (Average)	1.9	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.1	veh		
95% Back of Queue - Distance (Worst Lane)	2.4	ft		
Queue Storage Ratio (Worst Lane)	0.00			
Total Effective Stops	5	veh/h	6	pers/h
Effective Stop Rate	0.01	per veh	0.01	per pers
Proportion Queued	0.03		0.03	
Performance Index	4.4		4.4	
Cost (Total)	42.44	$/h	42.44	$/h
Fuel Consumption (Total)	2.8	gal/h		
Carbon Dioxide (Total)	25.0	kg/h		
Hydrocarbons (Total)	0.011	kg/h		
Carbon Monoxide (Total)	0.118	kg/h		
NOx (Total)	0.011	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	214,748	veh/y	257,697	pers/y
Delay	115	veh-h/y	138	pers-h/y
Effective Stops	2,242	veh/y	2,691	pers/y
Travel Distance	47,684	veh-mi/y	57,220	pers-mi/y
Travel Time	2,043	veh-h/y	2,452	pers-h/y
Cost	20,371	$/y	20,371	$/y
Fuel Consumption	1,351	gal/y		
Carbon Dioxide	12,014	kg/y		
Hydrocarbons	5	kg/y		
Carbon Monoxide	57	kg/y		
NOx	5	kg/y		

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LANE SUMMARY

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Benning Dr													
Lane 1	189	0.0	1881	0.100	100	0.0	LOS A	0.0	0.0	Full	590	0.0	0.0
Approach	189	0.0		0.100		0.0	NA	0.0	0.0				
East: Legion Dr													
Lane 1	17	0.0	668	0.025	100	10.5	LOS B	0.1	2.4	Full	1425	0.0	0.0
Approach	17	0.0		0.025		10.5	LOS B	0.1	2.4				
North: Benning Dr													
Lane 1	242	0.0	1881	0.129	100	2.8	LOS A	0.0	1.2	Full	480	0.0	0.0
Approach	242	0.0		0.129		2.8	NA	0.0	1.2				
Intersection	447	0.0		0.129		1.9	NA	0.1	2.4				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Benning Dr											
8	T1	178	0.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	24.8
18	R2	11	0.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	25.0
Approach		189	0.0	0.100	0.0	NA	0.0	0.0	0.00	0.00	24.9
East: Legion Dr											
1	L2	11	0.0	0.025	13.8	LOS B	0.1	2.4	0.41	0.28	19.3
16	R2	6	0.0	0.025	4.8	LOS A	0.1	2.4	0.41	0.28	19.2
Approach		17	0.0	0.025	10.5	LOS B	0.1	2.4	0.41	0.28	19.3
North: Benning Dr											
7	L2	6	0.0	0.129	42.9	LOS E	0.0	1.2	0.02	0.00	23.5
4	T1	236	0.0	0.129	1.8	LOS A	0.0	1.2	0.02	0.00	22.8
Approach		242	0.0	0.129	2.8	NA	0.0	1.2	0.02	0.00	22.8
All Vehicles		447	0.0	0.129	1.9	NA	0.1	2.4	0.03	0.01	23.3

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

QUEUE DISTANCE (%ILE)

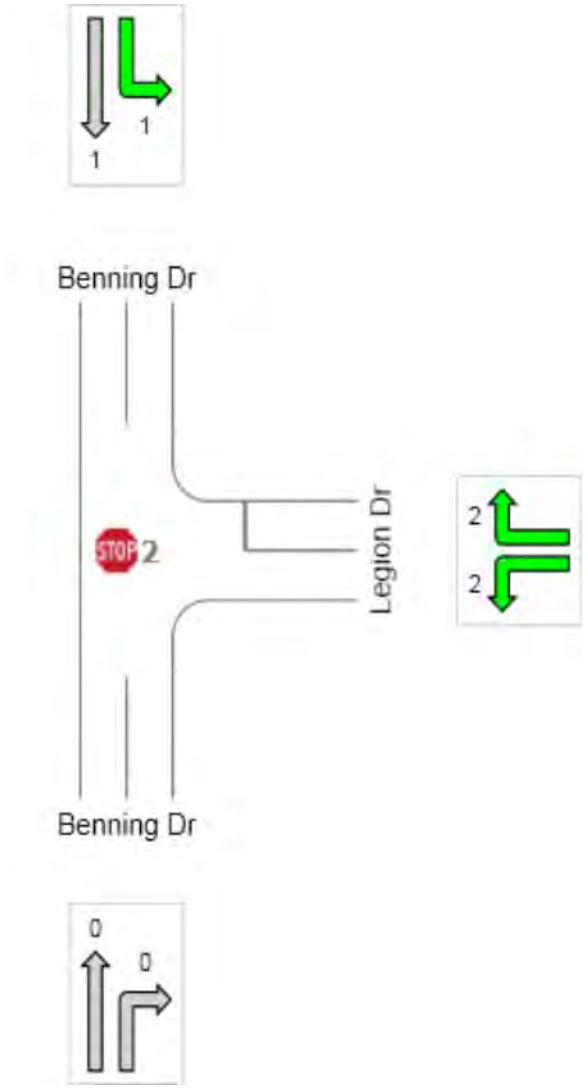
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

All Movement Classes

	South	East	North	Intersection
	0	2	1	2



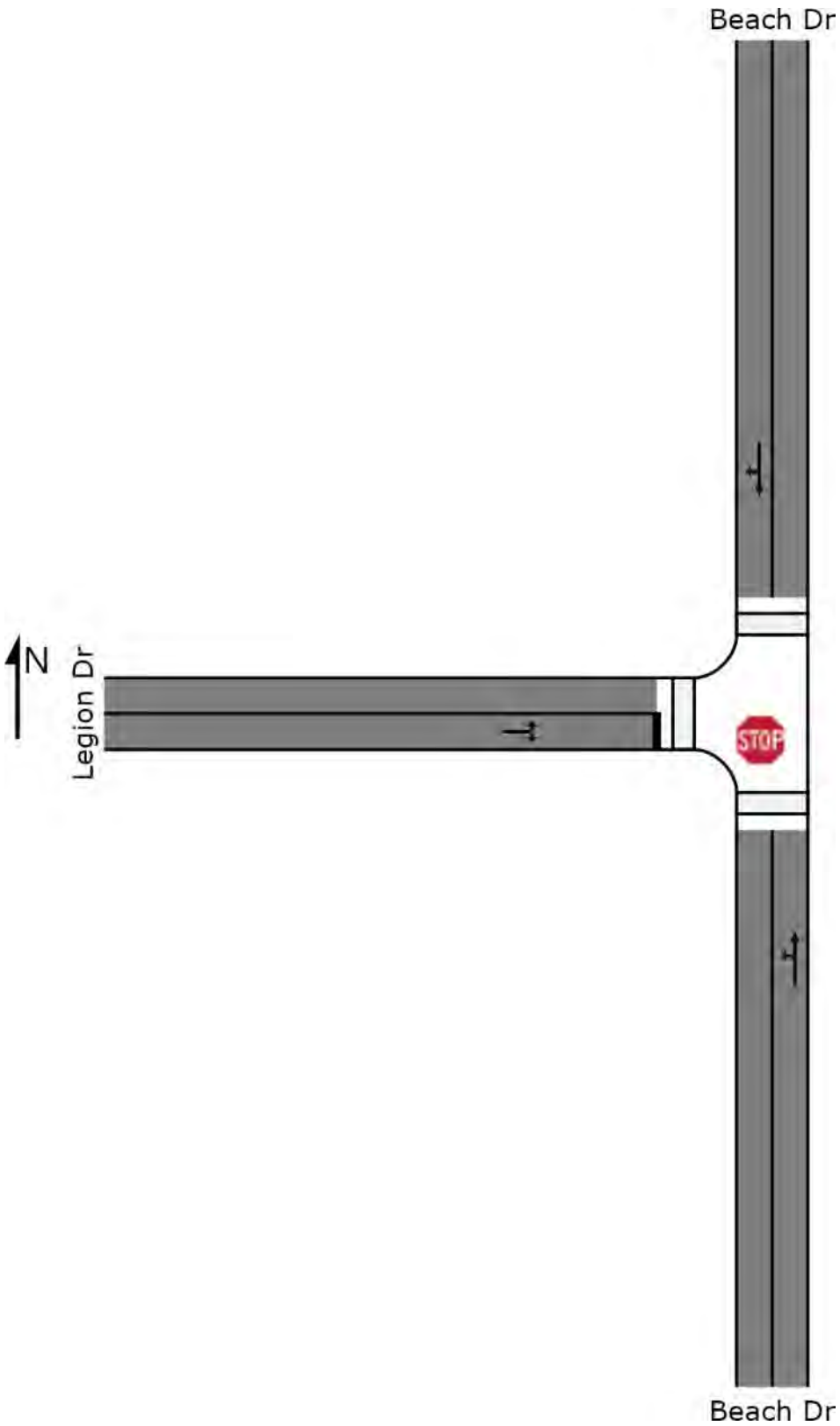
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Volume Display Method: Total and %

Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

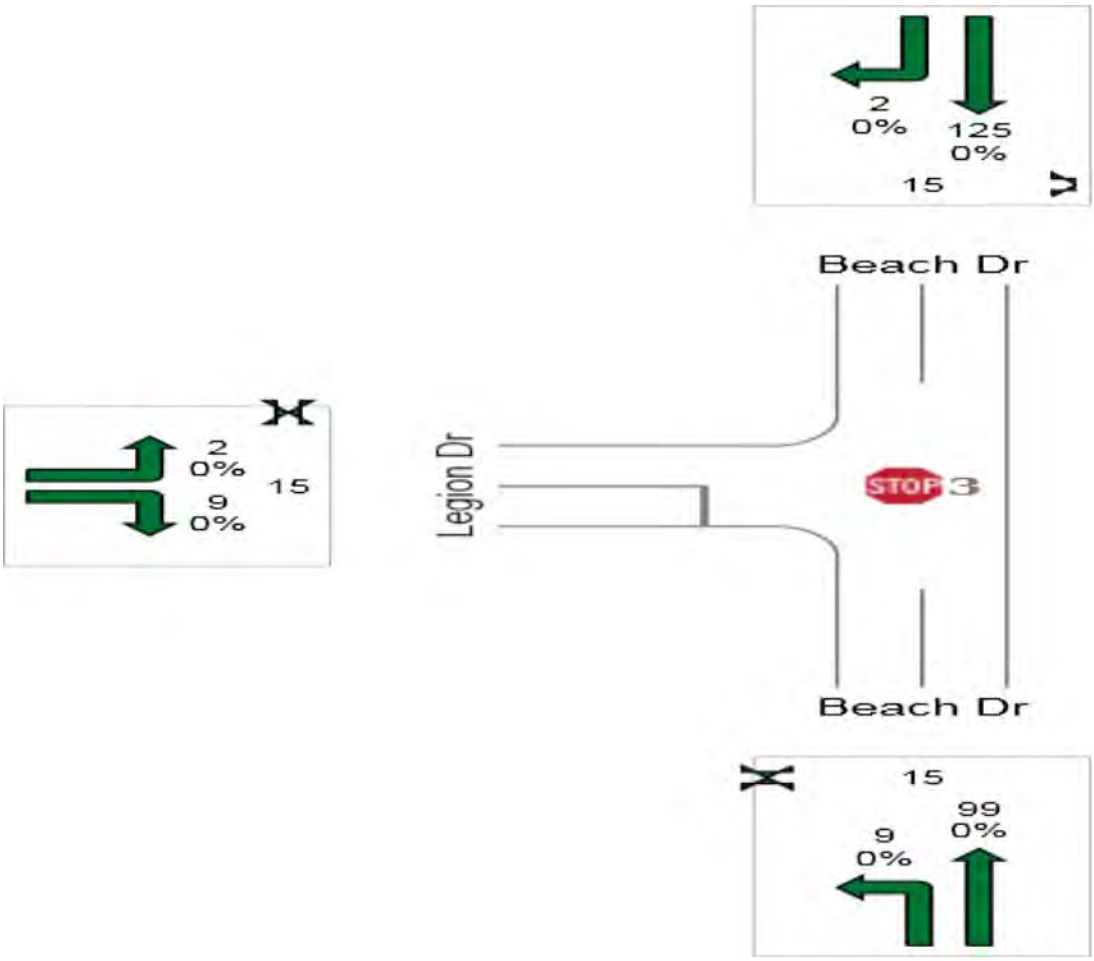
Total Intersection Volumes (veh)

All Movement Classes: 246

Light Vehicles (LV): 246

Heavy Vehicles (HV): 0

Pedestrians: 45



DELAY (CONTROL)

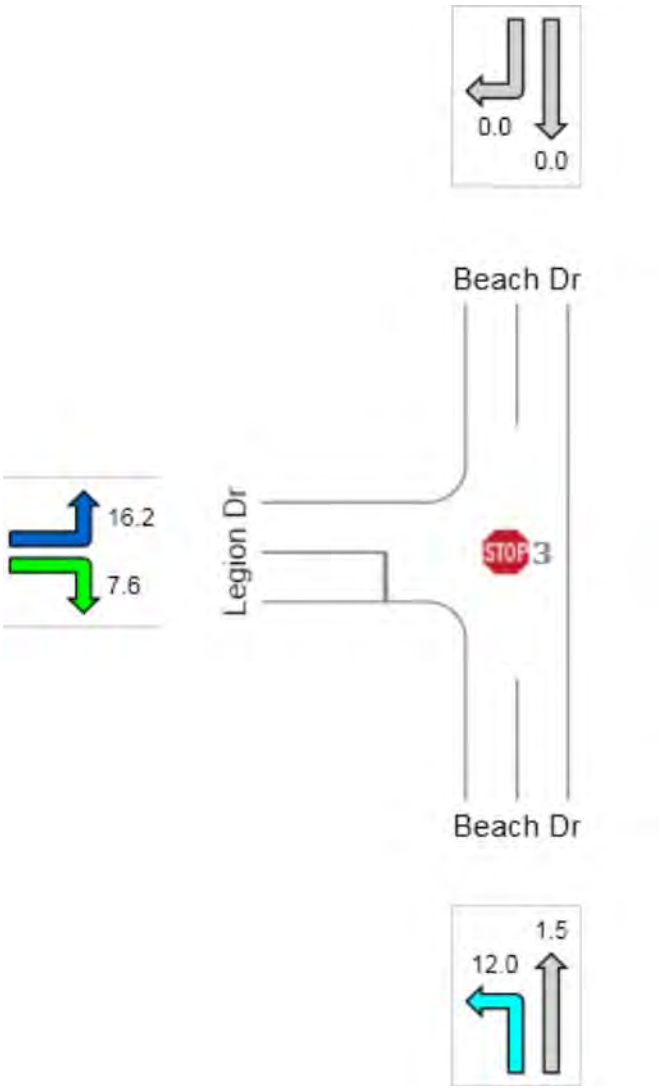
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	North	West	Intersection
	2.4	0.0	9.2	1.5
LOS	NA	NA	A	NA



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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INTERSECTION SUMMARY

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	24.1	mph	24.1	mph
Travel Distance (Total)	91.9	veh-mi/h	110.3	pers-mi/h
Travel Time (Total)	3.8	veh-h/h	4.6	pers-h/h
Demand Flows (Total)	267	veh/h	321	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.073			
Practical Spare Capacity	1245.0	%		
Effective Intersection Capacity	3670	veh/h		
Control Delay (Total)	0.11	veh-h/h	0.13	pers-h/h
Control Delay (Average)	1.5	sec	1.5	sec
Control Delay (Worst Lane)	9.2	sec		
Control Delay (Worst Movement)	16.2	sec	16.2	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	1.5	sec		
Idling Time (Average)	1.4	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.1	veh		
95% Back of Queue - Distance (Worst Lane)	1.7	ft		
Queue Storage Ratio (Worst Lane)	0.01			
Total Effective Stops	2	veh/h	2	pers/h
Effective Stop Rate	0.01	per veh	0.01	per pers
Proportion Queued	0.03		0.03	
Performance Index	3.9		3.9	
Cost (Total)	39.71	$/h	39.71	$/h
Fuel Consumption (Total)	2.6	gal/h		
Carbon Dioxide (Total)	22.7	kg/h		
Hydrocarbons (Total)	0.009	kg/h		
Carbon Monoxide (Total)	0.108	kg/h		
NOx (Total)	0.010	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	128,348	veh/y	154,017	pers/y
Delay	52	veh-h/y	63	pers-h/y
Effective Stops	905	veh/y	1,086	pers/y
Travel Distance	44,104	veh-mi/y	52,925	pers-mi/y
Travel Time	1,832	veh-h/y	2,198	pers-h/y
Cost	19,063	$/y	19,063	$/y
Fuel Consumption	1,225	gal/y		
Carbon Dioxide	10,898	kg/y		
Hydrocarbons	5	kg/y		
Carbon Monoxide	52	kg/y		
NOx	5	kg/y		

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LANE FLOWS

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Approach Lane Flows (veh/h)

South: Beach Dr

Mov. From S To Exit:	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	10	108	117	0.0	1846	0.064	100	NA
Approach	10	108	117	0.0		0.064		

North: Beach Dr

Mov. From N To Exit:	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	136	2	138	0.0	1895	0.073	100	NA
Approach	136	2	138	0.0		0.073		

West: Legion Dr

Mov. From W To Exit:	L2 N	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	2	10	12	0.0	879	0.014	100	NA
Approach	2	10	12	0.0		0.014		

	Total	%HV	Deg.Satn (v/c)
Intersection	267	0.0	0.073

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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LANE SUMMARY

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beach Dr													
Lane 1	117	0.0	1846	0.064	100	2.4	LOS A	0.1	1.7	Full	172	0.0	0.0
Approach	117	0.0		0.064		2.4	NA	0.1	1.7				
North: Beach Dr													
Lane 1	138	0.0	1895	0.073	100	0.0	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	138	0.0		0.073		0.0	NA	0.0	0.0				
West: Legion Dr													
Lane 1	12	0.0	879	0.014	100	9.2	LOS A	0.1	1.4	Full	1425	0.0	0.0
Approach	12	0.0		0.014		9.2	LOS A	0.1	1.4				
Intersection	267	0.0		0.073		1.5	NA	0.1	1.7				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Beach Dr											
3	L2	10	0.0	0.064	12.0	LOS B	0.1	1.7	0.05	0.00	23.3
8	T1	108	0.0	0.064	1.5	LOS A	0.1	1.7	0.05	0.00	23.7
Approach		117	0.0	0.064	2.4	NA	0.1	1.7	0.05	0.00	23.7
North: Beach Dr											
4	T1	136	0.0	0.073	0.0	LOS A	0.0	0.0	0.00	0.00	25.0
14	R2	2	0.0	0.073	0.0	LOS A	0.0	0.0	0.00	0.00	25.1
Approach		138	0.0	0.073	0.0	NA	0.0	0.0	0.00	0.00	25.0
West: Legion Dr											
5	L2	2	0.0	0.014	16.2	LOS C	0.1	1.4	0.29	0.14	21.1
12	R2	10	0.0	0.014	7.6	LOS A	0.1	1.4	0.29	0.14	18.8
Approach		12	0.0	0.014	9.2	LOS A	0.1	1.4	0.29	0.14	19.4
All Vehicles		267	0.0	0.073	1.5	NA	0.1	1.7	0.03	0.01	24.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

QUEUE DISTANCE (%ILE)

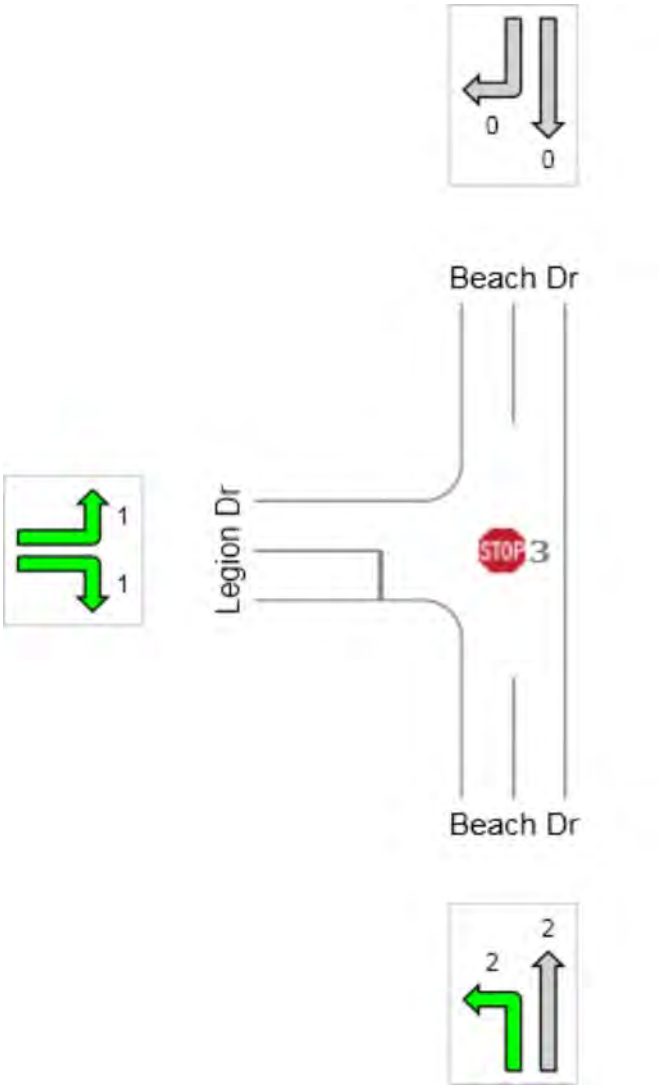
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	North	West	Intersection
	2	0	1	2



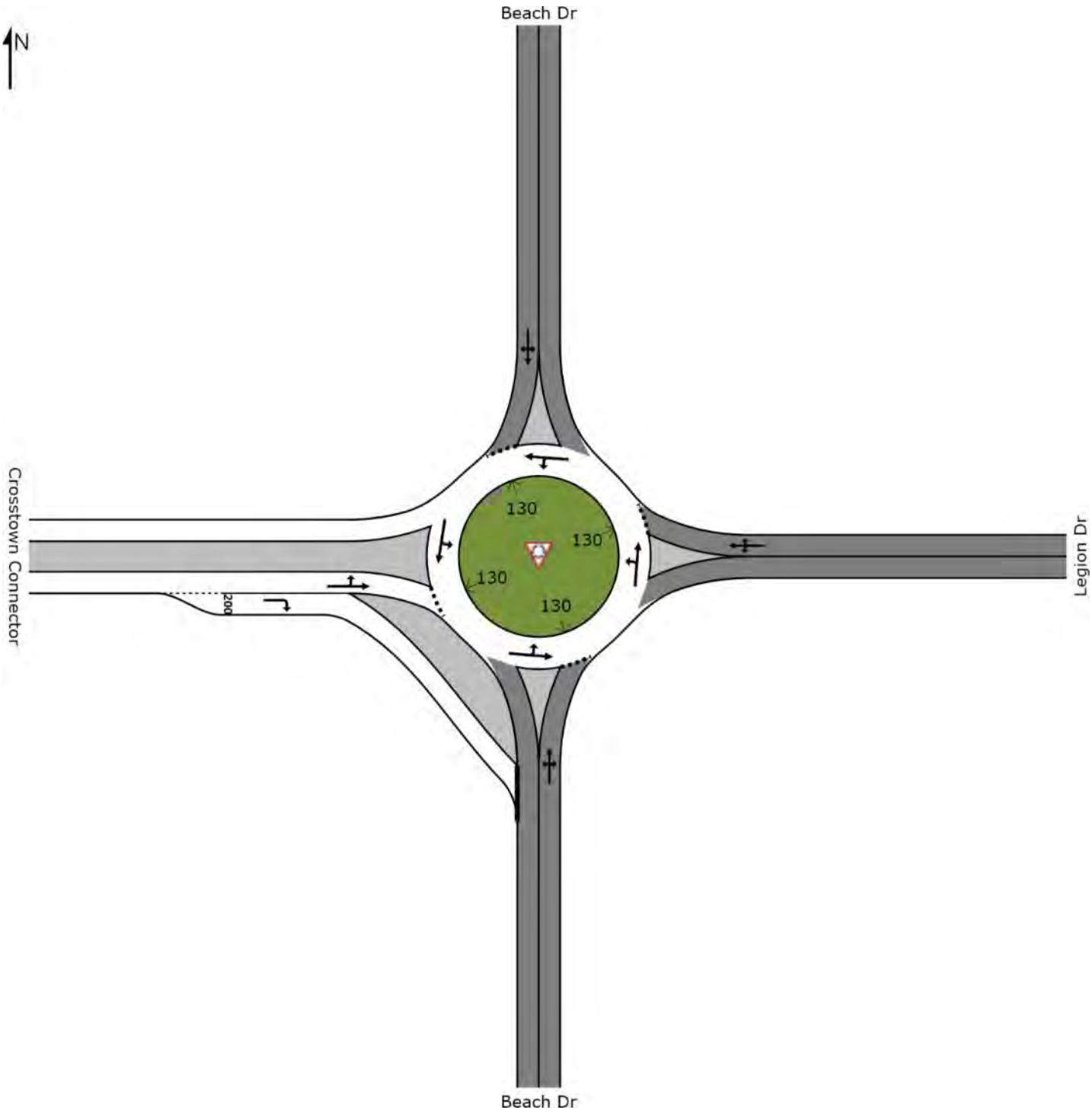
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild22-AM Legion Dr @ Beach Dr - Rndbt

Two way stop controlled
Roundabout



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild22-AM Legion Dr @ Beach Dr - Rndbt

Two way stop controlled
Roundabout

Volume Display Method: Total and %

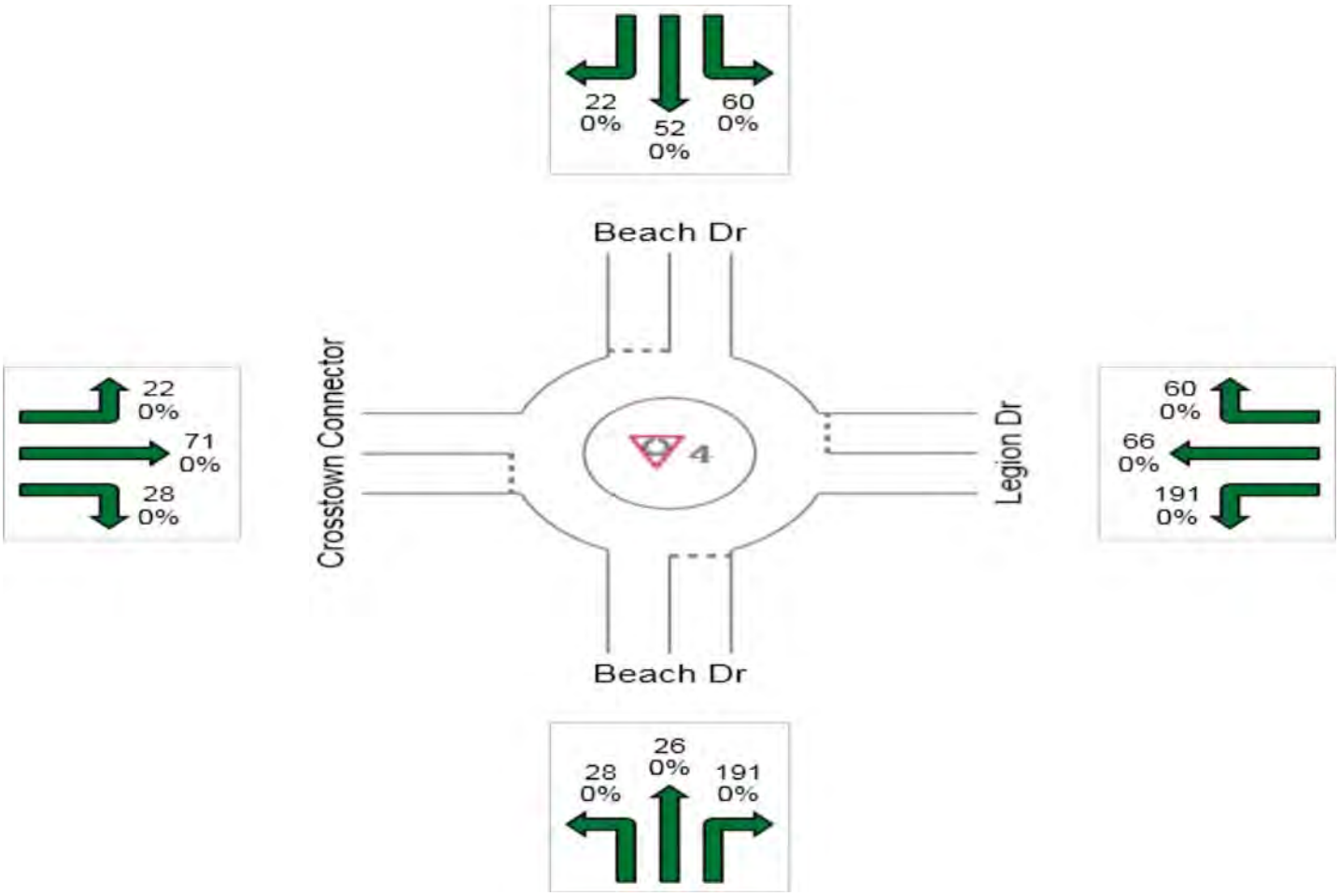
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 817

Light Vehicles (LV): 817

Heavy Vehicles (HV): 0



DELAY (CONTROL)

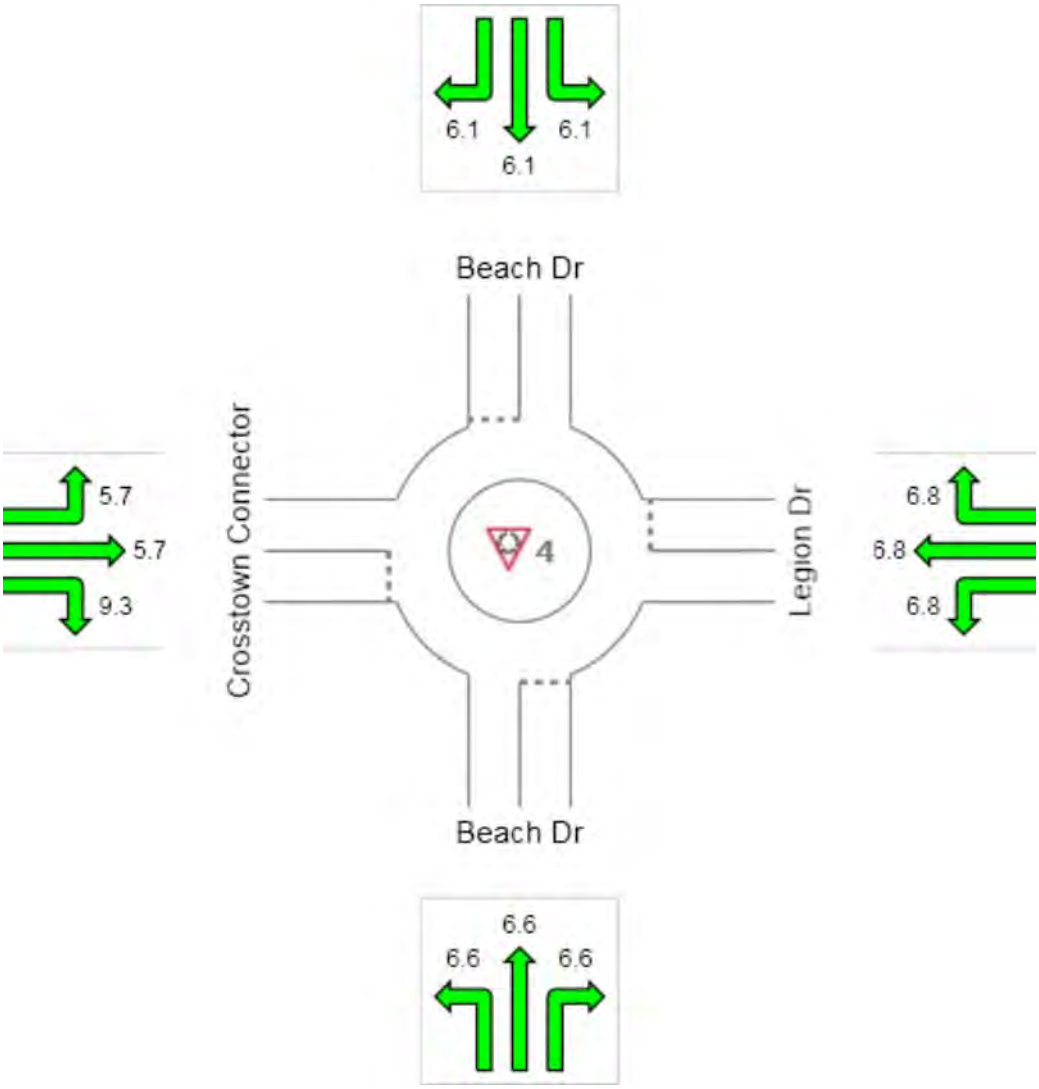
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild22-AM Legion Dr @ Beach Dr - Rndbt

Two way stop controlled
Roundabout

All Movement Classes

	South	East	North	West	Intersection
	6.6	6.8	6.1	6.5	6.6
LOS	A	A	A	A	A



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Roundabout Level of Service Method: Same as Sign Control
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild22-AM Legion Dr @ Beach Dr - Rndbt

Two way stop controlled
Roundabout

Approach Lane Flows (veh/h)

South: Beach Dr

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	30	28	208	266	0.0	957	0.278	100	NA
Approach	30	28	208	266	0.0		0.278		

East: Legion Dr

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	208	72	65	345	0.0	1040	0.331	100	NA
Approach	208	72	65	345	0.0		0.331		

North: Beach Dr

Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	65	57	24	146	0.0	829	0.176	100	NA
Approach	65	57	24	146	0.0		0.176		

West: Crosstown Connector

Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	24	77	-	101	0.0	813	0.124	100	NA
Lane 2	-	-	30	30	0.0	868	0.035	100	0.0
Approach	24	77	30	132	0.0		0.124		

	Total	%HV	Deg.Satn (v/c)
Intersection	888	0.0	0.331

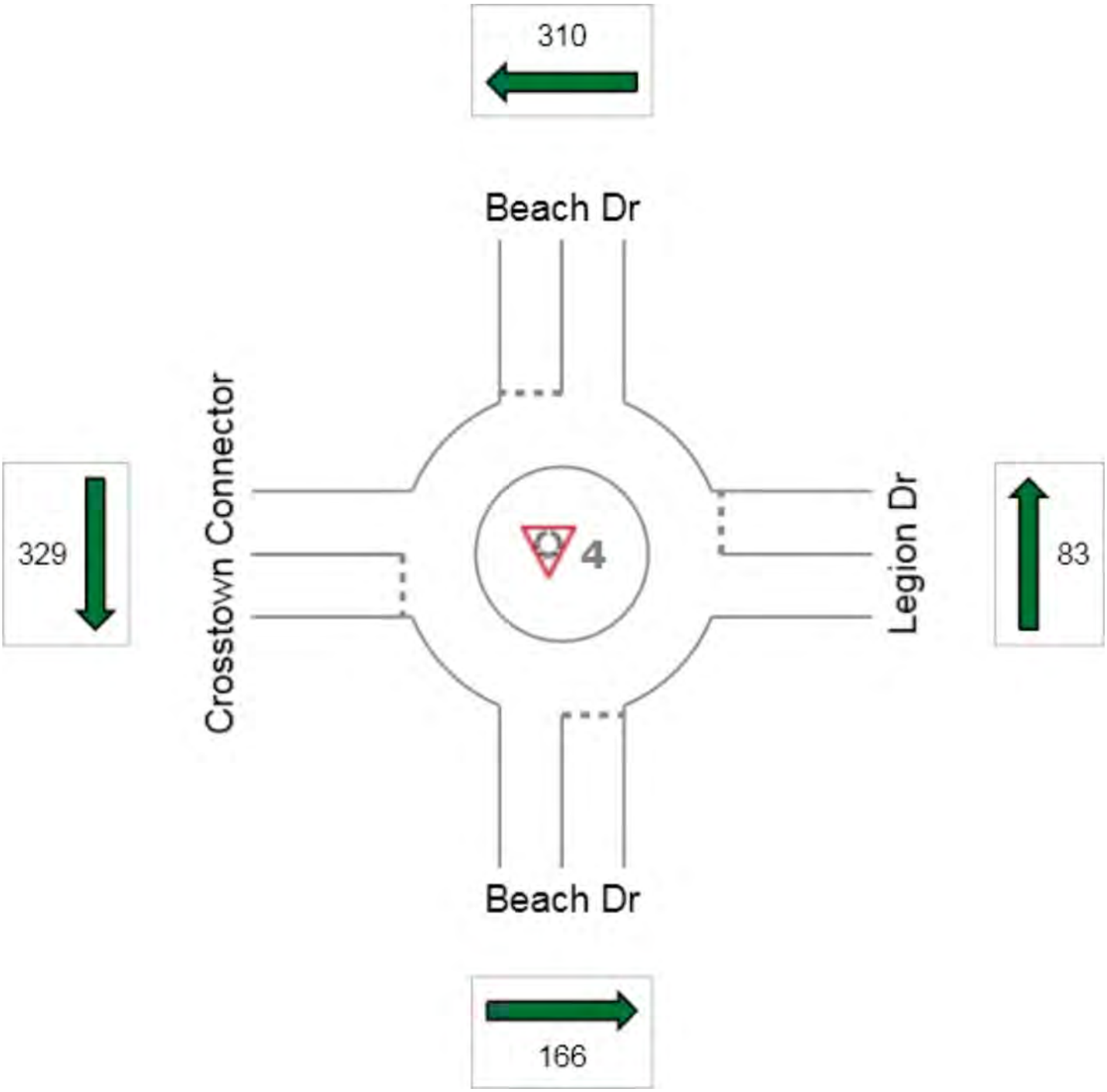
Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

ROUNDABOUT CIRCULATING FLOWS

Total Values for All Movement Classes Based on Site Arrival Flow Rates including Capacity Constraint Effects (veh/h)

Site: 2lnBuild22-AM Legion Dr @ Beach Dr - Rndbt

Two way stop controlled
Roundabout



INTERSECTION SUMMARY

Site: 2lnBuild22-AM Legion Dr @ Beach Dr - Rndbt

Two way stop controlled
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	25.9	mph	25.9	mph
Travel Distance (Total)	433.8	veh-mi/h	520.6	pers-mi/h
Travel Time (Total)	16.8	veh-h/h	20.1	pers-h/h
Demand Flows (Total)	888	veh/h	1066	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.331			
Practical Spare Capacity	156.7	%		
Effective Intersection Capacity	2681	veh/h		
Control Delay (Total)	1.63	veh-h/h	1.95	pers-h/h
Control Delay (Average)	6.6	sec	6.6	sec
Control Delay (Worst Lane)	9.3	sec		
Control Delay (Worst Movement)	9.3	sec	9.3	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	6.6	sec		
Idling Time (Average)	5.1	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	1.6	veh		
95% Back of Queue - Distance (Worst Lane)	39.9	ft		
Queue Storage Ratio (Worst Lane)	0.13			
Total Effective Stops	201	veh/h	242	pers/h
Effective Stop Rate	0.23	per veh	0.23	per pers
Proportion Queued	0.33		0.33	
Performance Index	22.5		22.5	
Cost (Total)	215.45	$/h	215.45	$/h
Fuel Consumption (Total)	14.5	gal/h		
Carbon Dioxide (Total)	129.2	kg/h		
Hydrocarbons (Total)	0.054	kg/h		
Carbon Monoxide (Total)	0.634	kg/h		
NOx (Total)	0.084	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	426,261	veh/y	511,513	pers/y
Delay	781	veh-h/y	937	pers-h/y
Effective Stops	96,648	veh/y	115,977	pers/y
Travel Distance	208,240	veh-mi/y	249,888	pers-mi/y
Travel Time	8,051	veh-h/y	9,661	pers-h/y
Cost	103,415	$/y	103,415	$/y
Fuel Consumption	6,973	gal/y		
Carbon Dioxide	62,028	kg/y		
Hydrocarbons	26	kg/y		
Carbon Monoxide	304	kg/y		
NOx	40	kg/y		

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LANE SUMMARY

Site: 2lnBuild22-AM Legion Dr @ Beach Dr - Rndbt

Two way stop controlled
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beach Dr													
Lane 1[d]	266	0.0	957	0.278	100	6.6	LOS A	1.2	30.3	Full	415	0.0	0.0
Approach	266	0.0		0.278		6.6	LOS A	1.2	30.3				
East: Legion Dr													
Lane 1[d]	345	0.0	1040	0.331	100	6.8	LOS A	1.6	39.9	Full	2110	0.0	0.0
Approach	345	0.0		0.331		6.8	LOS A	1.6	39.9				
North: Beach Dr													
Lane 1[d]	146	0.0	829	0.176	100	6.1	LOS A	0.7	16.6	Full	172	0.0	0.0
Approach	146	0.0		0.176		6.1	LOS A	0.7	16.6				
West: Crosstown Connector													
Lane 1[d]	101	0.0	813	0.124	100	5.7	LOS A	0.4	11.2	Full	1550	0.0	0.0
Lane 2	30	0.0	868	0.035	100	9.3	LOS A	0.1	3.0	Short	200	0.0	NA
Approach	132	0.0		0.124		6.5	LOS A	0.4	11.2				
Intersection	888	0.0		0.331		6.6	LOS A	1.6	39.9				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

MOVEMENT SUMMARY

Site: 2lnBuild22-AM Legion Dr @ Beach Dr - Rndbt

Two way stop controlled
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Beach Dr											
3	L2	30	0.0	0.278	6.6	LOS A	1.2	30.3	0.35	0.24	31.3
8	T1	28	0.0	0.278	6.6	LOS A	1.2	30.3	0.35	0.24	18.1
18	R2	208	0.0	0.278	6.6	LOS A	1.2	30.3	0.35	0.24	23.2
Approach		266	0.0	0.278	6.6	LOS A	1.2	30.3	0.35	0.24	23.6
East: Legion Dr											
1	L2	208	0.0	0.331	6.8	LOS A	1.6	39.9	0.26	0.14	26.1
6	T1	72	0.0	0.331	6.8	LOS A	1.6	39.9	0.26	0.14	28.8
16	R2	65	0.0	0.331	6.8	LOS A	1.6	39.9	0.26	0.14	24.2
Approach		345	0.0	0.331	6.8	LOS A	1.6	39.9	0.26	0.14	26.5
North: Beach Dr											
7	L2	65	0.0	0.176	6.1	LOS A	0.7	16.6	0.42	0.34	24.5
4	T1	57	0.0	0.176	6.1	LOS A	0.7	16.6	0.42	0.34	17.9
14	R2	24	0.0	0.176	6.1	LOS A	0.7	16.6	0.42	0.34	29.0
Approach		146	0.0	0.176	6.1	LOS A	0.7	16.6	0.42	0.34	23.7
West: Crosstown Connector											
5	L2	24	0.0	0.124	5.7	LOS A	0.4	11.2	0.42	0.34	17.5
2	T1	77	0.0	0.124	5.7	LOS A	0.4	11.2	0.42	0.34	35.5
12	R2	30	0.0	0.035	9.3	LOS A	0.1	3.0	0.35	0.23	26.3
Approach		132	0.0	0.124	6.5	LOS A	0.4	11.2	0.40	0.31	30.4
All Vehicles		888	0.0	0.331	6.6	LOS A	1.6	39.9	0.33	0.23	25.9

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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QUEUE DISTANCE (%ILE)

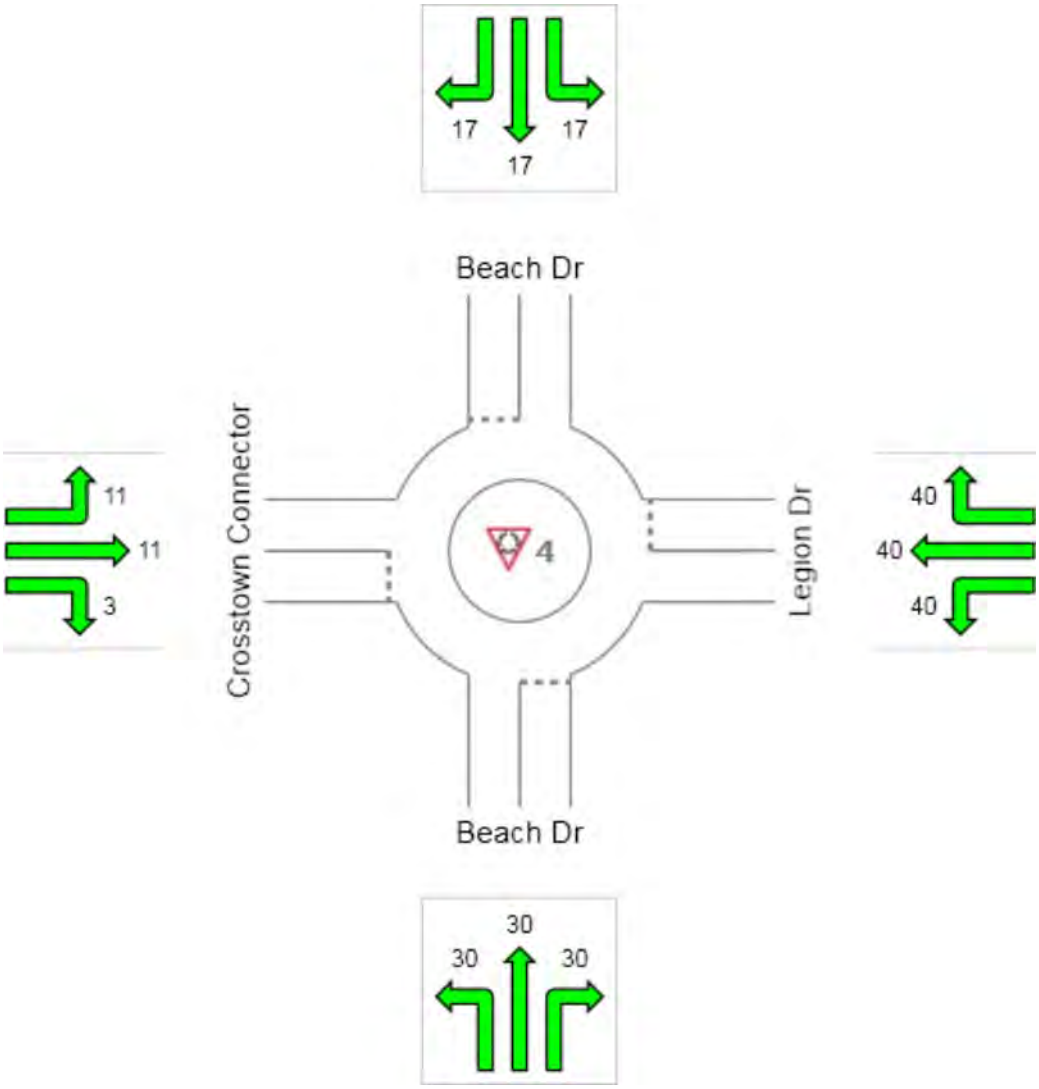
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild22-AM Legion Dr @ Beach Dr - Rndbt

Two way stop controlled
Roundabout

All Movement Classes

	South	East	North	West	Intersection
	30	40	17	11	40



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

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NETWORK SUMMARY

Network: 2lnBuild22-AM_rndbt

New Network

Network Performance - Hourly Values						
Performance Measure	**Vehicles**		**Per Unit Distance**		**Persons**	
Network Level of Service (LOS)	NA					
Travel Time Index	10.01					
Speed Efficiency	1.00					
Congestion Coefficient	1.00					
Travel Speed (Average)	25.0	mph			25.0	mph
Travel Distance (Total)	857.4	veh-mi/h			1028.9	pers-mi/h
Travel Time (Total)	34.3	veh-h/h			41.1	pers-h/h
Desired Speed	25.0	mph				
Demand Flows (Total)	2072	veh/h			2486	pers/h
Arrival Flows (Total)	2072	veh/h			2486	pers/h
Percent Heavy Vehicles (Demand)	0.0	%				
Percent Heavy Vehicles (Arrival)	0.0	%				
Degree of Saturation	0.331					
Control Delay (Total)	2.75	veh-h/h			3.30	pers-h/h
Control Delay (Average)	4.8	sec			4.8	sec
Control Delay (Worst Lane)	9.8	sec				
Control Delay (Worst Movement)	40.2	sec			40.2	sec
Geometric Delay (Average)	0.0	sec				
Stop-Line Delay (Average)	4.8	sec				
Queue Storage Ratio (Worst Lane)	0.13					
Total Effective Stops	312	veh/h			374	pers/h
Effective Stop Rate	0.15	per veh	0.4	per mi	0.15	per pers
Proportion Queued	0.23				0.23	
Performance Index	42.7				42.7	
Cost (Total)	446.49	$/h	0.52	$/mi	446.49	$/h
Fuel Consumption (Total)	28.2	gal/h	0.033	gal/mi		
Fuel Economy	30.4	mpg				
Carbon Dioxide (Total)	250.5	kg/h	292.2	g/mi		
Hydrocarbons (Total)	0.104	kg/h	0.121	g/mi		
Carbon Monoxide (Total)	1.221	kg/h	1.424	g/mi		
NOx (Total)	0.158	kg/h	0.184	g/mi		

Network Model Accuracy Level (largest change in degree of saturation for any lane): 0.0 %
Number of Iterations: 2
Network Level of Service (LOS) Method: HCM 2010.
Model used: US HCM (Customary).

Network Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	994,435	veh/y	1,193,322	pers/y
Delay	1,319	veh-h/y	1,583	pers-h/y
Effective Stops	149,653	veh/y	179,584	pers/y
Travel Distance	411,542	veh-mi/y	493,850	pers-mi/y
Travel Time	16,449	veh-h/y	19,738	pers-h/y
Cost	214,315	$/y	214,315	$/y
Fuel Consumption	13,518	gal/y		
Carbon Dioxide	120,254	kg/y		
Hydrocarbons	50	kg/y		
Carbon Monoxide	586	kg/y		
NOx	76	kg/y		

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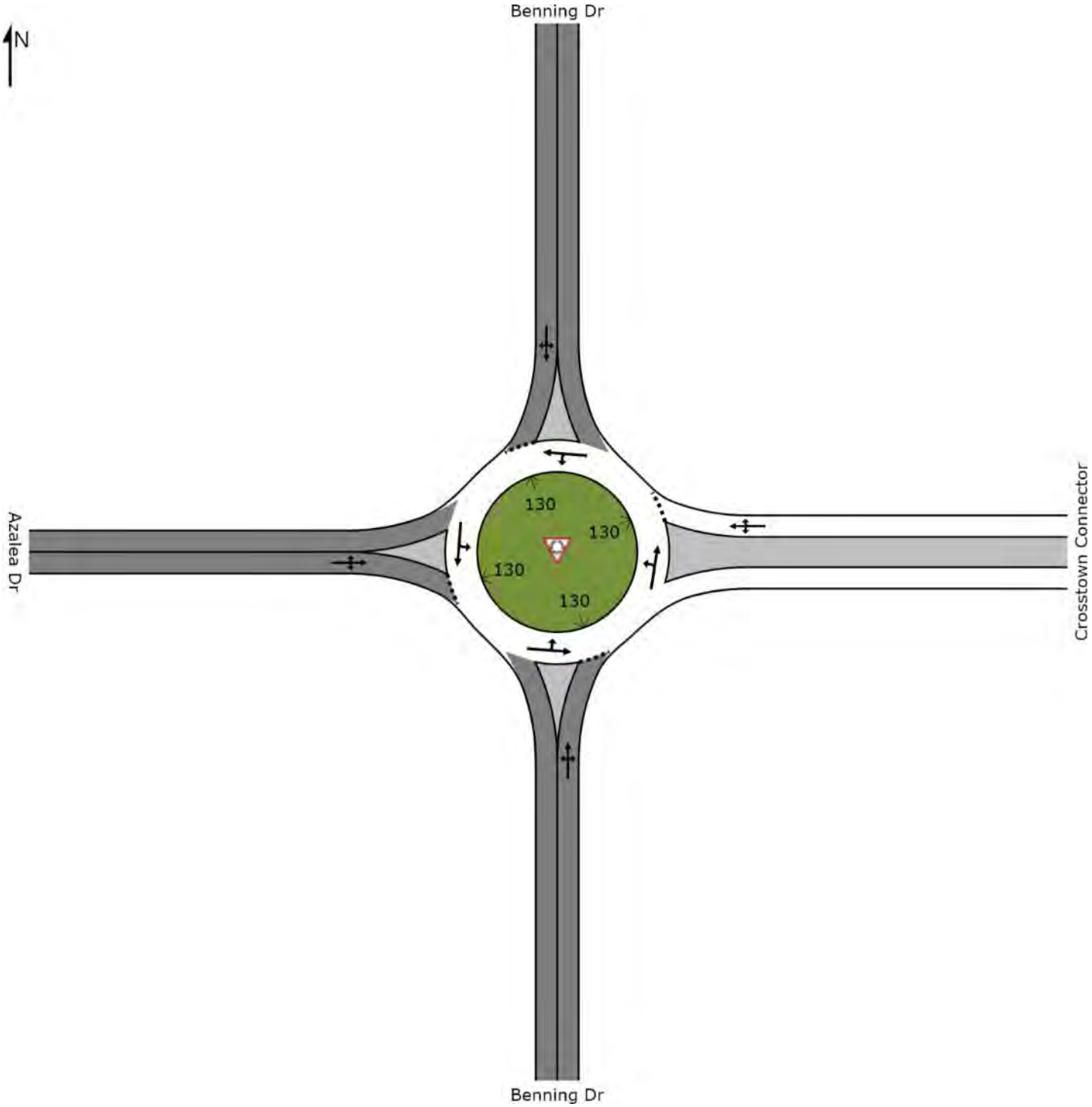
SITE LAYOUT

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr

Roundabout



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr

Roundabout

Volume Display Method: Total and %

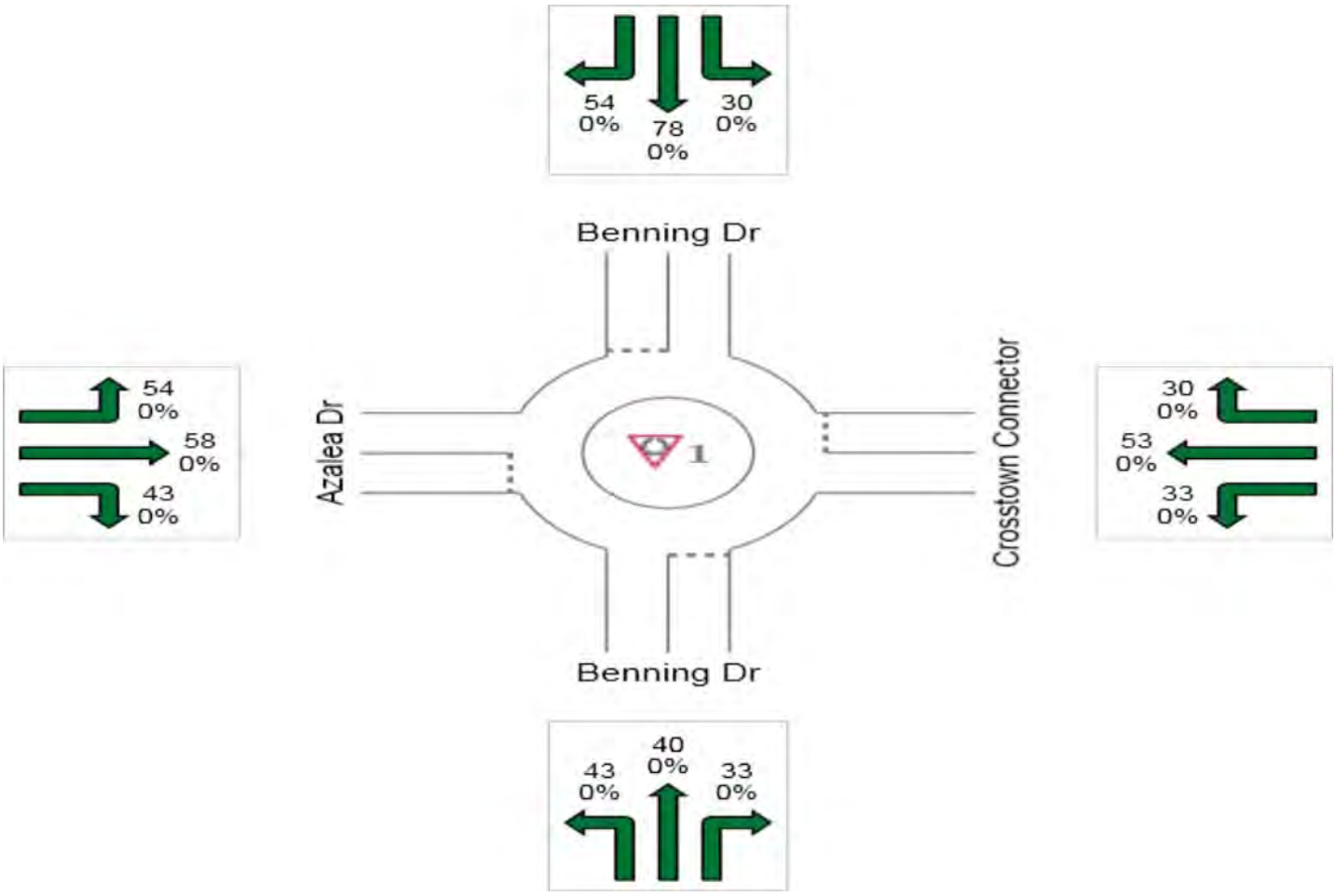
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 549

Light Vehicles (LV): 549

Heavy Vehicles (HV): 0



DELAY (CONTROL)

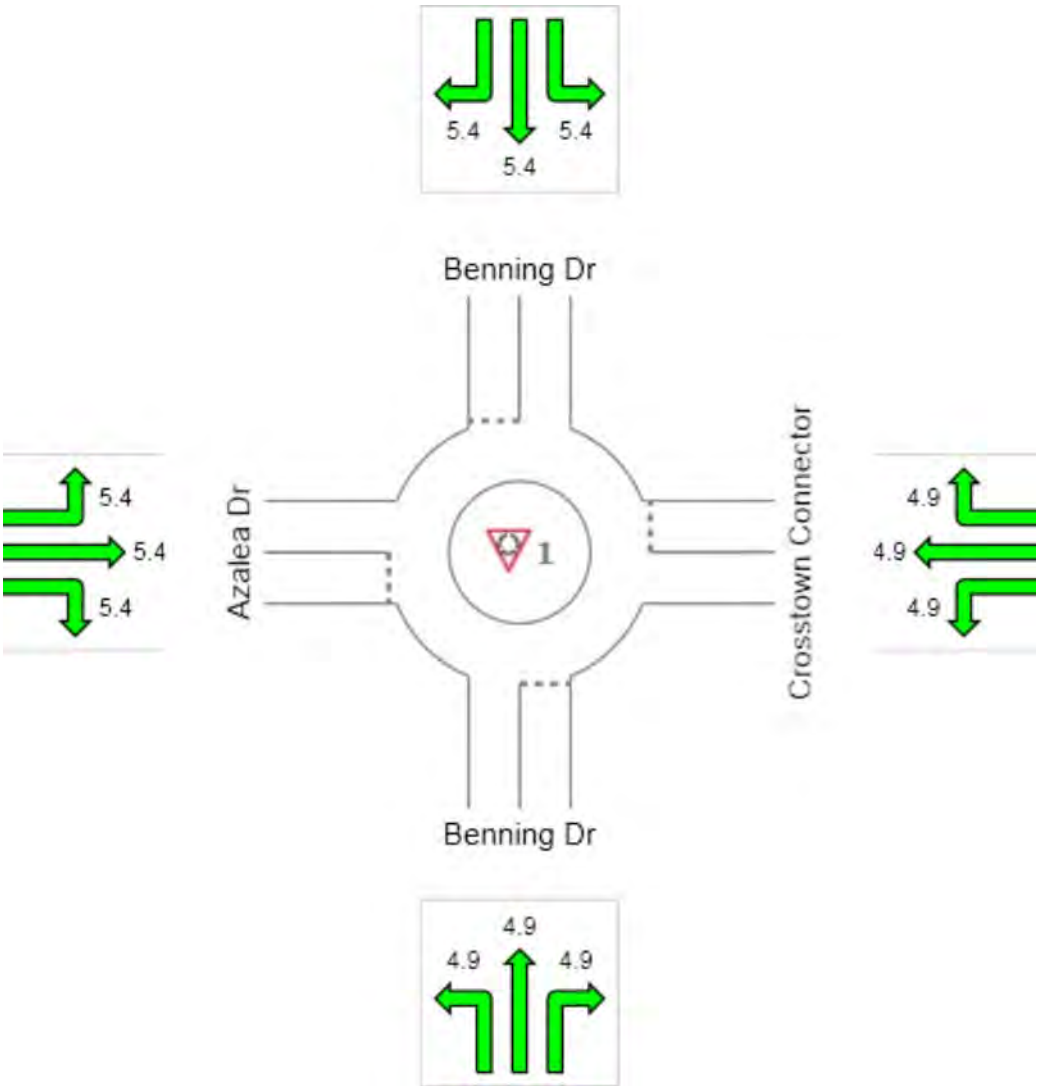
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr

Roundabout

All Movement Classes

	South	East	North	West	Intersection
	4.9	4.9	5.4	5.4	5.2
LOS	A	A	A	A	A



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Roundabout Level of Service Method: SIDRA Roundabout LOS
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr

Roundabout

Approach Lane Flows (veh/h)									
South: Benning Dr									
Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	47	43	36	126	0.0	968	0.130	100	NA
Approach	47	43	36	126	0.0		0.130		
East: Crosstown Connector									
Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	36	58	33	126	0.0	974	0.129	100	NA
Approach	36	58	33	126	0.0		0.129		
North: Benning Dr									
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	33	85	59	176	0.0	982	0.179	100	NA
Approach	33	85	59	176	0.0		0.179		
West: Azalea Dr									
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	59	63	47	168	0.0	969	0.174	100	NA
Approach	59	63	47	168	0.0		0.174		
	Total	%HV	Deg.Satn (v/c)						
Intersection	597	0.0		0.179					

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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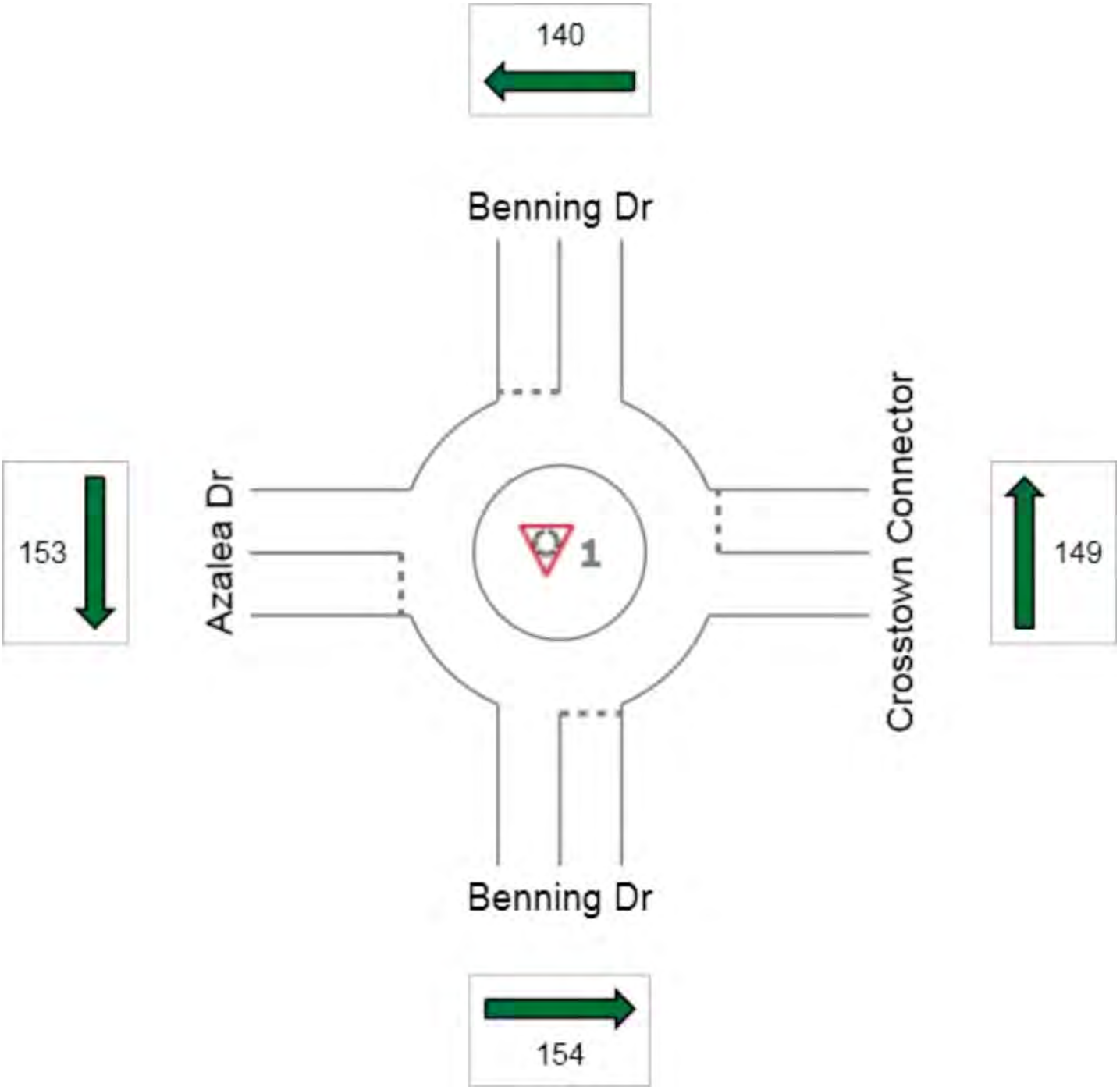
ROUNDABOUT CIRCULATING FLOWS

Total Values for All Movement Classes Based on Site Arrival Flow Rates including Capacity Constraint Effects (veh/h)

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr

Roundabout



INTERSECTION SUMMARY

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr

Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	26.8	mph	26.8	mph
Travel Distance (Total)	386.1	veh-mi/h	463.3	pers-mi/h
Travel Time (Total)	14.4	veh-h/h	17.3	pers-h/h
Demand Flows (Total)	597	veh/h	716	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.179			
Practical Spare Capacity	374.1	%		
Effective Intersection Capacity	3328	veh/h		
Control Delay (Total)	0.86	veh-h/h	1.03	pers-h/h
Control Delay (Average)	5.2	sec	5.2	sec
Control Delay (Worst Lane)	5.4	sec		
Control Delay (Worst Movement)	5.4	sec	5.4	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	5.2	sec		
Idling Time (Average)	3.7	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	0.7	veh		
95% Back of Queue - Distance (Worst Lane)	17.7	ft		
Queue Storage Ratio (Worst Lane)	0.04			
Total Effective Stops	106	veh/h	127	pers/h
Effective Stop Rate	0.18	per veh	0.18	per pers
Proportion Queued	0.29		0.29	
Performance Index	17.0		17.0	
Cost (Total)	168.08	$/h	168.08	$/h
Fuel Consumption (Total)	12.2	gal/h		
Carbon Dioxide (Total)	108.6	kg/h		
Hydrocarbons (Total)	0.043	kg/h		
Carbon Monoxide (Total)	0.557	kg/h		
NOx (Total)	0.071	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: SIDRA Roundabout LOS.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	286,435	veh/y	343,722	pers/y
Delay	411	veh-h/y	494	pers-h/y
Effective Stops	50,976	veh/y	61,171	pers/y
Travel Distance	185,322	veh-mi/y	222,386	pers-mi/y
Travel Time	6,921	veh-h/y	8,306	pers-h/y
Cost	80,677	$/y	80,677	$/y
Fuel Consumption	5,861	gal/y		
Carbon Dioxide	52,141	kg/y		
Hydrocarbons	21	kg/y		
Carbon Monoxide	267	kg/y		
NOx	34	kg/y		

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LANE SUMMARY

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr

Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Benning Dr													
Lane 1[d]	126	0.0	968	0.130	100	4.9	LOS A	0.5	12.2	Full	560	0.0	0.0
Approach	126	0.0		0.130		4.9	LOS A	0.5	12.2				
East: Crosstown Connector													
Lane 1[d]	126	0.0	974	0.129	100	4.9	LOS A	0.5	12.2	Full	1550	0.0	0.0
Approach	126	0.0		0.129		4.9	LOS A	0.5	12.2				
North: Benning Dr													
Lane 1[d]	176	0.0	982	0.179	100	5.4	LOS A	0.7	17.7	Full	590	0.0	0.0
Approach	176	0.0		0.179		5.4	LOS A	0.7	17.7				
West: Azalea Dr													
Lane 1[d]	168	0.0	969	0.174	100	5.4	LOS A	0.7	17.0	Full	3600	0.0	0.0
Approach	168	0.0		0.174		5.4	LOS A	0.7	17.0				
Intersection	597	0.0		0.179		5.2	LOS A	0.7	17.7				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: SIDRA Roundabout LOS.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

MOVEMENT SUMMARY

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr

Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Benning Dr											
3	L2	47	0.0	0.130	4.9	LOS A	0.5	12.2	0.29	0.18	25.4
8	T1	43	0.0	0.130	4.9	LOS A	0.5	12.2	0.29	0.18	21.8
18	R2	36	0.0	0.130	4.9	LOS A	0.5	12.2	0.29	0.18	29.9
Approach		126	0.0	0.130	4.9	LOS A	0.5	12.2	0.29	0.18	25.6
East: Crosstown Connector											
1	L2	36	0.0	0.129	4.9	LOS A	0.5	12.2	0.28	0.17	11.2
6	T1	58	0.0	0.129	4.9	LOS A	0.5	12.2	0.28	0.17	36.8
16	R2	33	0.0	0.129	4.9	LOS A	0.5	12.2	0.28	0.17	31.7
Approach		126	0.0	0.129	4.9	LOS A	0.5	12.2	0.28	0.17	25.8
North: Benning Dr											
7	L2	33	0.0	0.179	5.4	LOS A	0.7	17.7	0.29	0.18	31.6
4	T1	85	0.0	0.179	5.4	LOS A	0.7	17.7	0.29	0.18	21.7
14	R2	59	0.0	0.179	5.4	LOS A	0.7	17.7	0.29	0.18	24.2
Approach		176	0.0	0.179	5.4	LOS A	0.7	17.7	0.29	0.18	24.5
West: Azalea Dr											
5	L2	59	0.0	0.174	5.4	LOS A	0.7	17.0	0.30	0.19	29.3
2	T1	63	0.0	0.174	5.4	LOS A	0.7	17.0	0.30	0.19	31.0
12	R2	47	0.0	0.174	5.4	LOS A	0.7	17.0	0.30	0.19	27.8
Approach		168	0.0	0.174	5.4	LOS A	0.7	17.0	0.30	0.19	29.6
All Vehicles		597	0.0	0.179	5.2	LOS A	0.7	17.7	0.29	0.18	26.8

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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QUEUE DISTANCE (%ILE)

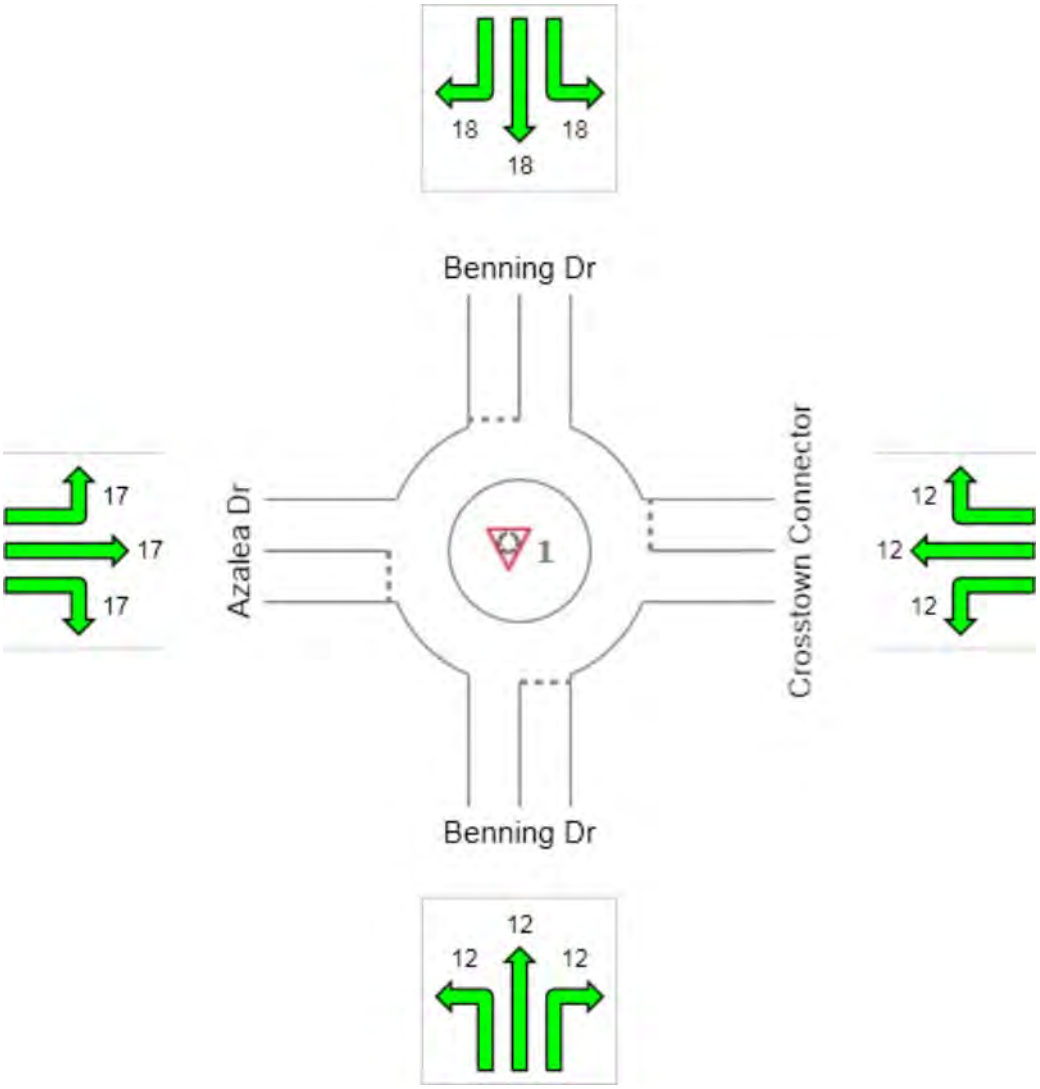
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr

Roundabout

All Movement Classes

	South	East	North	West	Intersection
	12	12	18	17	18



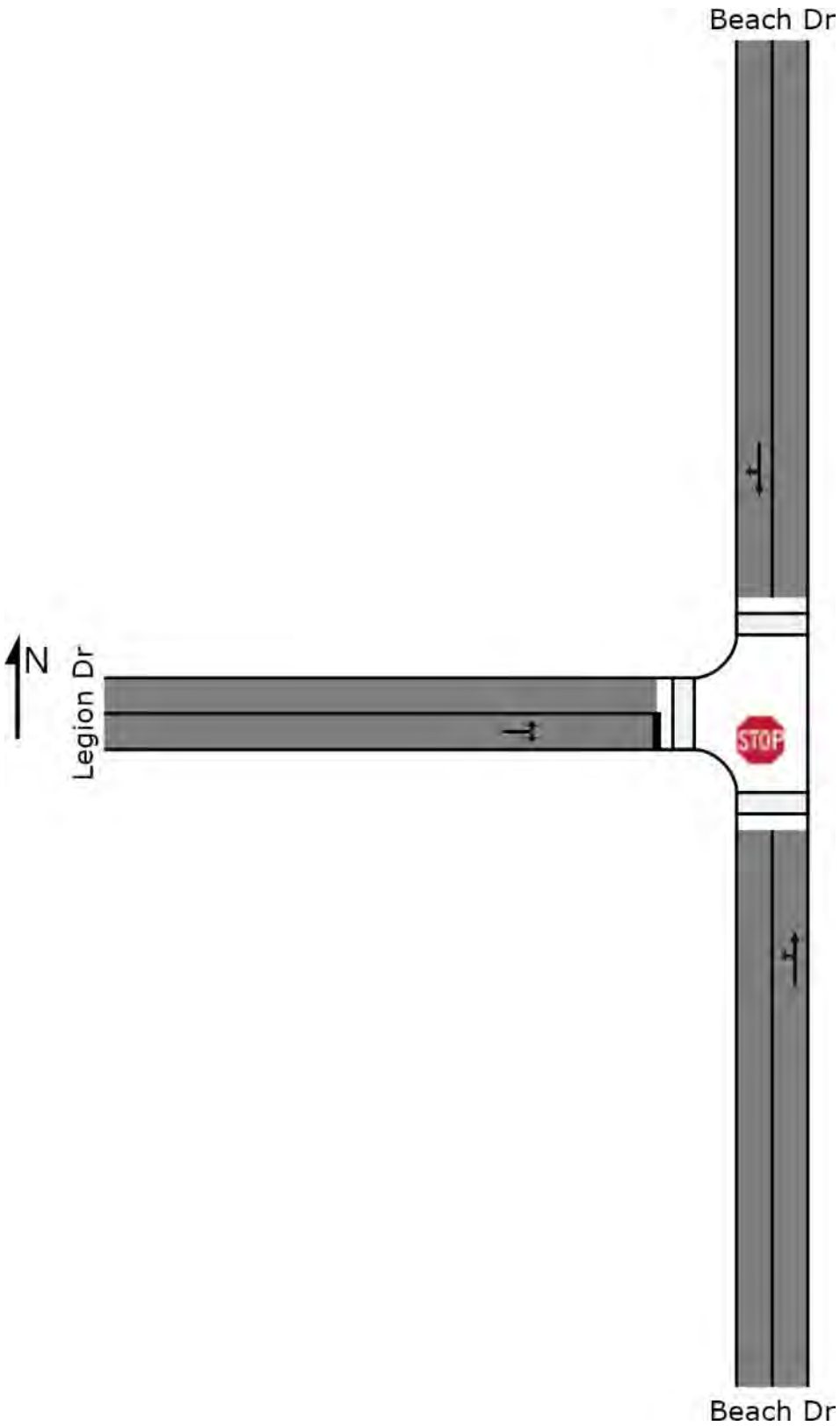
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

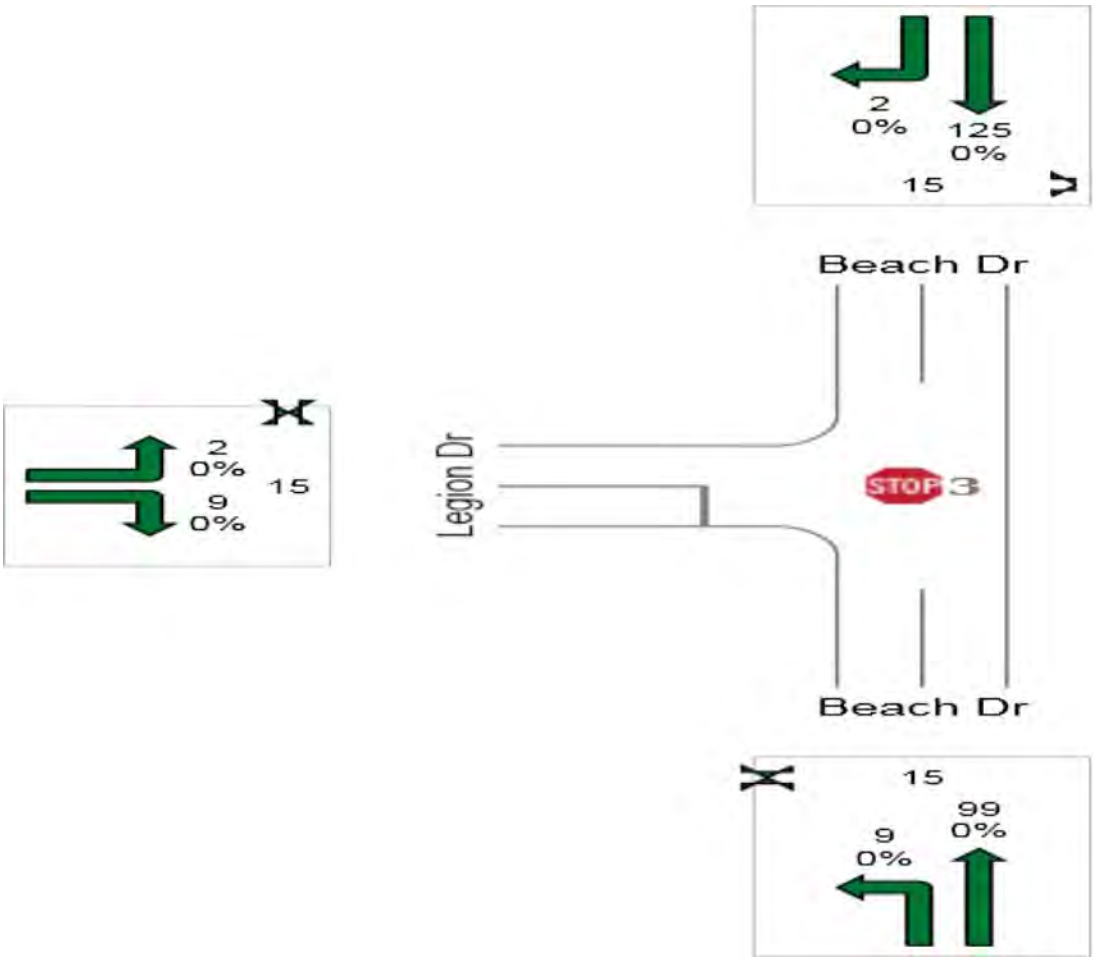
Stop (Two-Way)

Volume Display Method: Total and %

Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

- **All Movement Classes: 246**
- **Light Vehicles (LV): 246**
- **Heavy Vehicles (HV): 0**
- **Pedestrians: 45**



DELAY (CONTROL)

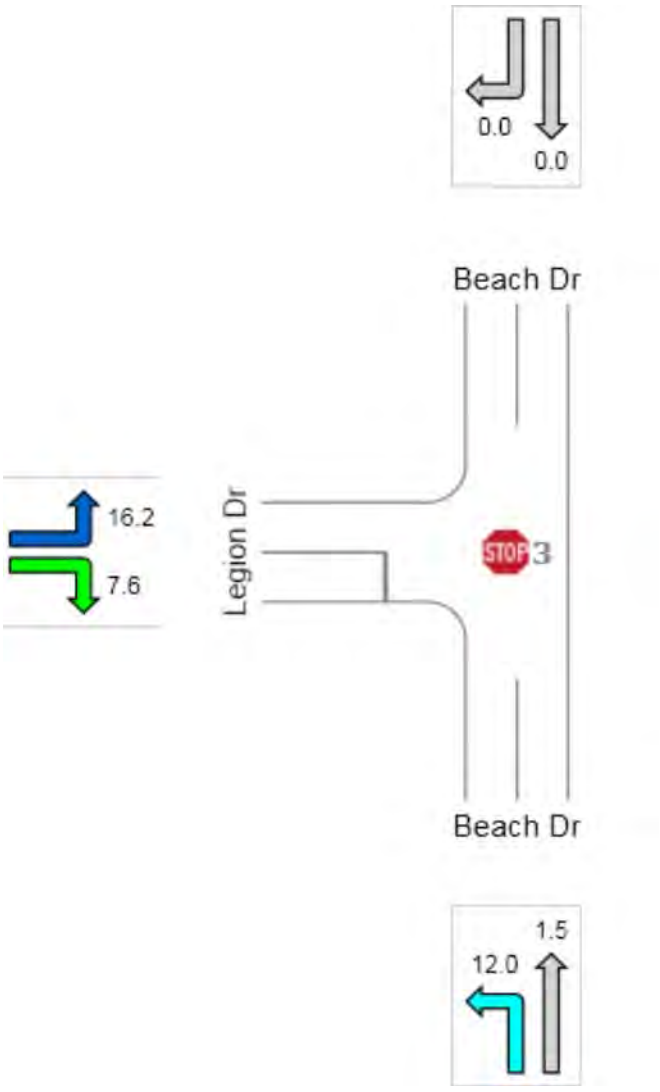
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	North	West	Intersection
	2.4	0.0	9.2	1.5
LOS	NA	NA	A	NA



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

LANE FLOWS

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Approach Lane Flows (veh/h)								
South: Beach Dr								
Mov. From S To Exit:	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	10	108	117	0.0	1846	0.064	100	NA
Approach	10	108	117	0.0		0.064		
North: Beach Dr								
Mov. From N To Exit:	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	136	2	138	0.0	1895	0.073	100	NA
Approach	136	2	138	0.0		0.073		
West: Legion Dr								
Mov. From W To Exit:	L2 N	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	2	10	12	0.0	879	0.014	100	NA
Approach	2	10	12	0.0		0.014		
	Total	%HV	Deg.Satn (v/c)					
Intersection	267	0.0		0.073				

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	24.1	mph	24.1	mph
Travel Distance (Total)	91.9	veh-mi/h	110.3	pers-mi/h
Travel Time (Total)	3.8	veh-h/h	4.6	pers-h/h
Demand Flows (Total)	267	veh/h	321	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.073			
Practical Spare Capacity	1245.0	%		
Effective Intersection Capacity	3670	veh/h		
Control Delay (Total)	0.11	veh-h/h	0.13	pers-h/h
Control Delay (Average)	1.5	sec	1.5	sec
Control Delay (Worst Lane)	9.2	sec		
Control Delay (Worst Movement)	16.2	sec	16.2	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	1.5	sec		
Idling Time (Average)	1.4	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.1	veh		
95% Back of Queue - Distance (Worst Lane)	1.7	ft		
Queue Storage Ratio (Worst Lane)	0.01			
Total Effective Stops	2	veh/h	2	pers/h
Effective Stop Rate	0.01	per veh	0.01	per pers
Proportion Queued	0.03		0.03	
Performance Index	3.9		3.9	
Cost (Total)	39.71	$/h	39.71	$/h
Fuel Consumption (Total)	2.6	gal/h		
Carbon Dioxide (Total)	22.7	kg/h		
Hydrocarbons (Total)	0.009	kg/h		
Carbon Monoxide (Total)	0.108	kg/h		
NOx (Total)	0.010	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	128,348	veh/y	154,017	pers/y
Delay	52	veh-h/y	63	pers-h/y
Effective Stops	905	veh/y	1,086	pers/y
Travel Distance	44,104	veh-mi/y	52,925	pers-mi/y
Travel Time	1,832	veh-h/y	2,198	pers-h/y
Cost	19,063	$/y	19,063	$/y
Fuel Consumption	1,225	gal/y		
Carbon Dioxide	10,898	kg/y		
Hydrocarbons	5	kg/y		
Carbon Monoxide	52	kg/y		
NOx	5	kg/y		

LANE SUMMARY

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beach Dr													
Lane 1	117	0.0	1846	0.064	100	2.4	LOS A	0.1	1.7	Full	172	0.0	0.0
Approach	117	0.0		0.064		2.4	NA	0.1	1.7				
North: Beach Dr													
Lane 1	138	0.0	1895	0.073	100	0.0	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	138	0.0		0.073		0.0	NA	0.0	0.0				
West: Legion Dr													
Lane 1	12	0.0	879	0.014	100	9.2	LOS A	0.1	1.4	Full	1425	0.0	0.0
Approach	12	0.0		0.014		9.2	LOS A	0.1	1.4				
Intersection	267	0.0		0.073		1.5	NA	0.1	1.7				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Beach Dr											
3	L2	10	0.0	0.064	12.0	LOS B	0.1	1.7	0.05	0.00	23.3
8	T1	108	0.0	0.064	1.5	LOS A	0.1	1.7	0.05	0.00	23.7
Approach		117	0.0	0.064	2.4	NA	0.1	1.7	0.05	0.00	23.7
North: Beach Dr											
4	T1	136	0.0	0.073	0.0	LOS A	0.0	0.0	0.00	0.00	25.0
14	R2	2	0.0	0.073	0.0	LOS A	0.0	0.0	0.00	0.00	25.1
Approach		138	0.0	0.073	0.0	NA	0.0	0.0	0.00	0.00	25.0
West: Legion Dr											
5	L2	2	0.0	0.014	16.2	LOS C	0.1	1.4	0.29	0.14	21.1
12	R2	10	0.0	0.014	7.6	LOS A	0.1	1.4	0.29	0.14	18.8
Approach		12	0.0	0.014	9.2	LOS A	0.1	1.4	0.29	0.14	19.4
All Vehicles		267	0.0	0.073	1.5	NA	0.1	1.7	0.03	0.01	24.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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QUEUE DISTANCE (%ILE)

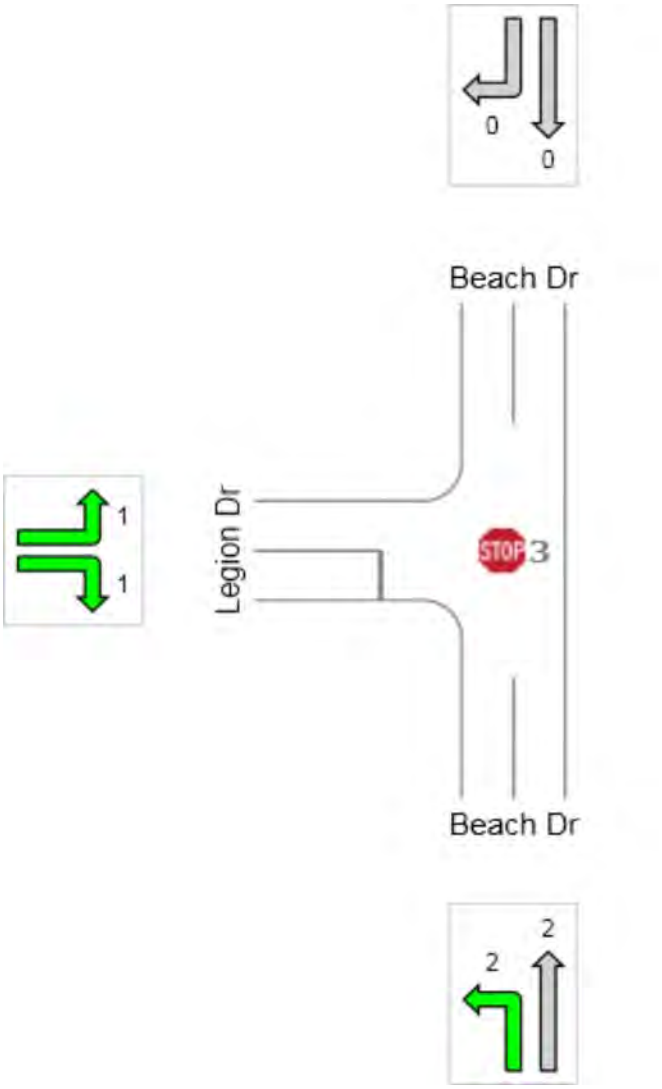
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	North	West	Intersection
	2	0	1	2



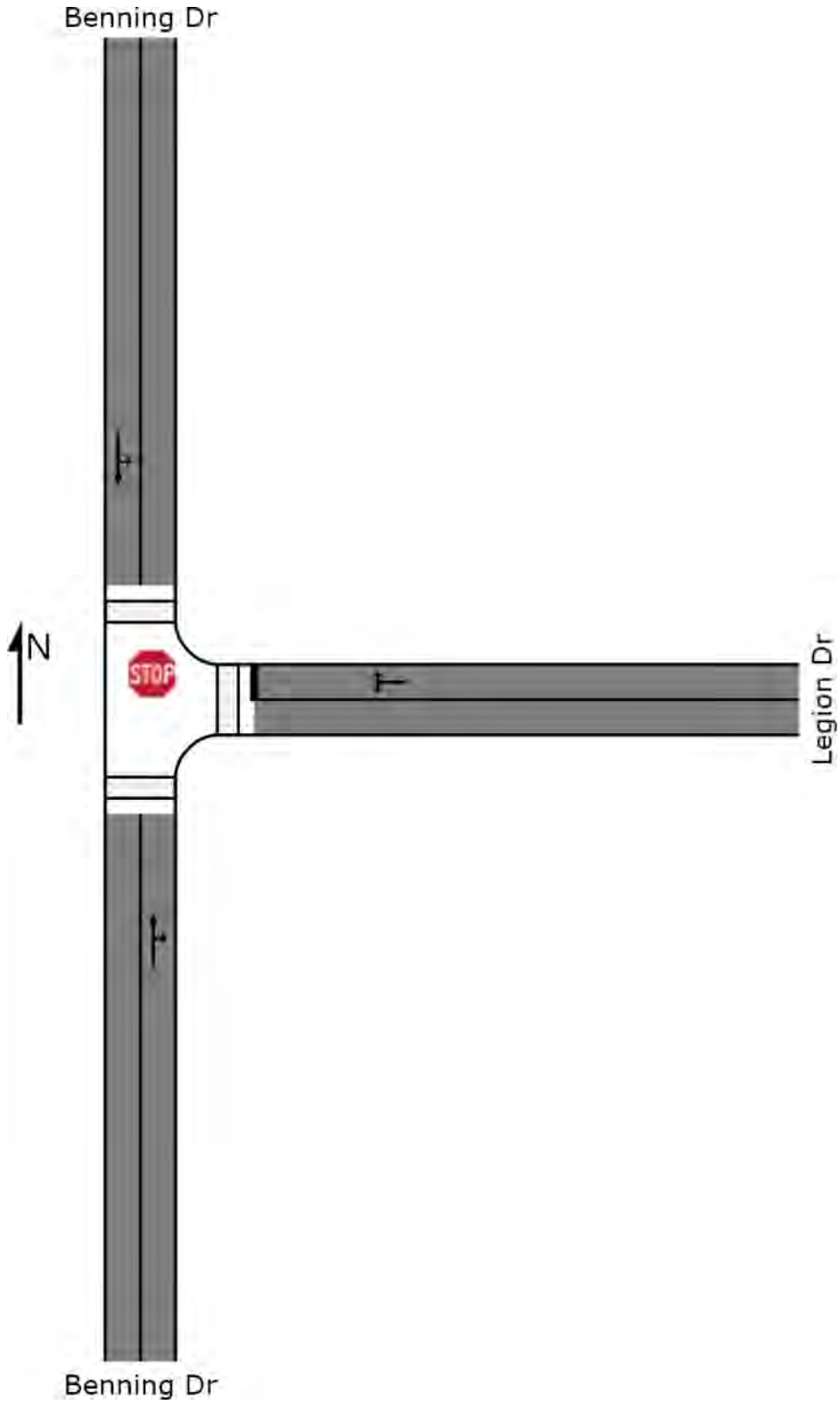
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)

Volume Display Method: Total and %

Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

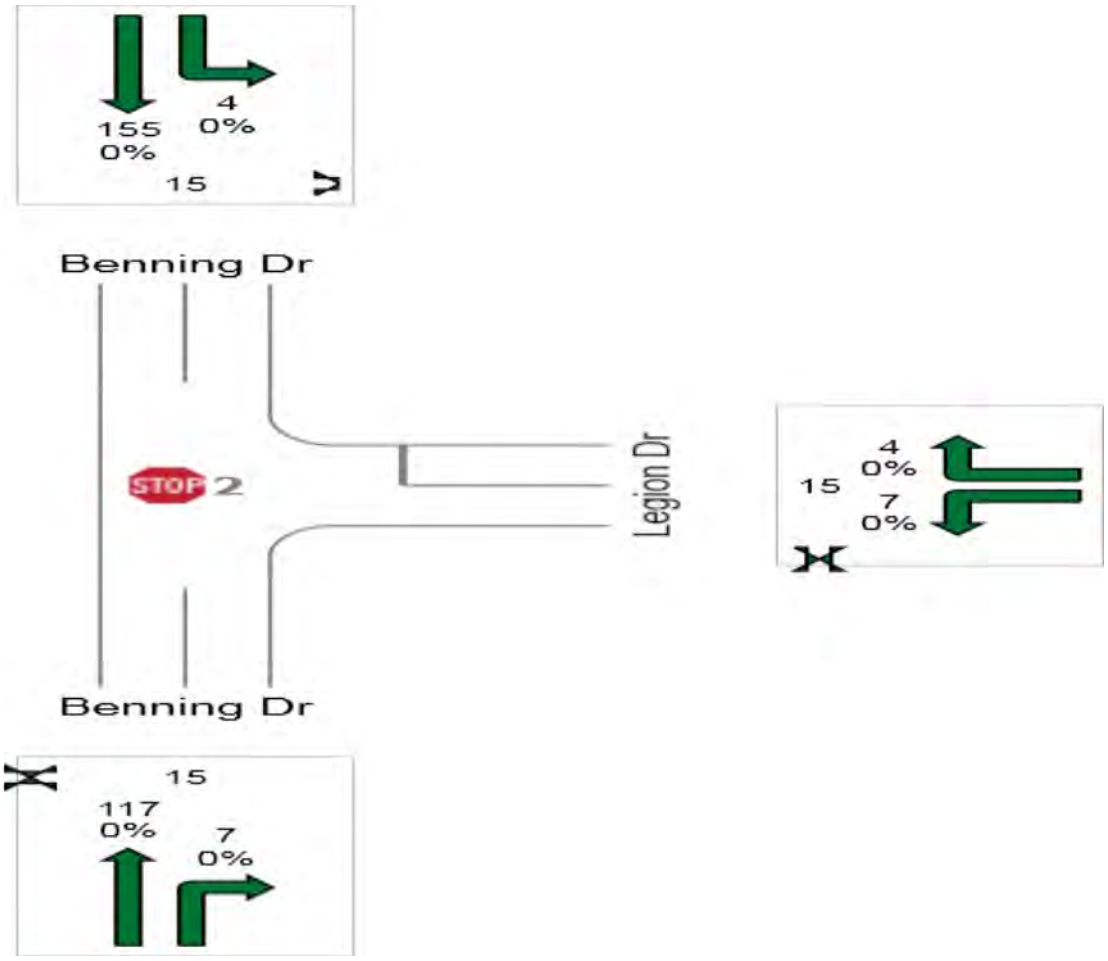
Total Intersection Volumes (veh)

All Movement Classes: 294

Light Vehicles (LV): 294

Heavy Vehicles (HV): 0

Pedestrians: 45



DELAY (CONTROL)

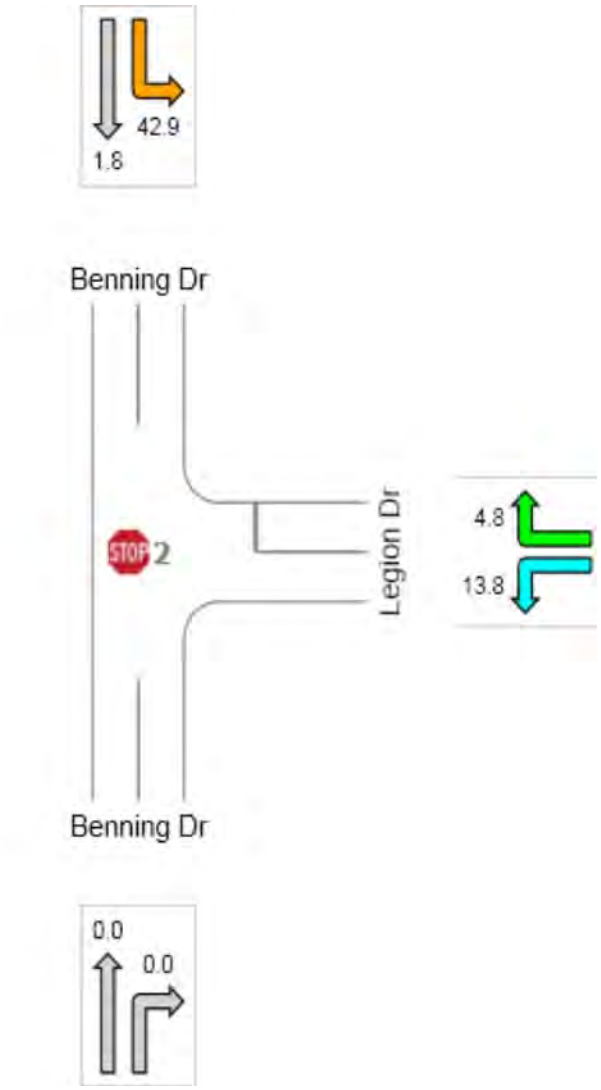
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

All Movement Classes

	South	East	North	Intersection
	0.0	10.5	2.8	1.9
LOS	NA	B	NA	NA



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

LANE FLOWS

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Approach Lane Flows (veh/h)

South: Benning Dr

Mov. From S To Exit:	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	178	11	189	0.0	1881	0.100	100	NA
Approach	178	11	189	0.0		0.100		

East: Legion Dr

Mov. From E To Exit:	L2 S	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	11	6	17	0.0	668	0.025	100	NA
Approach	11	6	17	0.0		0.025		

North: Benning Dr

Mov. From N To Exit:	L2 E	T1 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	6	236	242	0.0	1881	0.129	100	NA
Approach	6	236	242	0.0		0.129		

	Total	%HV	Deg.Satn (v/c)
Intersection	447	0.0	0.129

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	23.3	mph	23.3	mph
Travel Distance (Total)	99.3	veh-mi/h	119.2	pers-mi/h
Travel Time (Total)	4.3	veh-h/h	5.1	pers-h/h
Demand Flows (Total)	447	veh/h	537	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.129			
Practical Spare Capacity	661.7	%		
Effective Intersection Capacity	3477	veh/h		
Control Delay (Total)	0.24	veh-h/h	0.29	pers-h/h
Control Delay (Average)	1.9	sec	1.9	sec
Control Delay (Worst Lane)	10.5	sec		
Control Delay (Worst Movement)	42.9	sec	42.9	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	1.9	sec		
Idling Time (Average)	1.9	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.1	veh		
95% Back of Queue - Distance (Worst Lane)	2.4	ft		
Queue Storage Ratio (Worst Lane)	0.00			
Total Effective Stops	5	veh/h	6	pers/h
Effective Stop Rate	0.01	per veh	0.01	per pers
Proportion Queued	0.03		0.03	
Performance Index	4.4		4.4	
Cost (Total)	42.44	$/h	42.44	$/h
Fuel Consumption (Total)	2.8	gal/h		
Carbon Dioxide (Total)	25.0	kg/h		
Hydrocarbons (Total)	0.011	kg/h		
Carbon Monoxide (Total)	0.118	kg/h		
NOx (Total)	0.011	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	214,748	veh/y	257,697	pers/y
Delay	115	veh-h/y	138	pers-h/y
Effective Stops	2,242	veh/y	2,691	pers/y
Travel Distance	47,684	veh-mi/y	57,220	pers-mi/y
Travel Time	2,043	veh-h/y	2,452	pers-h/y
Cost	20,371	$/y	20,371	$/y
Fuel Consumption	1,351	gal/y		
Carbon Dioxide	12,014	kg/y		
Hydrocarbons	5	kg/y		
Carbon Monoxide	57	kg/y		
NOx	5	kg/y		

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LANE SUMMARY

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Benning Dr													
Lane 1	189	0.0	1881	0.100	100	0.0	LOS A	0.0	0.0	Full	590	0.0	0.0
Approach	189	0.0		0.100		0.0	NA	0.0	0.0				
East: Legion Dr													
Lane 1	17	0.0	668	0.025	100	10.5	LOS B	0.1	2.4	Full	1425	0.0	0.0
Approach	17	0.0		0.025		10.5	LOS B	0.1	2.4				
North: Benning Dr													
Lane 1	242	0.0	1881	0.129	100	2.8	LOS A	0.0	1.2	Full	480	0.0	0.0
Approach	242	0.0		0.129		2.8	NA	0.0	1.2				
Intersection	447	0.0		0.129		1.9	NA	0.1	2.4				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Benning Dr											
8	T1	178	0.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	24.8
18	R2	11	0.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	25.0
Approach		189	0.0	0.100	0.0	NA	0.0	0.0	0.00	0.00	24.9
East: Legion Dr											
1	L2	11	0.0	0.025	13.8	LOS B	0.1	2.4	0.41	0.28	19.3
16	R2	6	0.0	0.025	4.8	LOS A	0.1	2.4	0.41	0.28	19.2
Approach		17	0.0	0.025	10.5	LOS B	0.1	2.4	0.41	0.28	19.3
North: Benning Dr											
7	L2	6	0.0	0.129	42.9	LOS E	0.0	1.2	0.02	0.00	23.5
4	T1	236	0.0	0.129	1.8	LOS A	0.0	1.2	0.02	0.00	22.8
Approach		242	0.0	0.129	2.8	NA	0.0	1.2	0.02	0.00	22.8
All Vehicles		447	0.0	0.129	1.9	NA	0.1	2.4	0.03	0.01	23.3

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

QUEUE DISTANCE (%ILE)

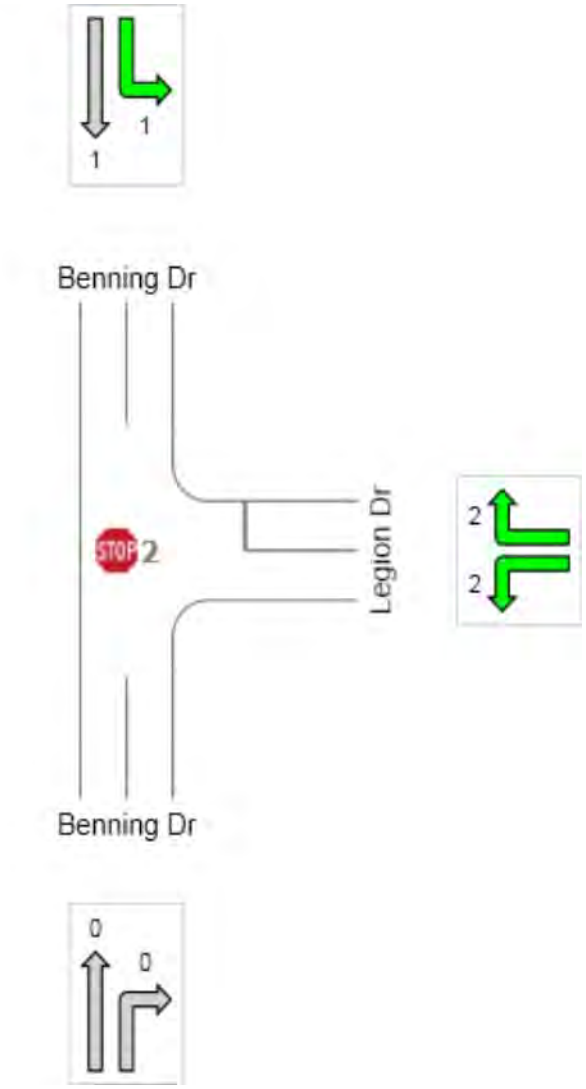
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

All Movement Classes

	South	East	North	Intersection
	0	2	1	2



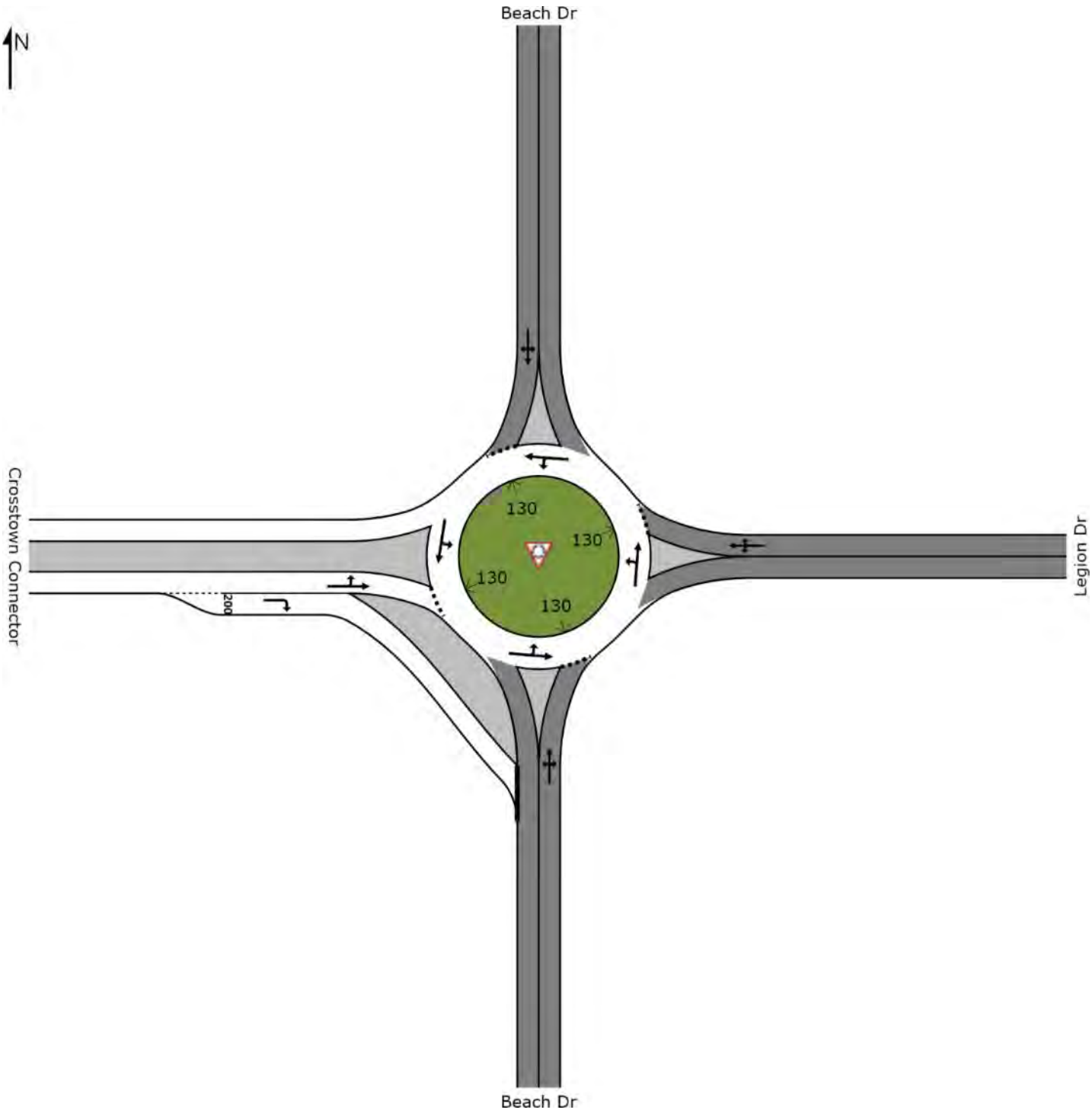
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild22-AM Legion Dr @ Beach Dr

Two way stop controlled
Roundabout



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild22-AM Legion Dr @ Beach Dr

Two way stop controlled
Roundabout

Volume Display Method: Total and %

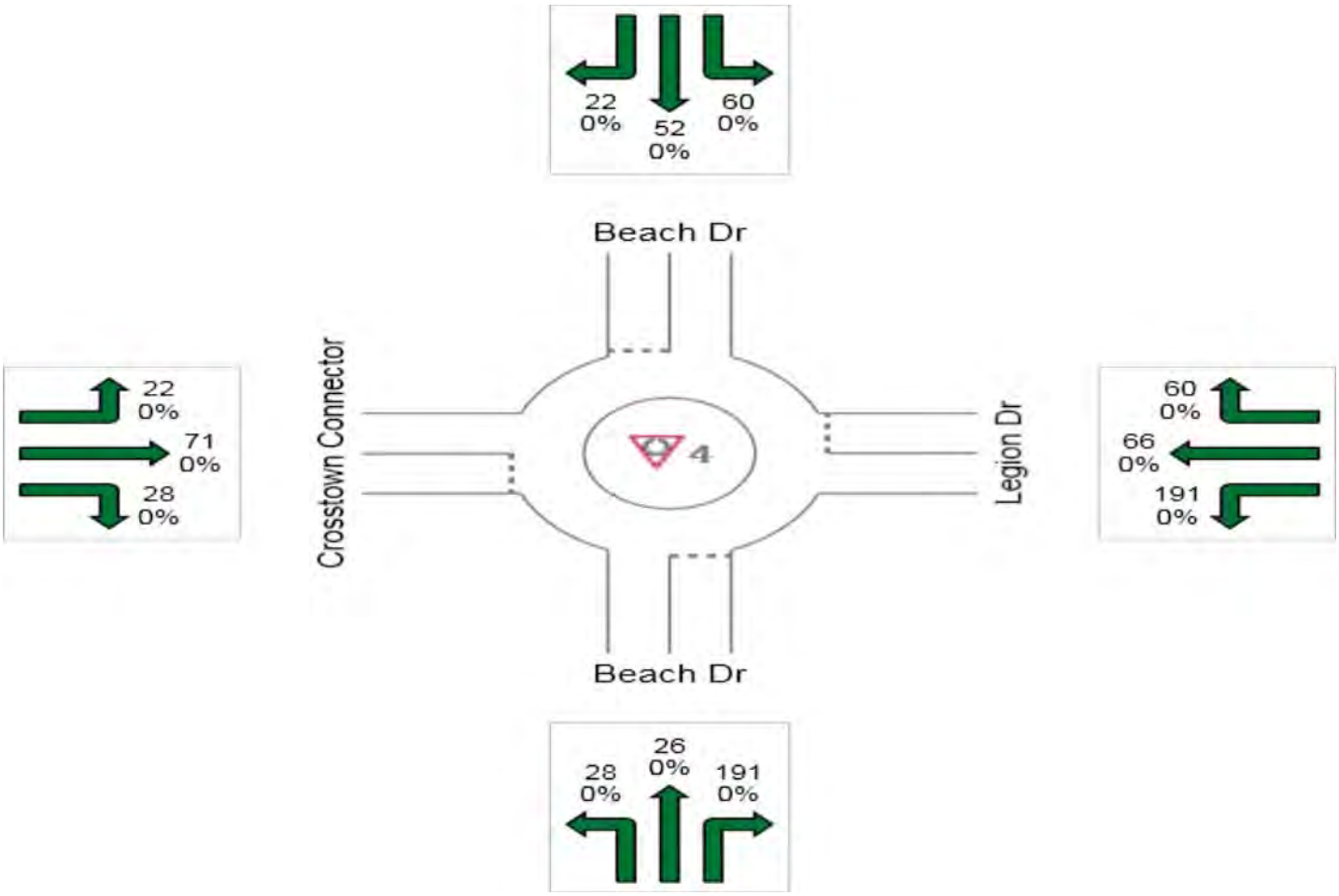
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 817

Light Vehicles (LV): 817

Heavy Vehicles (HV): 0



DELAY (CONTROL)

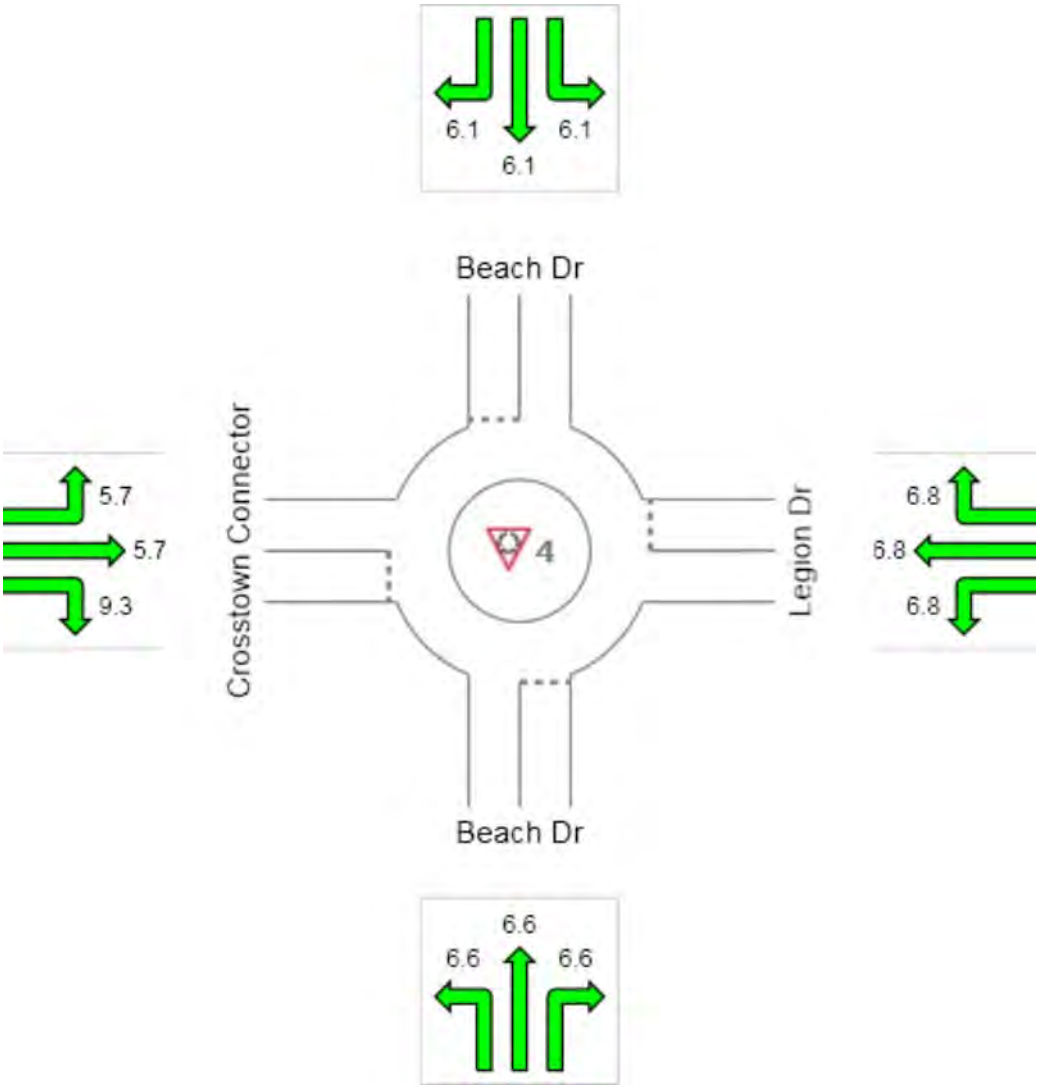
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild22-AM Legion Dr @ Beach Dr

Two way stop controlled
Roundabout

All Movement Classes

	South	East	North	West	Intersection
	6.6	6.8	6.1	6.5	6.6
LOS	A	A	A	A	A



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Roundabout Level of Service Method: Same as Sign Control
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild22-AM Legion Dr @ Beach Dr

Two way stop controlled
Roundabout

Approach Lane Flows (veh/h)

South: Beach Dr

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	30	28	208	266	0.0	957	0.278	100	NA
Approach	30	28	208	266	0.0		0.278		

East: Legion Dr

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	208	72	65	345	0.0	1040	0.331	100	NA
Approach	208	72	65	345	0.0		0.331		

North: Beach Dr

Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	65	57	24	146	0.0	829	0.176	100	NA
Approach	65	57	24	146	0.0		0.176		

West: Crosstown Connector

Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	24	77	-	101	0.0	813	0.124	100	NA
Lane 2	-	-	30	30	0.0	868	0.035	100	0.0
Approach	24	77	30	132	0.0		0.124		

	Total	%HV	Deg.Satn (v/c)
Intersection	888	0.0	0.331

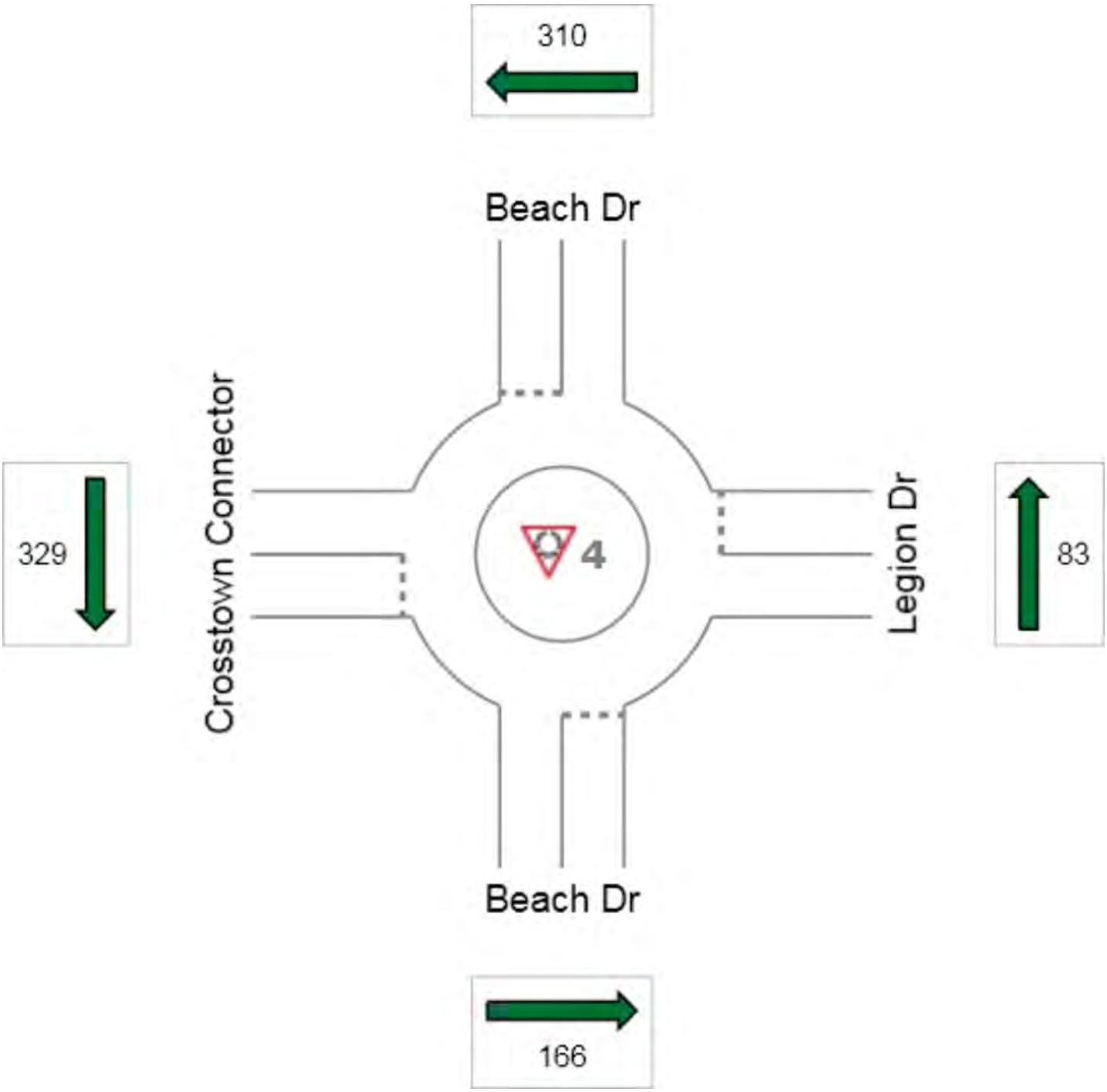
Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

ROUNDABOUT CIRCULATING FLOWS

Total Values for All Movement Classes Based on Site Arrival Flow Rates including Capacity Constraint Effects (veh/h)

Site: 2lnBuild22-AM Legion Dr @ Beach Dr

Two way stop controlled
Roundabout



INTERSECTION SUMMARY

Site: 2lnBuild22-AM Legion Dr @ Beach Dr

Two way stop controlled
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	25.9	mph	25.9	mph
Travel Distance (Total)	433.8	veh-mi/h	520.6	pers-mi/h
Travel Time (Total)	16.8	veh-h/h	20.1	pers-h/h
Demand Flows (Total)	888	veh/h	1066	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.331			
Practical Spare Capacity	156.7	%		
Effective Intersection Capacity	2681	veh/h		
Control Delay (Total)	1.63	veh-h/h	1.95	pers-h/h
Control Delay (Average)	6.6	sec	6.6	sec
Control Delay (Worst Lane)	9.3	sec		
Control Delay (Worst Movement)	9.3	sec	9.3	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	6.6	sec		
Idling Time (Average)	5.1	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	1.6	veh		
95% Back of Queue - Distance (Worst Lane)	39.9	ft		
Queue Storage Ratio (Worst Lane)	0.13			
Total Effective Stops	201	veh/h	242	pers/h
Effective Stop Rate	0.23	per veh	0.23	per pers
Proportion Queued	0.33		0.33	
Performance Index	22.5		22.5	
Cost (Total)	215.45	$/h	215.45	$/h
Fuel Consumption (Total)	14.5	gal/h		
Carbon Dioxide (Total)	129.2	kg/h		
Hydrocarbons (Total)	0.054	kg/h		
Carbon Monoxide (Total)	0.634	kg/h		
NOx (Total)	0.084	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	426,261	veh/y	511,513	pers/y
Delay	781	veh-h/y	937	pers-h/y
Effective Stops	96,648	veh/y	115,977	pers/y
Travel Distance	208,240	veh-mi/y	249,888	pers-mi/y
Travel Time	8,051	veh-h/y	9,661	pers-h/y
Cost	103,415	$/y	103,415	$/y
Fuel Consumption	6,973	gal/y		
Carbon Dioxide	62,028	kg/y		
Hydrocarbons	26	kg/y		
Carbon Monoxide	304	kg/y		
NOx	40	kg/y		

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LANE SUMMARY

Site: 2lnBuild22-AM Legion Dr @ Beach Dr

Two way stop controlled
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beach Dr													
Lane 1[d]	266	0.0	957	0.278	100	6.6	LOS A	1.2	30.3	Full	415	0.0	0.0
Approach	266	0.0		0.278		6.6	LOS A	1.2	30.3				
East: Legion Dr													
Lane 1[d]	345	0.0	1040	0.331	100	6.8	LOS A	1.6	39.9	Full	2110	0.0	0.0
Approach	345	0.0		0.331		6.8	LOS A	1.6	39.9				
North: Beach Dr													
Lane 1[d]	146	0.0	829	0.176	100	6.1	LOS A	0.7	16.6	Full	172	0.0	0.0
Approach	146	0.0		0.176		6.1	LOS A	0.7	16.6				
West: Crosstown Connector													
Lane 1[d]	101	0.0	813	0.124	100	5.7	LOS A	0.4	11.2	Full	1550	0.0	0.0
Lane 2	30	0.0	868	0.035	100	9.3	LOS A	0.1	3.0	Short	200	0.0	NA
Approach	132	0.0		0.124		6.5	LOS A	0.4	11.2				
Intersection	888	0.0		0.331		6.6	LOS A	1.6	39.9				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

MOVEMENT SUMMARY

Site: 2lnBuild22-AM Legion Dr @ Beach Dr

Two way stop controlled
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Beach Dr											
3	L2	30	0.0	0.278	6.6	LOS A	1.2	30.3	0.35	0.24	31.3
8	T1	28	0.0	0.278	6.6	LOS A	1.2	30.3	0.35	0.24	18.1
18	R2	208	0.0	0.278	6.6	LOS A	1.2	30.3	0.35	0.24	23.2
Approach		266	0.0	0.278	6.6	LOS A	1.2	30.3	0.35	0.24	23.6
East: Legion Dr											
1	L2	208	0.0	0.331	6.8	LOS A	1.6	39.9	0.26	0.14	26.1
6	T1	72	0.0	0.331	6.8	LOS A	1.6	39.9	0.26	0.14	28.8
16	R2	65	0.0	0.331	6.8	LOS A	1.6	39.9	0.26	0.14	24.2
Approach		345	0.0	0.331	6.8	LOS A	1.6	39.9	0.26	0.14	26.5
North: Beach Dr											
7	L2	65	0.0	0.176	6.1	LOS A	0.7	16.6	0.42	0.34	24.5
4	T1	57	0.0	0.176	6.1	LOS A	0.7	16.6	0.42	0.34	17.9
14	R2	24	0.0	0.176	6.1	LOS A	0.7	16.6	0.42	0.34	29.0
Approach		146	0.0	0.176	6.1	LOS A	0.7	16.6	0.42	0.34	23.7
West: Crosstown Connector											
5	L2	24	0.0	0.124	5.7	LOS A	0.4	11.2	0.42	0.34	17.5
2	T1	77	0.0	0.124	5.7	LOS A	0.4	11.2	0.42	0.34	35.5
12	R2	30	0.0	0.035	9.3	LOS A	0.1	3.0	0.35	0.23	26.3
Approach		132	0.0	0.124	6.5	LOS A	0.4	11.2	0.40	0.31	30.4
All Vehicles		888	0.0	0.331	6.6	LOS A	1.6	39.9	0.33	0.23	25.9

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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QUEUE DISTANCE (%ILE)

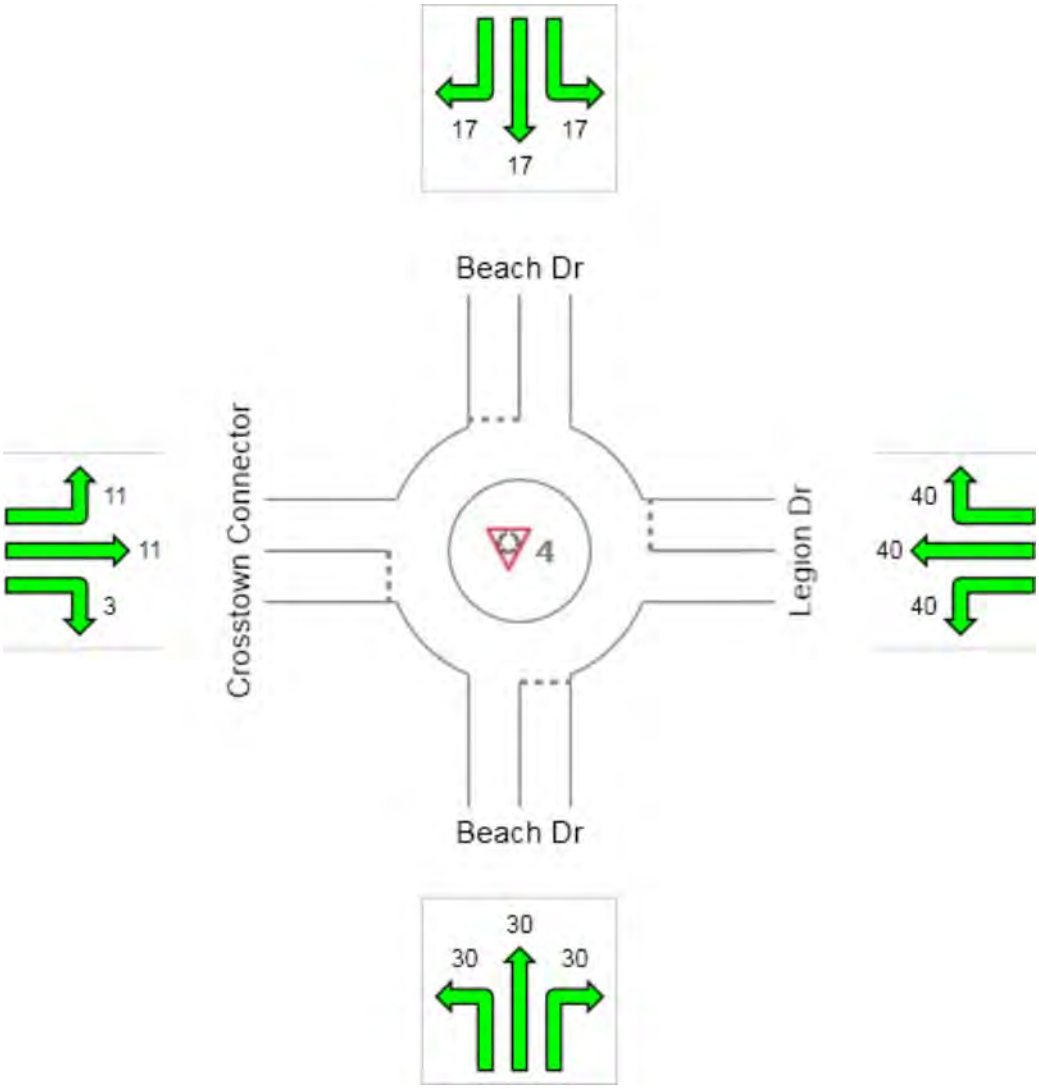
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild22-AM Legion Dr @ Beach Dr

Two way stop controlled
Roundabout

All Movement Classes

	South	East	North	West	Intersection
	30	40	17	11	40



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

NETWORK SUMMARY

Network: 2lnBuild22-AM_signal

New Network

Network Performance - Hourly Values						
Performance Measure	**Vehicles**		**Per Unit Distance**		**Persons**	
Network Level of Service (LOS)	LOS A					
Travel Time Index	8.42					
Speed Efficiency	0.86					
Congestion Coefficient	1.17					
Travel Speed (Average)	21.4	mph			21.4	mph
Travel Distance (Total)	823.7	veh-mi/h			988.4	pers-mi/h
Travel Time (Total)	38.4	veh-h/h			46.1	pers-h/h
Desired Speed	25.0	mph				
Demand Flows (Total)	2072	veh/h			2486	pers/h
Arrival Flows (Total)	2072	veh/h			2486	pers/h
Percent Heavy Vehicles (Demand)	0.0	%				
Percent Heavy Vehicles (Arrival)	0.0	%				
Degree of Saturation	0.286					
Control Delay (Total)	8.03	veh-h/h			9.63	pers-h/h
Control Delay (Average)	13.9	sec			13.9	sec
Control Delay (Worst Lane)	31.8	sec				
Control Delay (Worst Movement)	40.2	sec			40.2	sec
Geometric Delay (Average)	0.0	sec				
Stop-Line Delay (Average)	13.9	sec				
Queue Storage Ratio (Worst Lane)	1.55					
Total Effective Stops	737	veh/h			884	pers/h
Effective Stop Rate	0.36	per veh	0.9	per mi	0.36	per pers
Proportion Queued	0.44				0.44	
Performance Index	99.5				99.5	
Cost (Total)	512.98	$/h	0.62	$/mi	512.98	$/h
Fuel Consumption (Total)	29.7	gal/h	0.036	gal/mi		
Fuel Economy	27.8	mpg				
Carbon Dioxide (Total)	263.8	kg/h	320.2	g/mi		
Hydrocarbons (Total)	0.116	kg/h	0.141	g/mi		
Carbon Monoxide (Total)	1.261	kg/h	1.531	g/mi		
NOx (Total)	0.166	kg/h	0.201	g/mi		

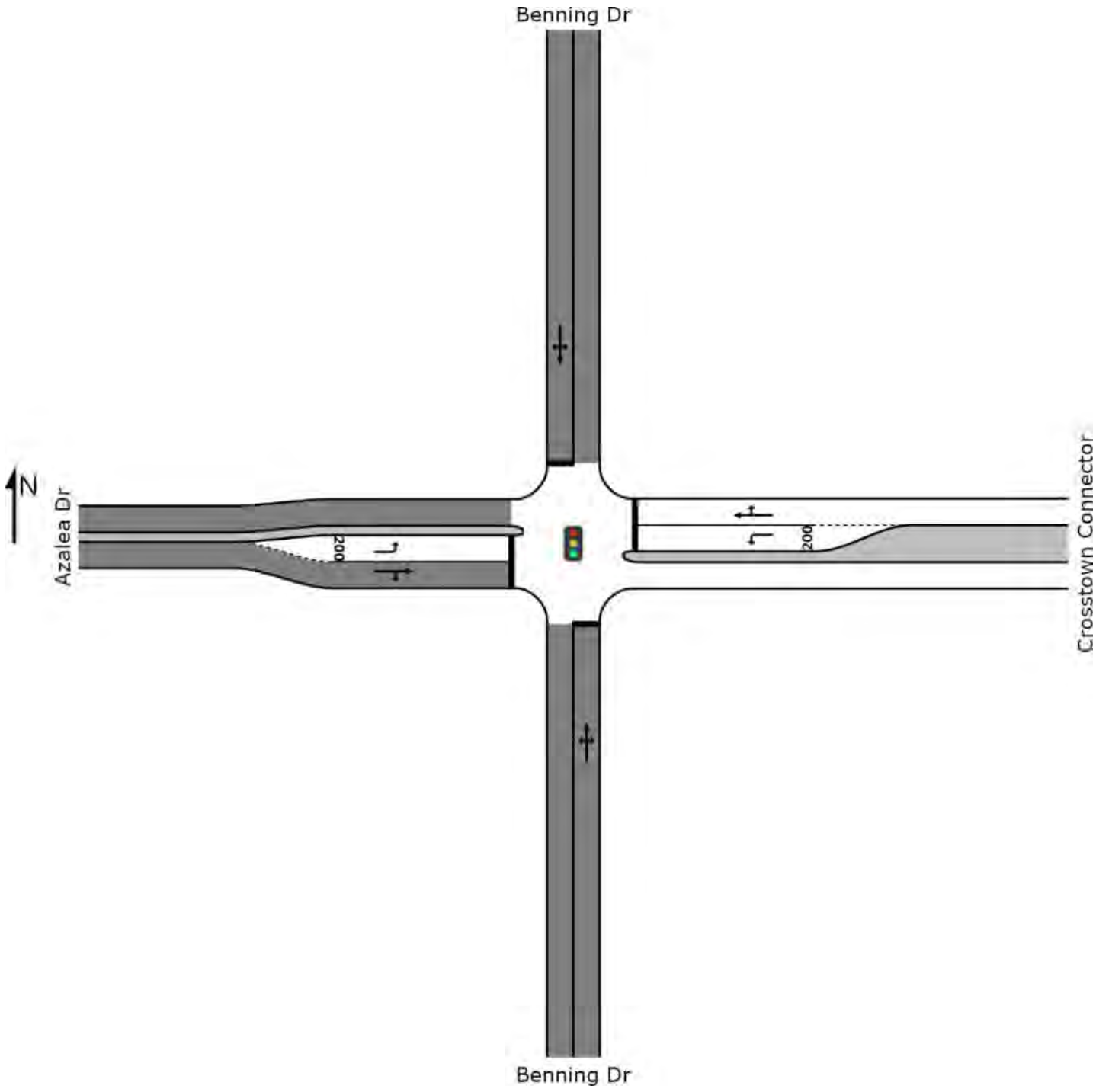
Network Model Accuracy Level (largest change in degree of saturation for any lane): 0.1 %
Number of Iterations: 3
Network Level of Service (LOS) Method: HCM 2010.
Model used: US HCM (Customary).

Network Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	994,435	veh/y	1,193,322	pers/y
Delay	3,853	veh-h/y	4,623	pers-h/y
Effective Stops	353,689	veh/y	424,427	pers/y
Travel Distance	395,372	veh-mi/y	474,446	pers-mi/y
Travel Time	18,437	veh-h/y	22,125	pers-h/y
Cost	246,229	$/y	246,229	$/y
Fuel Consumption	14,233	gal/y		
Carbon Dioxide	126,615	kg/y		
Hydrocarbons	56	kg/y		
Carbon Monoxide	605	kg/y		
NOx	79	kg/y		

SITE LAYOUT

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - Signal

Signals - Actuated Isolated



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - Signal

Signals - Actuated Isolated

Volume Display Method: Total and %

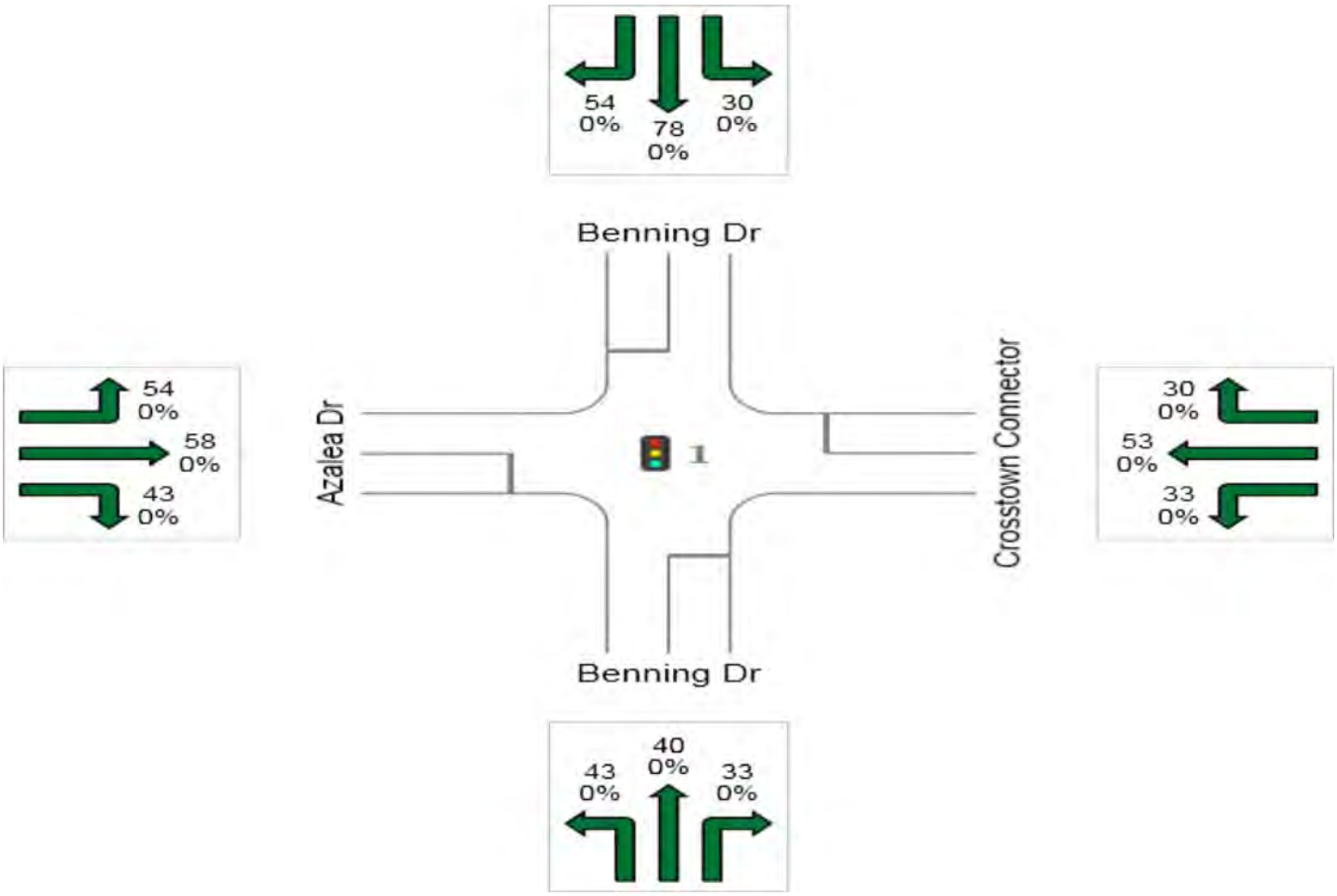
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 549

Light Vehicles (LV): 549

Heavy Vehicles (HV): 0



DELAY (CONTROL)

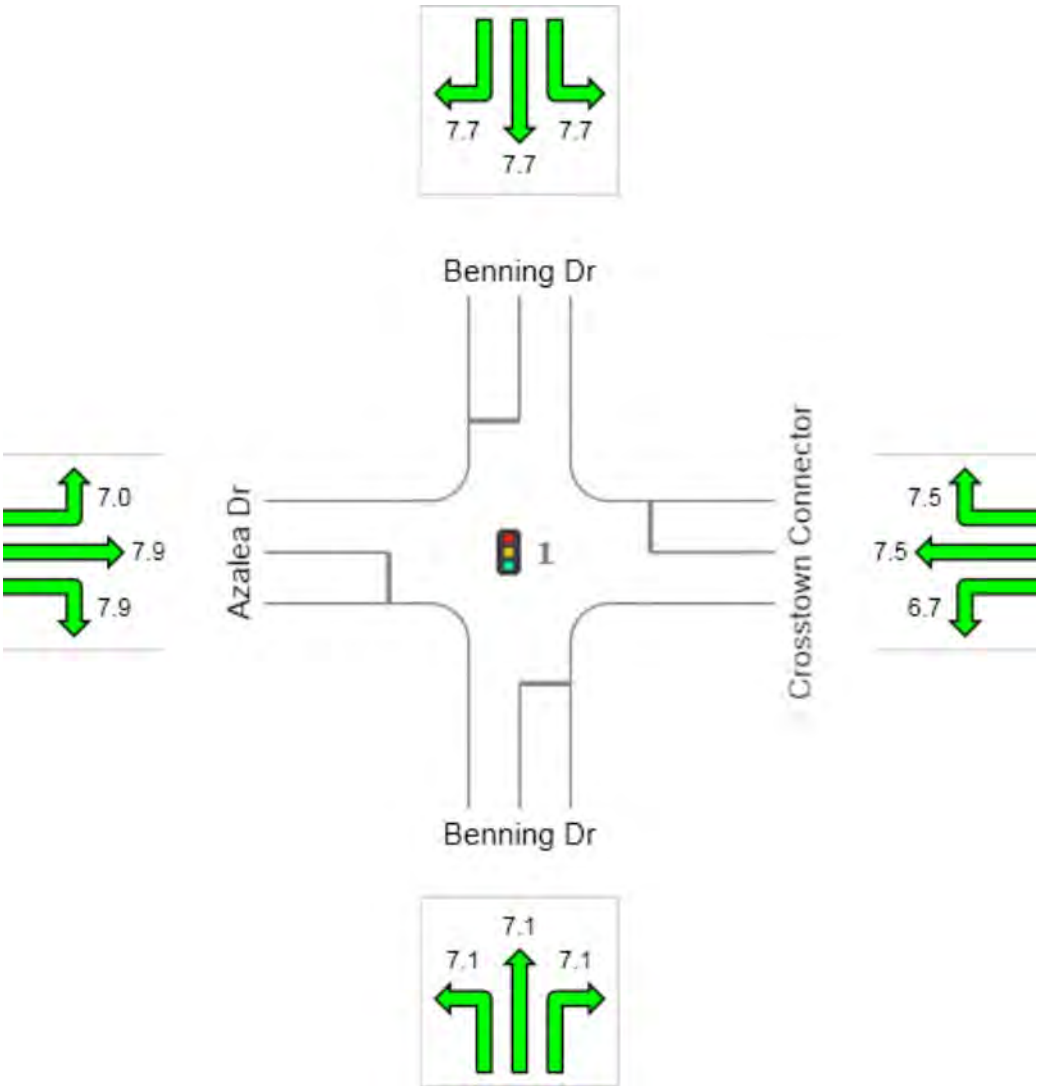
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - Signal

Signals - Actuated Isolated Cycle Time = 21 seconds (Practical Cycle Time)

All Movement Classes

	South	East	North	West	Intersection
	7.1	7.3	7.7	7.6	7.5
LOS	A	A	A	A	A



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - Signal

Signals - Actuated Isolated Cycle Time = 21 seconds (Practical Cycle Time)

Approach Lane Flows (veh/h)

South: Benning Dr

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	47	43	36	126	0.0	544	0.232	100	NA
Approach	47	43	36	126	0.0		0.232		

East: Crosstown Connector

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	36	-	-	36	0.0	529	0.068	100	0.0
Lane 2	-	58	33	90	0.0	510	0.177	100	NA
Approach	36	58	33	126	0.0		0.177		

North: Benning Dr

Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	33	85	59	176	0.0	565	0.312	100	NA
Approach	33	85	59	176	0.0		0.312		

West: Azalea Dr

Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	59	-	-	59	0.0	545	0.108	100	0.0
Lane 2	-	63	47	110	0.0	504	0.218	100	NA
Approach	59	63	47	168	0.0		0.218		

	Total	%HV	Deg.Satn (v/c)
Intersection	597	0.0	0.312

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - Signal

Signals - Actuated Isolated Cycle Time = 21 seconds (Practical Cycle Time)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	26.8	mph	26.8	mph
Travel Distance (Total)	372.4	veh-mi/h	446.8	pers-mi/h
Travel Time (Total)	13.9	veh-h/h	16.7	pers-h/h
Demand Flows (Total)	597	veh/h	716	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.312			
Practical Spare Capacity	188.8	%		
Effective Intersection Capacity	1915	veh/h		
Control Delay (Total)	1.24	veh-h/h	1.48	pers-h/h
Control Delay (Average)	7.5	sec	7.5	sec
Control Delay (Worst Lane)	7.9	sec		
Control Delay (Worst Movement)	7.9	sec	7.9	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	7.5	sec		
Idling Time (Average)	4.4	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	1.6	veh		
95% Back of Queue - Distance (Worst Lane)	40.4	ft		
Queue Storage Ratio (Worst Lane)	0.14			
Total Effective Stops	353	veh/h	424	pers/h
Effective Stop Rate	0.59	per veh	0.59	per pers
Proportion Queued	0.76		0.76	
Performance Index	23.3		23.3	
Cost (Total)	172.86	$/h	172.86	$/h
Fuel Consumption (Total)	12.4	gal/h		
Carbon Dioxide (Total)	110.7	kg/h		
Hydrocarbons (Total)	0.045	kg/h		
Carbon Monoxide (Total)	0.561	kg/h		
NOx (Total)	0.076	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	286,435	veh/y	343,722	pers/y
Delay	594	veh-h/y	713	pers-h/y
Effective Stops	169,459	veh/y	203,351	pers/y
Travel Distance	178,739	veh-mi/y	214,487	pers-mi/y
Travel Time	6,666	veh-h/y	7,999	pers-h/y
Cost	82,970	$/y	82,970	$/y
Fuel Consumption	5,972	gal/y		
Carbon Dioxide	53,123	kg/y		
Hydrocarbons	21	kg/y		
Carbon Monoxide	269	kg/y		
NOx	36	kg/y		

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LANE SUMMARY

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - Signal

Signals - Actuated Isolated Cycle Time = 21 seconds (Practical Cycle Time)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Benning Dr													
Lane 1	126	0.0	544	0.232	100	7.1	LOS A	1.1	27.9	Full	560	0.0	0.0
Approach	126	0.0		0.232		7.1	LOS A	1.1	27.9				
East: Crosstown Connector													
Lane 1	36	0.0	529	0.068	100	6.7	LOS A	0.3	7.8	Short	200	0.0	NA
Lane 2	90	0.0	510	0.177	100	7.5	LOS A	0.8	20.6	Full	1550	0.0	0.0
Approach	126	0.0		0.177		7.3	LOS A	0.8	20.6				
North: Benning Dr													
Lane 1	176	0.0	565	0.312	100	7.7	LOS A	1.6	40.4	Full	590	0.0	0.0
Approach	176	0.0		0.312		7.7	LOS A	1.6	40.4				
West: Azalea Dr													
Lane 1	59	0.0	545	0.108	100	7.0	LOS A	0.5	12.9	Short	200	0.0	NA
Lane 2	110	0.0	504	0.218	100	7.9	LOS A	1.0	25.6	Full	3600	0.0	0.0
Approach	168	0.0		0.218		7.6	LOS A	1.0	25.6				
Intersection	597	0.0		0.312		7.5	LOS A	1.6	40.4				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - Signal

Signals - Actuated Isolated Cycle Time = 21 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Benning Dr											
3	L2	47	0.0	0.232	7.1	LOS A	1.1	27.9	0.74	0.58	23.4
8	T1	43	0.0	0.232	7.1	LOS A	1.1	27.9	0.74	0.58	20.2
18	R2	36	0.0	0.232	7.1	LOS A	1.1	27.9	0.74	0.58	27.8
Approach		126	0.0	0.232	7.1	LOS A	1.1	27.9	0.74	0.58	23.7
East: Crosstown Connector											
1	L2	36	0.0	0.068	6.7	LOS A	0.3	7.8	0.74	0.53	28.2
6	T1	58	0.0	0.177	7.5	LOS A	0.8	20.6	0.77	0.59	36.1
16	R2	33	0.0	0.177	7.5	LOS A	0.8	20.6	0.77	0.59	30.4
Approach		126	0.0	0.177	7.3	LOS A	0.8	20.6	0.76	0.57	33.5
North: Benning Dr											
7	L2	33	0.0	0.312	7.7	LOS A	1.6	40.4	0.76	0.61	27.4
4	T1	85	0.0	0.312	7.7	LOS A	1.6	40.4	0.76	0.61	19.9
14	R2	59	0.0	0.312	7.7	LOS A	1.6	40.4	0.76	0.61	23.4
Approach		176	0.0	0.312	7.7	LOS A	1.6	40.4	0.76	0.61	23.0
West: Azalea Dr											
5	L2	59	0.0	0.108	7.0	LOS A	0.5	12.9	0.75	0.56	22.8
2	T1	63	0.0	0.218	7.9	LOS A	1.0	25.6	0.78	0.60	32.0
12	R2	47	0.0	0.218	7.9	LOS A	1.0	25.6	0.78	0.60	28.9
Approach		168	0.0	0.218	7.6	LOS A	1.0	25.6	0.77	0.59	27.7
All Vehicles		597	0.0	0.312	7.5	LOS A	1.6	40.4	0.76	0.59	26.8

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

QUEUE DISTANCE (%ILE)

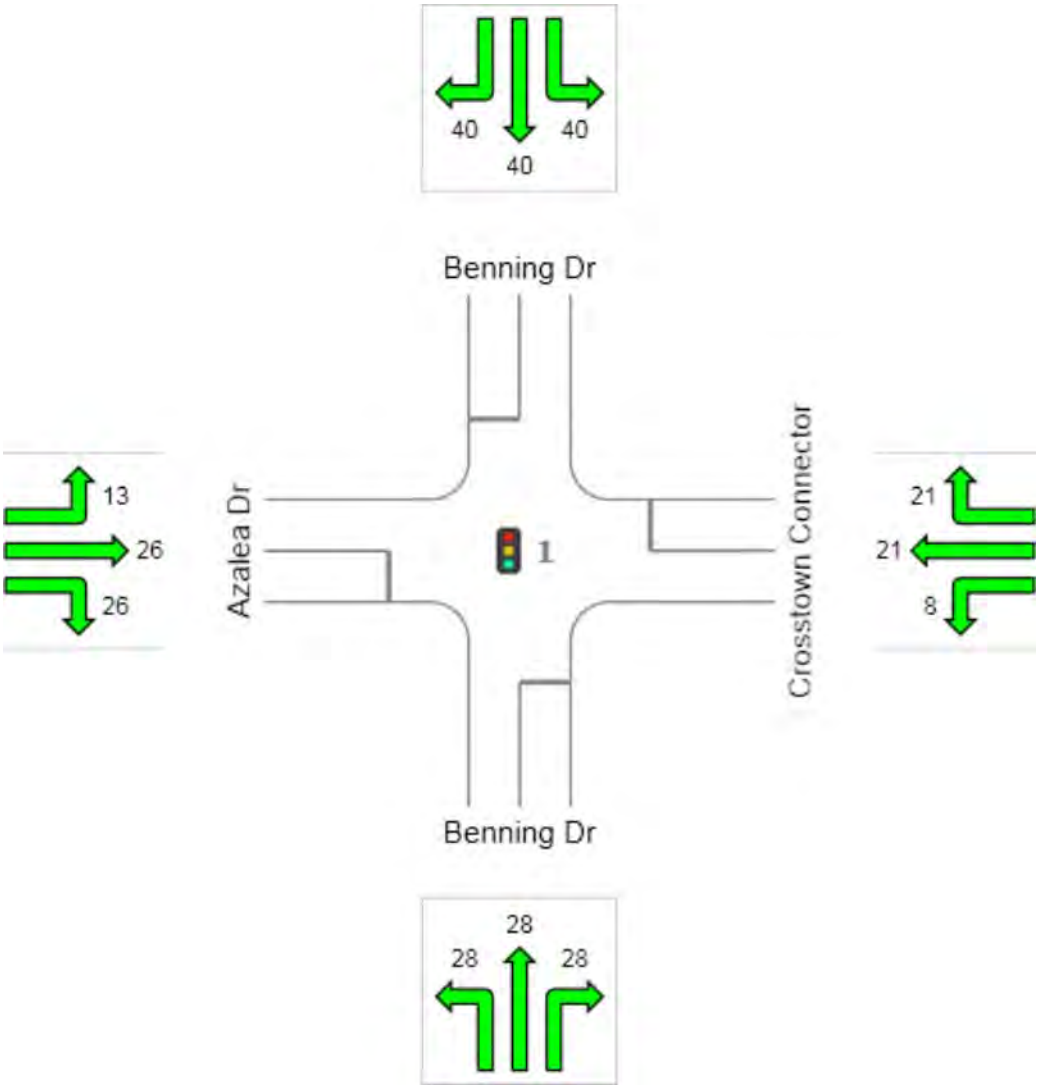
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - Signal

Signals - Actuated Isolated Cycle Time = 21 seconds (Practical Cycle Time)

All Movement Classes

	South	East	North	West	Intersection
	28	21	40	26	40



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

TIMING ANALYSIS

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - Signal

Signals - Actuated Isolated Cycle Time = 21 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Opposed Turns
Input Sequence: A, B
Output Sequence: A, B

Movement Timing Information

Mov ID	Mov Class	Mov Type	PHASE MATRIX First Green [From	To	Oppd	Priority	Und]	Second Green [From	To	Oppd	Priority	Und]	Lost Time 1st Green (sec)	Lost Time 2nd Green (sec)	ReqMov Time 1st Green (sec)	ReqMov Time 2nd Green (sec)	Eff Green 1st Green (sec)	Eff Green 2nd Green (sec)
South		Benning Dr																
3	#		A	B	Yes								5		10.0		6	
8	#		A	B									4		10.0		7	
18	#		A	B									4		10.0		7	
East		Crosstown Connector																
1	#		B	A	Yes								4		10.0		6	
6	#		B	A									4		10.0		6	
16	#		B	A									4		10.0		6	
North		Benning Dr																
7	#		A	B	Yes								4		10.0		7	
4	#		A	B									4		10.0		7	
14	#		*A	B									4		10.0		7	
West		Azalea Dr																
5	#		B	A	Yes								4		10.0		6	
2	#		*B	A									4		10.0		6	
12	#		B	A									4		10.0		6	

\# Combined timing results are shown for all Movement Classes except any listed separately.
* Critical Movement/Green Period

Phase Information

Phase	Ref. Phase	Change Time (sec)	Starting Intergreen (sec)	Green Start (sec)	Displayed Green (sec)	Green End (sec)	Terminating Intergreen (sec)	Phase Time (sec)	Phase Split %
A	No	10	4	14	7	21	4	11	52
B	Yes	0	4	4	6	10	4	10	48

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MOVEMENT TIMING

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - Signal

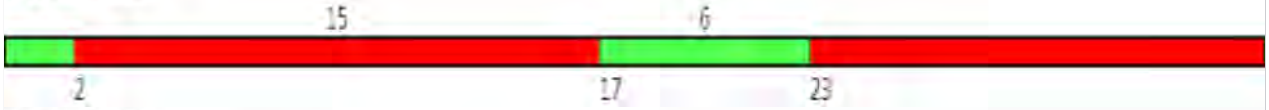
Signals - Actuated Isolated Cycle Time = 21 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Opposed Turns
Input Sequence: A, B
Output Sequence: A, B

DISPLAYED SIGNAL TIMING - PHASES

EFFECTIVE SIGNAL TIMING - MOVEMENTS

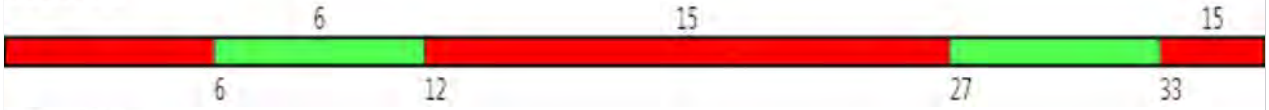
3 (South L2)



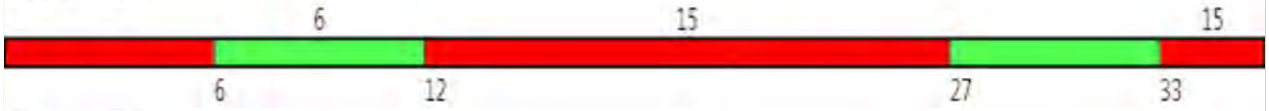
8 (South T1)

18 (South R2)

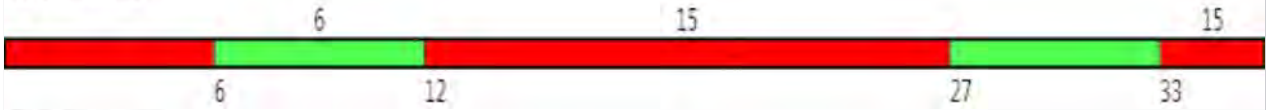
1 (East L2)



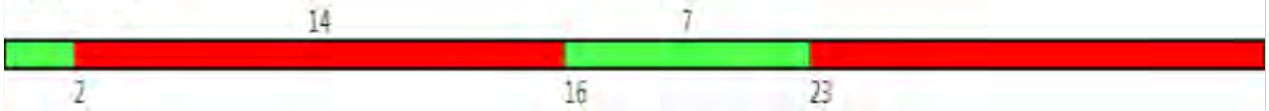
6 (East T1)

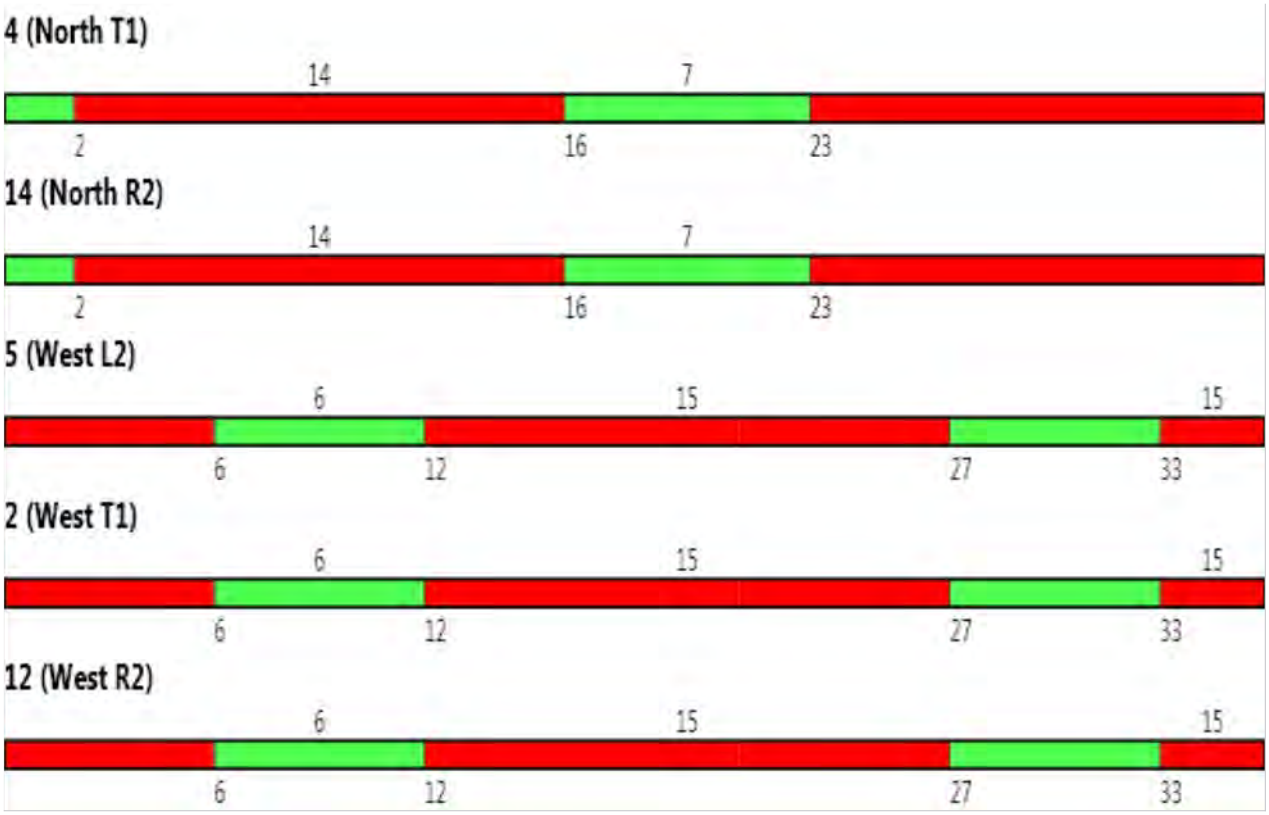


16 (East R2)



7 (North L2)





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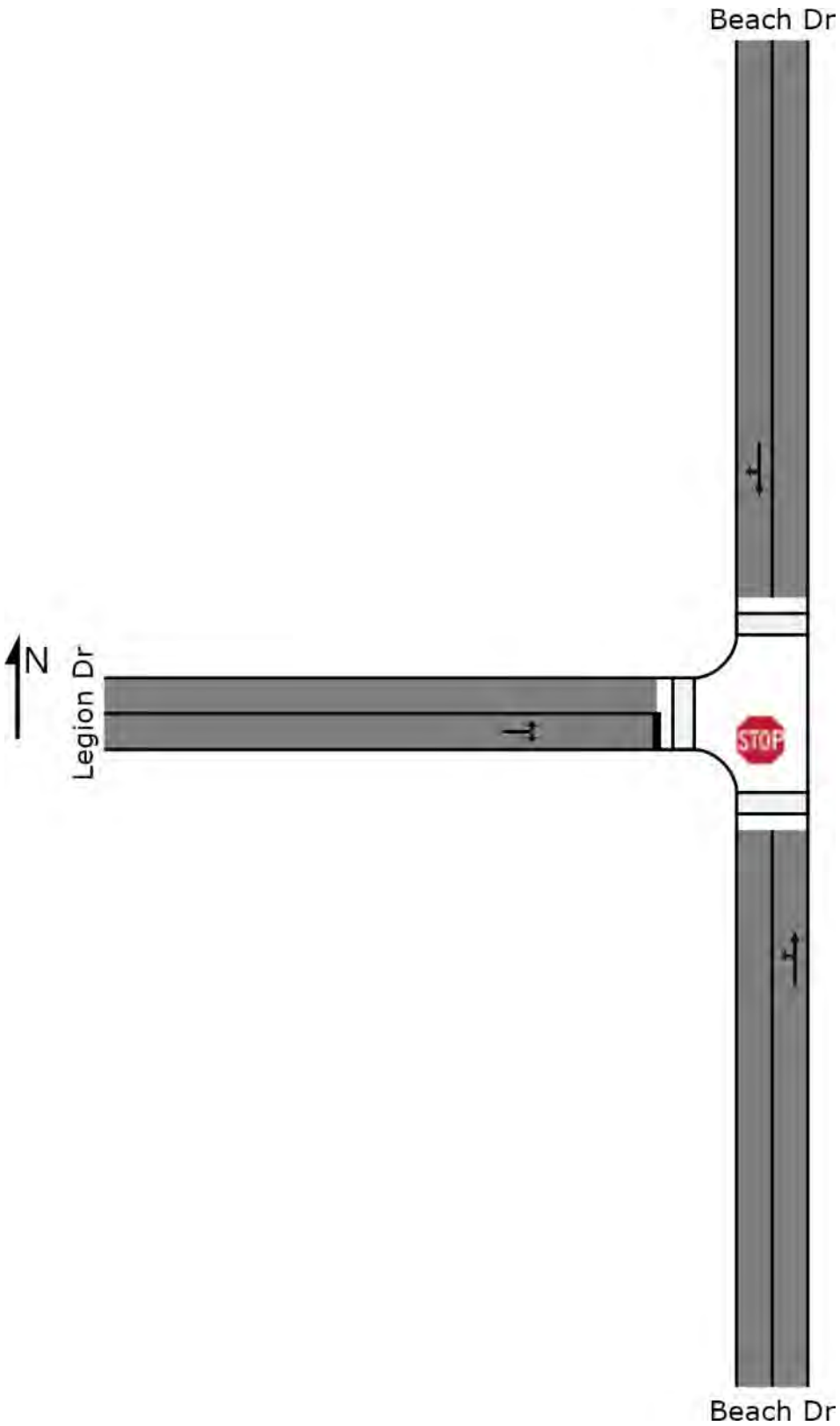
SITE LAYOUT

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

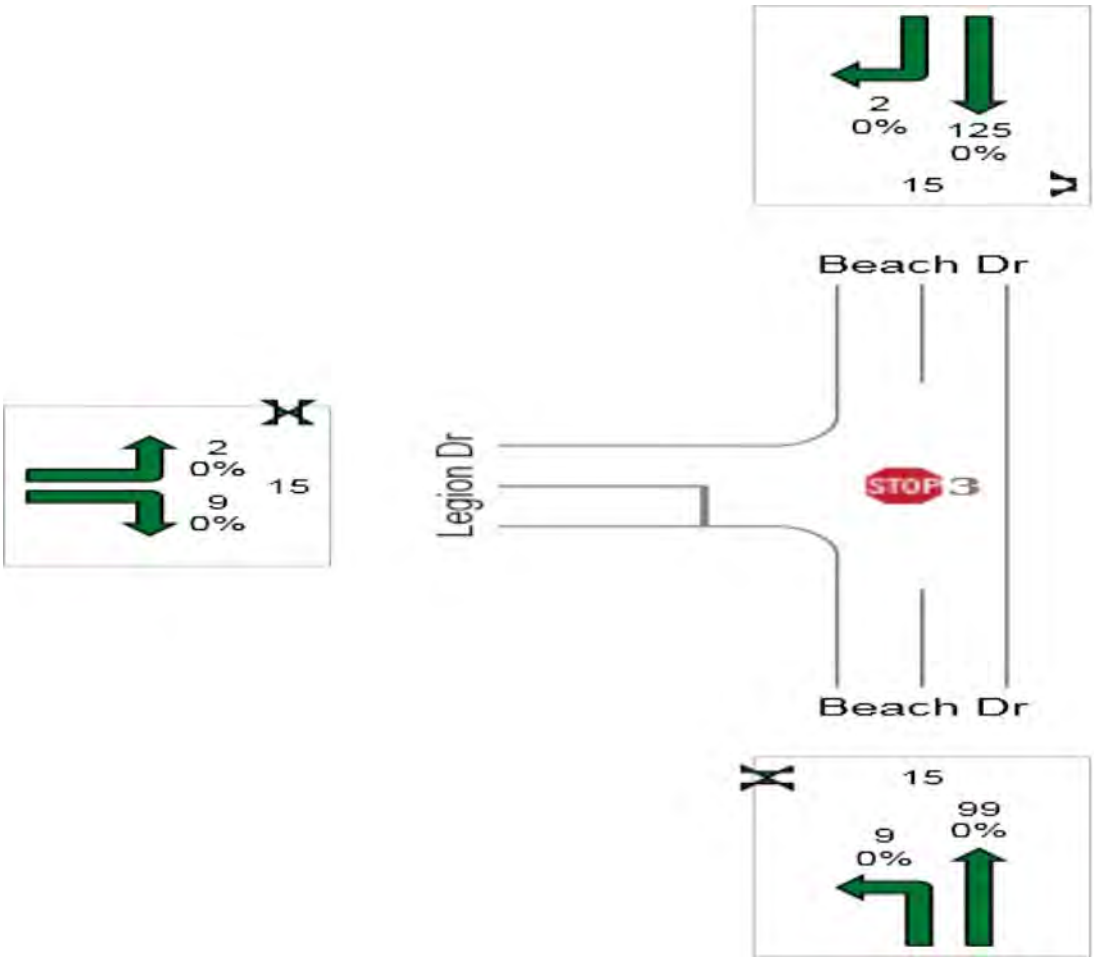
Stop (Two-Way)

Volume Display Method: Total and %

Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

- **All Movement Classes: 246**
- **Light Vehicles (LV): 246**
- **Heavy Vehicles (HV): 0**
- **Pedestrians: 45**



DELAY (CONTROL)

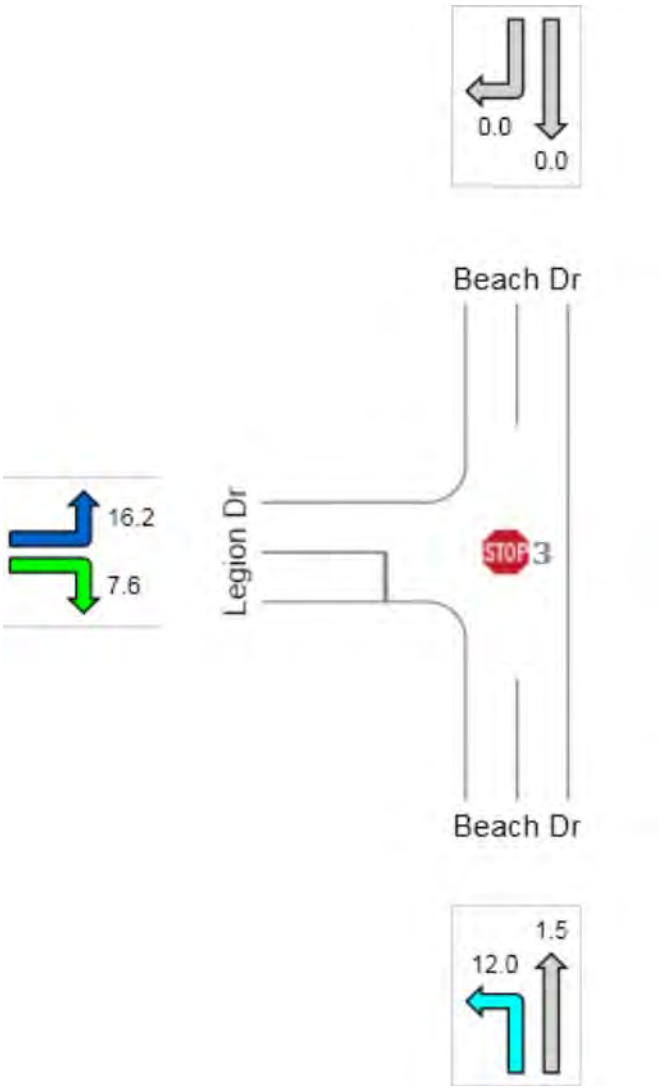
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	North	West	Intersection
	2.4	0.0	9.2	1.5
LOS	NA	NA	A	NA



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

LANE FLOWS

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Approach Lane Flows (veh/h)								
South: Beach Dr								
Mov. From S To Exit:	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	10	108	117	0.0	1846	0.064	100	NA
Approach	10	108	117	0.0		0.064		
North: Beach Dr								
Mov. From N To Exit:	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	136	2	138	0.0	1895	0.073	100	NA
Approach	136	2	138	0.0		0.073		
West: Legion Dr								
Mov. From W To Exit:	L2 N	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	2	10	12	0.0	879	0.014	100	NA
Approach	2	10	12	0.0		0.014		
	Total	%HV	Deg.Satn (v/c)					
Intersection	267	0.0		0.073				

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	24.1	mph	24.1	mph
Travel Distance (Total)	91.9	veh-mi/h	110.3	pers-mi/h
Travel Time (Total)	3.8	veh-h/h	4.6	pers-h/h
Demand Flows (Total)	267	veh/h	321	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.073			
Practical Spare Capacity	1245.0	%		
Effective Intersection Capacity	3670	veh/h		
Control Delay (Total)	0.11	veh-h/h	0.13	pers-h/h
Control Delay (Average)	1.5	sec	1.5	sec
Control Delay (Worst Lane)	9.2	sec		
Control Delay (Worst Movement)	16.2	sec	16.2	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	1.5	sec		
Idling Time (Average)	1.4	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.1	veh		
95% Back of Queue - Distance (Worst Lane)	1.7	ft		
Queue Storage Ratio (Worst Lane)	0.01			
Total Effective Stops	2	veh/h	2	pers/h
Effective Stop Rate	0.01	per veh	0.01	per pers
Proportion Queued	0.03		0.03	
Performance Index	3.9		3.9	
Cost (Total)	39.71	$/h	39.71	$/h
Fuel Consumption (Total)	2.6	gal/h		
Carbon Dioxide (Total)	22.7	kg/h		
Hydrocarbons (Total)	0.009	kg/h		
Carbon Monoxide (Total)	0.108	kg/h		
NOx (Total)	0.010	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	128,348	veh/y	154,017	pers/y
Delay	52	veh-h/y	63	pers-h/y
Effective Stops	905	veh/y	1,086	pers/y
Travel Distance	44,104	veh-mi/y	52,925	pers-mi/y
Travel Time	1,832	veh-h/y	2,198	pers-h/y
Cost	19,063	$/y	19,063	$/y
Fuel Consumption	1,225	gal/y		
Carbon Dioxide	10,898	kg/y		
Hydrocarbons	5	kg/y		
Carbon Monoxide	52	kg/y		
NOx	5	kg/y		

LANE SUMMARY

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beach Dr													
Lane 1	117	0.0	1846	0.064	100	2.4	LOS A	0.1	1.7	Full	172	0.0	0.0
Approach	117	0.0		0.064		2.4	NA	0.1	1.7				
North: Beach Dr													
Lane 1	138	0.0	1895	0.073	100	0.0	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	138	0.0		0.073		0.0	NA	0.0	0.0				
West: Legion Dr													
Lane 1	12	0.0	879	0.014	100	9.2	LOS A	0.1	1.4	Full	1425	0.0	0.0
Approach	12	0.0		0.014		9.2	LOS A	0.1	1.4				
Intersection	267	0.0		0.073		1.5	NA	0.1	1.7				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Beach Dr											
3	L2	10	0.0	0.064	12.0	LOS B	0.1	1.7	0.05	0.00	23.3
8	T1	108	0.0	0.064	1.5	LOS A	0.1	1.7	0.05	0.00	23.7
Approach		117	0.0	0.064	2.4	NA	0.1	1.7	0.05	0.00	23.7
North: Beach Dr											
4	T1	136	0.0	0.073	0.0	LOS A	0.0	0.0	0.00	0.00	25.0
14	R2	2	0.0	0.073	0.0	LOS A	0.0	0.0	0.00	0.00	25.1
Approach		138	0.0	0.073	0.0	NA	0.0	0.0	0.00	0.00	25.0
West: Legion Dr											
5	L2	2	0.0	0.014	16.2	LOS C	0.1	1.4	0.29	0.14	21.1
12	R2	10	0.0	0.014	7.6	LOS A	0.1	1.4	0.29	0.14	18.8
Approach		12	0.0	0.014	9.2	LOS A	0.1	1.4	0.29	0.14	19.4
All Vehicles		267	0.0	0.073	1.5	NA	0.1	1.7	0.03	0.01	24.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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QUEUE DISTANCE (%ILE)

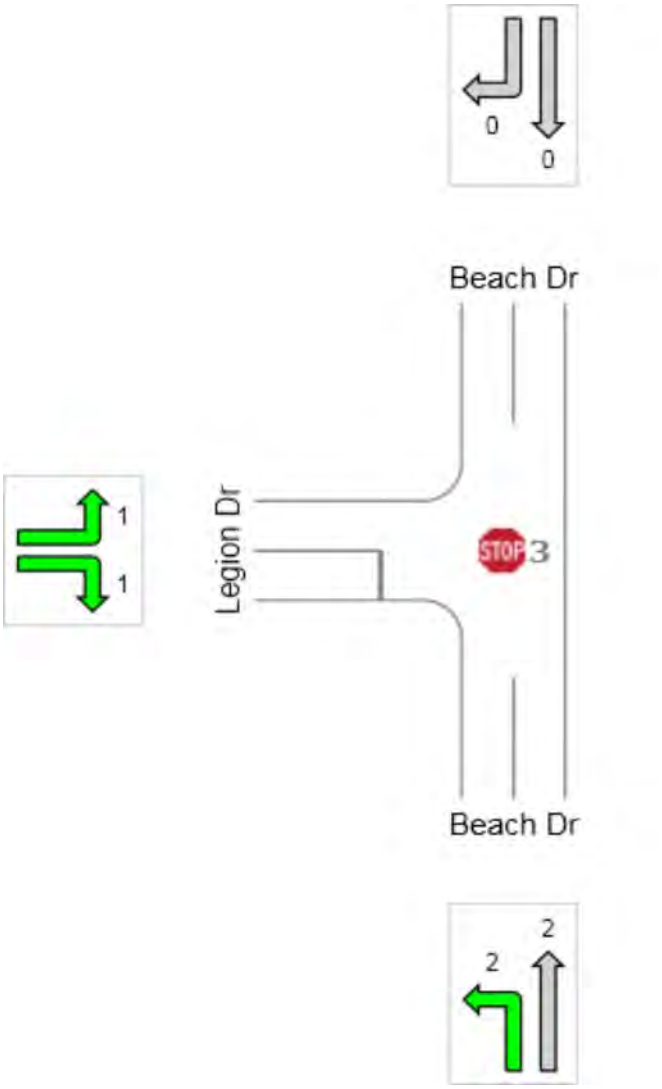
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild22-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	North	West	Intersection
	2	0	1	2



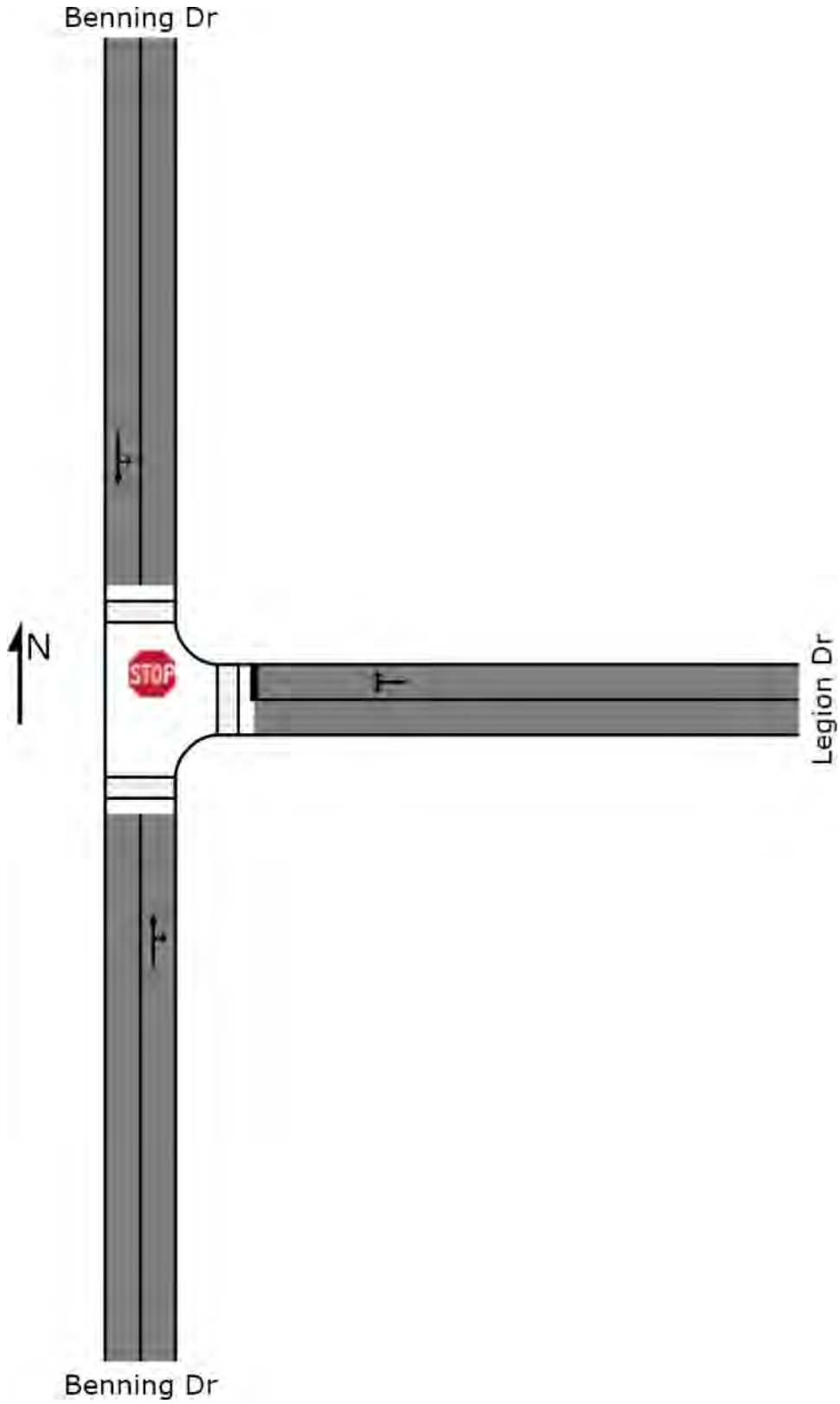
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)

Volume Display Method: Total and %

Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

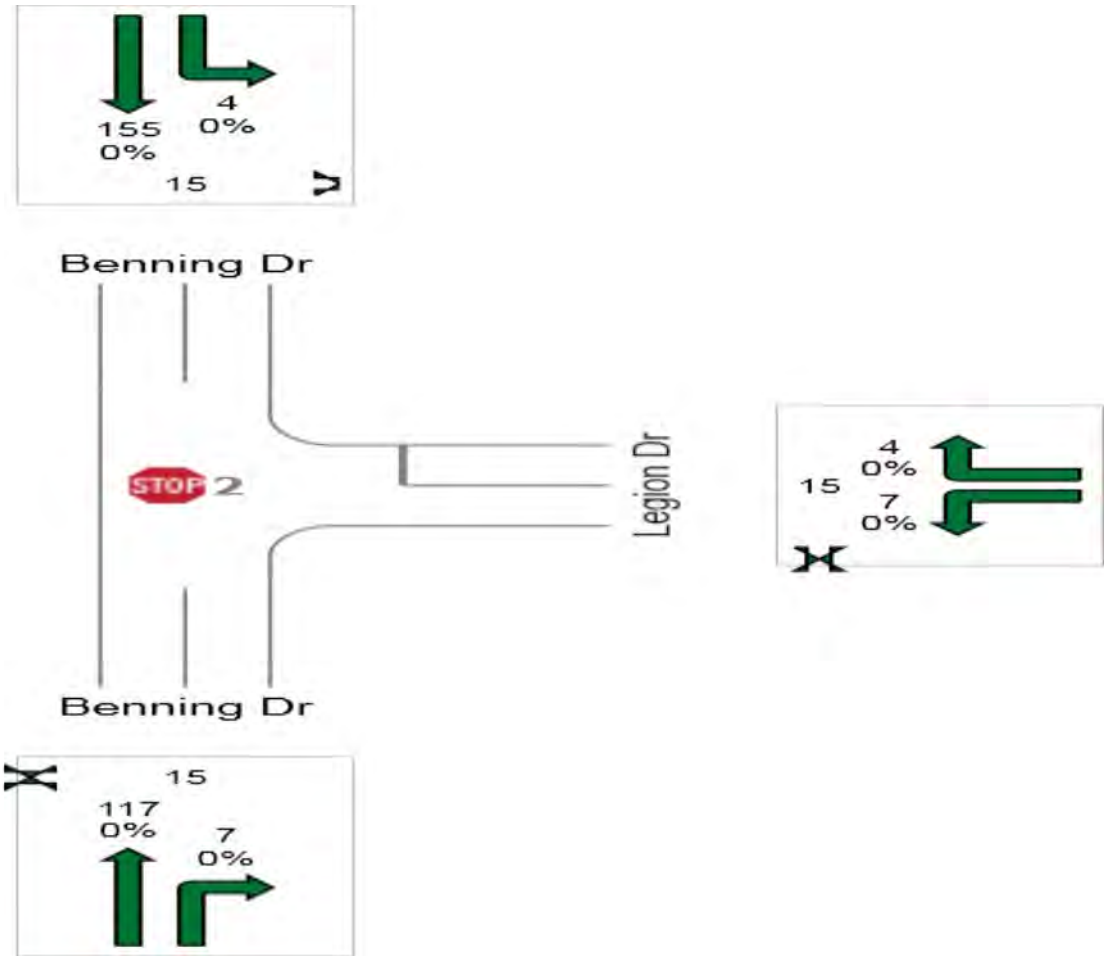
Total Intersection Volumes (veh)

All Movement Classes: 294

Light Vehicles (LV): 294

Heavy Vehicles (HV): 0

Pedestrians: 45



DELAY (CONTROL)

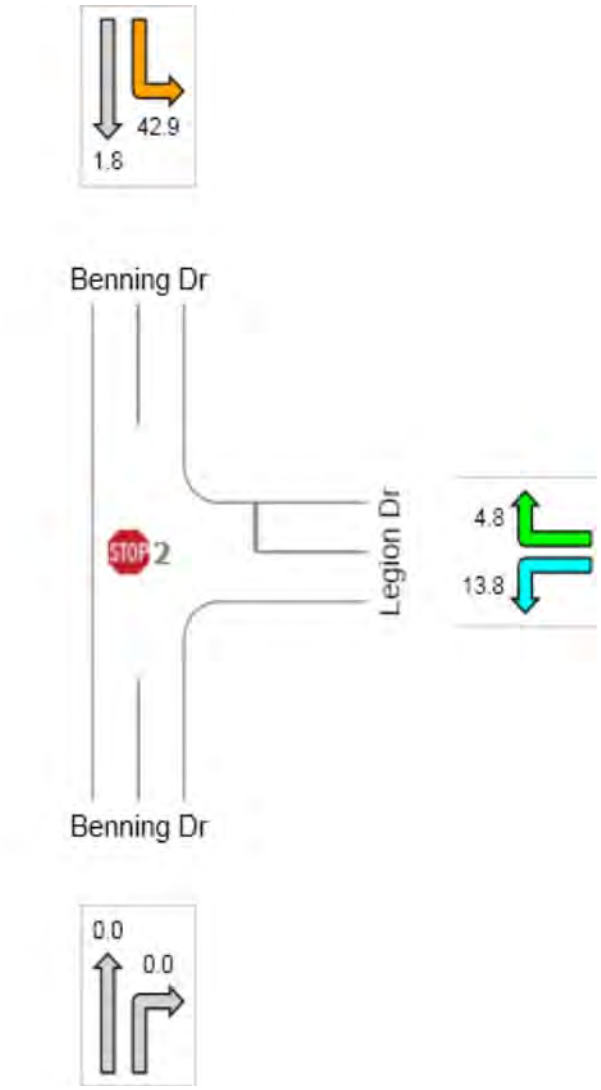
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

All Movement Classes

	South	East	North	Intersection
	0.0	10.5	2.8	1.9
LOS	NA	B	NA	NA



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

LANE FLOWS

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Approach Lane Flows (veh/h)

South: Benning Dr

Mov. From S To Exit:	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	178	11	189	0.0	1881	0.100	100	NA
Approach	178	11	189	0.0		0.100		

East: Legion Dr

Mov. From E To Exit:	L2 S	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	11	6	17	0.0	668	0.025	100	NA
Approach	11	6	17	0.0		0.025		

North: Benning Dr

Mov. From N To Exit:	L2 E	T1 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	6	236	242	0.0	1881	0.129	100	NA
Approach	6	236	242	0.0		0.129		

	Total	%HV	Deg.Satn (v/c)
Intersection	447	0.0	0.129

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	23.3	mph	23.3	mph
Travel Distance (Total)	99.3	veh-mi/h	119.2	pers-mi/h
Travel Time (Total)	4.3	veh-h/h	5.1	pers-h/h
Demand Flows (Total)	447	veh/h	537	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.129			
Practical Spare Capacity	661.7	%		
Effective Intersection Capacity	3477	veh/h		
Control Delay (Total)	0.24	veh-h/h	0.29	pers-h/h
Control Delay (Average)	1.9	sec	1.9	sec
Control Delay (Worst Lane)	10.5	sec		
Control Delay (Worst Movement)	42.9	sec	42.9	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	1.9	sec		
Idling Time (Average)	1.9	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.1	veh		
95% Back of Queue - Distance (Worst Lane)	2.4	ft		
Queue Storage Ratio (Worst Lane)	0.00			
Total Effective Stops	5	veh/h	6	pers/h
Effective Stop Rate	0.01	per veh	0.01	per pers
Proportion Queued	0.03		0.03	
Performance Index	4.4		4.4	
Cost (Total)	42.44	$/h	42.44	$/h
Fuel Consumption (Total)	2.8	gal/h		
Carbon Dioxide (Total)	25.0	kg/h		
Hydrocarbons (Total)	0.011	kg/h		
Carbon Monoxide (Total)	0.118	kg/h		
NOx (Total)	0.011	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	214,748	veh/y	257,697	pers/y
Delay	115	veh-h/y	138	pers-h/y
Effective Stops	2,242	veh/y	2,691	pers/y
Travel Distance	47,684	veh-mi/y	57,220	pers-mi/y
Travel Time	2,043	veh-h/y	2,452	pers-h/y
Cost	20,371	$/y	20,371	$/y
Fuel Consumption	1,351	gal/y		
Carbon Dioxide	12,014	kg/y		
Hydrocarbons	5	kg/y		
Carbon Monoxide	57	kg/y		
NOx	5	kg/y		

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LANE SUMMARY

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Benning Dr													
Lane 1	189	0.0	1881	0.100	100	0.0	LOS A	0.0	0.0	Full	590	0.0	0.0
Approach	189	0.0		0.100		0.0	NA	0.0	0.0				
East: Legion Dr													
Lane 1	17	0.0	668	0.025	100	10.5	LOS B	0.1	2.4	Full	1425	0.0	0.0
Approach	17	0.0		0.025		10.5	LOS B	0.1	2.4				
North: Benning Dr													
Lane 1	242	0.0	1881	0.129	100	2.8	LOS A	0.0	1.2	Full	480	0.0	0.0
Approach	242	0.0		0.129		2.8	NA	0.0	1.2				
Intersection	447	0.0		0.129		1.9	NA	0.1	2.4				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Benning Dr											
8	T1	178	0.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	24.8
18	R2	11	0.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	25.0
Approach		189	0.0	0.100	0.0	NA	0.0	0.0	0.00	0.00	24.9
East: Legion Dr											
1	L2	11	0.0	0.025	13.8	LOS B	0.1	2.4	0.41	0.28	19.3
16	R2	6	0.0	0.025	4.8	LOS A	0.1	2.4	0.41	0.28	19.2
Approach		17	0.0	0.025	10.5	LOS B	0.1	2.4	0.41	0.28	19.3
North: Benning Dr											
7	L2	6	0.0	0.129	42.9	LOS E	0.0	1.2	0.02	0.00	23.5
4	T1	236	0.0	0.129	1.8	LOS A	0.0	1.2	0.02	0.00	22.8
Approach		242	0.0	0.129	2.8	NA	0.0	1.2	0.02	0.00	22.8
All Vehicles		447	0.0	0.129	1.9	NA	0.1	2.4	0.03	0.01	23.3

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

QUEUE DISTANCE (%ILE)

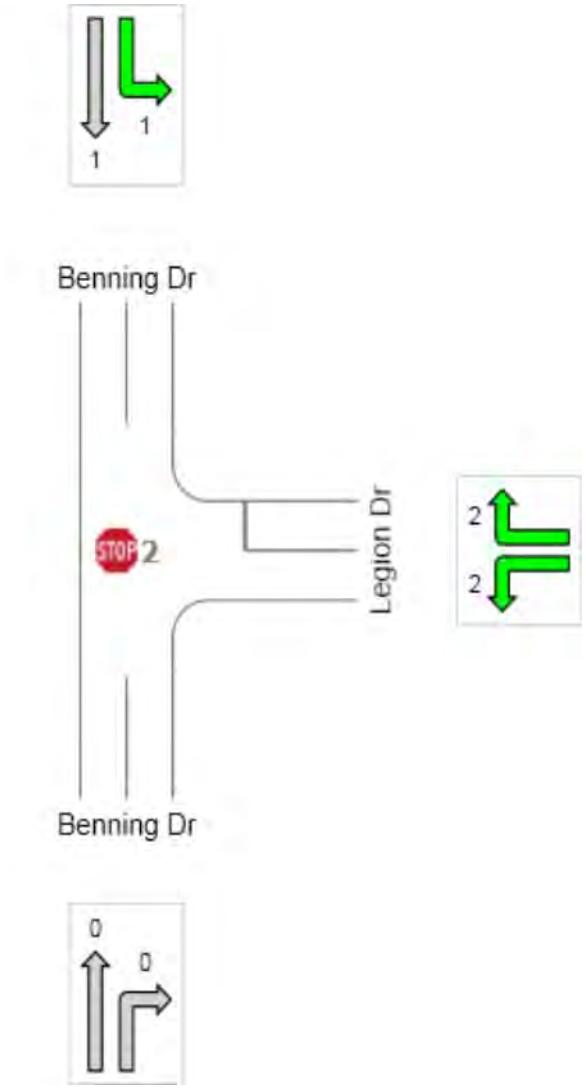
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild22-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

All Movement Classes

	South	East	North	Intersection
	0	2	1	2



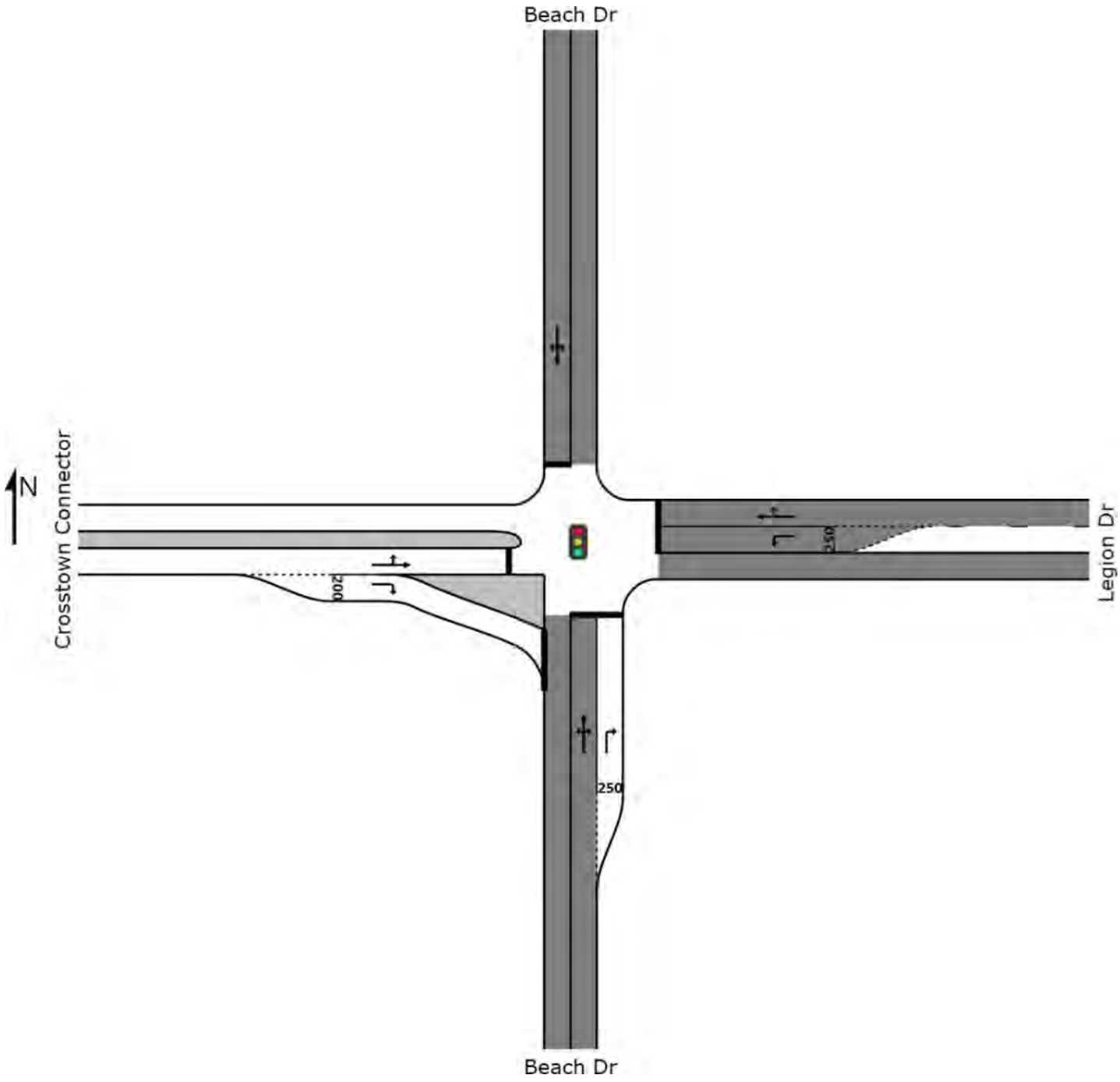
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild22-AM Legion Dr @ Beach Dr - Signal

Two way stop controlled
Signals - Actuated Isolated



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Organisation: ATKINS NORTH AMERICA INC | Created: Monday, July 13, 2015 8:57:49 AM
Project: C:\Users\FIEL5988\Desktop\Fielding\Destin Connector\SIDRA\Build-2Ln.sip6

INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild22-AM Legion Dr @ Beach Dr - Signal

Two way stop controlled
Signals - Actuated Isolated

Volume Display Method: Total and %

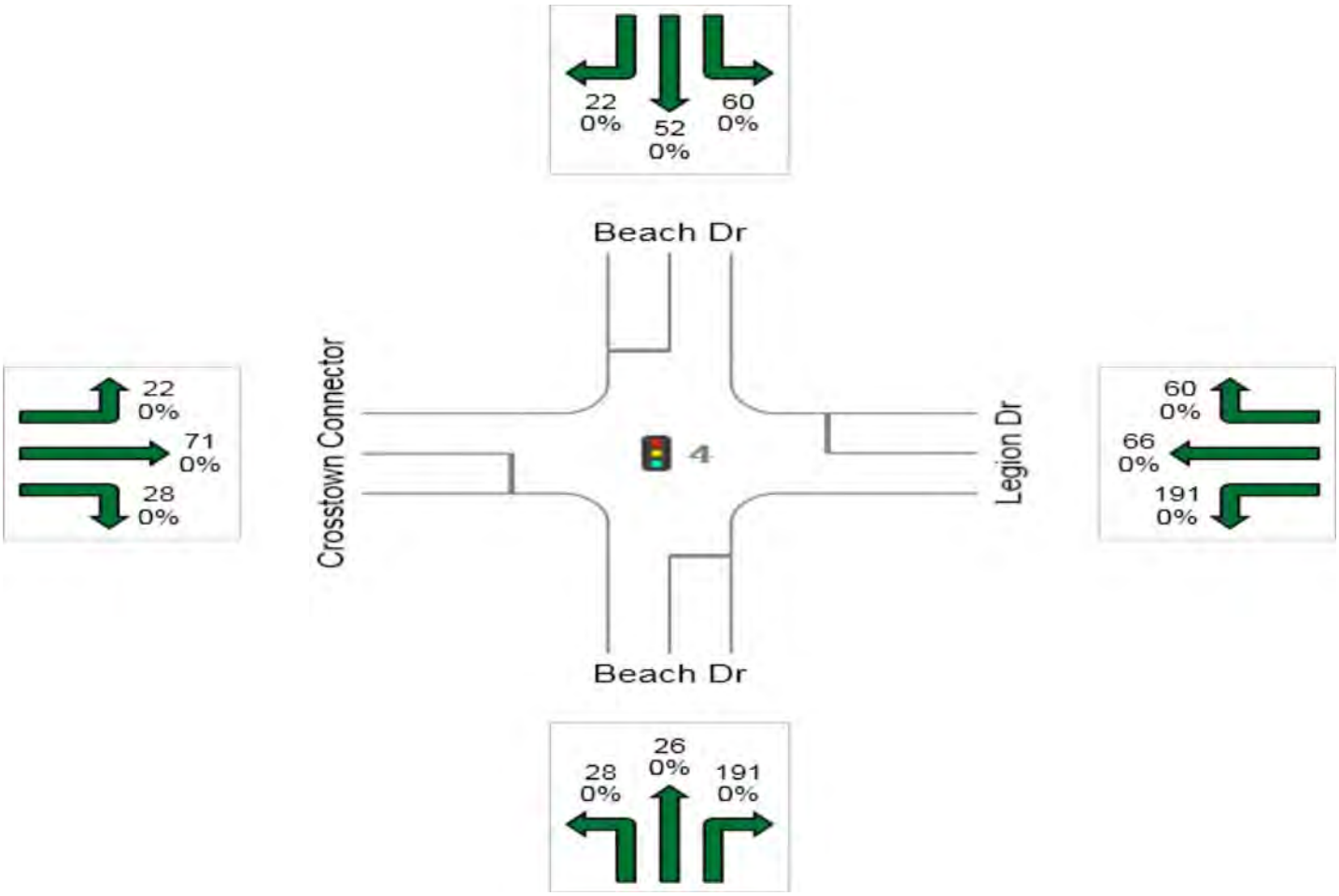
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 817

Light Vehicles (LV): 817

Heavy Vehicles (HV): 0



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DELAY (CONTROL)

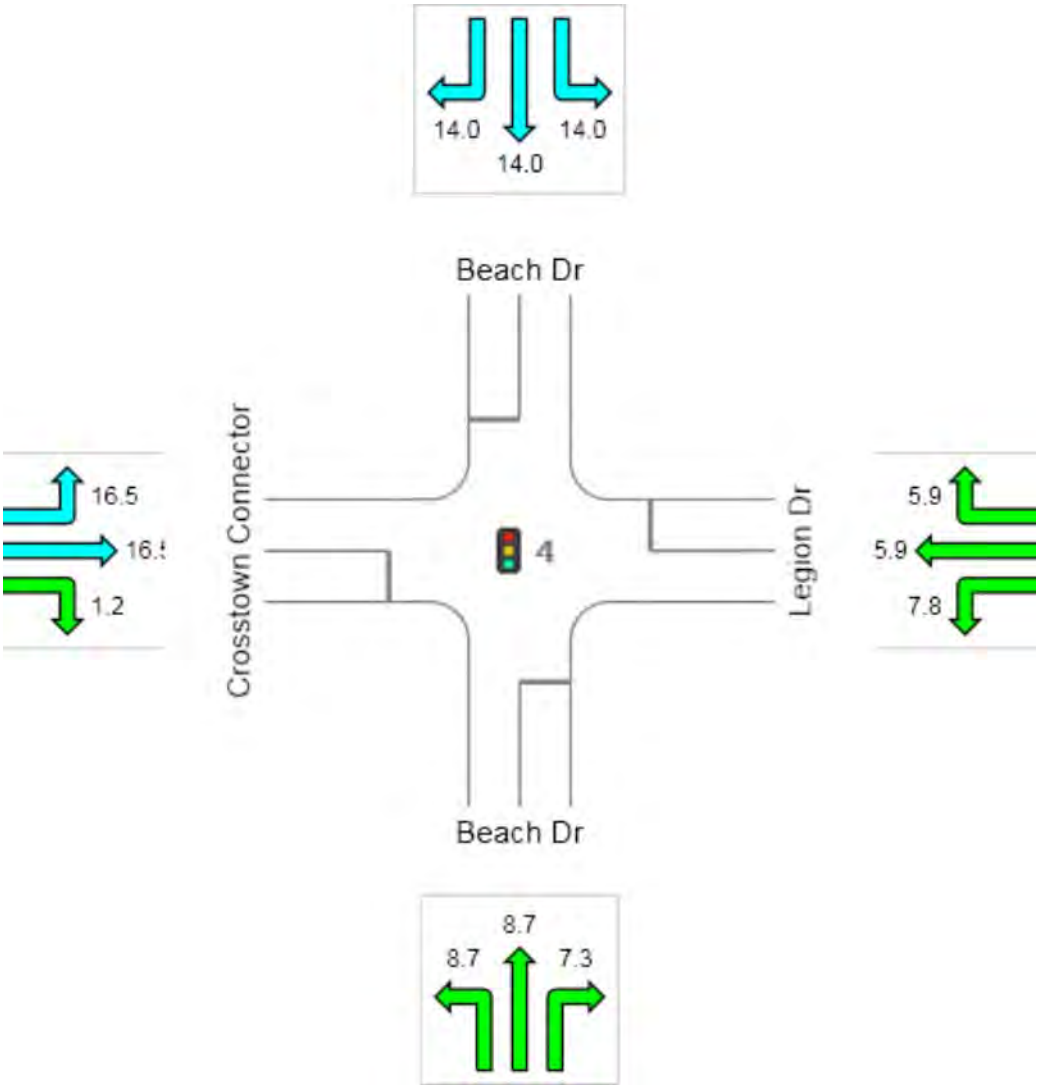
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild22-AM Legion Dr @ Beach Dr - Signal

Two way stop controlled
Signals - Actuated Isolated Cycle Time = 33 seconds (Practical Cycle Time)

All Movement Classes

	South	East	North	West	Intersection
	7.6	7.0	14.0	12.9	9.2
LOS	A	A	B	B	A



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild22-AM Legion Dr @ Beach Dr - Signal

Two way stop controlled
Signals - Actuated Isolated Cycle Time = 33 seconds (Practical Cycle Time)

Approach Lane Flows (veh/h)

South: Beach Dr

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	30	28	149	207	0.0	651	0.318	100	NA
Lane 2	-	-	59	59	0.0	927	0.064	20[6]	0.0
Approach	30	28	208	266	0.0		0.318		

East: Legion Dr

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	208	-	-	208	0.0	663	0.313	100	NA
Lane 2	-	72	65	137	0.0	848	0.161	100	NA
Approach	208	72	65	345	0.0		0.313		

North: Beach Dr

Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	65	57	24	146	0.0	410	0.355	100	NA
Approach	65	57	24	146	0.0		0.355		

West: Crosstown Connector

Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	24	77	-	101	0.0	330	0.306	100	NA
Lane 2	-	-	30	30	0.0	1248	0.024	100	0.0
Approach	24	77	30	132	0.0		0.306		

	Total	%HV	Deg.Satn (v/c)
Intersection	888	0.0	0.355

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

6 Lane under-utilisation due to downstream effects

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INTERSECTION SUMMARY

Site: 2lnBuild22-AM Legion Dr @ Beach Dr - Signal

Two way stop controlled
Signals - Actuated Isolated Cycle Time = 33 seconds (Practical Cycle Time)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	23.5	mph	23.5	mph
Travel Distance (Total)	413.9	veh-mi/h	496.6	pers-mi/h
Travel Time (Total)	17.6	veh-h/h	21.1	pers-h/h
Demand Flows (Total)	888	veh/h	1066	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.355			
Practical Spare Capacity	153.6	%		
Effective Intersection Capacity	2503	veh/h		
Control Delay (Total)	2.27	veh-h/h	2.73	pers-h/h
Control Delay (Average)	9.2	sec	9.2	sec
Control Delay (Worst Lane)	16.5	sec		
Control Delay (Worst Movement)	16.5	sec	16.5	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	9.2	sec		
Idling Time (Average)	6.4	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	2.6	veh		
95% Back of Queue - Distance (Worst Lane)	64.1	ft		
Queue Storage Ratio (Worst Lane)	0.65			
Total Effective Stops	503	veh/h	603	pers/h
Effective Stop Rate	0.57	per veh	0.57	per pers
Proportion Queued	0.71		0.71	
Performance Index	33.2		33.2	
Cost (Total)	221.29	$/h	221.29	$/h
Fuel Consumption (Total)	14.8	gal/h		
Carbon Dioxide (Total)	131.8	kg/h		
Hydrocarbons (Total)	0.056	kg/h		
Carbon Monoxide (Total)	0.640	kg/h		
NOx (Total)	0.090	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	426,261	veh/y	511,513	pers/y
Delay	1,090	veh-h/y	1,308	pers-h/y
Effective Stops	241,361	veh/y	289,634	pers/y
Travel Distance	198,653	veh-mi/y	238,383	pers-mi/y
Travel Time	8,445	veh-h/y	10,134	pers-h/y
Cost	106,217	$/y	106,217	$/y
Fuel Consumption	7,114	gal/y		
Carbon Dioxide	63,280	kg/y		
Hydrocarbons	27	kg/y		
Carbon Monoxide	307	kg/y		
NOx	43	kg/y		

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LANE SUMMARY

Site: 2lnBuild22-AM Legion Dr @ Beach Dr - Signal

Two way stop controlled
Signals - Actuated Isolated Cycle Time = 33 seconds (Practical Cycle Time)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beach Dr													
Lane 1	207	0.0	651	0.318	100	8.7	LOS A	2.6	64.1	Full	415	0.0	0.0
Lane 2	59	0.0	927	0.064	20[6]	3.6	LOS A	0.5	11.7	Short	250	0.0	NA
Approach	266	0.0		0.318		7.6	LOS A	2.6	64.1				
East: Legion Dr													
Lane 1	208	0.0	663	0.313	100	7.8	LOS A	2.4	59.0	Two Seg[9]	2110	0.0	0.0
Lane 2	137	0.0	848	0.161	100	5.9	LOS A	1.4	34.5	Full	2110	0.0	0.0
Approach	345	0.0		0.313		7.0	LOS A	2.4	59.0				
North: Beach Dr													
Lane 1	146	0.0	410	0.355	100	14.0	LOS B	2.2	56.0	Full	172	0.0	0.0
Approach	146	0.0		0.355		14.0	LOS B	2.2	56.0				
West: Crosstown Connector													
Lane 1	101	0.0	330	0.306	100	16.5	LOS B	1.7	41.9	Full	1550	0.0	0.0
Lane 2	30	0.0	1248	0.024	100	1.2	LOS A	0.1	3.1	Short	200	0.0	NA
Approach	132	0.0		0.306		12.9	LOS B	1.7	41.9				
Intersection	888	0.0		0.355		9.2	LOS A	2.6	64.1				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

6 Lane under-utilisation due to downstream effects
9 All Movement Classes allocated to Segment 1 are also allocated to Segment 2. This Two-Segment Lane has been modelled as a full-length lane.

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MOVEMENT SUMMARY

Site: 2lnBuild22-AM Legion Dr @ Beach Dr - Signal

Two way stop controlled
Signals - Actuated Isolated Cycle Time = 33 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Beach Dr											
3	L2	30	0.0	0.318	8.7	LOS A	2.6	64.1	0.69	0.57	26.1
8	T1	28	0.0	0.318	8.7	LOS A	2.6	64.1	0.69	0.57	15.3
18	R2	208	0.0	0.318	7.3	LOS A	2.6	64.1	0.62	0.50	22.0
Approach		266	0.0	0.318	7.6	LOS A	2.6	64.1	0.63	0.52	22.0
East: Legion Dr											
1	L2	208	0.0	0.313	7.8	LOS A	2.4	59.0	0.77	0.62	21.5
6	T1	72	0.0	0.161	5.9	LOS A	1.4	34.5	0.57	0.46	31.7
16	R2	65	0.0	0.161	5.9	LOS A	1.4	34.5	0.57	0.46	27.5
Approach		345	0.0	0.313	7.0	LOS A	2.4	59.0	0.69	0.56	24.6
North: Beach Dr											
7	L2	65	0.0	0.355	14.0	LOS B	2.2	56.0	0.83	0.66	20.0
4	T1	57	0.0	0.355	14.0	LOS B	2.2	56.0	0.83	0.66	13.0
14	R2	24	0.0	0.355	14.0	LOS B	2.2	56.0	0.83	0.66	23.9
Approach		146	0.0	0.355	14.0	LOS B	2.2	56.0	0.83	0.66	18.9
West: Crosstown Connector											
5	L2	24	0.0	0.306	16.5	LOS B	1.7	41.9	0.88	0.68	13.9
2	T1	77	0.0	0.306	16.5	LOS B	1.7	41.9	0.88	0.68	31.2
12	R2	30	0.0	0.024	1.2	LOS A	0.1	3.1	0.34	0.25	30.7
Approach		132	0.0	0.306	12.9	LOS B	1.7	41.9	0.76	0.58	27.4
All Vehicles		888	0.0	0.355	9.2	LOS A	2.6	64.1	0.71	0.57	23.5

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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QUEUE DISTANCE (%ILE)

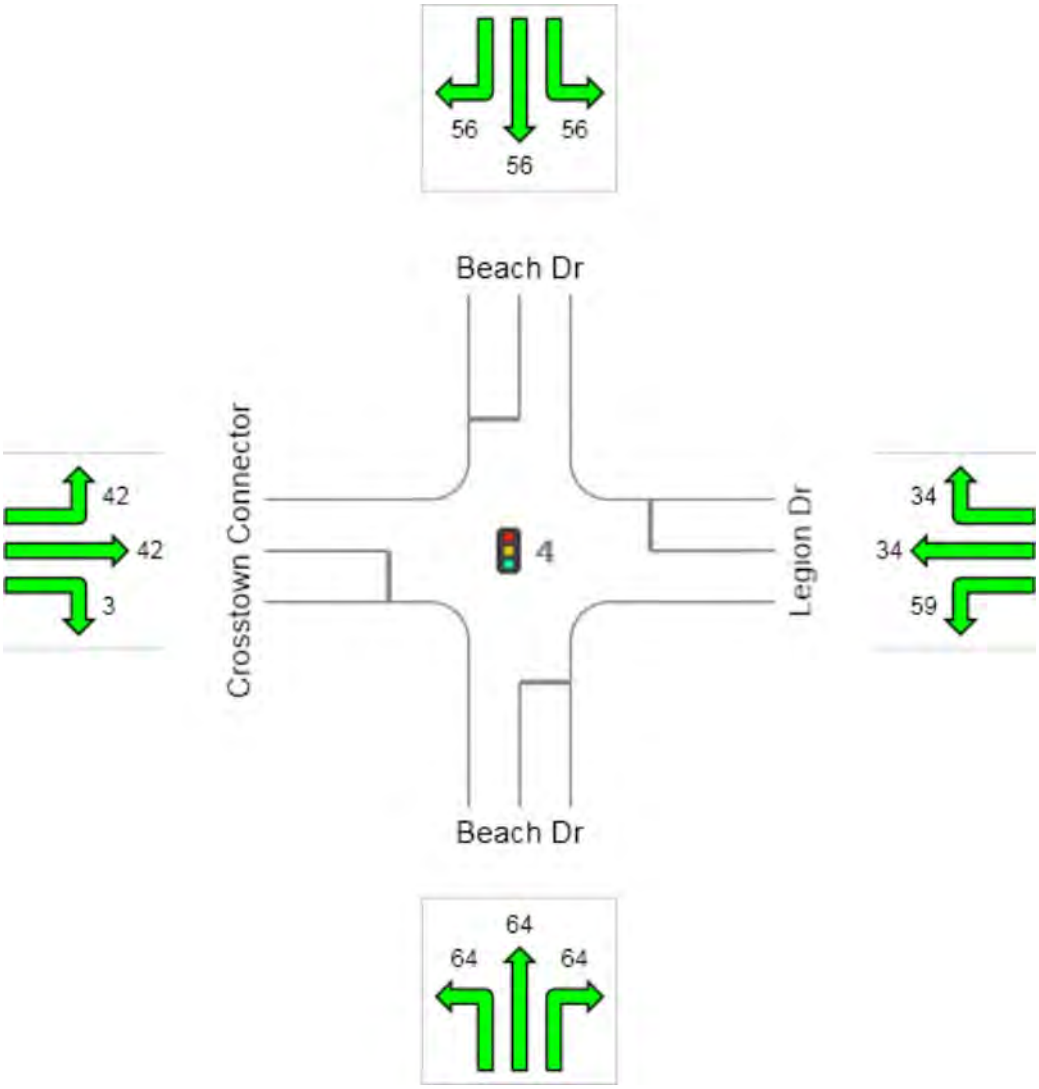
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild22-AM Legion Dr @ Beach Dr - Signal

Two way stop controlled
Signals - Actuated Isolated Cycle Time = 33 seconds (Practical Cycle Time)

All Movement Classes

	South	East	North	West	Intersection
	64	59	56	42	64



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

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TIMING ANALYSIS

Site: 2lnBuild22-AM Legion Dr @ Beach Dr - Signal

Two way stop controlled
Signals - Actuated Isolated Cycle Time = 33 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Opposed Turns
Input Sequence: A, B, C
Output Sequence: A, B, C

Movement Timing Information

Mov ID	Mov Class	Mov Type	PHASE MATRIX First Green [From	To	Oppd	Priority	Und]	PHASE MATRIX Second Green [From	To	Oppd	Priority	Und]	Lost Time 1st Green (sec)	Lost Time 2nd Green (sec)	ReqMov Time 1st Green (sec)	ReqMov Time 2nd Green (sec)	Eff Green 1st Green (sec)	Eff Green 2nd Green (sec)
South		Beach Dr																
3	#		A	B	Yes								5		11.4		8	
8	#		A	B									4		11.2		9	
18	#		A	C									4		20.0		19	
East		Legion Dr																
1	#		*B	C				*C	A	Yes			4	5	10.0	10.0	6	5
6	#		B	A									4		20.0		16	
16	#		B	A									4		20.0		16	
North		Beach Dr																
7	#		*A	B	Yes								6		12.2		7	
4	#		A	B									4		12.0		9	
14	#		A	B									4		12.0		9	
West		Crosstown Connector																
5	#		*C	A	Yes								4		10.0		6	
2	#		C	A									4		10.0		6	
12	#	Slip/ Bypass	A	C	Yes			C	A	Yes			7	4	0.0	0.0	16	6

Combined timing results are shown for all Movement Classes except any listed separately.
* Critical Movement/Green Period

Phase Information

Phase	Ref. Phase	Change Time (sec)	Starting Intergreen (sec)	Green Start (sec)	Displayed Green (sec)	Green End (sec)	Terminating Intergreen (sec)	Phase Time (sec)	Phase Split %
A	No	10	4	14	9	23	4	13	39
B	No	23	4	27	6	33	4	10	30
C	Yes	0	4	4	6	10	4	10	30

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MOVEMENT TIMING

Site: 2lnBuild22-AM Legion Dr @ Beach Dr - Signal

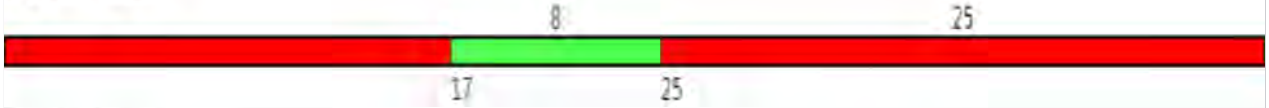
Two way stop controlled
Signals - Actuated Isolated Cycle Time = 33 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Opposed Turns
Input Sequence: A, B, C
Output Sequence: A, B, C

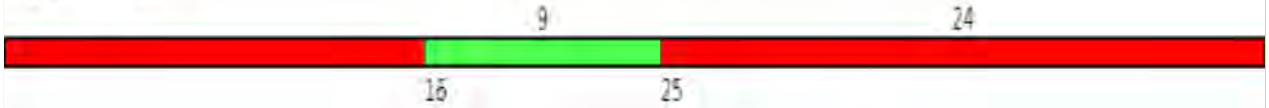
DISPLAYED SIGNAL TIMING - PHASES

EFFECTIVE SIGNAL TIMING - MOVEMENTS

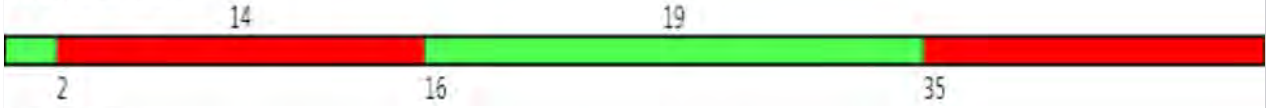
3 (South L2)



8 (South T1)



18 (South R2)

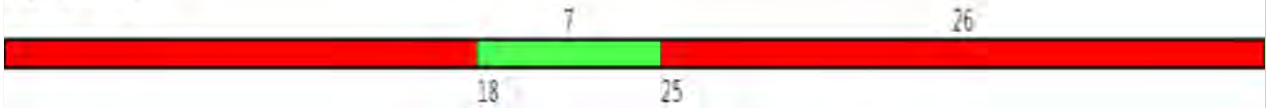


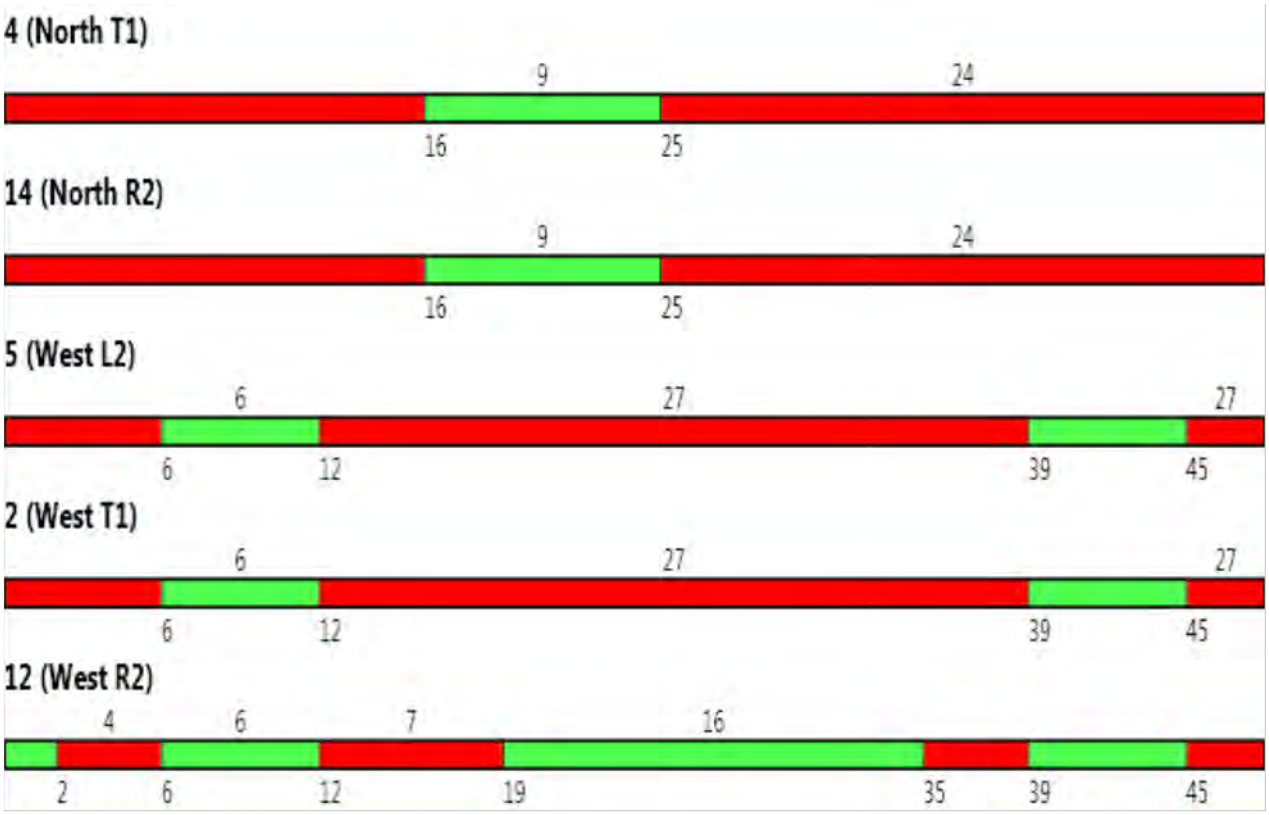
1 (East L2)

6 (East T1)

16 (East R2)

7 (North L2)





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NETWORK SUMMARY

Network: 2lnBuild32-AM_TW/Rnd

New Network

Network Performance - Hourly Values						
Performance Measure	**Vehicles**		**Per Unit Distance**		**Persons**	
Network Level of Service (LOS)	LOS A					
Travel Time Index	9.92					
Speed Efficiency	0.99					
Congestion Coefficient	1.01					
Travel Speed (Average)	24.8	mph			24.8	mph
Travel Distance (Total)	952.1	veh-mi/h			1142.5	pers-mi/h
Travel Time (Total)	38.4	veh-h/h			46.0	pers-h/h
Desired Speed	25.0	mph				
Demand Flows (Total)	2337	veh/h			2804	pers/h
Arrival Flows (Total)	2337	veh/h			2804	pers/h
Percent Heavy Vehicles (Demand)	0.0	%				
Percent Heavy Vehicles (Arrival)	0.0	%				
Degree of Saturation	0.379					
Control Delay (Total)	3.75	veh-h/h			4.50	pers-h/h
Control Delay (Average)	5.8	sec			5.8	sec
Control Delay (Worst Lane)	12.2	sec				
Control Delay (Worst Movement)	37.6	sec			37.6	sec
Geometric Delay (Average)	0.0	sec				
Stop-Line Delay (Average)	5.8	sec				
Queue Storage Ratio (Worst Lane)	0.15					
Total Effective Stops	366	veh/h			439	pers/h
Effective Stop Rate	0.16	per veh	0.4	per mi	0.16	per pers
Proportion Queued	0.24				0.24	
Performance Index	49.2				49.2	
Cost (Total)	511.89	$/h	0.54	$/mi	511.89	$/h
Fuel Consumption (Total)	31.9	gal/h	0.034	gal/mi		
Fuel Economy	29.8	mpg				
Carbon Dioxide (Total)	283.8	kg/h	298.1	g/mi		
Hydrocarbons (Total)	0.119	kg/h	0.125	g/mi		
Carbon Monoxide (Total)	1.377	kg/h	1.446	g/mi		
NOx (Total)	0.180	kg/h	0.189	g/mi		

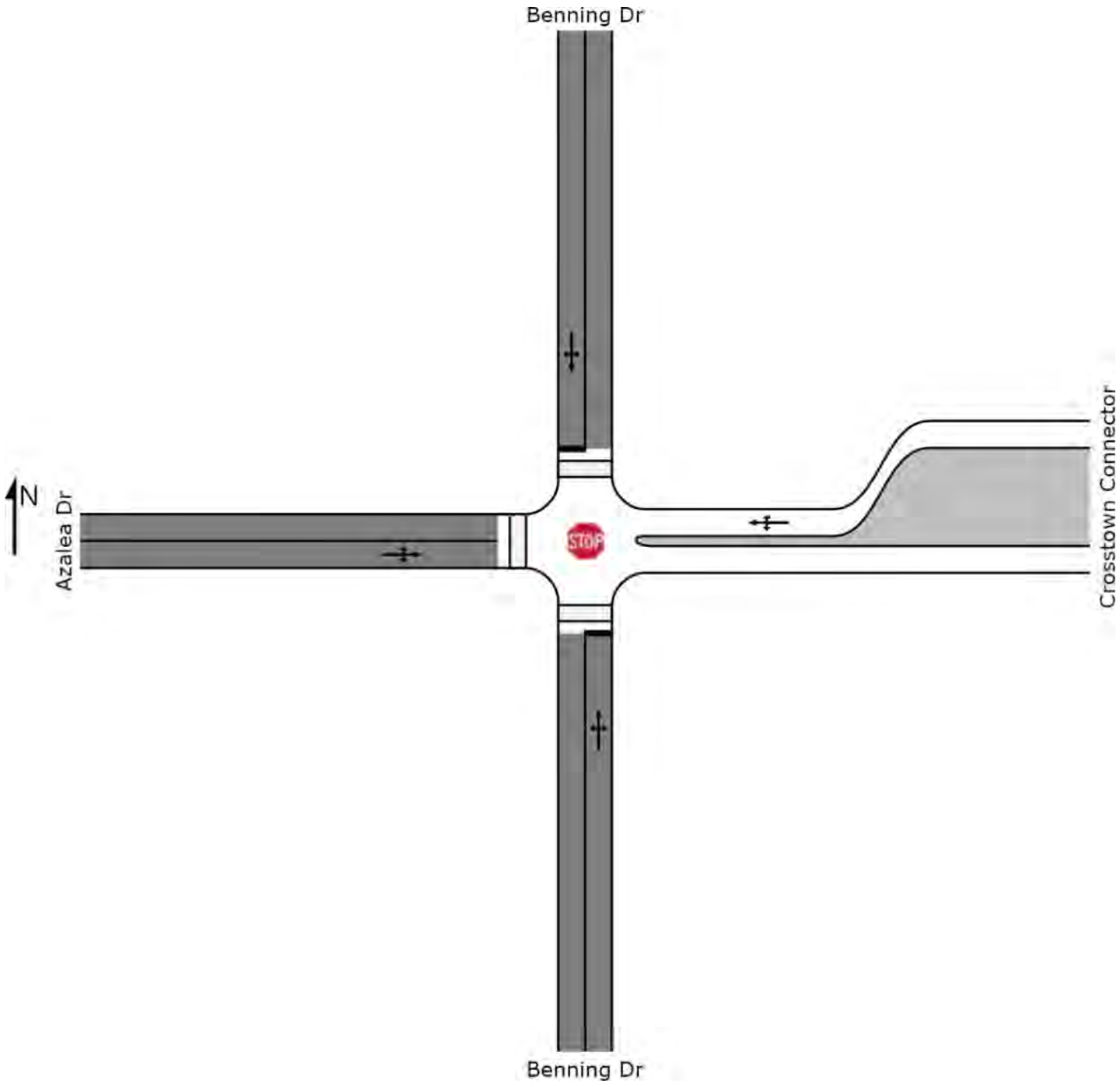
Network Model Accuracy Level (largest change in degree of saturation for any lane): 0.0 %
Number of Iterations: 2
Network Level of Service (LOS) Method: HCM 2010.
Model used: US HCM (Customary).

Network Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	1,121,739	veh/y	1,346,087	pers/y
Delay	1,800	veh-h/y	2,160	pers-h/y
Effective Stops	175,477	veh/y	210,573	pers/y
Travel Distance	457,018	veh-mi/y	548,421	pers-mi/y
Travel Time	18,419	veh-h/y	22,103	pers-h/y
Cost	245,708	$/y	245,708	$/y
Fuel Consumption	15,314	gal/y		
Carbon Dioxide	136,226	kg/y		
Hydrocarbons	57	kg/y		
Carbon Monoxide	661	kg/y		
NOx	86	kg/y		

SITE LAYOUT

Site: 2lnBuild32-AM Azalea Dr @ Benning Dr - TWSC

Stop (Two-Way)



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INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild32-AM Azalea Dr @ Benning Dr - TWSC

Stop (Two-Way)

Volume Display Method: Total and %

Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

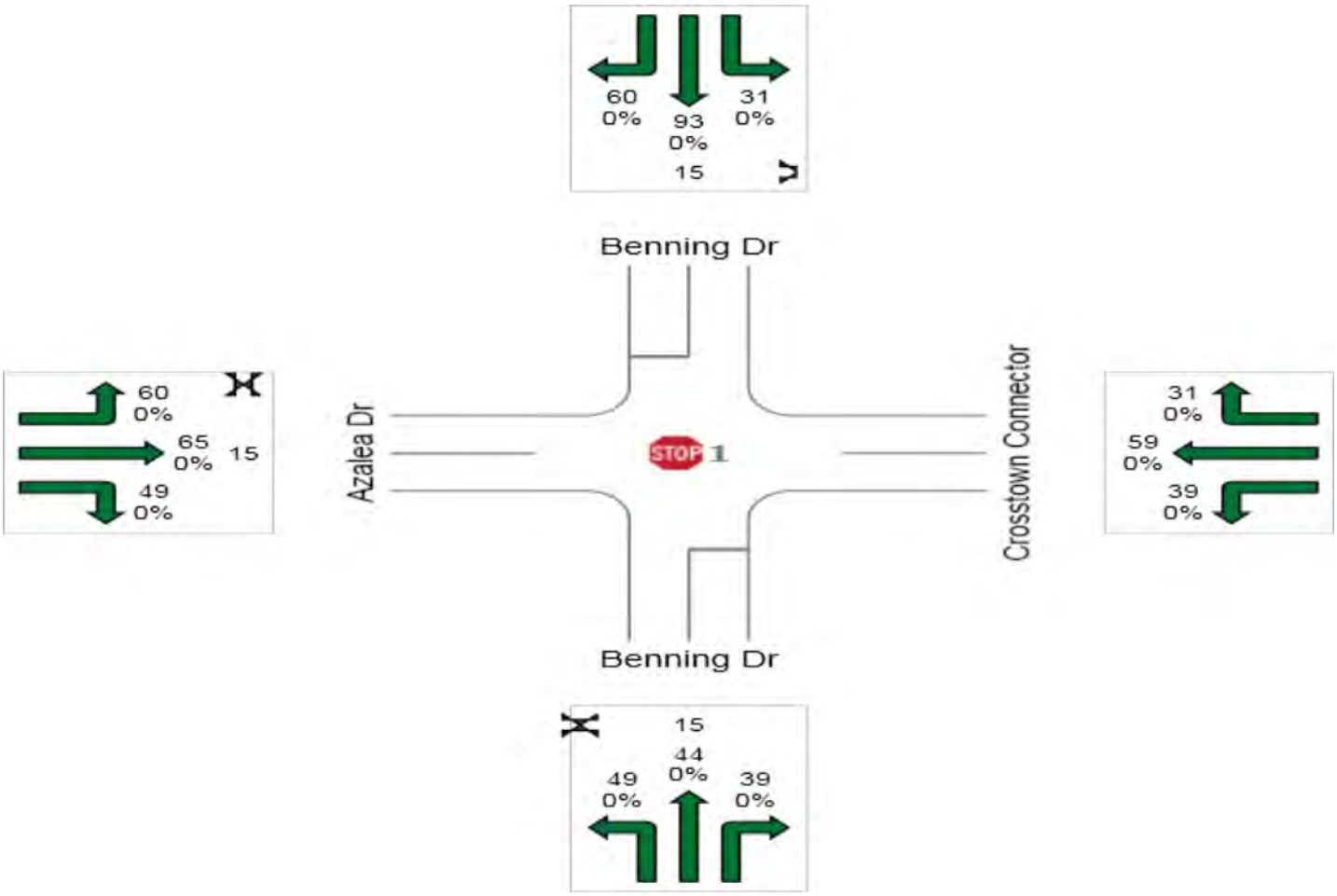
Total Intersection Volumes (veh)

All Movement Classes: 619

Light Vehicles (LV): 619

Heavy Vehicles (HV): 0

Pedestrians: 45



DELAY (CONTROL)

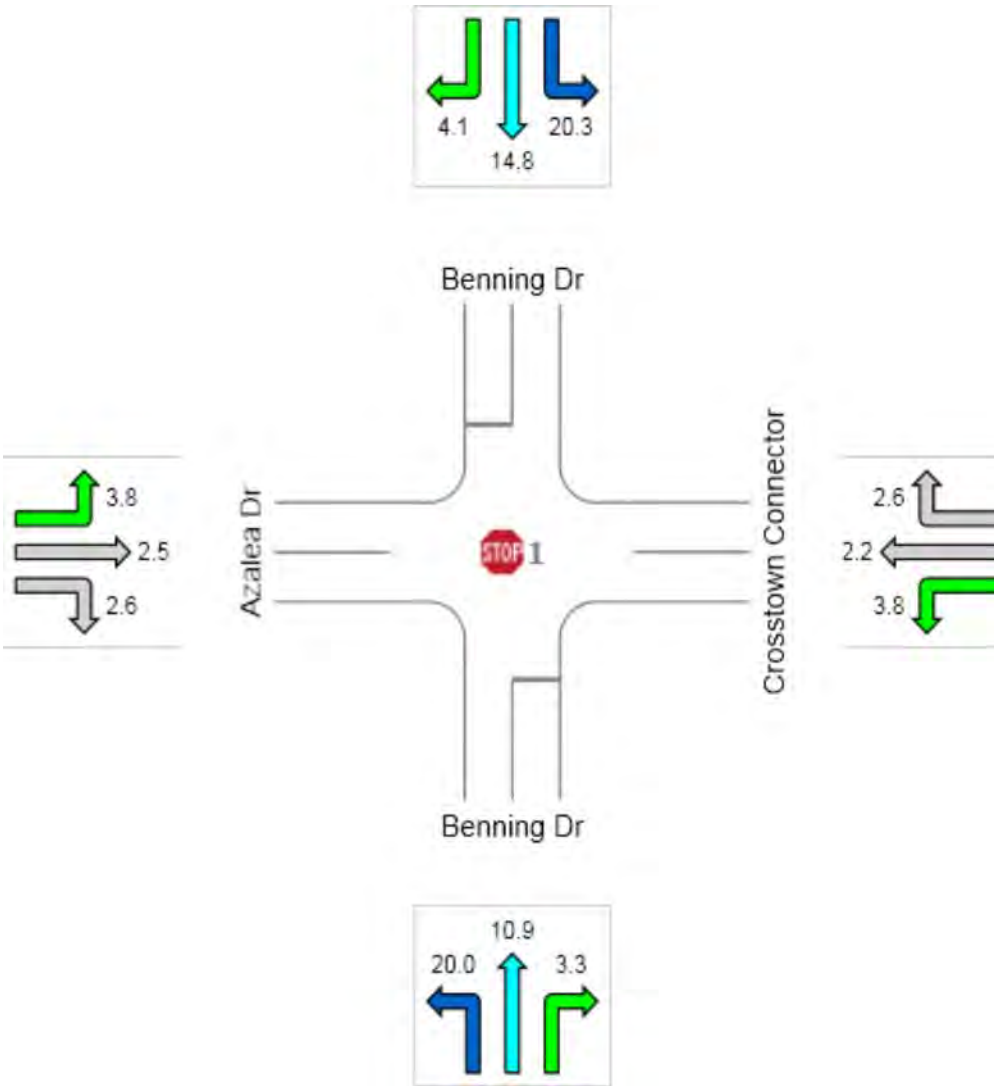
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild32-AM Azalea Dr @ Benning Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	East	North	West	Intersection
	12.1	2.7	12.2	3.0	7.6
LOS	B	NA	B	NA	NA



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild32-AM Azalea Dr @ Benning Dr - TWSC

Stop (Two-Way)

Approach Lane Flows (veh/h)									
South: Benning Dr									
Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	53	48	42	143	0.0	652	0.220	100	NA
Approach	53	48	42	143	0.0		0.220		
East: Crosstown Connector									
Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	42	64	34	140	0.0	1685	0.083	100	NA
Approach	42	64	34	140	0.0		0.083		
North: Benning Dr									
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	34	101	65	200	0.0	697	0.287	100	NA
Approach	34	101	65	200	0.0		0.287		
West: Azalea Dr									
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	65	71	53	189	0.0	1675	0.113	100	NA
Approach	65	71	53	189	0.0		0.113		
	Total	%HV	Deg.Satn (v/c)						
Intersection	673	0.0	0.287						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild32-AM Azalea Dr @ Benning Dr - TWSC

Stop (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	26.2	mph	26.2	mph
Travel Distance (Total)	417.5	veh-mi/h	501.0	pers-mi/h
Travel Time (Total)	15.9	veh-h/h	19.1	pers-h/h
Demand Flows (Total)	673	veh/h	807	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.287			
Practical Spare Capacity	178.7	%		
Effective Intersection Capacity	2344	veh/h		
Control Delay (Total)	1.42	veh-h/h	1.71	pers-h/h
Control Delay (Average)	7.6	sec	7.6	sec
Control Delay (Worst Lane)	12.2	sec		
Control Delay (Worst Movement)	20.3	sec	20.3	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	7.6	sec		
Idling Time (Average)	7.0	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	1.3	veh		
95% Back of Queue - Distance (Worst Lane)	32.9	ft		
Queue Storage Ratio (Worst Lane)	0.07			
Total Effective Stops	95	veh/h	114	pers/h
Effective Stop Rate	0.14	per veh	0.14	per pers
Proportion Queued	0.25		0.25	
Performance Index	19.4		19.4	
Cost (Total)	192.48	$/h	192.48	$/h
Fuel Consumption (Total)	13.6	gal/h		
Carbon Dioxide (Total)	121.3	kg/h		
Hydrocarbons (Total)	0.049	kg/h		
Carbon Monoxide (Total)	0.618	kg/h		
NOx (Total)	0.080	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	322,957	veh/y	387,548	pers/y
Delay	684	veh-h/y	821	pers-h/y
Effective Stops	45,559	veh/y	54,671	pers/y
Travel Distance	200,413	veh-mi/y	240,495	pers-mi/y
Travel Time	7,656	veh-h/y	9,187	pers-h/y
Cost	92,391	$/y	92,391	$/y
Fuel Consumption	6,547	gal/y		
Carbon Dioxide	58,241	kg/y		
Hydrocarbons	24	kg/y		
Carbon Monoxide	297	kg/y		
NOx	38	kg/y		

LANE SUMMARY

Site: 2lnBuild32-AM Azalea Dr @ Benning Dr - TWSC

Stop (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Benning Dr													
Lane 1	143	0.0	652	0.220	100	12.1	LOS B	1.0	24.5	Full	560	0.0	0.0
Approach	143	0.0		0.220		12.1	LOS B	1.0	24.5				
East: Crosstown Connector													
Lane 1	140	0.0	1685	0.083	100	2.7	LOS A	0.3	7.4	Full	1550	0.0	0.0
Approach	140	0.0		0.083		2.7	NA	0.3	7.4				
North: Benning Dr													
Lane 1	200	0.0	697	0.287	100	12.2	LOS B	1.3	32.9	Full	590	0.0	0.0
Approach	200	0.0		0.287		12.2	LOS B	1.3	32.9				
West: Azalea Dr													
Lane 1	189	0.0	1675	0.113	100	3.0	LOS A	0.4	11.0	Full	3600	0.0	0.0
Approach	189	0.0		0.113		3.0	NA	0.4	11.0				
Intersection	673	0.0		0.287		7.6	NA	1.3	32.9				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild32-AM Azalea Dr @ Benning Dr - TWSC

Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Benning Dr											
3	L2	53	0.0	0.220	20.0	LOS C	1.0	24.5	0.35	0.27	21.9
8	T1	48	0.0	0.220	10.9	LOS B	1.0	24.5	0.35	0.27	16.7
18	R2	42	0.0	0.220	3.3	LOS A	1.0	24.5	0.35	0.27	24.1
Approach		143	0.0	0.220	12.1	LOS B	1.0	24.5	0.35	0.27	21.4
East: Crosstown Connector											
1	L2	42	0.0	0.083	3.8	LOS A	0.3	7.4	0.16	0.02	32.3
6	T1	64	0.0	0.083	2.2	LOS A	0.3	7.4	0.16	0.02	37.5
16	R2	34	0.0	0.083	2.6	LOS A	0.3	7.4	0.16	0.02	32.9
Approach		140	0.0	0.083	2.7	NA	0.3	7.4	0.16	0.02	35.7
North: Benning Dr											
7	L2	34	0.0	0.287	20.3	LOS C	1.3	32.9	0.32	0.24	23.5
4	T1	101	0.0	0.287	14.8	LOS B	1.3	32.9	0.32	0.24	16.4
14	R2	65	0.0	0.287	4.1	LOS A	1.3	32.9	0.32	0.24	21.9
Approach		200	0.0	0.287	12.2	LOS B	1.3	32.9	0.32	0.24	20.4
West: Azalea Dr											
5	L2	65	0.0	0.113	3.8	LOS A	0.4	11.0	0.16	0.02	27.6
2	T1	71	0.0	0.113	2.5	LOS A	0.4	11.0	0.16	0.02	31.0
12	R2	53	0.0	0.113	2.6	LOS A	0.4	11.0	0.16	0.02	27.9
Approach		189	0.0	0.113	3.0	NA	0.4	11.0	0.16	0.02	29.0
All Vehicles		673	0.0	0.287	7.6	NA	1.3	32.9	0.25	0.14	26.2

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

QUEUE DISTANCE (%ILE)

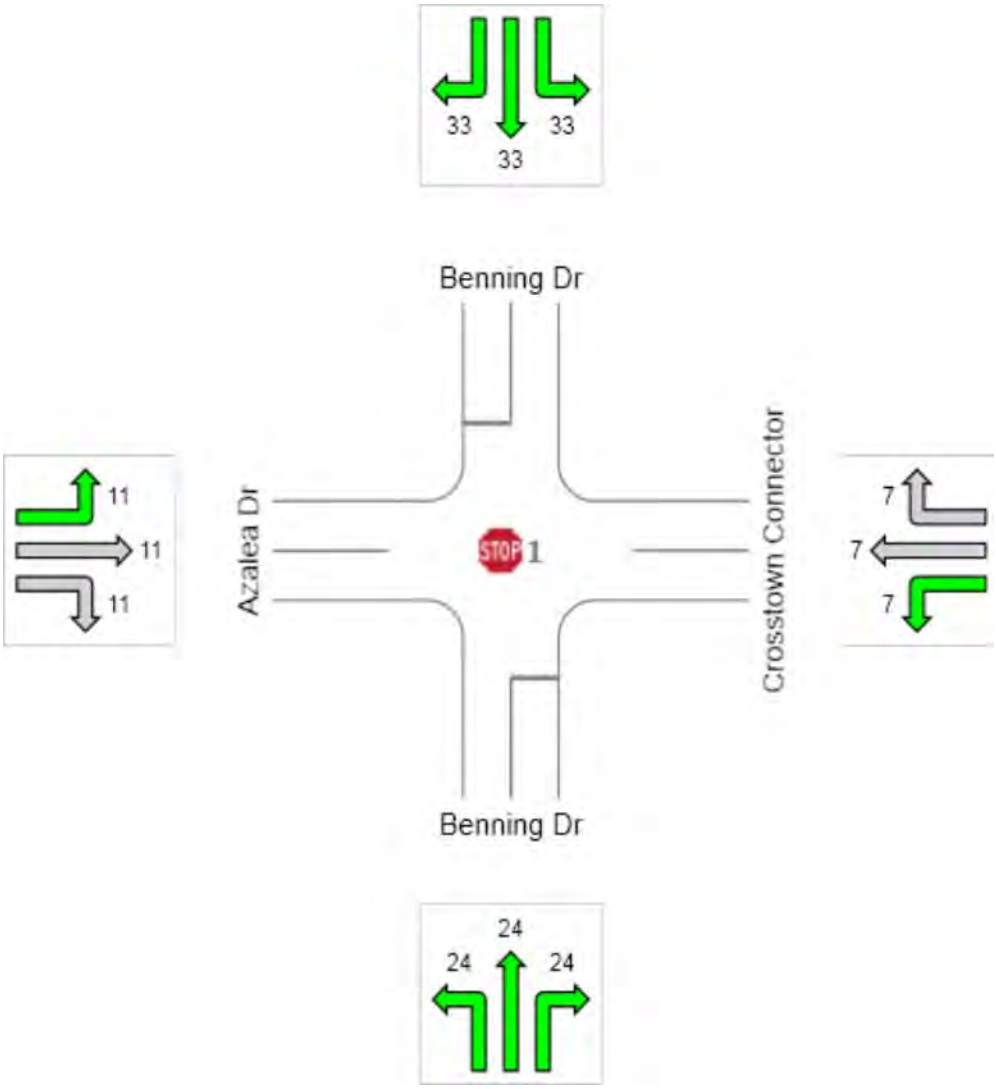
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild32-AM Azalea Dr @ Benning Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	East	North	West	Intersection
	24	7	33	11	33



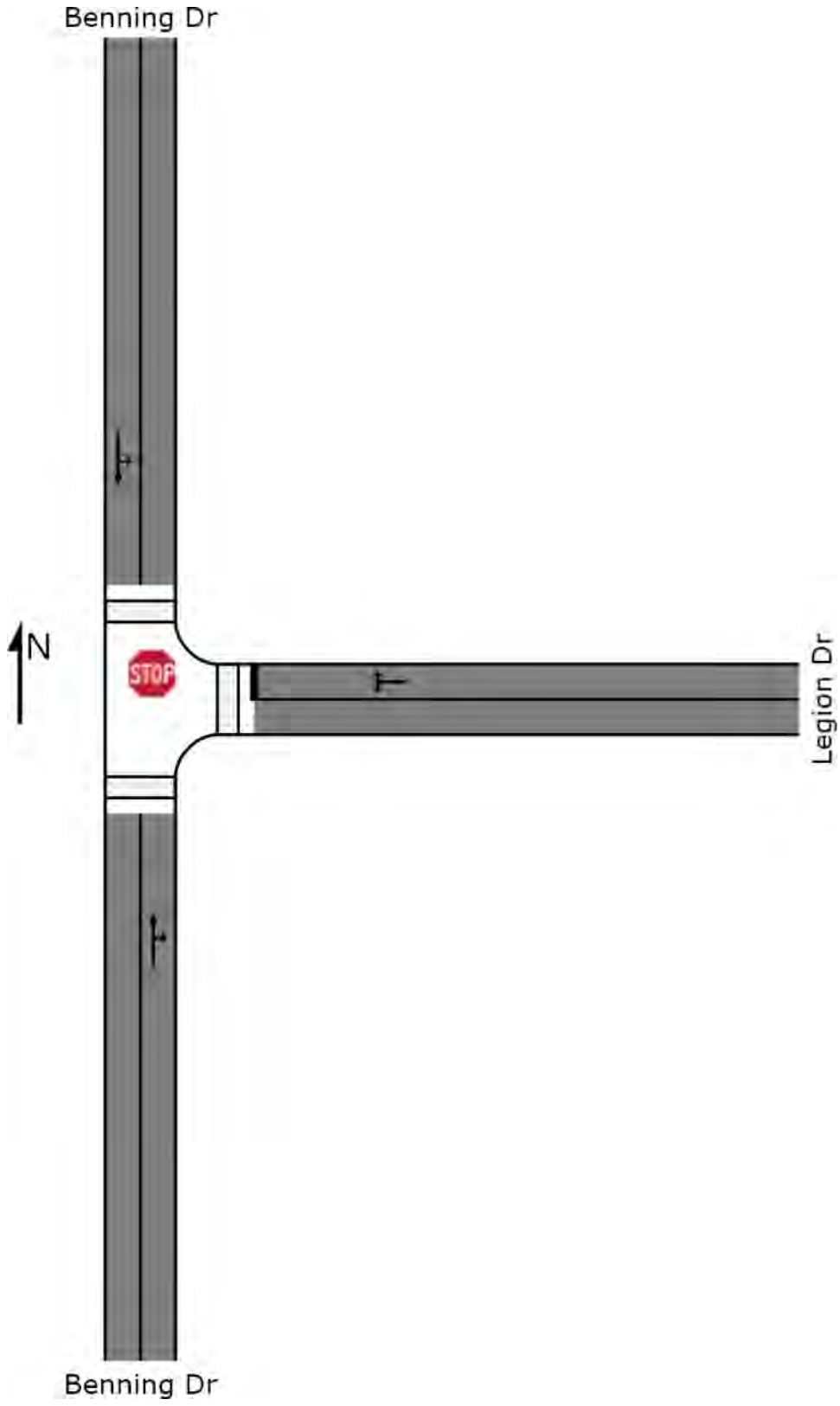
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)

Volume Display Method: Total and %

Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

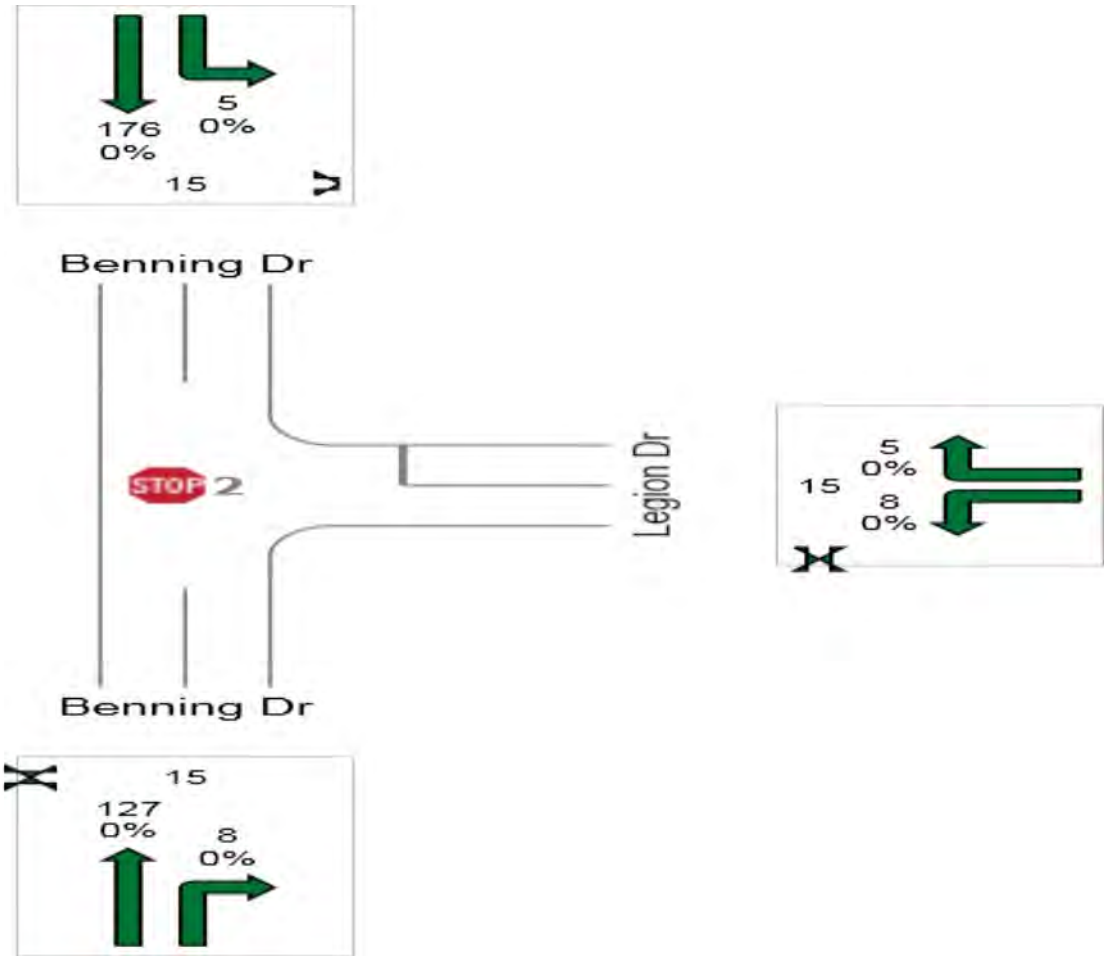
Total Intersection Volumes (veh)

All Movement Classes: 329

Light Vehicles (LV): 329

Heavy Vehicles (HV): 0

Pedestrians: 45



DELAY (CONTROL)

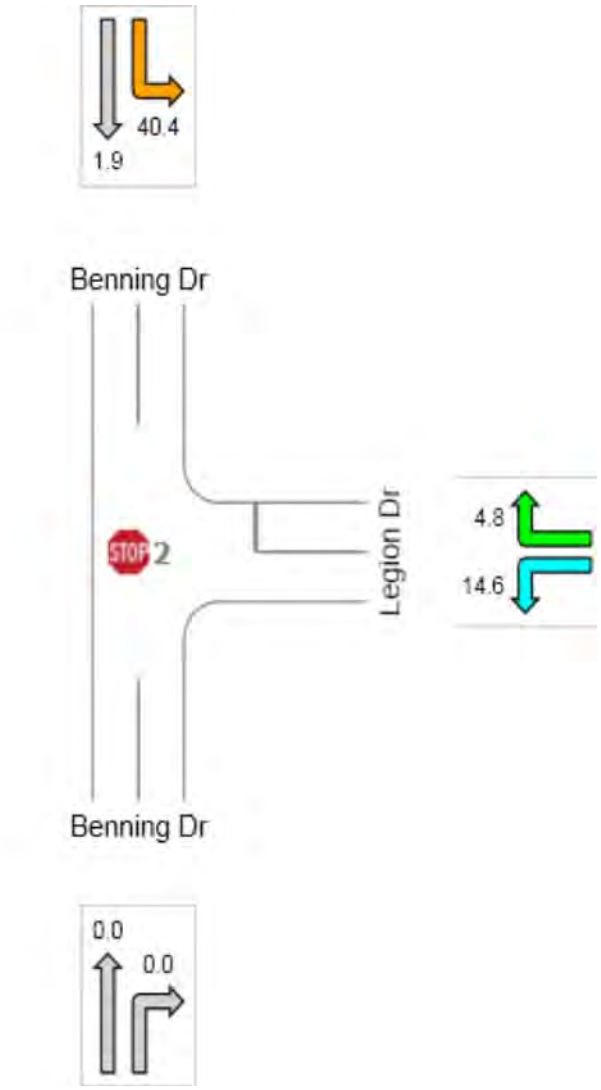
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

All Movement Classes

	South	East	North	Intersection
	0.0	10.8	3.0	2.1
LOS	NA	B	NA	NA



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

LANE FLOWS

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Approach Lane Flows (veh/h)

South: Benning Dr

Mov. From S To Exit:	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	193	12	205	0.0	1880	0.109	100	NA
Approach	193	12	205	0.0		0.109		

East: Legion Dr

Mov. From E To Exit:	L2 S	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	12	8	20	0.0	639	0.031	100	NA
Approach	12	8	20	0.0		0.031		

North: Benning Dr

Mov. From N To Exit:	L2 E	T1 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	8	268	275	0.0	1878	0.147	100	NA
Approach	8	268	275	0.0		0.147		

	Total	%HV	Deg.Satn (v/c)
Intersection	501	0.0	0.147

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	23.2	mph	23.2	mph
Travel Distance (Total)	111.5	veh-mi/h	133.8	pers-mi/h
Travel Time (Total)	4.8	veh-h/h	5.8	pers-h/h
Demand Flows (Total)	501	veh/h	601	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.147			
Practical Spare Capacity	568.1	%		
Effective Intersection Capacity	3413	veh/h		
Control Delay (Total)	0.29	veh-h/h	0.34	pers-h/h
Control Delay (Average)	2.1	sec	2.1	sec
Control Delay (Worst Lane)	10.8	sec		
Control Delay (Worst Movement)	40.4	sec	40.4	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	2.1	sec		
Idling Time (Average)	2.0	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.1	veh		
95% Back of Queue - Distance (Worst Lane)	3.0	ft		
Queue Storage Ratio (Worst Lane)	0.00			
Total Effective Stops	6	veh/h	7	pers/h
Effective Stop Rate	0.01	per veh	0.01	per pers
Proportion Queued	0.03		0.03	
Performance Index	4.9		4.9	
Cost (Total)	47.98	$/h	47.98	$/h
Fuel Consumption (Total)	3.2	gal/h		
Carbon Dioxide (Total)	28.2	kg/h		
Hydrocarbons (Total)	0.012	kg/h		
Carbon Monoxide (Total)	0.133	kg/h		
NOx (Total)	0.012	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	240,313	veh/y	288,376	pers/y
Delay	138	veh-h/y	166	pers-h/y
Effective Stops	2,912	veh/y	3,495	pers/y
Travel Distance	53,527	veh-mi/y	64,232	pers-mi/y
Travel Time	2,304	veh-h/y	2,764	pers-h/y
Cost	23,032	$/y	23,032	$/y
Fuel Consumption	1,523	gal/y		
Carbon Dioxide	13,549	kg/y		
Hydrocarbons	6	kg/y		
Carbon Monoxide	64	kg/y		
NOx	6	kg/y		

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LANE SUMMARY

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Benning Dr													
Lane 1	205	0.0	1880	0.109	100	0.0	LOS A	0.0	0.0	Full	590	0.0	0.0
Approach	205	0.0		0.109		0.0	NA	0.0	0.0				
East: Legion Dr													
Lane 1	20	0.0	639	0.031	100	10.8	LOS B	0.1	3.0	Full	1425	0.0	0.0
Approach	20	0.0		0.031		10.8	LOS B	0.1	3.0				
North: Benning Dr													
Lane 1	275	0.0	1878	0.147	100	3.0	LOS A	0.1	1.5	Full	480	0.0	0.0
Approach	275	0.0		0.147		3.0	NA	0.1	1.5				
Intersection	501	0.0		0.147		2.1	NA	0.1	3.0				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Benning Dr											
8	T1	193	0.0	0.109	0.0	LOS A	0.0	0.0	0.00	0.00	24.8
18	R2	12	0.0	0.109	0.0	LOS A	0.0	0.0	0.00	0.00	25.0
Approach		205	0.0	0.109	0.0	NA	0.0	0.0	0.00	0.00	24.8
East: Legion Dr											
1	L2	12	0.0	0.031	14.6	LOS B	0.1	3.0	0.43	0.30	19.2
16	R2	8	0.0	0.031	4.8	LOS A	0.1	3.0	0.43	0.30	19.2
Approach		20	0.0	0.031	10.8	LOS B	0.1	3.0	0.43	0.30	19.2
North: Benning Dr											
7	L2	8	0.0	0.147	40.4	LOS E	0.1	1.5	0.02	0.00	23.4
4	T1	268	0.0	0.147	1.9	LOS A	0.1	1.5	0.02	0.00	22.7
Approach		275	0.0	0.147	3.0	NA	0.1	1.5	0.02	0.00	22.7
All Vehicles		501	0.0	0.147	2.1	NA	0.1	3.0	0.03	0.01	23.2

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

QUEUE DISTANCE (%ILE)

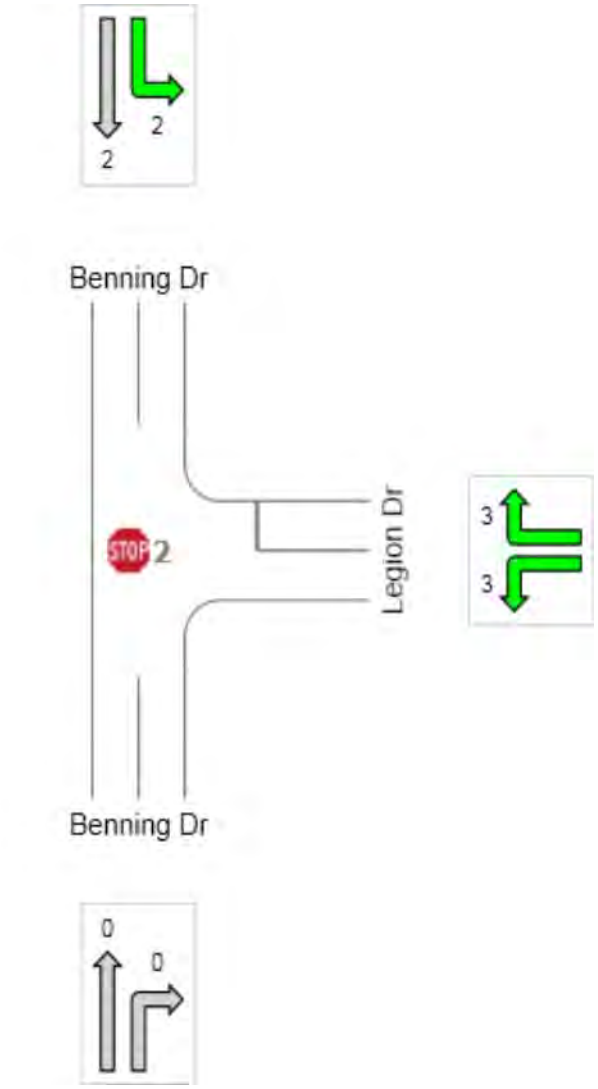
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

All Movement Classes

	South	East	North	Intersection
	0	3	2	3



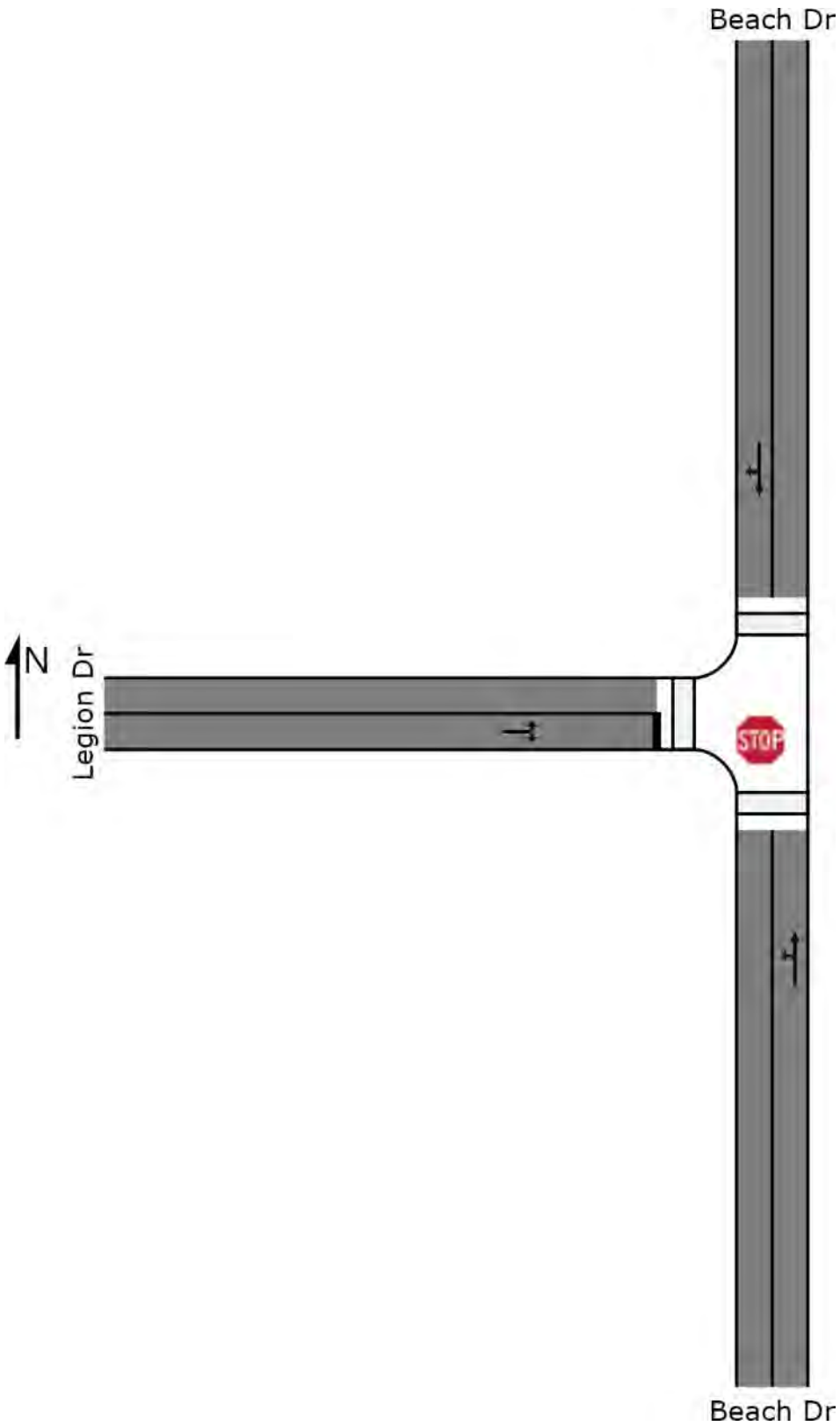
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Volume Display Method: Total and %

Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

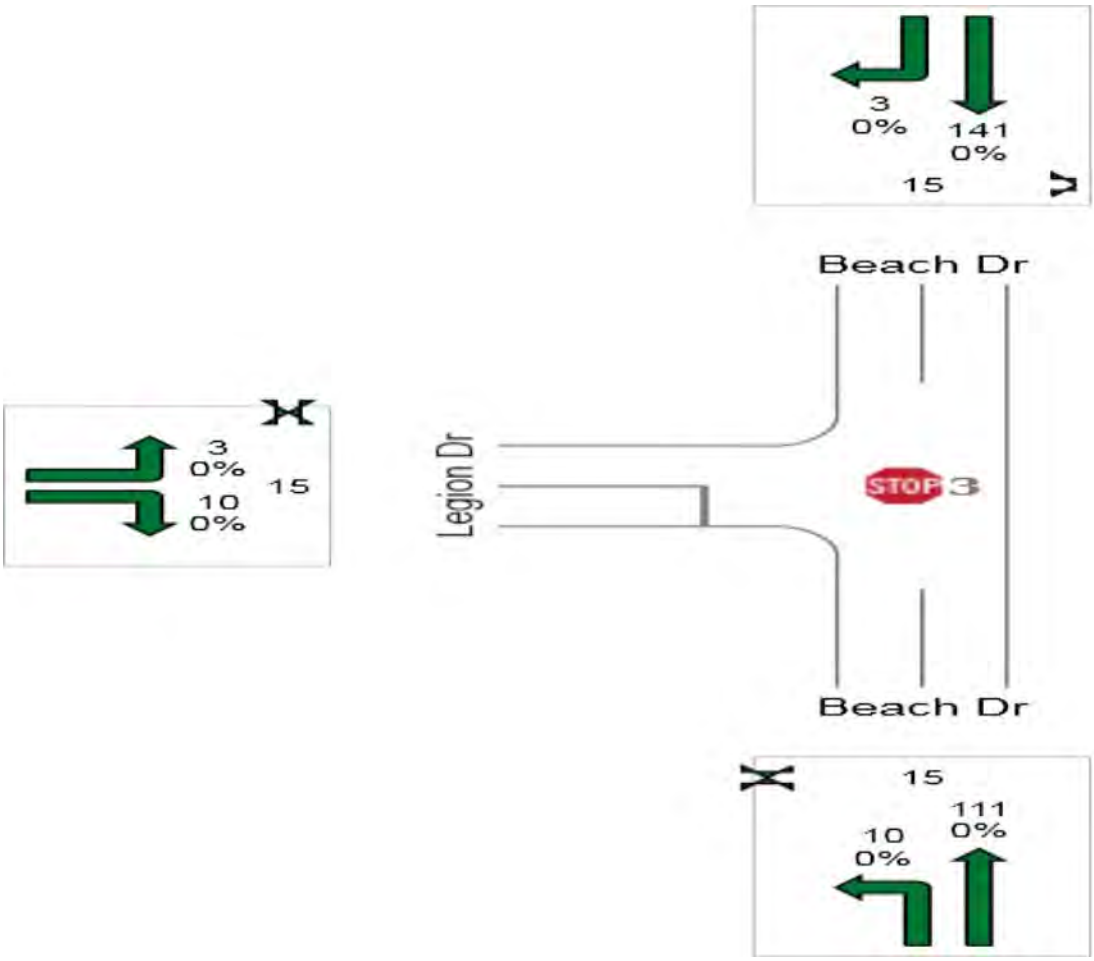
Total Intersection Volumes (veh)

All Movement Classes: 278

Light Vehicles (LV): 278

Heavy Vehicles (HV): 0

Pedestrians: 45



DELAY (CONTROL)

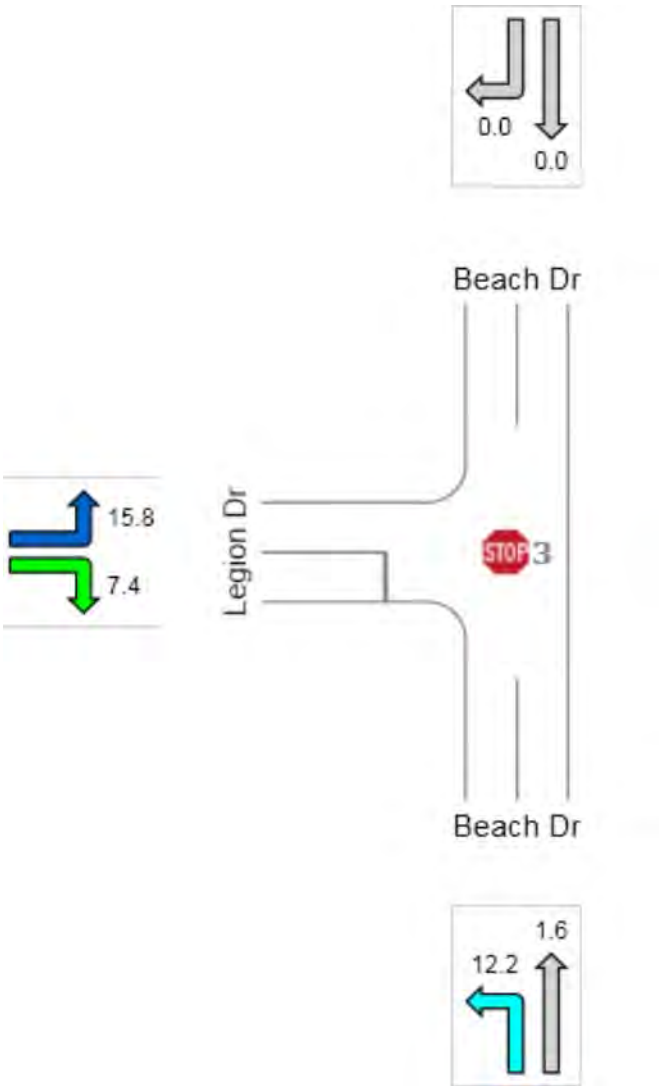
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	North	West	Intersection
	2.5	0.0	9.3	1.5
LOS	NA	NA	A	NA



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Approach Lane Flows (veh/h)

South: Beach Dr

Mov. From S To Exit:	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	11	121	132	0.0	1844	0.071	100	NA
Approach	11	121	132	0.0		0.071		

North: Beach Dr

Mov. From N To Exit:	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	153	3	157	0.0	1893	0.083	100	NA
Approach	153	3	157	0.0		0.083		

West: Legion Dr

Mov. From W To Exit:	L2 N	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	3	11	14	0.0	846	0.017	100	NA
Approach	3	11	14	0.0		0.017		

	Total	%HV	Deg.Satn (v/c)
Intersection	302	0.0	0.083

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	24.1	mph	24.1	mph
Travel Distance (Total)	104.2	veh-mi/h	125.1	pers-mi/h
Travel Time (Total)	4.3	veh-h/h	5.2	pers-h/h
Demand Flows (Total)	302	veh/h	363	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.083			
Practical Spare Capacity	1085.2	%		
Effective Intersection Capacity	3654	veh/h		
Control Delay (Total)	0.13	veh-h/h	0.15	pers-h/h
Control Delay (Average)	1.5	sec	1.5	sec
Control Delay (Worst Lane)	9.3	sec		
Control Delay (Worst Movement)	15.8	sec	15.8	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	1.5	sec		
Idling Time (Average)	1.4	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.1	veh		
95% Back of Queue - Distance (Worst Lane)	1.9	ft		
Queue Storage Ratio (Worst Lane)	0.01			
Total Effective Stops	3	veh/h	3	pers/h
Effective Stop Rate	0.01	per veh	0.01	per pers
Proportion Queued	0.04		0.04	
Performance Index	4.4		4.4	
Cost (Total)	45.22	$/h	45.22	$/h
Fuel Consumption (Total)	2.9	gal/h		
Carbon Dioxide (Total)	25.8	kg/h		
Hydrocarbons (Total)	0.011	kg/h		
Carbon Monoxide (Total)	0.122	kg/h		
NOx (Total)	0.011	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	145,044	veh/y	174,052	pers/y
Delay	61	veh-h/y	73	pers-h/y
Effective Stops	1,242	veh/y	1,490	pers/y
Travel Distance	50,032	veh-mi/y	60,038	pers-mi/y
Travel Time	2,080	veh-h/y	2,496	pers-h/y
Cost	21,705	$/y	21,705	$/y
Fuel Consumption	1,392	gal/y		
Carbon Dioxide	12,387	kg/y		
Hydrocarbons	5	kg/y		
Carbon Monoxide	59	kg/y		
NOx	5	kg/y		

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LANE SUMMARY

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beach Dr													
Lane 1	132	0.0	1844	0.071	100	2.5	LOS A	0.1	1.9	Full	172	0.0	0.0
Approach	132	0.0		0.071		2.5	NA	0.1	1.9				
North: Beach Dr													
Lane 1	157	0.0	1893	0.083	100	0.0	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	157	0.0		0.083		0.0	NA	0.0	0.0				
West: Legion Dr													
Lane 1	14	0.0	846	0.017	100	9.3	LOS A	0.1	1.7	Full	1425	0.0	0.0
Approach	14	0.0		0.017		9.3	LOS A	0.1	1.7				
Intersection	302	0.0		0.083		1.5	NA	0.1	1.9				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Beach Dr											
3	L2	11	0.0	0.071	12.2	LOS B	0.1	1.9	0.05	0.00	23.3
8	T1	121	0.0	0.071	1.6	LOS A	0.1	1.9	0.05	0.00	23.7
Approach		132	0.0	0.071	2.5	NA	0.1	1.9	0.05	0.00	23.6
North: Beach Dr											
4	T1	153	0.0	0.083	0.0	LOS A	0.0	0.0	0.00	0.00	25.0
14	R2	3	0.0	0.083	0.0	LOS A	0.0	0.0	0.00	0.00	25.1
Approach		157	0.0	0.083	0.0	NA	0.0	0.0	0.00	0.00	25.0
West: Legion Dr											
5	L2	3	0.0	0.017	15.8	LOS C	0.1	1.7	0.32	0.16	21.0
12	R2	11	0.0	0.017	7.4	LOS A	0.1	1.7	0.32	0.16	18.7
Approach		14	0.0	0.017	9.3	LOS A	0.1	1.7	0.32	0.16	19.5
All Vehicles		302	0.0	0.083	1.5	NA	0.1	1.9	0.04	0.01	24.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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QUEUE DISTANCE (%ILE)

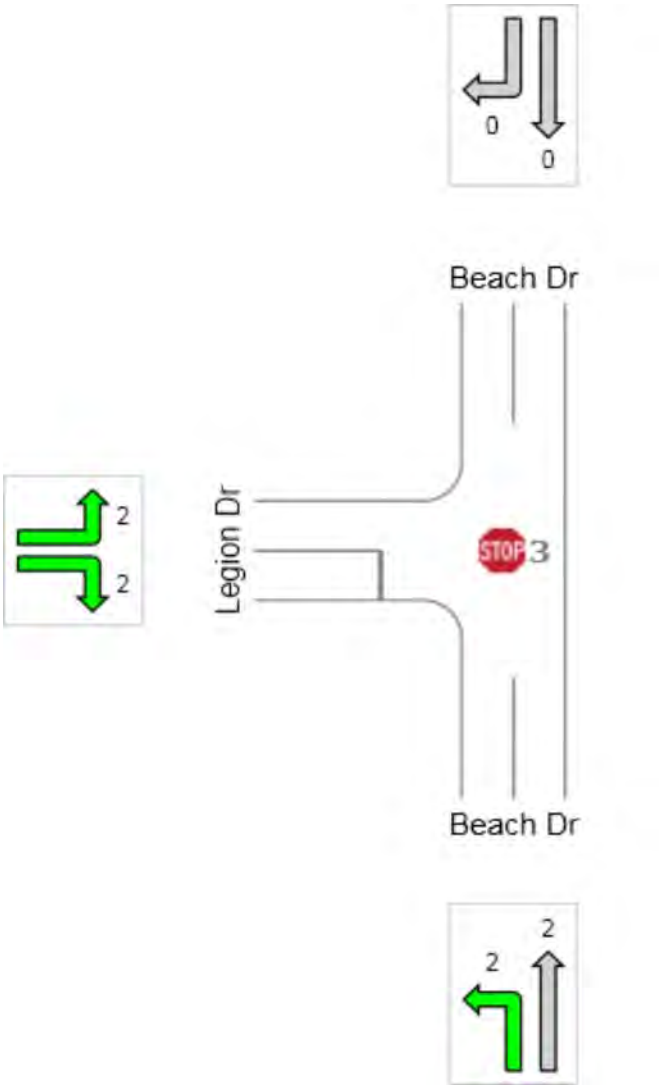
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	North	West	Intersection
	2	0	2	2



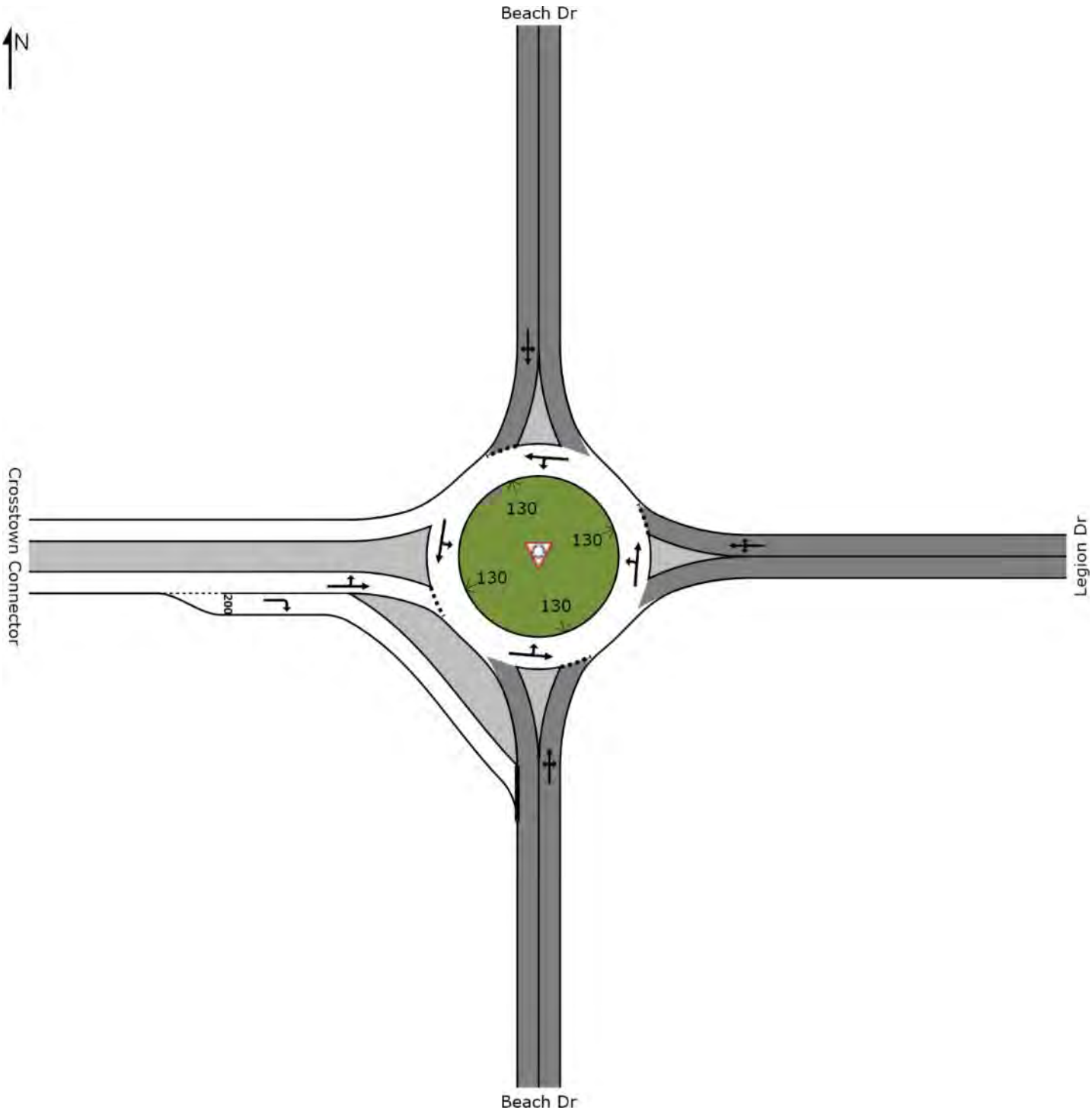
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Volume Display Method: Total and %

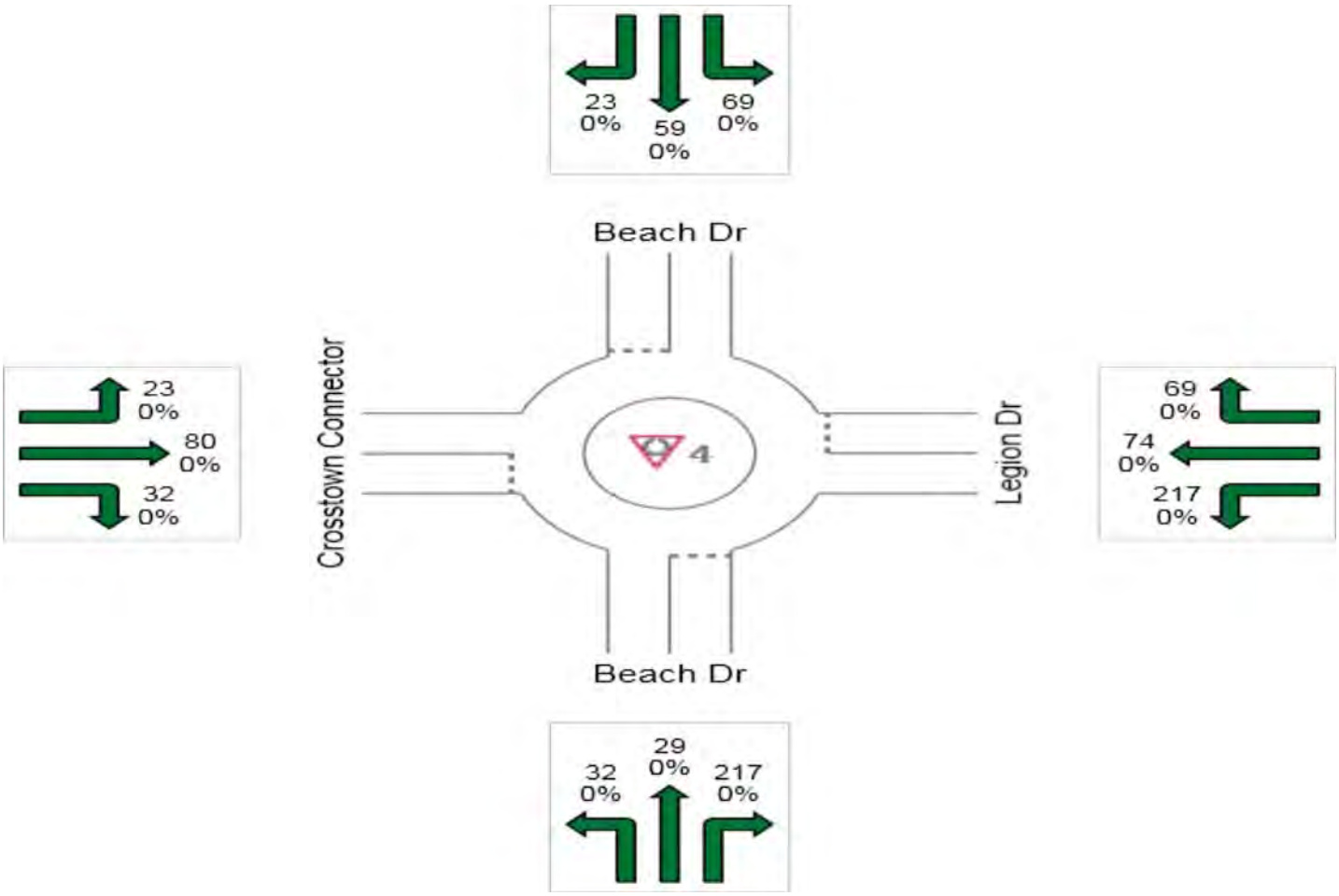
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 924

Light Vehicles (LV): 924

Heavy Vehicles (HV): 0



DELAY (CONTROL)

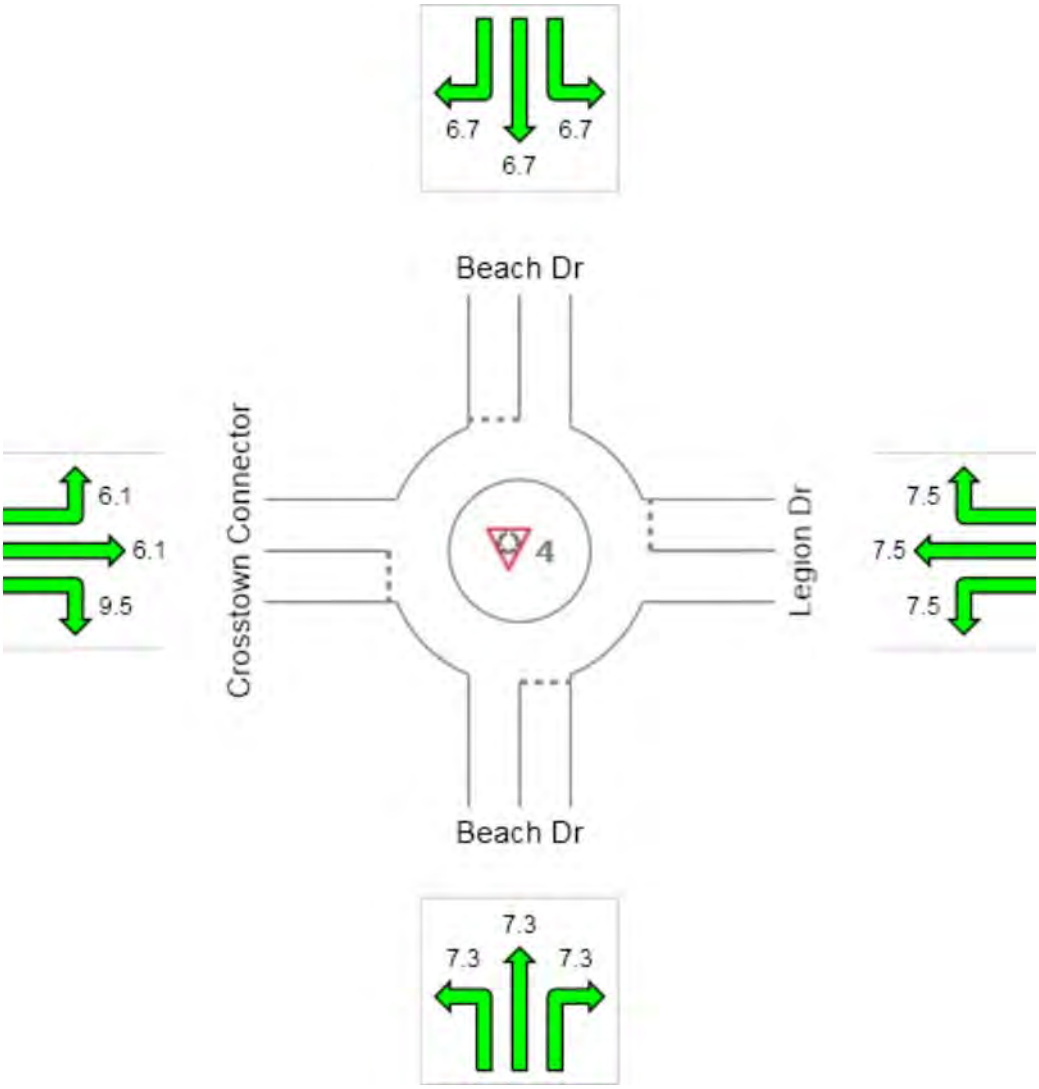
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

All Movement Classes

	South	East	North	West	Intersection
	7.3	7.5	6.7	6.9	7.2
LOS	A	A	A	A	A



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Roundabout Level of Service Method: Same as Sign Control
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Approach Lane Flows (veh/h)

South: Beach Dr

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	35	32	236	302	0.0	937	0.322	100	NA
Approach	35	32	236	302	0.0		0.322		

East: Legion Dr

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	236	80	75	391	0.0	1031	0.379	100	NA
Approach	236	80	75	391	0.0		0.379		

North: Beach Dr

Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	75	64	25	164	0.0	795	0.206	100	NA
Approach	75	64	25	164	0.0		0.206		

West: Crosstown Connector

Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	25	87	-	112	0.0	777	0.144	100	NA
Lane 2	-	-	35	35	0.0	837	0.042	100	0.0
Approach	25	87	35	147	0.0		0.144		

	Total	%HV	Deg.Satn (v/c)
Intersection	1004	0.0	0.379

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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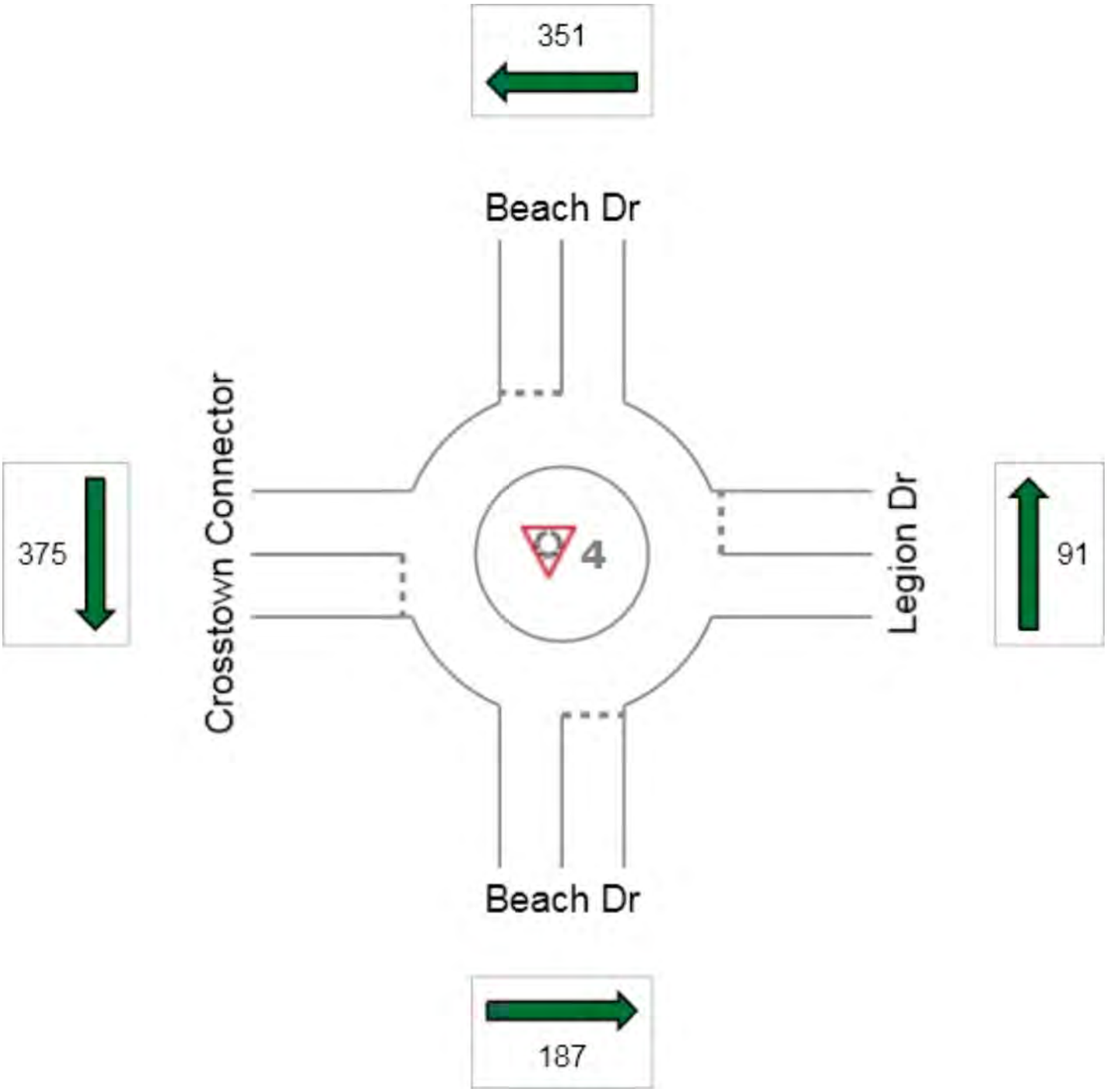
ROUNDABOUT CIRCULATING FLOWS

Total Values for All Movement Classes Based on Site Arrival Flow Rates including Capacity Constraint Effects (veh/h)

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout



INTERSECTION SUMMARY

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	25.6	mph	25.6	mph
Travel Distance (Total)	491.0	veh-mi/h	589.1	pers-mi/h
Travel Time (Total)	19.2	veh-h/h	23.0	pers-h/h
Demand Flows (Total)	1004	veh/h	1205	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.379			
Practical Spare Capacity	124.0	%		
Effective Intersection Capacity	2647	veh/h		
Control Delay (Total)	2.02	veh-h/h	2.42	pers-h/h
Control Delay (Average)	7.2	sec	7.2	sec
Control Delay (Worst Lane)	9.5	sec		
Control Delay (Worst Movement)	9.5	sec	9.5	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	7.2	sec		
Idling Time (Average)	5.5	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	1.9	veh		
95% Back of Queue - Distance (Worst Lane)	48.6	ft		
Queue Storage Ratio (Worst Lane)	0.15			
Total Effective Stops	265	veh/h	318	pers/h
Effective Stop Rate	0.26	per veh	0.26	per pers
Proportion Queued	0.37		0.37	
Performance Index	26.2		26.2	
Cost (Total)	247.89	$/h	247.89	$/h
Fuel Consumption (Total)	16.6	gal/h		
Carbon Dioxide (Total)	147.7	kg/h		
Hydrocarbons (Total)	0.062	kg/h		
Carbon Monoxide (Total)	0.722	kg/h		
NOx (Total)	0.096	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	482,087	veh/y	578,504	pers/y
Delay	967	veh-h/y	1,161	pers-h/y
Effective Stops	127,218	veh/y	152,661	pers/y
Travel Distance	235,657	veh-mi/y	282,788	pers-mi/y
Travel Time	9,196	veh-h/y	11,035	pers-h/y
Cost	118,986	$/y	118,986	$/y
Fuel Consumption	7,972	gal/y		
Carbon Dioxide	70,916	kg/y		
Hydrocarbons	30	kg/y		
Carbon Monoxide	347	kg/y		
NOx	46	kg/y		

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LANE SUMMARY

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beach Dr													
Lane 1[d]	302	0.0	937	0.322	100	7.3	LOS A	1.5	36.6	Full	415	0.0	0.0
Approach	302	0.0		0.322		7.3	LOS A	1.5	36.6				
East: Legion Dr													
Lane 1[d]	391	0.0	1031	0.379	100	7.5	LOS A	1.9	48.6	Full	2110	0.0	0.0
Approach	391	0.0		0.379		7.5	LOS A	1.9	48.6				
North: Beach Dr													
Lane 1[d]	164	0.0	795	0.206	100	6.7	LOS A	0.8	19.8	Full	172	0.0	0.0
Approach	164	0.0		0.206		6.7	LOS A	0.8	19.8				
West: Crosstown Connector													
Lane 1[d]	112	0.0	777	0.144	100	6.1	LOS A	0.5	13.1	Full	1550	0.0	0.0
Lane 2	35	0.0	837	0.042	100	9.5	LOS A	0.1	3.5	Short	200	0.0	NA
Approach	147	0.0		0.144		6.9	LOS A	0.5	13.1				
Intersection	1004	0.0		0.379		7.2	LOS A	1.9	48.6				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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MOVEMENT SUMMARY

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Beach Dr											
3	L2	35	0.0	0.322	7.3	LOS A	1.5	36.6	0.38	0.28	30.8
8	T1	32	0.0	0.322	7.3	LOS A	1.5	36.6	0.38	0.28	17.6
18	R2	236	0.0	0.322	7.3	LOS A	1.5	36.6	0.38	0.28	23.0
Approach		302	0.0	0.322	7.3	LOS A	1.5	36.6	0.38	0.28	23.4
East: Legion Dr											
1	L2	236	0.0	0.379	7.5	LOS A	1.9	48.6	0.29	0.16	25.9
6	T1	80	0.0	0.379	7.5	LOS A	1.9	48.6	0.29	0.16	28.6
16	R2	75	0.0	0.379	7.5	LOS A	1.9	48.6	0.29	0.16	23.9
Approach		391	0.0	0.379	7.5	LOS A	1.9	48.6	0.29	0.16	26.2
North: Beach Dr											
7	L2	75	0.0	0.206	6.7	LOS A	0.8	19.8	0.46	0.40	24.3
4	T1	64	0.0	0.206	6.7	LOS A	0.8	19.8	0.46	0.40	17.6
14	R2	25	0.0	0.206	6.7	LOS A	0.8	19.8	0.46	0.40	28.6
Approach		164	0.0	0.206	6.7	LOS A	0.8	19.8	0.46	0.40	23.3
West: Crosstown Connector											
5	L2	25	0.0	0.144	6.1	LOS A	0.5	13.1	0.45	0.38	17.4
2	T1	87	0.0	0.144	6.1	LOS A	0.5	13.1	0.45	0.38	35.4
12	R2	35	0.0	0.042	9.5	LOS A	0.1	3.5	0.37	0.26	26.3
Approach		147	0.0	0.144	6.9	LOS A	0.5	13.1	0.43	0.35	30.4
All Vehicles		1004	0.0	0.379	7.2	LOS A	1.9	48.6	0.37	0.26	25.6

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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QUEUE DISTANCE (%ILE)

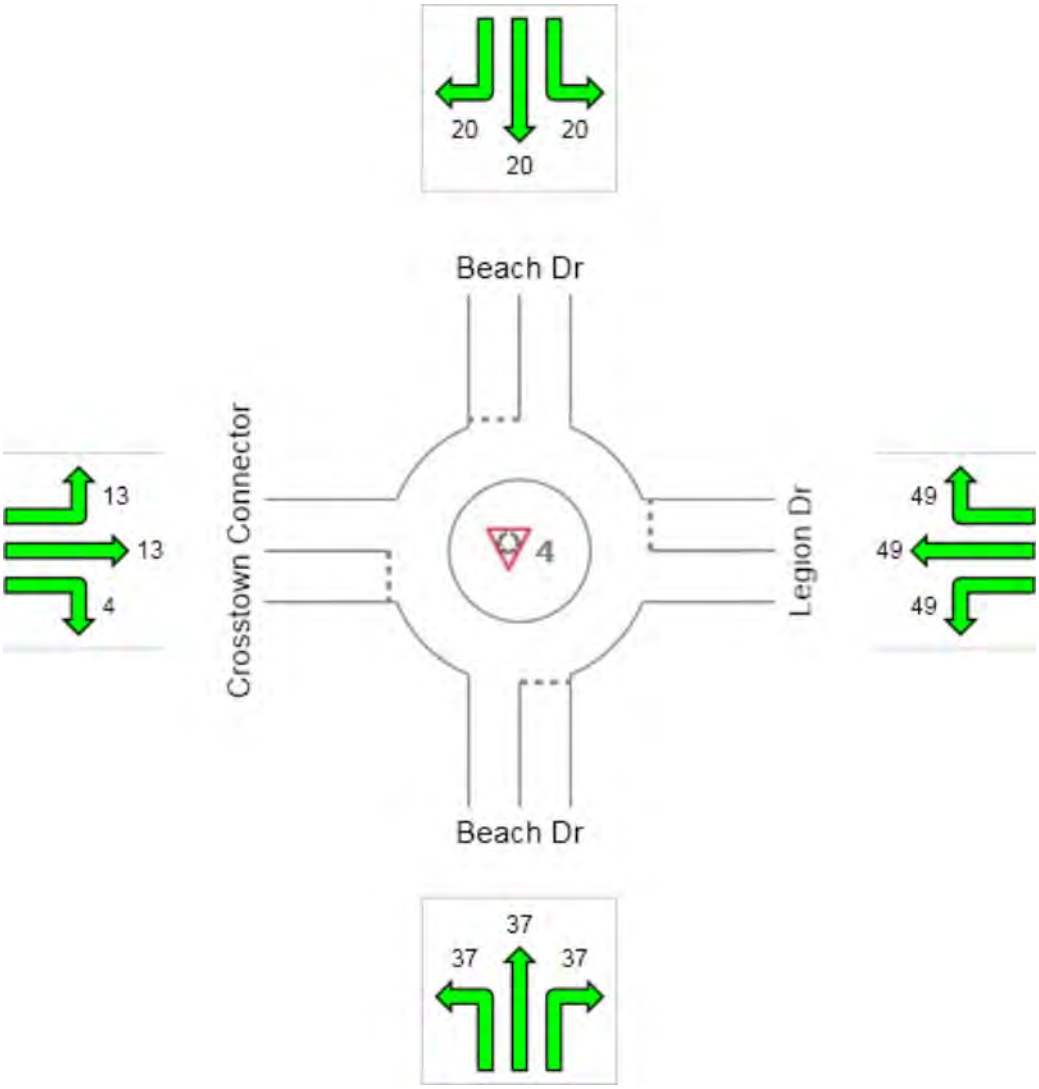
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

All Movement Classes

	South	East	North	West	Intersection
	37	49	20	13	49



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

NETWORK SUMMARY

Network: 2lnBuild32-AM_AW-Rnd

New Network

Network Performance - Hourly Values						
Performance Measure	**Vehicles**		**Per Unit Distance**		**Persons**	
Network Level of Service (LOS)	LOS A					
Travel Time Index	9.53					
Speed Efficiency	0.96					
Congestion Coefficient	1.04					
Travel Speed (Average)	24.0	mph			24.0	mph
Travel Distance (Total)	952.1	veh-mi/h			1142.5	pers-mi/h
Travel Time (Total)	39.7	veh-h/h			47.7	pers-h/h
Desired Speed	25.0	mph				
Demand Flows (Total)	2337	veh/h			2804	pers/h
Arrival Flows (Total)	2337	veh/h			2804	pers/h
Percent Heavy Vehicles (Demand)	0.0	%				
Percent Heavy Vehicles (Arrival)	0.0	%				
Degree of Saturation	0.421					
Control Delay (Total)	5.01	veh-h/h			6.01	pers-h/h
Control Delay (Average)	7.7	sec			7.7	sec
Control Delay (Worst Lane)	16.0	sec				
Control Delay (Worst Movement)	37.6	sec			37.6	sec
Geometric Delay (Average)	0.0	sec				
Stop-Line Delay (Average)	7.7	sec				
Queue Storage Ratio (Worst Lane)	0.15					
Total Effective Stops	1150	veh/h			1380	pers/h
Effective Stop Rate	0.49	per veh	1.2	per mi	0.49	per pers
Proportion Queued	0.42				0.42	
Performance Index	61.1				61.1	
Cost (Total)	542.45	$/h	0.57	$/mi	542.45	$/h
Fuel Consumption (Total)	33.3	gal/h	0.035	gal/mi		
Fuel Economy	28.6	mpg				
Carbon Dioxide (Total)	295.9	kg/h	310.8	g/mi		
Hydrocarbons (Total)	0.126	kg/h	0.132	g/mi		
Carbon Monoxide (Total)	1.420	kg/h	1.491	g/mi		
NOx (Total)	0.194	kg/h	0.204	g/mi		

Network Model Accuracy Level (largest change in degree of saturation for any lane): 0.0 %
Number of Iterations: 2
Network Level of Service (LOS) Method: HCM 2010.
Model used: US HCM (Customary).

Network Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	1,121,739	veh/y	1,346,087	pers/y
Delay	2,403	veh-h/y	2,884	pers-h/y
Effective Stops	551,866	veh/y	662,239	pers/y
Travel Distance	456,987	veh-mi/y	548,384	pers-mi/y
Travel Time	19,080	veh-h/y	22,895	pers-h/y
Cost	260,376	$/y	260,376	$/y
Fuel Consumption	15,966	gal/y		
Carbon Dioxide	142,026	kg/y		
Hydrocarbons	60	kg/y		
Carbon Monoxide	681	kg/y		
NOx	93	kg/y		

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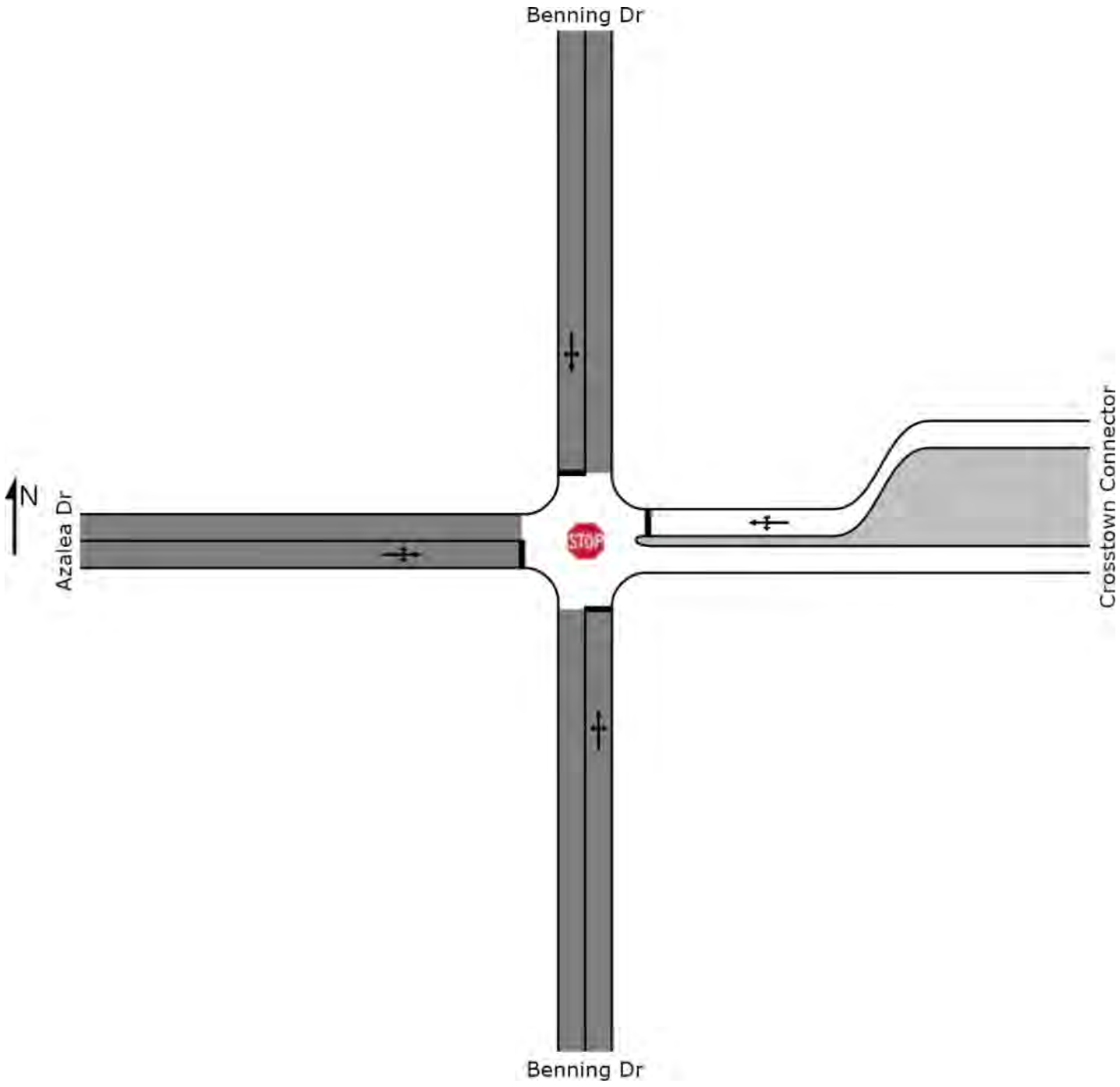
SITE LAYOUT

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - AWSC

Stop (All-Way)



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INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - AWSC

Stop (All-Way)

Volume Display Method: Total and %

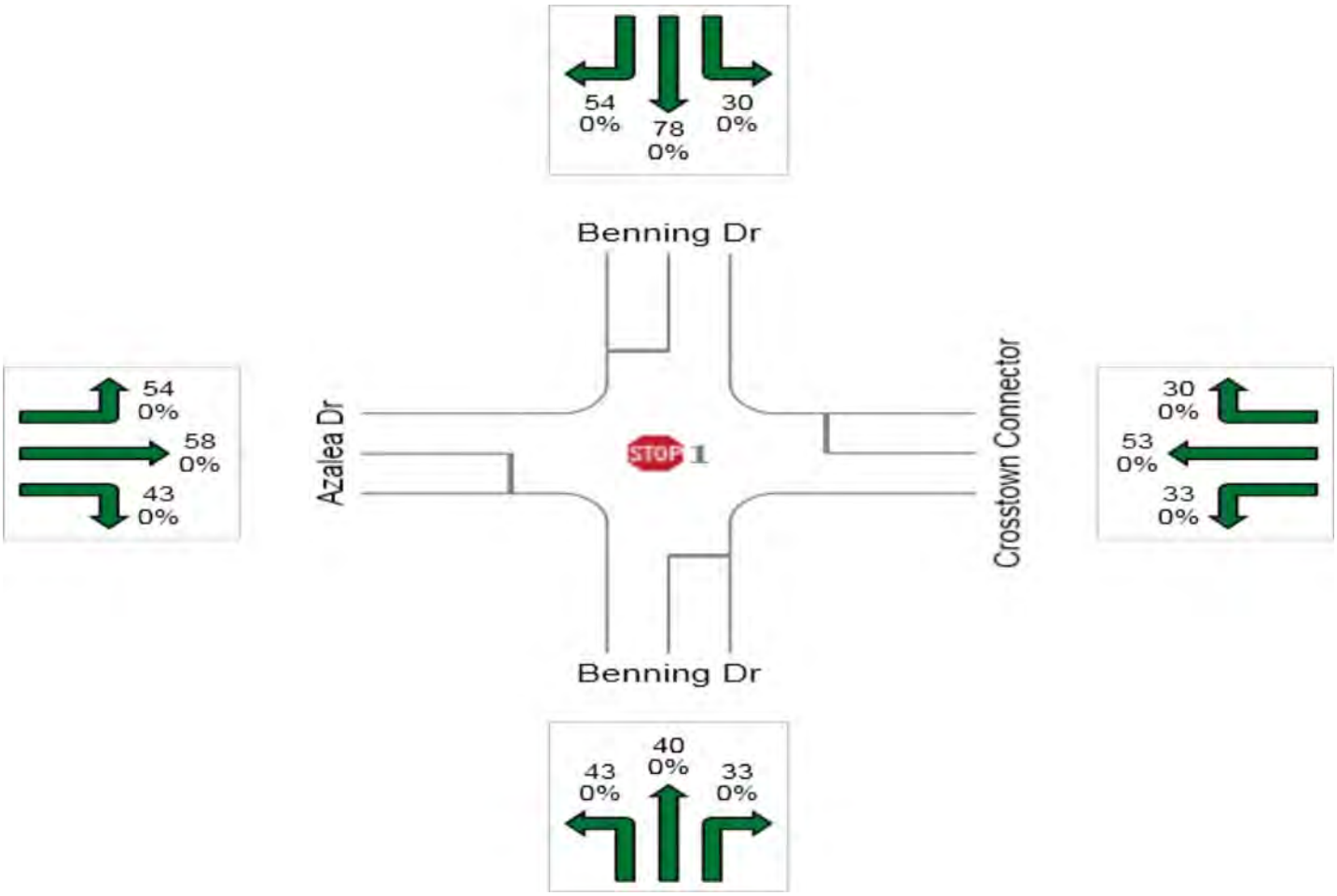
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 549

Light Vehicles (LV): 549

Heavy Vehicles (HV): 0



DELAY (CONTROL)

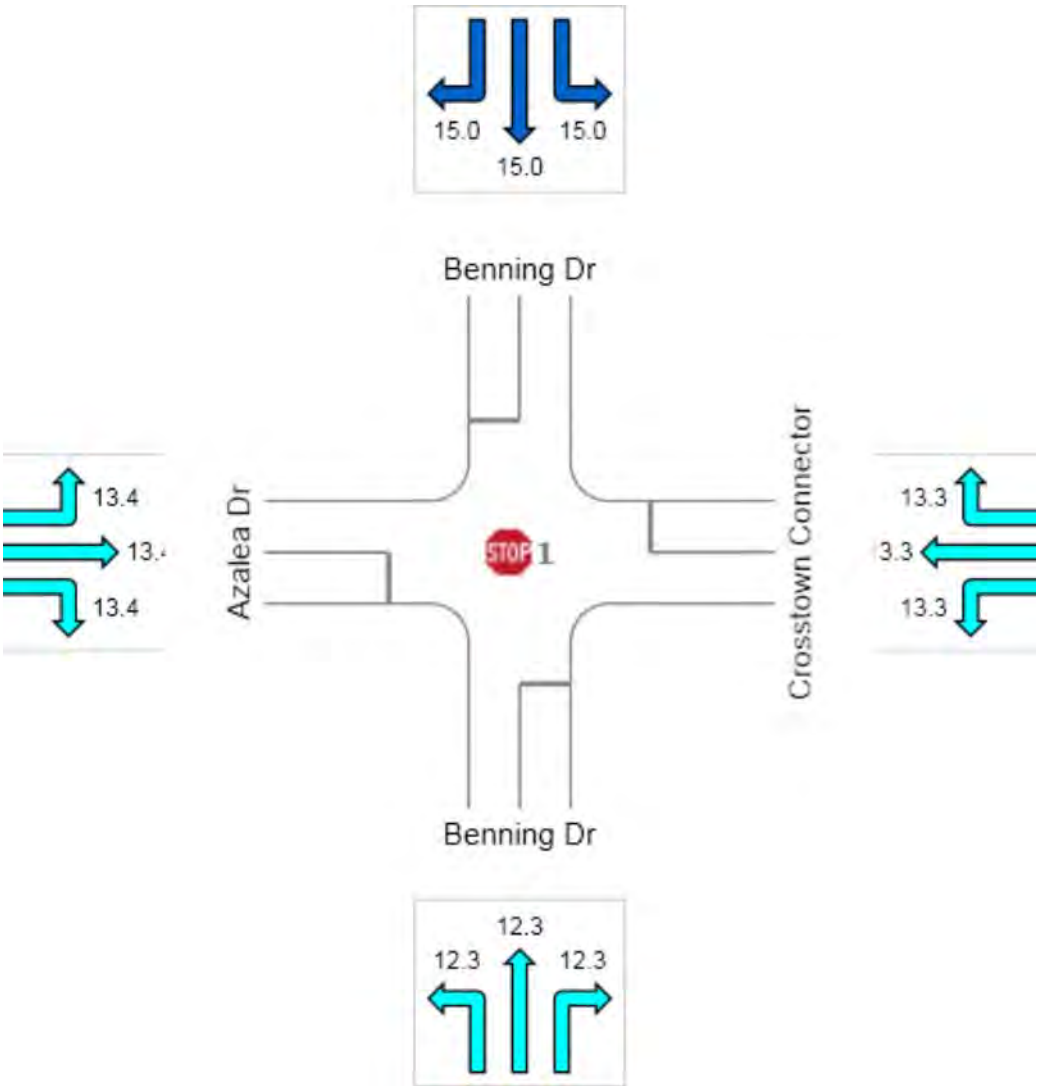
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - AWSC

Stop (All-Way)

All Movement Classes

	South	East	North	West	Intersection
	12.3	13.3	15.0	13.4	13.6
LOS	B	B	C	B	B



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - AWSC

Stop (All-Way)

Approach Lane Flows (veh/h)

South: Benning Dr

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	47	43	36	126	0.0	513	0.246	100	NA
Approach	47	43	36	126	0.0		0.246		

East: Crosstown Connector

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	36	58	33	126	0.0	475	0.265	100	NA
Approach	36	58	33	126	0.0		0.265		

North: Benning Dr

Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	33	85	59	176	0.0	473	0.372	100	NA
Approach	33	85	59	176	0.0		0.372		

West: Azalea Dr

Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	59	63	47	168	0.0	512	0.329	100	NA
Approach	59	63	47	168	0.0		0.329		

	Total	%HV	Deg.Satn (v/c)
Intersection	597	0.0	0.372

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - AWSC

Stop (All-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	24.3	mph	24.3	mph
Travel Distance (Total)	371.9	veh-mi/h	446.3	pers-mi/h
Travel Time (Total)	15.3	veh-h/h	18.4	pers-h/h
Demand Flows (Total)	597	veh/h	716	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.372			
Practical Spare Capacity	115.0	%		
Effective Intersection Capacity	1604	veh/h		
Control Delay (Total)	2.26	veh-h/h	2.71	pers-h/h
Control Delay (Average)	13.6	sec	13.6	sec
Control Delay (Worst Lane)	15.0	sec		
Control Delay (Worst Movement)	15.0	sec	15.0	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	13.6	sec		
Idling Time (Average)	5.9	sec		
Intersection Level of Service (LOS)	LOS B			
95% Back of Queue - Vehicles (Worst Lane)	1.5	veh		
95% Back of Queue - Distance (Worst Lane)	38.4	ft		
Queue Storage Ratio (Worst Lane)	0.13			
Total Effective Stops	757	veh/h	909	pers/h
Effective Stop Rate	1.27	per veh	1.27	per pers
Proportion Queued	0.87		0.87	
Performance Index	27.2		27.2	
Cost (Total)	196.61	$/h	196.61	$/h
Fuel Consumption (Total)	13.3	gal/h		
Carbon Dioxide (Total)	118.4	kg/h		
Hydrocarbons (Total)	0.050	kg/h		
Carbon Monoxide (Total)	0.588	kg/h		
NOx (Total)	0.083	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	286,435	veh/y	343,722	pers/y
Delay	1,085	veh-h/y	1,302	pers-h/y
Effective Stops	363,525	veh/y	436,231	pers/y
Travel Distance	178,516	veh-mi/y	214,219	pers-mi/y
Travel Time	7,361	veh-h/y	8,833	pers-h/y
Cost	94,372	$/y	94,372	$/y
Fuel Consumption	6,389	gal/y		
Carbon Dioxide	56,833	kg/y		
Hydrocarbons	24	kg/y		
Carbon Monoxide	282	kg/y		
NOx	40	kg/y		

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LANE SUMMARY

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - AWSC

Stop (All-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Benning Dr													
Lane 1	126	0.0	513	0.246	100	12.3	LOS B	0.9	22.2	Full	560	0.0	0.0
Approach	126	0.0		0.246		12.3	LOS B	0.9	22.2				
East: Crosstown Connector													
Lane 1	126	0.0	475	0.265	100	13.3	LOS B	1.0	24.6	Full	1550	0.0	0.0
Approach	126	0.0		0.265		13.3	LOS B	1.0	24.6				
North: Benning Dr													
Lane 1	176	0.0	473	0.372	100	15.0	LOS C	1.5	38.4	Full	590	0.0	0.0
Approach	176	0.0		0.372		15.0	LOS C	1.5	38.4				
West: Azalea Dr													
Lane 1	168	0.0	512	0.329	100	13.4	LOS B	1.3	32.2	Full	3600	0.0	0.0
Approach	168	0.0		0.329		13.4	LOS B	1.3	32.2				
Intersection	597	0.0		0.372		13.6	LOS B	1.5	38.4				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - AWSC

Stop (All-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Benning Dr											
3	L2	47	0.0	0.246	12.3	LOS B	0.9	22.2	0.85	1.22	22.0
8	T1	43	0.0	0.246	12.3	LOS B	0.9	22.2	0.85	1.22	17.0
18	R2	36	0.0	0.246	12.3	LOS B	0.9	22.2	0.85	1.22	24.4
Approach		126	0.0	0.246	12.3	LOS B	0.9	22.2	0.85	1.22	21.5
East: Crosstown Connector											
1	L2	36	0.0	0.265	13.3	LOS B	1.0	24.6	0.87	1.17	25.0
6	T1	58	0.0	0.265	13.3	LOS B	1.0	24.6	0.87	1.17	32.1
16	R2	33	0.0	0.265	13.3	LOS B	1.0	24.6	0.87	1.17	25.4
Approach		126	0.0	0.265	13.3	LOS B	1.0	24.6	0.87	1.17	29.4
North: Benning Dr											
7	L2	33	0.0	0.372	15.0	LOS C	1.5	38.4	0.90	1.37	23.0
4	T1	85	0.0	0.372	15.0	LOS C	1.5	38.4	0.90	1.37	15.9
14	R2	59	0.0	0.372	15.0	LOS C	1.5	38.4	0.90	1.37	21.6
Approach		176	0.0	0.372	15.0	LOS C	1.5	38.4	0.90	1.37	20.1
West: Azalea Dr											
5	L2	59	0.0	0.329	13.4	LOS B	1.3	32.2	0.87	1.28	24.8
2	T1	63	0.0	0.329	13.4	LOS B	1.3	32.2	0.87	1.28	27.5
12	R2	47	0.0	0.329	13.4	LOS B	1.3	32.2	0.87	1.28	25.0
Approach		168	0.0	0.329	13.4	LOS B	1.3	32.2	0.87	1.28	25.9
All Vehicles		597	0.0	0.372	13.6	LOS B	1.5	38.4	0.87	1.27	24.3

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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QUEUE DISTANCE (%ILE)

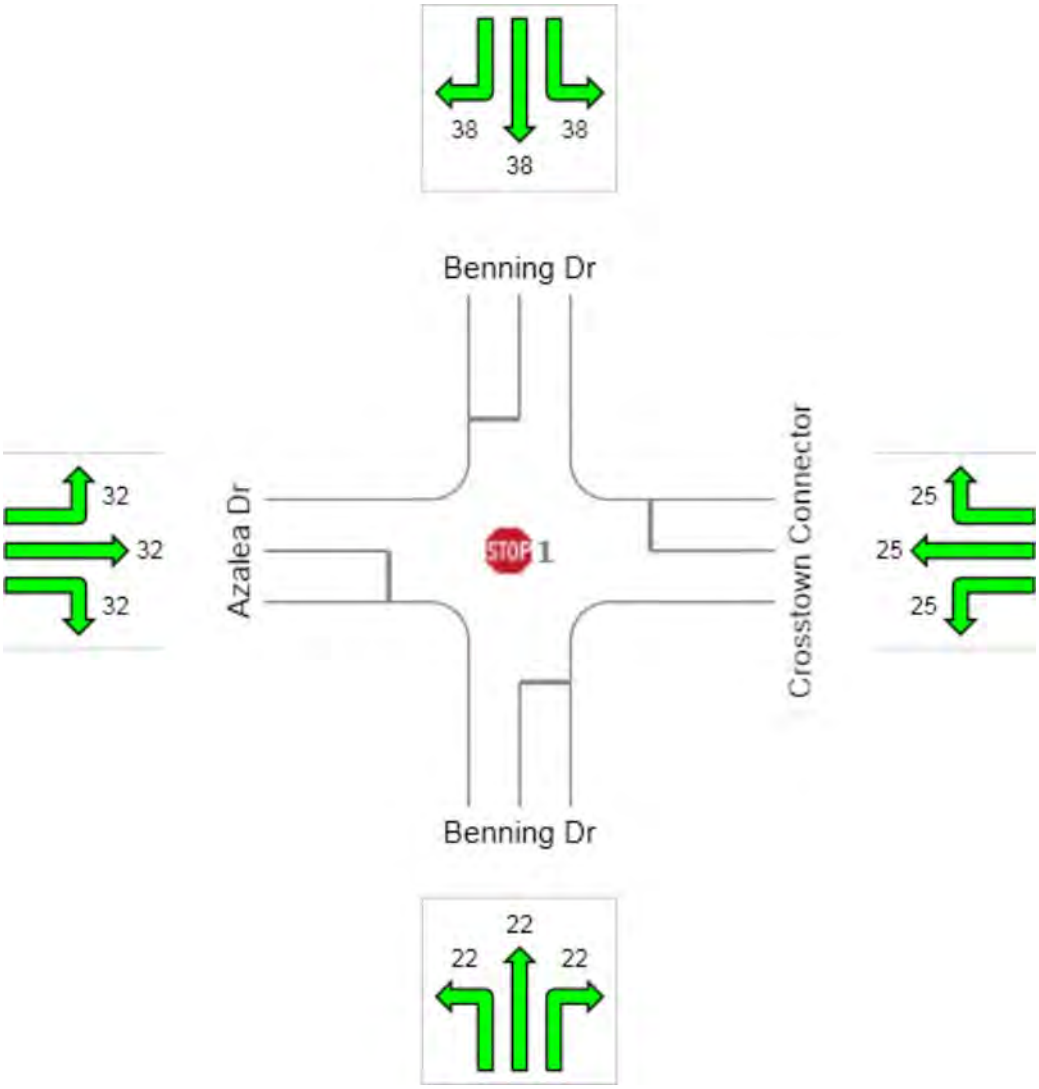
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild22-AM Azalea Dr @ Benning Dr - AWSC

Stop (All-Way)

All Movement Classes

	South	East	North	West	Intersection
	22	25	38	32	38



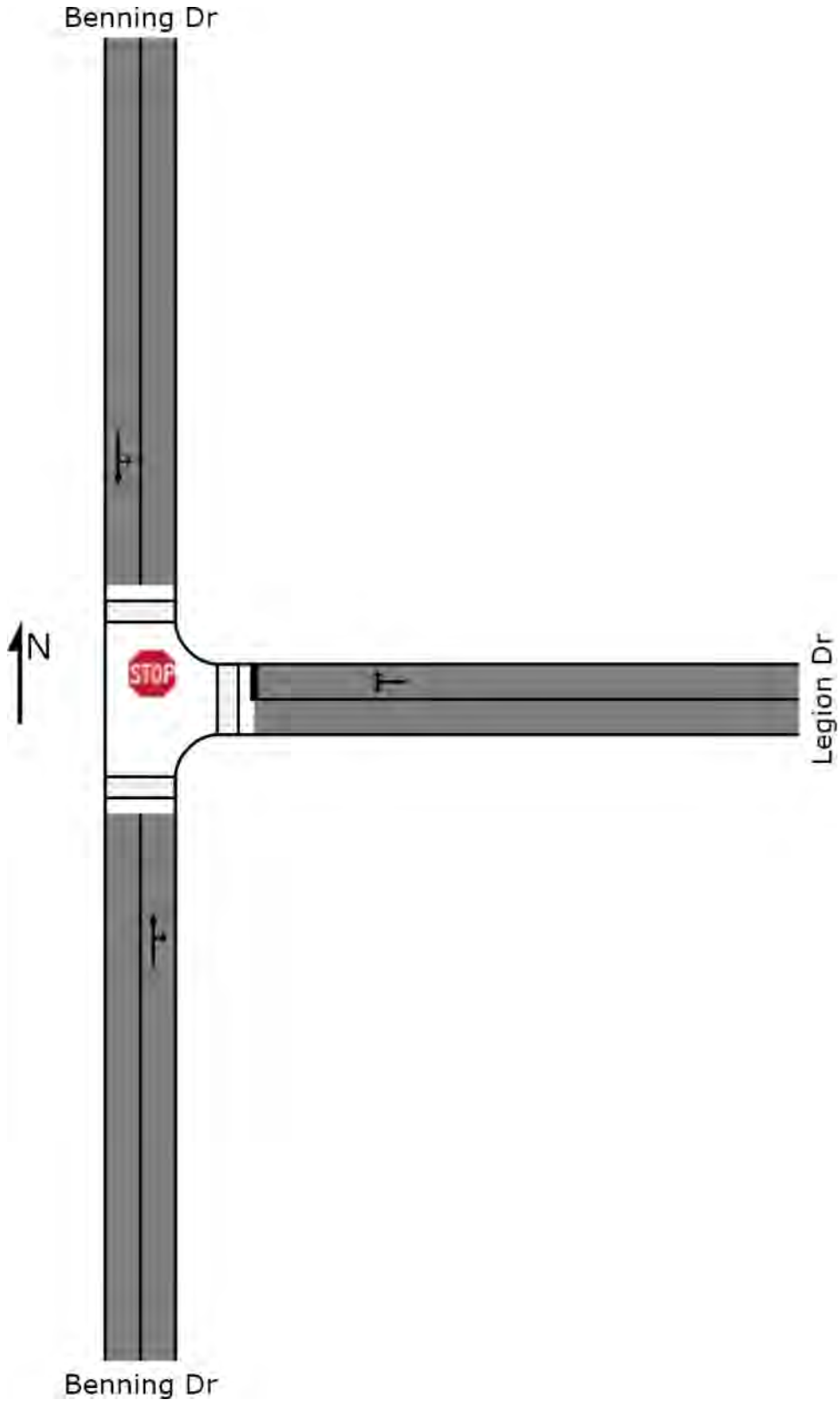
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)

Volume Display Method: Total and %

Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

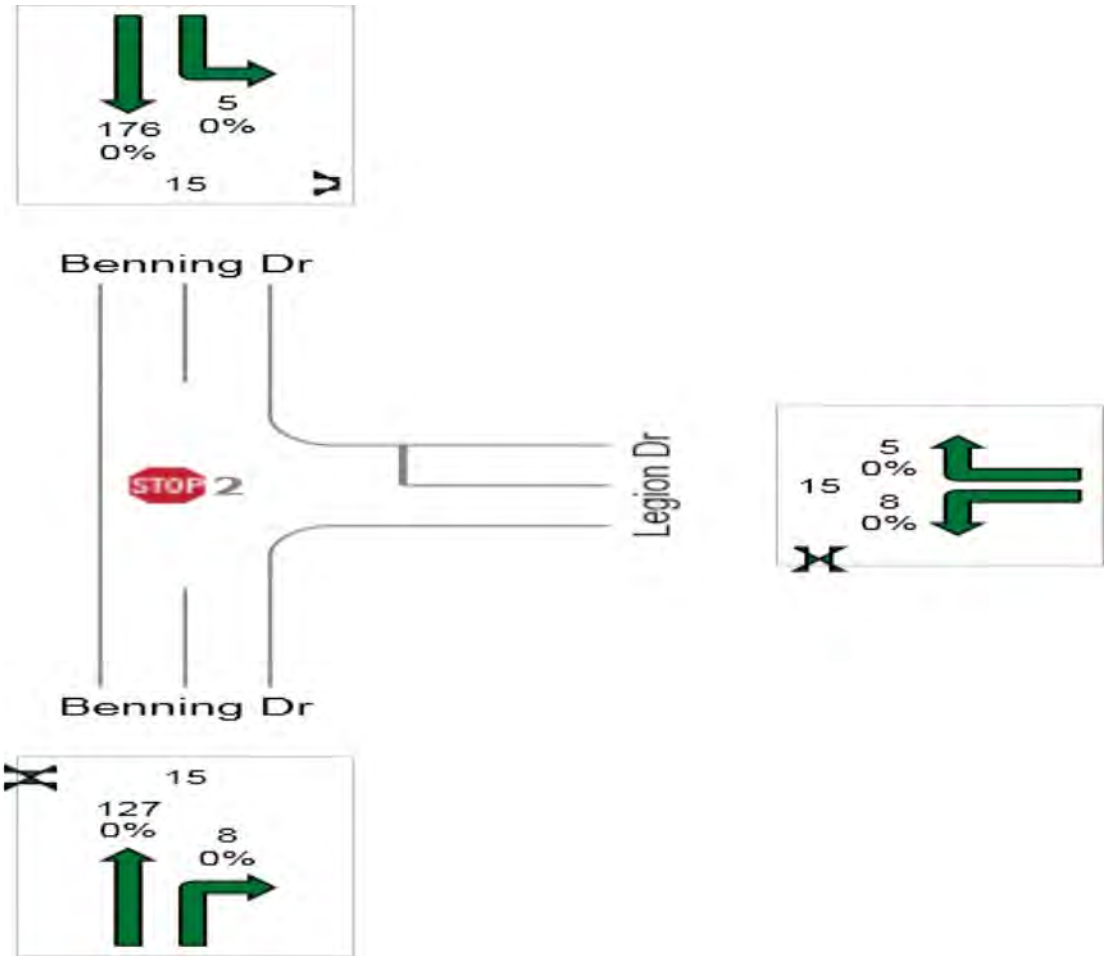
Total Intersection Volumes (veh)

All Movement Classes: 329

Light Vehicles (LV): 329

Heavy Vehicles (HV): 0

Pedestrians: 45



DELAY (CONTROL)

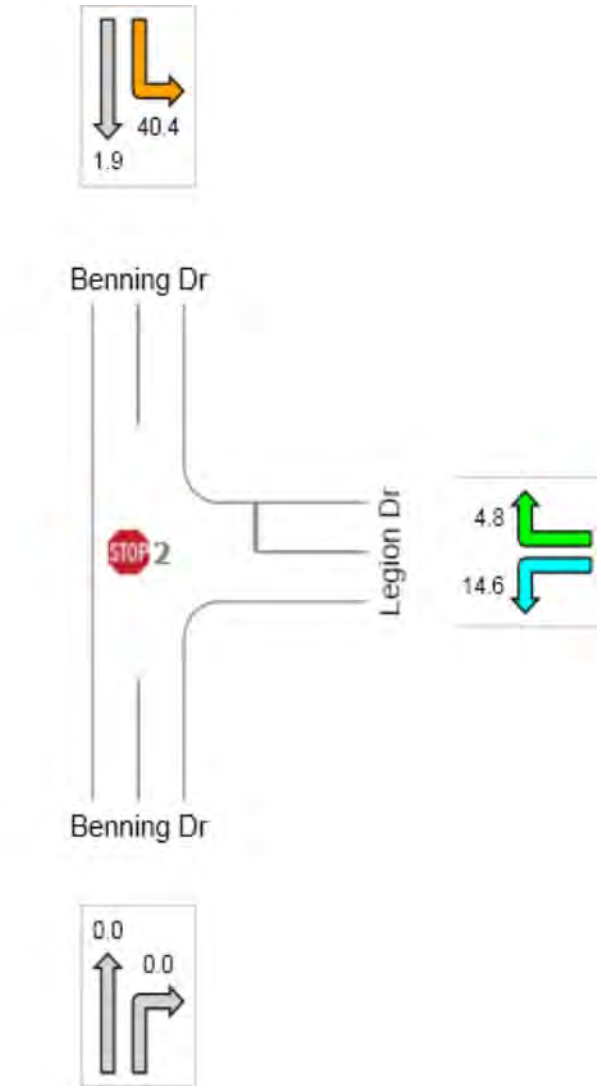
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

All Movement Classes

	South	East	North	Intersection
	0.0	10.8	3.0	2.1
LOS	NA	B	NA	NA



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

LANE FLOWS

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Approach Lane Flows (veh/h)

South: Benning Dr

Mov. From S To Exit:	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	193	12	205	0.0	1880	0.109	100	NA
Approach	193	12	205	0.0		0.109		

East: Legion Dr

Mov. From E To Exit:	L2 S	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	12	8	20	0.0	639	0.031	100	NA
Approach	12	8	20	0.0		0.031		

North: Benning Dr

Mov. From N To Exit:	L2 E	T1 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	8	268	275	0.0	1878	0.147	100	NA
Approach	8	268	275	0.0		0.147		

	Total	%HV	Deg.Satn (v/c)
Intersection	501	0.0	0.147

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	23.2	mph	23.2	mph
Travel Distance (Total)	111.5	veh-mi/h	133.8	pers-mi/h
Travel Time (Total)	4.8	veh-h/h	5.8	pers-h/h
Demand Flows (Total)	501	veh/h	601	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.147			
Practical Spare Capacity	568.1	%		
Effective Intersection Capacity	3413	veh/h		
Control Delay (Total)	0.29	veh-h/h	0.34	pers-h/h
Control Delay (Average)	2.1	sec	2.1	sec
Control Delay (Worst Lane)	10.8	sec		
Control Delay (Worst Movement)	40.4	sec	40.4	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	2.1	sec		
Idling Time (Average)	2.0	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.1	veh		
95% Back of Queue - Distance (Worst Lane)	3.0	ft		
Queue Storage Ratio (Worst Lane)	0.00			
Total Effective Stops	6	veh/h	7	pers/h
Effective Stop Rate	0.01	per veh	0.01	per pers
Proportion Queued	0.03		0.03	
Performance Index	4.9		4.9	
Cost (Total)	47.98	$/h	47.98	$/h
Fuel Consumption (Total)	3.2	gal/h		
Carbon Dioxide (Total)	28.2	kg/h		
Hydrocarbons (Total)	0.012	kg/h		
Carbon Monoxide (Total)	0.133	kg/h		
NOx (Total)	0.012	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	240,313	veh/y	288,376	pers/y
Delay	138	veh-h/y	166	pers-h/y
Effective Stops	2,912	veh/y	3,495	pers/y
Travel Distance	53,527	veh-mi/y	64,232	pers-mi/y
Travel Time	2,304	veh-h/y	2,764	pers-h/y
Cost	23,032	$/y	23,032	$/y
Fuel Consumption	1,523	gal/y		
Carbon Dioxide	13,549	kg/y		
Hydrocarbons	6	kg/y		
Carbon Monoxide	64	kg/y		
NOx	6	kg/y		

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LANE SUMMARY

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Benning Dr													
Lane 1	205	0.0	1880	0.109	100	0.0	LOS A	0.0	0.0	Full	590	0.0	0.0
Approach	205	0.0		0.109		0.0	NA	0.0	0.0				
East: Legion Dr													
Lane 1	20	0.0	639	0.031	100	10.8	LOS B	0.1	3.0	Full	1425	0.0	0.0
Approach	20	0.0		0.031		10.8	LOS B	0.1	3.0				
North: Benning Dr													
Lane 1	275	0.0	1878	0.147	100	3.0	LOS A	0.1	1.5	Full	480	0.0	0.0
Approach	275	0.0		0.147		3.0	NA	0.1	1.5				
Intersection	501	0.0		0.147		2.1	NA	0.1	3.0				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Benning Dr											
8	T1	193	0.0	0.109	0.0	LOS A	0.0	0.0	0.00	0.00	24.8
18	R2	12	0.0	0.109	0.0	LOS A	0.0	0.0	0.00	0.00	25.0
Approach		205	0.0	0.109	0.0	NA	0.0	0.0	0.00	0.00	24.8
East: Legion Dr											
1	L2	12	0.0	0.031	14.6	LOS B	0.1	3.0	0.43	0.30	19.2
16	R2	8	0.0	0.031	4.8	LOS A	0.1	3.0	0.43	0.30	19.2
Approach		20	0.0	0.031	10.8	LOS B	0.1	3.0	0.43	0.30	19.2
North: Benning Dr											
7	L2	8	0.0	0.147	40.4	LOS E	0.1	1.5	0.02	0.00	23.4
4	T1	268	0.0	0.147	1.9	LOS A	0.1	1.5	0.02	0.00	22.7
Approach		275	0.0	0.147	3.0	NA	0.1	1.5	0.02	0.00	22.7
All Vehicles		501	0.0	0.147	2.1	NA	0.1	3.0	0.03	0.01	23.2

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

QUEUE DISTANCE (%ILE)

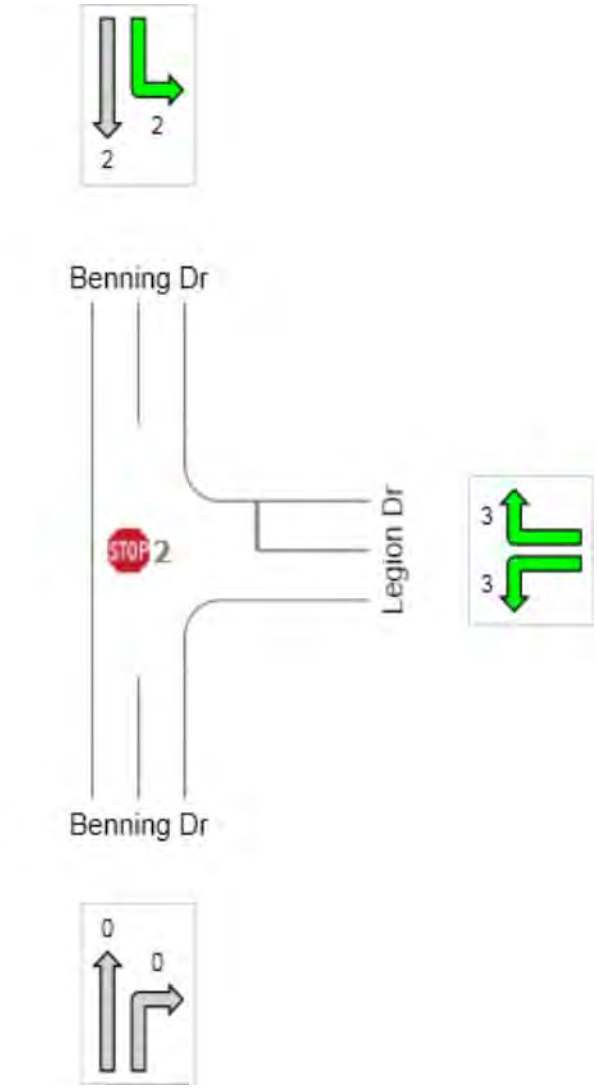
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

All Movement Classes

	South	East	North	Intersection
	0	3	2	3



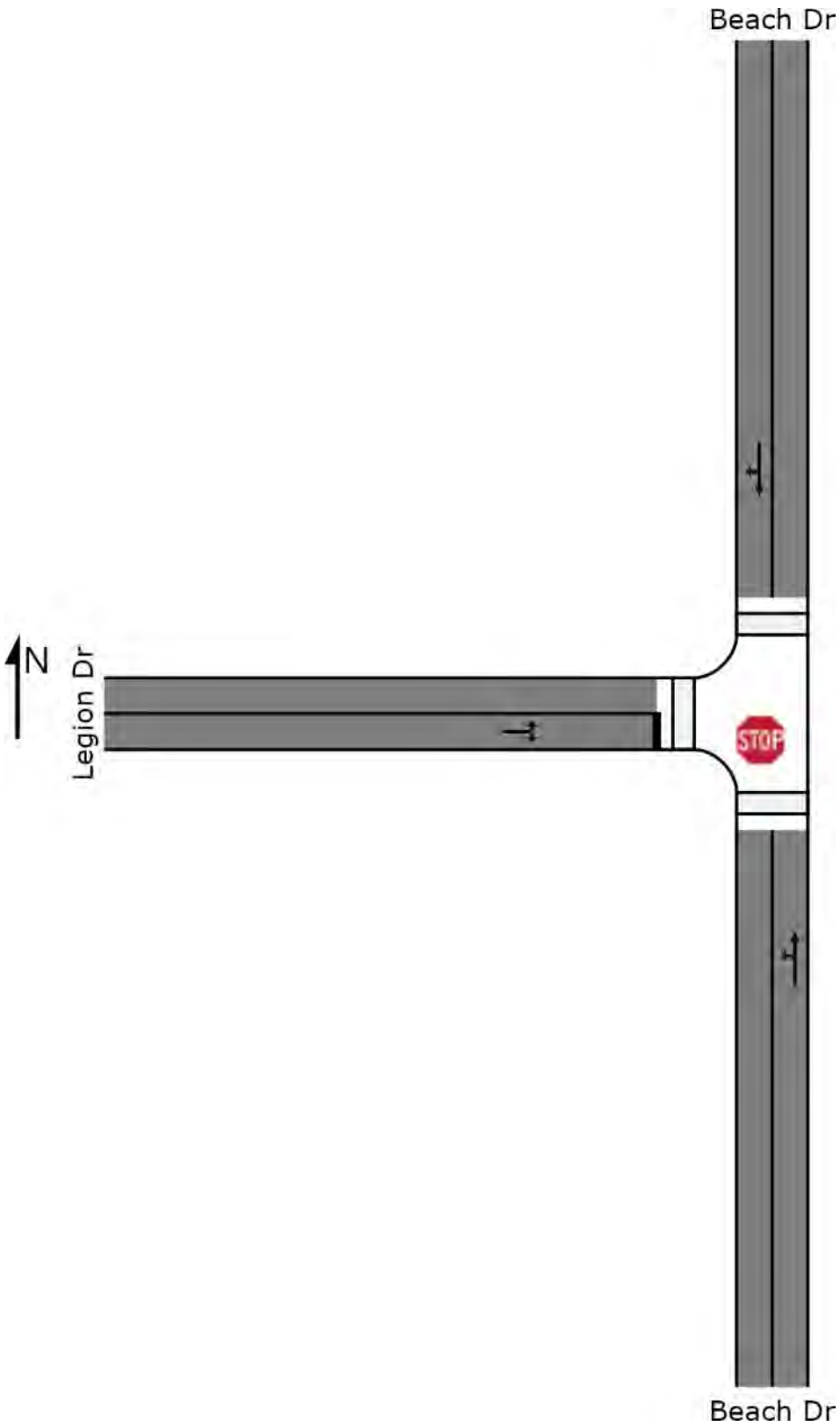
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Volume Display Method: Total and %

Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

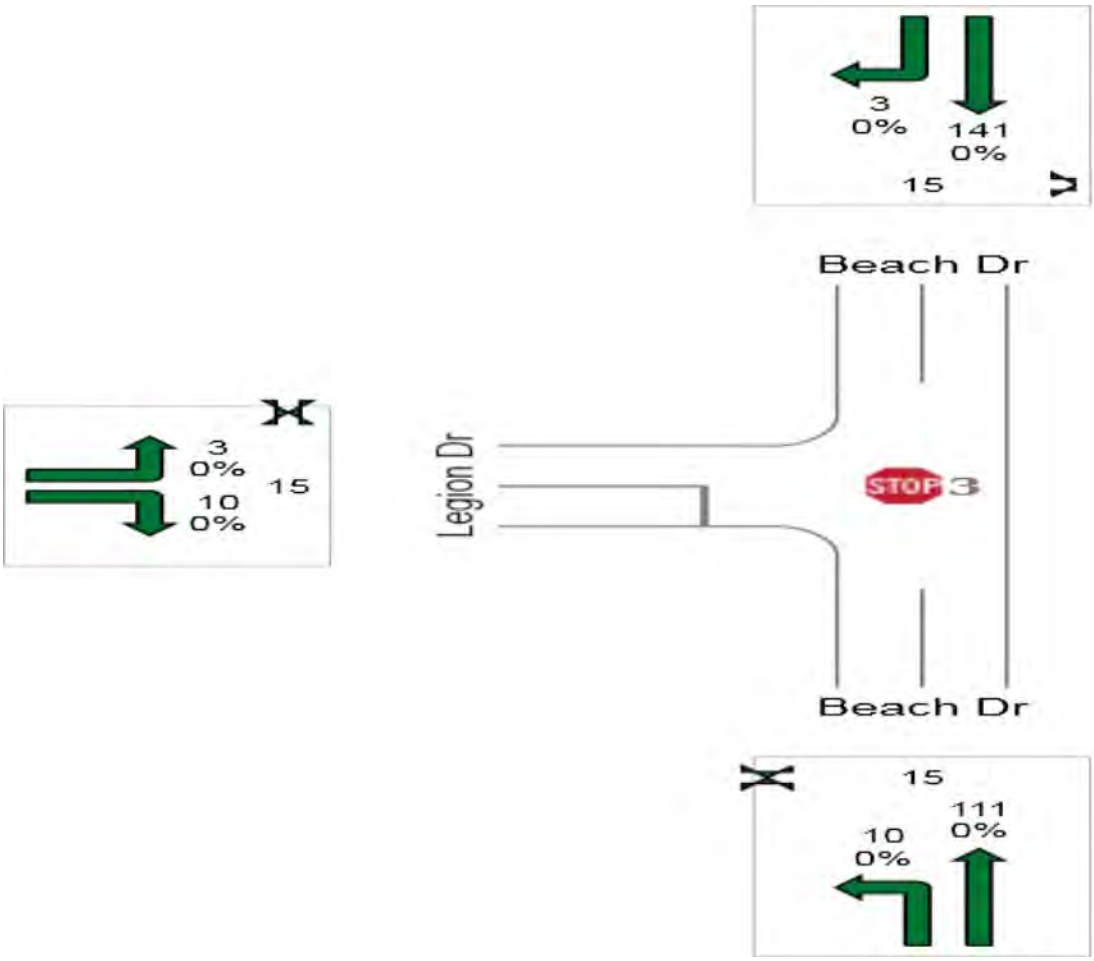
Total Intersection Volumes (veh)

All Movement Classes: 278

Light Vehicles (LV): 278

Heavy Vehicles (HV): 0

Pedestrians: 45



DELAY (CONTROL)

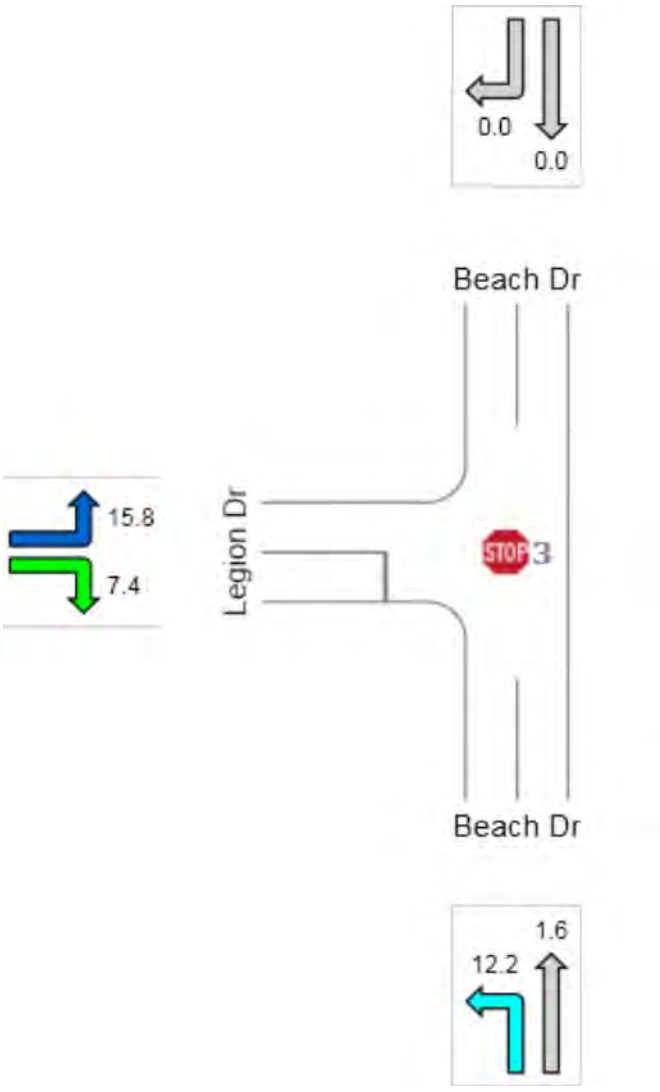
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	North	West	Intersection
	2.5	0.0	9.3	1.5
LOS	NA	NA	A	NA



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Approach Lane Flows (veh/h)

South: Beach Dr

Mov. From S To Exit:	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	11	121	132	0.0	1844	0.071	100	NA
Approach	11	121	132	0.0		0.071		

North: Beach Dr

Mov. From N To Exit:	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	153	3	157	0.0	1893	0.083	100	NA
Approach	153	3	157	0.0		0.083		

West: Legion Dr

Mov. From W To Exit:	L2 N	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	3	11	14	0.0	846	0.017	100	NA
Approach	3	11	14	0.0		0.017		

	Total	%HV	Deg.Satn (v/c)
Intersection	302	0.0	0.083

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	24.1	mph	24.1	mph
Travel Distance (Total)	104.2	veh-mi/h	125.1	pers-mi/h
Travel Time (Total)	4.3	veh-h/h	5.2	pers-h/h
Demand Flows (Total)	302	veh/h	363	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.083			
Practical Spare Capacity	1085.2	%		
Effective Intersection Capacity	3654	veh/h		
Control Delay (Total)	0.13	veh-h/h	0.15	pers-h/h
Control Delay (Average)	1.5	sec	1.5	sec
Control Delay (Worst Lane)	9.3	sec		
Control Delay (Worst Movement)	15.8	sec	15.8	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	1.5	sec		
Idling Time (Average)	1.4	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.1	veh		
95% Back of Queue - Distance (Worst Lane)	1.9	ft		
Queue Storage Ratio (Worst Lane)	0.01			
Total Effective Stops	3	veh/h	3	pers/h
Effective Stop Rate	0.01	per veh	0.01	per pers
Proportion Queued	0.04		0.04	
Performance Index	4.4		4.4	
Cost (Total)	45.22	$/h	45.22	$/h
Fuel Consumption (Total)	2.9	gal/h		
Carbon Dioxide (Total)	25.8	kg/h		
Hydrocarbons (Total)	0.011	kg/h		
Carbon Monoxide (Total)	0.122	kg/h		
NOx (Total)	0.011	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	145,044	veh/y	174,052	pers/y
Delay	61	veh-h/y	73	pers-h/y
Effective Stops	1,242	veh/y	1,490	pers/y
Travel Distance	50,032	veh-mi/y	60,038	pers-mi/y
Travel Time	2,080	veh-h/y	2,496	pers-h/y
Cost	21,705	$/y	21,705	$/y
Fuel Consumption	1,392	gal/y		
Carbon Dioxide	12,387	kg/y		
Hydrocarbons	5	kg/y		
Carbon Monoxide	59	kg/y		
NOx	5	kg/y		

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LANE SUMMARY

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beach Dr													
Lane 1	132	0.0	1844	0.071	100	2.5	LOS A	0.1	1.9	Full	172	0.0	0.0
Approach	132	0.0		0.071		2.5	NA	0.1	1.9				
North: Beach Dr													
Lane 1	157	0.0	1893	0.083	100	0.0	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	157	0.0		0.083		0.0	NA	0.0	0.0				
West: Legion Dr													
Lane 1	14	0.0	846	0.017	100	9.3	LOS A	0.1	1.7	Full	1425	0.0	0.0
Approach	14	0.0		0.017		9.3	LOS A	0.1	1.7				
Intersection	302	0.0		0.083		1.5	NA	0.1	1.9				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Beach Dr											
3	L2	11	0.0	0.071	12.2	LOS B	0.1	1.9	0.05	0.00	23.3
8	T1	121	0.0	0.071	1.6	LOS A	0.1	1.9	0.05	0.00	23.7
Approach		132	0.0	0.071	2.5	NA	0.1	1.9	0.05	0.00	23.6
North: Beach Dr											
4	T1	153	0.0	0.083	0.0	LOS A	0.0	0.0	0.00	0.00	25.0
14	R2	3	0.0	0.083	0.0	LOS A	0.0	0.0	0.00	0.00	25.1
Approach		157	0.0	0.083	0.0	NA	0.0	0.0	0.00	0.00	25.0
West: Legion Dr											
5	L2	3	0.0	0.017	15.8	LOS C	0.1	1.7	0.32	0.16	21.0
12	R2	11	0.0	0.017	7.4	LOS A	0.1	1.7	0.32	0.16	18.7
Approach		14	0.0	0.017	9.3	LOS A	0.1	1.7	0.32	0.16	19.5
All Vehicles		302	0.0	0.083	1.5	NA	0.1	1.9	0.04	0.01	24.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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QUEUE DISTANCE (%ILE)

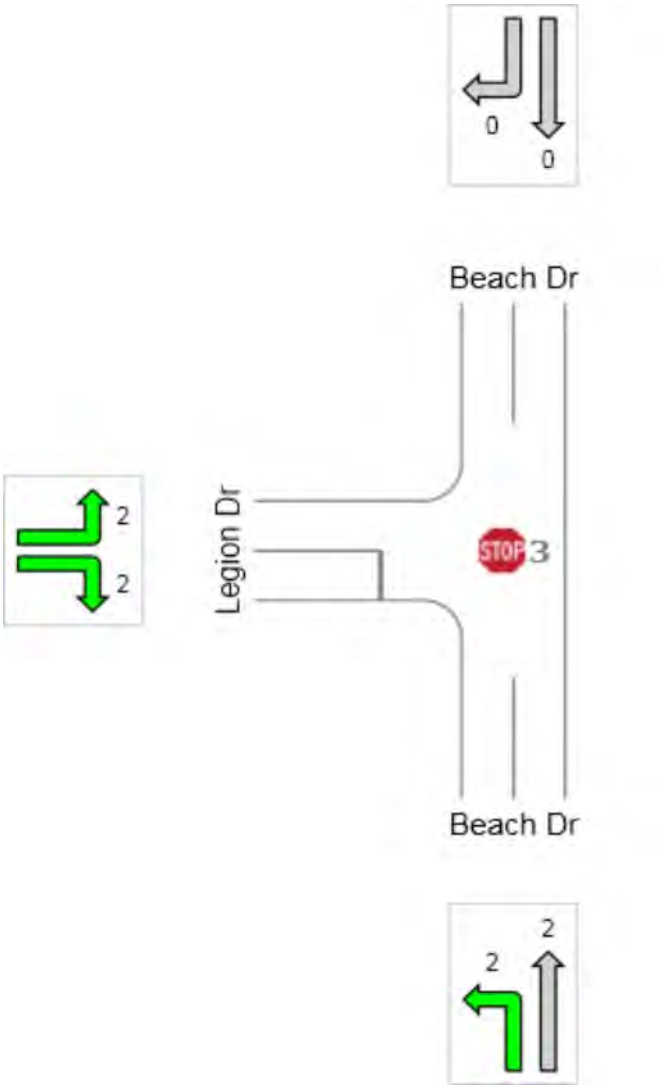
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	North	West	Intersection
	2	0	2	2



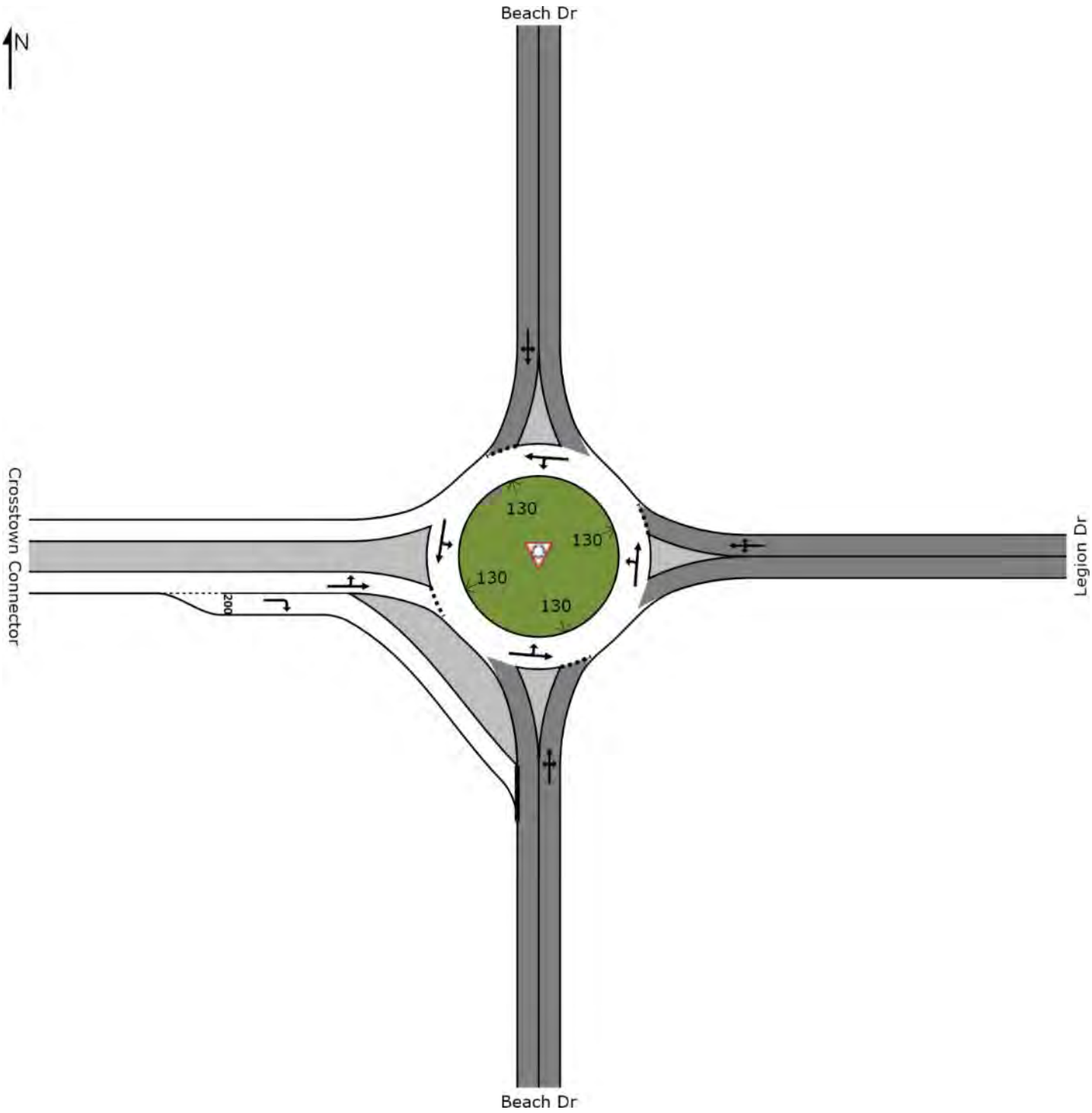
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Volume Display Method: Total and %

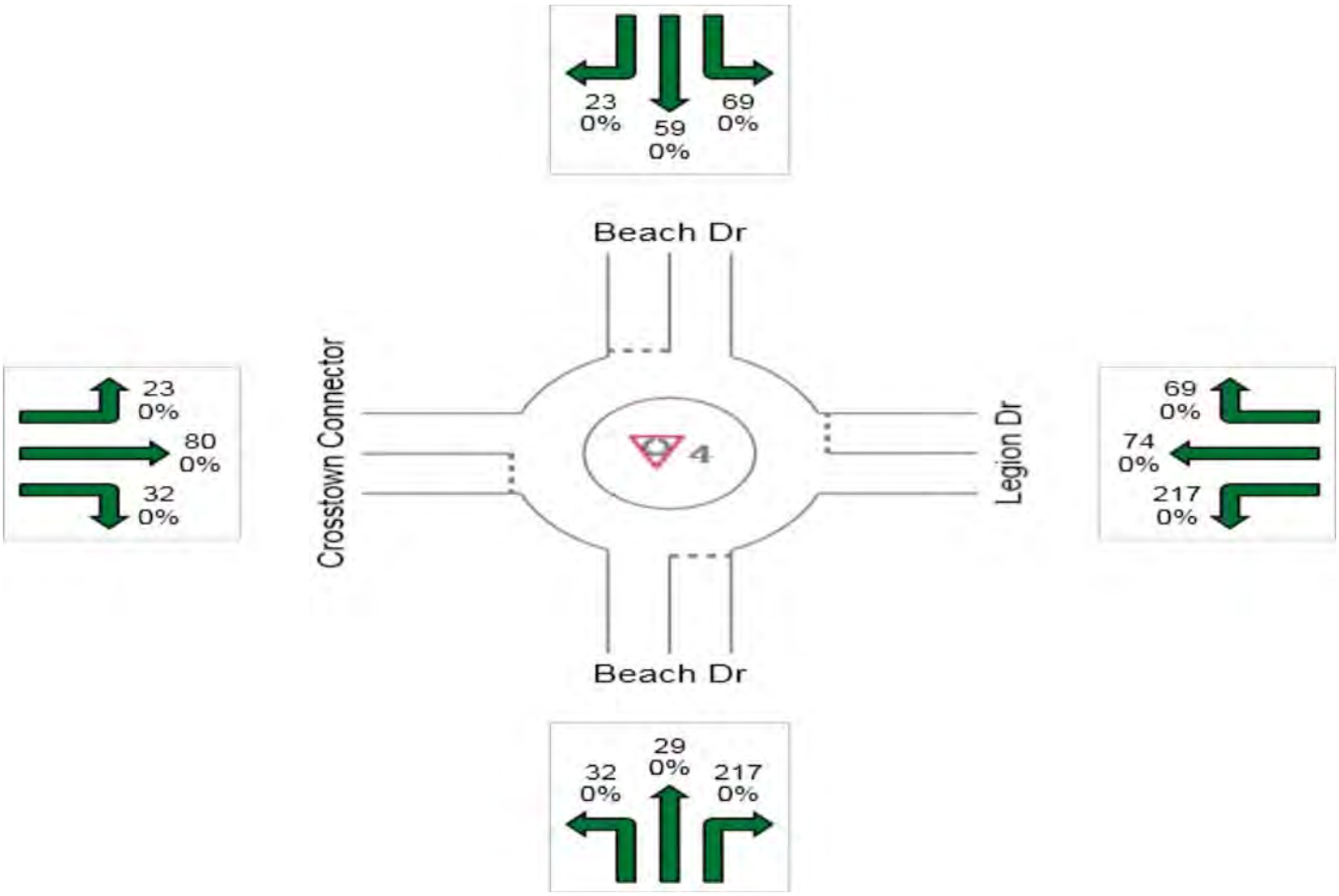
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 924

Light Vehicles (LV): 924

Heavy Vehicles (HV): 0



DELAY (CONTROL)

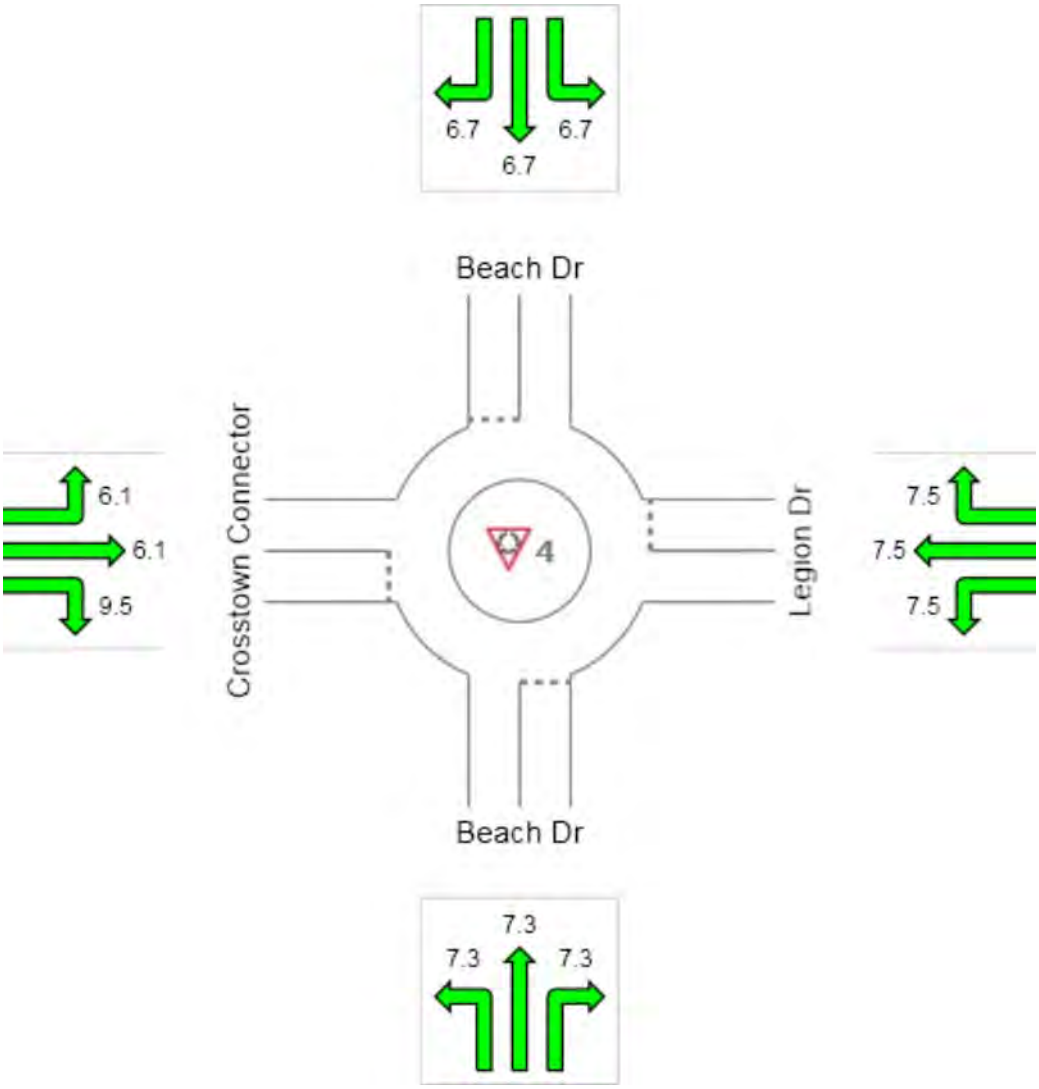
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

All Movement Classes

	South	East	North	West	Intersection
	7.3	7.5	6.7	6.9	7.2
LOS	A	A	A	A	A



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Roundabout Level of Service Method: Same as Sign Control
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Approach Lane Flows (veh/h)

South: Beach Dr

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	35	32	236	302	0.0	937	0.322	100	NA
Approach	35	32	236	302	0.0		0.322		

East: Legion Dr

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	236	80	75	391	0.0	1031	0.379	100	NA
Approach	236	80	75	391	0.0		0.379		

North: Beach Dr

Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	75	64	25	164	0.0	795	0.206	100	NA
Approach	75	64	25	164	0.0		0.206		

West: Crosstown Connector

Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	25	87	-	112	0.0	777	0.144	100	NA
Lane 2	-	-	35	35	0.0	837	0.042	100	0.0
Approach	25	87	35	147	0.0		0.144		

	Total	%HV	Deg.Satn (v/c)
Intersection	1004	0.0	0.379

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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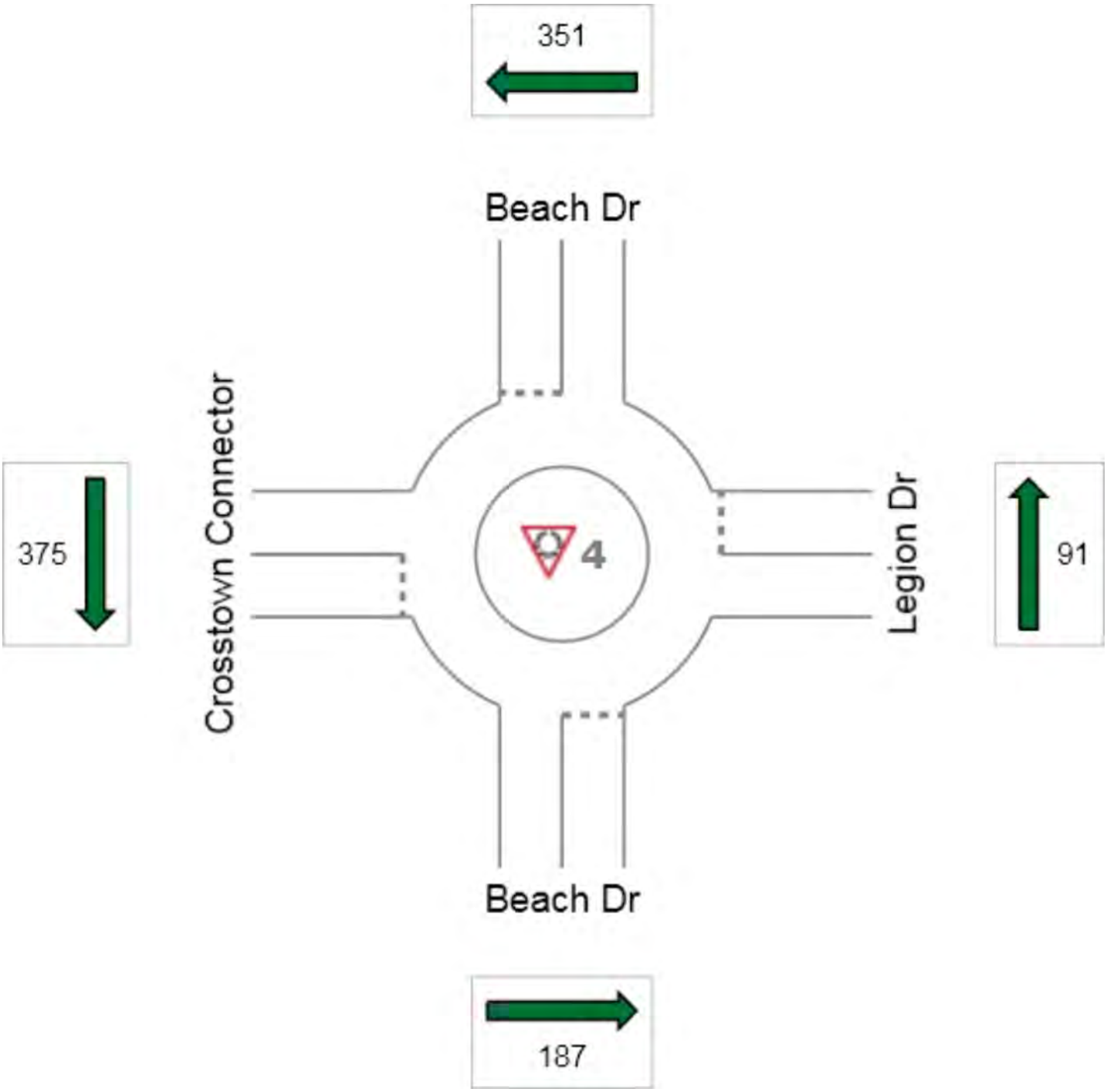
ROUNDABOUT CIRCULATING FLOWS

Total Values for All Movement Classes Based on Site Arrival Flow Rates including Capacity Constraint Effects (veh/h)

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout



INTERSECTION SUMMARY

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	25.6	mph	25.6	mph
Travel Distance (Total)	491.0	veh-mi/h	589.1	pers-mi/h
Travel Time (Total)	19.2	veh-h/h	23.0	pers-h/h
Demand Flows (Total)	1004	veh/h	1205	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.379			
Practical Spare Capacity	124.0	%		
Effective Intersection Capacity	2647	veh/h		
Control Delay (Total)	2.02	veh-h/h	2.42	pers-h/h
Control Delay (Average)	7.2	sec	7.2	sec
Control Delay (Worst Lane)	9.5	sec		
Control Delay (Worst Movement)	9.5	sec	9.5	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	7.2	sec		
Idling Time (Average)	5.5	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	1.9	veh		
95% Back of Queue - Distance (Worst Lane)	48.6	ft		
Queue Storage Ratio (Worst Lane)	0.15			
Total Effective Stops	265	veh/h	318	pers/h
Effective Stop Rate	0.26	per veh	0.26	per pers
Proportion Queued	0.37		0.37	
Performance Index	26.2		26.2	
Cost (Total)	247.89	$/h	247.89	$/h
Fuel Consumption (Total)	16.6	gal/h		
Carbon Dioxide (Total)	147.7	kg/h		
Hydrocarbons (Total)	0.062	kg/h		
Carbon Monoxide (Total)	0.722	kg/h		
NOx (Total)	0.096	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	482,087	veh/y	578,504	pers/y
Delay	967	veh-h/y	1,161	pers-h/y
Effective Stops	127,218	veh/y	152,661	pers/y
Travel Distance	235,657	veh-mi/y	282,788	pers-mi/y
Travel Time	9,196	veh-h/y	11,035	pers-h/y
Cost	118,986	$/y	118,986	$/y
Fuel Consumption	7,972	gal/y		
Carbon Dioxide	70,916	kg/y		
Hydrocarbons	30	kg/y		
Carbon Monoxide	347	kg/y		
NOx	46	kg/y		

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LANE SUMMARY

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beach Dr													
Lane 1[d]	302	0.0	937	0.322	100	7.3	LOS A	1.5	36.6	Full	415	0.0	0.0
Approach	302	0.0		0.322		7.3	LOS A	1.5	36.6				
East: Legion Dr													
Lane 1[d]	391	0.0	1031	0.379	100	7.5	LOS A	1.9	48.6	Full	2110	0.0	0.0
Approach	391	0.0		0.379		7.5	LOS A	1.9	48.6				
North: Beach Dr													
Lane 1[d]	164	0.0	795	0.206	100	6.7	LOS A	0.8	19.8	Full	172	0.0	0.0
Approach	164	0.0		0.206		6.7	LOS A	0.8	19.8				
West: Crosstown Connector													
Lane 1[d]	112	0.0	777	0.144	100	6.1	LOS A	0.5	13.1	Full	1550	0.0	0.0
Lane 2	35	0.0	837	0.042	100	9.5	LOS A	0.1	3.5	Short	200	0.0	NA
Approach	147	0.0		0.144		6.9	LOS A	0.5	13.1				
Intersection	1004	0.0		0.379		7.2	LOS A	1.9	48.6				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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MOVEMENT SUMMARY

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Beach Dr											
3	L2	35	0.0	0.322	7.3	LOS A	1.5	36.6	0.38	0.28	30.8
8	T1	32	0.0	0.322	7.3	LOS A	1.5	36.6	0.38	0.28	17.6
18	R2	236	0.0	0.322	7.3	LOS A	1.5	36.6	0.38	0.28	23.0
Approach		302	0.0	0.322	7.3	LOS A	1.5	36.6	0.38	0.28	23.4
East: Legion Dr											
1	L2	236	0.0	0.379	7.5	LOS A	1.9	48.6	0.29	0.16	25.9
6	T1	80	0.0	0.379	7.5	LOS A	1.9	48.6	0.29	0.16	28.6
16	R2	75	0.0	0.379	7.5	LOS A	1.9	48.6	0.29	0.16	23.9
Approach		391	0.0	0.379	7.5	LOS A	1.9	48.6	0.29	0.16	26.2
North: Beach Dr											
7	L2	75	0.0	0.206	6.7	LOS A	0.8	19.8	0.46	0.40	24.3
4	T1	64	0.0	0.206	6.7	LOS A	0.8	19.8	0.46	0.40	17.6
14	R2	25	0.0	0.206	6.7	LOS A	0.8	19.8	0.46	0.40	28.6
Approach		164	0.0	0.206	6.7	LOS A	0.8	19.8	0.46	0.40	23.3
West: Crosstown Connector											
5	L2	25	0.0	0.144	6.1	LOS A	0.5	13.1	0.45	0.38	17.4
2	T1	87	0.0	0.144	6.1	LOS A	0.5	13.1	0.45	0.38	35.4
12	R2	35	0.0	0.042	9.5	LOS A	0.1	3.5	0.37	0.26	26.3
Approach		147	0.0	0.144	6.9	LOS A	0.5	13.1	0.43	0.35	30.4
All Vehicles		1004	0.0	0.379	7.2	LOS A	1.9	48.6	0.37	0.26	25.6

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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QUEUE DISTANCE (%ILE)

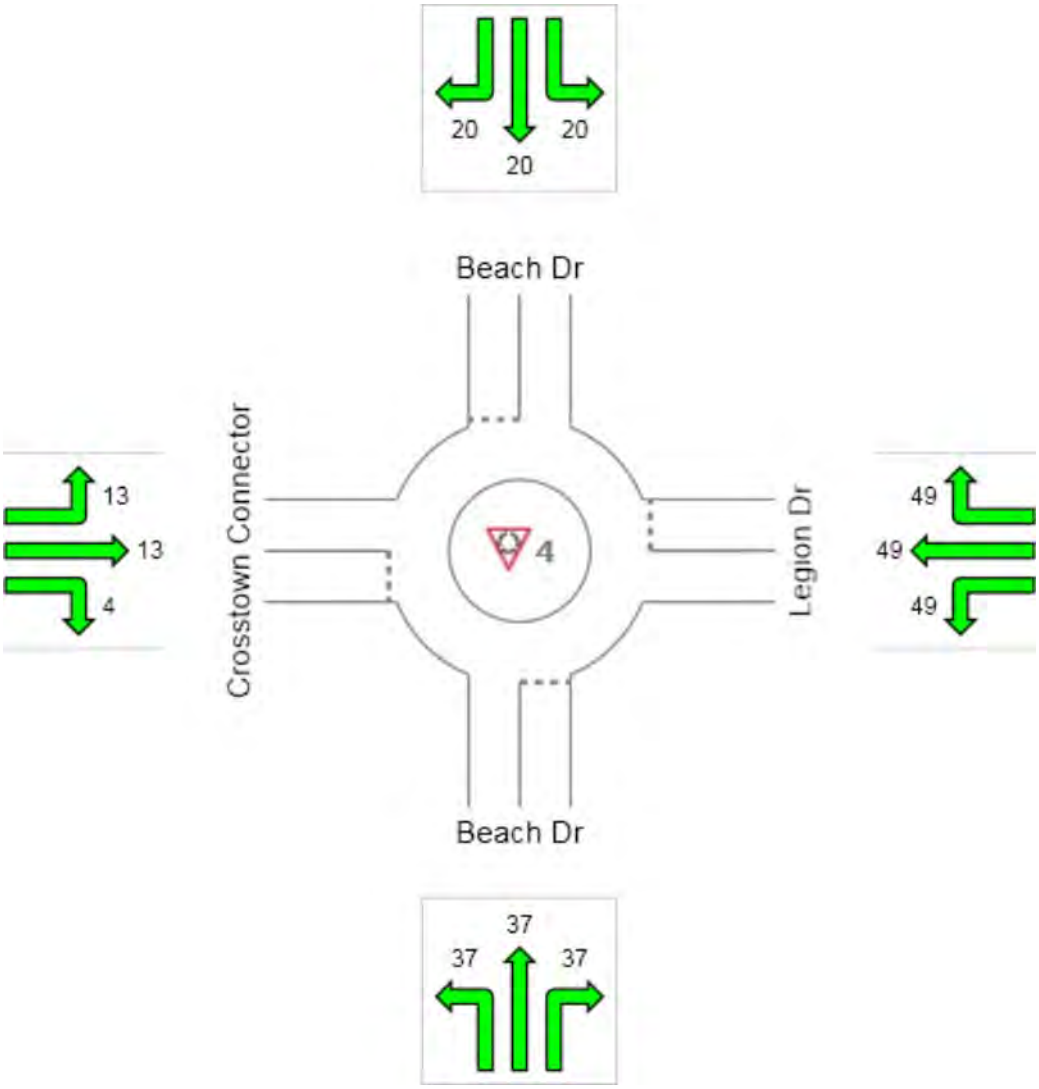
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

All Movement Classes

	South	East	North	West	Intersection
	37	49	20	13	49



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

NETWORK SUMMARY

Network: 2lnBuild32-AM_rndbt

New Network

Network Performance - Hourly Values						
Performance Measure	**Vehicles**		**Per Unit Distance**		**Persons**	
Network Level of Service (LOS)	LOS A					
Travel Time Index	9.93					
Speed Efficiency	0.99					
Congestion Coefficient	1.01					
Travel Speed (Average)	24.8	mph			24.8	mph
Travel Distance (Total)	951.4	veh-mi/h			1141.7	pers-mi/h
Travel Time (Total)	38.3	veh-h/h			46.0	pers-h/h
Desired Speed	25.0	mph				
Demand Flows (Total)	2264	veh/h			2717	pers/h
Arrival Flows (Total)	2264	veh/h			2717	pers/h
Percent Heavy Vehicles (Demand)	0.0	%				
Percent Heavy Vehicles (Arrival)	0.0	%				
Degree of Saturation	0.379					
Control Delay (Total)	3.31	veh-h/h			3.97	pers-h/h
Control Delay (Average)	5.3	sec			5.3	sec
Control Delay (Worst Lane)	9.8	sec				
Control Delay (Worst Movement)	40.2	sec			40.2	sec
Geometric Delay (Average)	0.0	sec				
Stop-Line Delay (Average)	5.3	sec				
Queue Storage Ratio (Worst Lane)	0.15					
Total Effective Stops	408	veh/h			490	pers/h
Effective Stop Rate	0.18	per veh	0.4	per mi	0.18	per pers
Proportion Queued	0.26				0.26	
Performance Index	48.5				48.5	
Cost (Total)	500.76	$/h	0.53	$/mi	500.76	$/h
Fuel Consumption (Total)	31.6	gal/h	0.033	gal/mi		
Fuel Economy	30.1	mpg				
Carbon Dioxide (Total)	280.8	kg/h	295.1	g/mi		
Hydrocarbons (Total)	0.116	kg/h	0.122	g/mi		
Carbon Monoxide (Total)	1.366	kg/h	1.435	g/mi		
NOx (Total)	0.179	kg/h	0.188	g/mi		

Network Model Accuracy Level (largest change in degree of saturation for any lane): 0.0 %
Number of Iterations: 2
Network Level of Service (LOS) Method: HCM 2010.
Model used: US HCM (Customary).

Network Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	1,086,783	veh/y	1,304,139	pers/y
Delay	1,588	veh-h/y	1,906	pers-h/y
Effective Stops	195,905	veh/y	235,086	pers/y
Travel Distance	456,694	veh-mi/y	548,033	pers-mi/y
Travel Time	18,383	veh-h/y	22,059	pers-h/y
Cost	240,363	$/y	240,363	$/y
Fuel Consumption	15,150	gal/y		
Carbon Dioxide	134,770	kg/y		
Hydrocarbons	56	kg/y		
Carbon Monoxide	656	kg/y		
NOx	86	kg/y		

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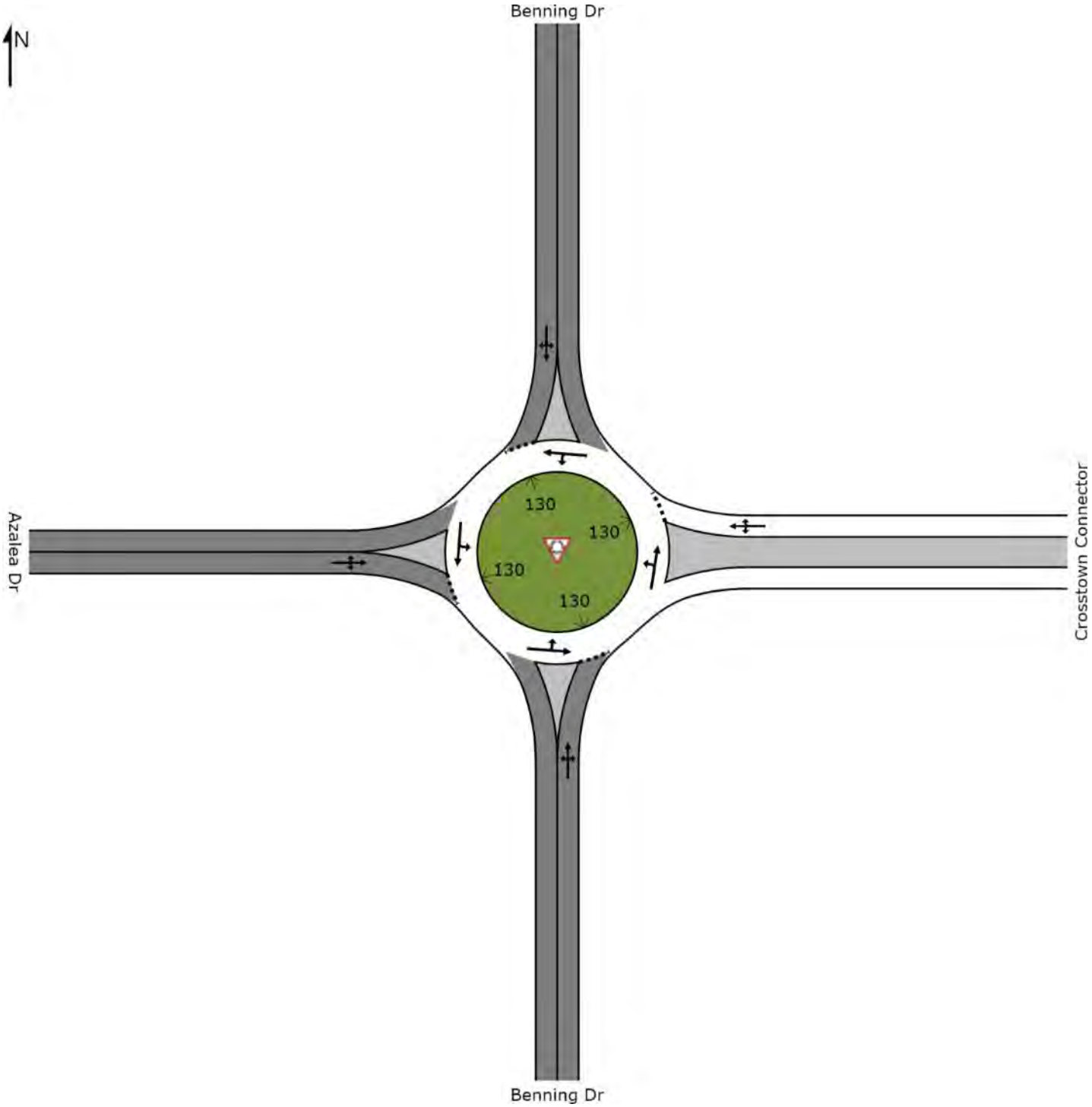
SITE LAYOUT

Site: 2lnBuild32-AM Azalea Dr @ Benning Dr - Rndbt

Roundabout



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild32-AM Azalea Dr @ Benning Dr - Rndbt

Roundabout

Volume Display Method: Total and %

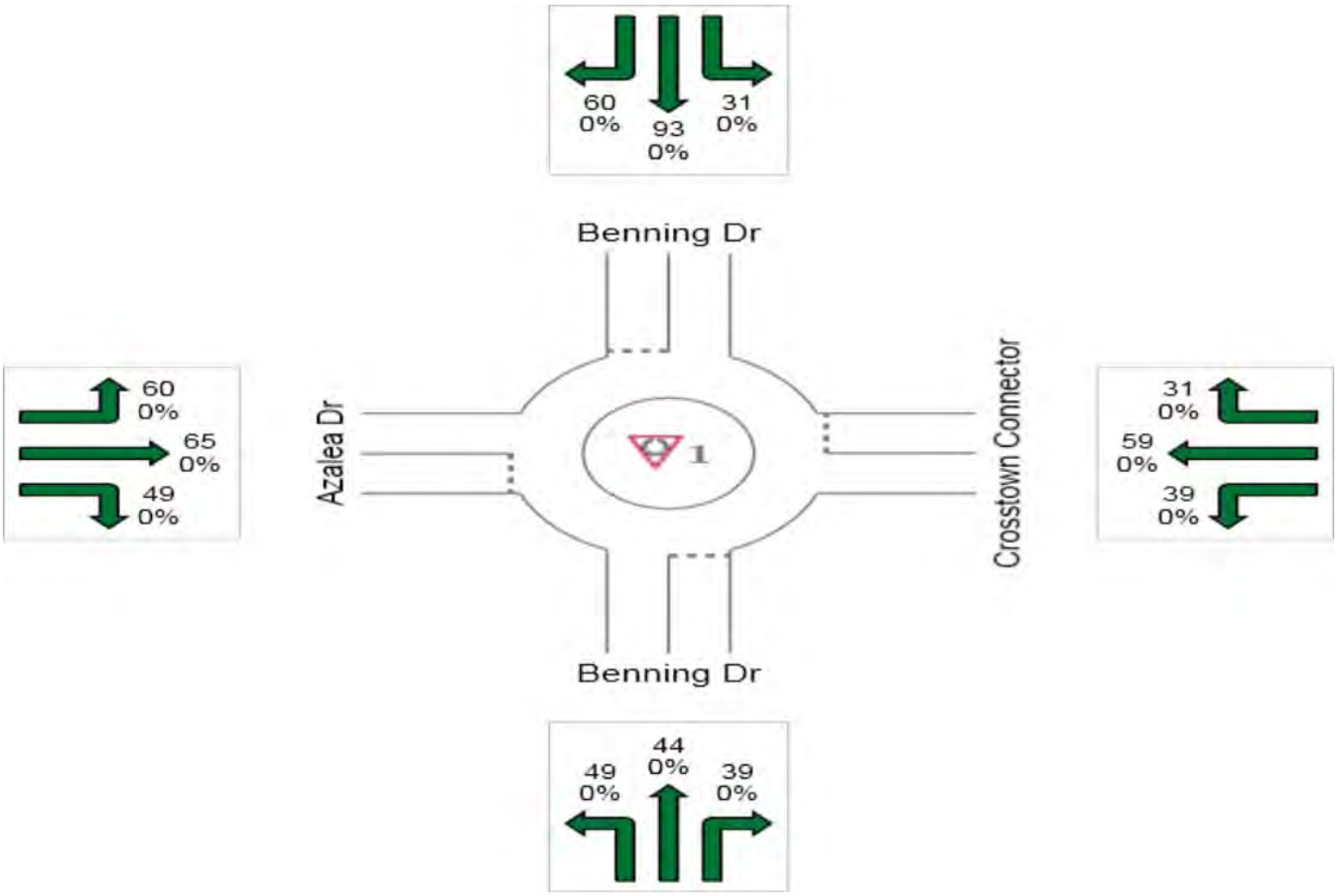
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 619

Light Vehicles (LV): 619

Heavy Vehicles (HV): 0



DELAY (CONTROL)

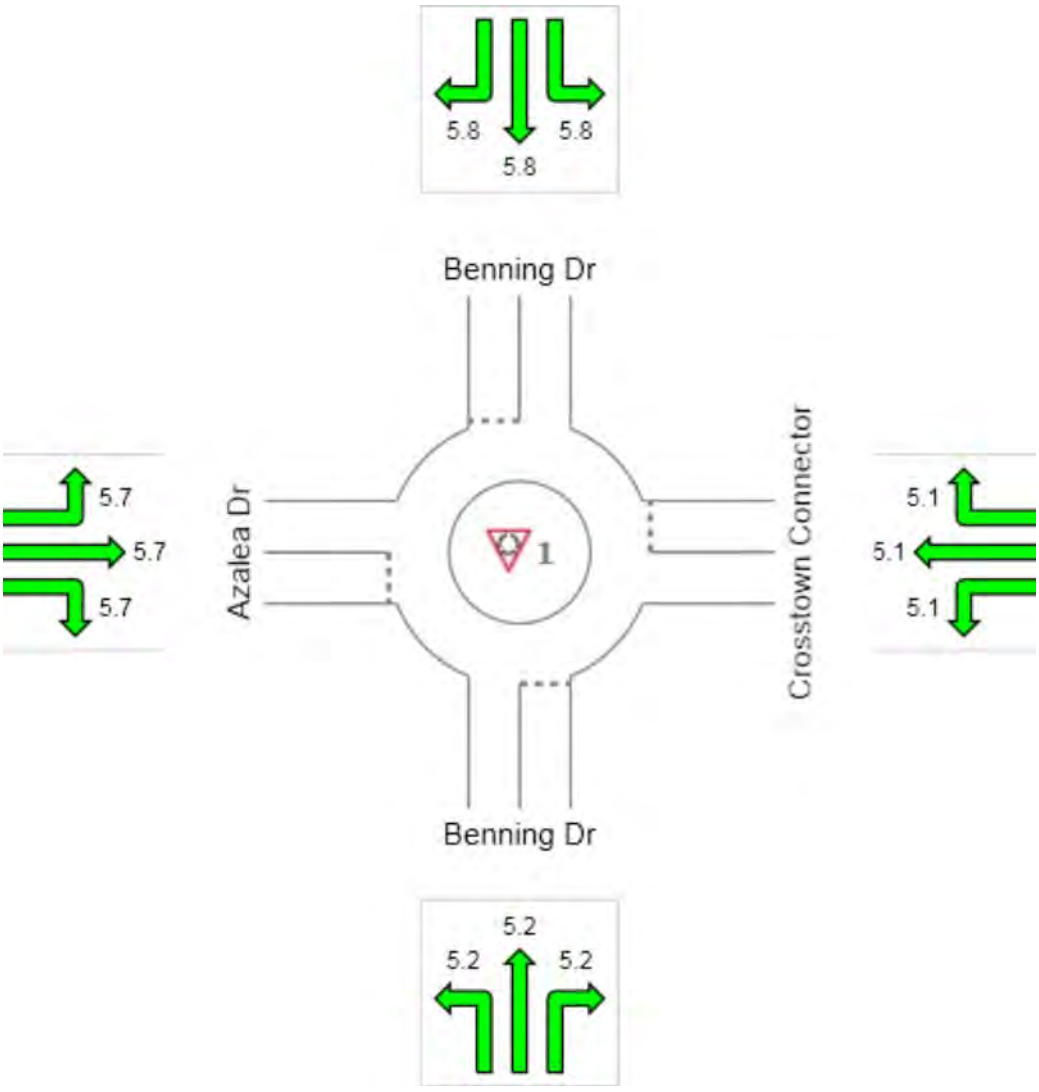
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild32-AM Azalea Dr @ Benning Dr - Rndbt

Roundabout

All Movement Classes

	South	East	North	West	Intersection
	5.2	5.1	5.8	5.7	5.5
LOS	A	A	A	A	A



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Roundabout Level of Service Method: SIDRA Roundabout LOS
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild32-AM Azalea Dr @ Benning Dr - Rndbt

Roundabout

Approach Lane Flows (veh/h)

South: Benning Dr

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	53	48	42	143	0.0	954	0.150	100	NA
Approach	53	48	42	143	0.0		0.150		

East: Crosstown Connector

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	42	64	34	140	0.0	957	0.147	100	NA
Approach	42	64	34	140	0.0		0.147		

North: Benning Dr

Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	34	101	65	200	0.0	963	0.208	100	NA
Approach	34	101	65	200	0.0		0.208		

West: Azalea Dr

Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	65	71	53	189	0.0	947	0.200	100	NA
Approach	65	71	53	189	0.0		0.200		

	Total	%HV	Deg.Satn (v/c)
Intersection	673	0.0	0.208

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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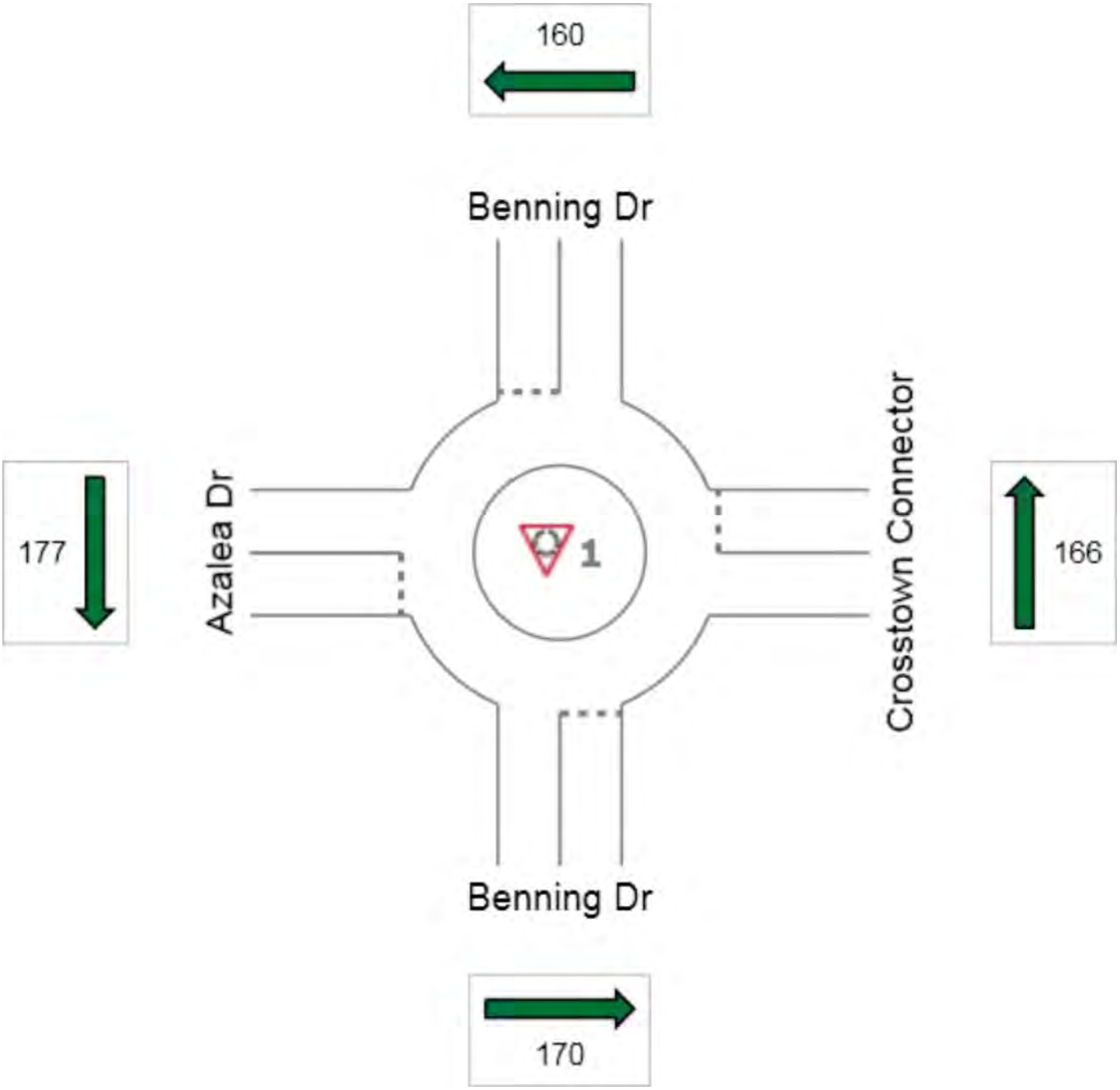
ROUNDABOUT CIRCULATING FLOWS

Total Values for All Movement Classes Based on Site Arrival Flow Rates including Capacity Constraint Effects (veh/h)

Site: 2lnBuild32-AM Azalea Dr @ Benning Dr - Rndbt

Roundabout



INTERSECTION SUMMARY

Site: 2lnBuild32-AM Azalea Dr @ Benning Dr - Rndbt

Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	26.5	mph	26.5	mph
Travel Distance (Total)	433.4	veh-mi/h	520.1	pers-mi/h
Travel Time (Total)	16.3	veh-h/h	19.6	pers-h/h
Demand Flows (Total)	673	veh/h	807	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.208			
Practical Spare Capacity	309.3	%		
Effective Intersection Capacity	3240	veh/h		
Control Delay (Total)	1.03	veh-h/h	1.23	pers-h/h
Control Delay (Average)	5.5	sec	5.5	sec
Control Delay (Worst Lane)	5.8	sec		
Control Delay (Worst Movement)	5.8	sec	5.8	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	5.5	sec		
Idling Time (Average)	3.9	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	0.8	veh		
95% Back of Queue - Distance (Worst Lane)	21.0	ft		
Queue Storage Ratio (Worst Lane)	0.05			
Total Effective Stops	139	veh/h	167	pers/h
Effective Stop Rate	0.21	per veh	0.21	per pers
Proportion Queued	0.31		0.31	
Performance Index	19.5		19.5	
Cost (Total)	190.43	$/h	190.43	$/h
Fuel Consumption (Total)	13.8	gal/h		
Carbon Dioxide (Total)	122.6	kg/h		
Hydrocarbons (Total)	0.048	kg/h		
Carbon Monoxide (Total)	0.627	kg/h		
NOx (Total)	0.081	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: SIDRA Roundabout LOS.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	322,957	veh/y	387,548	pers/y
Delay	494	veh-h/y	593	pers-h/y
Effective Stops	66,658	veh/y	79,990	pers/y
Travel Distance	208,055	veh-mi/y	249,666	pers-mi/y
Travel Time	7,837	veh-h/y	9,405	pers-h/y
Cost	91,405	$/y	91,405	$/y
Fuel Consumption	6,617	gal/y		
Carbon Dioxide	58,859	kg/y		
Hydrocarbons	23	kg/y		
Carbon Monoxide	301	kg/y		
NOx	39	kg/y		

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LANE SUMMARY

Site: 2lnBuild32-AM Azalea Dr @ Benning Dr - Rndbt

Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Benning Dr													
Lane 1[d]	143	0.0	954	0.150	100	5.2	LOS A	0.6	14.4	Full	560	0.0	0.0
Approach	143	0.0		0.150		5.2	LOS A	0.6	14.4				
East: Crosstown Connector													
Lane 1[d]	140	0.0	957	0.147	100	5.1	LOS A	0.6	13.9	Full	1550	0.0	0.0
Approach	140	0.0		0.147		5.1	LOS A	0.6	13.9				
North: Benning Dr													
Lane 1[d]	200	0.0	963	0.208	100	5.8	LOS A	0.8	21.0	Full	590	0.0	0.0
Approach	200	0.0		0.208		5.8	LOS A	0.8	21.0				
West: Azalea Dr													
Lane 1[d]	189	0.0	947	0.200	100	5.7	LOS A	0.8	20.0	Full	3600	0.0	0.0
Approach	189	0.0		0.200		5.7	LOS A	0.8	20.0				
Intersection	673	0.0		0.208		5.5	LOS A	0.8	21.0				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: SIDRA Roundabout LOS.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

MOVEMENT SUMMARY

Site: 2lnBuild32-AM Azalea Dr @ Benning Dr - Rndbt

Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Benning Dr											
3	L2	53	0.0	0.150	5.2	LOS A	0.6	14.4	0.31	0.20	25.3
8	T1	48	0.0	0.150	5.2	LOS A	0.6	14.4	0.31	0.20	21.6
18	R2	42	0.0	0.150	5.2	LOS A	0.6	14.4	0.31	0.20	29.8
Approach		143	0.0	0.150	5.2	LOS A	0.6	14.4	0.31	0.20	25.6
East: Crosstown Connector											
1	L2	42	0.0	0.147	5.1	LOS A	0.6	13.9	0.30	0.19	11.2
6	T1	64	0.0	0.147	5.1	LOS A	0.6	13.9	0.30	0.19	36.6
16	R2	34	0.0	0.147	5.1	LOS A	0.6	13.9	0.30	0.19	31.5
Approach		140	0.0	0.147	5.1	LOS A	0.6	13.9	0.30	0.19	25.3
North: Benning Dr											
7	L2	34	0.0	0.208	5.8	LOS A	0.8	21.0	0.31	0.21	31.4
4	T1	101	0.0	0.208	5.8	LOS A	0.8	21.0	0.31	0.21	21.5
14	R2	65	0.0	0.208	5.8	LOS A	0.8	21.0	0.31	0.21	24.2
Approach		200	0.0	0.208	5.8	LOS A	0.8	21.0	0.31	0.21	24.3
West: Azalea Dr											
5	L2	65	0.0	0.200	5.7	LOS A	0.8	20.0	0.33	0.22	29.2
2	T1	71	0.0	0.200	5.7	LOS A	0.8	20.0	0.33	0.22	30.9
12	R2	53	0.0	0.200	5.7	LOS A	0.8	20.0	0.33	0.22	27.7
Approach		189	0.0	0.200	5.7	LOS A	0.8	20.0	0.33	0.22	29.5
All Vehicles		673	0.0	0.208	5.5	LOS A	0.8	21.0	0.31	0.21	26.5

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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QUEUE DISTANCE (%ILE)

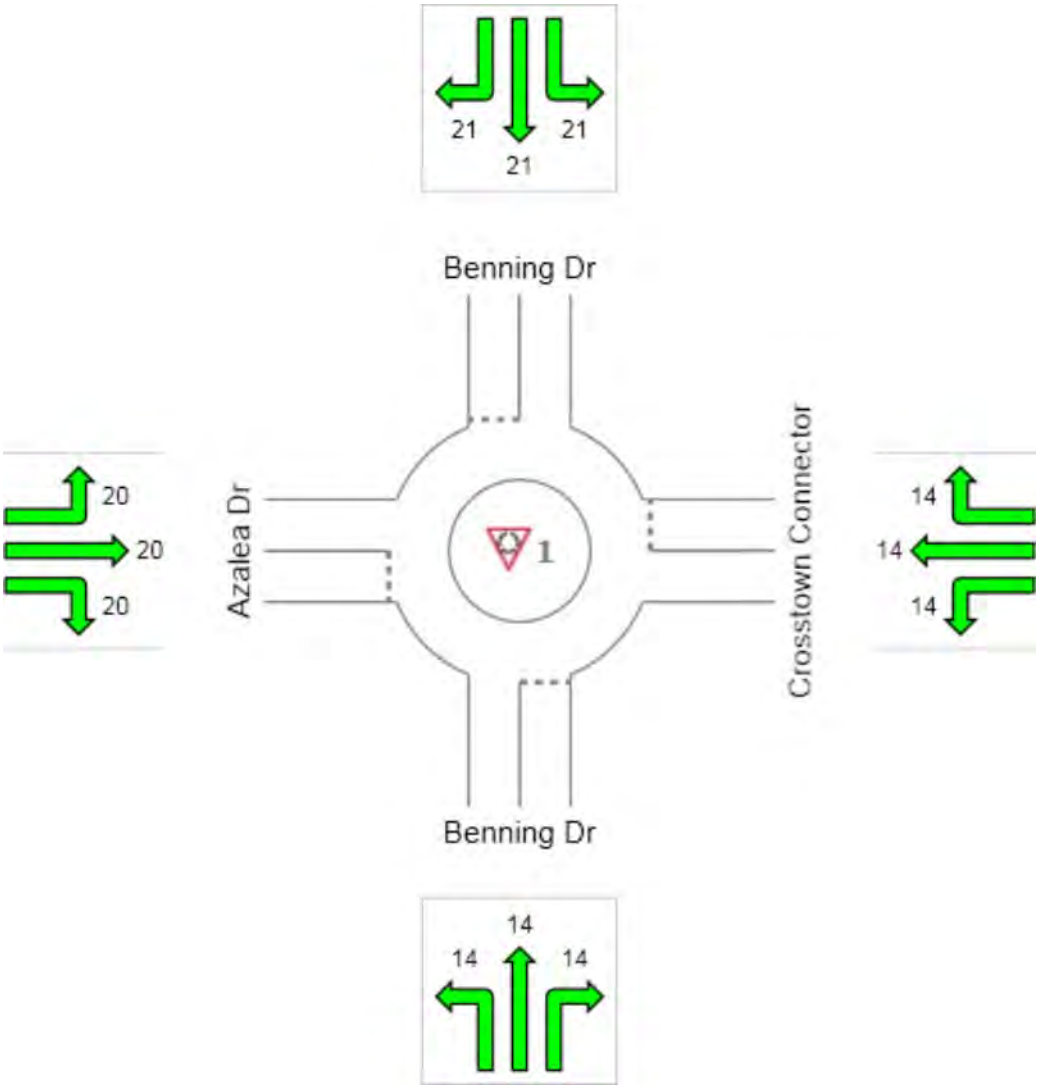
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild32-AM Azalea Dr @ Benning Dr - Rndbt

Roundabout

All Movement Classes

	South	East	North	West	Intersection
	14	14	21	20	21



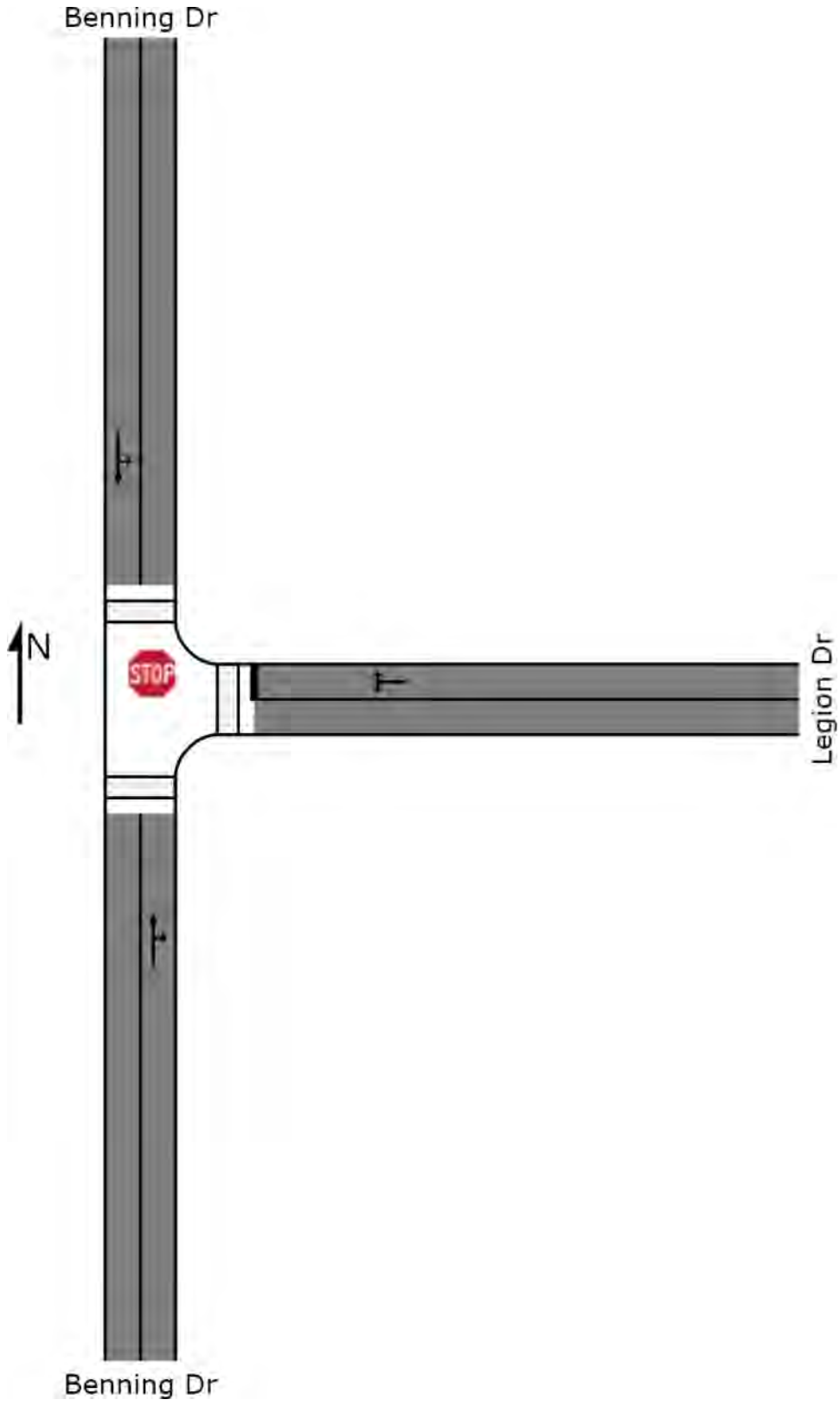
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)

Volume Display Method: Total and %

Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

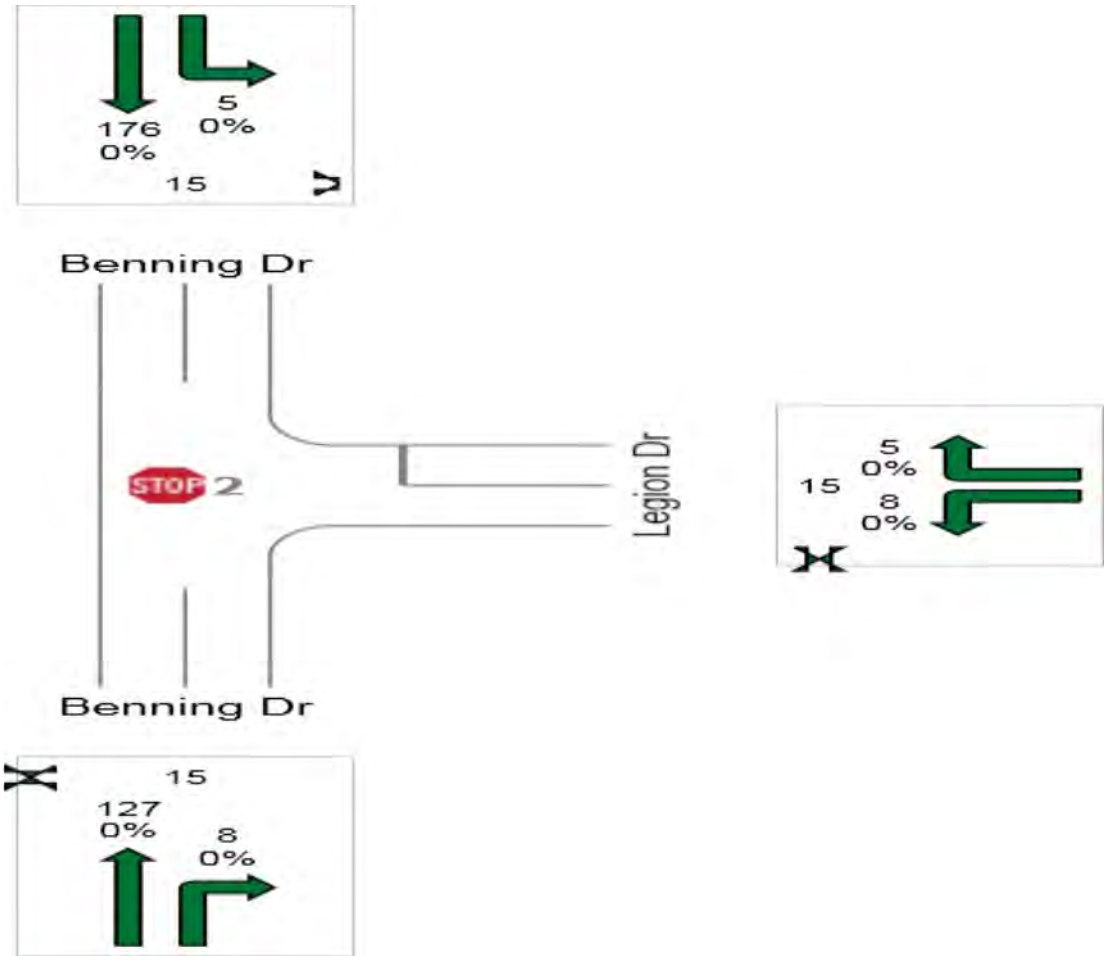
Total Intersection Volumes (veh)

All Movement Classes: 329

Light Vehicles (LV): 329

Heavy Vehicles (HV): 0

Pedestrians: 45



DELAY (CONTROL)

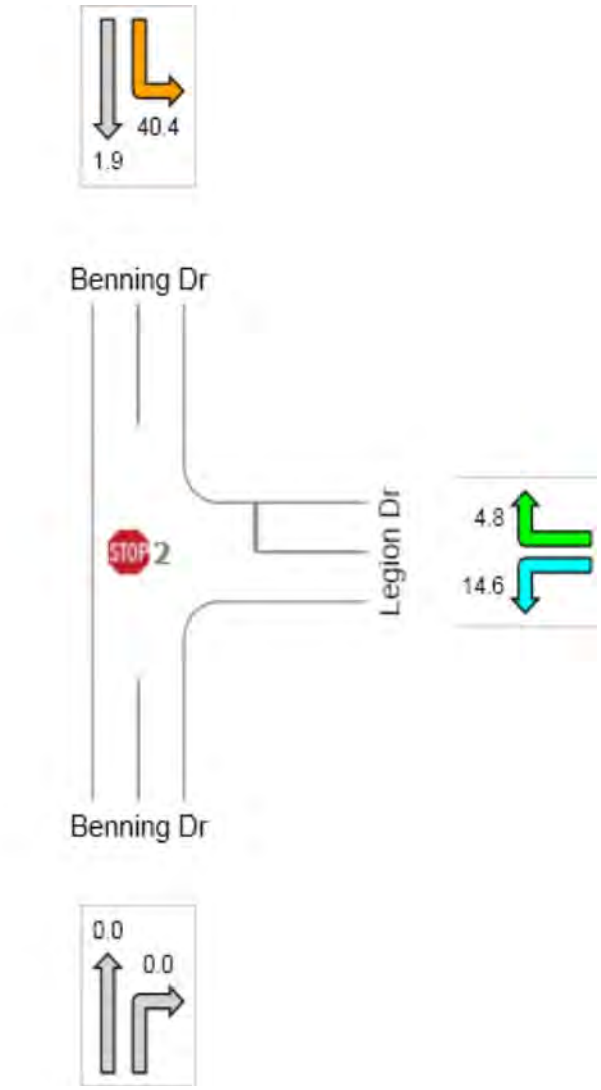
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

All Movement Classes

	South	East	North	Intersection
	0.0	10.8	3.0	2.1
LOS	NA	B	NA	NA



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

LANE FLOWS

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Approach Lane Flows (veh/h)

South: Benning Dr

Mov. From S To Exit:	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	193	12	205	0.0	1880	0.109	100	NA
Approach	193	12	205	0.0		0.109		

East: Legion Dr

Mov. From E To Exit:	L2 S	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	12	8	20	0.0	639	0.031	100	NA
Approach	12	8	20	0.0		0.031		

North: Benning Dr

Mov. From N To Exit:	L2 E	T1 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	8	268	275	0.0	1878	0.147	100	NA
Approach	8	268	275	0.0		0.147		

	Total	%HV	Deg.Satn (v/c)
Intersection	501	0.0	0.147

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	23.2	mph	23.2	mph
Travel Distance (Total)	111.5	veh-mi/h	133.8	pers-mi/h
Travel Time (Total)	4.8	veh-h/h	5.8	pers-h/h
Demand Flows (Total)	501	veh/h	601	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.147			
Practical Spare Capacity	568.1	%		
Effective Intersection Capacity	3413	veh/h		
Control Delay (Total)	0.29	veh-h/h	0.34	pers-h/h
Control Delay (Average)	2.1	sec	2.1	sec
Control Delay (Worst Lane)	10.8	sec		
Control Delay (Worst Movement)	40.4	sec	40.4	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	2.1	sec		
Idling Time (Average)	2.0	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.1	veh		
95% Back of Queue - Distance (Worst Lane)	3.0	ft		
Queue Storage Ratio (Worst Lane)	0.00			
Total Effective Stops	6	veh/h	7	pers/h
Effective Stop Rate	0.01	per veh	0.01	per pers
Proportion Queued	0.03		0.03	
Performance Index	4.9		4.9	
Cost (Total)	47.98	$/h	47.98	$/h
Fuel Consumption (Total)	3.2	gal/h		
Carbon Dioxide (Total)	28.2	kg/h		
Hydrocarbons (Total)	0.012	kg/h		
Carbon Monoxide (Total)	0.133	kg/h		
NOx (Total)	0.012	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	240,313	veh/y	288,376	pers/y
Delay	138	veh-h/y	166	pers-h/y
Effective Stops	2,912	veh/y	3,495	pers/y
Travel Distance	53,527	veh-mi/y	64,232	pers-mi/y
Travel Time	2,304	veh-h/y	2,764	pers-h/y
Cost	23,032	$/y	23,032	$/y
Fuel Consumption	1,523	gal/y		
Carbon Dioxide	13,549	kg/y		
Hydrocarbons	6	kg/y		
Carbon Monoxide	64	kg/y		
NOx	6	kg/y		

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LANE SUMMARY

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Benning Dr													
Lane 1	205	0.0	1880	0.109	100	0.0	LOS A	0.0	0.0	Full	590	0.0	0.0
Approach	205	0.0		0.109		0.0	NA	0.0	0.0				
East: Legion Dr													
Lane 1	20	0.0	639	0.031	100	10.8	LOS B	0.1	3.0	Full	1425	0.0	0.0
Approach	20	0.0		0.031		10.8	LOS B	0.1	3.0				
North: Benning Dr													
Lane 1	275	0.0	1878	0.147	100	3.0	LOS A	0.1	1.5	Full	480	0.0	0.0
Approach	275	0.0		0.147		3.0	NA	0.1	1.5				
Intersection	501	0.0		0.147		2.1	NA	0.1	3.0				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Benning Dr											
8	T1	193	0.0	0.109	0.0	LOS A	0.0	0.0	0.00	0.00	24.8
18	R2	12	0.0	0.109	0.0	LOS A	0.0	0.0	0.00	0.00	25.0
Approach		205	0.0	0.109	0.0	NA	0.0	0.0	0.00	0.00	24.8
East: Legion Dr											
1	L2	12	0.0	0.031	14.6	LOS B	0.1	3.0	0.43	0.30	19.2
16	R2	8	0.0	0.031	4.8	LOS A	0.1	3.0	0.43	0.30	19.2
Approach		20	0.0	0.031	10.8	LOS B	0.1	3.0	0.43	0.30	19.2
North: Benning Dr											
7	L2	8	0.0	0.147	40.4	LOS E	0.1	1.5	0.02	0.00	23.4
4	T1	268	0.0	0.147	1.9	LOS A	0.1	1.5	0.02	0.00	22.7
Approach		275	0.0	0.147	3.0	NA	0.1	1.5	0.02	0.00	22.7
All Vehicles		501	0.0	0.147	2.1	NA	0.1	3.0	0.03	0.01	23.2

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

QUEUE DISTANCE (%ILE)

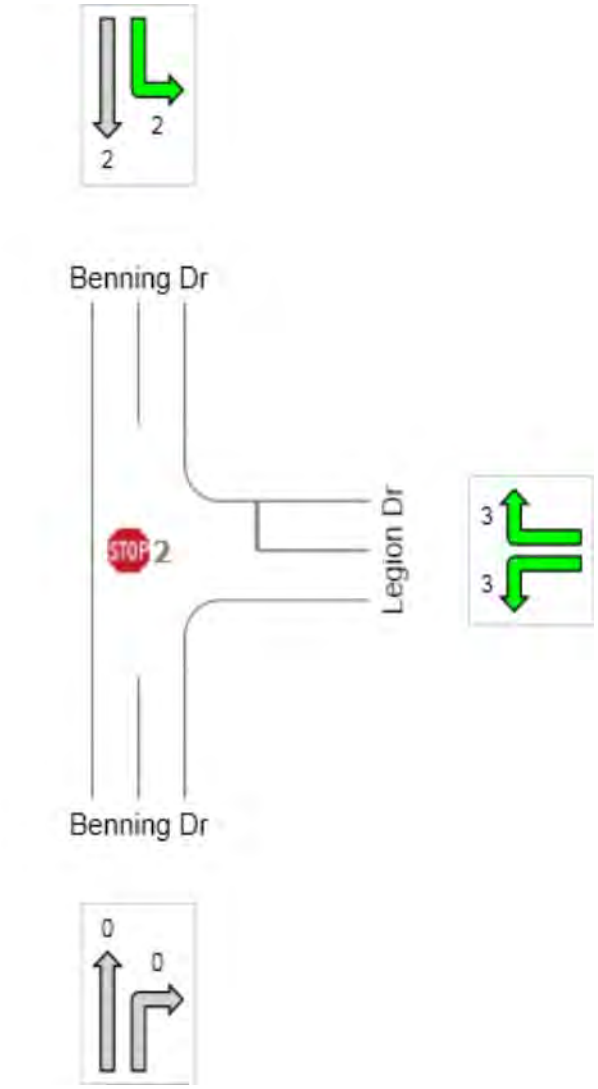
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

All Movement Classes

	South	East	North	Intersection
	0	3	2	3



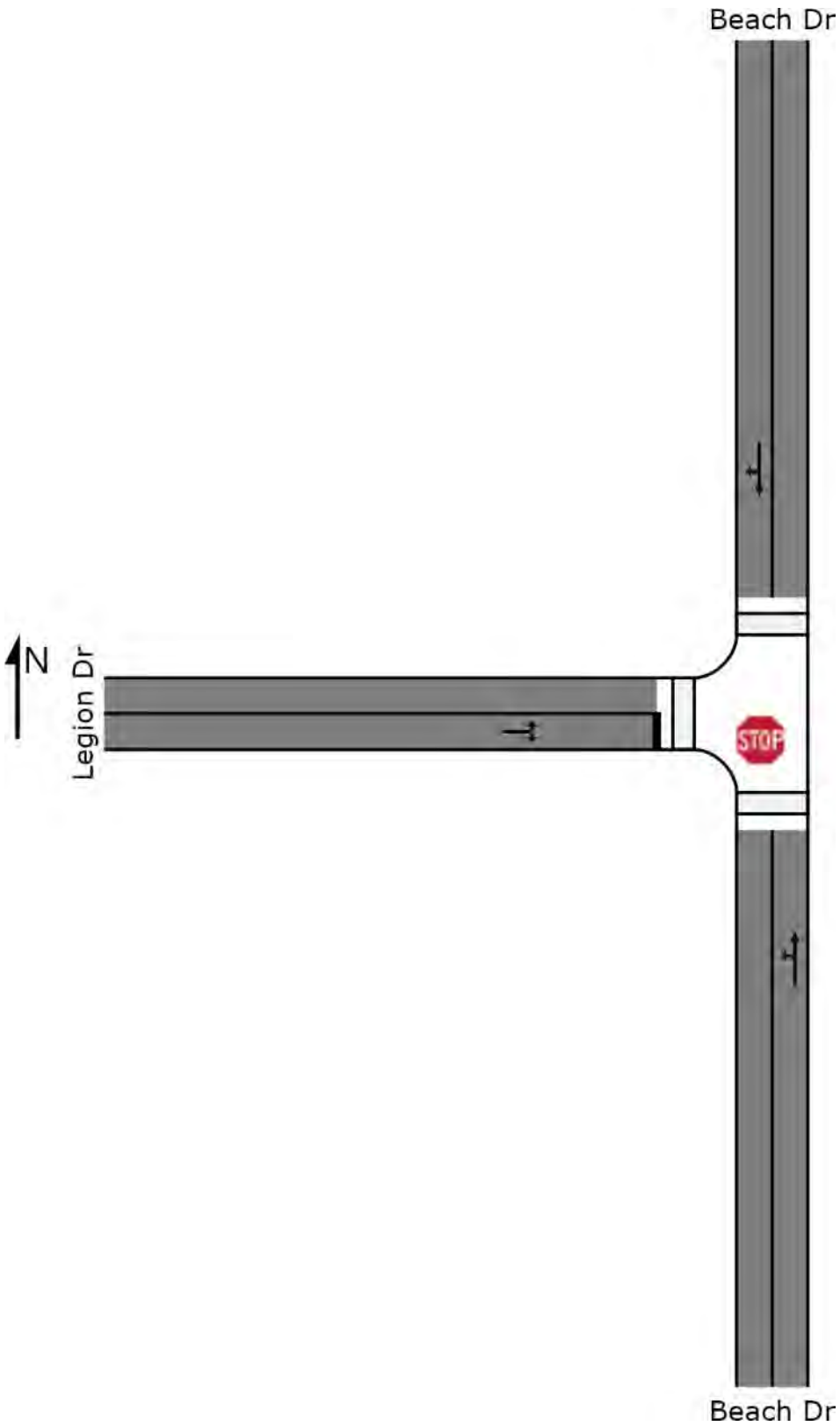
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Volume Display Method: Total and %

Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

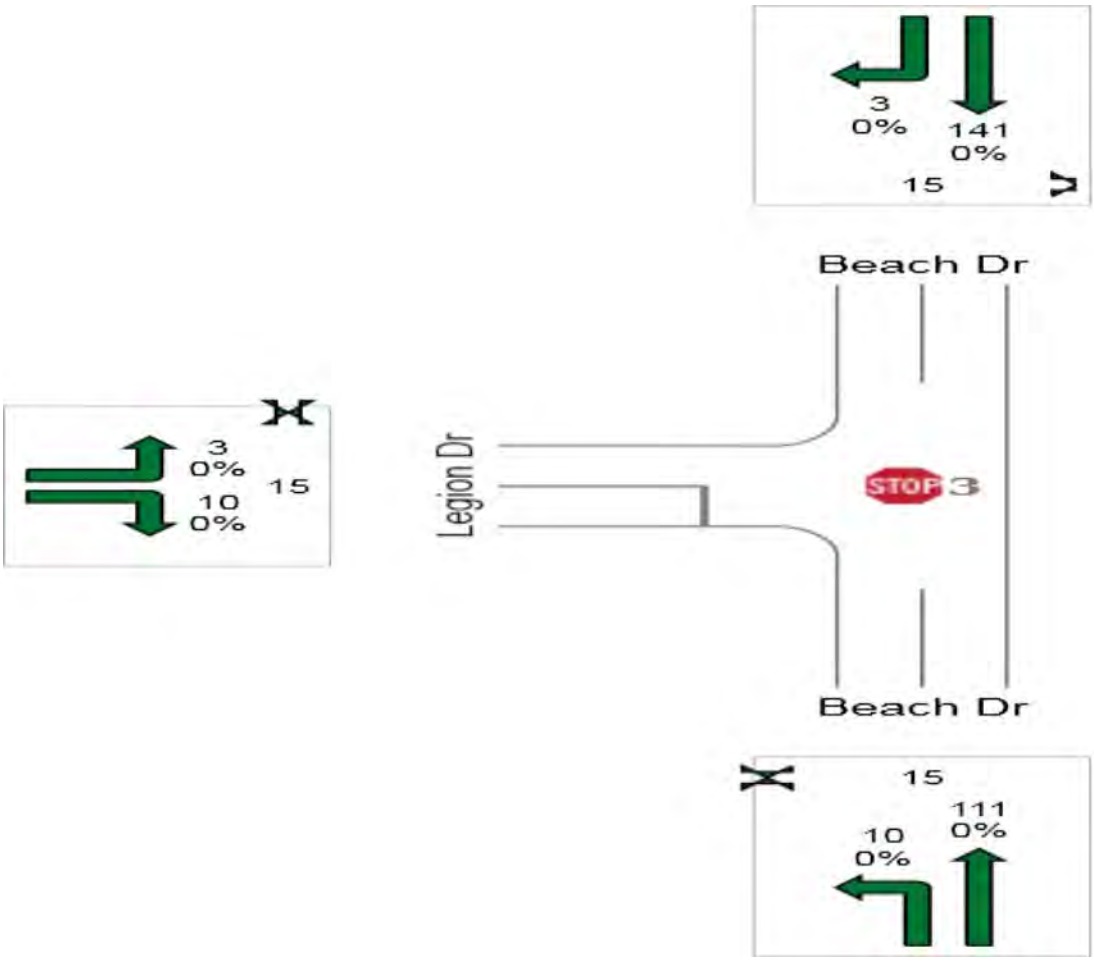
Total Intersection Volumes (veh)

All Movement Classes: 278

Light Vehicles (LV): 278

Heavy Vehicles (HV): 0

Pedestrians: 45



DELAY (CONTROL)

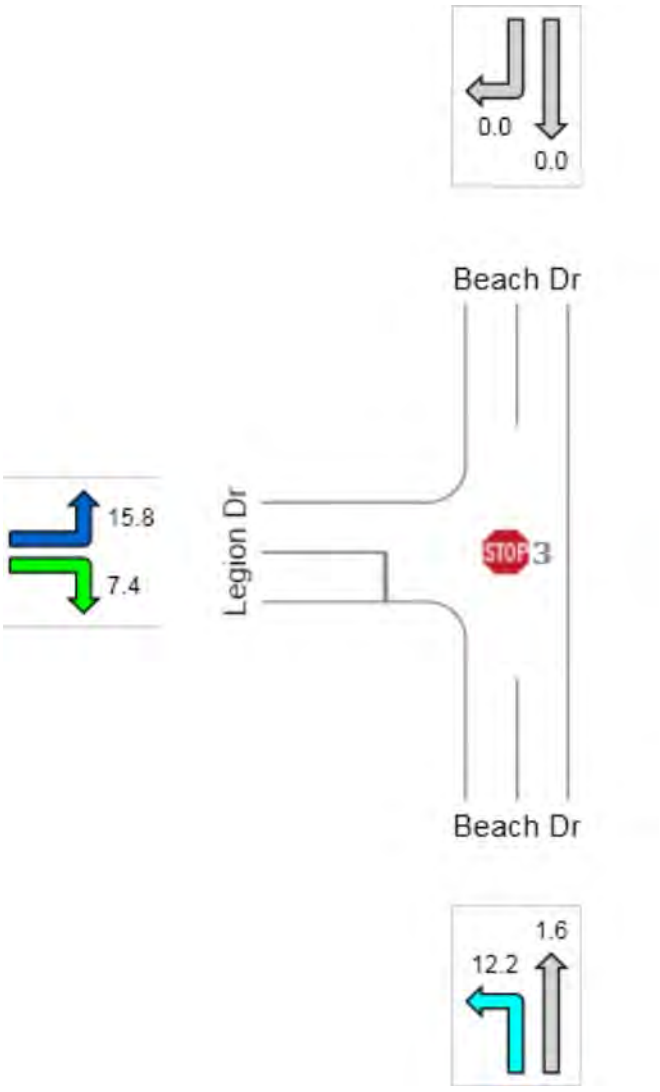
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	North	West	Intersection
	2.5	0.0	9.3	1.5
LOS	NA	NA	A	NA



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Approach Lane Flows (veh/h)

South: Beach Dr

Mov. From S To Exit:	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	11	121	132	0.0	1844	0.071	100	NA
Approach	11	121	132	0.0		0.071		

North: Beach Dr

Mov. From N To Exit:	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	153	3	157	0.0	1893	0.083	100	NA
Approach	153	3	157	0.0		0.083		

West: Legion Dr

Mov. From W To Exit:	L2 N	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	3	11	14	0.0	846	0.017	100	NA
Approach	3	11	14	0.0		0.017		

	Total	%HV	Deg.Satn (v/c)
Intersection	302	0.0	0.083

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	24.1	mph	24.1	mph
Travel Distance (Total)	104.2	veh-mi/h	125.1	pers-mi/h
Travel Time (Total)	4.3	veh-h/h	5.2	pers-h/h
Demand Flows (Total)	302	veh/h	363	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.083			
Practical Spare Capacity	1085.2	%		
Effective Intersection Capacity	3654	veh/h		
Control Delay (Total)	0.13	veh-h/h	0.15	pers-h/h
Control Delay (Average)	1.5	sec	1.5	sec
Control Delay (Worst Lane)	9.3	sec		
Control Delay (Worst Movement)	15.8	sec	15.8	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	1.5	sec		
Idling Time (Average)	1.4	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.1	veh		
95% Back of Queue - Distance (Worst Lane)	1.9	ft		
Queue Storage Ratio (Worst Lane)	0.01			
Total Effective Stops	3	veh/h	3	pers/h
Effective Stop Rate	0.01	per veh	0.01	per pers
Proportion Queued	0.04		0.04	
Performance Index	4.4		4.4	
Cost (Total)	45.22	$/h	45.22	$/h
Fuel Consumption (Total)	2.9	gal/h		
Carbon Dioxide (Total)	25.8	kg/h		
Hydrocarbons (Total)	0.011	kg/h		
Carbon Monoxide (Total)	0.122	kg/h		
NOx (Total)	0.011	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	145,044	veh/y	174,052	pers/y
Delay	61	veh-h/y	73	pers-h/y
Effective Stops	1,242	veh/y	1,490	pers/y
Travel Distance	50,032	veh-mi/y	60,038	pers-mi/y
Travel Time	2,080	veh-h/y	2,496	pers-h/y
Cost	21,705	$/y	21,705	$/y
Fuel Consumption	1,392	gal/y		
Carbon Dioxide	12,387	kg/y		
Hydrocarbons	5	kg/y		
Carbon Monoxide	59	kg/y		
NOx	5	kg/y		

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LANE SUMMARY

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beach Dr													
Lane 1	132	0.0	1844	0.071	100	2.5	LOS A	0.1	1.9	Full	172	0.0	0.0
Approach	132	0.0		0.071		2.5	NA	0.1	1.9				
North: Beach Dr													
Lane 1	157	0.0	1893	0.083	100	0.0	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	157	0.0		0.083		0.0	NA	0.0	0.0				
West: Legion Dr													
Lane 1	14	0.0	846	0.017	100	9.3	LOS A	0.1	1.7	Full	1425	0.0	0.0
Approach	14	0.0		0.017		9.3	LOS A	0.1	1.7				
Intersection	302	0.0		0.083		1.5	NA	0.1	1.9				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Beach Dr											
3	L2	11	0.0	0.071	12.2	LOS B	0.1	1.9	0.05	0.00	23.3
8	T1	121	0.0	0.071	1.6	LOS A	0.1	1.9	0.05	0.00	23.7
Approach		132	0.0	0.071	2.5	NA	0.1	1.9	0.05	0.00	23.6
North: Beach Dr											
4	T1	153	0.0	0.083	0.0	LOS A	0.0	0.0	0.00	0.00	25.0
14	R2	3	0.0	0.083	0.0	LOS A	0.0	0.0	0.00	0.00	25.1
Approach		157	0.0	0.083	0.0	NA	0.0	0.0	0.00	0.00	25.0
West: Legion Dr											
5	L2	3	0.0	0.017	15.8	LOS C	0.1	1.7	0.32	0.16	21.0
12	R2	11	0.0	0.017	7.4	LOS A	0.1	1.7	0.32	0.16	18.7
Approach		14	0.0	0.017	9.3	LOS A	0.1	1.7	0.32	0.16	19.5
All Vehicles		302	0.0	0.083	1.5	NA	0.1	1.9	0.04	0.01	24.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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QUEUE DISTANCE (%ILE)

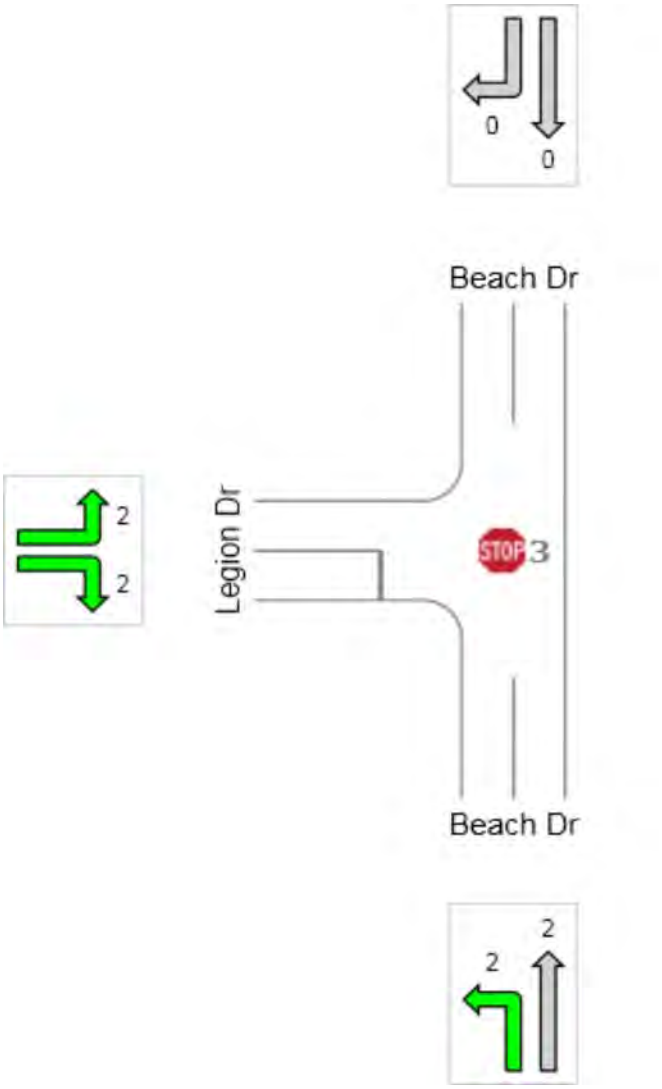
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	North	West	Intersection
	2	0	2	2



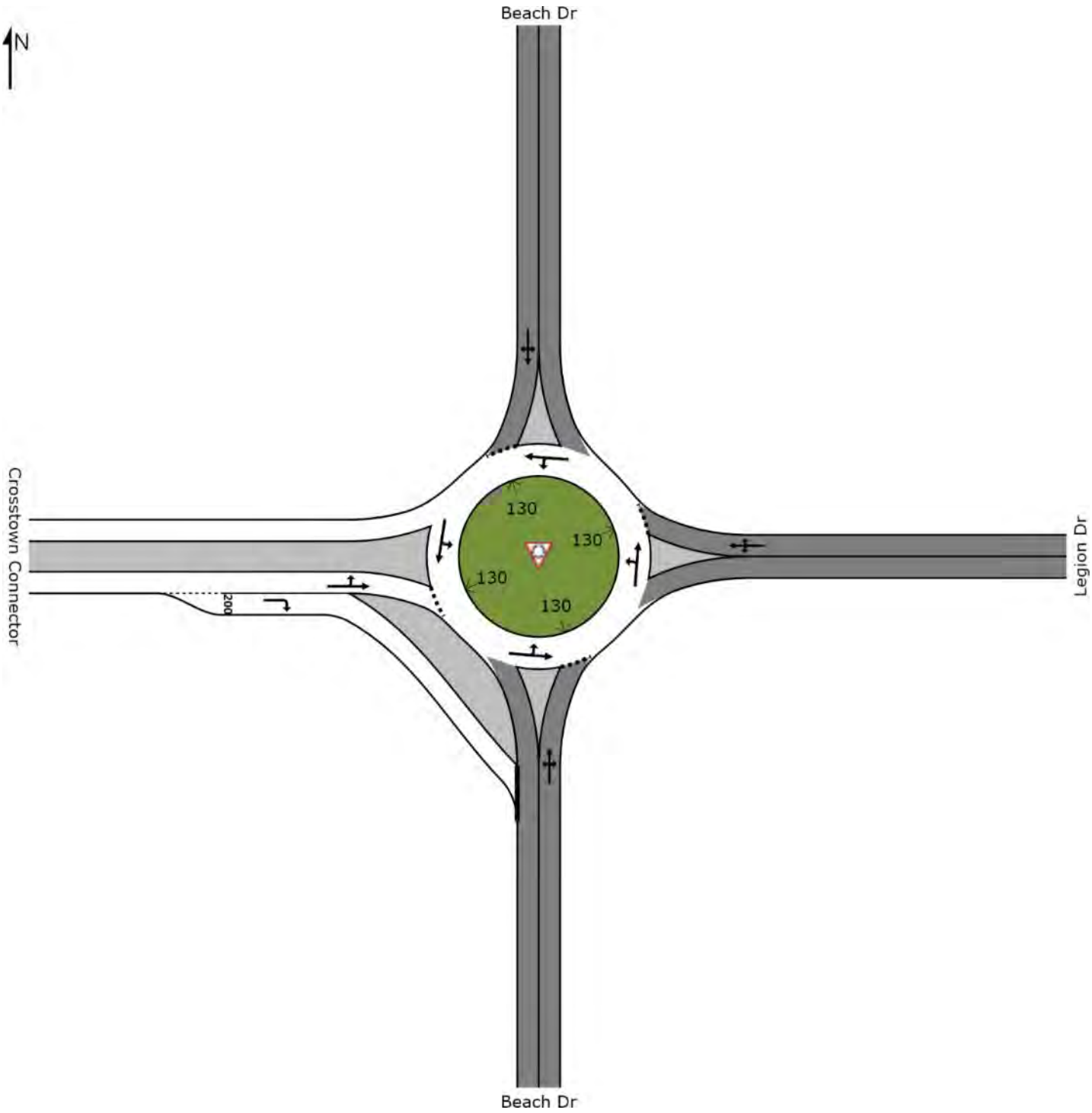
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Volume Display Method: Total and %

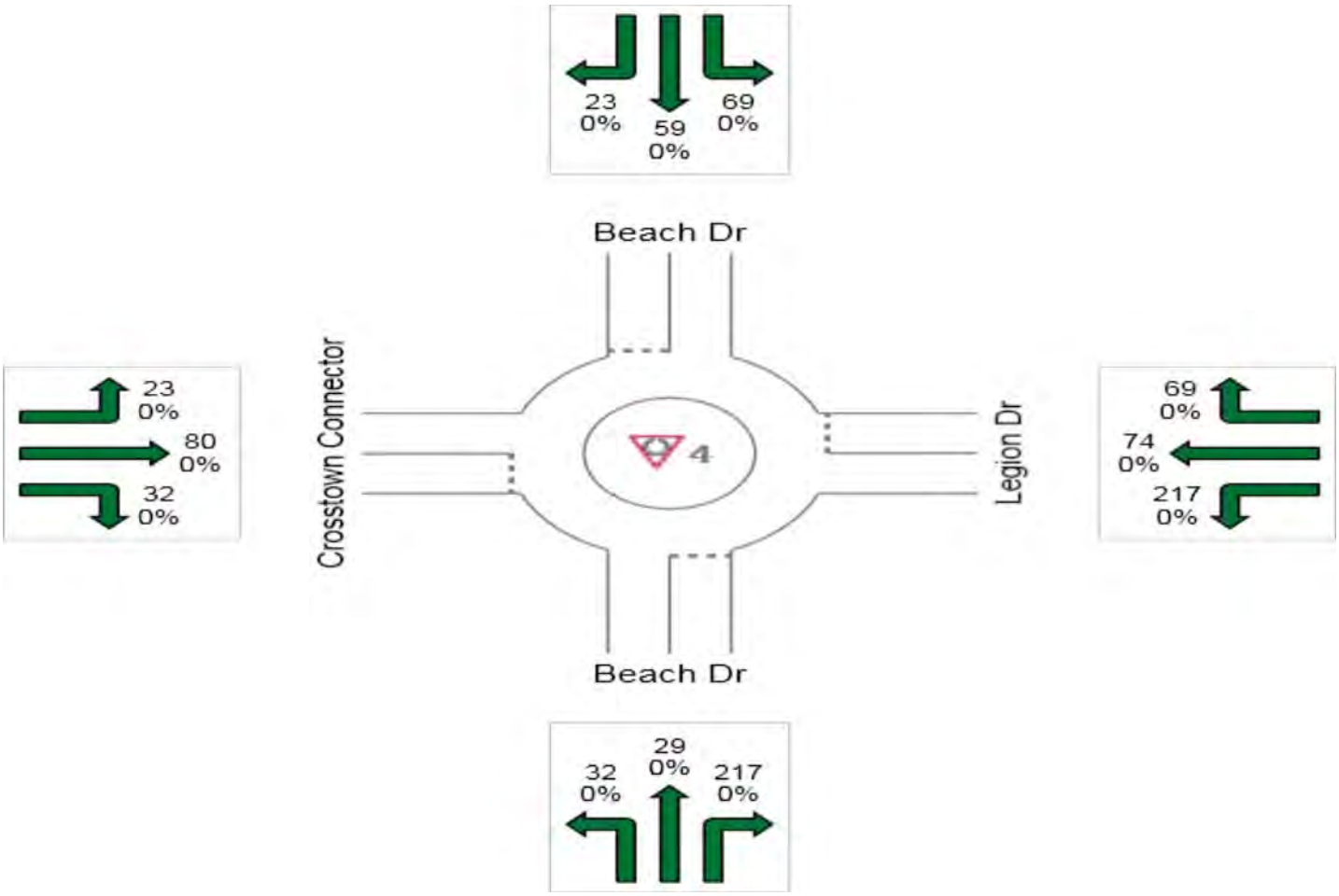
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 924

Light Vehicles (LV): 924

Heavy Vehicles (HV): 0



DELAY (CONTROL)

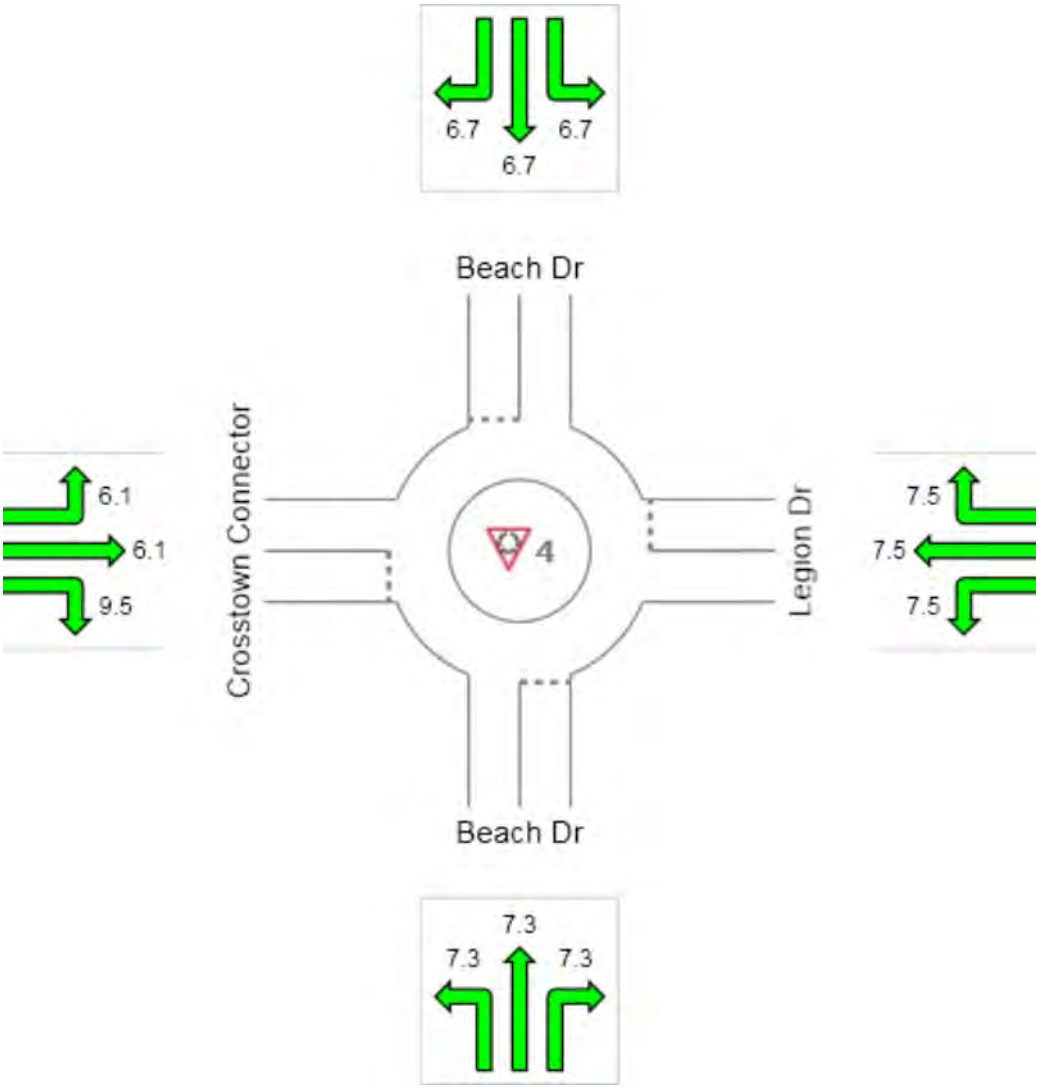
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

All Movement Classes

	South	East	North	West	Intersection
	7.3	7.5	6.7	6.9	7.2
LOS	A	A	A	A	A



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Roundabout Level of Service Method: Same as Sign Control
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Approach Lane Flows (veh/h)

South: Beach Dr

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	35	32	236	302	0.0	937	0.322	100	NA
Approach	35	32	236	302	0.0		0.322		

East: Legion Dr

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	236	80	75	391	0.0	1031	0.379	100	NA
Approach	236	80	75	391	0.0		0.379		

North: Beach Dr

Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	75	64	25	164	0.0	795	0.206	100	NA
Approach	75	64	25	164	0.0		0.206		

West: Crosstown Connector

Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	25	87	-	112	0.0	777	0.144	100	NA
Lane 2	-	-	35	35	0.0	837	0.042	100	0.0
Approach	25	87	35	147	0.0		0.144		

	Total	%HV	Deg.Satn (v/c)
Intersection	1004	0.0	0.379

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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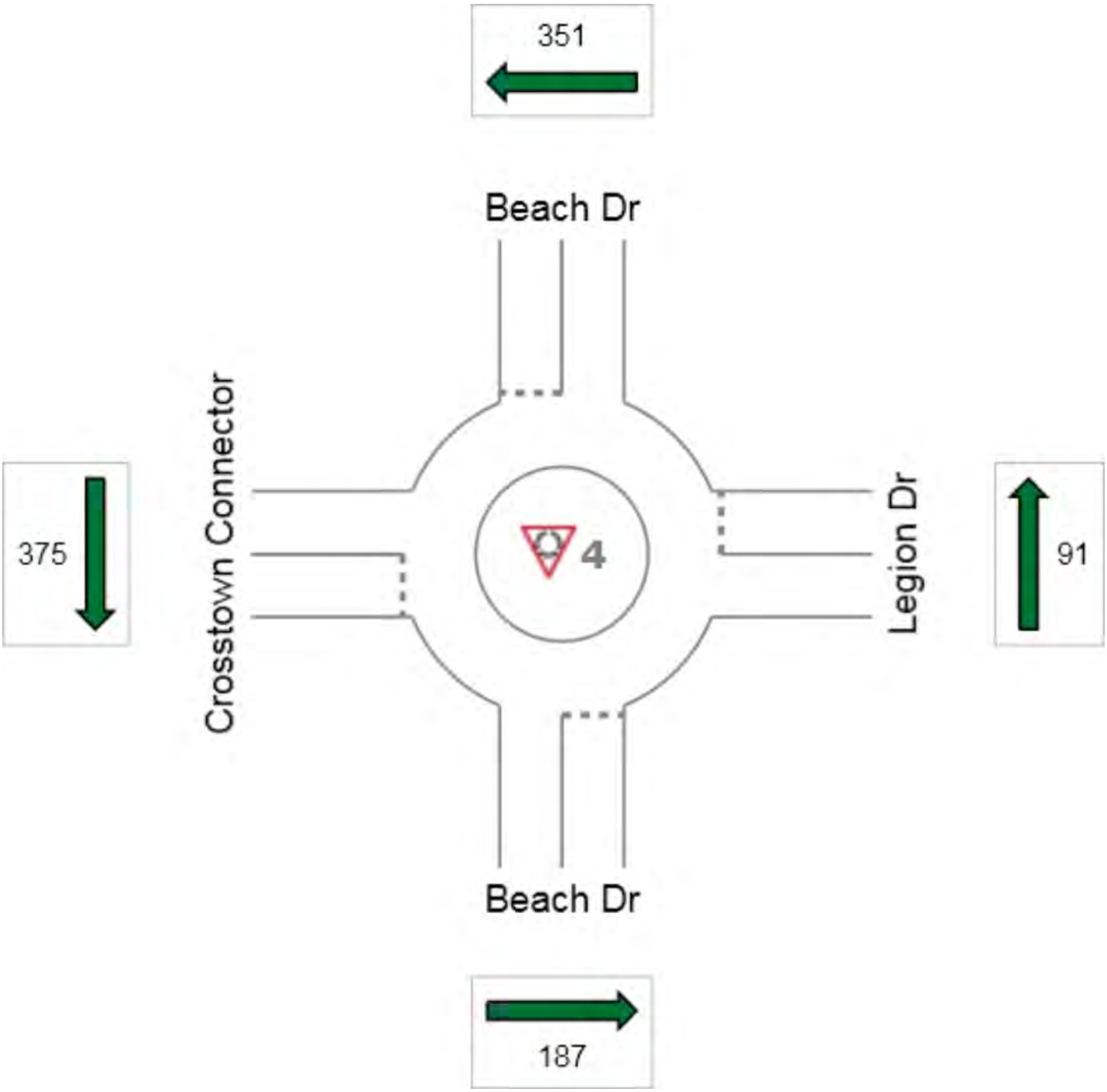
ROUNDABOUT CIRCULATING FLOWS

Total Values for All Movement Classes Based on Site Arrival Flow Rates including Capacity Constraint Effects (veh/h)

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout



INTERSECTION SUMMARY

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	25.6	mph	25.6	mph
Travel Distance (Total)	491.0	veh-mi/h	589.1	pers-mi/h
Travel Time (Total)	19.2	veh-h/h	23.0	pers-h/h
Demand Flows (Total)	1004	veh/h	1205	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.379			
Practical Spare Capacity	124.0	%		
Effective Intersection Capacity	2647	veh/h		
Control Delay (Total)	2.02	veh-h/h	2.42	pers-h/h
Control Delay (Average)	7.2	sec	7.2	sec
Control Delay (Worst Lane)	9.5	sec		
Control Delay (Worst Movement)	9.5	sec	9.5	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	7.2	sec		
Idling Time (Average)	5.5	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	1.9	veh		
95% Back of Queue - Distance (Worst Lane)	48.6	ft		
Queue Storage Ratio (Worst Lane)	0.15			
Total Effective Stops	265	veh/h	318	pers/h
Effective Stop Rate	0.26	per veh	0.26	per pers
Proportion Queued	0.37		0.37	
Performance Index	26.2		26.2	
Cost (Total)	247.89	$/h	247.89	$/h
Fuel Consumption (Total)	16.6	gal/h		
Carbon Dioxide (Total)	147.7	kg/h		
Hydrocarbons (Total)	0.062	kg/h		
Carbon Monoxide (Total)	0.722	kg/h		
NOx (Total)	0.096	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	482,087	veh/y	578,504	pers/y
Delay	967	veh-h/y	1,161	pers-h/y
Effective Stops	127,218	veh/y	152,661	pers/y
Travel Distance	235,657	veh-mi/y	282,788	pers-mi/y
Travel Time	9,196	veh-h/y	11,035	pers-h/y
Cost	118,986	$/y	118,986	$/y
Fuel Consumption	7,972	gal/y		
Carbon Dioxide	70,916	kg/y		
Hydrocarbons	30	kg/y		
Carbon Monoxide	347	kg/y		
NOx	46	kg/y		

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LANE SUMMARY

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beach Dr													
Lane 1[d]	302	0.0	937	0.322	100	7.3	LOS A	1.5	36.6	Full	415	0.0	0.0
Approach	302	0.0		0.322		7.3	LOS A	1.5	36.6				
East: Legion Dr													
Lane 1[d]	391	0.0	1031	0.379	100	7.5	LOS A	1.9	48.6	Full	2110	0.0	0.0
Approach	391	0.0		0.379		7.5	LOS A	1.9	48.6				
North: Beach Dr													
Lane 1[d]	164	0.0	795	0.206	100	6.7	LOS A	0.8	19.8	Full	172	0.0	0.0
Approach	164	0.0		0.206		6.7	LOS A	0.8	19.8				
West: Crosstown Connector													
Lane 1[d]	112	0.0	777	0.144	100	6.1	LOS A	0.5	13.1	Full	1550	0.0	0.0
Lane 2	35	0.0	837	0.042	100	9.5	LOS A	0.1	3.5	Short	200	0.0	NA
Approach	147	0.0		0.144		6.9	LOS A	0.5	13.1				
Intersection	1004	0.0		0.379		7.2	LOS A	1.9	48.6				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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MOVEMENT SUMMARY

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Beach Dr											
3	L2	35	0.0	0.322	7.3	LOS A	1.5	36.6	0.38	0.28	30.8
8	T1	32	0.0	0.322	7.3	LOS A	1.5	36.6	0.38	0.28	17.6
18	R2	236	0.0	0.322	7.3	LOS A	1.5	36.6	0.38	0.28	23.0
Approach		302	0.0	0.322	7.3	LOS A	1.5	36.6	0.38	0.28	23.4
East: Legion Dr											
1	L2	236	0.0	0.379	7.5	LOS A	1.9	48.6	0.29	0.16	25.9
6	T1	80	0.0	0.379	7.5	LOS A	1.9	48.6	0.29	0.16	28.6
16	R2	75	0.0	0.379	7.5	LOS A	1.9	48.6	0.29	0.16	23.9
Approach		391	0.0	0.379	7.5	LOS A	1.9	48.6	0.29	0.16	26.2
North: Beach Dr											
7	L2	75	0.0	0.206	6.7	LOS A	0.8	19.8	0.46	0.40	24.3
4	T1	64	0.0	0.206	6.7	LOS A	0.8	19.8	0.46	0.40	17.6
14	R2	25	0.0	0.206	6.7	LOS A	0.8	19.8	0.46	0.40	28.6
Approach		164	0.0	0.206	6.7	LOS A	0.8	19.8	0.46	0.40	23.3
West: Crosstown Connector											
5	L2	25	0.0	0.144	6.1	LOS A	0.5	13.1	0.45	0.38	17.4
2	T1	87	0.0	0.144	6.1	LOS A	0.5	13.1	0.45	0.38	35.4
12	R2	35	0.0	0.042	9.5	LOS A	0.1	3.5	0.37	0.26	26.3
Approach		147	0.0	0.144	6.9	LOS A	0.5	13.1	0.43	0.35	30.4
All Vehicles		1004	0.0	0.379	7.2	LOS A	1.9	48.6	0.37	0.26	25.6

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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QUEUE DISTANCE (%ILE)

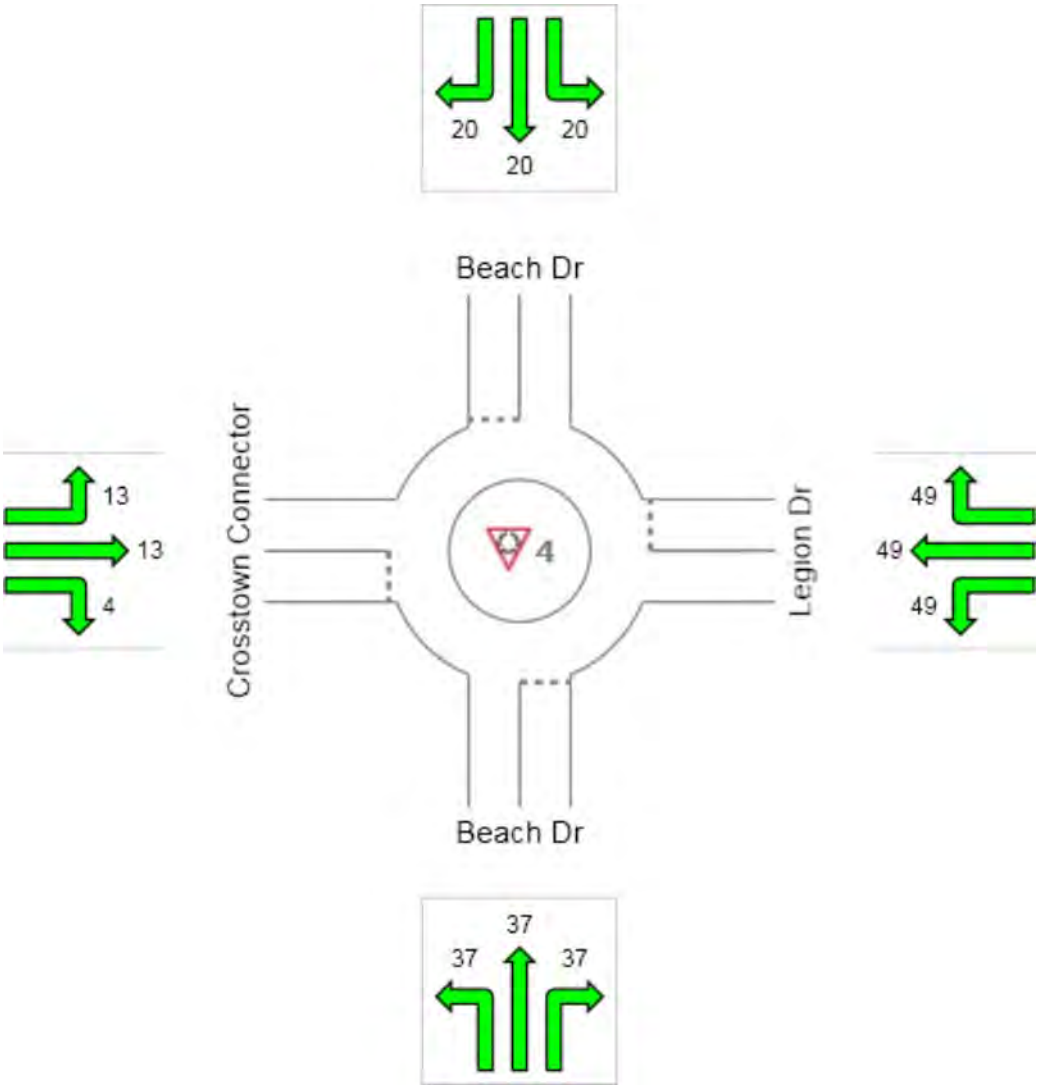
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

All Movement Classes

	South	East	North	West	Intersection
	37	49	20	13	49



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

NETWORK SUMMARY

Network: 2lnBuild32-AM_signal

New Network

Network Performance - Hourly Values						
Performance Measure	**Vehicles**		**Per Unit Distance**		**Persons**	
Network Level of Service (LOS)	LOS A					
Travel Time Index	8.47					
Speed Efficiency	0.86					
Congestion Coefficient	1.16					
Travel Speed (Average)	21.6	mph			21.6	mph
Travel Distance (Total)	930.0	veh-mi/h			1116.0	pers-mi/h
Travel Time (Total)	43.1	veh-h/h			51.8	pers-h/h
Desired Speed	25.0	mph				
Demand Flows (Total)	2337	veh/h			2804	pers/h
Arrival Flows (Total)	2337	veh/h			2804	pers/h
Percent Heavy Vehicles (Demand)	0.0	%				
Percent Heavy Vehicles (Arrival)	0.0	%				
Degree of Saturation	0.321					
Control Delay (Total)	8.79	veh-h/h			10.54	pers-h/h
Control Delay (Average)	13.5	sec			13.5	sec
Control Delay (Worst Lane)	32.2	sec				
Control Delay (Worst Movement)	37.6	sec			37.6	sec
Geometric Delay (Average)	0.0	sec				
Stop-Line Delay (Average)	13.5	sec				
Queue Storage Ratio (Worst Lane)	1.80					
Total Effective Stops	829	veh/h			995	pers/h
Effective Stop Rate	0.35	per veh	0.9	per mi	0.35	per pers
Proportion Queued	0.44				0.44	
Performance Index	106.5				106.5	
Cost (Total)	575.74	$/h	0.62	$/mi	575.74	$/h
Fuel Consumption (Total)	33.4	gal/h	0.036	gal/mi		
Fuel Economy	27.8	mpg				
Carbon Dioxide (Total)	297.2	kg/h	319.6	g/mi		
Hydrocarbons (Total)	0.131	kg/h	0.141	g/mi		
Carbon Monoxide (Total)	1.421	kg/h	1.528	g/mi		
NOx (Total)	0.187	kg/h	0.201	g/mi		

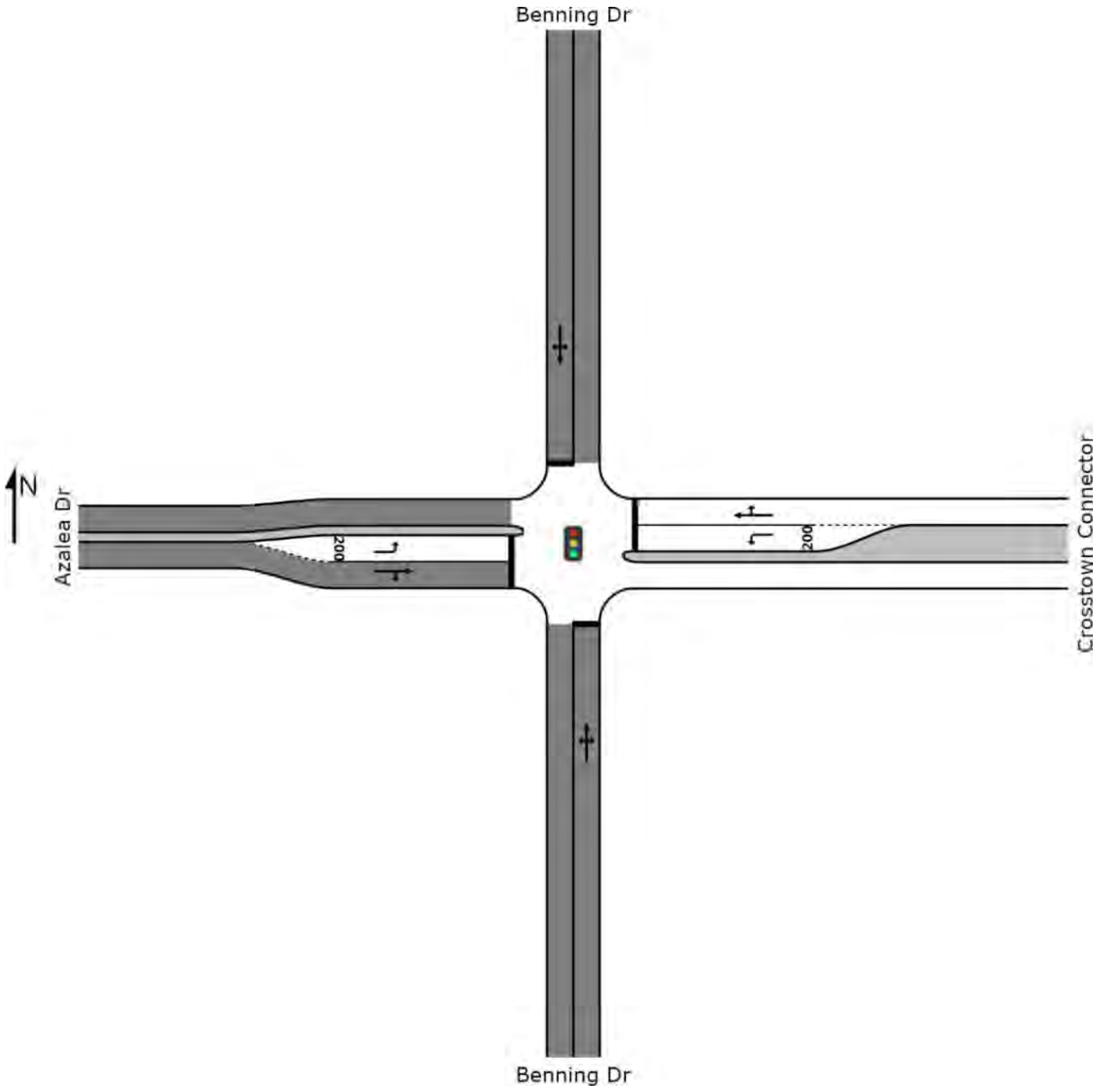
Network Model Accuracy Level (largest change in degree of saturation for any lane): 0.3 %
Number of Iterations: 3
Network Level of Service (LOS) Method: HCM 2010.
Model used: US HCM (Customary).

Network Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	1,121,739	veh/y	1,346,087	pers/y
Delay	4,217	veh-h/y	5,060	pers-h/y
Effective Stops	398,145	veh/y	477,774	pers/y
Travel Distance	446,400	veh-mi/y	535,680	pers-mi/y
Travel Time	20,707	veh-h/y	24,848	pers-h/y
Cost	276,356	$/y	276,356	$/y
Fuel Consumption	16,036	gal/y		
Carbon Dioxide	142,654	kg/y		
Hydrocarbons	63	kg/y		
Carbon Monoxide	682	kg/y		
NOx	90	kg/y		

SITE LAYOUT

Site: 2lnBuild32-AM Azalea Dr @ Benning Dr - Signal

Signals - Actuated Isolated



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild32-AM Azalea Dr @ Benning Dr - Signal

Signals - Actuated Isolated

Volume Display Method: Total and %

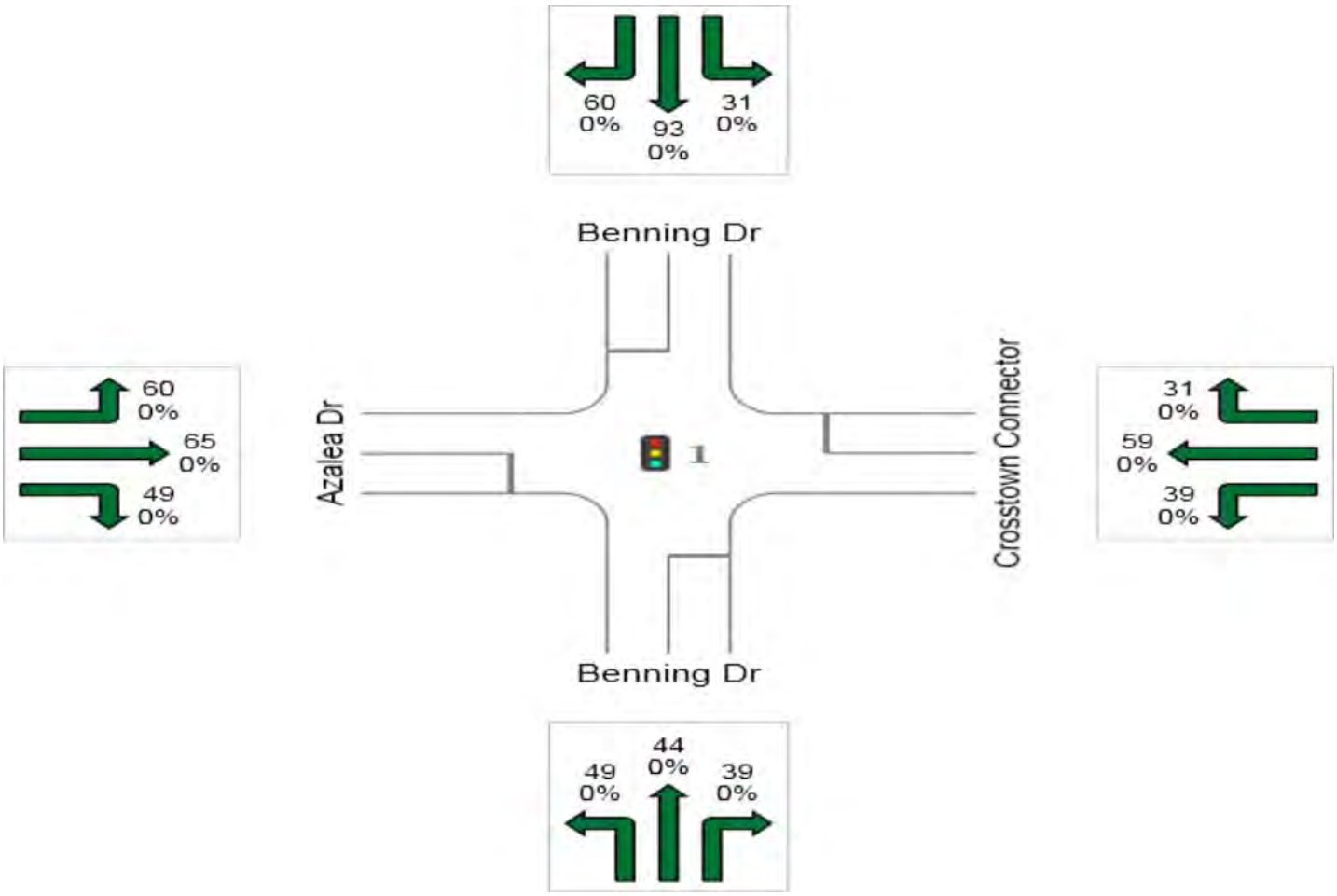
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 619

Light Vehicles (LV): 619

Heavy Vehicles (HV): 0



DELAY (CONTROL)

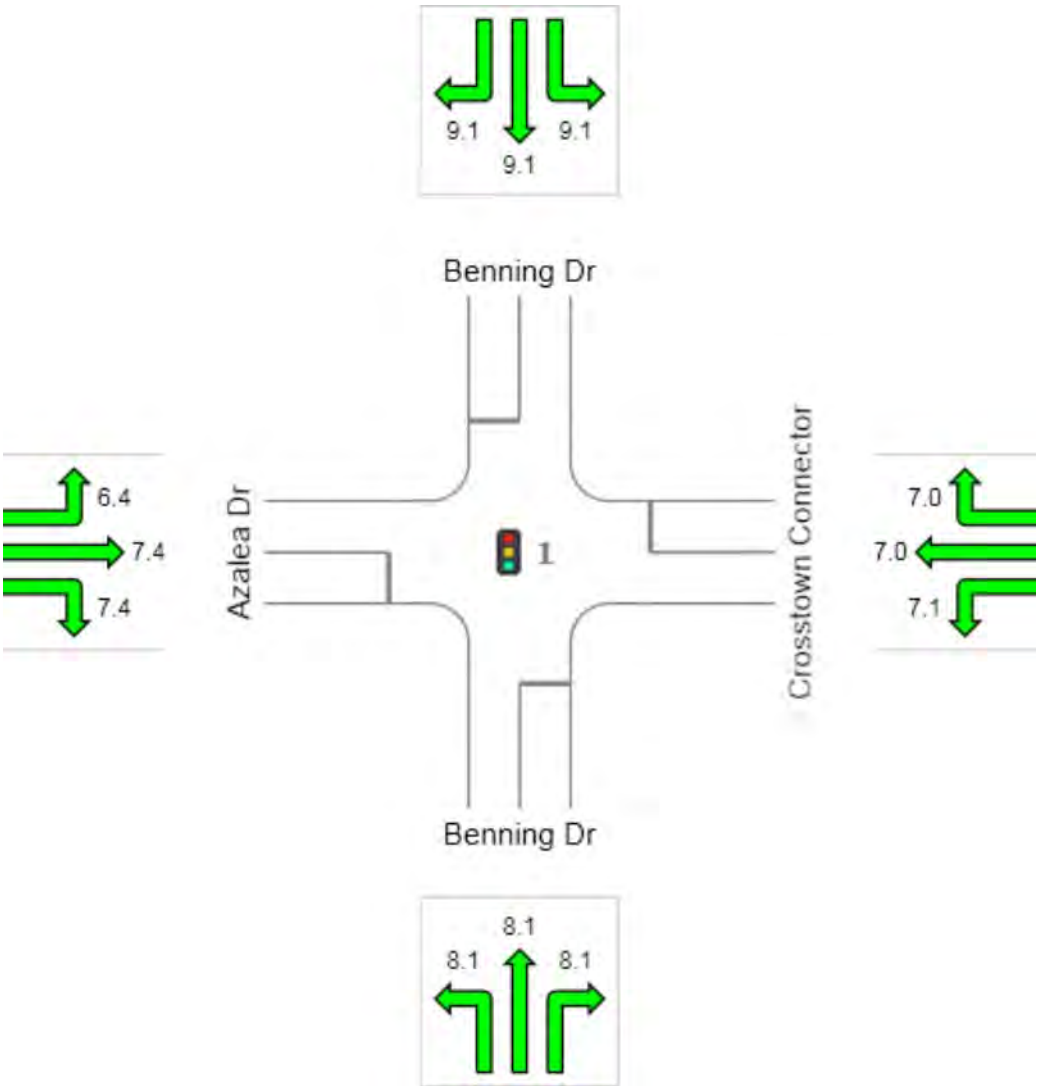
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild32-AM Azalea Dr @ Benning Dr - Signal

Signals - Actuated Isolated Cycle Time = 20 seconds (Practical Cycle Time)

All Movement Classes

	South	East	North	West	Intersection
	8.1	7.0	9.1	7.1	7.9
LOS	A	A	A	A	A



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild32-AM Azalea Dr @ Benning Dr - Signal

Signals - Actuated Isolated Cycle Time = 20 seconds (Practical Cycle Time)

Approach Lane Flows (veh/h)

South: Benning Dr

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	53	48	42	143	0.0	486	0.295	100	NA
Approach	53	48	42	143	0.0		0.295		

East: Crosstown Connector

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	42	-	-	42	0.0	549	0.077	100	0.0
Lane 2	-	64	34	98	0.0	537	0.182	100	NA
Approach	42	64	34	140	0.0		0.182		

North: Benning Dr

Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	34	101	65	200	0.0	510	0.392	100	NA
Approach	34	101	65	200	0.0		0.392		

West: Azalea Dr

Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	65	-	-	65	0.0	570	0.114	100	0.0
Lane 2	-	71	53	124	0.0	529	0.234	100	NA
Approach	65	71	53	189	0.0		0.234		

	Total	%HV	Deg.Satn (v/c)
Intersection	673	0.0	0.392

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild32-AM Azalea Dr @ Benning Dr - Signal

Signals - Actuated Isolated Cycle Time = 20 seconds (Practical Cycle Time)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	26.6	mph	26.6	mph
Travel Distance (Total)	418.0	veh-mi/h	501.6	pers-mi/h
Travel Time (Total)	15.7	veh-h/h	18.8	pers-h/h
Demand Flows (Total)	673	veh/h	807	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.392			
Practical Spare Capacity	129.3	%		
Effective Intersection Capacity	1714	veh/h		
Control Delay (Total)	1.47	veh-h/h	1.77	pers-h/h
Control Delay (Average)	7.9	sec	7.9	sec
Control Delay (Worst Lane)	9.1	sec		
Control Delay (Worst Movement)	9.1	sec	9.1	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	7.9	sec		
Idling Time (Average)	4.7	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	1.9	veh		
95% Back of Queue - Distance (Worst Lane)	47.8	ft		
Queue Storage Ratio (Worst Lane)	0.16			
Total Effective Stops	413	veh/h	495	pers/h
Effective Stop Rate	0.61	per veh	0.61	per pers
Proportion Queued	0.78		0.78	
Performance Index	26.4		26.4	
Cost (Total)	195.61	$/h	195.61	$/h
Fuel Consumption (Total)	14.0	gal/h		
Carbon Dioxide (Total)	124.6	kg/h		
Hydrocarbons (Total)	0.050	kg/h		
Carbon Monoxide (Total)	0.631	kg/h		
NOx (Total)	0.085	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	322,957	veh/y	387,548	pers/y
Delay	707	veh-h/y	848	pers-h/y
Effective Stops	198,100	veh/y	237,719	pers/y
Travel Distance	200,637	veh-mi/y	240,764	pers-mi/y
Travel Time	7,530	veh-h/y	9,036	pers-h/y
Cost	93,894	$/y	93,894	$/y
Fuel Consumption	6,724	gal/y		
Carbon Dioxide	59,818	kg/y		
Hydrocarbons	24	kg/y		
Carbon Monoxide	303	kg/y		
NOx	41	kg/y		

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LANE SUMMARY

Site: 2lnBuild32-AM Azalea Dr @ Benning Dr - Signal

Signals - Actuated Isolated Cycle Time = 20 seconds (Practical Cycle Time)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Benning Dr													
Lane 1	143	0.0	486	0.295	100	8.1	LOS A	1.3	32.8	Full	560	0.0	0.0
Approach	143	0.0		0.295		8.1	LOS A	1.3	32.8				
East: Crosstown Connector													
Lane 1	42	0.0	549	0.077	100	7.1	LOS A	0.4	9.1	Short	200	0.0	NA
Lane 2	98	0.0	537	0.182	100	7.0	LOS A	0.8	21.0	Full	1550	0.0	0.0
Approach	140	0.0		0.182		7.0	LOS A	0.8	21.0				
North: Benning Dr													
Lane 1	200	0.0	510	0.392	100	9.1	LOS A	1.9	47.8	Full	590	0.0	0.0
Approach	200	0.0		0.392		9.1	LOS A	1.9	47.8				
West: Azalea Dr													
Lane 1	65	0.0	570	0.114	100	6.4	LOS A	0.5	13.5	Short	200	0.0	NA
Lane 2	124	0.0	529	0.234	100	7.4	LOS A	1.1	27.3	Full	3600	0.0	0.0
Approach	189	0.0		0.234		7.1	LOS A	1.1	27.3				
Intersection	673	0.0		0.392		7.9	LOS A	1.9	47.8				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild32-AM Azalea Dr @ Benning Dr - Signal

Signals - Actuated Isolated Cycle Time = 20 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Benning Dr											
3	L2	53	0.0	0.295	8.1	LOS A	1.3	32.8	0.79	0.62	23.2
8	T1	48	0.0	0.295	8.1	LOS A	1.3	32.8	0.79	0.62	19.7
18	R2	42	0.0	0.295	8.1	LOS A	1.3	32.8	0.79	0.62	27.3
Approach		143	0.0	0.295	8.1	LOS A	1.3	32.8	0.79	0.62	23.4
East: Crosstown Connector											
1	L2	42	0.0	0.077	7.1	LOS A	0.4	9.1	0.77	0.56	28.1
6	T1	64	0.0	0.182	7.0	LOS A	0.8	21.0	0.75	0.58	36.3
16	R2	34	0.0	0.182	7.0	LOS A	0.8	21.0	0.75	0.58	30.8
Approach		140	0.0	0.182	7.0	LOS A	0.8	21.0	0.76	0.58	33.6
North: Benning Dr											
7	L2	34	0.0	0.392	9.1	LOS A	1.9	47.8	0.81	0.66	26.7
4	T1	101	0.0	0.392	9.1	LOS A	1.9	47.8	0.81	0.66	19.3
14	R2	65	0.0	0.392	9.1	LOS A	1.9	47.8	0.81	0.66	23.1
Approach		200	0.0	0.392	9.1	LOS A	1.9	47.8	0.81	0.66	22.4
West: Azalea Dr											
5	L2	65	0.0	0.114	6.4	LOS A	0.5	13.5	0.74	0.55	22.9
2	T1	71	0.0	0.234	7.4	LOS A	1.1	27.3	0.77	0.60	32.1
12	R2	53	0.0	0.234	7.4	LOS A	1.1	27.3	0.77	0.60	29.0
Approach		189	0.0	0.234	7.1	LOS A	1.1	27.3	0.76	0.59	27.8
All Vehicles		673	0.0	0.392	7.9	LOS A	1.9	47.8	0.78	0.61	26.6

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

QUEUE DISTANCE (%ILE)

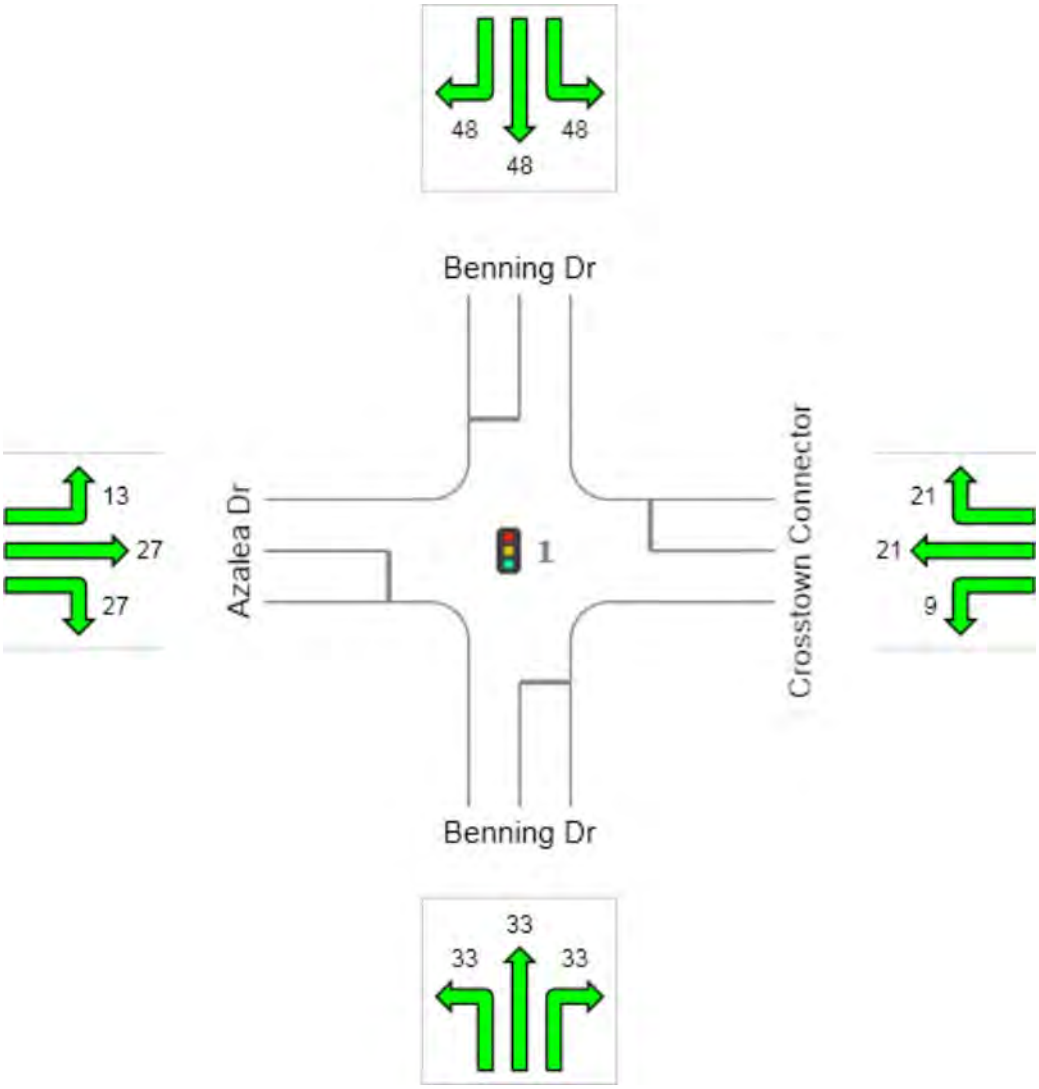
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild32-AM Azalea Dr @ Benning Dr - Signal

Signals - Actuated Isolated Cycle Time = 20 seconds (Practical Cycle Time)

All Movement Classes

	South	East	North	West	Intersection
	33	21	48	27	48



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

TIMING ANALYSIS

Site: 2lnBuild32-AM Azalea Dr @ Benning Dr - Signal

Signals - Actuated Isolated Cycle Time = 20 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Opposed Turns
Input Sequence: A, B
Output Sequence: A, B

Movement Timing Information

Mov ID	Mov Class	Mov Type	PHASE MATRIX First Green [From	To	Oppd	Priority	Und]	Second Green [From	To	Oppd	Priority	Und]	Lost Time 1st Green (sec)	Lost Time 2nd Green (sec)	ReqMov Time 1st Green (sec)	ReqMov Time 2nd Green (sec)	Eff Green 1st Green (sec)	Eff Green 2nd Green (sec)
South		Benning Dr																
3	#		A	B	Yes								5		10.0		5	
8	#		A	B									4		10.0		6	
18	#		A	B									4		10.0		6	
East		Crosstown Connector																
1	#		B	A	Yes								5		10.0		5	
6	#		B	A									4		10.0		6	
16	#		B	A									4		10.0		6	
North		Benning Dr																
7	#		A	B	Yes								4		10.0		6	
4	#		A	B									4		10.0		6	
14	#		*A	B									4		10.0		6	
West		Azalea Dr																
5	#		B	A	Yes								4		10.0		6	
2	#		*B	A									4		10.0		6	
12	#		B	A									4		10.0		6	

\# Combined timing results are shown for all Movement Classes except any listed separately.
* Critical Movement/Green Period

Phase Information

Phase	Ref. Phase	Change Time (sec)	Starting Intergreen (sec)	Green Start (sec)	Displayed Green (sec)	Green End (sec)	Terminating Intergreen (sec)	Phase Time (sec)	Phase Split %
A	No	10	4	14	6	20	4	10	50
B	Yes	0	4	4	6	10	4	10	50

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MOVEMENT TIMING

Site: 2lnBuild32-AM Azalea Dr @ Benning Dr - Signal

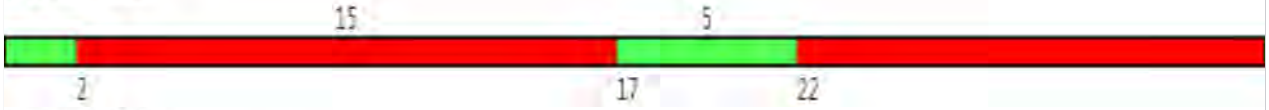
Signals - Actuated Isolated Cycle Time = 20 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Opposed Turns
Input Sequence: A, B
Output Sequence: A, B

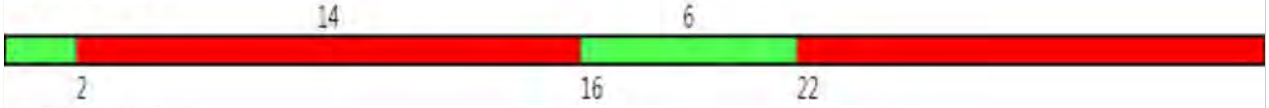
DISPLAYED SIGNAL TIMING - PHASES

EFFECTIVE SIGNAL TIMING - MOVEMENTS

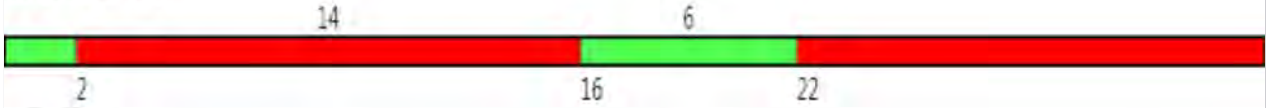
3 (South L2)



8 (South T1)

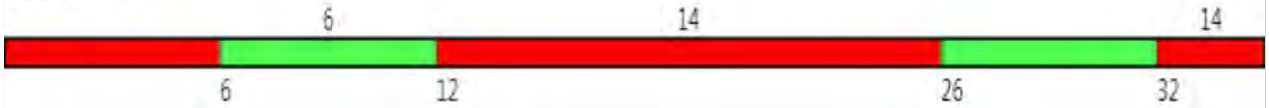


18 (South R2)

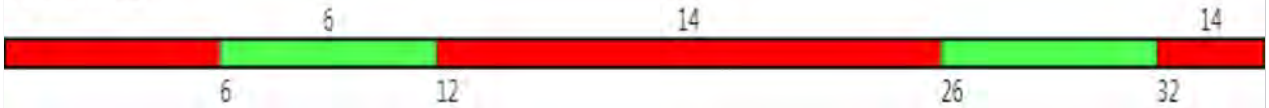


1 (East L2)

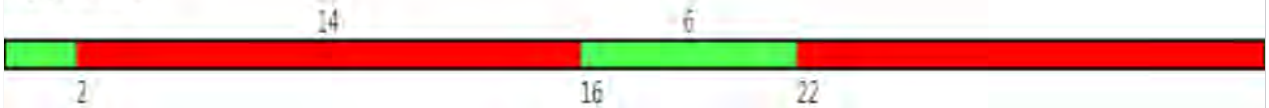
6 (East T1)

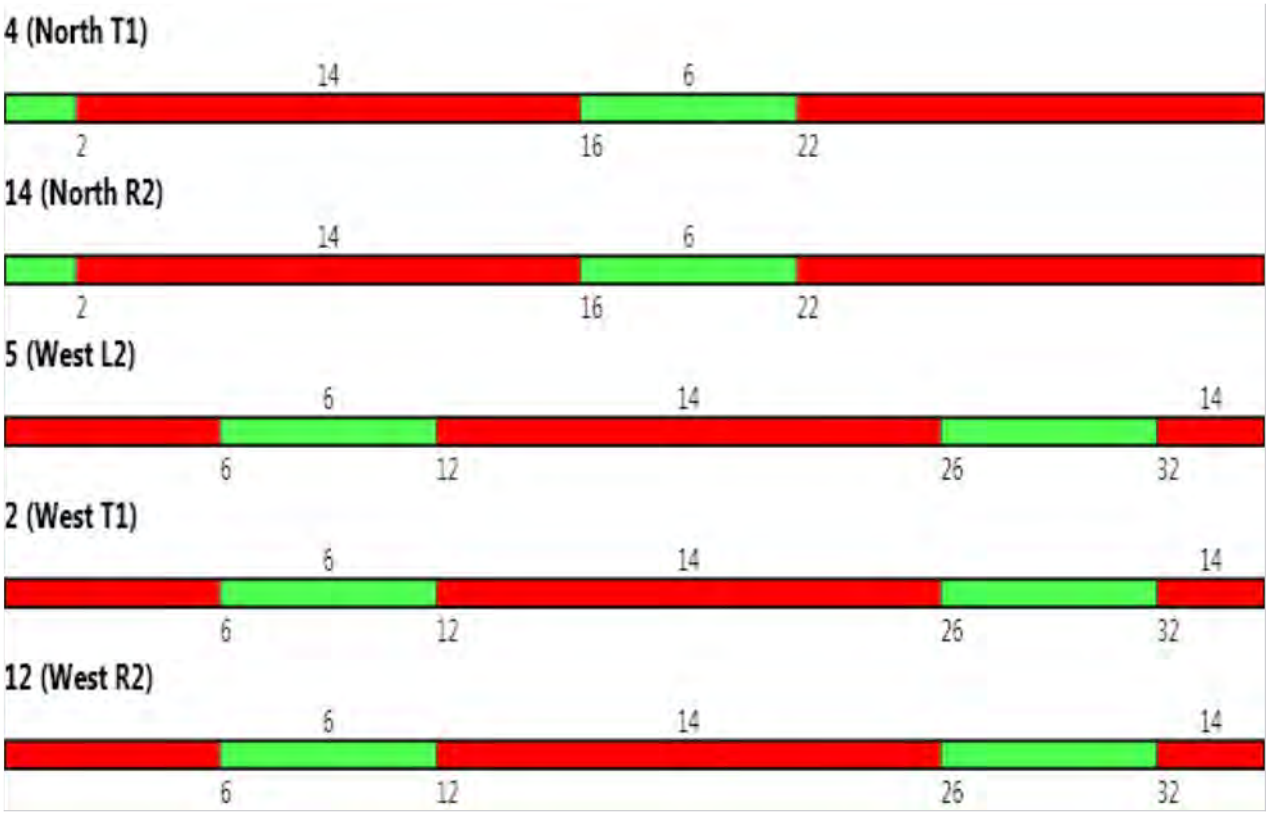


16 (East R2)



7 (North L2)





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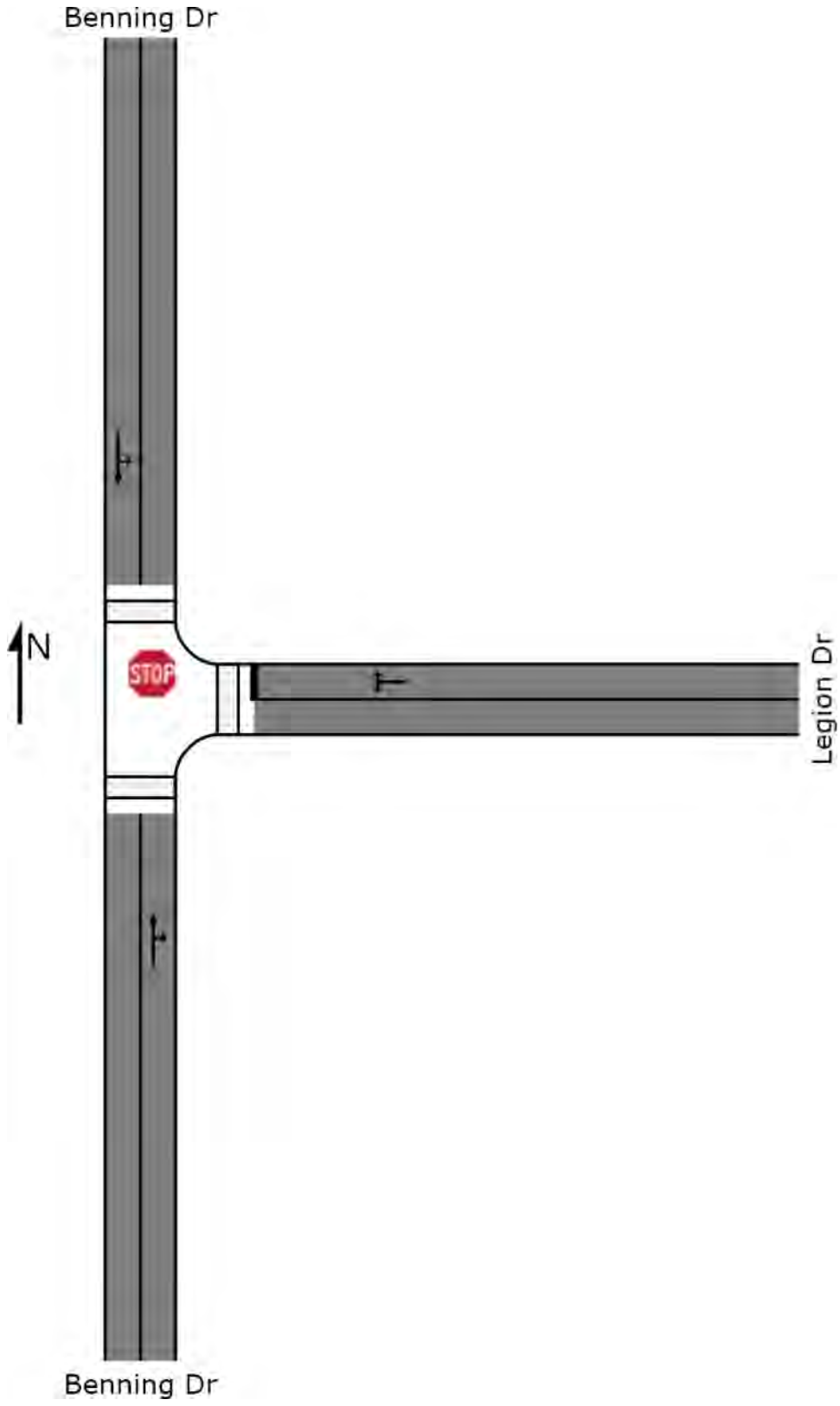
SITE LAYOUT

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)

Volume Display Method: Total and %

Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

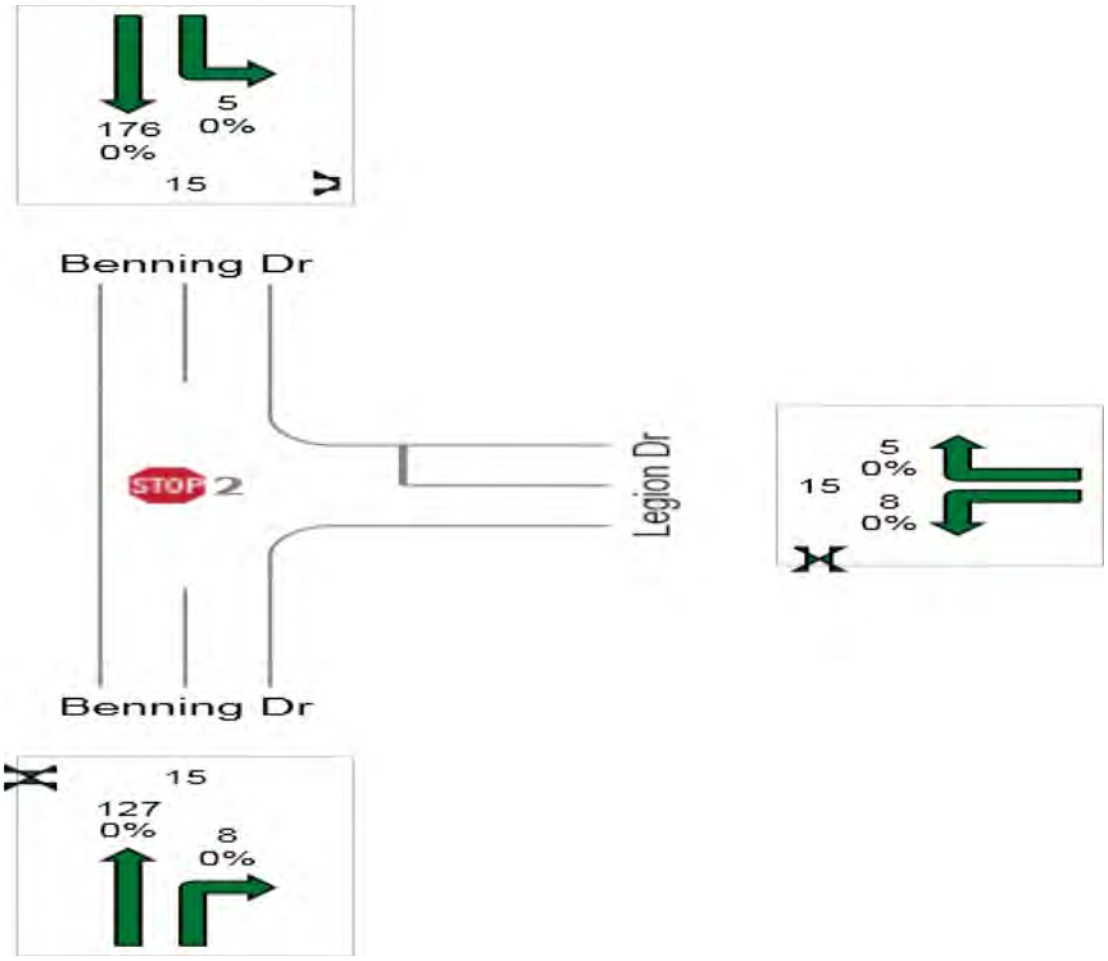
Total Intersection Volumes (veh)

All Movement Classes: 329

Light Vehicles (LV): 329

Heavy Vehicles (HV): 0

Pedestrians: 45



DELAY (CONTROL)

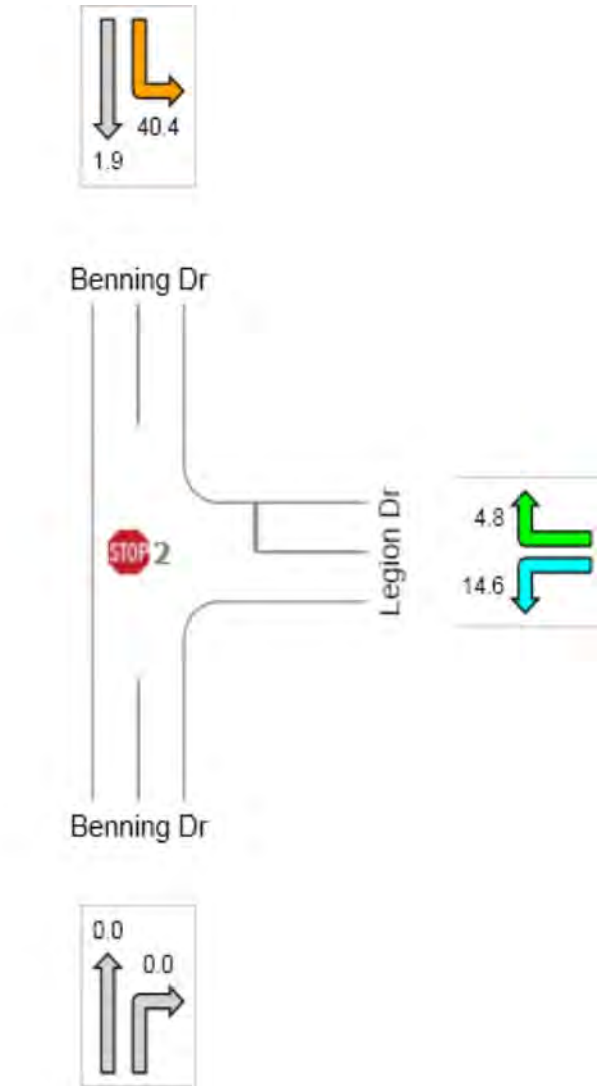
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

All Movement Classes

	South	East	North	Intersection
	0.0	10.8	3.0	2.1
LOS	NA	B	NA	NA



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

LANE FLOWS

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Approach Lane Flows (veh/h)

South: Benning Dr

Mov. From S To Exit:	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	193	12	205	0.0	1880	0.109	100	NA
Approach	193	12	205	0.0		0.109		

East: Legion Dr

Mov. From E To Exit:	L2 S	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	12	8	20	0.0	639	0.031	100	NA
Approach	12	8	20	0.0		0.031		

North: Benning Dr

Mov. From N To Exit:	L2 E	T1 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	8	268	275	0.0	1878	0.147	100	NA
Approach	8	268	275	0.0		0.147		

	Total	%HV	Deg.Satn (v/c)
Intersection	501	0.0	0.147

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	23.2	mph	23.2	mph
Travel Distance (Total)	111.5	veh-mi/h	133.8	pers-mi/h
Travel Time (Total)	4.8	veh-h/h	5.8	pers-h/h
Demand Flows (Total)	501	veh/h	601	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.147			
Practical Spare Capacity	568.1	%		
Effective Intersection Capacity	3413	veh/h		
Control Delay (Total)	0.29	veh-h/h	0.34	pers-h/h
Control Delay (Average)	2.1	sec	2.1	sec
Control Delay (Worst Lane)	10.8	sec		
Control Delay (Worst Movement)	40.4	sec	40.4	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	2.1	sec		
Idling Time (Average)	2.0	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.1	veh		
95% Back of Queue - Distance (Worst Lane)	3.0	ft		
Queue Storage Ratio (Worst Lane)	0.00			
Total Effective Stops	6	veh/h	7	pers/h
Effective Stop Rate	0.01	per veh	0.01	per pers
Proportion Queued	0.03		0.03	
Performance Index	4.9		4.9	
Cost (Total)	47.98	$/h	47.98	$/h
Fuel Consumption (Total)	3.2	gal/h		
Carbon Dioxide (Total)	28.2	kg/h		
Hydrocarbons (Total)	0.012	kg/h		
Carbon Monoxide (Total)	0.133	kg/h		
NOx (Total)	0.012	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	240,313	veh/y	288,376	pers/y
Delay	138	veh-h/y	166	pers-h/y
Effective Stops	2,912	veh/y	3,495	pers/y
Travel Distance	53,527	veh-mi/y	64,232	pers-mi/y
Travel Time	2,304	veh-h/y	2,764	pers-h/y
Cost	23,032	$/y	23,032	$/y
Fuel Consumption	1,523	gal/y		
Carbon Dioxide	13,549	kg/y		
Hydrocarbons	6	kg/y		
Carbon Monoxide	64	kg/y		
NOx	6	kg/y		

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LANE SUMMARY

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Benning Dr													
Lane 1	205	0.0	1880	0.109	100	0.0	LOS A	0.0	0.0	Full	590	0.0	0.0
Approach	205	0.0		0.109		0.0	NA	0.0	0.0				
East: Legion Dr													
Lane 1	20	0.0	639	0.031	100	10.8	LOS B	0.1	3.0	Full	1425	0.0	0.0
Approach	20	0.0		0.031		10.8	LOS B	0.1	3.0				
North: Benning Dr													
Lane 1	275	0.0	1878	0.147	100	3.0	LOS A	0.1	1.5	Full	480	0.0	0.0
Approach	275	0.0		0.147		3.0	NA	0.1	1.5				
Intersection	501	0.0		0.147		2.1	NA	0.1	3.0				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Benning Dr											
8	T1	193	0.0	0.109	0.0	LOS A	0.0	0.0	0.00	0.00	24.8
18	R2	12	0.0	0.109	0.0	LOS A	0.0	0.0	0.00	0.00	25.0
Approach		205	0.0	0.109	0.0	NA	0.0	0.0	0.00	0.00	24.8
East: Legion Dr											
1	L2	12	0.0	0.031	14.6	LOS B	0.1	3.0	0.43	0.30	19.2
16	R2	8	0.0	0.031	4.8	LOS A	0.1	3.0	0.43	0.30	19.2
Approach		20	0.0	0.031	10.8	LOS B	0.1	3.0	0.43	0.30	19.2
North: Benning Dr											
7	L2	8	0.0	0.147	40.4	LOS E	0.1	1.5	0.02	0.00	23.4
4	T1	268	0.0	0.147	1.9	LOS A	0.1	1.5	0.02	0.00	22.7
Approach		275	0.0	0.147	3.0	NA	0.1	1.5	0.02	0.00	22.7
All Vehicles		501	0.0	0.147	2.1	NA	0.1	3.0	0.03	0.01	23.2

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

QUEUE DISTANCE (%ILE)

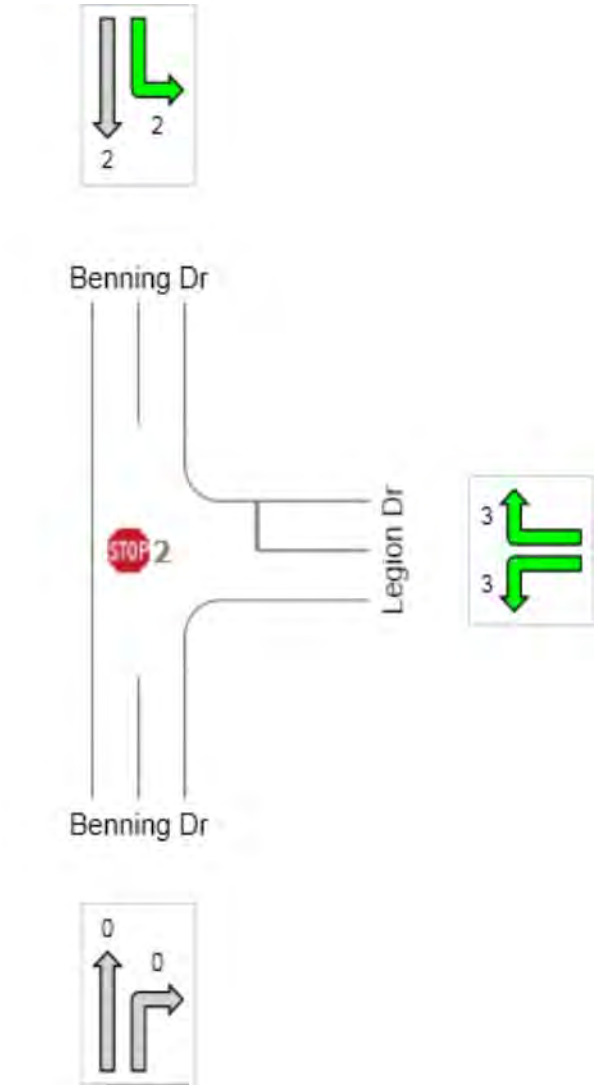
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild32-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

All Movement Classes

	South	East	North	Intersection
	0	3	2	3



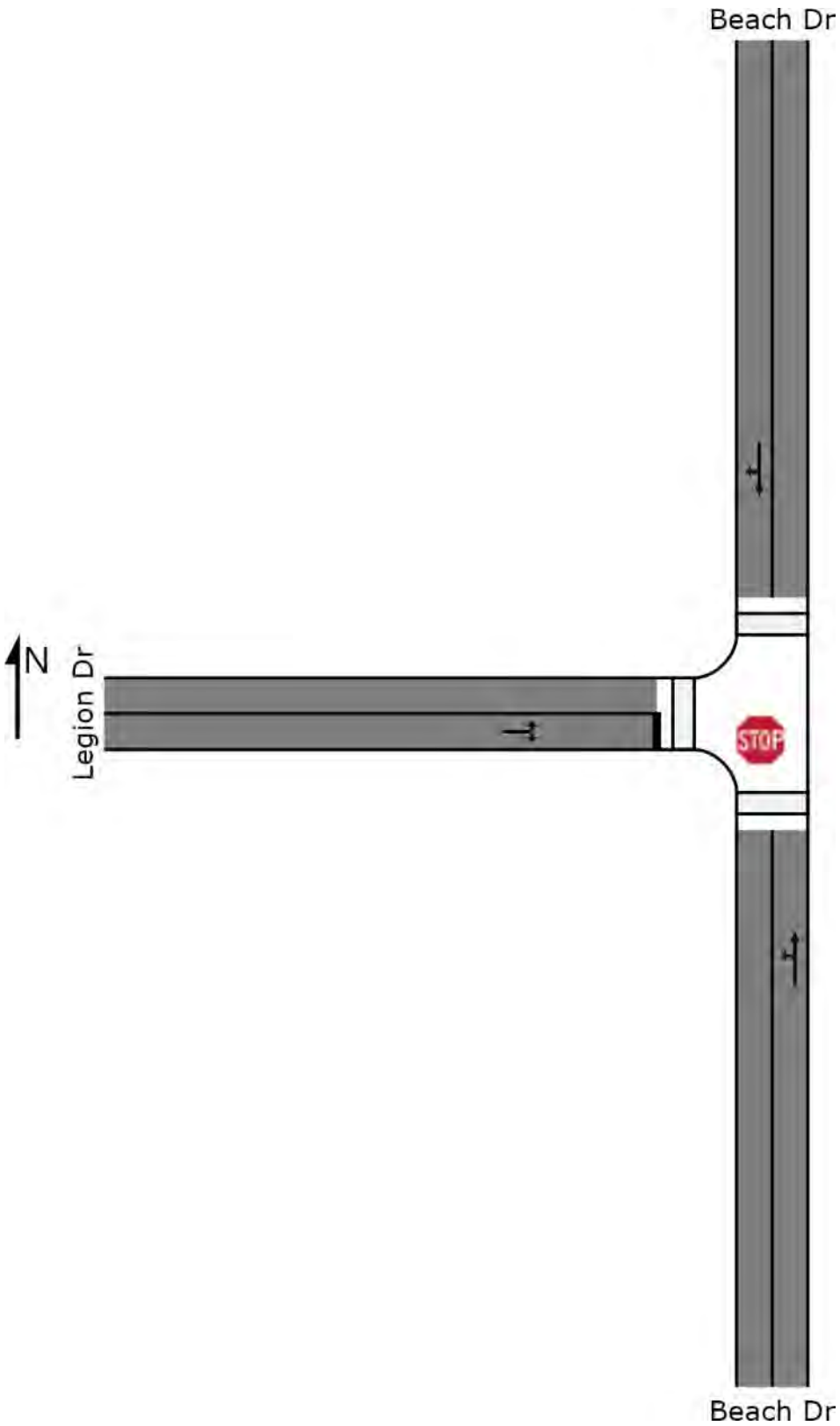
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Volume Display Method: Total and %

Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

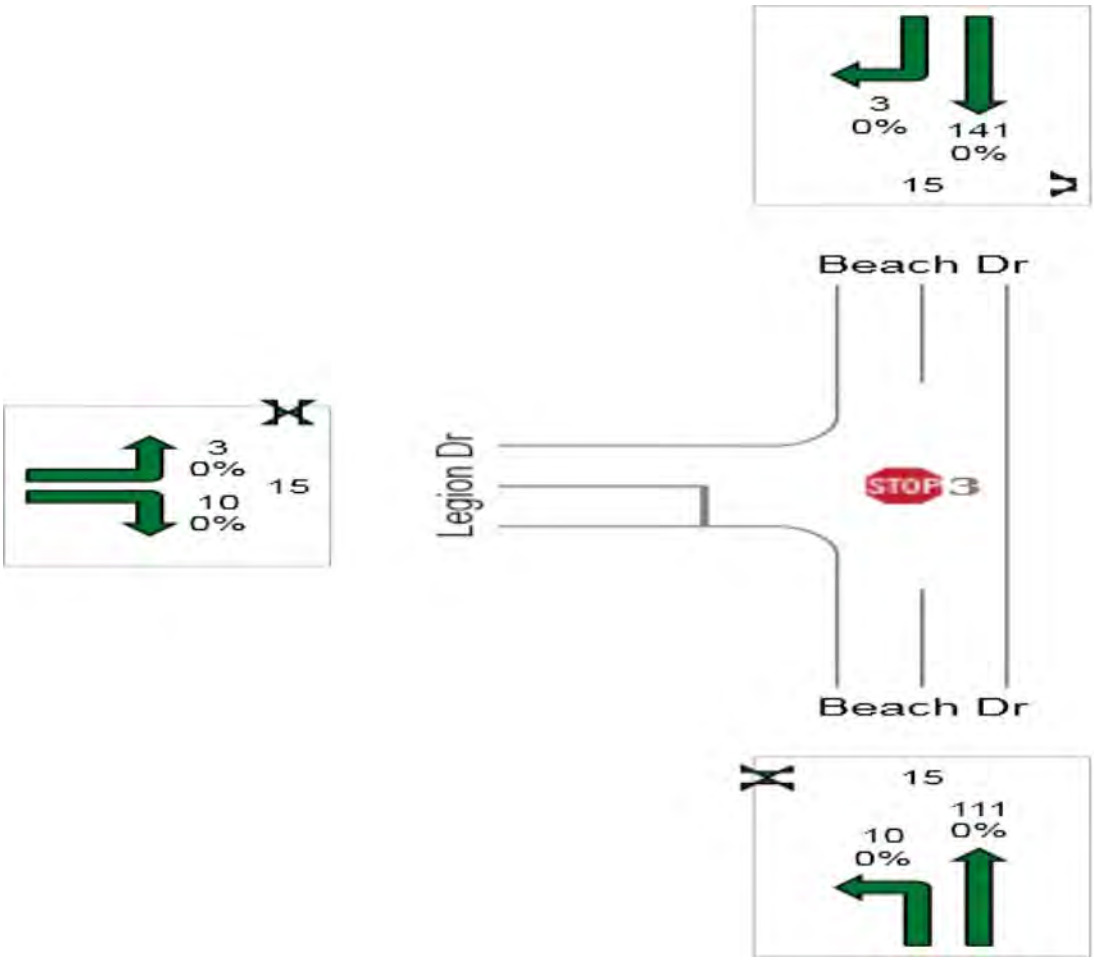
Total Intersection Volumes (veh)

All Movement Classes: 278

Light Vehicles (LV): 278

Heavy Vehicles (HV): 0

Pedestrians: 45



DELAY (CONTROL)

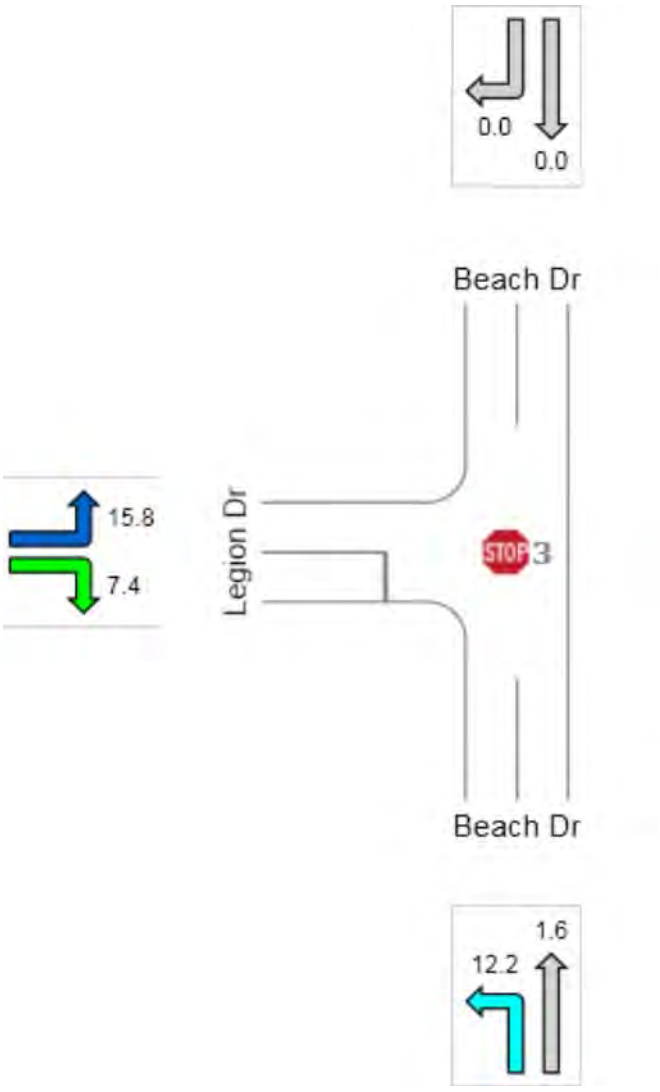
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	North	West	Intersection
	2.5	0.0	9.3	1.5
LOS	NA	NA	A	NA



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Approach Lane Flows (veh/h)

South: Beach Dr

Mov. From S To Exit:	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	11	121	132	0.0	1844	0.071	100	NA
Approach	11	121	132	0.0		0.071		

North: Beach Dr

Mov. From N To Exit:	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	153	3	157	0.0	1893	0.083	100	NA
Approach	153	3	157	0.0		0.083		

West: Legion Dr

Mov. From W To Exit:	L2 N	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	3	11	14	0.0	846	0.017	100	NA
Approach	3	11	14	0.0		0.017		

	Total	%HV	Deg.Satn (v/c)
Intersection	302	0.0	0.083

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	24.1	mph	24.1	mph
Travel Distance (Total)	104.2	veh-mi/h	125.1	pers-mi/h
Travel Time (Total)	4.3	veh-h/h	5.2	pers-h/h
Demand Flows (Total)	302	veh/h	363	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.083			
Practical Spare Capacity	1085.2	%		
Effective Intersection Capacity	3654	veh/h		
Control Delay (Total)	0.13	veh-h/h	0.15	pers-h/h
Control Delay (Average)	1.5	sec	1.5	sec
Control Delay (Worst Lane)	9.3	sec		
Control Delay (Worst Movement)	15.8	sec	15.8	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	1.5	sec		
Idling Time (Average)	1.4	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.1	veh		
95% Back of Queue - Distance (Worst Lane)	1.9	ft		
Queue Storage Ratio (Worst Lane)	0.01			
Total Effective Stops	3	veh/h	3	pers/h
Effective Stop Rate	0.01	per veh	0.01	per pers
Proportion Queued	0.04		0.04	
Performance Index	4.4		4.4	
Cost (Total)	45.22	$/h	45.22	$/h
Fuel Consumption (Total)	2.9	gal/h		
Carbon Dioxide (Total)	25.8	kg/h		
Hydrocarbons (Total)	0.011	kg/h		
Carbon Monoxide (Total)	0.122	kg/h		
NOx (Total)	0.011	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	145,044	veh/y	174,052	pers/y
Delay	61	veh-h/y	73	pers-h/y
Effective Stops	1,242	veh/y	1,490	pers/y
Travel Distance	50,032	veh-mi/y	60,038	pers-mi/y
Travel Time	2,080	veh-h/y	2,496	pers-h/y
Cost	21,705	$/y	21,705	$/y
Fuel Consumption	1,392	gal/y		
Carbon Dioxide	12,387	kg/y		
Hydrocarbons	5	kg/y		
Carbon Monoxide	59	kg/y		
NOx	5	kg/y		

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LANE SUMMARY

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beach Dr													
Lane 1	132	0.0	1844	0.071	100	2.5	LOS A	0.1	1.9	Full	172	0.0	0.0
Approach	132	0.0		0.071		2.5	NA	0.1	1.9				
North: Beach Dr													
Lane 1	157	0.0	1893	0.083	100	0.0	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	157	0.0		0.083		0.0	NA	0.0	0.0				
West: Legion Dr													
Lane 1	14	0.0	846	0.017	100	9.3	LOS A	0.1	1.7	Full	1425	0.0	0.0
Approach	14	0.0		0.017		9.3	LOS A	0.1	1.7				
Intersection	302	0.0		0.083		1.5	NA	0.1	1.9				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Beach Dr											
3	L2	11	0.0	0.071	12.2	LOS B	0.1	1.9	0.05	0.00	23.3
8	T1	121	0.0	0.071	1.6	LOS A	0.1	1.9	0.05	0.00	23.7
Approach		132	0.0	0.071	2.5	NA	0.1	1.9	0.05	0.00	23.6
North: Beach Dr											
4	T1	153	0.0	0.083	0.0	LOS A	0.0	0.0	0.00	0.00	25.0
14	R2	3	0.0	0.083	0.0	LOS A	0.0	0.0	0.00	0.00	25.1
Approach		157	0.0	0.083	0.0	NA	0.0	0.0	0.00	0.00	25.0
West: Legion Dr											
5	L2	3	0.0	0.017	15.8	LOS C	0.1	1.7	0.32	0.16	21.0
12	R2	11	0.0	0.017	7.4	LOS A	0.1	1.7	0.32	0.16	18.7
Approach		14	0.0	0.017	9.3	LOS A	0.1	1.7	0.32	0.16	19.5
All Vehicles		302	0.0	0.083	1.5	NA	0.1	1.9	0.04	0.01	24.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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QUEUE DISTANCE (%ILE)

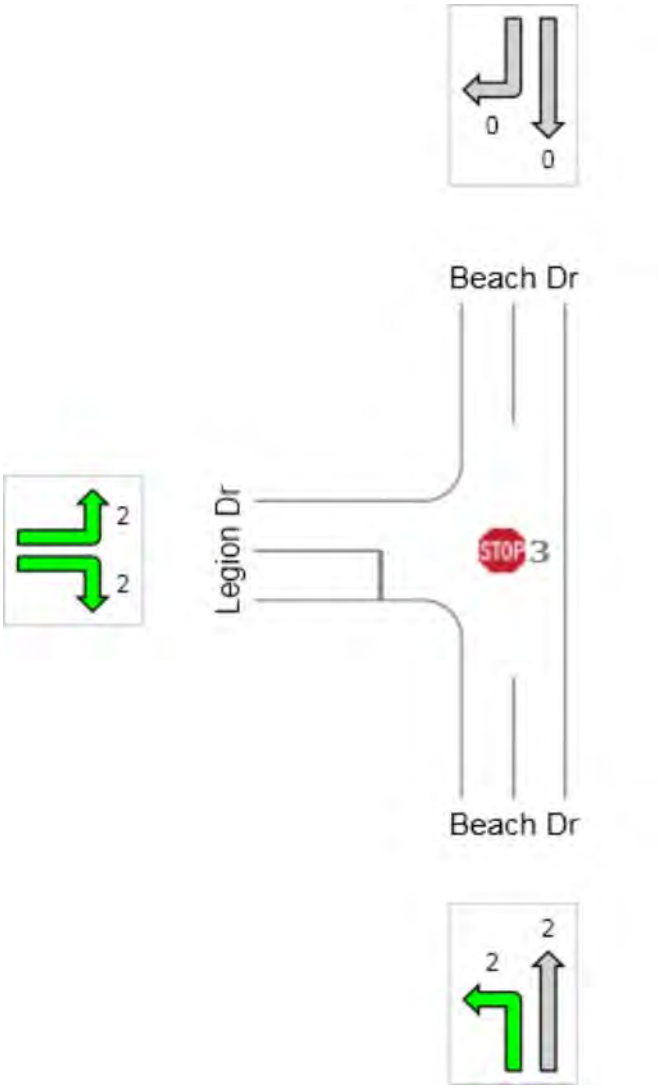
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild32-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	North	West	Intersection
	2	0	2	2



Colour code based on Queue Storage Ratio

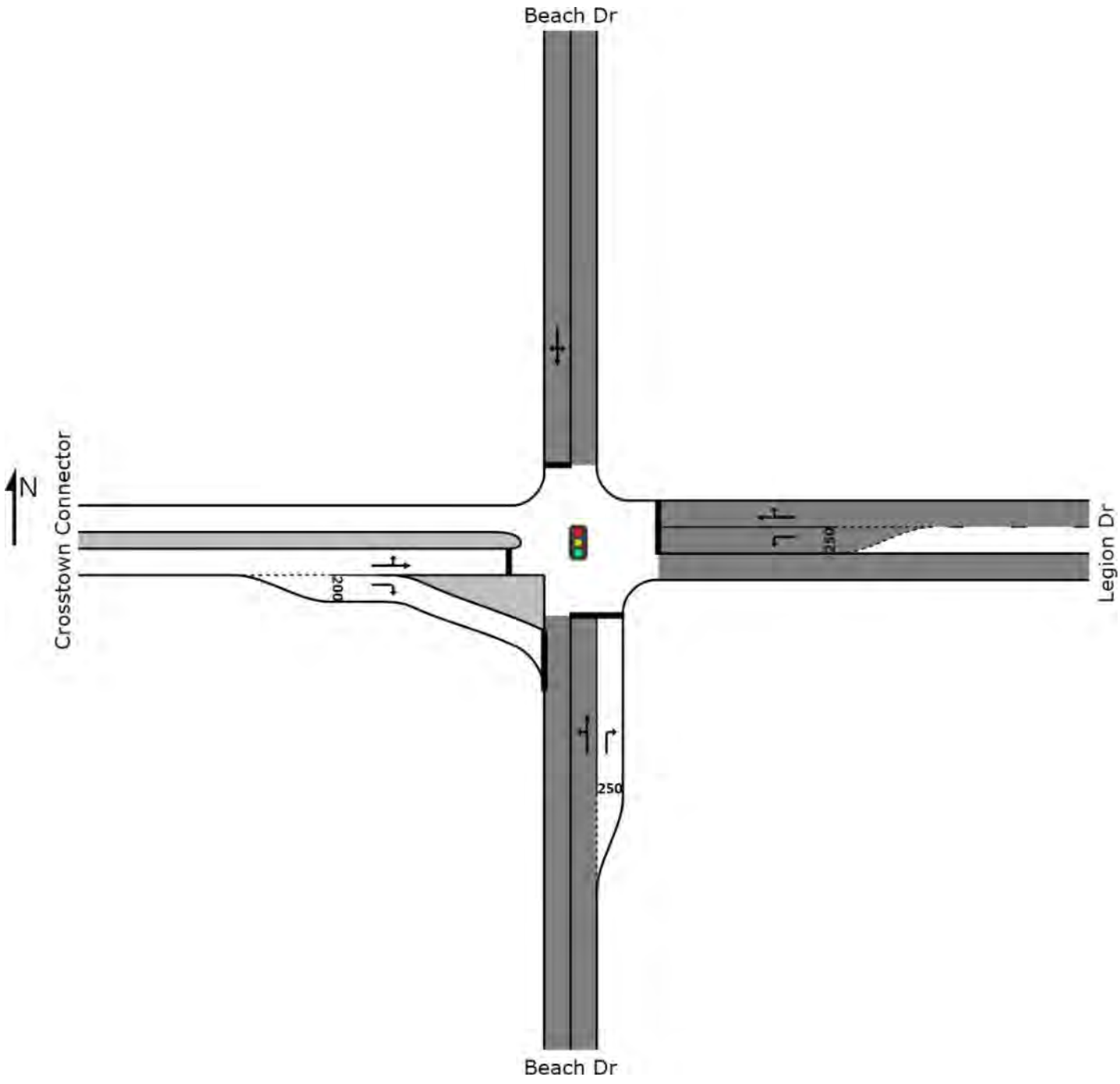
[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - Signal

Signal

Signals - Actuated Isolated



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - Signal

Signal

Signals - Actuated Isolated

Volume Display Method: Total and %

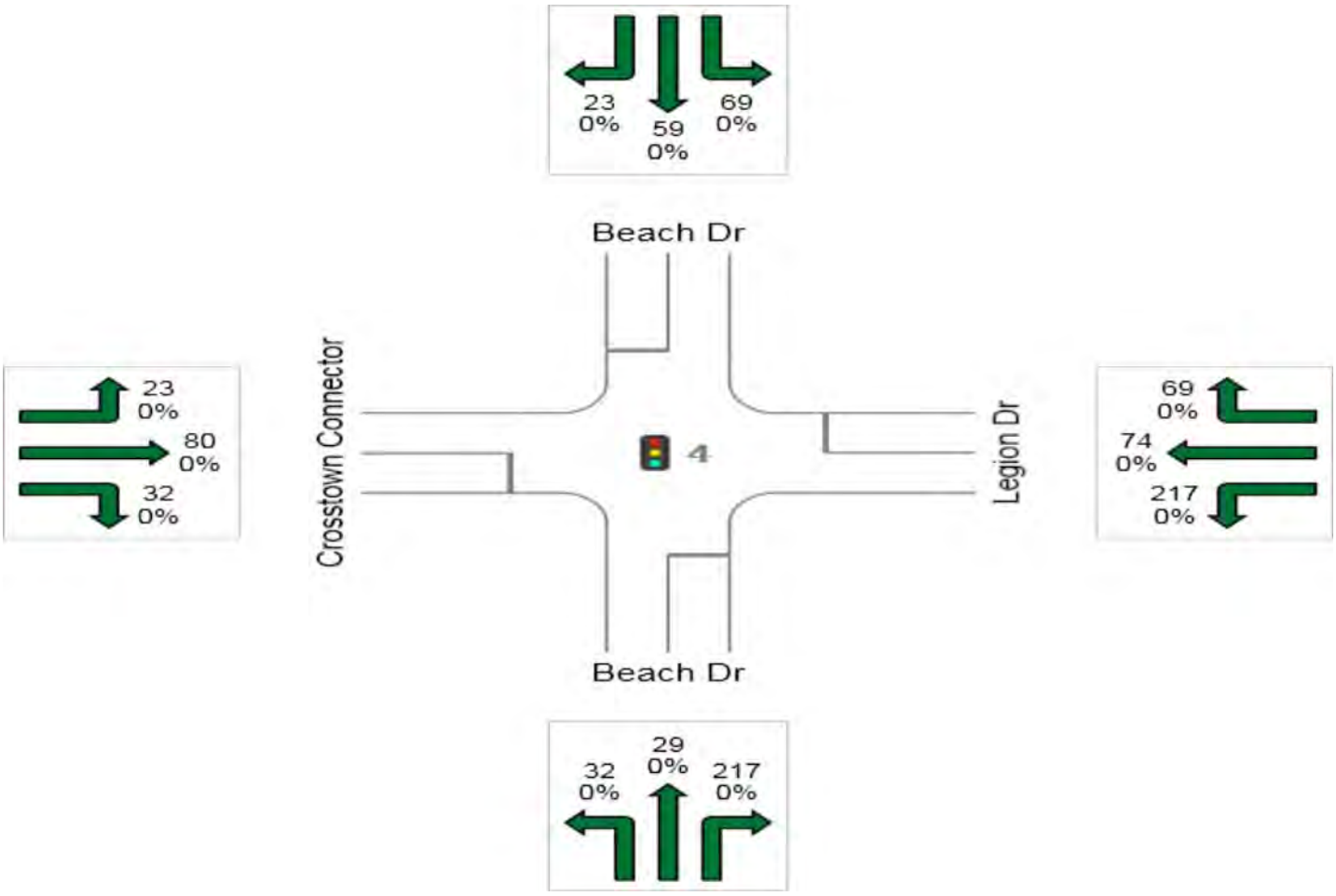
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 924

Light Vehicles (LV): 924

Heavy Vehicles (HV): 0



DELAY (CONTROL)

Average control delay per vehicle, or average pedestrian delay (seconds)

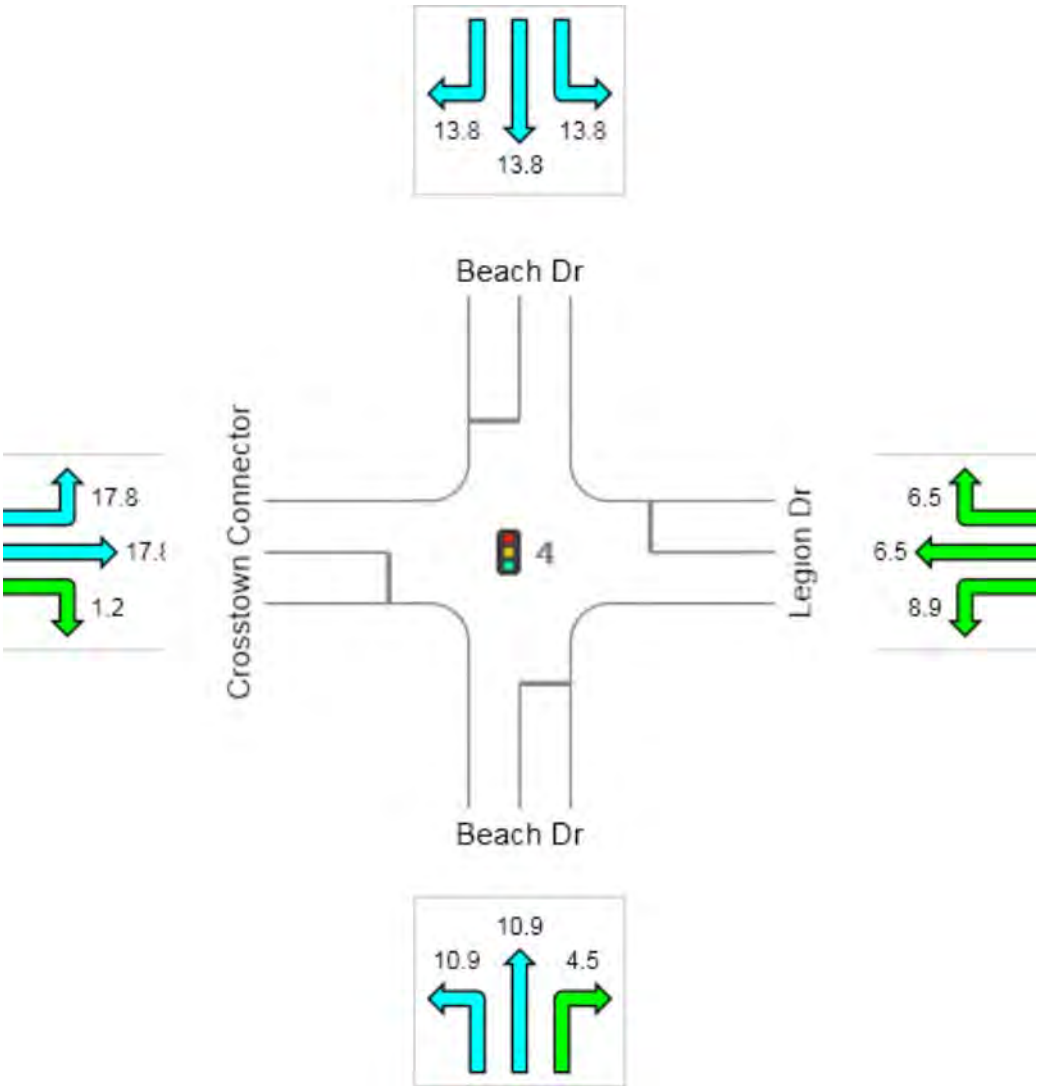
Site: 2lnBuild32-AM Legion Dr @ Beach Dr - Signal

Signal

Signals - Actuated Isolated Cycle Time = 34 seconds (Practical Cycle Time)

All Movement Classes

	South	East	North	West	Intersection
	5.9	7.9	13.8	13.9	9.2
LOS	A	A	B	B	A



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

LANE FLOWS

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - Signal

Signal

Signals - Actuated Isolated Cycle Time = 34 seconds (Practical Cycle Time)

Approach Lane Flows (veh/h)

South: Beach Dr

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	35	32	-	66	0.0	485	0.137	100	NA
Lane 2	-	-	236	236	0.0	947	0.249	100	0.0
Approach	35	32	236	302	0.0		0.249		

East: Legion Dr

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	236	-	-	236	0.0	634	0.372	100	NA
Lane 2	-	80	75	155	0.0	823	0.189	100	NA
Approach	236	80	75	391	0.0		0.372		

North: Beach Dr

Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	75	64	25	164	0.0	440	0.373	100	NA
Approach	75	64	25	164	0.0		0.373		

West: Crosstown Connector

Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	25	87	-	112	0.0	320	0.350	100	NA
Lane 2	-	-	35	35	0.0	1208	0.029	100	0.0
Approach	25	87	35	147	0.0		0.350		

	Total	%HV	Deg.Satn (v/c)
Intersection	1004	0.0	0.373

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - Signal

Signal

Signals - Actuated Isolated Cycle Time = 34 seconds (Practical Cycle Time)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	23.5	mph	23.5	mph
Travel Distance (Total)	468.4	veh-mi/h	562.0	pers-mi/h
Travel Time (Total)	19.9	veh-h/h	23.9	pers-h/h
Demand Flows (Total)	1004	veh/h	1205	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.373			
Practical Spare Capacity	141.0	%		
Effective Intersection Capacity	2689	veh/h		
Control Delay (Total)	2.55	veh-h/h	3.07	pers-h/h
Control Delay (Average)	9.2	sec	9.2	sec
Control Delay (Worst Lane)	17.8	sec		
Control Delay (Worst Movement)	17.8	sec	17.8	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	9.2	sec		
Idling Time (Average)	6.4	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	2.9	veh		
95% Back of Queue - Distance (Worst Lane)	72.8	ft		
Queue Storage Ratio (Worst Lane)	0.74			
Total Effective Stops	559	veh/h	671	pers/h
Effective Stop Rate	0.56	per veh	0.56	per pers
Proportion Queued	0.69		0.69	
Performance Index	35.4		35.4	
Cost (Total)	250.85	$/h	250.85	$/h
Fuel Consumption (Total)	16.8	gal/h		
Carbon Dioxide (Total)	149.3	kg/h		
Hydrocarbons (Total)	0.063	kg/h		
Carbon Monoxide (Total)	0.724	kg/h		
NOx (Total)	0.102	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	482,087	veh/y	578,504	pers/y
Delay	1,226	veh-h/y	1,472	pers-h/y
Effective Stops	268,278	veh/y	321,934	pers/y
Travel Distance	224,815	veh-mi/y	269,778	pers-mi/y
Travel Time	9,556	veh-h/y	11,467	pers-h/y
Cost	120,407	$/y	120,407	$/y
Fuel Consumption	8,056	gal/y		
Carbon Dioxide	71,663	kg/y		
Hydrocarbons	30	kg/y		
Carbon Monoxide	347	kg/y		
NOx	49	kg/y		

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LANE SUMMARY

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - Signal

Signal

Signals - Actuated Isolated Cycle Time = 34 seconds (Practical Cycle Time)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beach Dr													
Lane 1	66	0.0	485	0.137	100	10.9	LOS B	0.9	22.9	Full	415	0.0	0.0
Lane 2	236	0.0	947	0.249	100	4.5	LOS A	2.1	53.7	Short	250	0.0	NA
Approach	302	0.0		0.249		5.9	LOS A	2.1	53.7				
East: Legion Dr													
Lane 1	236	0.0	634	0.372	100	8.9	LOS A	2.9	72.8	Two Seg[9]	2110	0.0	0.0
Lane 2	155	0.0	823	0.189	100	6.5	LOS A	1.7	42.0	Full	2110	0.0	0.0
Approach	391	0.0		0.372		7.9	LOS A	2.9	72.8				
North: Beach Dr													
Lane 1	164	0.0	440	0.373	100	13.8	LOS B	2.5	63.7	Full	172	0.0	0.0
Approach	164	0.0		0.373		13.8	LOS B	2.5	63.7				
West: Crosstown Connector													
Lane 1	112	0.0	320	0.350	100	17.8	LOS B	1.9	48.7	Full	1550	0.0	0.0
Lane 2	35	0.0	1208	0.029	100	1.2	LOS A	0.1	3.6	Short	200	0.0	NA
Approach	147	0.0		0.350		13.9	LOS B	1.9	48.7				
Intersection	1004	0.0		0.373		9.2	LOS A	2.9	72.8				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

9 All Movement Classes allocated to Segment 1 are also allocated to Segment 2. This Two-Segment Lane has been modelled as a full-length lane.

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MOVEMENT SUMMARY

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - Signal

Signal

Signals - Actuated Isolated Cycle Time = 34 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Beach Dr											
3	L2	35	0.0	0.137	10.9	LOS B	0.9	22.9	0.75	0.57	26.1
8	T1	32	0.0	0.137	10.9	LOS B	0.9	22.9	0.75	0.57	15.2
18	R2	236	0.0	0.249	4.5	LOS A	2.1	53.7	0.50	0.42	22.5
Approach		302	0.0	0.249	5.9	LOS A	2.1	53.7	0.55	0.45	22.5
East: Legion Dr											
1	L2	236	0.0	0.372	8.9	LOS A	2.9	72.8	0.80	0.65	21.2
6	T1	80	0.0	0.189	6.5	LOS A	1.7	42.0	0.60	0.48	31.4
16	R2	75	0.0	0.189	6.5	LOS A	1.7	42.0	0.60	0.48	27.1
Approach		391	0.0	0.372	7.9	LOS A	2.9	72.8	0.72	0.58	24.3
North: Beach Dr											
7	L2	75	0.0	0.373	13.8	LOS B	2.5	63.7	0.81	0.66	20.0
4	T1	64	0.0	0.373	13.8	LOS B	2.5	63.7	0.81	0.66	13.0
14	R2	25	0.0	0.373	13.8	LOS B	2.5	63.7	0.81	0.66	24.0
Approach		164	0.0	0.373	13.8	LOS B	2.5	63.7	0.81	0.66	19.0
West: Crosstown Connector											
5	L2	25	0.0	0.350	17.8	LOS B	1.9	48.7	0.89	0.70	13.7
2	T1	87	0.0	0.350	17.8	LOS B	1.9	48.7	0.89	0.70	30.7
12	R2	35	0.0	0.029	1.2	LOS A	0.1	3.6	0.33	0.25	30.7
Approach		147	0.0	0.350	13.9	LOS B	1.9	48.7	0.76	0.59	27.3
All Vehicles		1004	0.0	0.373	9.2	LOS A	2.9	72.8	0.69	0.56	23.5

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

QUEUE DISTANCE (%ILE)

Largest 95% Back of Queue for any lane used by movement (feet)

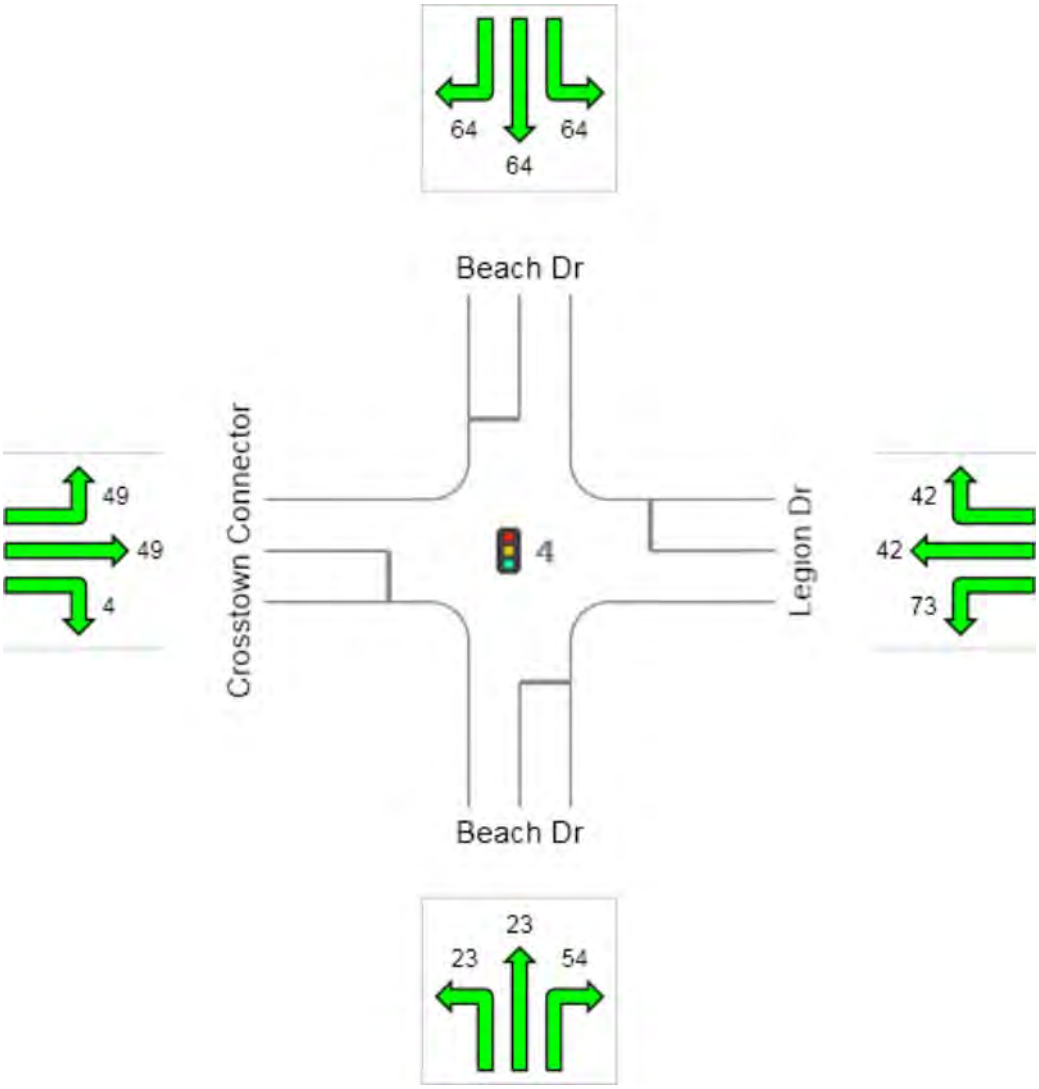
Site: 2lnBuild32-AM Legion Dr @ Beach Dr - Signal

Signal

Signals - Actuated Isolated Cycle Time = 34 seconds (Practical Cycle Time)

All Movement Classes

	South	East	North	West	Intersection
	54	73	64	49	73



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

TIMING ANALYSIS

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - Signal

Signal

Signals - Actuated Isolated Cycle Time = 34 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Opposed Turns
Input Sequence: A, B, C
Output Sequence: A, B, C

Movement Timing Information

Mov ID	Mov Class	Mov Type	PHASE MATRIX [From	To	First Green Oppd	Priority	Und]	[From	To	Second Green Oppd	Priority	Und]	Lost Time 1st Green (sec)	Lost Time 2nd Green (sec)	ReqMov Time 1st Green (sec)	ReqMov Time 2nd Green (sec)	Eff Green 1st Green (sec)	Eff Green 2nd Green (sec)
South		Beach Dr																
3	#		A	B	Yes								5		10.0		9	
8	#		A	B									4		10.0		10	
18	#		A	C									4		20.0		20	
East		Legion Dr																
1	#		*B	C				*C	A	Yes			4	5	10.0	10.0	6	5
6	#		B	A									4		20.0		16	
16	#		B	A									4		20.0		16	
North		Beach Dr																
7	#		*A	B	Yes								6		13.5		8	
4	#		A	B									4		13.3		10	
14	#		A	B									4		13.3		10	
West		Crosstown Connector																
5	#		*C	A	Yes								4		10.0		6	
2	#		C	A									4		10.0		6	
12	#	Slip/ Bypass	A	C	Yes			C	A	Yes			7	4	0.0	0.0	17	6

\# Combined timing results are shown for all Movement Classes except any listed separately.
* Critical Movement/Green Period

Phase Information

Phase	Ref. Phase	Change Time (sec)	Starting Intergreen (sec)	Green Start (sec)	Displayed Green (sec)	Green End (sec)	Terminating Intergreen (sec)	Phase Time (sec)	Phase Split %
A	No	10	4	14	10	24	4	14	41
B	No	24	4	28	6	34	4	10	29
C	Yes	0	4	4	6	10	4	10	29

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MOVEMENT TIMING

Site: 2lnBuild32-AM Legion Dr @ Beach Dr - Signal

Signal

Signals - Actuated Isolated Cycle Time = 34 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Opposed Turns
Input Sequence: A, B, C
Output Sequence: A, B, C

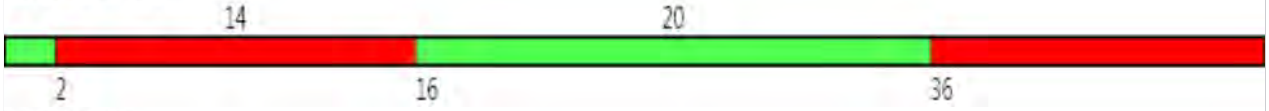
DISPLAYED SIGNAL TIMING - PHASES

EFFECTIVE SIGNAL TIMING - MOVEMENTS

3 (South L2)

8 (South T1)

18 (South R2)

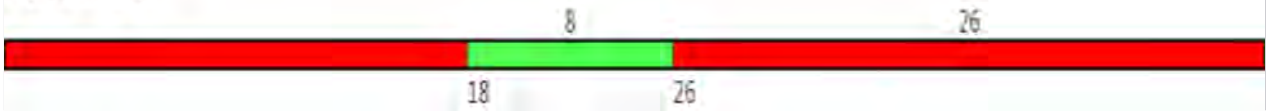


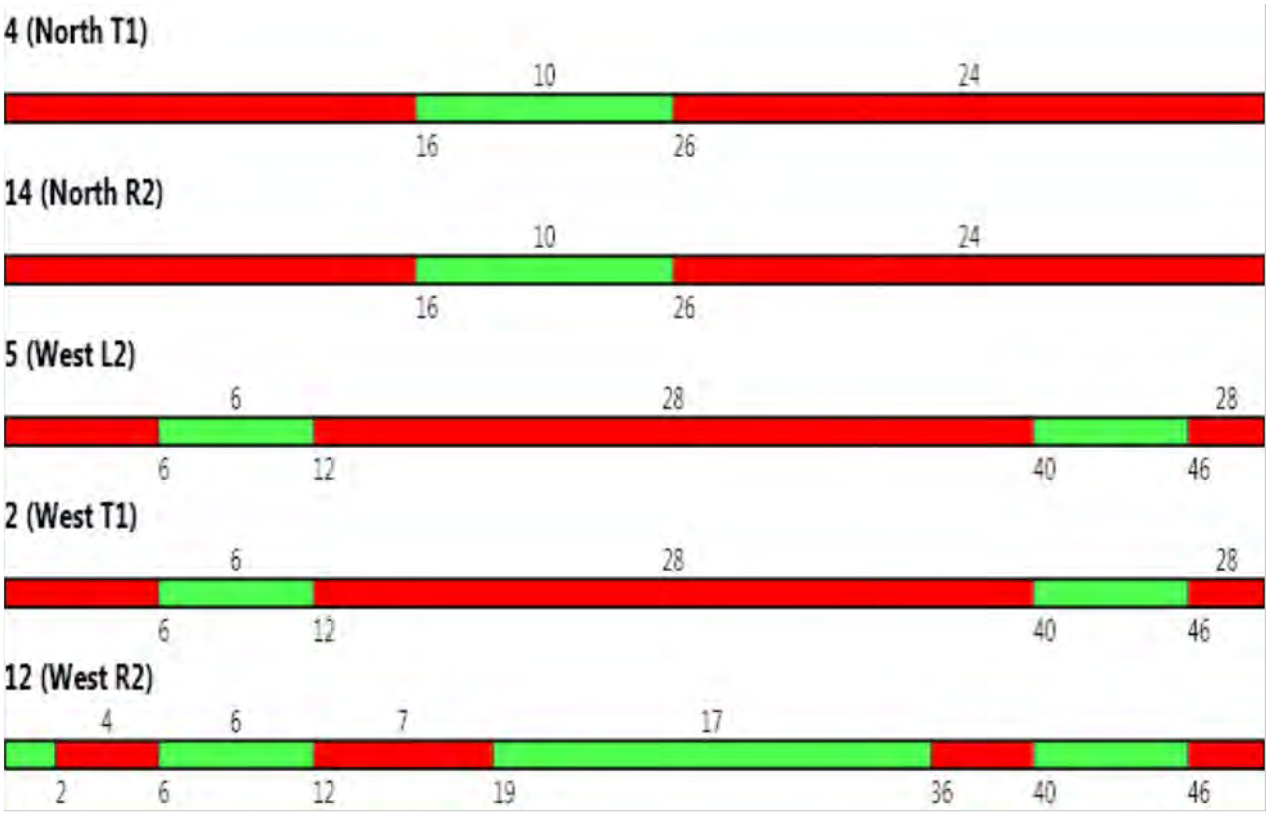
1 (East L2)

6 (East T1)

16 (East R2)

7 (North L2)





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Project: C:\Users\FIEL5988\Desktop\Fielding\Destin Connector\SIDRA\Build-2Ln.sip6

NETWORK SUMMARY

Network: 2lnBuild42-AM_TW-Rnd

New Network

Network Performance - Hourly Values						
Performance Measure	**Vehicles**		**Per Unit Distance**		**Persons**	
Network Level of Service (LOS)	LOS A					
Travel Time Index	9.85					
Speed Efficiency	0.99					
Congestion Coefficient	1.01					
Travel Speed (Average)	24.7	mph			24.7	mph
Travel Distance (Total)	1069.5	veh-mi/h			1283.4	pers-mi/h
Travel Time (Total)	43.3	veh-h/h			52.0	pers-h/h
Desired Speed	25.0	mph				
Demand Flows (Total)	2622	veh/h			3146	pers/h
Arrival Flows (Total)	2622	veh/h			3146	pers/h
Percent Heavy Vehicles (Demand)	0.0	%				
Percent Heavy Vehicles (Arrival)	0.0	%				
Degree of Saturation	0.417					
Control Delay (Total)	4.47	veh-h/h			5.37	pers-h/h
Control Delay (Average)	6.1	sec			6.1	sec
Control Delay (Worst Lane)	13.1	sec				
Control Delay (Worst Movement)	36.1	sec			36.1	sec
Geometric Delay (Average)	0.0	sec				
Stop-Line Delay (Average)	6.1	sec				
Queue Storage Ratio (Worst Lane)	0.18					
Total Effective Stops	466	veh/h			559	pers/h
Effective Stop Rate	0.18	per veh	0.4	per mi	0.18	per pers
Proportion Queued	0.26				0.26	
Performance Index	56.4				56.4	
Cost (Total)	575.00	$/h	0.54	$/mi	575.00	$/h
Fuel Consumption (Total)	36.0	gal/h	0.034	gal/mi		
Fuel Economy	29.7	mpg				
Carbon Dioxide (Total)	319.9	kg/h	299.1	g/mi		
Hydrocarbons (Total)	0.134	kg/h	0.125	g/mi		
Carbon Monoxide (Total)	1.551	kg/h	1.450	g/mi		
NOx (Total)	0.203	kg/h	0.189	g/mi		

Network Model Accuracy Level (largest change in degree of saturation for any lane): 0.0 %
Number of Iterations: 2
Network Level of Service (LOS) Method: HCM 2010.
Model used: US HCM (Customary).

Network Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	1,258,435	veh/y	1,510,122	pers/y
Delay	2,148	veh-h/y	2,577	pers-h/y
Effective Stops	223,767	veh/y	268,521	pers/y
Travel Distance	513,343	veh-mi/y	616,012	pers-mi/y
Travel Time	20,807	veh-h/y	24,968	pers-h/y
Cost	276,001	$/y	276,001	$/y
Fuel Consumption	17,259	gal/y		
Carbon Dioxide	153,532	kg/y		
Hydrocarbons	64	kg/y		
Carbon Monoxide	744	kg/y		
NOx	97	kg/y		

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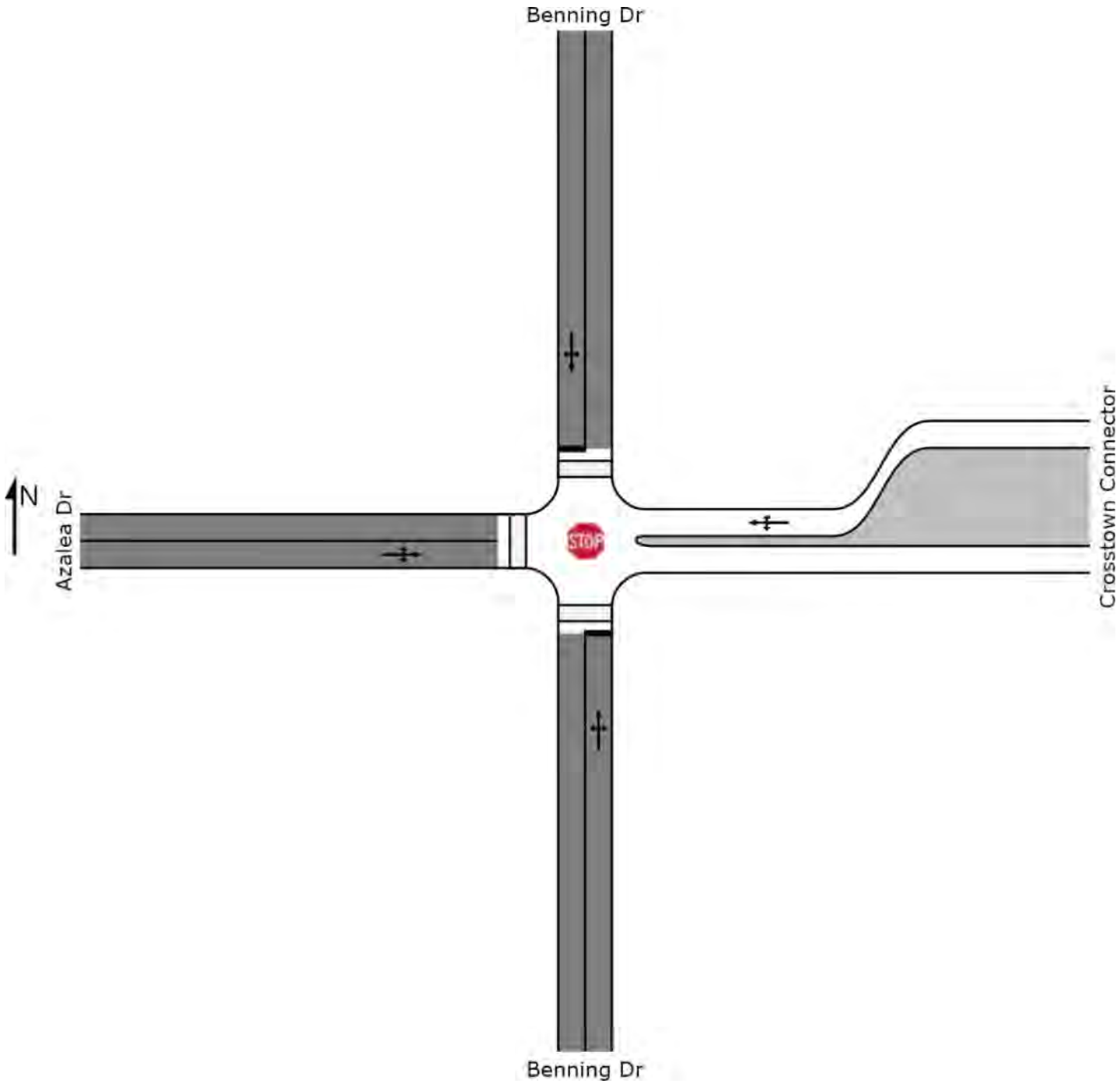
SITE LAYOUT

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - TWSC

Stop (Two-Way)



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INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - TWSC

Stop (Two-Way)

Volume Display Method: Total and %

Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

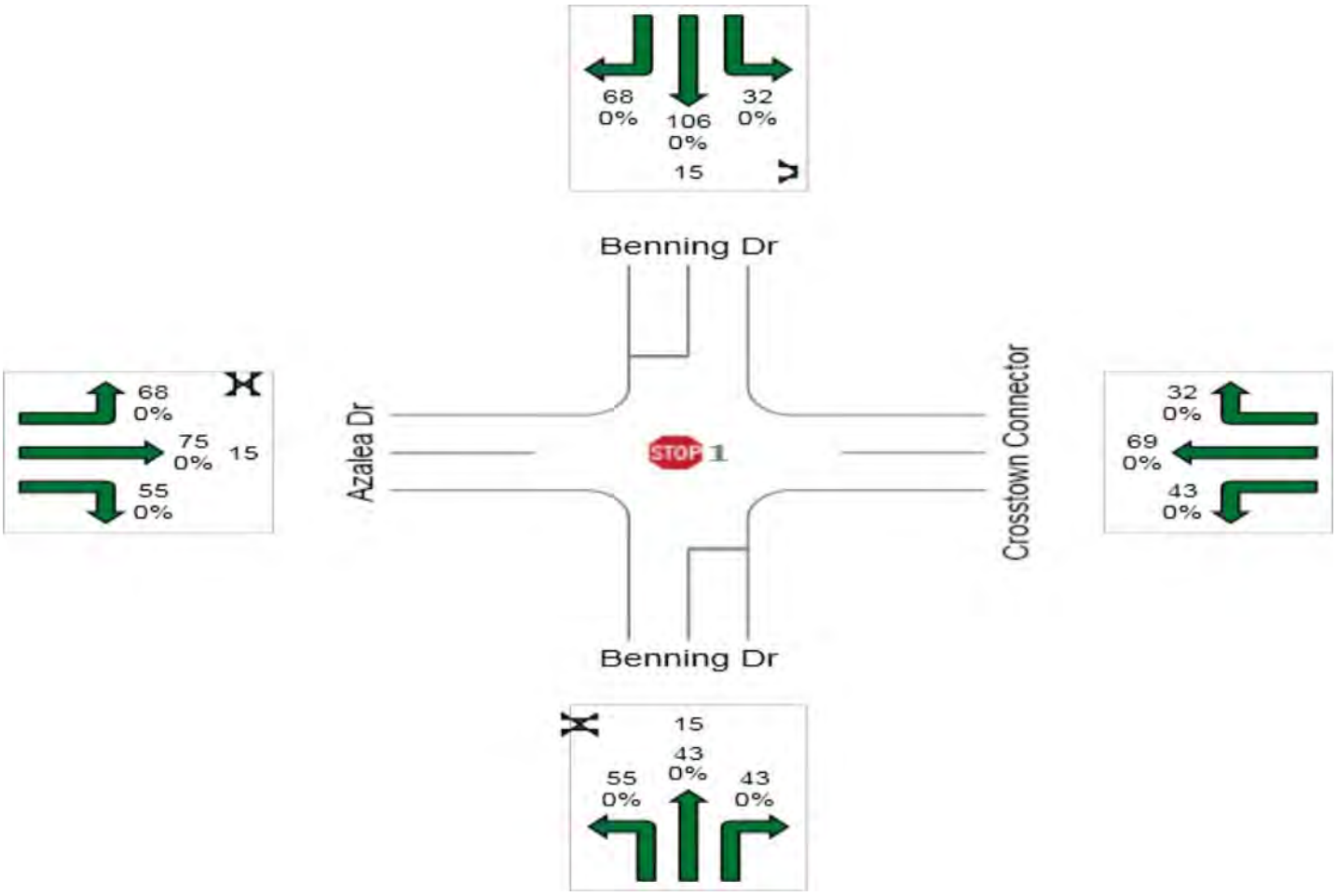
Total Intersection Volumes (veh)

All Movement Classes: 689

Light Vehicles (LV): 689

Heavy Vehicles (HV): 0

Pedestrians: 45



DELAY (CONTROL)

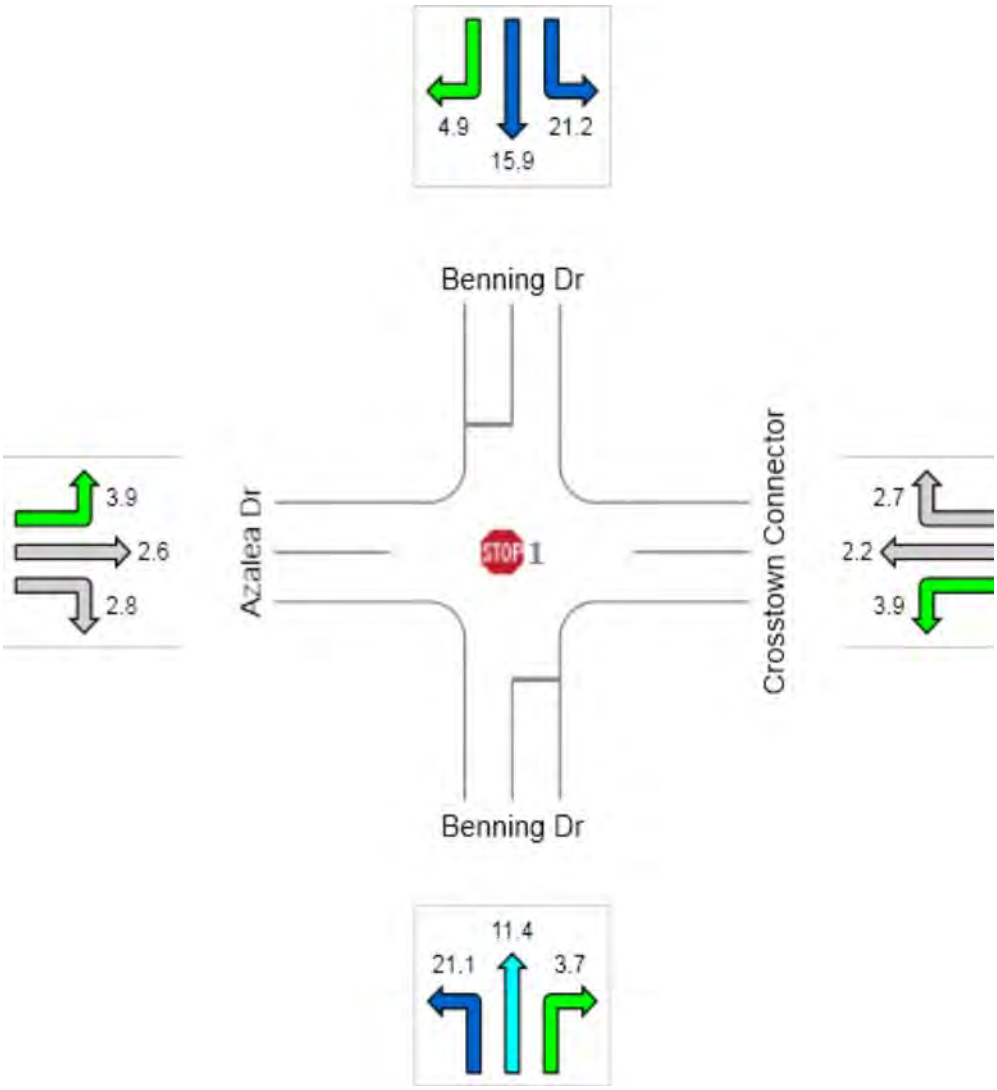
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	East	North	West	Intersection
	12.8	2.8	13.1	3.1	8.0
LOS	B	NA	B	NA	NA



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - TWSC

Stop (Two-Way)

Approach Lane Flows (veh/h)									
South: Benning Dr									
Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	60	47	47	153	0.0	612	0.250	100	NA
Approach	60	47	47	153	0.0		0.250		
East: Crosstown Connector									
Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	47	75	35	157	0.0	1681	0.093	100	NA
Approach	47	75	35	157	0.0		0.093		
North: Benning Dr									
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	35	115	74	224	0.0	667	0.336	100	NA
Approach	35	115	74	224	0.0		0.336		
West: Azalea Dr									
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	74	82	60	215	0.0	1670	0.129	100	NA
Approach	74	82	60	215	0.0		0.129		
	Total	%HV	Deg.Satn (v/c)						
Intersection	749	0.0	0.336						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - TWSC

Stop (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	26.2	mph	26.2	mph
Travel Distance (Total)	470.6	veh-mi/h	564.7	pers-mi/h
Travel Time (Total)	18.0	veh-h/h	21.6	pers-h/h
Demand Flows (Total)	749	veh/h	899	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.336			
Practical Spare Capacity	138.3	%		
Effective Intersection Capacity	2231	veh/h		
Control Delay (Total)	1.67	veh-h/h	2.00	pers-h/h
Control Delay (Average)	8.0	sec	8.0	sec
Control Delay (Worst Lane)	13.1	sec		
Control Delay (Worst Movement)	21.2	sec	21.2	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	8.0	sec		
Idling Time (Average)	7.3	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	1.7	veh		
95% Back of Queue - Distance (Worst Lane)	42.0	ft		
Queue Storage Ratio (Worst Lane)	0.09			
Total Effective Stops	126	veh/h	151	pers/h
Effective Stop Rate	0.17	per veh	0.17	per pers
Proportion Queued	0.27		0.27	
Performance Index	22.3		22.3	
Cost (Total)	216.77	$/h	216.77	$/h
Fuel Consumption (Total)	15.3	gal/h		
Carbon Dioxide (Total)	136.4	kg/h		
Hydrocarbons (Total)	0.055	kg/h		
Carbon Monoxide (Total)	0.696	kg/h		
NOx (Total)	0.089	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	359,478	veh/y	431,374	pers/y
Delay	802	veh-h/y	962	pers-h/y
Effective Stops	60,264	veh/y	72,317	pers/y
Travel Distance	225,871	veh-mi/y	271,046	pers-mi/y
Travel Time	8,633	veh-h/y	10,359	pers-h/y
Cost	104,050	$/y	104,050	$/y
Fuel Consumption	7,360	gal/y		
Carbon Dioxide	65,474	kg/y		
Hydrocarbons	26	kg/y		
Carbon Monoxide	334	kg/y		
NOx	43	kg/y		

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LANE SUMMARY

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - TWSC

Stop (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Benning Dr													
Lane 1	153	0.0	612	0.250	100	12.8	LOS B	1.1	28.1	Full	560	0.0	0.0
Approach	153	0.0		0.250		12.8	LOS B	1.1	28.1				
East: Crosstown Connector													
Lane 1	157	0.0	1681	0.093	100	2.8	LOS A	0.3	8.4	Full	1550	0.0	0.0
Approach	157	0.0		0.093		2.8	NA	0.3	8.4				
North: Benning Dr													
Lane 1	224	0.0	667	0.336	100	13.1	LOS B	1.7	42.0	Full	590	0.0	0.0
Approach	224	0.0		0.336		13.1	LOS B	1.7	42.0				
West: Azalea Dr													
Lane 1	215	0.0	1670	0.129	100	3.1	LOS A	0.5	12.8	Full	3600	0.0	0.0
Approach	215	0.0		0.129		3.1	NA	0.5	12.8				
Intersection	749	0.0		0.336		8.0	NA	1.7	42.0				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - TWSC

Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Benning Dr											
3	L2	60	0.0	0.250	21.1	LOS C	1.1	28.1	0.39	0.32	21.8
8	T1	47	0.0	0.250	11.4	LOS B	1.1	28.1	0.39	0.32	16.5
18	R2	47	0.0	0.250	3.7	LOS A	1.1	28.1	0.39	0.32	23.9
Approach		153	0.0	0.250	12.8	LOS B	1.1	28.1	0.39	0.32	21.3
East: Crosstown Connector											
1	L2	47	0.0	0.093	3.9	LOS A	0.3	8.4	0.18	0.03	32.4
6	T1	75	0.0	0.093	2.2	LOS A	0.3	8.4	0.18	0.03	37.5
16	R2	35	0.0	0.093	2.7	LOS A	0.3	8.4	0.18	0.03	32.9
Approach		157	0.0	0.093	2.8	NA	0.3	8.4	0.18	0.03	35.8
North: Benning Dr											
7	L2	35	0.0	0.336	21.2	LOS C	1.7	42.0	0.36	0.30	23.2
4	T1	115	0.0	0.336	15.9	LOS C	1.7	42.0	0.36	0.30	16.1
14	R2	74	0.0	0.336	4.9	LOS A	1.7	42.0	0.36	0.30	21.7
Approach		224	0.0	0.336	13.1	LOS B	1.7	42.0	0.36	0.30	20.1
West: Azalea Dr											
5	L2	74	0.0	0.129	3.9	LOS A	0.5	12.8	0.17	0.03	27.7
2	T1	82	0.0	0.129	2.6	LOS A	0.5	12.8	0.17	0.03	31.0
12	R2	60	0.0	0.129	2.8	LOS A	0.5	12.8	0.17	0.03	27.9
Approach		215	0.0	0.129	3.1	NA	0.5	12.8	0.17	0.03	29.1
All Vehicles		749	0.0	0.336	8.0	NA	1.7	42.0	0.27	0.17	26.2

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

QUEUE DISTANCE (%ILE)

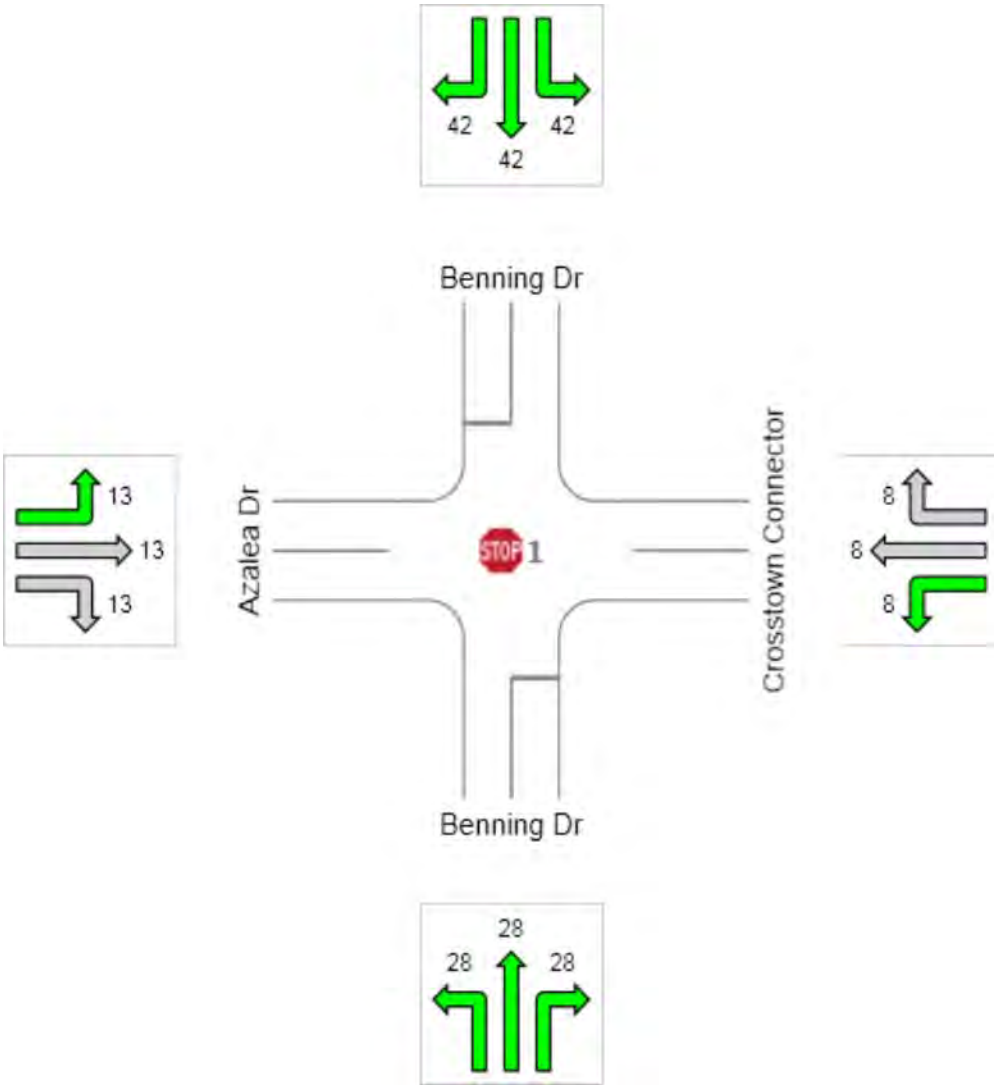
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	East	North	West	Intersection
	28	8	42	13	42



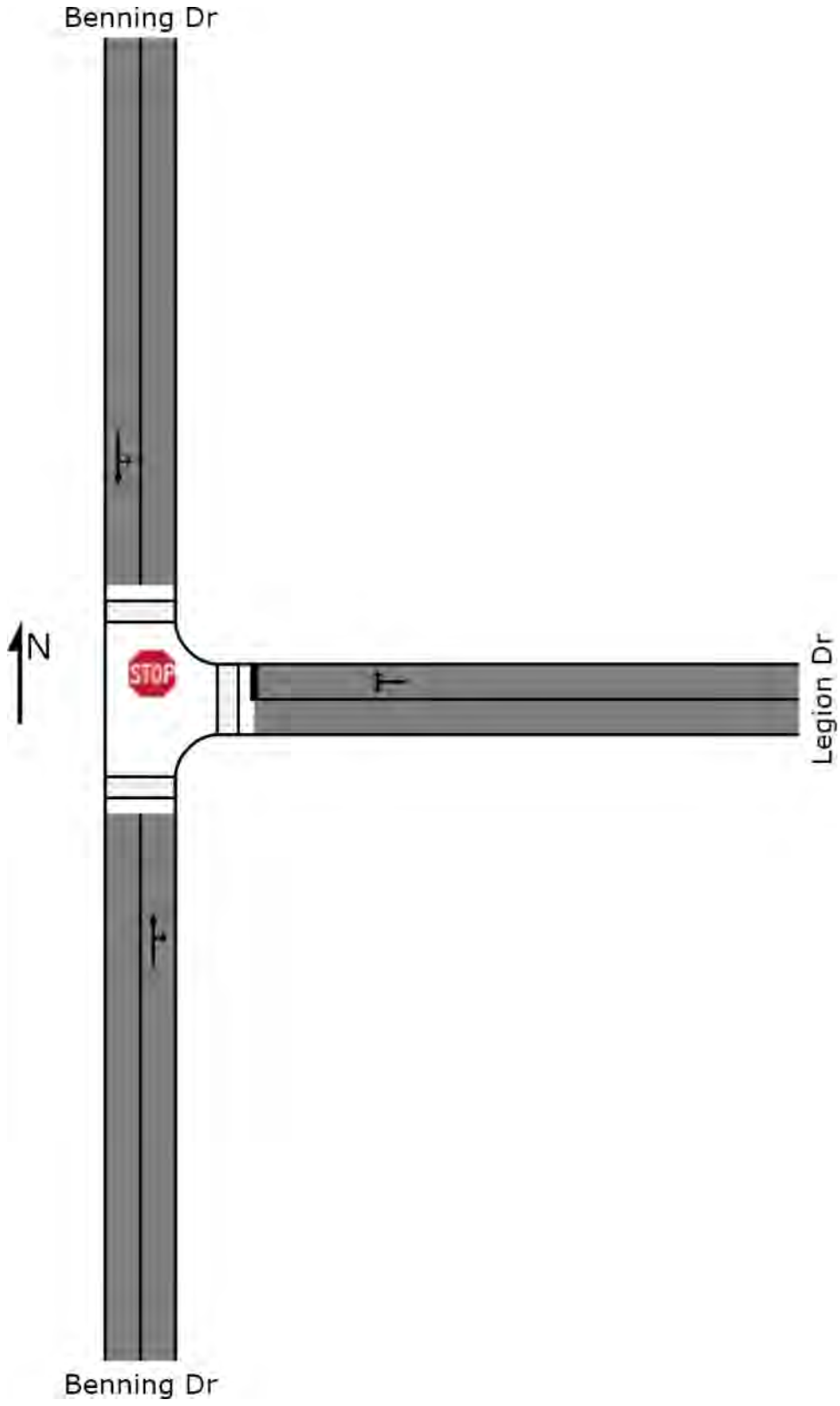
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)

Volume Display Method: Total and %

Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

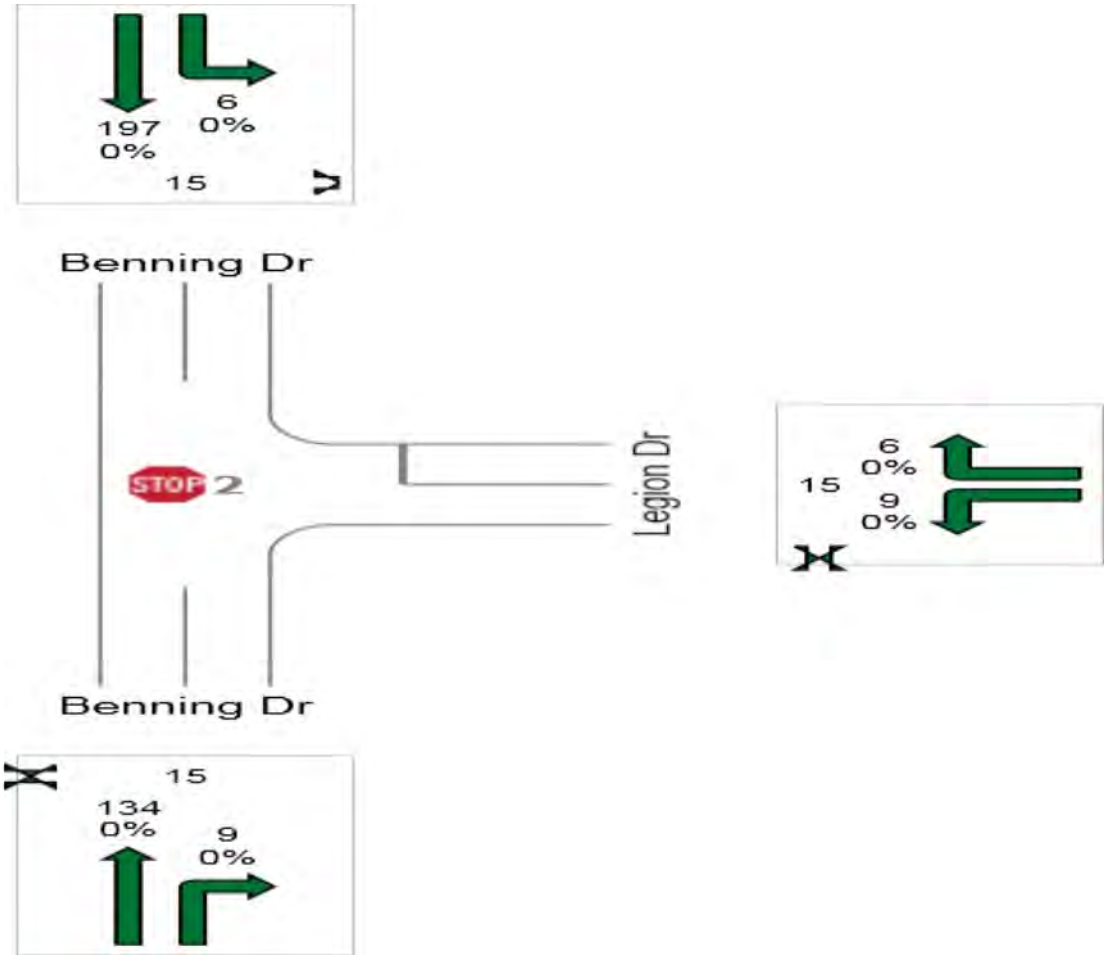
Total Intersection Volumes (veh)

All Movement Classes: 361

Light Vehicles (LV): 361

Heavy Vehicles (HV): 0

Pedestrians: 45



DELAY (CONTROL)

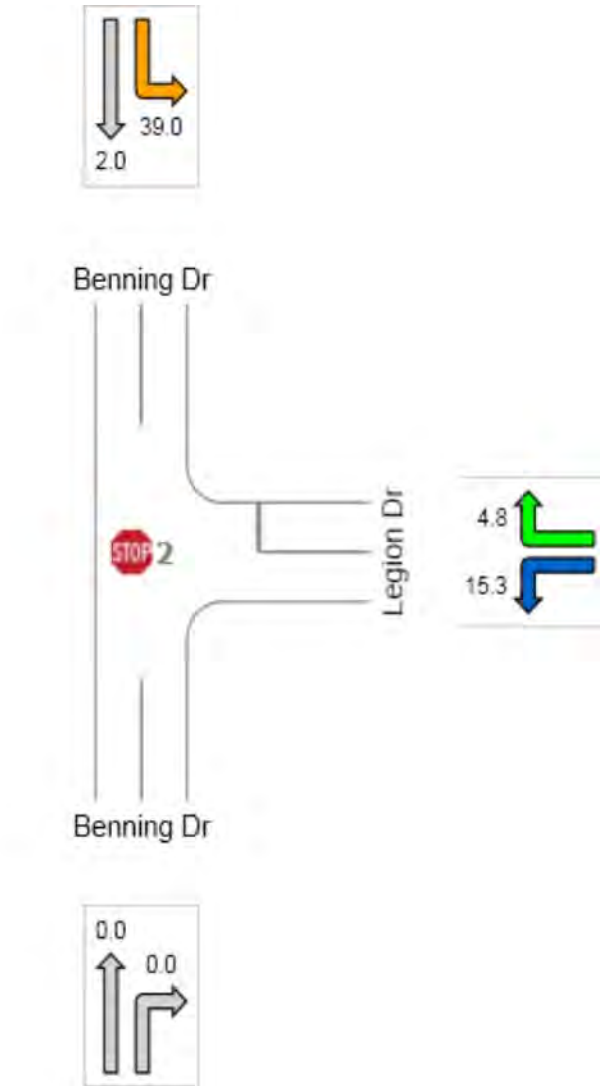
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

All Movement Classes

	South	East	North	Intersection
	0.0	11.1	3.1	2.2
LOS	NA	B	NA	NA



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Approach Lane Flows (veh/h)

South: Benning Dr

Mov. From S To Exit:	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	204	14	218	0.0	1879	0.116	100	NA
Approach	204	14	218	0.0		0.116		

East: Legion Dr

Mov. From E To Exit:	L2 S	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	14	9	23	0.0	614	0.037	100	NA
Approach	14	9	23	0.0		0.037		

North: Benning Dr

Mov. From N To Exit:	L2 E	T1 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	9	300	309	0.0	1876	0.165	100	NA
Approach	9	300	309	0.0		0.165		

	Total	%HV	Deg.Satn (v/c)
Intersection	549	0.0	0.165

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	23.1	mph	23.1	mph
Travel Distance (Total)	122.7	veh-mi/h	147.3	pers-mi/h
Travel Time (Total)	5.3	veh-h/h	6.4	pers-h/h
Demand Flows (Total)	549	veh/h	659	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.165			
Practical Spare Capacity	495.0	%		
Effective Intersection Capacity	3335	veh/h		
Control Delay (Total)	0.34	veh-h/h	0.41	pers-h/h
Control Delay (Average)	2.2	sec	2.2	sec
Control Delay (Worst Lane)	11.1	sec		
Control Delay (Worst Movement)	39.0	sec	39.0	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	2.2	sec		
Idling Time (Average)	2.1	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.1	veh		
95% Back of Queue - Distance (Worst Lane)	3.6	ft		
Queue Storage Ratio (Worst Lane)	0.01			
Total Effective Stops	8	veh/h	9	pers/h
Effective Stop Rate	0.01	per veh	0.01	per pers
Proportion Queued	0.03		0.03	
Performance Index	5.5		5.5	
Cost (Total)	53.19	$/h	53.19	$/h
Fuel Consumption (Total)	3.5	gal/h		
Carbon Dioxide (Total)	31.2	kg/h		
Hydrocarbons (Total)	0.013	kg/h		
Carbon Monoxide (Total)	0.147	kg/h		
NOx (Total)	0.013	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	263,687	veh/y	316,424	pers/y
Delay	162	veh-h/y	195	pers-h/y
Effective Stops	3,618	veh/y	4,342	pers/y
Travel Distance	58,911	veh-mi/y	70,694	pers-mi/y
Travel Time	2,547	veh-h/y	3,056	pers-h/y
Cost	25,531	$/y	25,531	$/y
Fuel Consumption	1,684	gal/y		
Carbon Dioxide	14,982	kg/y		
Hydrocarbons	6	kg/y		
Carbon Monoxide	71	kg/y		
NOx	6	kg/y		

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LANE SUMMARY

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Benning Dr													
Lane 1	218	0.0	1879	0.116	100	0.0	LOS A	0.0	0.0	Full	590	0.0	0.0
Approach	218	0.0		0.116		0.0	NA	0.0	0.0				
East: Legion Dr													
Lane 1	23	0.0	614	0.037	100	11.1	LOS B	0.1	3.6	Full	1425	0.0	0.0
Approach	23	0.0		0.037		11.1	LOS B	0.1	3.6				
North: Benning Dr													
Lane 1	309	0.0	1876	0.165	100	3.1	LOS A	0.1	1.9	Full	480	0.0	0.0
Approach	309	0.0		0.165		3.1	NA	0.1	1.9				
Intersection	549	0.0		0.165		2.2	NA	0.1	3.6				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Benning Dr											
8	T1	204	0.0	0.116	0.0	LOS A	0.0	0.0	0.00	0.00	24.8
18	R2	14	0.0	0.116	0.0	LOS A	0.0	0.0	0.00	0.00	25.0
Approach		218	0.0	0.116	0.0	NA	0.0	0.0	0.00	0.00	24.8
East: Legion Dr											
1	L2	14	0.0	0.037	15.3	LOS C	0.1	3.6	0.44	0.32	19.1
16	R2	9	0.0	0.037	4.8	LOS A	0.1	3.6	0.44	0.32	19.1
Approach		23	0.0	0.037	11.1	LOS B	0.1	3.6	0.44	0.32	19.1
North: Benning Dr											
7	L2	9	0.0	0.165	39.0	LOS E	0.1	1.9	0.02	0.00	23.4
4	T1	300	0.0	0.165	2.0	LOS A	0.1	1.9	0.02	0.00	22.6
Approach		309	0.0	0.165	3.1	NA	0.1	1.9	0.02	0.00	22.6
All Vehicles		549	0.0	0.165	2.2	NA	0.1	3.6	0.03	0.01	23.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

QUEUE DISTANCE (%ILE)

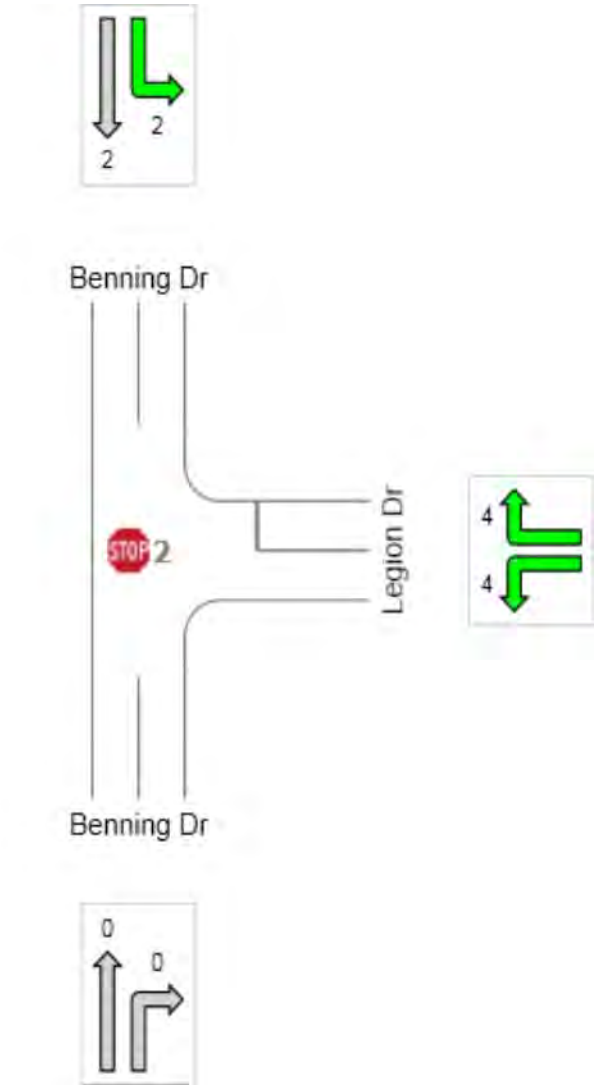
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

All Movement Classes

	South	East	North	Intersection
	0	4	2	4



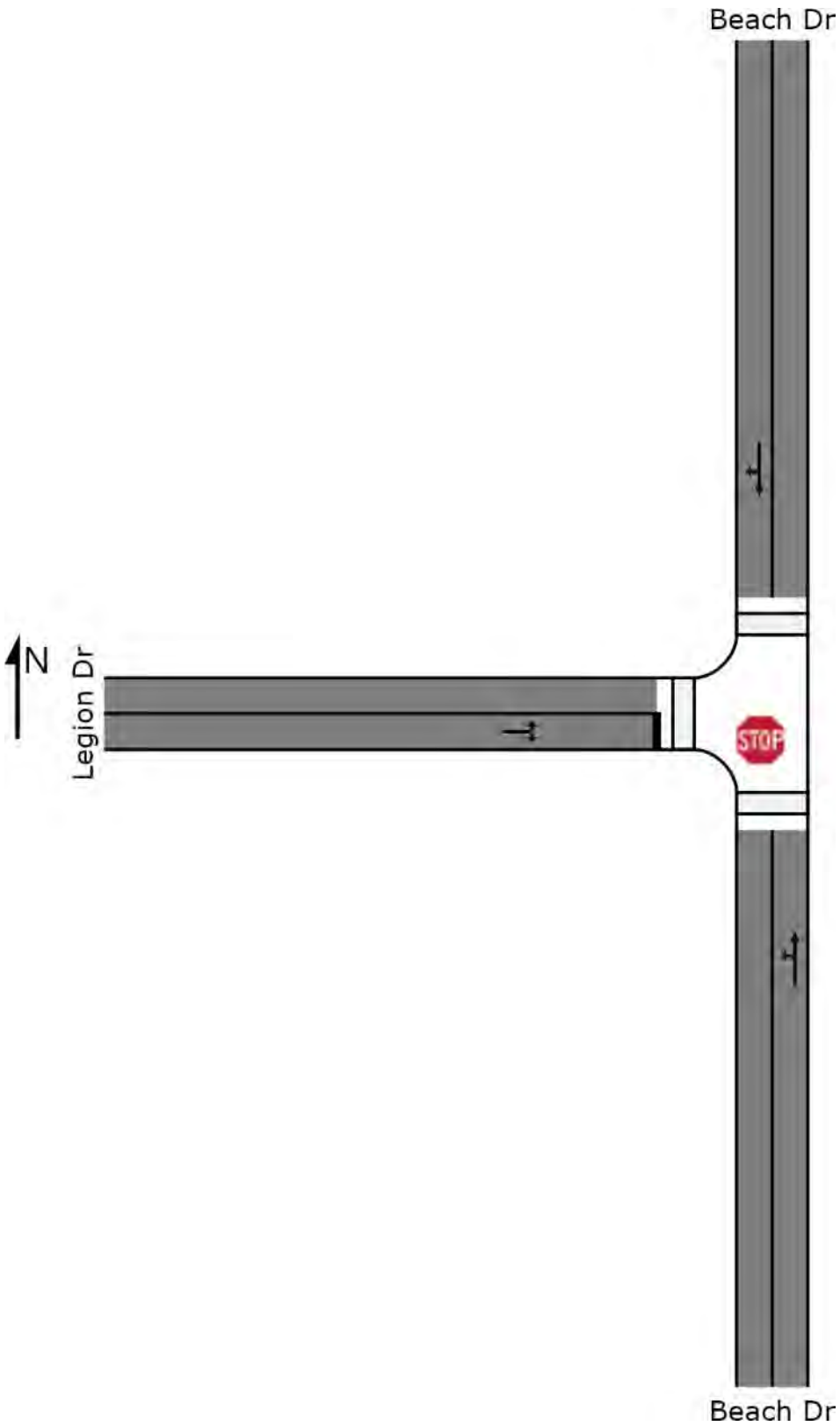
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

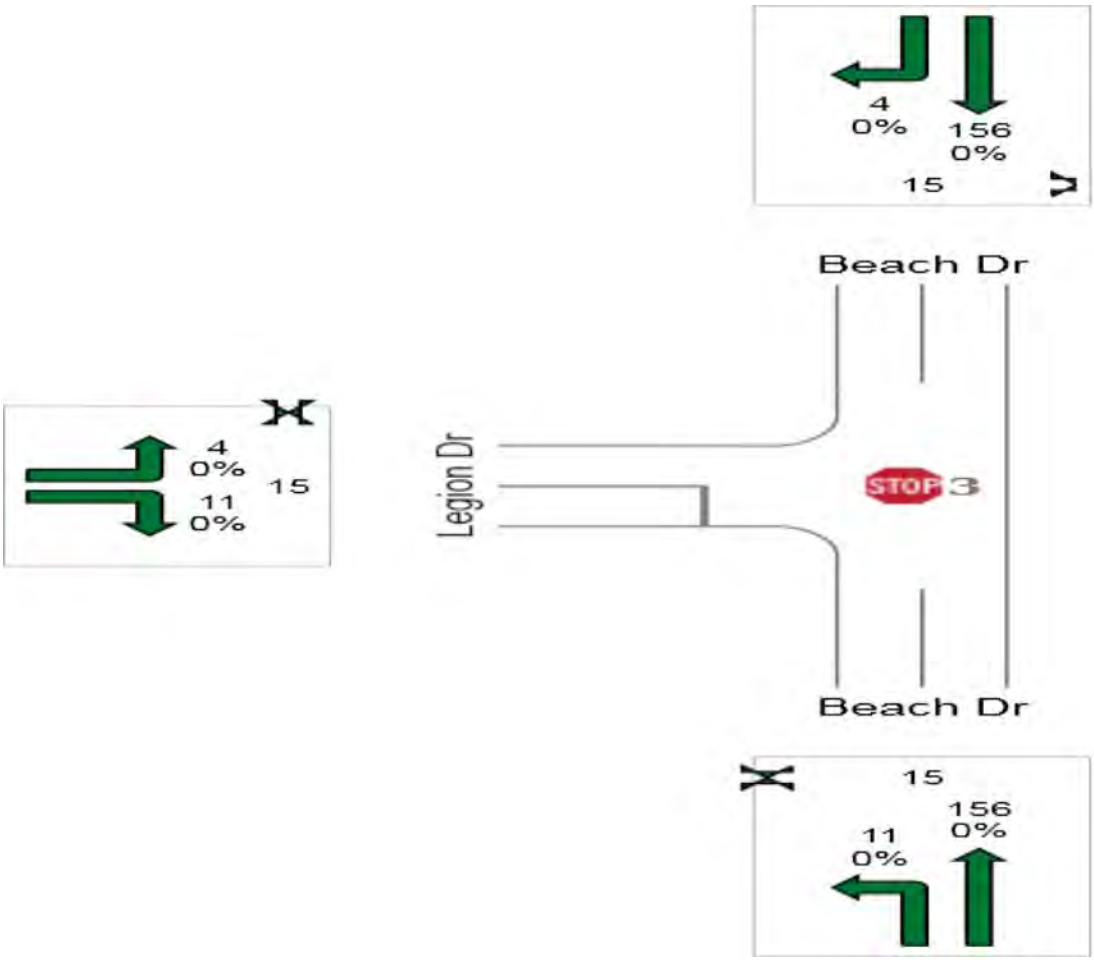
Stop (Two-Way)

Volume Display Method: Total and %

Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

- **All Movement Classes: 342**
- **Light Vehicles (LV): 342**
- **Heavy Vehicles (HV): 0**
- **Pedestrians: 45**



DELAY (CONTROL)

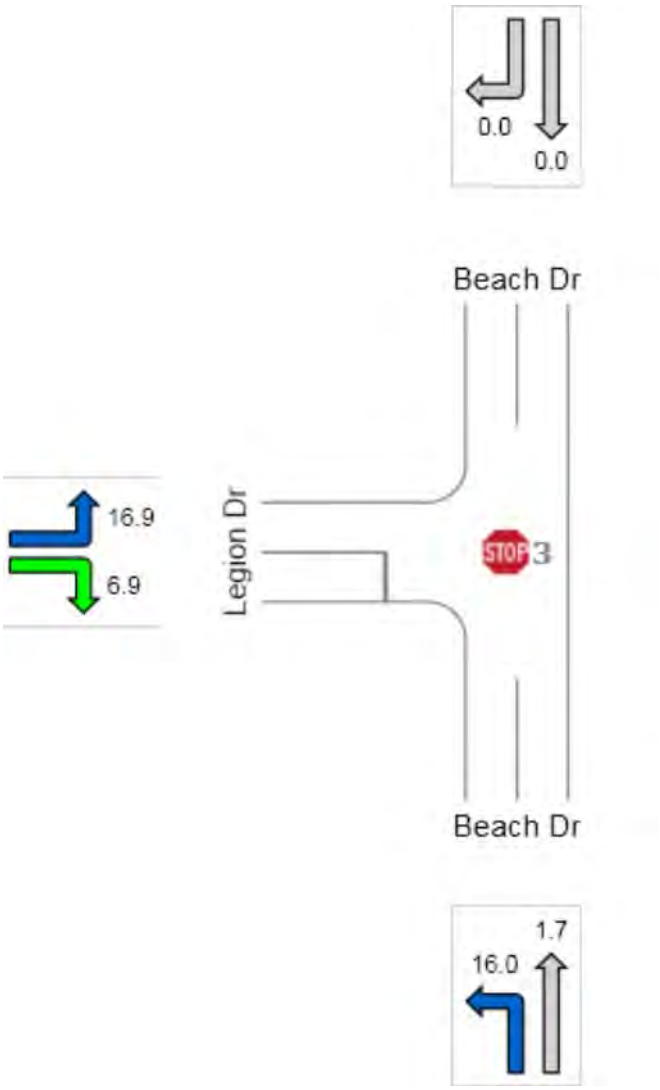
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	North	West	Intersection
	2.6	0.0	9.6	1.7
LOS	NA	NA	A	NA



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

LANE FLOWS

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Approach Lane Flows (veh/h)

South: Beach Dr

Mov. From S To Exit:	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	12	170	182	0.0	1852	0.098	100	NA
Approach	12	170	182	0.0		0.098		

North: Beach Dr

Mov. From N To Exit:	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	170	4	174	0.0	1891	0.092	100	NA
Approach	170	4	174	0.0		0.092		

West: Legion Dr

Mov. From W To Exit:	L2 N	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	4	12	16	0.0	803	0.020	100	NA
Approach	4	12	16	0.0		0.020		

	Total	%HV	Deg.Satn (v/c)
Intersection	372	0.0	0.098

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	24.0	mph	24.0	mph
Travel Distance (Total)	128.5	veh-mi/h	154.2	pers-mi/h
Travel Time (Total)	5.4	veh-h/h	6.4	pers-h/h
Demand Flows (Total)	372	veh/h	446	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.098			
Practical Spare Capacity	900.1	%		
Effective Intersection Capacity	3794	veh/h		
Control Delay (Total)	0.18	veh-h/h	0.21	pers-h/h
Control Delay (Average)	1.7	sec	1.7	sec
Control Delay (Worst Lane)	9.6	sec		
Control Delay (Worst Movement)	16.9	sec	16.9	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	1.7	sec		
Idling Time (Average)	1.6	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.1	veh		
95% Back of Queue - Distance (Worst Lane)	2.2	ft		
Queue Storage Ratio (Worst Lane)	0.02			
Total Effective Stops	3	veh/h	4	pers/h
Effective Stop Rate	0.01	per veh	0.01	per pers
Proportion Queued	0.04		0.04	
Performance Index	5.5		5.5	
Cost (Total)	52.64	$/h	52.64	$/h
Fuel Consumption (Total)	3.6	gal/h		
Carbon Dioxide (Total)	31.8	kg/h		
Hydrocarbons (Total)	0.013	kg/h		
Carbon Monoxide (Total)	0.151	kg/h		
NOx (Total)	0.013	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	178,435	veh/y	214,122	pers/y
Delay	85	veh-h/y	102	pers-h/y
Effective Stops	1,629	veh/y	1,954	pers/y
Travel Distance	61,670	veh-mi/y	74,004	pers-mi/y
Travel Time	2,573	veh-h/y	3,087	pers-h/y
Cost	25,265	$/y	25,265	$/y
Fuel Consumption	1,716	gal/y		
Carbon Dioxide	15,266	kg/y		
Hydrocarbons	6	kg/y		
Carbon Monoxide	72	kg/y		
NOx	6	kg/y		

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LANE SUMMARY

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beach Dr													
Lane 1	182	0.0	1852	0.098	100	2.6	LOS A	0.1	2.2	Full	172	0.0	0.0
Approach	182	0.0		0.098		2.6	NA	0.1	2.2				
North: Beach Dr													
Lane 1	174	0.0	1891	0.092	100	0.0	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	174	0.0		0.092		0.0	NA	0.0	0.0				
West: Legion Dr													
Lane 1	16	0.0	803	0.020	100	9.6	LOS A	0.1	2.0	Full	1425	0.0	0.0
Approach	16	0.0		0.020		9.6	LOS A	0.1	2.0				
Intersection	372	0.0		0.098		1.7	NA	0.1	2.2				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Beach Dr											
3	L2	12	0.0	0.098	16.0	LOS C	0.1	2.2	0.04	0.00	23.3
8	T1	170	0.0	0.098	1.7	LOS A	0.1	2.2	0.04	0.00	23.6
Approach		182	0.0	0.098	2.6	NA	0.1	2.2	0.04	0.00	23.6
North: Beach Dr											
4	T1	170	0.0	0.092	0.0	LOS A	0.0	0.0	0.00	0.00	25.0
14	R2	4	0.0	0.092	0.0	LOS A	0.0	0.0	0.00	0.00	25.1
Approach		174	0.0	0.092	0.0	NA	0.0	0.0	0.00	0.00	25.0
West: Legion Dr											
5	L2	4	0.0	0.020	16.9	LOS C	0.1	2.0	0.34	0.19	21.0
12	R2	12	0.0	0.020	6.9	LOS A	0.1	2.0	0.34	0.19	18.7
Approach		16	0.0	0.020	9.6	LOS A	0.1	2.0	0.34	0.19	19.6
All Vehicles		372	0.0	0.098	1.7	NA	0.1	2.2	0.04	0.01	24.0

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

QUEUE DISTANCE (%ILE)

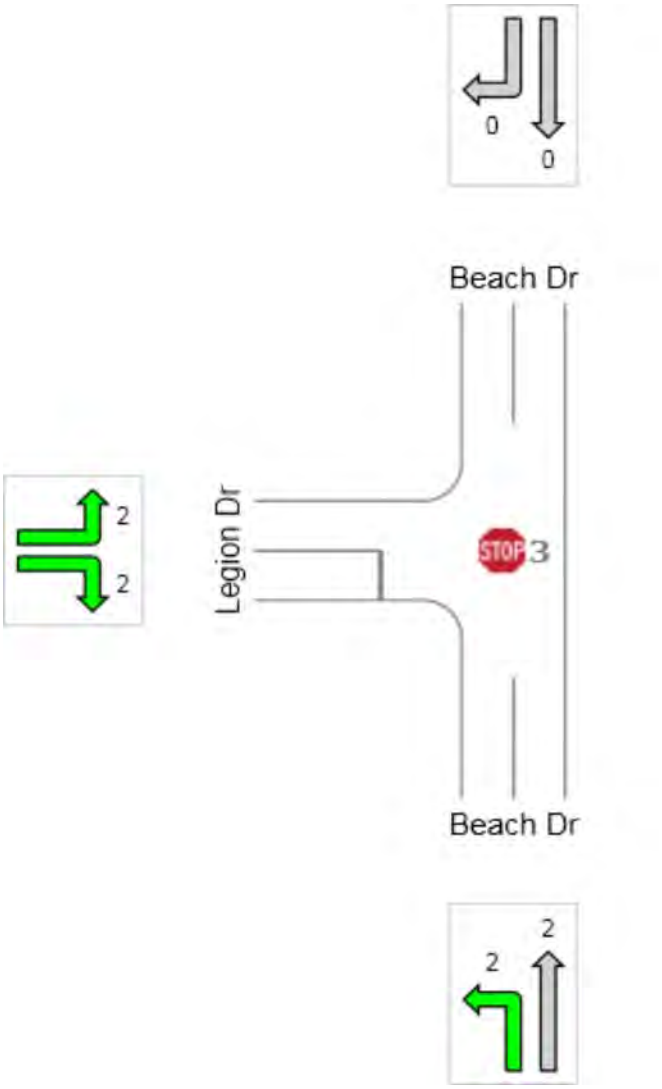
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	North	West	Intersection
	2	0	2	2



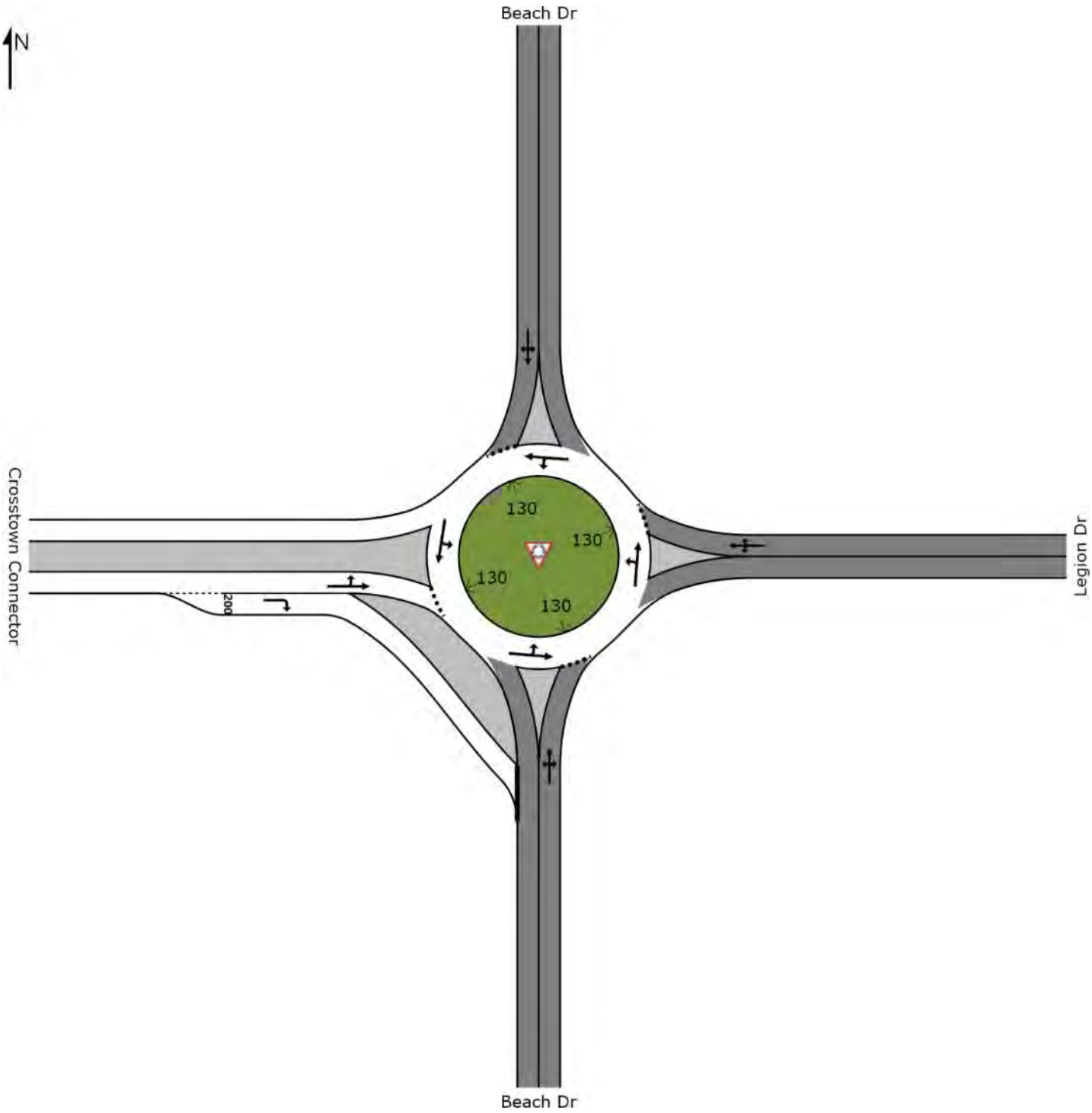
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Volume Display Method: Total and %

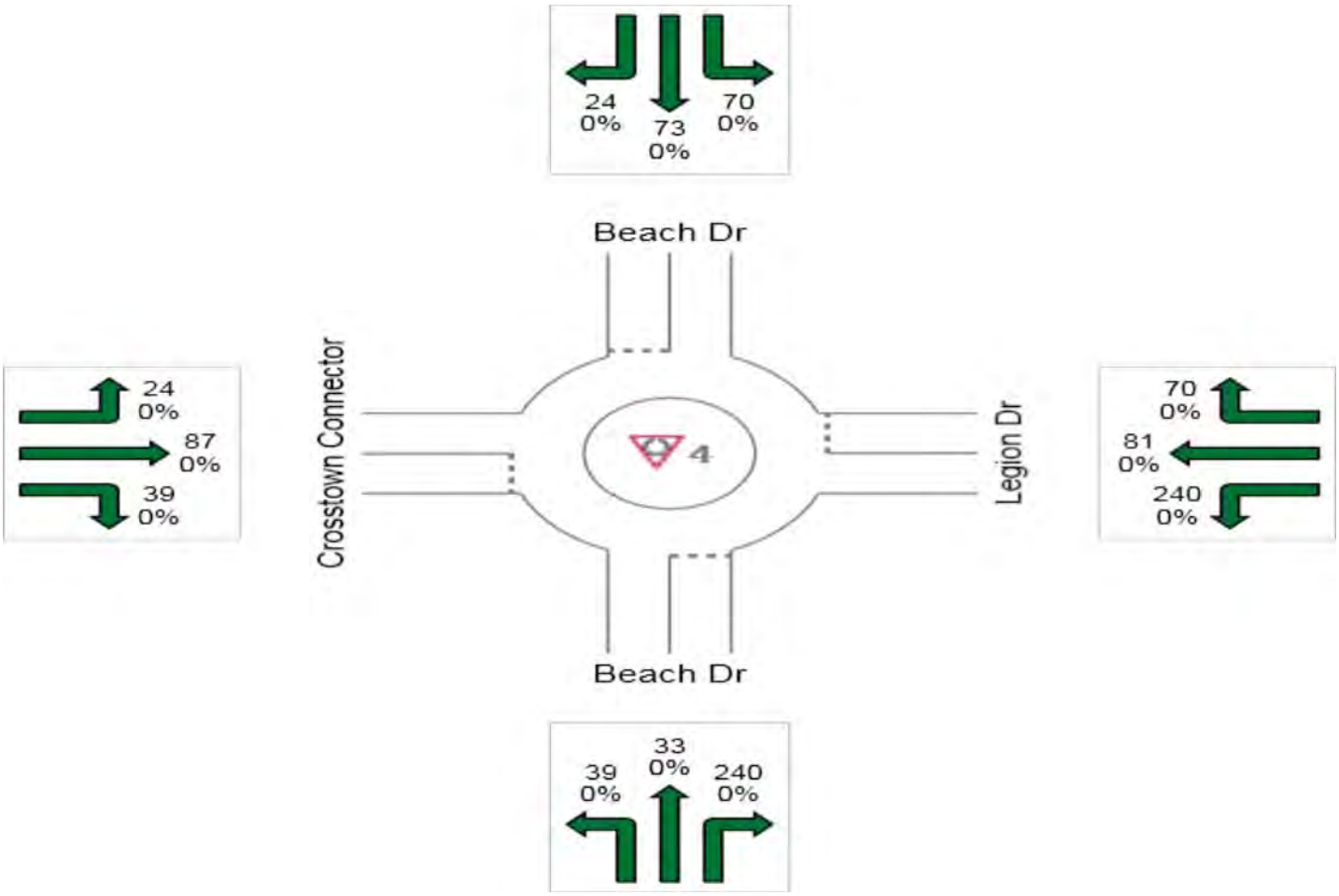
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 1020

Light Vehicles (LV): 1020

Heavy Vehicles (HV): 0



DELAY (CONTROL)

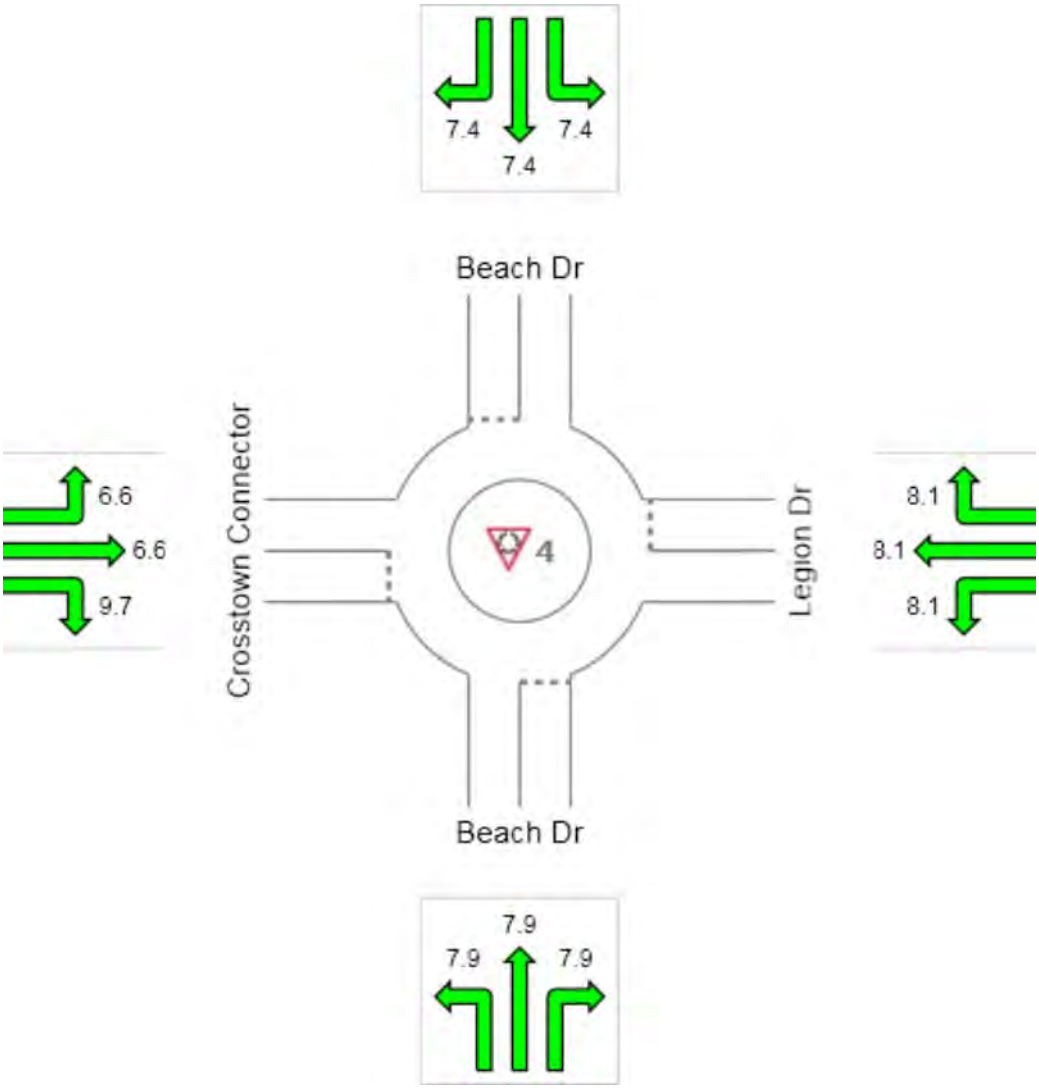
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

All Movement Classes

	South	East	North	West	Intersection
	7.9	8.1	7.4	7.4	7.8
LOS	A	A	A	A	A



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Roundabout Level of Service Method: Same as Sign Control
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Approach Lane Flows (veh/h)									
South: Beach Dr									
Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	42	36	261	339	0.0	928	0.365	100	NA
Approach	42	36	261	339	0.0		0.365		
East: Legion Dr									
Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	261	88	76	425	0.0	1018	0.417	100	NA
Approach	261	88	76	425	0.0		0.417		
North: Beach Dr									
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	76	79	26	182	0.0	764	0.238	100	NA
Approach	76	79	26	182	0.0		0.238		
West: Crosstown Connector									
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	26	95	-	121	0.0	745	0.162	100	NA
Lane 2	-	-	42	42	0.0	804	0.053	100	0.0
Approach	26	95	42	163	0.0		0.162		
	Total	%HV	Deg.Satn (v/c)						
Intersection	1109	0.0		0.417					

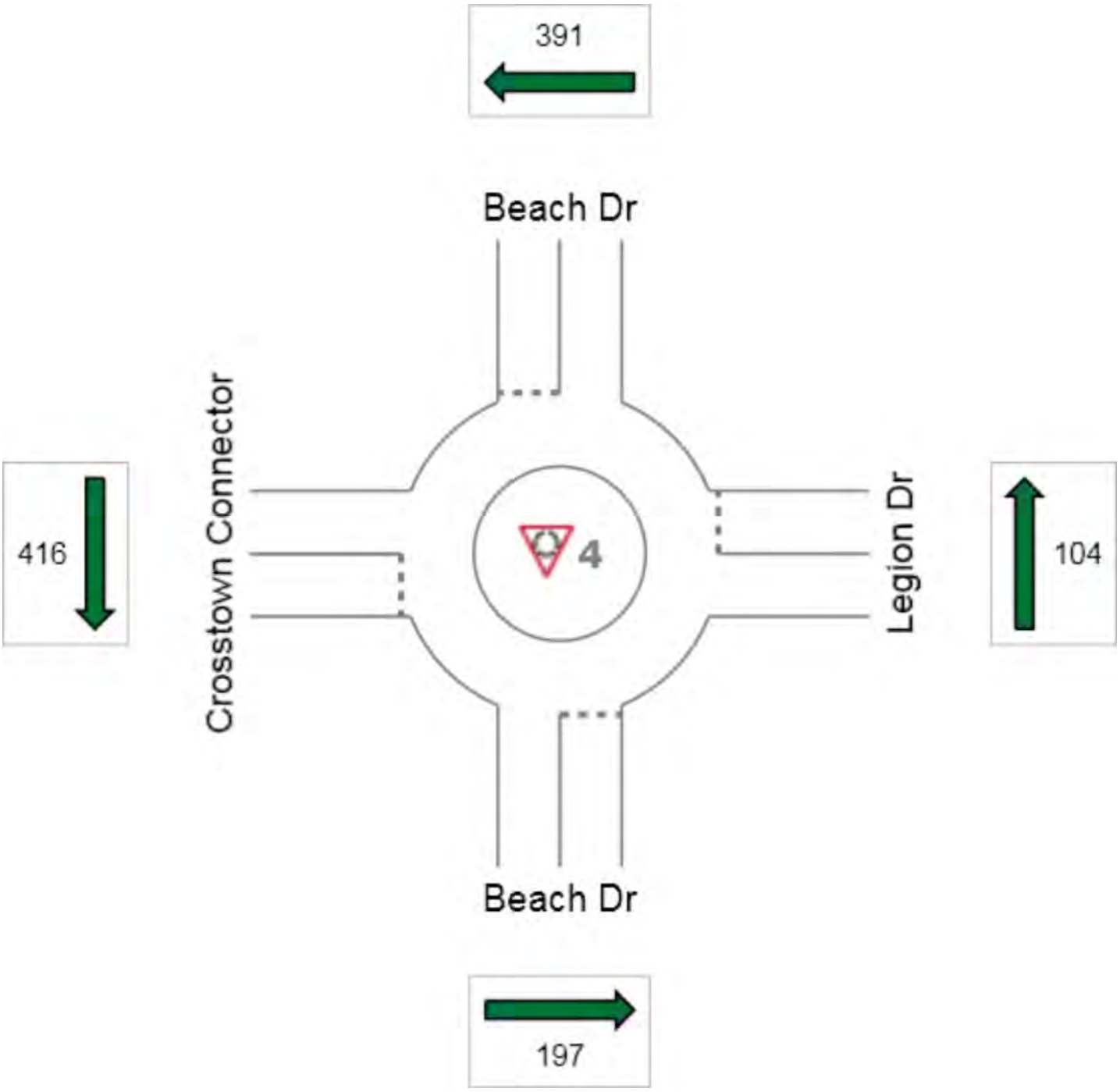
Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

ROUNDABOUT CIRCULATING FLOWS

Total Values for All Movement Classes Based on Site Arrival Flow Rates including Capacity Constraint Effects (veh/h)

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout



INTERSECTION SUMMARY

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	25.4	mph	25.4	mph
Travel Distance (Total)	538.2	veh-mi/h	645.8	pers-mi/h
Travel Time (Total)	21.2	veh-h/h	25.4	pers-h/h
Demand Flows (Total)	1109	veh/h	1330	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.417			
Practical Spare Capacity	103.6	%		
Effective Intersection Capacity	2656	veh/h		
Control Delay (Total)	2.41	veh-h/h	2.89	pers-h/h
Control Delay (Average)	7.8	sec	7.8	sec
Control Delay (Worst Lane)	9.7	sec		
Control Delay (Worst Movement)	9.7	sec	9.7	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	7.8	sec		
Idling Time (Average)	6.0	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	2.2	veh		
95% Back of Queue - Distance (Worst Lane)	56.0	ft		
Queue Storage Ratio (Worst Lane)	0.18			
Total Effective Stops	333	veh/h	400	pers/h
Effective Stop Rate	0.30	per veh	0.30	per pers
Proportion Queued	0.40		0.40	
Performance Index	29.5		29.5	
Cost (Total)	276.49	$/h	276.49	$/h
Fuel Consumption (Total)	18.4	gal/h		
Carbon Dioxide (Total)	164.0	kg/h		
Hydrocarbons (Total)	0.069	kg/h		
Carbon Monoxide (Total)	0.800	kg/h		
NOx (Total)	0.108	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	532,174	veh/y	638,609	pers/y
Delay	1,158	veh-h/y	1,390	pers-h/y
Effective Stops	160,065	veh/y	192,078	pers/y
Travel Distance	258,320	veh-mi/y	309,985	pers-mi/y
Travel Time	10,166	veh-h/y	12,200	pers-h/y
Cost	132,716	$/y	132,716	$/y
Fuel Consumption	8,849	gal/y		
Carbon Dioxide	78,714	kg/y		
Hydrocarbons	33	kg/y		
Carbon Monoxide	384	kg/y		
NOx	52	kg/y		

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LANE SUMMARY

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beach Dr													
Lane 1[d]	339	0.0	928	0.365	100	7.9	LOS A	1.7	43.4	Full	415	0.0	0.0
Approach	339	0.0		0.365		7.9	LOS A	1.7	43.4				
East: Legion Dr													
Lane 1[d]	425	0.0	1018	0.417	100	8.1	LOS A	2.2	56.0	Full	2110	0.0	0.0
Approach	425	0.0		0.417		8.1	LOS A	2.2	56.0				
North: Beach Dr													
Lane 1[d]	182	0.0	764	0.238	100	7.4	LOS A	0.9	23.2	Full	172	0.0	0.0
Approach	182	0.0		0.238		7.4	LOS A	0.9	23.2				
West: Crosstown Connector													
Lane 1[d]	121	0.0	745	0.162	100	6.6	LOS A	0.6	14.8	Full	1550	0.0	0.0
Lane 2	42	0.0	804	0.053	100	9.7	LOS A	0.2	4.5	Short	200	0.0	NA
Approach	163	0.0		0.162		7.4	LOS A	0.6	14.8				
Intersection	1109	0.0		0.417		7.8	LOS A	2.2	56.0				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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MOVEMENT SUMMARY

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Beach Dr											
3	L2	42	0.0	0.365	7.9	LOS A	1.7	43.4	0.41	0.31	30.3
8	T1	36	0.0	0.365	7.9	LOS A	1.7	43.4	0.41	0.31	17.2
18	R2	261	0.0	0.365	7.9	LOS A	1.7	43.4	0.41	0.31	22.8
Approach		339	0.0	0.365	7.9	LOS A	1.7	43.4	0.41	0.31	23.2
East: Legion Dr											
1	L2	261	0.0	0.417	8.1	LOS A	2.2	56.0	0.33	0.20	25.6
6	T1	88	0.0	0.417	8.1	LOS A	2.2	56.0	0.33	0.20	28.4
16	R2	76	0.0	0.417	8.1	LOS A	2.2	56.0	0.33	0.20	23.7
Approach		425	0.0	0.417	8.1	LOS A	2.2	56.0	0.33	0.20	26.0
North: Beach Dr											
7	L2	76	0.0	0.238	7.4	LOS A	0.9	23.2	0.49	0.45	24.1
4	T1	79	0.0	0.238	7.4	LOS A	0.9	23.2	0.49	0.45	17.3
14	R2	26	0.0	0.238	7.4	LOS A	0.9	23.2	0.49	0.45	28.3
Approach		182	0.0	0.238	7.4	LOS A	0.9	23.2	0.49	0.45	22.8
West: Crosstown Connector											
5	L2	26	0.0	0.162	6.6	LOS A	0.6	14.8	0.47	0.43	17.3
2	T1	95	0.0	0.162	6.6	LOS A	0.6	14.8	0.47	0.43	35.2
12	R2	42	0.0	0.053	9.7	LOS A	0.2	4.5	0.40	0.30	26.2
Approach		163	0.0	0.162	7.4	LOS A	0.6	14.8	0.45	0.39	30.3
All Vehicles		1109	0.0	0.417	7.8	LOS A	2.2	56.0	0.40	0.30	25.4

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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QUEUE DISTANCE (%ILE)

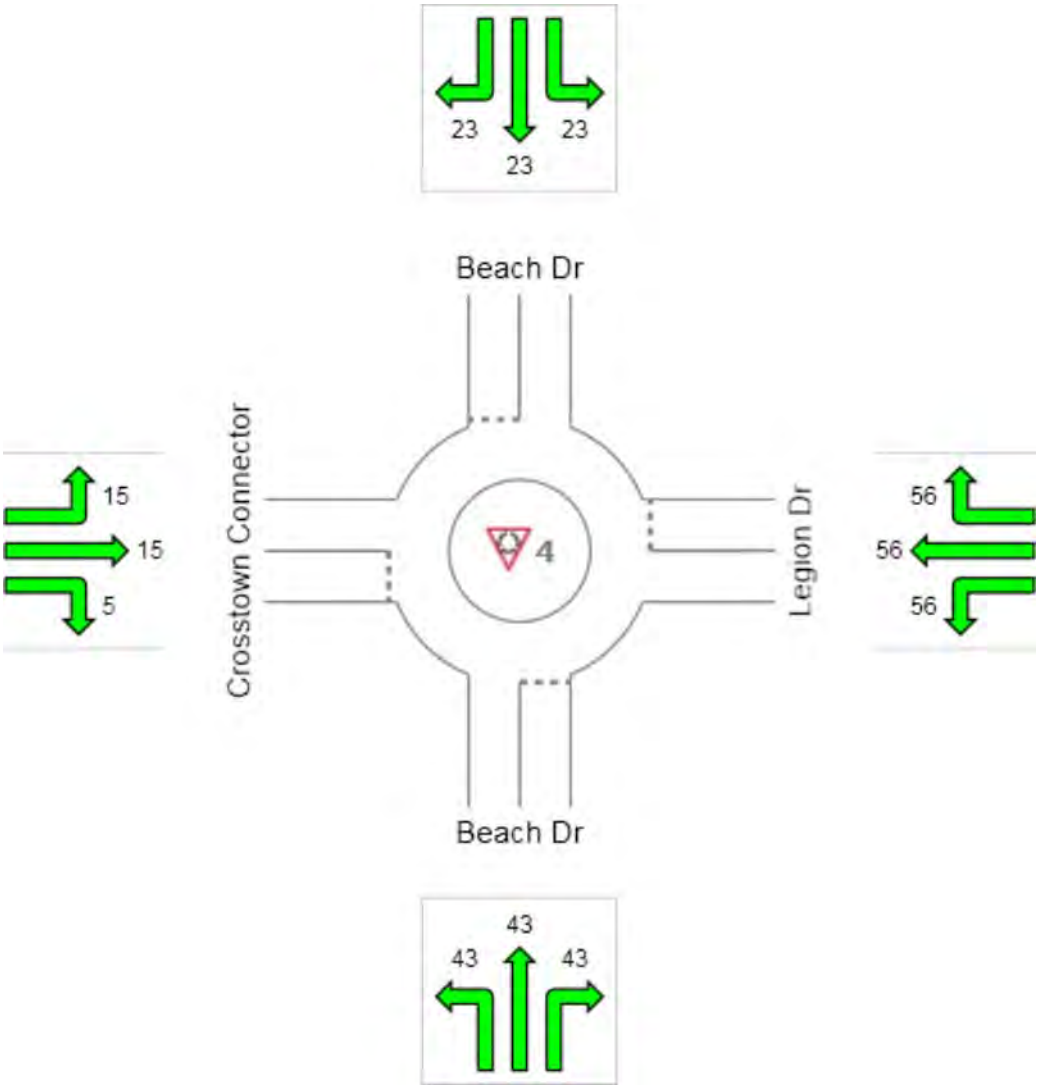
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

All Movement Classes

	South	East	North	West	Intersection
	43	56	23	15	56



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

NETWORK SUMMARY

Network: 2lnBuild42-AM_AW-Rnd

New Network

Network Performance - Hourly Values						
Performance Measure	**Vehicles**		**Per Unit Distance**		**Persons**	
Network Level of Service (LOS)	LOS A					
Travel Time Index	9.45					
Speed Efficiency	0.95					
Congestion Coefficient	1.05					
Travel Speed (Average)	23.8	mph			23.8	mph
Travel Distance (Total)	1069.4	veh-mi/h			1283.3	pers-mi/h
Travel Time (Total)	45.0	veh-h/h			54.0	pers-h/h
Desired Speed	25.0	mph				
Demand Flows (Total)	2622	veh/h			3146	pers/h
Arrival Flows (Total)	2622	veh/h			3146	pers/h
Percent Heavy Vehicles (Demand)	0.0	%				
Percent Heavy Vehicles (Arrival)	0.0	%				
Degree of Saturation	0.481					
Control Delay (Total)	5.97	veh-h/h			7.17	pers-h/h
Control Delay (Average)	8.2	sec			8.2	sec
Control Delay (Worst Lane)	17.7	sec				
Control Delay (Worst Movement)	36.1	sec			36.1	sec
Geometric Delay (Average)	0.0	sec				
Stop-Line Delay (Average)	8.2	sec				
Queue Storage Ratio (Worst Lane)	0.19					
Total Effective Stops	1352	veh/h			1622	pers/h
Effective Stop Rate	0.52	per veh	1.3	per mi	0.52	per pers
Proportion Queued	0.43				0.43	
Performance Index	70.0				70.0	
Cost (Total)	610.83	$/h	0.57	$/mi	610.83	$/h
Fuel Consumption (Total)	37.5	gal/h	0.035	gal/mi		
Fuel Economy	28.5	mpg				
Carbon Dioxide (Total)	333.9	kg/h	312.2	g/mi		
Hydrocarbons (Total)	0.142	kg/h	0.133	g/mi		
Carbon Monoxide (Total)	1.600	kg/h	1.496	g/mi		
NOx (Total)	0.219	kg/h	0.205	g/mi		

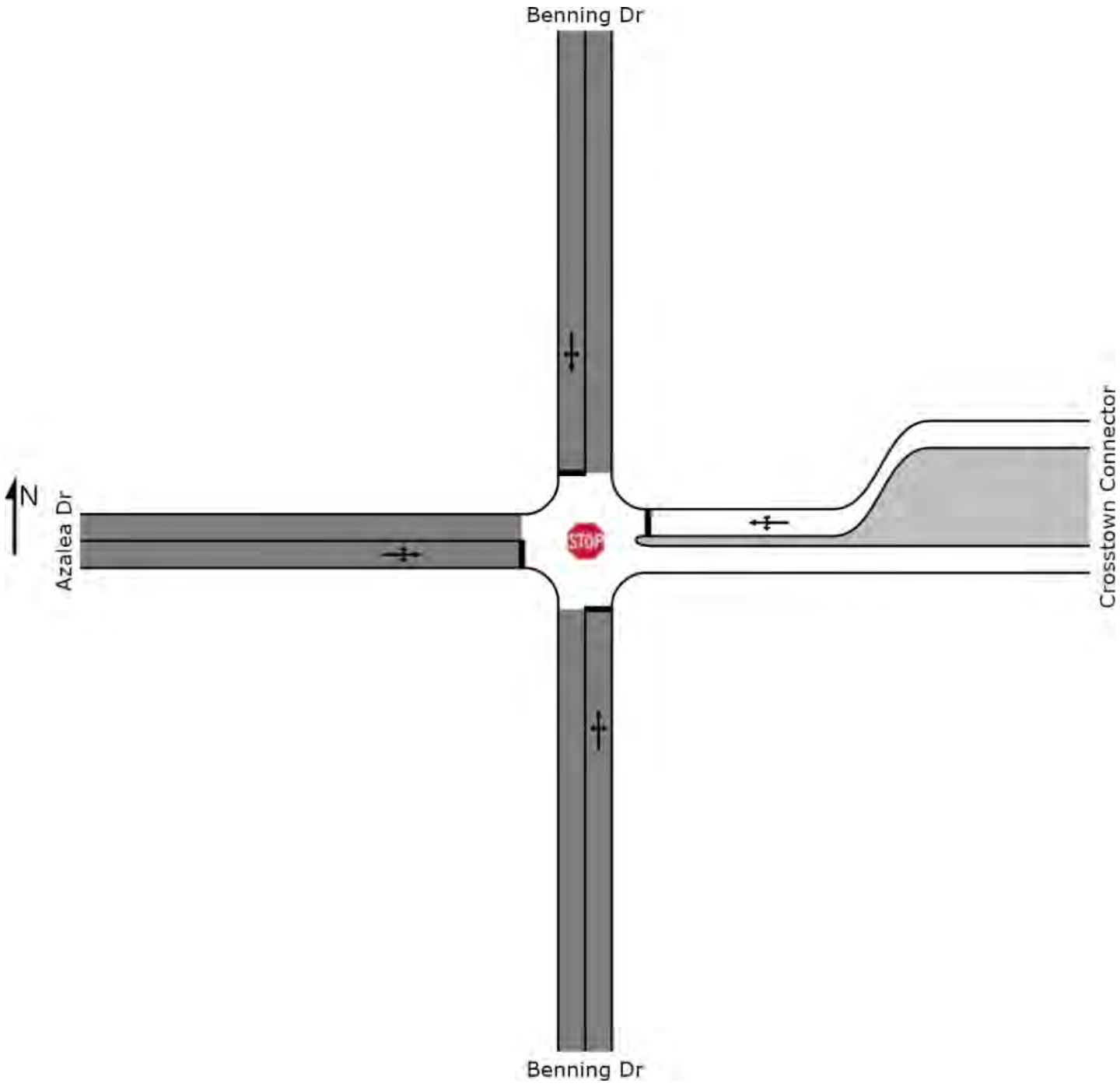
Network Model Accuracy Level (largest change in degree of saturation for any lane): 0.0 %
Number of Iterations: 2
Network Level of Service (LOS) Method: HCM 2010.
Model used: US HCM (Customary).

Network Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	1,258,435	veh/y	1,510,122	pers/y
Delay	2,866	veh-h/y	3,440	pers-h/y
Effective Stops	648,817	veh/y	778,581	pers/y
Travel Distance	513,309	veh-mi/y	615,971	pers-mi/y
Travel Time	21,598	veh-h/y	25,918	pers-h/y
Cost	293,200	$/y	293,200	$/y
Fuel Consumption	18,015	gal/y		
Carbon Dioxide	160,253	kg/y		
Hydrocarbons	68	kg/y		
Carbon Monoxide	768	kg/y		
NOx	105	kg/y		

SITE LAYOUT

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - AWSC

Stop (All-Way)



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - AWSC

Stop (All-Way)

Volume Display Method: Total and %

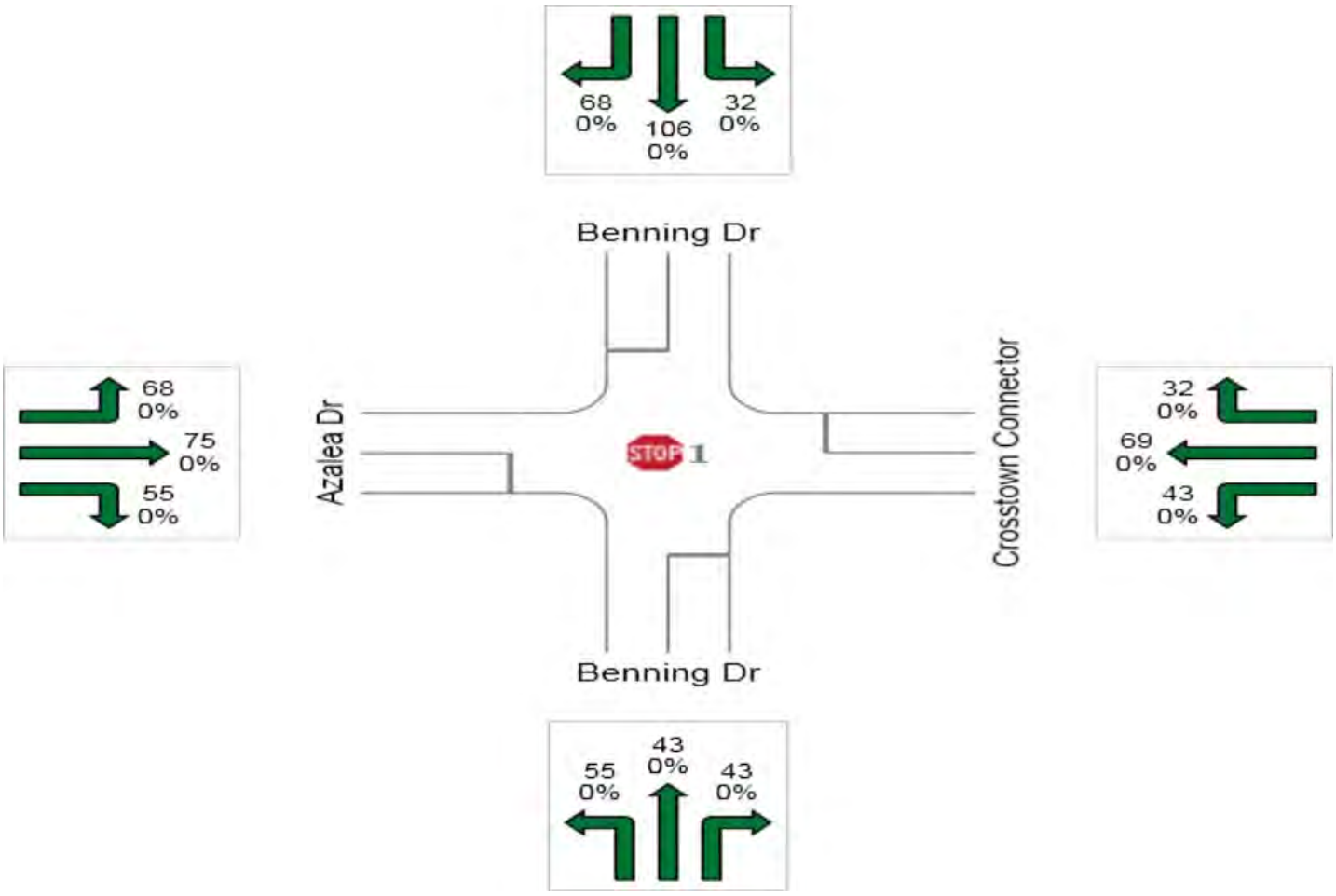
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 689

Light Vehicles (LV): 689

Heavy Vehicles (HV): 0



DELAY (CONTROL)

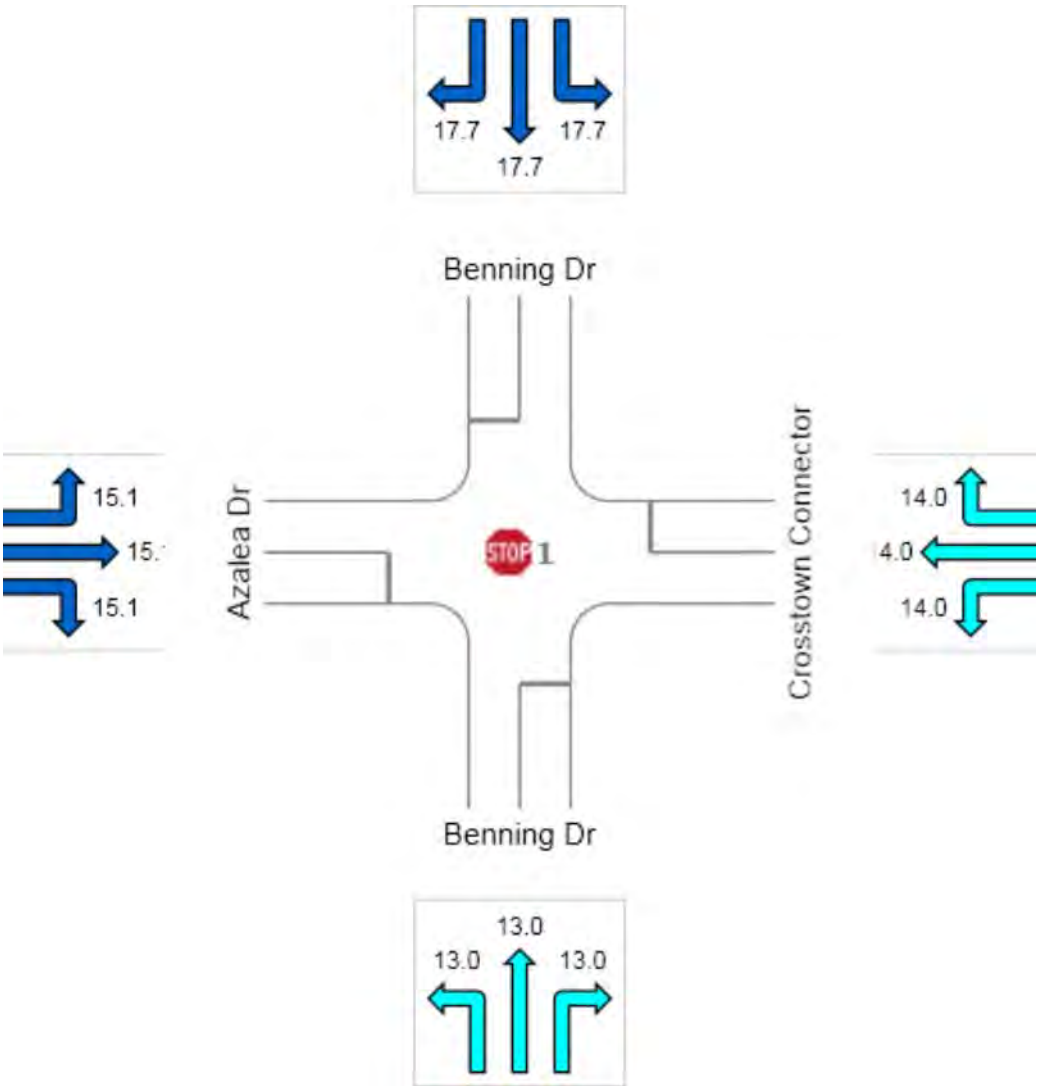
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - AWSC

Stop (All-Way)

All Movement Classes

	South	East	North	West	Intersection
	13.0	14.0	17.7	15.1	15.2
LOS	B	B	C	C	C



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

LANE FLOWS

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - AWSC

Stop (All-Way)

Approach Lane Flows (veh/h)									
South: Benning Dr									
Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	60	47	47	153	0.0	512	0.299	100	NA
Approach	60	47	47	153	0.0		0.299		
East: Crosstown Connector									
Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	47	75	35	157	0.0	483	0.324	100	NA
Approach	47	75	35	157	0.0		0.324		
North: Benning Dr									
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	35	115	74	224	0.0	465	0.481	100	NA
Approach	35	115	74	224	0.0		0.481		
West: Azalea Dr									
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	74	82	60	215	0.0	509	0.423	100	NA
Approach	74	82	60	215	0.0		0.423		
	Total	%HV	Deg.Satn (v/c)						
Intersection	749	0.0		0.481					

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - AWSC

Stop (All-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	23.9	mph	23.9	mph
Travel Distance (Total)	470.5	veh-mi/h	564.6	pers-mi/h
Travel Time (Total)	19.7	veh-h/h	23.6	pers-h/h
Demand Flows (Total)	749	veh/h	899	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.481			
Practical Spare Capacity	66.2	%		
Effective Intersection Capacity	1556	veh/h		
Control Delay (Total)	3.17	veh-h/h	3.80	pers-h/h
Control Delay (Average)	15.2	sec	15.2	sec
Control Delay (Worst Lane)	17.7	sec		
Control Delay (Worst Movement)	17.7	sec	17.7	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	15.2	sec		
Idling Time (Average)	6.6	sec		
Intersection Level of Service (LOS)	LOS C			
95% Back of Queue - Vehicles (Worst Lane)	2.3	veh		
95% Back of Queue - Distance (Worst Lane)	56.4	ft		
Queue Storage Ratio (Worst Lane)	0.19			
Total Effective Stops	1011	veh/h	1213	pers/h
Effective Stop Rate	1.35	per veh	1.35	per pers
Proportion Queued	0.90		0.90	
Performance Index	36.0		36.0	
Cost (Total)	252.60	$/h	252.60	$/h
Fuel Consumption (Total)	16.9	gal/h		
Carbon Dioxide (Total)	150.4	kg/h		
Hydrocarbons (Total)	0.063	kg/h		
Carbon Monoxide (Total)	0.745	kg/h		
NOx (Total)	0.105	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	359,478	veh/y	431,374	pers/y
Delay	1,521	veh-h/y	1,825	pers-h/y
Effective Stops	485,314	veh/y	582,377	pers/y
Travel Distance	225,837	veh-mi/y	271,004	pers-mi/y
Travel Time	9,451	veh-h/y	11,341	pers-h/y
Cost	121,249	$/y	121,249	$/y
Fuel Consumption	8,116	gal/y		
Carbon Dioxide	72,195	kg/y		
Hydrocarbons	30	kg/y		
Carbon Monoxide	358	kg/y		
NOx	51	kg/y		

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LANE SUMMARY

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - AWSC

Stop (All-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Benning Dr													
Lane 1	153	0.0	512	0.299	100	13.0	LOS B	1.1	28.4	Full	560	0.0	0.0
Approach	153	0.0		0.299		13.0	LOS B	1.1	28.4				
East: Crosstown Connector													
Lane 1	157	0.0	483	0.324	100	14.0	LOS B	1.3	31.7	Full	1550	0.0	0.0
Approach	157	0.0		0.324		14.0	LOS B	1.3	31.7				
North: Benning Dr													
Lane 1	224	0.0	465	0.481	100	17.7	LOS C	2.3	56.4	Full	590	0.0	0.0
Approach	224	0.0		0.481		17.7	LOS C	2.3	56.4				
West: Azalea Dr													
Lane 1	215	0.0	509	0.423	100	15.1	LOS C	1.8	45.8	Full	3600	0.0	0.0
Approach	215	0.0		0.423		15.1	LOS C	1.8	45.8				
Intersection	749	0.0		0.481		15.2	LOS C	2.3	56.4				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - AWSC

Stop (All-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Benning Dr											
3	L2	60	0.0	0.299	13.0	LOS B	1.1	28.4	0.86	1.26	21.9
8	T1	47	0.0	0.299	13.0	LOS B	1.1	28.4	0.86	1.26	16.8
18	R2	47	0.0	0.299	13.0	LOS B	1.1	28.4	0.86	1.26	24.2
Approach		153	0.0	0.299	13.0	LOS B	1.1	28.4	0.86	1.26	21.5
East: Crosstown Connector											
1	L2	47	0.0	0.324	14.0	LOS B	1.3	31.7	0.88	1.21	24.7
6	T1	75	0.0	0.324	14.0	LOS B	1.3	31.7	0.88	1.21	31.9
16	R2	35	0.0	0.324	14.0	LOS B	1.3	31.7	0.88	1.21	25.1
Approach		157	0.0	0.324	14.0	LOS B	1.3	31.7	0.88	1.21	29.3
North: Benning Dr											
7	L2	35	0.0	0.481	17.7	LOS C	2.3	56.4	0.93	1.50	22.1
4	T1	115	0.0	0.481	17.7	LOS C	2.3	56.4	0.93	1.50	15.1
14	R2	74	0.0	0.481	17.7	LOS C	2.3	56.4	0.93	1.50	21.2
Approach		224	0.0	0.481	17.7	LOS C	2.3	56.4	0.93	1.50	19.3
West: Azalea Dr											
5	L2	74	0.0	0.423	15.1	LOS C	1.8	45.8	0.90	1.36	24.5
2	T1	82	0.0	0.423	15.1	LOS C	1.8	45.8	0.90	1.36	27.2
12	R2	60	0.0	0.423	15.1	LOS C	1.8	45.8	0.90	1.36	24.6
Approach		215	0.0	0.423	15.1	LOS C	1.8	45.8	0.90	1.36	25.6
All Vehicles		749	0.0	0.481	15.2	LOS C	2.3	56.4	0.90	1.35	23.9

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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QUEUE DISTANCE (%ILE)

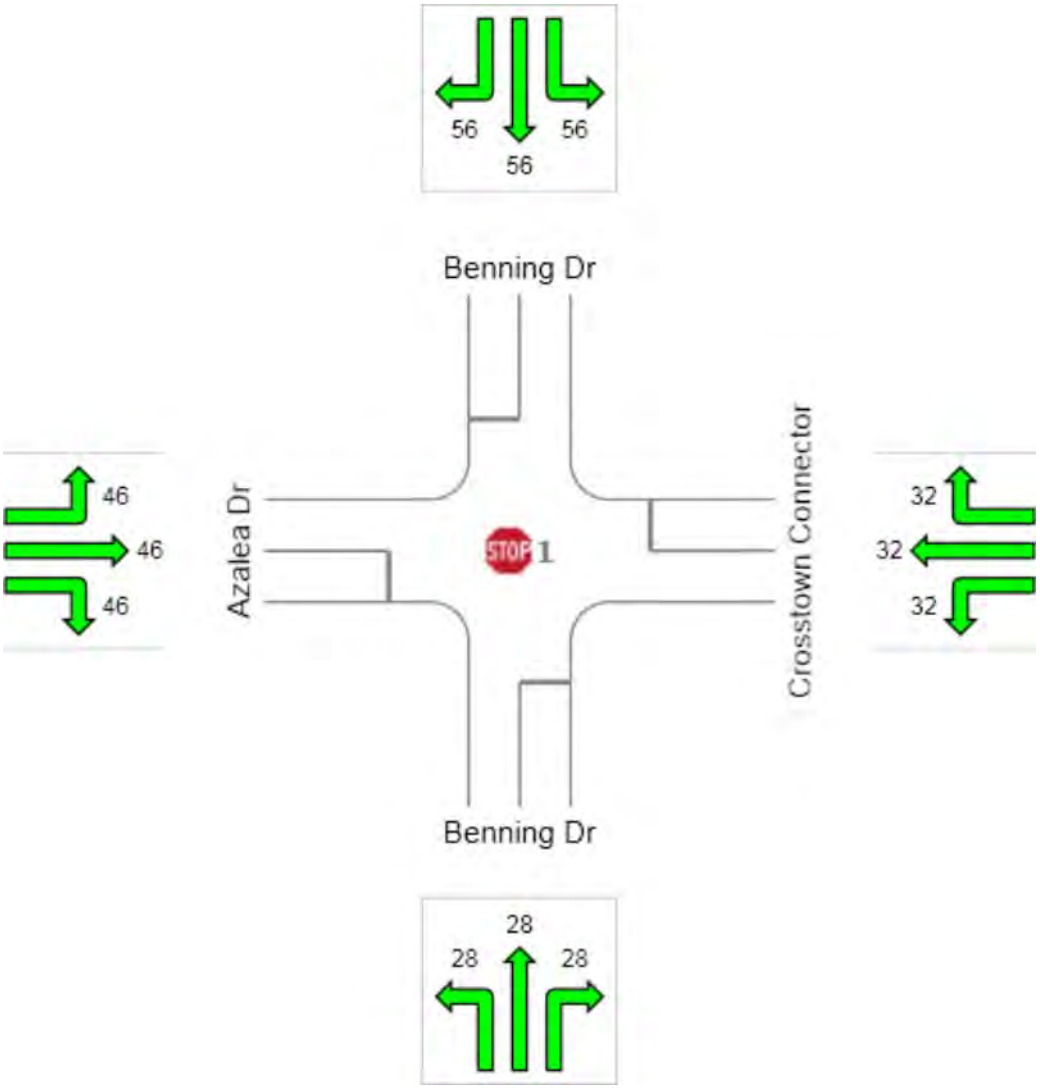
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - AWSC

Stop (All-Way)

All Movement Classes

	South	East	North	West	Intersection
	28	32	56	46	56



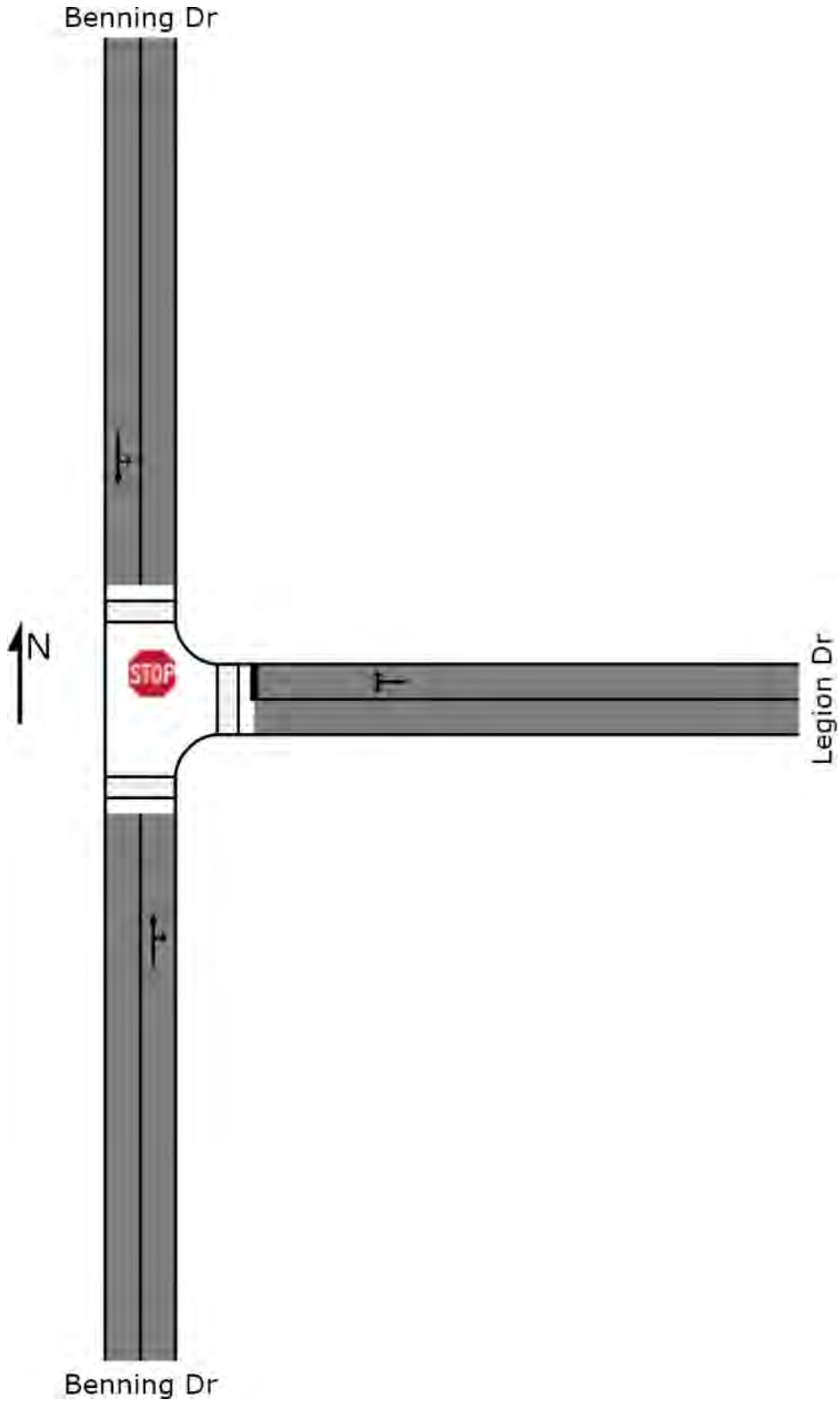
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)

Volume Display Method: Total and %

Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

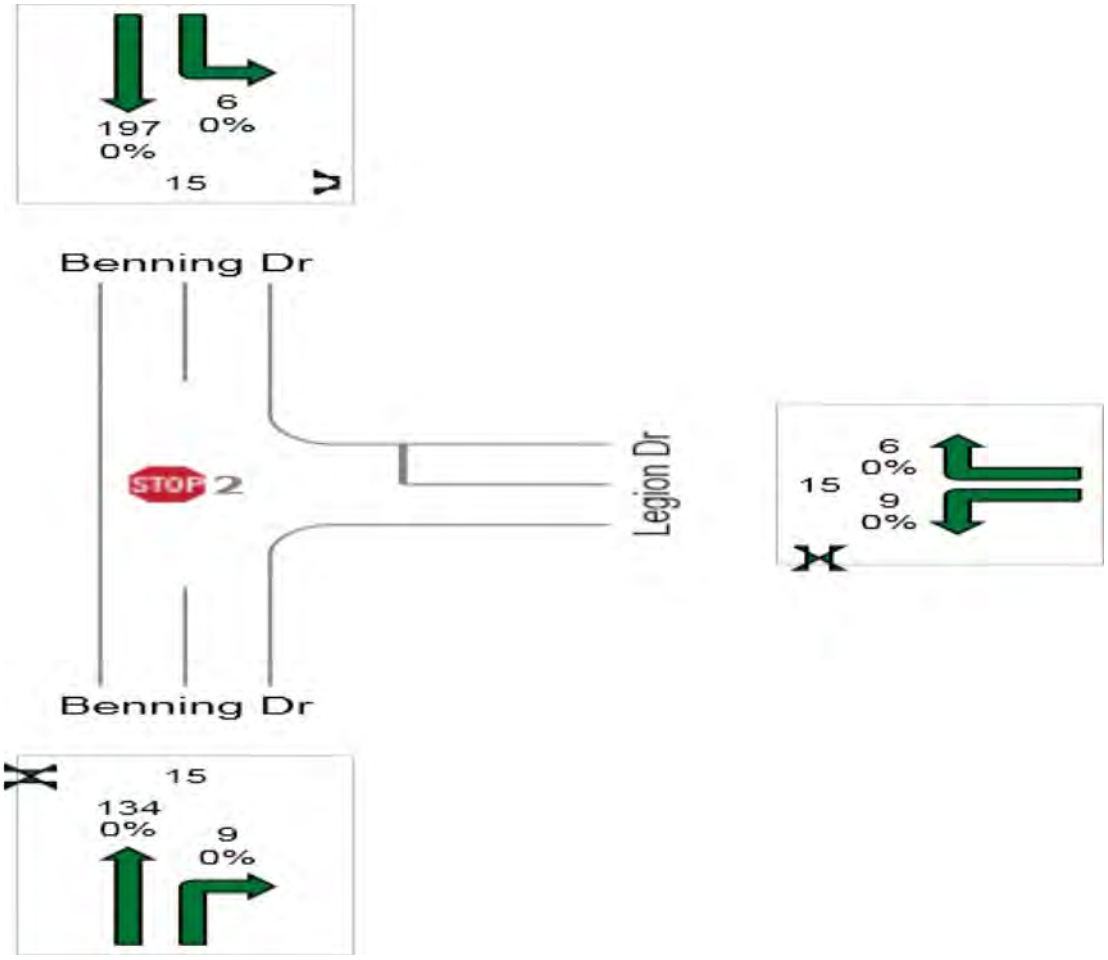
Total Intersection Volumes (veh)

All Movement Classes: 361

Light Vehicles (LV): 361

Heavy Vehicles (HV): 0

Pedestrians: 45



DELAY (CONTROL)

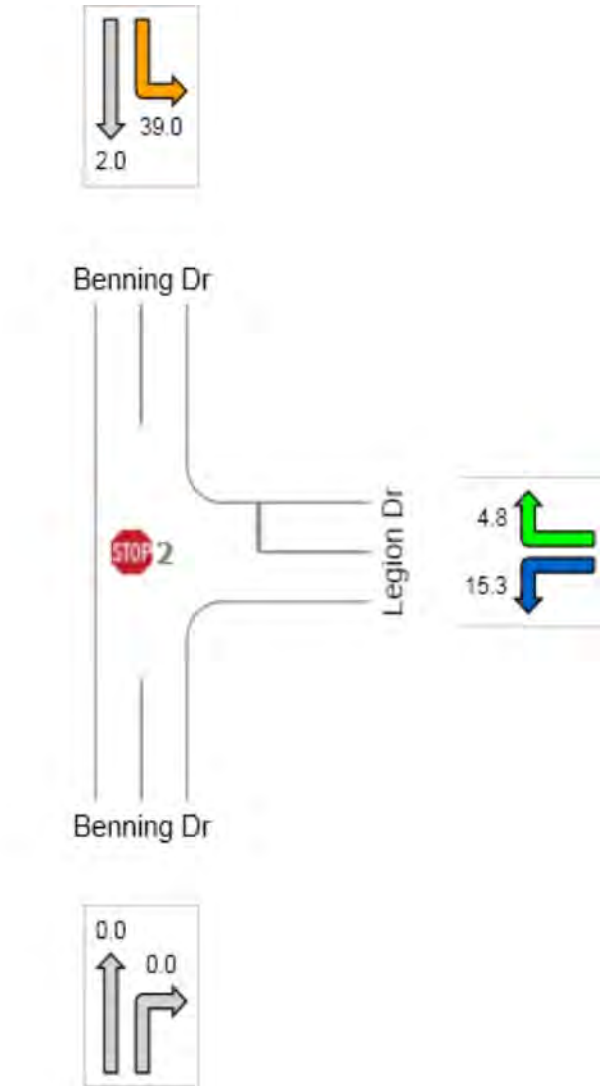
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

All Movement Classes

	South	East	North	Intersection
	0.0	11.1	3.1	2.2
LOS	NA	B	NA	NA



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Approach Lane Flows (veh/h)

South: Benning Dr

Mov. From S To Exit:	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	204	14	218	0.0	1879	0.116	100	NA
Approach	204	14	218	0.0		0.116		

East: Legion Dr

Mov. From E To Exit:	L2 S	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	14	9	23	0.0	614	0.037	100	NA
Approach	14	9	23	0.0		0.037		

North: Benning Dr

Mov. From N To Exit:	L2 E	T1 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	9	300	309	0.0	1876	0.165	100	NA
Approach	9	300	309	0.0		0.165		

	Total	%HV	Deg.Satn (v/c)
Intersection	549	0.0	0.165

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	23.1	mph	23.1	mph
Travel Distance (Total)	122.7	veh-mi/h	147.3	pers-mi/h
Travel Time (Total)	5.3	veh-h/h	6.4	pers-h/h
Demand Flows (Total)	549	veh/h	659	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.165			
Practical Spare Capacity	495.0	%		
Effective Intersection Capacity	3335	veh/h		
Control Delay (Total)	0.34	veh-h/h	0.41	pers-h/h
Control Delay (Average)	2.2	sec	2.2	sec
Control Delay (Worst Lane)	11.1	sec		
Control Delay (Worst Movement)	39.0	sec	39.0	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	2.2	sec		
Idling Time (Average)	2.1	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.1	veh		
95% Back of Queue - Distance (Worst Lane)	3.6	ft		
Queue Storage Ratio (Worst Lane)	0.01			
Total Effective Stops	8	veh/h	9	pers/h
Effective Stop Rate	0.01	per veh	0.01	per pers
Proportion Queued	0.03		0.03	
Performance Index	5.5		5.5	
Cost (Total)	53.19	$/h	53.19	$/h
Fuel Consumption (Total)	3.5	gal/h		
Carbon Dioxide (Total)	31.2	kg/h		
Hydrocarbons (Total)	0.013	kg/h		
Carbon Monoxide (Total)	0.147	kg/h		
NOx (Total)	0.013	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	263,687	veh/y	316,424	pers/y
Delay	162	veh-h/y	195	pers-h/y
Effective Stops	3,618	veh/y	4,342	pers/y
Travel Distance	58,911	veh-mi/y	70,694	pers-mi/y
Travel Time	2,547	veh-h/y	3,056	pers-h/y
Cost	25,531	$/y	25,531	$/y
Fuel Consumption	1,684	gal/y		
Carbon Dioxide	14,982	kg/y		
Hydrocarbons	6	kg/y		
Carbon Monoxide	71	kg/y		
NOx	6	kg/y		

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LANE SUMMARY

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Benning Dr													
Lane 1	218	0.0	1879	0.116	100	0.0	LOS A	0.0	0.0	Full	590	0.0	0.0
Approach	218	0.0		0.116		0.0	NA	0.0	0.0				
East: Legion Dr													
Lane 1	23	0.0	614	0.037	100	11.1	LOS B	0.1	3.6	Full	1425	0.0	0.0
Approach	23	0.0		0.037		11.1	LOS B	0.1	3.6				
North: Benning Dr													
Lane 1	309	0.0	1876	0.165	100	3.1	LOS A	0.1	1.9	Full	480	0.0	0.0
Approach	309	0.0		0.165		3.1	NA	0.1	1.9				
Intersection	549	0.0		0.165		2.2	NA	0.1	3.6				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Benning Dr											
8	T1	204	0.0	0.116	0.0	LOS A	0.0	0.0	0.00	0.00	24.8
18	R2	14	0.0	0.116	0.0	LOS A	0.0	0.0	0.00	0.00	25.0
Approach		218	0.0	0.116	0.0	NA	0.0	0.0	0.00	0.00	24.8
East: Legion Dr											
1	L2	14	0.0	0.037	15.3	LOS C	0.1	3.6	0.44	0.32	19.1
16	R2	9	0.0	0.037	4.8	LOS A	0.1	3.6	0.44	0.32	19.1
Approach		23	0.0	0.037	11.1	LOS B	0.1	3.6	0.44	0.32	19.1
North: Benning Dr											
7	L2	9	0.0	0.165	39.0	LOS E	0.1	1.9	0.02	0.00	23.4
4	T1	300	0.0	0.165	2.0	LOS A	0.1	1.9	0.02	0.00	22.6
Approach		309	0.0	0.165	3.1	NA	0.1	1.9	0.02	0.00	22.6
All Vehicles		549	0.0	0.165	2.2	NA	0.1	3.6	0.03	0.01	23.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

QUEUE DISTANCE (%ILE)

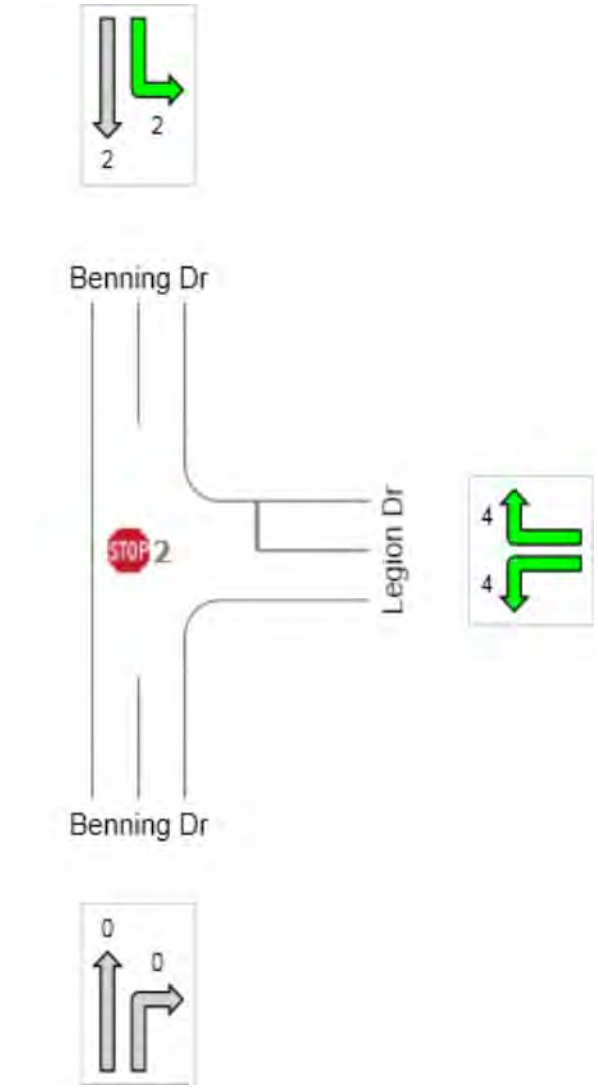
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

All Movement Classes

	South	East	North	Intersection
	0	4	2	4



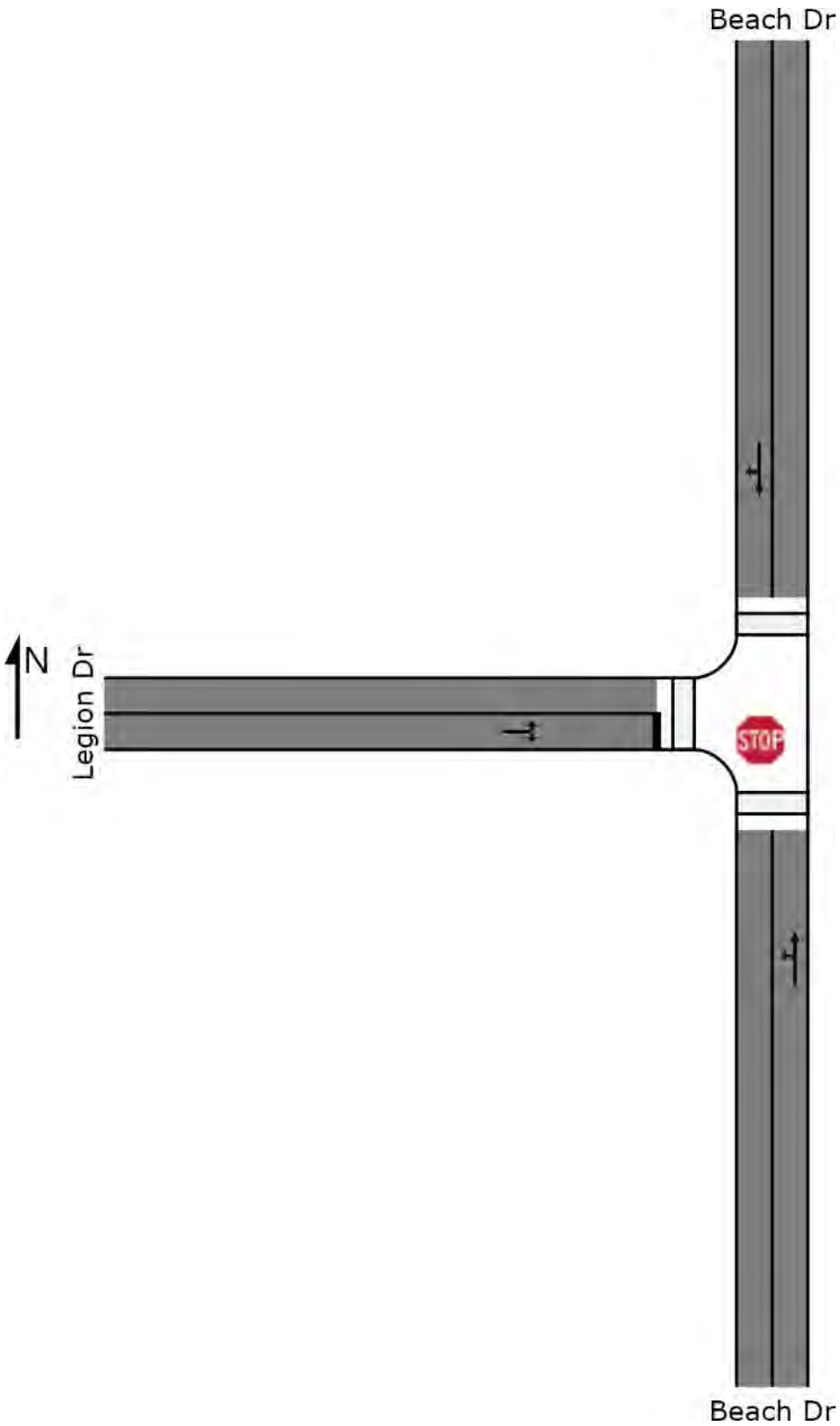
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

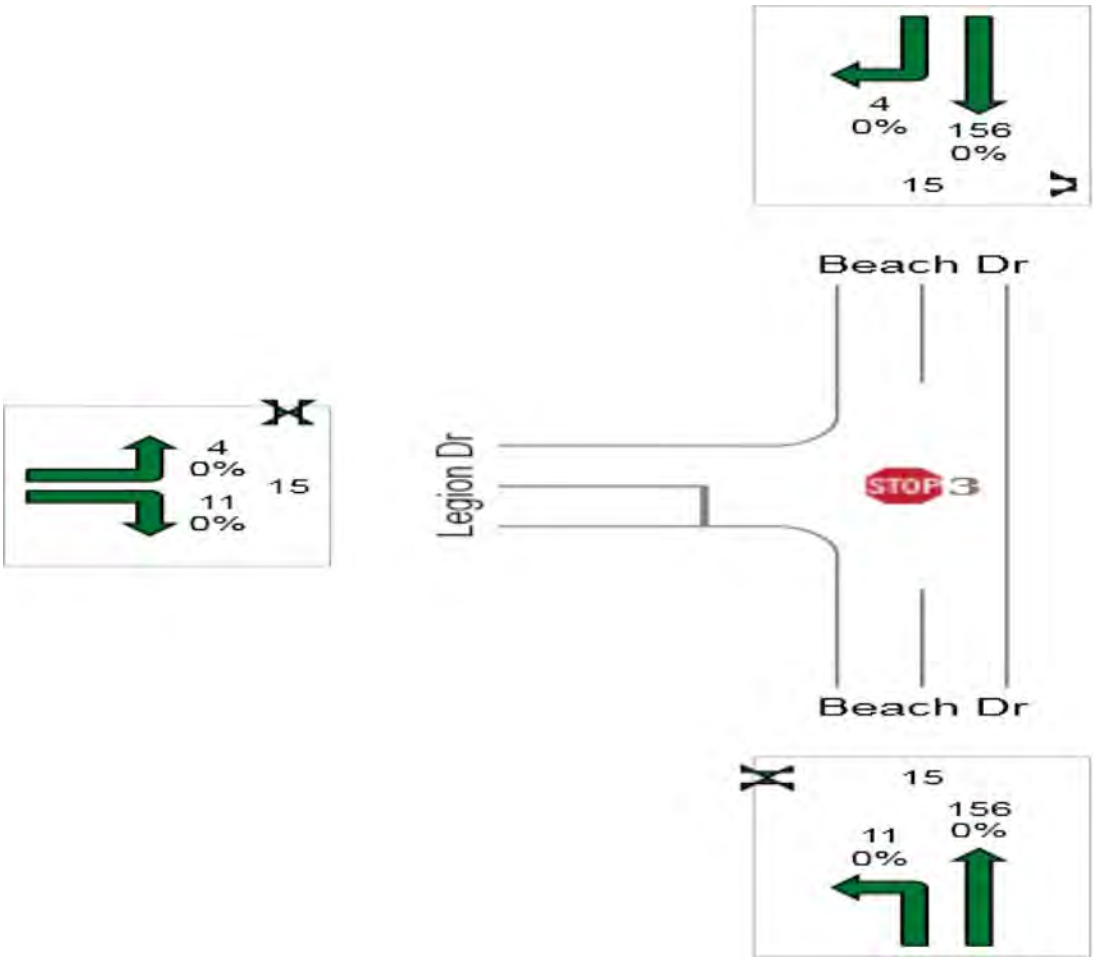
Stop (Two-Way)

Volume Display Method: Total and %

Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

- **All Movement Classes: 342**
- **Light Vehicles (LV): 342**
- **Heavy Vehicles (HV): 0**
- **Pedestrians: 45**



DELAY (CONTROL)

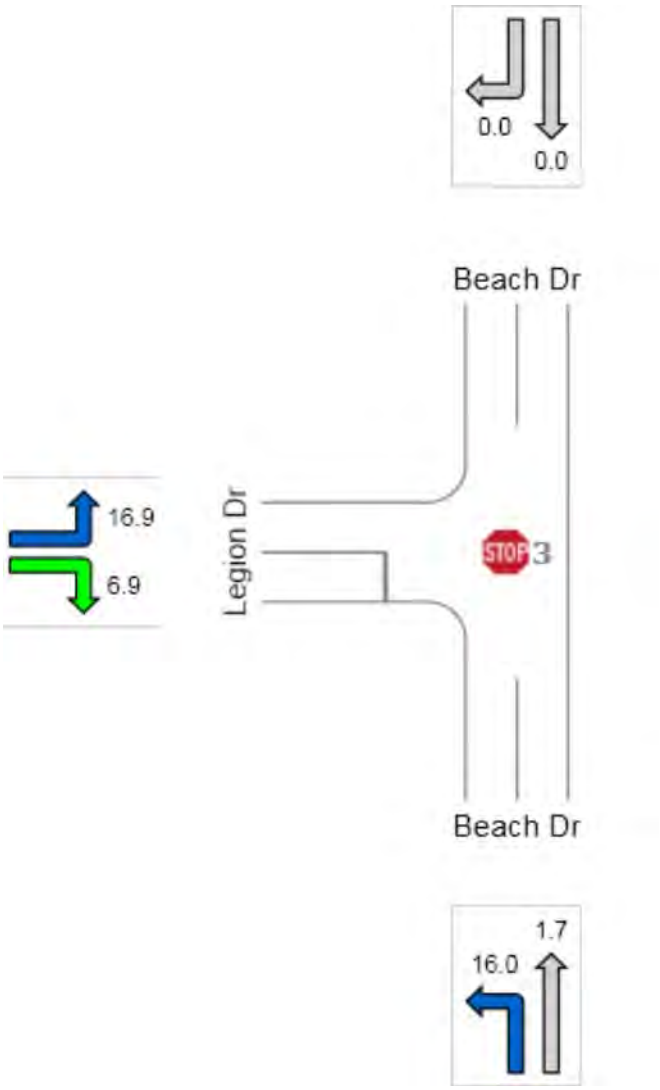
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	North	West	Intersection
	2.6	0.0	9.6	1.7
LOS	NA	NA	A	NA



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

LANE FLOWS

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Approach Lane Flows (veh/h)

South: Beach Dr

Mov. From S To Exit:	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	12	170	182	0.0	1852	0.098	100	NA
Approach	12	170	182	0.0		0.098		

North: Beach Dr

Mov. From N To Exit:	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	170	4	174	0.0	1891	0.092	100	NA
Approach	170	4	174	0.0		0.092		

West: Legion Dr

Mov. From W To Exit:	L2 N	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	4	12	16	0.0	803	0.020	100	NA
Approach	4	12	16	0.0		0.020		

	Total	%HV	Deg.Satn (v/c)
Intersection	372	0.0	0.098

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	24.0	mph	24.0	mph
Travel Distance (Total)	128.5	veh-mi/h	154.2	pers-mi/h
Travel Time (Total)	5.4	veh-h/h	6.4	pers-h/h
Demand Flows (Total)	372	veh/h	446	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.098			
Practical Spare Capacity	900.1	%		
Effective Intersection Capacity	3794	veh/h		
Control Delay (Total)	0.18	veh-h/h	0.21	pers-h/h
Control Delay (Average)	1.7	sec	1.7	sec
Control Delay (Worst Lane)	9.6	sec		
Control Delay (Worst Movement)	16.9	sec	16.9	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	1.7	sec		
Idling Time (Average)	1.6	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.1	veh		
95% Back of Queue - Distance (Worst Lane)	2.2	ft		
Queue Storage Ratio (Worst Lane)	0.02			
Total Effective Stops	3	veh/h	4	pers/h
Effective Stop Rate	0.01	per veh	0.01	per pers
Proportion Queued	0.04		0.04	
Performance Index	5.5		5.5	
Cost (Total)	52.64	$/h	52.64	$/h
Fuel Consumption (Total)	3.6	gal/h		
Carbon Dioxide (Total)	31.8	kg/h		
Hydrocarbons (Total)	0.013	kg/h		
Carbon Monoxide (Total)	0.151	kg/h		
NOx (Total)	0.013	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	178,435	veh/y	214,122	pers/y
Delay	85	veh-h/y	102	pers-h/y
Effective Stops	1,629	veh/y	1,954	pers/y
Travel Distance	61,670	veh-mi/y	74,004	pers-mi/y
Travel Time	2,573	veh-h/y	3,087	pers-h/y
Cost	25,265	$/y	25,265	$/y
Fuel Consumption	1,716	gal/y		
Carbon Dioxide	15,266	kg/y		
Hydrocarbons	6	kg/y		
Carbon Monoxide	72	kg/y		
NOx	6	kg/y		

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LANE SUMMARY

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beach Dr													
Lane 1	182	0.0	1852	0.098	100	2.6	LOS A	0.1	2.2	Full	172	0.0	0.0
Approach	182	0.0		0.098		2.6	NA	0.1	2.2				
North: Beach Dr													
Lane 1	174	0.0	1891	0.092	100	0.0	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	174	0.0		0.092		0.0	NA	0.0	0.0				
West: Legion Dr													
Lane 1	16	0.0	803	0.020	100	9.6	LOS A	0.1	2.0	Full	1425	0.0	0.0
Approach	16	0.0		0.020		9.6	LOS A	0.1	2.0				
Intersection	372	0.0		0.098		1.7	NA	0.1	2.2				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Beach Dr											
3	L2	12	0.0	0.098	16.0	LOS C	0.1	2.2	0.04	0.00	23.3
8	T1	170	0.0	0.098	1.7	LOS A	0.1	2.2	0.04	0.00	23.6
Approach		182	0.0	0.098	2.6	NA	0.1	2.2	0.04	0.00	23.6
North: Beach Dr											
4	T1	170	0.0	0.092	0.0	LOS A	0.0	0.0	0.00	0.00	25.0
14	R2	4	0.0	0.092	0.0	LOS A	0.0	0.0	0.00	0.00	25.1
Approach		174	0.0	0.092	0.0	NA	0.0	0.0	0.00	0.00	25.0
West: Legion Dr											
5	L2	4	0.0	0.020	16.9	LOS C	0.1	2.0	0.34	0.19	21.0
12	R2	12	0.0	0.020	6.9	LOS A	0.1	2.0	0.34	0.19	18.7
Approach		16	0.0	0.020	9.6	LOS A	0.1	2.0	0.34	0.19	19.6
All Vehicles		372	0.0	0.098	1.7	NA	0.1	2.2	0.04	0.01	24.0

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

QUEUE DISTANCE (%ILE)

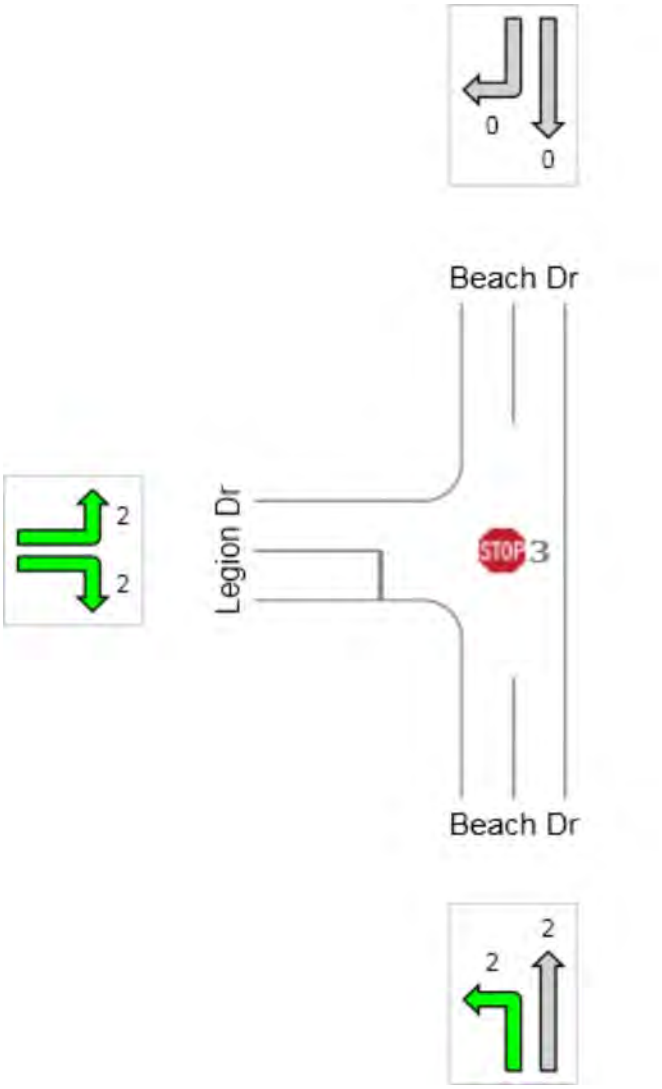
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	North	West	Intersection
	2	0	2	2



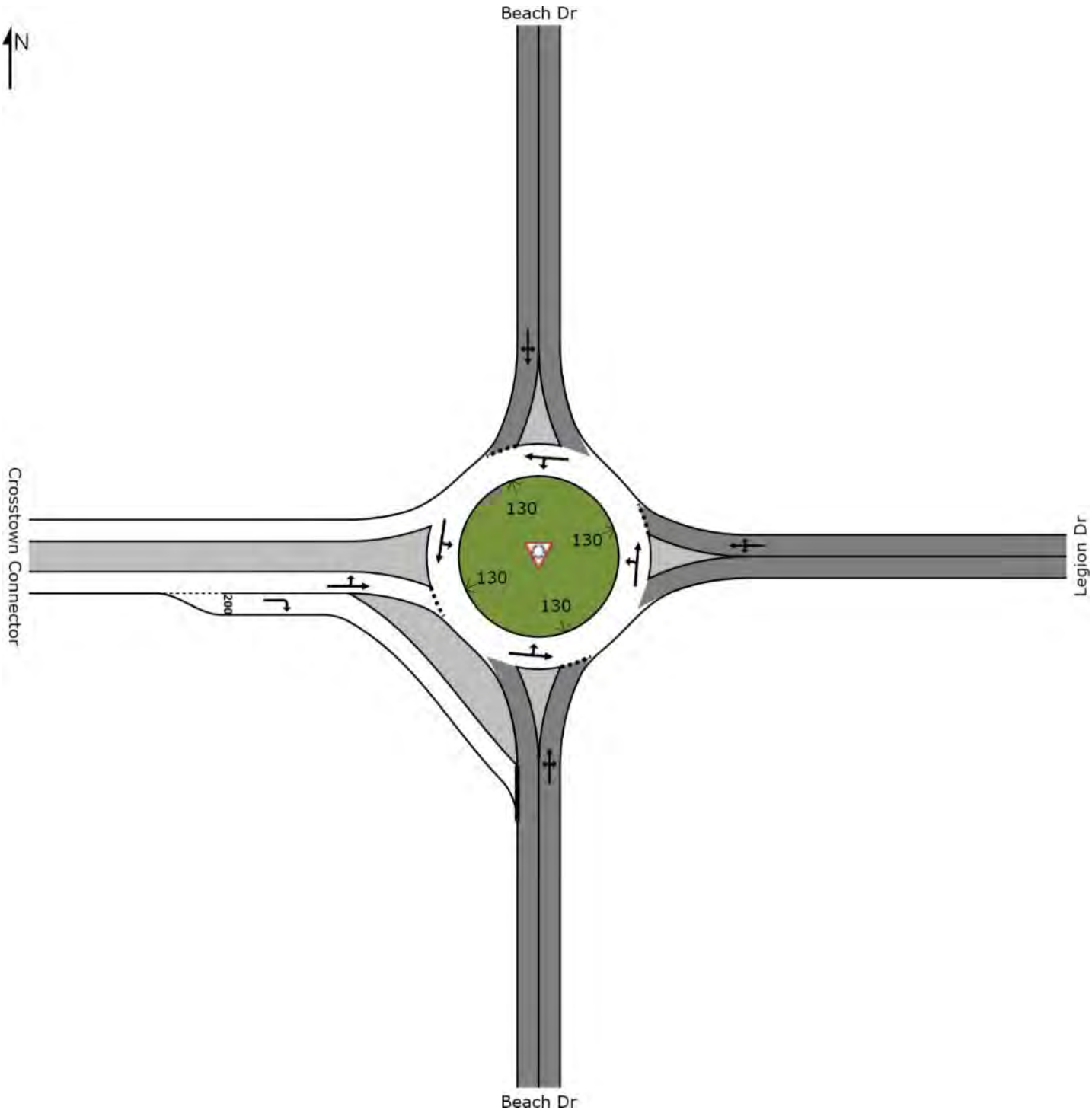
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Volume Display Method: Total and %

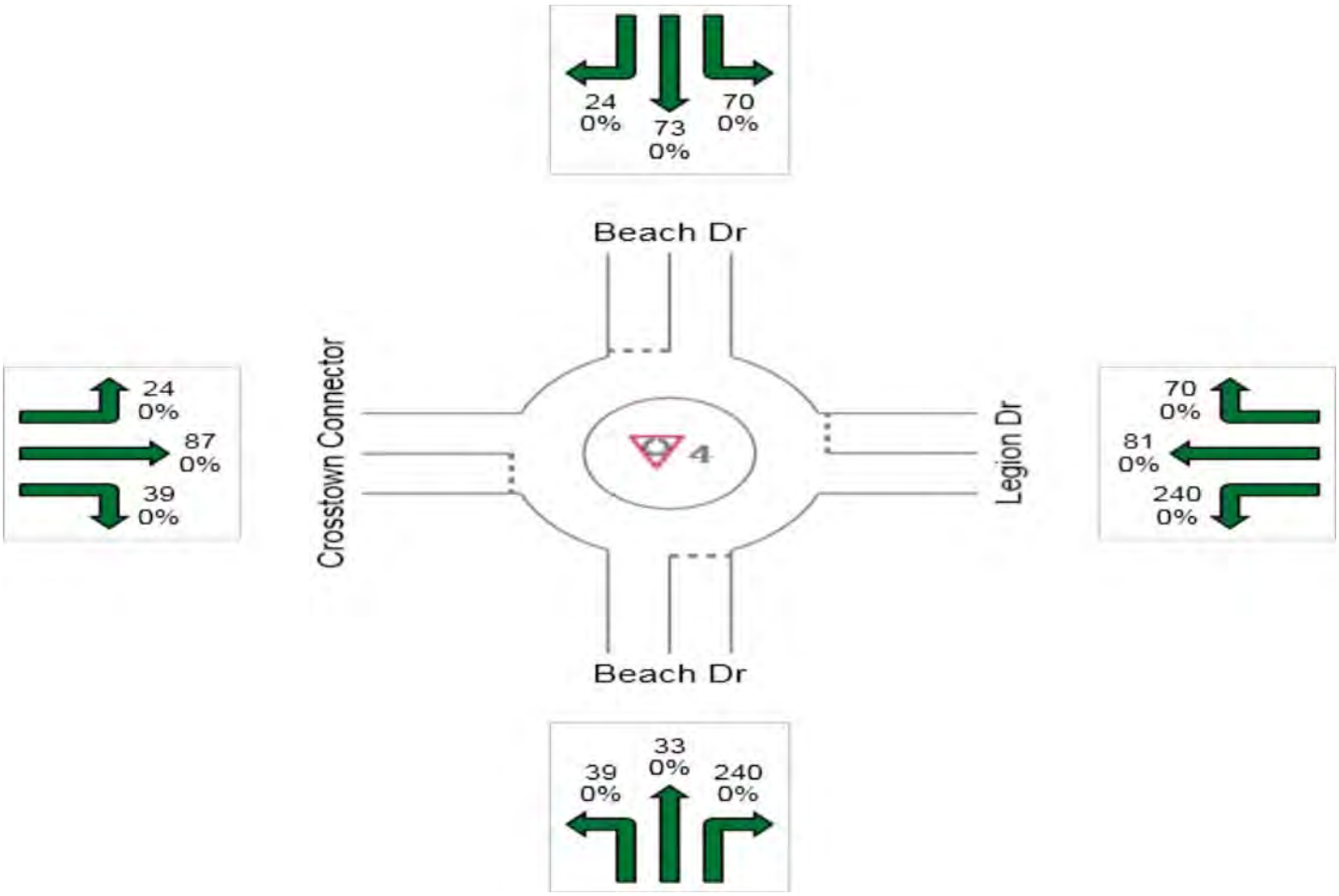
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 1020

Light Vehicles (LV): 1020

Heavy Vehicles (HV): 0



DELAY (CONTROL)

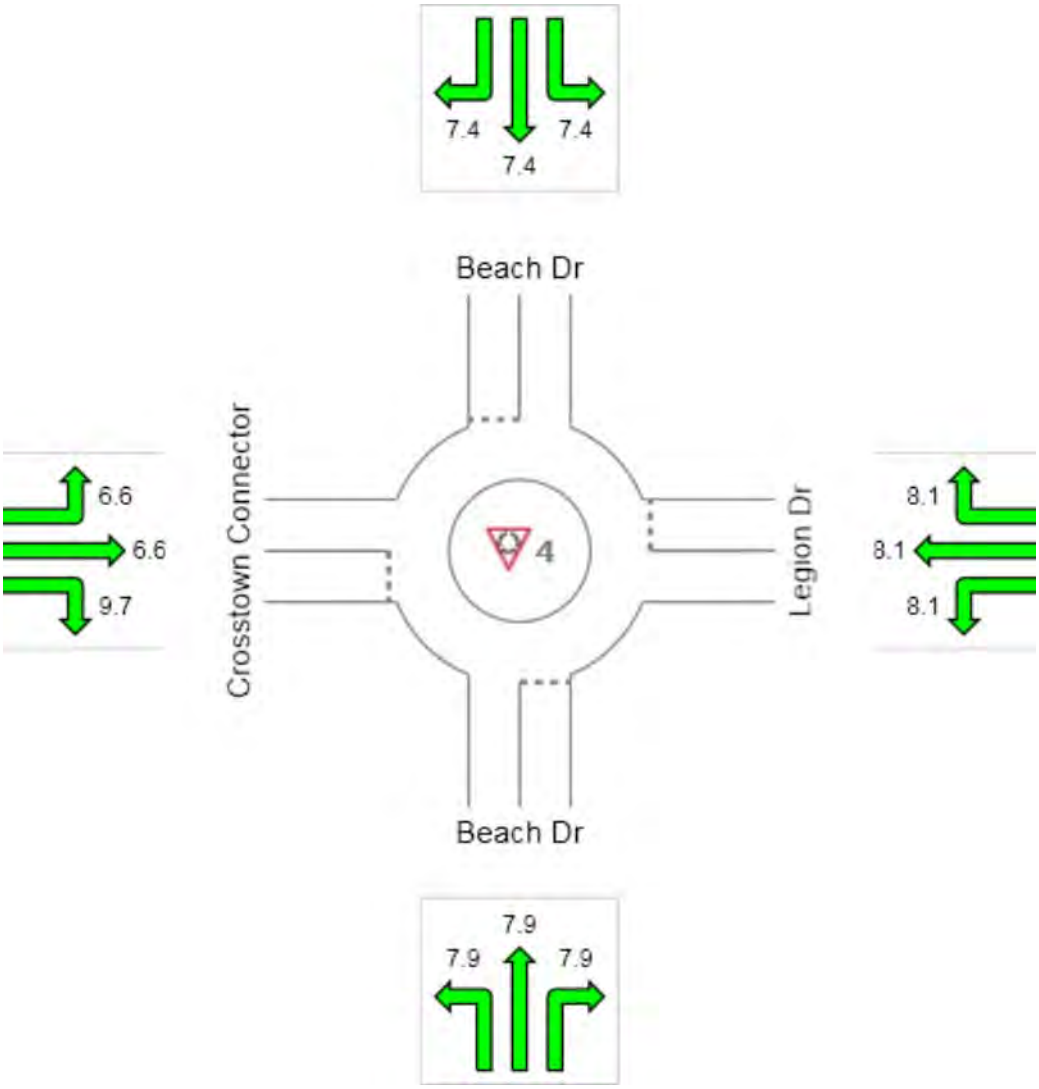
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

All Movement Classes

	South	East	North	West	Intersection
	7.9	8.1	7.4	7.4	7.8
LOS	A	A	A	A	A



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Roundabout Level of Service Method: Same as Sign Control
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Approach Lane Flows (veh/h)									
South: Beach Dr									
Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	42	36	261	339	0.0	928	0.365	100	NA
Approach	42	36	261	339	0.0		0.365		
East: Legion Dr									
Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	261	88	76	425	0.0	1018	0.417	100	NA
Approach	261	88	76	425	0.0		0.417		
North: Beach Dr									
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	76	79	26	182	0.0	764	0.238	100	NA
Approach	76	79	26	182	0.0		0.238		
West: Crosstown Connector									
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	26	95	-	121	0.0	745	0.162	100	NA
Lane 2	-	-	42	42	0.0	804	0.053	100	0.0
Approach	26	95	42	163	0.0		0.162		
	Total	%HV	Deg.Satn (v/c)						
Intersection	1109	0.0		0.417					

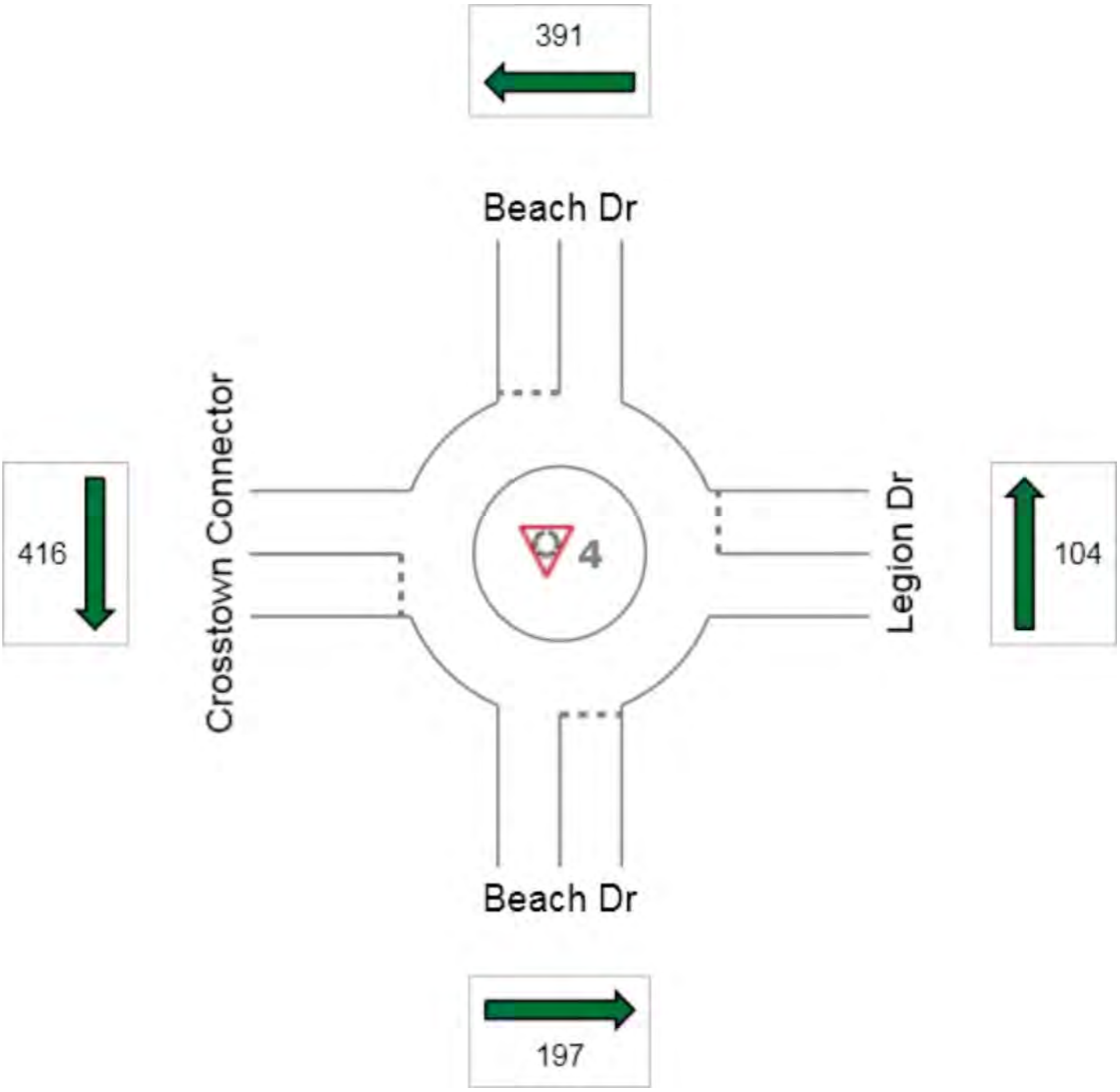
Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

ROUNDABOUT CIRCULATING FLOWS

Total Values for All Movement Classes Based on Site Arrival Flow Rates including Capacity Constraint Effects (veh/h)

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout



INTERSECTION SUMMARY

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	25.4	mph	25.4	mph
Travel Distance (Total)	538.2	veh-mi/h	645.8	pers-mi/h
Travel Time (Total)	21.2	veh-h/h	25.4	pers-h/h
Demand Flows (Total)	1109	veh/h	1330	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.417			
Practical Spare Capacity	103.6	%		
Effective Intersection Capacity	2656	veh/h		
Control Delay (Total)	2.41	veh-h/h	2.89	pers-h/h
Control Delay (Average)	7.8	sec	7.8	sec
Control Delay (Worst Lane)	9.7	sec		
Control Delay (Worst Movement)	9.7	sec	9.7	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	7.8	sec		
Idling Time (Average)	6.0	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	2.2	veh		
95% Back of Queue - Distance (Worst Lane)	56.0	ft		
Queue Storage Ratio (Worst Lane)	0.18			
Total Effective Stops	333	veh/h	400	pers/h
Effective Stop Rate	0.30	per veh	0.30	per pers
Proportion Queued	0.40		0.40	
Performance Index	29.5		29.5	
Cost (Total)	276.49	$/h	276.49	$/h
Fuel Consumption (Total)	18.4	gal/h		
Carbon Dioxide (Total)	164.0	kg/h		
Hydrocarbons (Total)	0.069	kg/h		
Carbon Monoxide (Total)	0.800	kg/h		
NOx (Total)	0.108	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	532,174	veh/y	638,609	pers/y
Delay	1,158	veh-h/y	1,390	pers-h/y
Effective Stops	160,065	veh/y	192,078	pers/y
Travel Distance	258,320	veh-mi/y	309,985	pers-mi/y
Travel Time	10,166	veh-h/y	12,200	pers-h/y
Cost	132,716	$/y	132,716	$/y
Fuel Consumption	8,849	gal/y		
Carbon Dioxide	78,714	kg/y		
Hydrocarbons	33	kg/y		
Carbon Monoxide	384	kg/y		
NOx	52	kg/y		

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LANE SUMMARY

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beach Dr													
Lane 1[d]	339	0.0	928	0.365	100	7.9	LOS A	1.7	43.4	Full	415	0.0	0.0
Approach	339	0.0		0.365		7.9	LOS A	1.7	43.4				
East: Legion Dr													
Lane 1[d]	425	0.0	1018	0.417	100	8.1	LOS A	2.2	56.0	Full	2110	0.0	0.0
Approach	425	0.0		0.417		8.1	LOS A	2.2	56.0				
North: Beach Dr													
Lane 1[d]	182	0.0	764	0.238	100	7.4	LOS A	0.9	23.2	Full	172	0.0	0.0
Approach	182	0.0		0.238		7.4	LOS A	0.9	23.2				
West: Crosstown Connector													
Lane 1[d]	121	0.0	745	0.162	100	6.6	LOS A	0.6	14.8	Full	1550	0.0	0.0
Lane 2	42	0.0	804	0.053	100	9.7	LOS A	0.2	4.5	Short	200	0.0	NA
Approach	163	0.0		0.162		7.4	LOS A	0.6	14.8				
Intersection	1109	0.0		0.417		7.8	LOS A	2.2	56.0				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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MOVEMENT SUMMARY

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Beach Dr											
3	L2	42	0.0	0.365	7.9	LOS A	1.7	43.4	0.41	0.31	30.3
8	T1	36	0.0	0.365	7.9	LOS A	1.7	43.4	0.41	0.31	17.2
18	R2	261	0.0	0.365	7.9	LOS A	1.7	43.4	0.41	0.31	22.8
Approach		339	0.0	0.365	7.9	LOS A	1.7	43.4	0.41	0.31	23.2
East: Legion Dr											
1	L2	261	0.0	0.417	8.1	LOS A	2.2	56.0	0.33	0.20	25.6
6	T1	88	0.0	0.417	8.1	LOS A	2.2	56.0	0.33	0.20	28.4
16	R2	76	0.0	0.417	8.1	LOS A	2.2	56.0	0.33	0.20	23.7
Approach		425	0.0	0.417	8.1	LOS A	2.2	56.0	0.33	0.20	26.0
North: Beach Dr											
7	L2	76	0.0	0.238	7.4	LOS A	0.9	23.2	0.49	0.45	24.1
4	T1	79	0.0	0.238	7.4	LOS A	0.9	23.2	0.49	0.45	17.3
14	R2	26	0.0	0.238	7.4	LOS A	0.9	23.2	0.49	0.45	28.3
Approach		182	0.0	0.238	7.4	LOS A	0.9	23.2	0.49	0.45	22.8
West: Crosstown Connector											
5	L2	26	0.0	0.162	6.6	LOS A	0.6	14.8	0.47	0.43	17.3
2	T1	95	0.0	0.162	6.6	LOS A	0.6	14.8	0.47	0.43	35.2
12	R2	42	0.0	0.053	9.7	LOS A	0.2	4.5	0.40	0.30	26.2
Approach		163	0.0	0.162	7.4	LOS A	0.6	14.8	0.45	0.39	30.3
All Vehicles		1109	0.0	0.417	7.8	LOS A	2.2	56.0	0.40	0.30	25.4

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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QUEUE DISTANCE (%ILE)

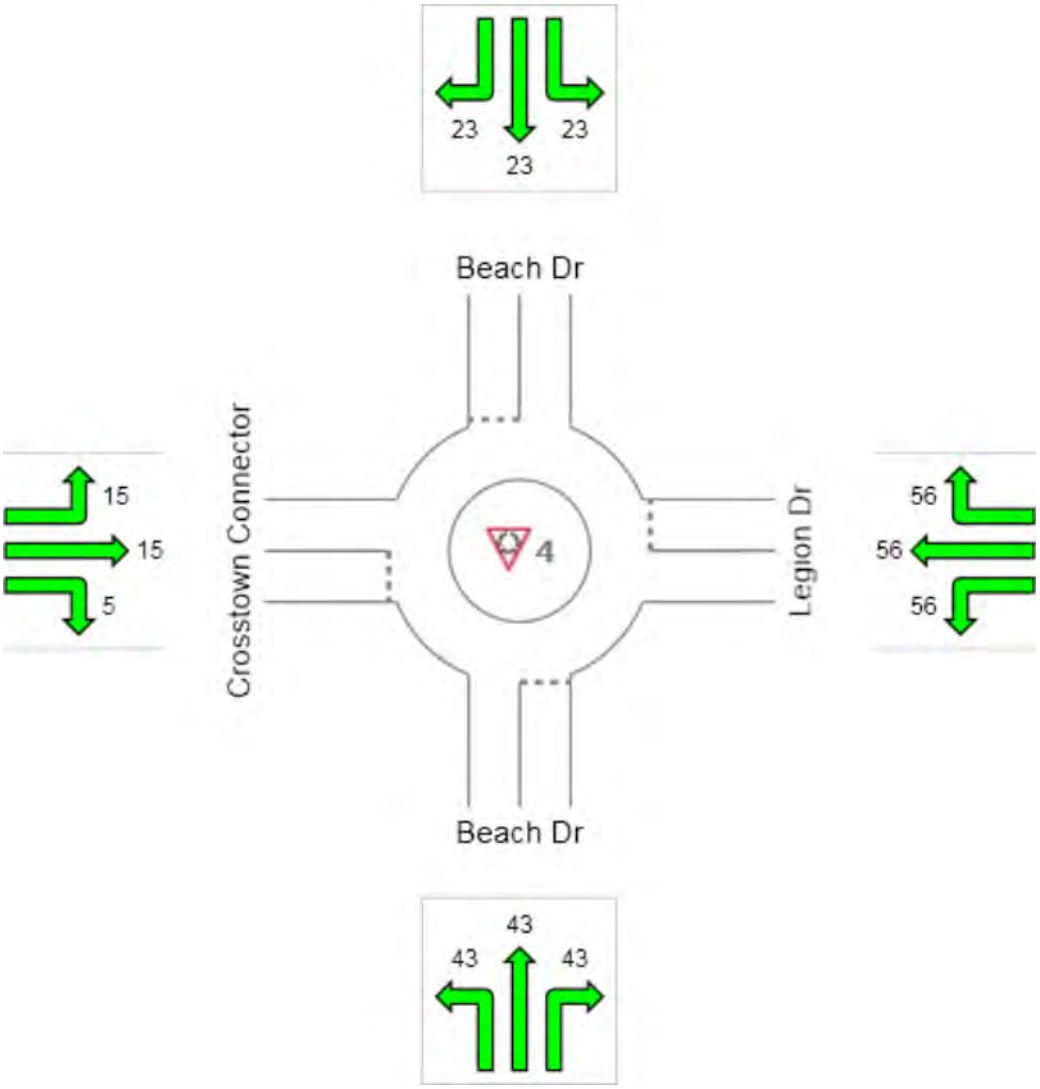
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

All Movement Classes

	South	East	North	West	Intersection
	43	56	23	15	56



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

NETWORK SUMMARY

Network: 2lnBuild42-AM_rndbt

New Network

Network Performance - Hourly Values						
Performance Measure	**Vehicles**		**Per Unit Distance**		**Persons**	
Network Level of Service (LOS)	LOS A					
Travel Time Index	9.89					
Speed Efficiency	0.99					
Congestion Coefficient	1.01					
Travel Speed (Average)	24.7	mph			24.7	mph
Travel Distance (Total)	1042.7	veh-mi/h			1251.3	pers-mi/h
Travel Time (Total)	42.1	veh-h/h			50.6	pers-h/h
Desired Speed	25.0	mph				
Demand Flows (Total)	2445	veh/h			2933	pers/h
Arrival Flows (Total)	2445	veh/h			2933	pers/h
Percent Heavy Vehicles (Demand)	0.0	%				
Percent Heavy Vehicles (Arrival)	0.0	%				
Degree of Saturation	0.417					
Control Delay (Total)	3.90	veh-h/h			4.68	pers-h/h
Control Delay (Average)	5.7	sec			5.7	sec
Control Delay (Worst Lane)	9.8	sec				
Control Delay (Worst Movement)	40.2	sec			40.2	sec
Geometric Delay (Average)	0.0	sec				
Stop-Line Delay (Average)	5.7	sec				
Queue Storage Ratio (Worst Lane)	0.18					
Total Effective Stops	515	veh/h			618	pers/h
Effective Stop Rate	0.21	per veh	0.5	per mi	0.21	per pers
Proportion Queued	0.29				0.29	
Performance Index	54.3				54.3	
Cost (Total)	553.61	$/h	0.53	$/mi	553.61	$/h
Fuel Consumption (Total)	34.9	gal/h	0.033	gal/mi		
Fuel Economy	29.9	mpg				
Carbon Dioxide (Total)	310.5	kg/h	297.7	g/mi		
Hydrocarbons (Total)	0.129	kg/h	0.124	g/mi		
Carbon Monoxide (Total)	1.509	kg/h	1.447	g/mi		
NOx (Total)	0.200	kg/h	0.192	g/mi		

Network Model Accuracy Level (largest change in degree of saturation for any lane): 0.0 %
Number of Iterations: 2
Network Level of Service (LOS) Method: HCM 2010.
Model used: US HCM (Customary).

Network Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	1,173,391	veh/y	1,408,069	pers/y
Delay	1,871	veh-h/y	2,246	pers-h/y
Effective Stops	247,015	veh/y	296,418	pers/y
Travel Distance	500,516	veh-mi/y	600,619	pers-mi/y
Travel Time	20,224	veh-h/y	24,269	pers-h/y
Cost	265,733	$/y	265,733	$/y
Fuel Consumption	16,752	gal/y		
Carbon Dioxide	149,021	kg/y		
Hydrocarbons	62	kg/y		
Carbon Monoxide	724	kg/y		
NOx	96	kg/y		

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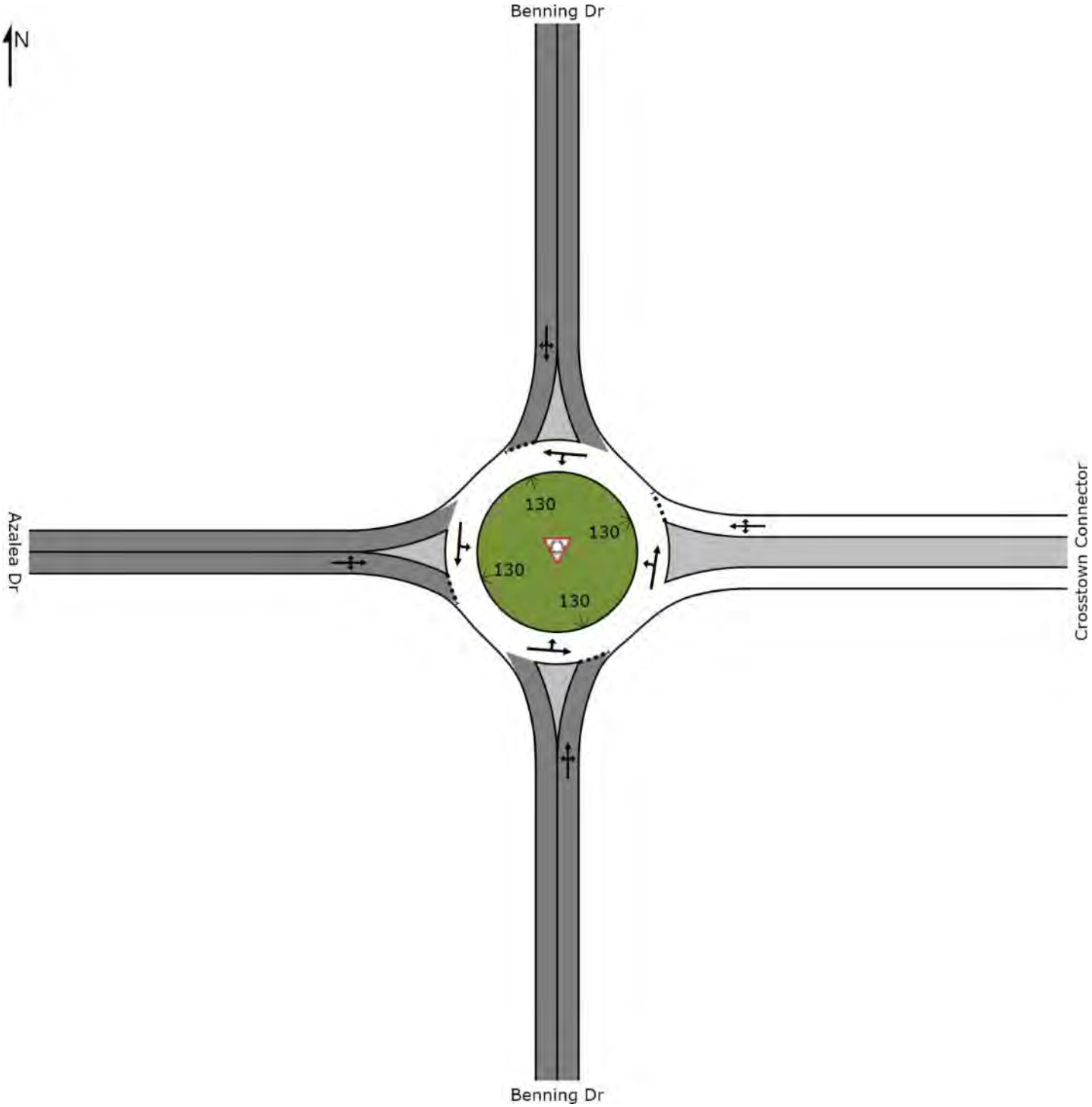
SITE LAYOUT

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - Rndbt

Roundabout



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - Rndbt

Roundabout

Volume Display Method: Total and %

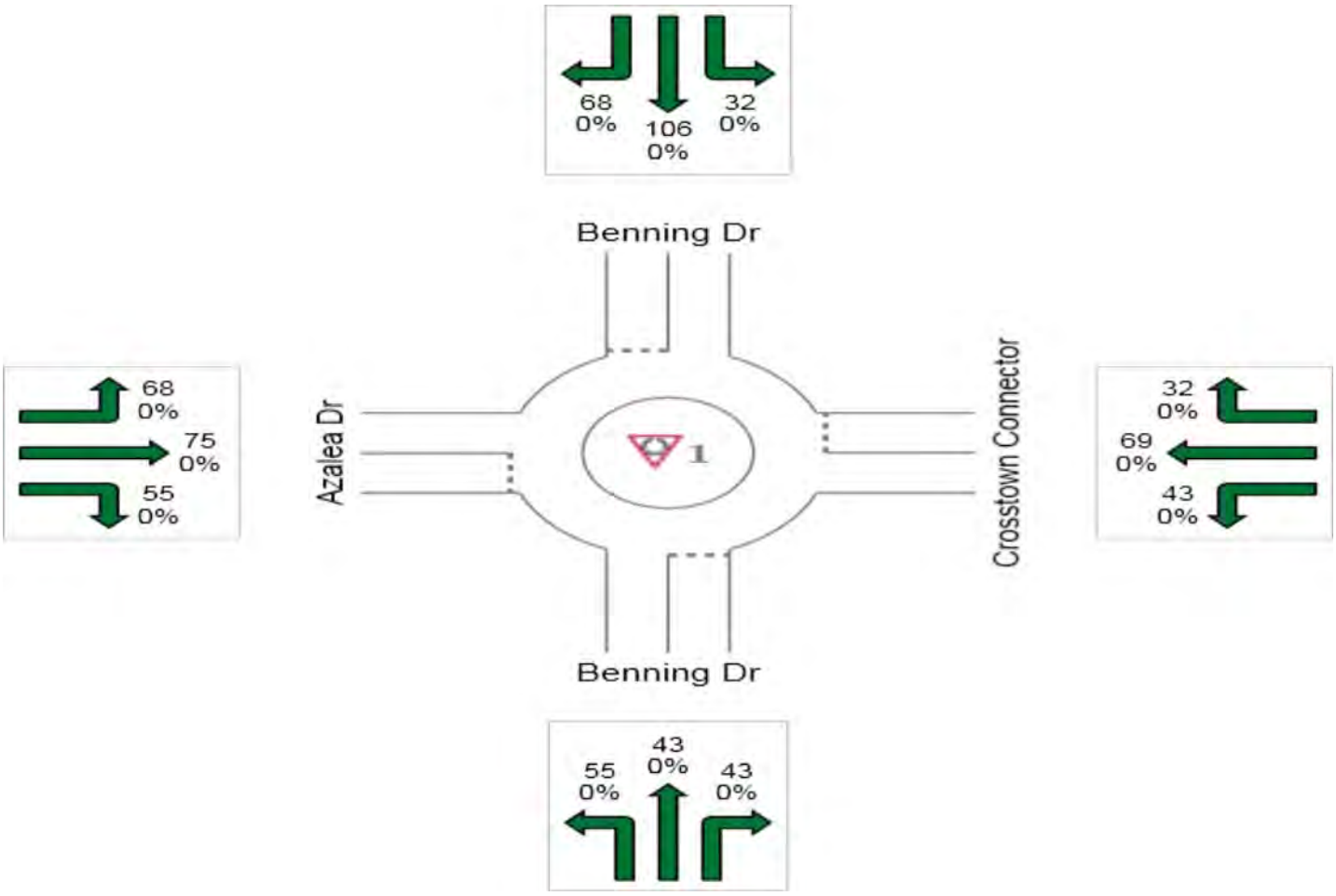
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 689

Light Vehicles (LV): 689

Heavy Vehicles (HV): 0



DELAY (CONTROL)

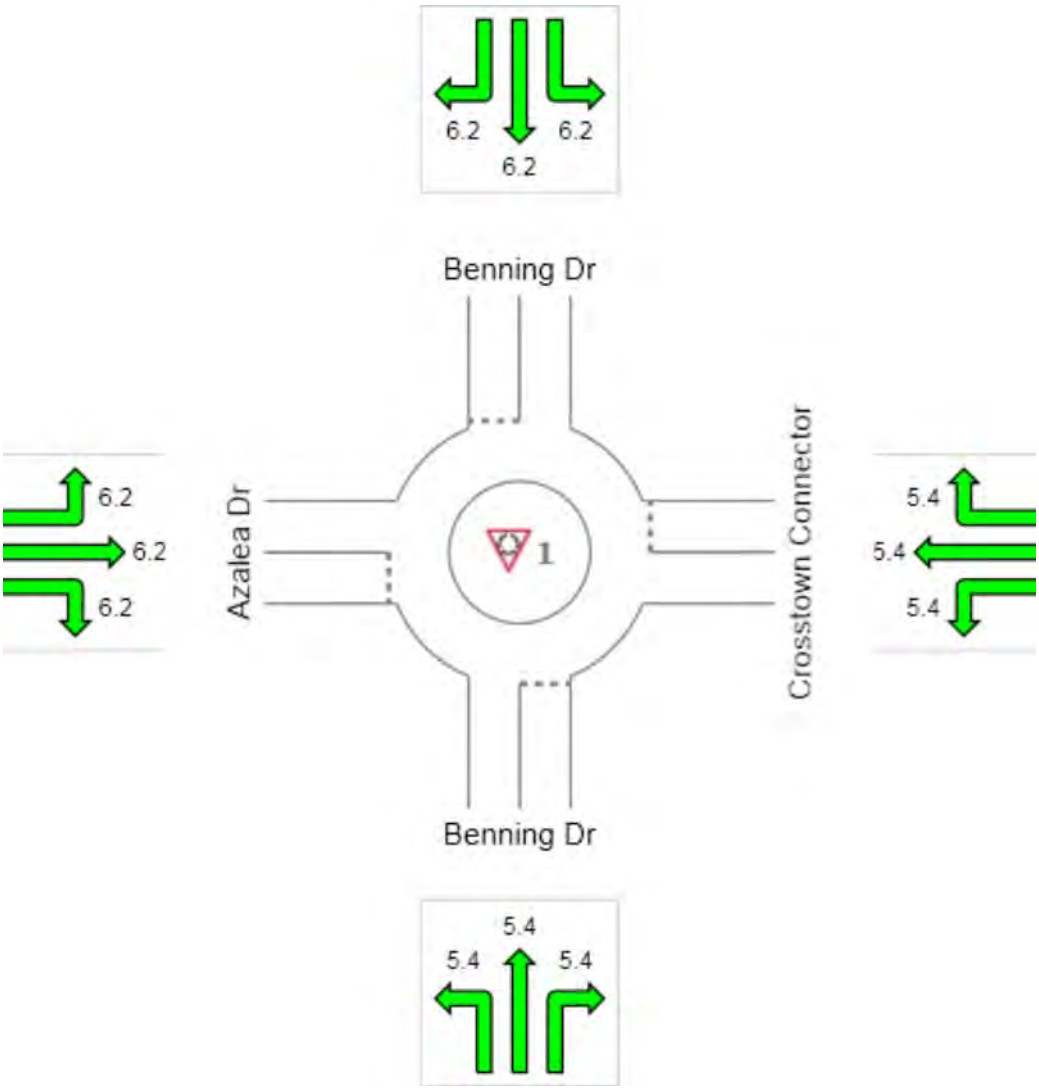
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - Rndbt

Roundabout

All Movement Classes

	South	East	North	West	Intersection
	5.4	5.4	6.2	6.2	5.9
LOS	A	A	A	A	A



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Roundabout Level of Service Method: SIDRA Roundabout LOS
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - Rndbt

Roundabout

Approach Lane Flows (veh/h)									
South: Benning Dr									
Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	60	47	47	153	0.0	934	0.164	100	NA
Approach	60	47	47	153	0.0		0.164		
East: Crosstown Connector									
Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	47	75	35	157	0.0	943	0.166	100	NA
Approach	47	75	35	157	0.0		0.166		
North: Benning Dr									
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	35	115	74	224	0.0	942	0.238	100	NA
Approach	35	115	74	224	0.0		0.238		
West: Azalea Dr									
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	74	82	60	215	0.0	928	0.232	100	NA
Approach	74	82	60	215	0.0		0.232		
	Total	%HV	Deg.Satn (v/c)						
Intersection	749	0.0		0.238					

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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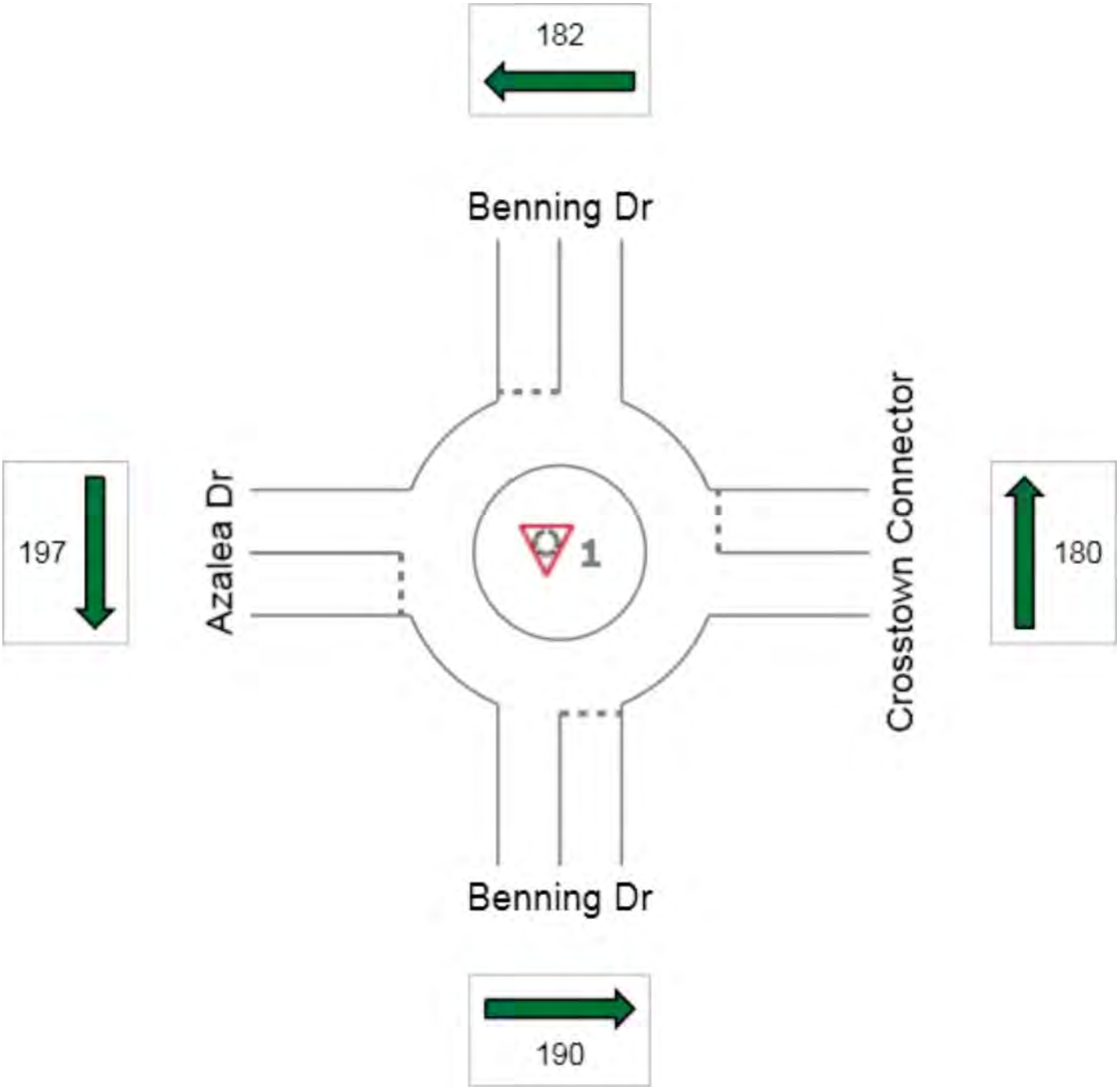
ROUNDABOUT CIRCULATING FLOWS

Total Values for All Movement Classes Based on Site Arrival Flow Rates including Capacity Constraint Effects (veh/h)

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - Rndbt

Roundabout



INTERSECTION SUMMARY

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - Rndbt

Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	26.5	mph	26.5	mph
Travel Distance (Total)	488.3	veh-mi/h	585.9	pers-mi/h
Travel Time (Total)	18.4	veh-h/h	22.1	pers-h/h
Demand Flows (Total)	749	veh/h	899	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.238			
Practical Spare Capacity	257.8	%		
Effective Intersection Capacity	3152	veh/h		
Control Delay (Total)	1.22	veh-h/h	1.47	pers-h/h
Control Delay (Average)	5.9	sec	5.9	sec
Control Delay (Worst Lane)	6.2	sec		
Control Delay (Worst Movement)	6.2	sec	6.2	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	5.9	sec		
Idling Time (Average)	4.2	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	1.0	veh		
95% Back of Queue - Distance (Worst Lane)	24.7	ft		
Queue Storage Ratio (Worst Lane)	0.06			
Total Effective Stops	177	veh/h	212	pers/h
Effective Stop Rate	0.24	per veh	0.24	per pers
Proportion Queued	0.34		0.34	
Performance Index	22.2		22.2	
Cost (Total)	215.21	$/h	215.21	$/h
Fuel Consumption (Total)	15.6	gal/h		
Carbon Dioxide (Total)	138.4	kg/h		
Hydrocarbons (Total)	0.055	kg/h		
Carbon Monoxide (Total)	0.708	kg/h		
NOx (Total)	0.091	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: SIDRA Roundabout LOS.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	359,478	veh/y	431,374	pers/y
Delay	587	veh-h/y	704	pers-h/y
Effective Stops	84,921	veh/y	101,905	pers/y
Travel Distance	234,376	veh-mi/y	281,252	pers-mi/y
Travel Time	8,833	veh-h/y	10,600	pers-h/y
Cost	103,300	$/y	103,300	$/y
Fuel Consumption	7,468	gal/y		
Carbon Dioxide	66,431	kg/y		
Hydrocarbons	26	kg/y		
Carbon Monoxide	340	kg/y		
NOx	44	kg/y		

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LANE SUMMARY

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - Rndbt

Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Benning Dr													
Lane 1[d]	153	0.0	934	0.164	100	5.4	LOS A	0.6	15.8	Full	560	0.0	0.0
Approach	153	0.0		0.164		5.4	LOS A	0.6	15.8				
East: Crosstown Connector													
Lane 1[d]	157	0.0	943	0.166	100	5.4	LOS A	0.6	16.0	Full	1550	0.0	0.0
Approach	157	0.0		0.166		5.4	LOS A	0.6	16.0				
North: Benning Dr													
Lane 1[d]	224	0.0	942	0.238	100	6.2	LOS A	1.0	24.7	Full	590	0.0	0.0
Approach	224	0.0		0.238		6.2	LOS A	1.0	24.7				
West: Azalea Dr													
Lane 1[d]	215	0.0	928	0.232	100	6.2	LOS A	1.0	23.8	Full	3600	0.0	0.0
Approach	215	0.0		0.232		6.2	LOS A	1.0	23.8				
Intersection	749	0.0		0.238		5.9	LOS A	1.0	24.7				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: SIDRA Roundabout LOS.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

MOVEMENT SUMMARY

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - Rndbt

Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Benning Dr											
3	L2	60	0.0	0.164	5.4	LOS A	0.6	15.8	0.33	0.22	25.3
8	T1	47	0.0	0.164	5.4	LOS A	0.6	15.8	0.33	0.22	21.5
18	R2	47	0.0	0.164	5.4	LOS A	0.6	15.8	0.33	0.22	29.6
Approach		153	0.0	0.164	5.4	LOS A	0.6	15.8	0.33	0.22	25.5
East: Crosstown Connector											
1	L2	47	0.0	0.166	5.4	LOS A	0.6	16.0	0.32	0.21	11.2
6	T1	75	0.0	0.166	5.4	LOS A	0.6	16.0	0.32	0.21	36.6
16	R2	35	0.0	0.166	5.4	LOS A	0.6	16.0	0.32	0.21	31.4
Approach		157	0.0	0.166	5.4	LOS A	0.6	16.0	0.32	0.21	25.5
North: Benning Dr											
7	L2	35	0.0	0.238	6.2	LOS A	1.0	24.7	0.35	0.24	31.1
4	T1	115	0.0	0.238	6.2	LOS A	1.0	24.7	0.35	0.24	21.3
14	R2	74	0.0	0.238	6.2	LOS A	1.0	24.7	0.35	0.24	24.1
Approach		224	0.0	0.238	6.2	LOS A	1.0	24.7	0.35	0.24	24.0
West: Azalea Dr											
5	L2	74	0.0	0.232	6.2	LOS A	1.0	23.8	0.36	0.26	29.1
2	T1	82	0.0	0.232	6.2	LOS A	1.0	23.8	0.36	0.26	30.8
12	R2	60	0.0	0.232	6.2	LOS A	1.0	23.8	0.36	0.26	27.6
Approach		215	0.0	0.232	6.2	LOS A	1.0	23.8	0.36	0.26	29.4
All Vehicles		749	0.0	0.238	5.9	LOS A	1.0	24.7	0.34	0.24	26.5

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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QUEUE DISTANCE (%ILE)

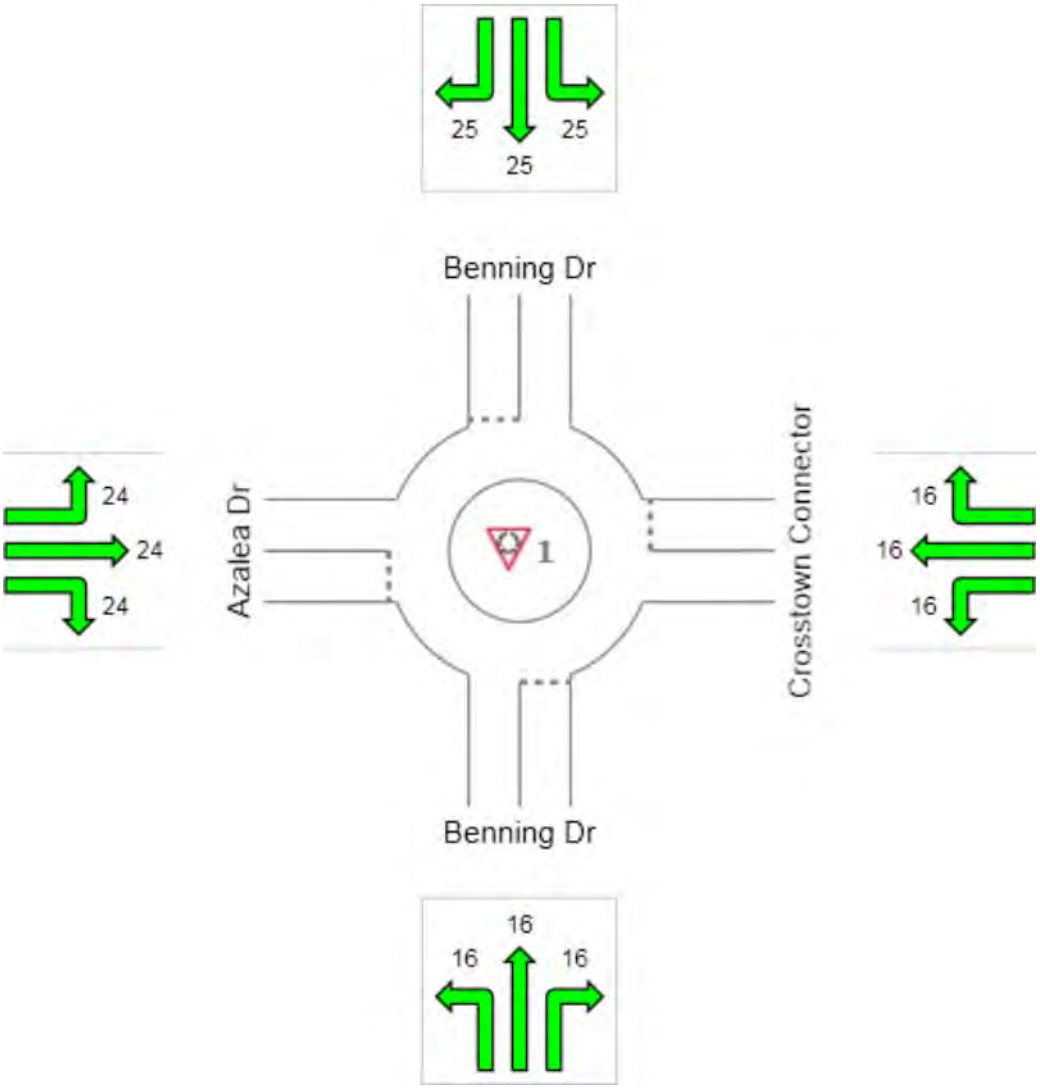
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - Rndbt

Roundabout

All Movement Classes

	South	East	North	West	Intersection
	16	16	25	24	25



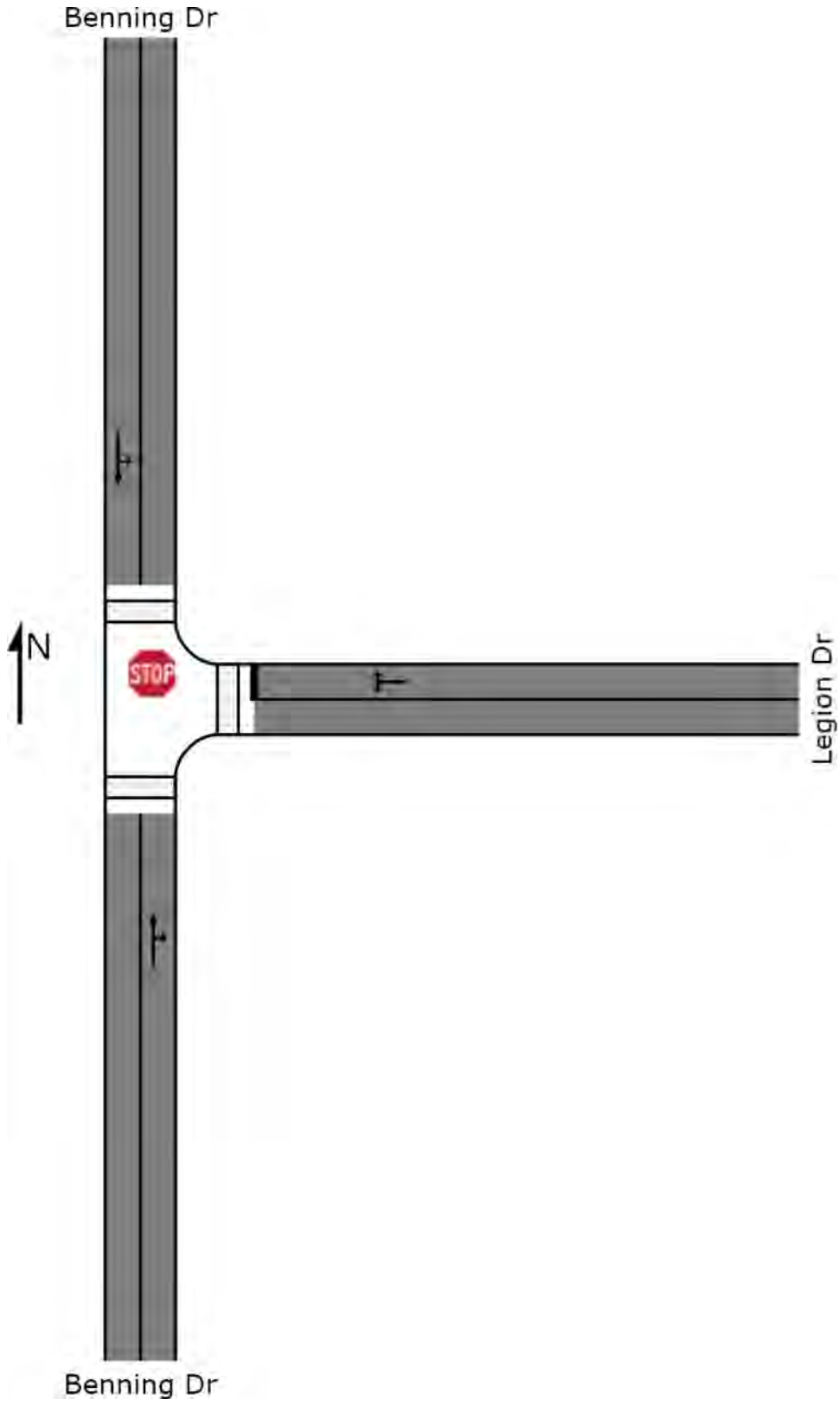
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)

Volume Display Method: Total and %

Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

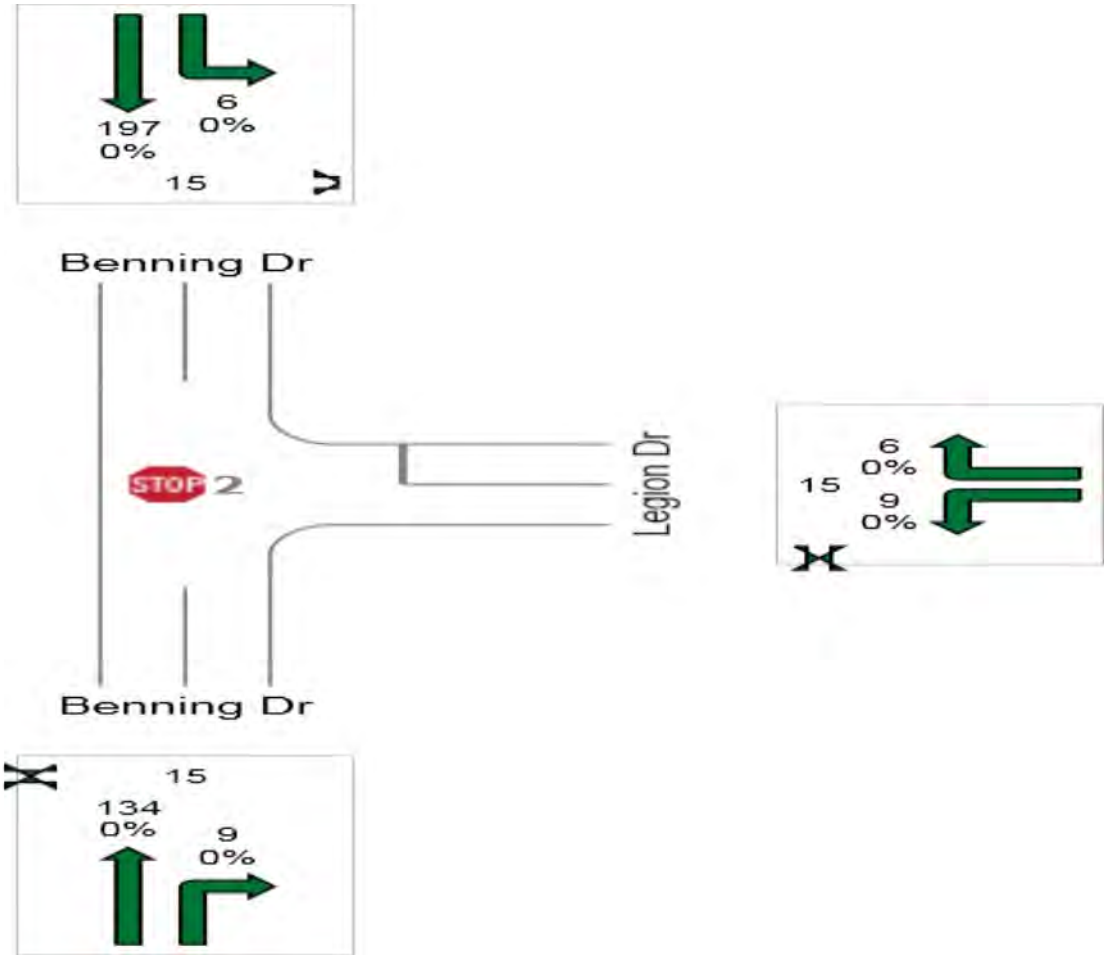
Total Intersection Volumes (veh)

All Movement Classes: 361

Light Vehicles (LV): 361

Heavy Vehicles (HV): 0

Pedestrians: 45



DELAY (CONTROL)

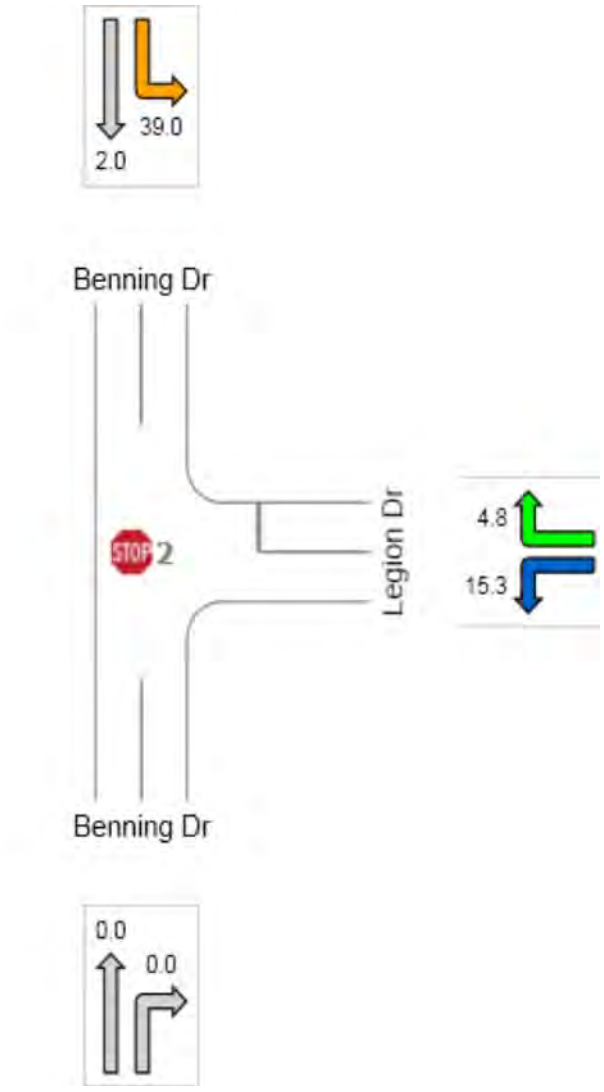
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

All Movement Classes

	South	East	North	Intersection
	0.0	11.1	3.1	2.2
LOS	NA	B	NA	NA



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Approach Lane Flows (veh/h)

South: Benning Dr

Mov. From S To Exit:	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	204	14	218	0.0	1879	0.116	100	NA
Approach	204	14	218	0.0		0.116		

East: Legion Dr

Mov. From E To Exit:	L2 S	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	14	9	23	0.0	614	0.037	100	NA
Approach	14	9	23	0.0		0.037		

North: Benning Dr

Mov. From N To Exit:	L2 E	T1 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	9	300	309	0.0	1876	0.165	100	NA
Approach	9	300	309	0.0		0.165		

	Total	%HV	Deg.Satn (v/c)
Intersection	549	0.0	0.165

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	23.1	mph	23.1	mph
Travel Distance (Total)	122.7	veh-mi/h	147.3	pers-mi/h
Travel Time (Total)	5.3	veh-h/h	6.4	pers-h/h
Demand Flows (Total)	549	veh/h	659	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.165			
Practical Spare Capacity	495.0	%		
Effective Intersection Capacity	3335	veh/h		
Control Delay (Total)	0.34	veh-h/h	0.41	pers-h/h
Control Delay (Average)	2.2	sec	2.2	sec
Control Delay (Worst Lane)	11.1	sec		
Control Delay (Worst Movement)	39.0	sec	39.0	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	2.2	sec		
Idling Time (Average)	2.1	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.1	veh		
95% Back of Queue - Distance (Worst Lane)	3.6	ft		
Queue Storage Ratio (Worst Lane)	0.01			
Total Effective Stops	8	veh/h	9	pers/h
Effective Stop Rate	0.01	per veh	0.01	per pers
Proportion Queued	0.03		0.03	
Performance Index	5.5		5.5	
Cost (Total)	53.19	$/h	53.19	$/h
Fuel Consumption (Total)	3.5	gal/h		
Carbon Dioxide (Total)	31.2	kg/h		
Hydrocarbons (Total)	0.013	kg/h		
Carbon Monoxide (Total)	0.147	kg/h		
NOx (Total)	0.013	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	263,687	veh/y	316,424	pers/y
Delay	162	veh-h/y	195	pers-h/y
Effective Stops	3,618	veh/y	4,342	pers/y
Travel Distance	58,911	veh-mi/y	70,694	pers-mi/y
Travel Time	2,547	veh-h/y	3,056	pers-h/y
Cost	25,531	$/y	25,531	$/y
Fuel Consumption	1,684	gal/y		
Carbon Dioxide	14,982	kg/y		
Hydrocarbons	6	kg/y		
Carbon Monoxide	71	kg/y		
NOx	6	kg/y		

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LANE SUMMARY

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Benning Dr													
Lane 1	218	0.0	1879	0.116	100	0.0	LOS A	0.0	0.0	Full	590	0.0	0.0
Approach	218	0.0		0.116		0.0	NA	0.0	0.0				
East: Legion Dr													
Lane 1	23	0.0	614	0.037	100	11.1	LOS B	0.1	3.6	Full	1425	0.0	0.0
Approach	23	0.0		0.037		11.1	LOS B	0.1	3.6				
North: Benning Dr													
Lane 1	309	0.0	1876	0.165	100	3.1	LOS A	0.1	1.9	Full	480	0.0	0.0
Approach	309	0.0		0.165		3.1	NA	0.1	1.9				
Intersection	549	0.0		0.165		2.2	NA	0.1	3.6				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Benning Dr											
8	T1	204	0.0	0.116	0.0	LOS A	0.0	0.0	0.00	0.00	24.8
18	R2	14	0.0	0.116	0.0	LOS A	0.0	0.0	0.00	0.00	25.0
Approach		218	0.0	0.116	0.0	NA	0.0	0.0	0.00	0.00	24.8
East: Legion Dr											
1	L2	14	0.0	0.037	15.3	LOS C	0.1	3.6	0.44	0.32	19.1
16	R2	9	0.0	0.037	4.8	LOS A	0.1	3.6	0.44	0.32	19.1
Approach		23	0.0	0.037	11.1	LOS B	0.1	3.6	0.44	0.32	19.1
North: Benning Dr											
7	L2	9	0.0	0.165	39.0	LOS E	0.1	1.9	0.02	0.00	23.4
4	T1	300	0.0	0.165	2.0	LOS A	0.1	1.9	0.02	0.00	22.6
Approach		309	0.0	0.165	3.1	NA	0.1	1.9	0.02	0.00	22.6
All Vehicles		549	0.0	0.165	2.2	NA	0.1	3.6	0.03	0.01	23.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

QUEUE DISTANCE (%ILE)

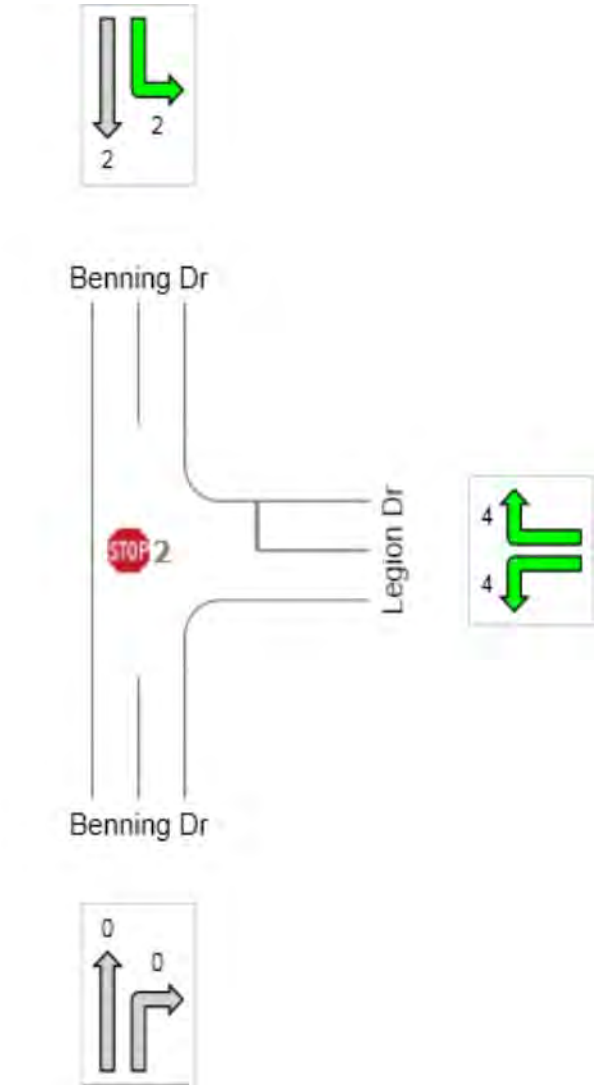
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

All Movement Classes

	South	East	North	Intersection
	0	4	2	4



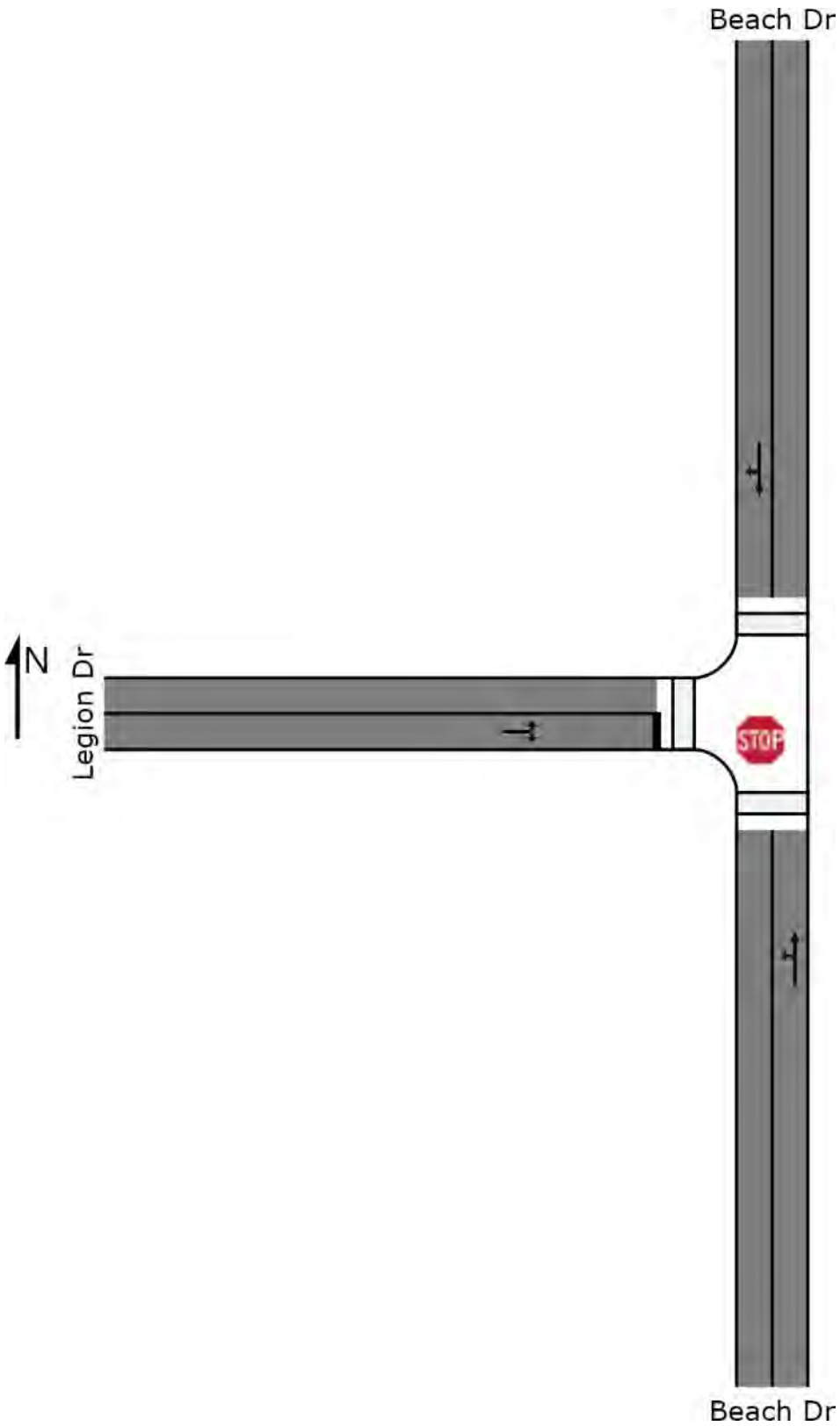
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

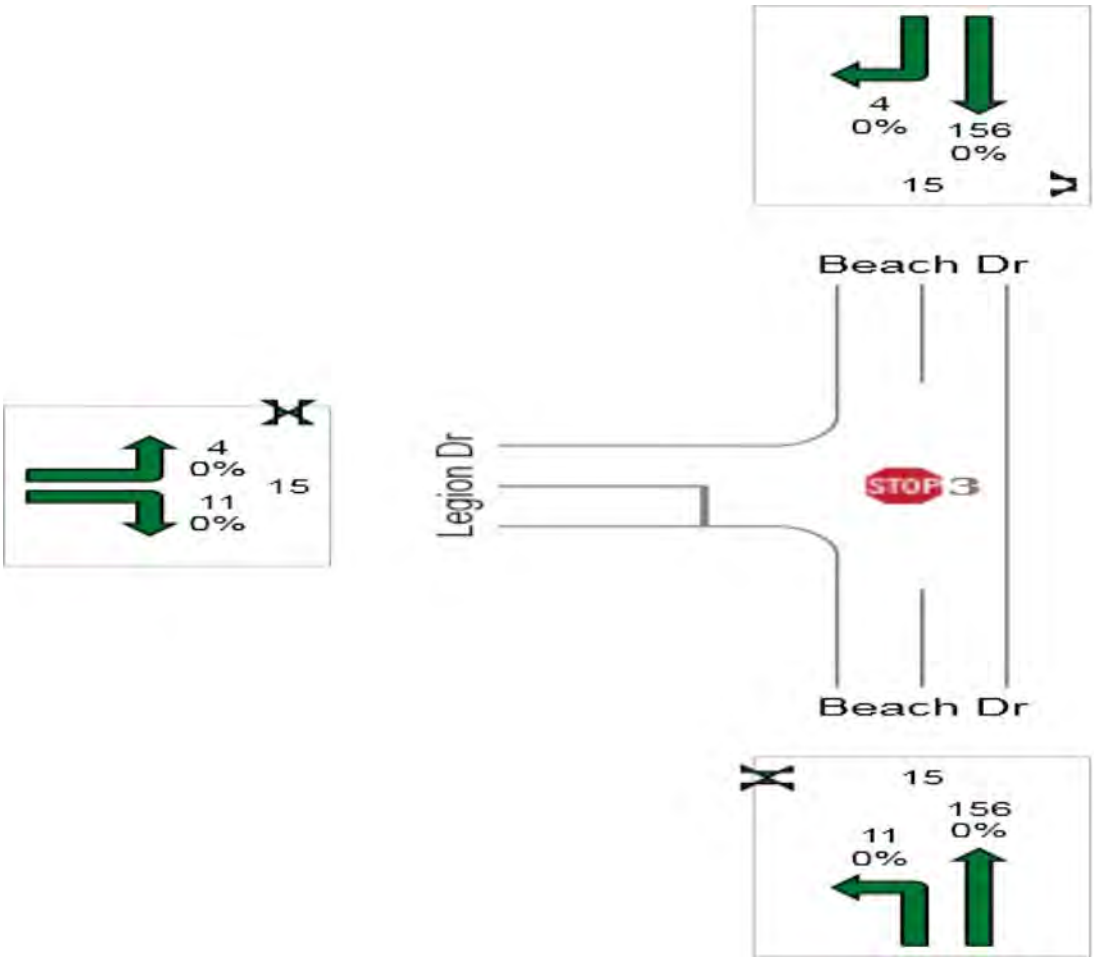
Stop (Two-Way)

Volume Display Method: Total and %

Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

- **All Movement Classes: 342**
- **Light Vehicles (LV): 342**
- **Heavy Vehicles (HV): 0**
- **Pedestrians: 45**



DELAY (CONTROL)

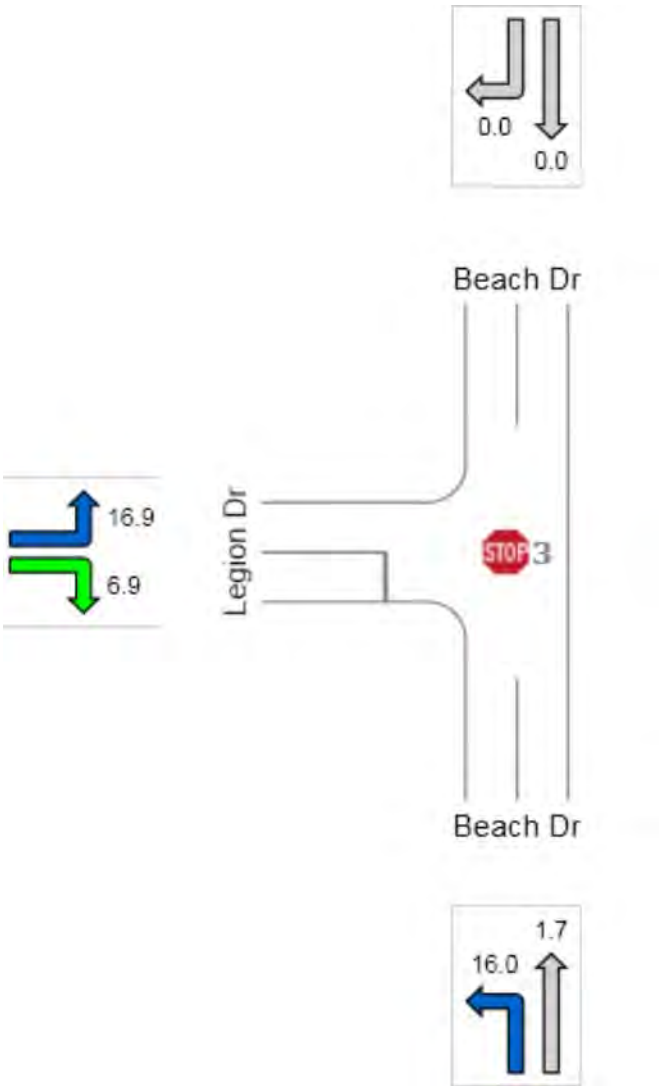
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	North	West	Intersection
	2.6	0.0	9.6	1.7
LOS	NA	NA	A	NA



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

LANE FLOWS

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Approach Lane Flows (veh/h)

South: Beach Dr

Mov. From S To Exit:	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	12	170	182	0.0	1852	0.098	100	NA
Approach	12	170	182	0.0		0.098		

North: Beach Dr

Mov. From N To Exit:	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	170	4	174	0.0	1891	0.092	100	NA
Approach	170	4	174	0.0		0.092		

West: Legion Dr

Mov. From W To Exit:	L2 N	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	4	12	16	0.0	803	0.020	100	NA
Approach	4	12	16	0.0		0.020		

	Total	%HV	Deg.Satn (v/c)
Intersection	372	0.0	0.098

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	24.0	mph	24.0	mph
Travel Distance (Total)	128.5	veh-mi/h	154.2	pers-mi/h
Travel Time (Total)	5.4	veh-h/h	6.4	pers-h/h
Demand Flows (Total)	372	veh/h	446	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.098			
Practical Spare Capacity	900.1	%		
Effective Intersection Capacity	3794	veh/h		
Control Delay (Total)	0.18	veh-h/h	0.21	pers-h/h
Control Delay (Average)	1.7	sec	1.7	sec
Control Delay (Worst Lane)	9.6	sec		
Control Delay (Worst Movement)	16.9	sec	16.9	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	1.7	sec		
Idling Time (Average)	1.6	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.1	veh		
95% Back of Queue - Distance (Worst Lane)	2.2	ft		
Queue Storage Ratio (Worst Lane)	0.02			
Total Effective Stops	3	veh/h	4	pers/h
Effective Stop Rate	0.01	per veh	0.01	per pers
Proportion Queued	0.04		0.04	
Performance Index	5.5		5.5	
Cost (Total)	52.64	$/h	52.64	$/h
Fuel Consumption (Total)	3.6	gal/h		
Carbon Dioxide (Total)	31.8	kg/h		
Hydrocarbons (Total)	0.013	kg/h		
Carbon Monoxide (Total)	0.151	kg/h		
NOx (Total)	0.013	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	178,435	veh/y	214,122	pers/y
Delay	85	veh-h/y	102	pers-h/y
Effective Stops	1,629	veh/y	1,954	pers/y
Travel Distance	61,670	veh-mi/y	74,004	pers-mi/y
Travel Time	2,573	veh-h/y	3,087	pers-h/y
Cost	25,265	$/y	25,265	$/y
Fuel Consumption	1,716	gal/y		
Carbon Dioxide	15,266	kg/y		
Hydrocarbons	6	kg/y		
Carbon Monoxide	72	kg/y		
NOx	6	kg/y		

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LANE SUMMARY

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beach Dr													
Lane 1	182	0.0	1852	0.098	100	2.6	LOS A	0.1	2.2	Full	172	0.0	0.0
Approach	182	0.0		0.098		2.6	NA	0.1	2.2				
North: Beach Dr													
Lane 1	174	0.0	1891	0.092	100	0.0	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	174	0.0		0.092		0.0	NA	0.0	0.0				
West: Legion Dr													
Lane 1	16	0.0	803	0.020	100	9.6	LOS A	0.1	2.0	Full	1425	0.0	0.0
Approach	16	0.0		0.020		9.6	LOS A	0.1	2.0				
Intersection	372	0.0		0.098		1.7	NA	0.1	2.2				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Beach Dr											
3	L2	12	0.0	0.098	16.0	LOS C	0.1	2.2	0.04	0.00	23.3
8	T1	170	0.0	0.098	1.7	LOS A	0.1	2.2	0.04	0.00	23.6
Approach		182	0.0	0.098	2.6	NA	0.1	2.2	0.04	0.00	23.6
North: Beach Dr											
4	T1	170	0.0	0.092	0.0	LOS A	0.0	0.0	0.00	0.00	25.0
14	R2	4	0.0	0.092	0.0	LOS A	0.0	0.0	0.00	0.00	25.1
Approach		174	0.0	0.092	0.0	NA	0.0	0.0	0.00	0.00	25.0
West: Legion Dr											
5	L2	4	0.0	0.020	16.9	LOS C	0.1	2.0	0.34	0.19	21.0
12	R2	12	0.0	0.020	6.9	LOS A	0.1	2.0	0.34	0.19	18.7
Approach		16	0.0	0.020	9.6	LOS A	0.1	2.0	0.34	0.19	19.6
All Vehicles		372	0.0	0.098	1.7	NA	0.1	2.2	0.04	0.01	24.0

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

QUEUE DISTANCE (%ILE)

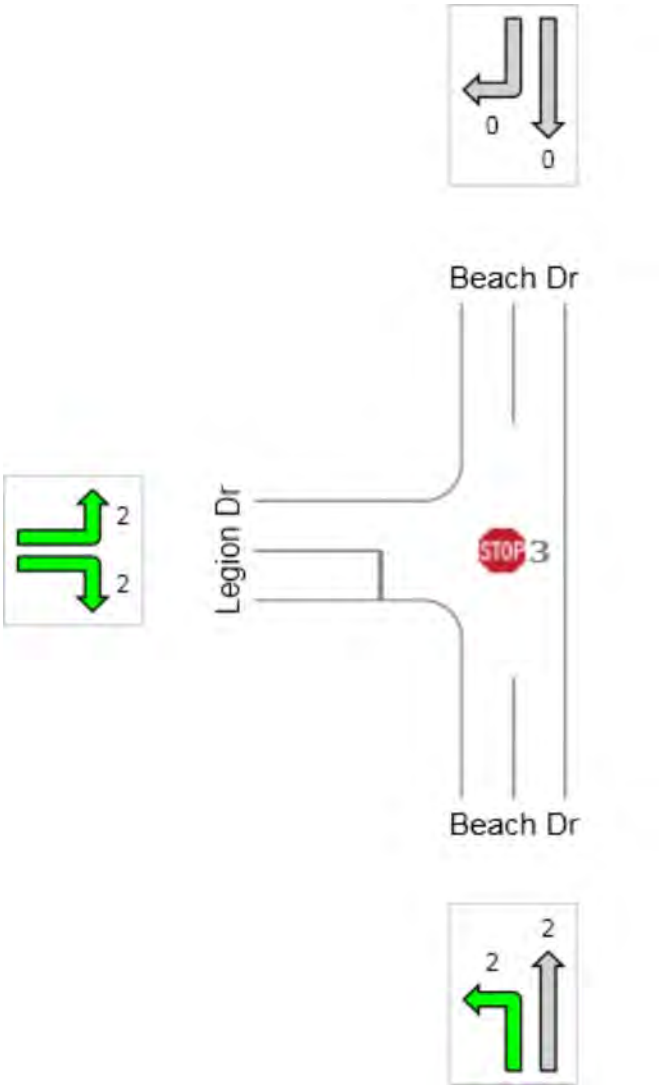
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	North	West	Intersection
	2	0	2	2



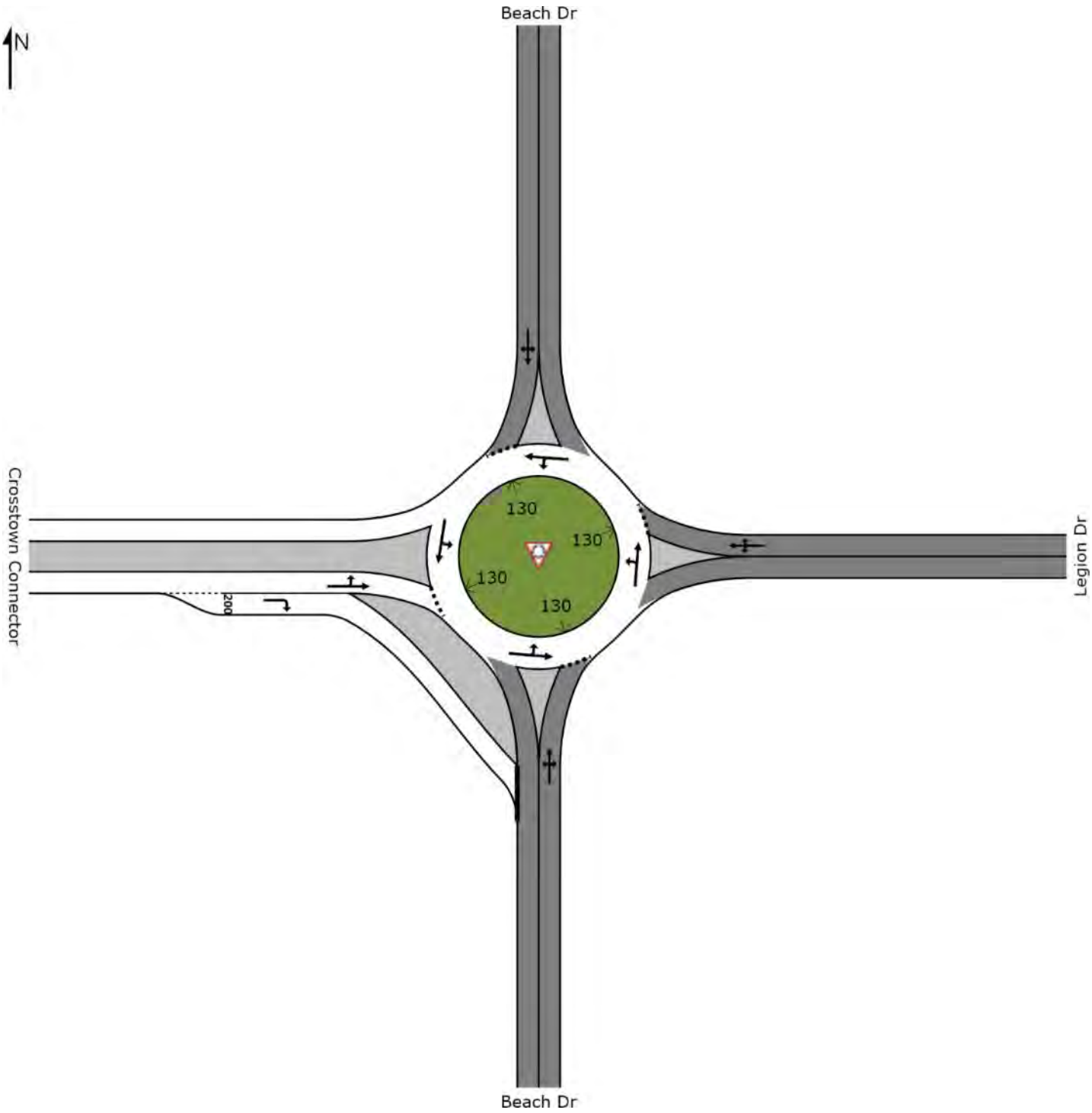
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Volume Display Method: Total and %

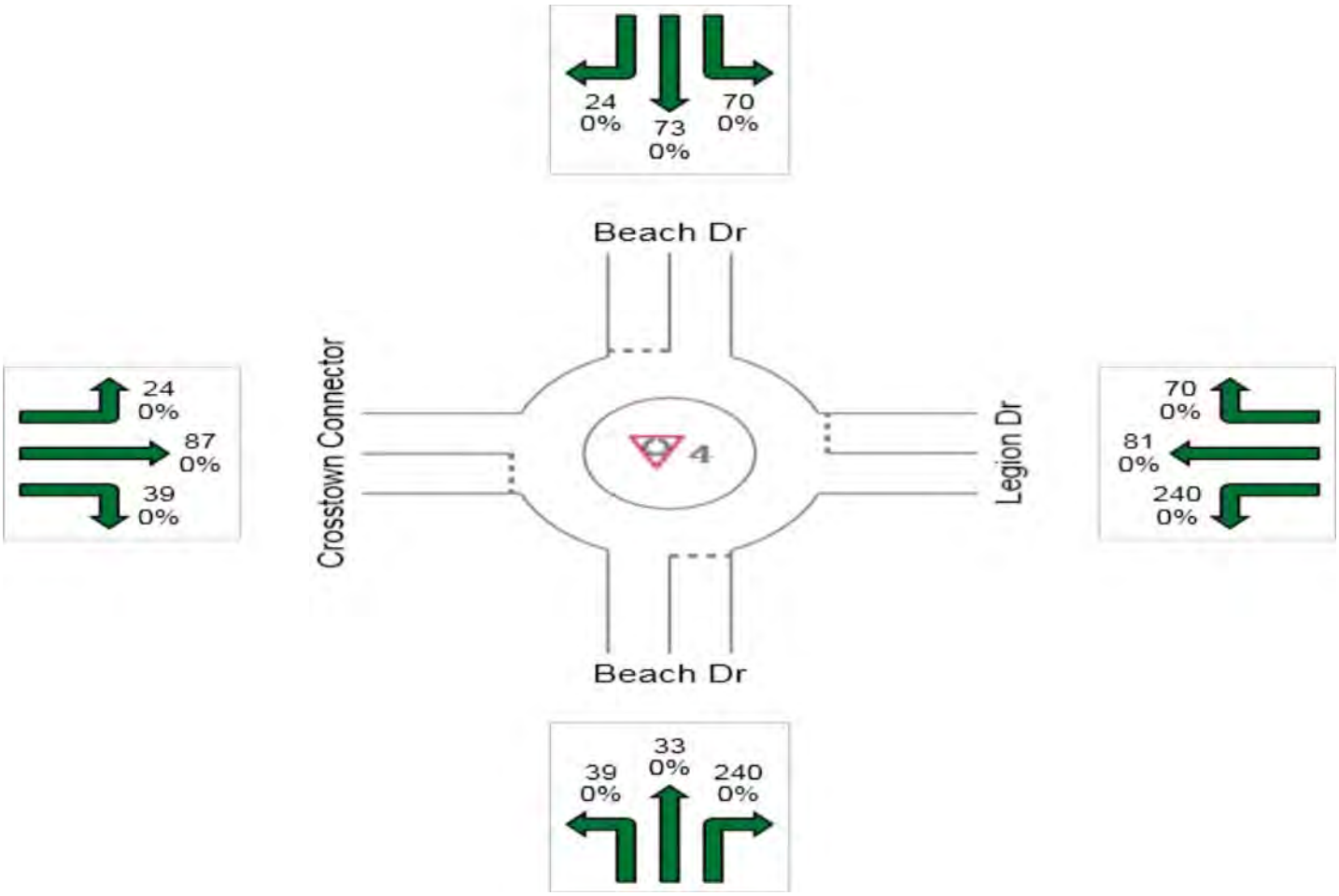
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 1020

Light Vehicles (LV): 1020

Heavy Vehicles (HV): 0



DELAY (CONTROL)

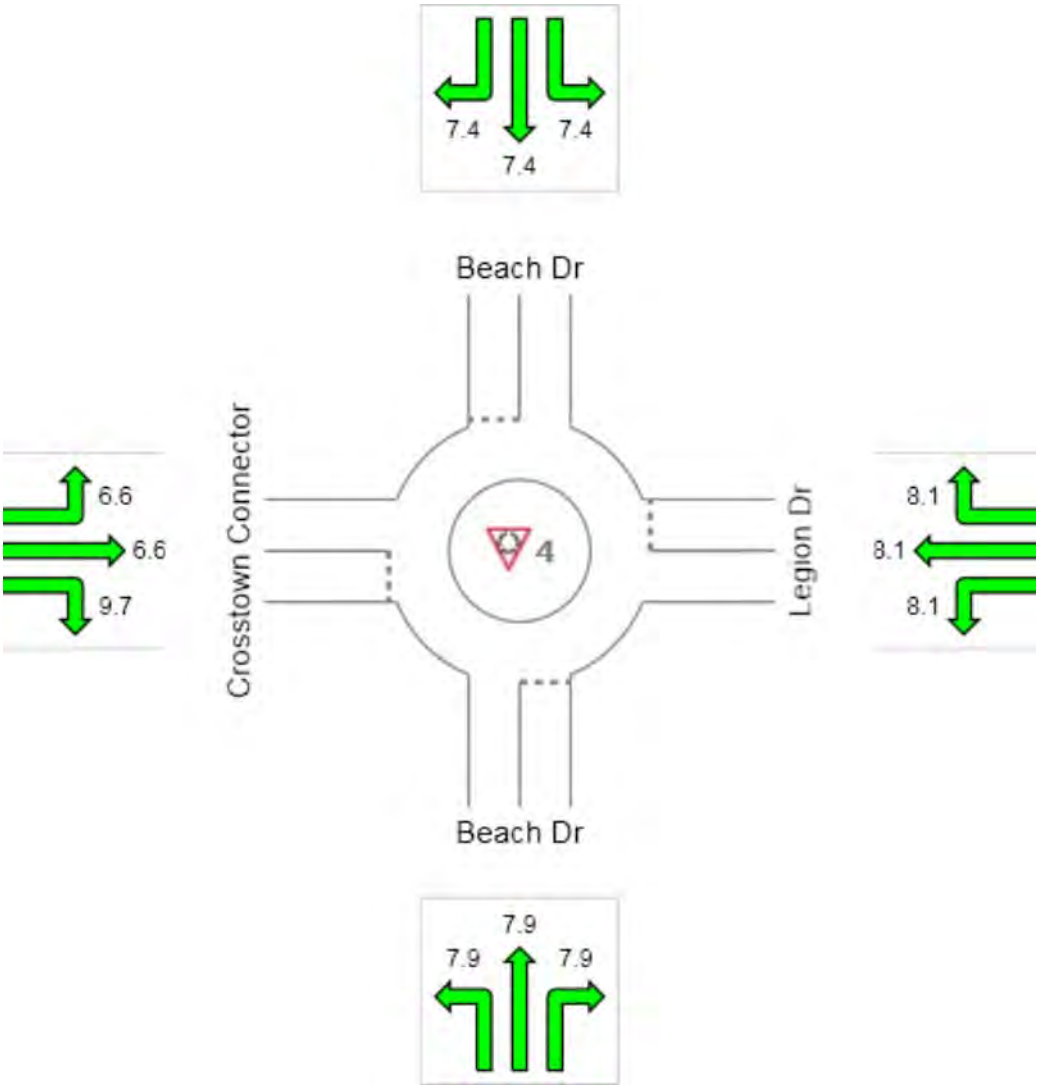
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

All Movement Classes

	South	East	North	West	Intersection
	7.9	8.1	7.4	7.4	7.8
LOS	A	A	A	A	A



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Roundabout Level of Service Method: Same as Sign Control
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Approach Lane Flows (veh/h)									
South: Beach Dr									
Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	42	36	261	339	0.0	928	0.365	100	NA
Approach	42	36	261	339	0.0		0.365		
East: Legion Dr									
Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	261	88	76	425	0.0	1018	0.417	100	NA
Approach	261	88	76	425	0.0		0.417		
North: Beach Dr									
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	76	79	26	182	0.0	764	0.238	100	NA
Approach	76	79	26	182	0.0		0.238		
West: Crosstown Connector									
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	26	95	-	121	0.0	745	0.162	100	NA
Lane 2	-	-	42	42	0.0	804	0.053	100	0.0
Approach	26	95	42	163	0.0		0.162		
	Total	%HV	Deg.Satn (v/c)						
Intersection	1109	0.0		0.417					

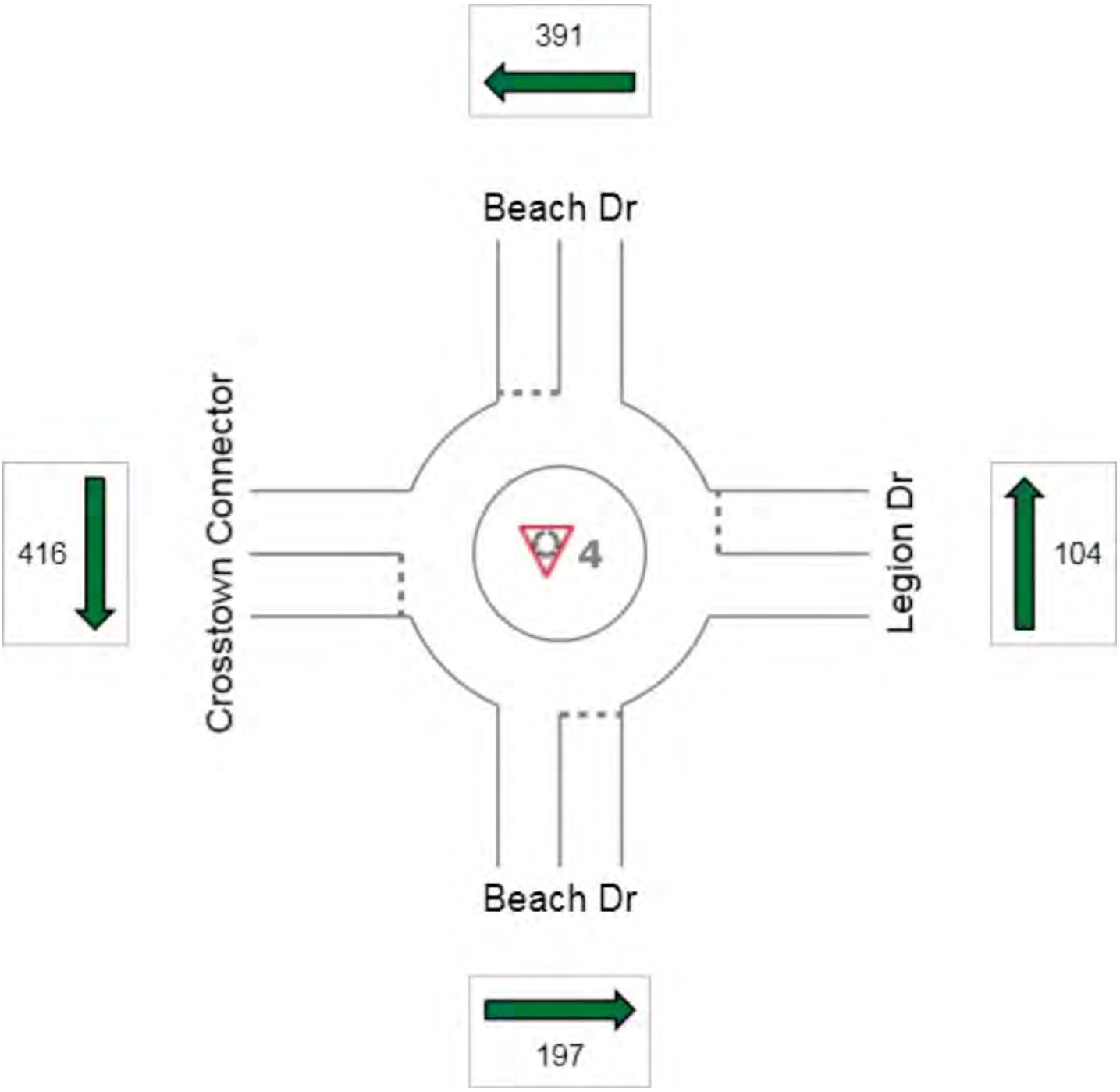
Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

ROUNDABOUT CIRCULATING FLOWS

Total Values for All Movement Classes Based on Site Arrival Flow Rates including Capacity Constraint Effects (veh/h)

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout



INTERSECTION SUMMARY

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	25.4	mph	25.4	mph
Travel Distance (Total)	538.2	veh-mi/h	645.8	pers-mi/h
Travel Time (Total)	21.2	veh-h/h	25.4	pers-h/h
Demand Flows (Total)	1109	veh/h	1330	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.417			
Practical Spare Capacity	103.6	%		
Effective Intersection Capacity	2656	veh/h		
Control Delay (Total)	2.41	veh-h/h	2.89	pers-h/h
Control Delay (Average)	7.8	sec	7.8	sec
Control Delay (Worst Lane)	9.7	sec		
Control Delay (Worst Movement)	9.7	sec	9.7	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	7.8	sec		
Idling Time (Average)	6.0	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	2.2	veh		
95% Back of Queue - Distance (Worst Lane)	56.0	ft		
Queue Storage Ratio (Worst Lane)	0.18			
Total Effective Stops	333	veh/h	400	pers/h
Effective Stop Rate	0.30	per veh	0.30	per pers
Proportion Queued	0.40		0.40	
Performance Index	29.5		29.5	
Cost (Total)	276.49	$/h	276.49	$/h
Fuel Consumption (Total)	18.4	gal/h		
Carbon Dioxide (Total)	164.0	kg/h		
Hydrocarbons (Total)	0.069	kg/h		
Carbon Monoxide (Total)	0.800	kg/h		
NOx (Total)	0.108	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	532,174	veh/y	638,609	pers/y
Delay	1,158	veh-h/y	1,390	pers-h/y
Effective Stops	160,065	veh/y	192,078	pers/y
Travel Distance	258,320	veh-mi/y	309,985	pers-mi/y
Travel Time	10,166	veh-h/y	12,200	pers-h/y
Cost	132,716	$/y	132,716	$/y
Fuel Consumption	8,849	gal/y		
Carbon Dioxide	78,714	kg/y		
Hydrocarbons	33	kg/y		
Carbon Monoxide	384	kg/y		
NOx	52	kg/y		

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LANE SUMMARY

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beach Dr													
Lane 1[d]	339	0.0	928	0.365	100	7.9	LOS A	1.7	43.4	Full	415	0.0	0.0
Approach	339	0.0		0.365		7.9	LOS A	1.7	43.4				
East: Legion Dr													
Lane 1[d]	425	0.0	1018	0.417	100	8.1	LOS A	2.2	56.0	Full	2110	0.0	0.0
Approach	425	0.0		0.417		8.1	LOS A	2.2	56.0				
North: Beach Dr													
Lane 1[d]	182	0.0	764	0.238	100	7.4	LOS A	0.9	23.2	Full	172	0.0	0.0
Approach	182	0.0		0.238		7.4	LOS A	0.9	23.2				
West: Crosstown Connector													
Lane 1[d]	121	0.0	745	0.162	100	6.6	LOS A	0.6	14.8	Full	1550	0.0	0.0
Lane 2	42	0.0	804	0.053	100	9.7	LOS A	0.2	4.5	Short	200	0.0	NA
Approach	163	0.0		0.162		7.4	LOS A	0.6	14.8				
Intersection	1109	0.0		0.417		7.8	LOS A	2.2	56.0				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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MOVEMENT SUMMARY

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Beach Dr											
3	L2	42	0.0	0.365	7.9	LOS A	1.7	43.4	0.41	0.31	30.3
8	T1	36	0.0	0.365	7.9	LOS A	1.7	43.4	0.41	0.31	17.2
18	R2	261	0.0	0.365	7.9	LOS A	1.7	43.4	0.41	0.31	22.8
Approach		339	0.0	0.365	7.9	LOS A	1.7	43.4	0.41	0.31	23.2
East: Legion Dr											
1	L2	261	0.0	0.417	8.1	LOS A	2.2	56.0	0.33	0.20	25.6
6	T1	88	0.0	0.417	8.1	LOS A	2.2	56.0	0.33	0.20	28.4
16	R2	76	0.0	0.417	8.1	LOS A	2.2	56.0	0.33	0.20	23.7
Approach		425	0.0	0.417	8.1	LOS A	2.2	56.0	0.33	0.20	26.0
North: Beach Dr											
7	L2	76	0.0	0.238	7.4	LOS A	0.9	23.2	0.49	0.45	24.1
4	T1	79	0.0	0.238	7.4	LOS A	0.9	23.2	0.49	0.45	17.3
14	R2	26	0.0	0.238	7.4	LOS A	0.9	23.2	0.49	0.45	28.3
Approach		182	0.0	0.238	7.4	LOS A	0.9	23.2	0.49	0.45	22.8
West: Crosstown Connector											
5	L2	26	0.0	0.162	6.6	LOS A	0.6	14.8	0.47	0.43	17.3
2	T1	95	0.0	0.162	6.6	LOS A	0.6	14.8	0.47	0.43	35.2
12	R2	42	0.0	0.053	9.7	LOS A	0.2	4.5	0.40	0.30	26.2
Approach		163	0.0	0.162	7.4	LOS A	0.6	14.8	0.45	0.39	30.3
All Vehicles		1109	0.0	0.417	7.8	LOS A	2.2	56.0	0.40	0.30	25.4

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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QUEUE DISTANCE (%ILE)

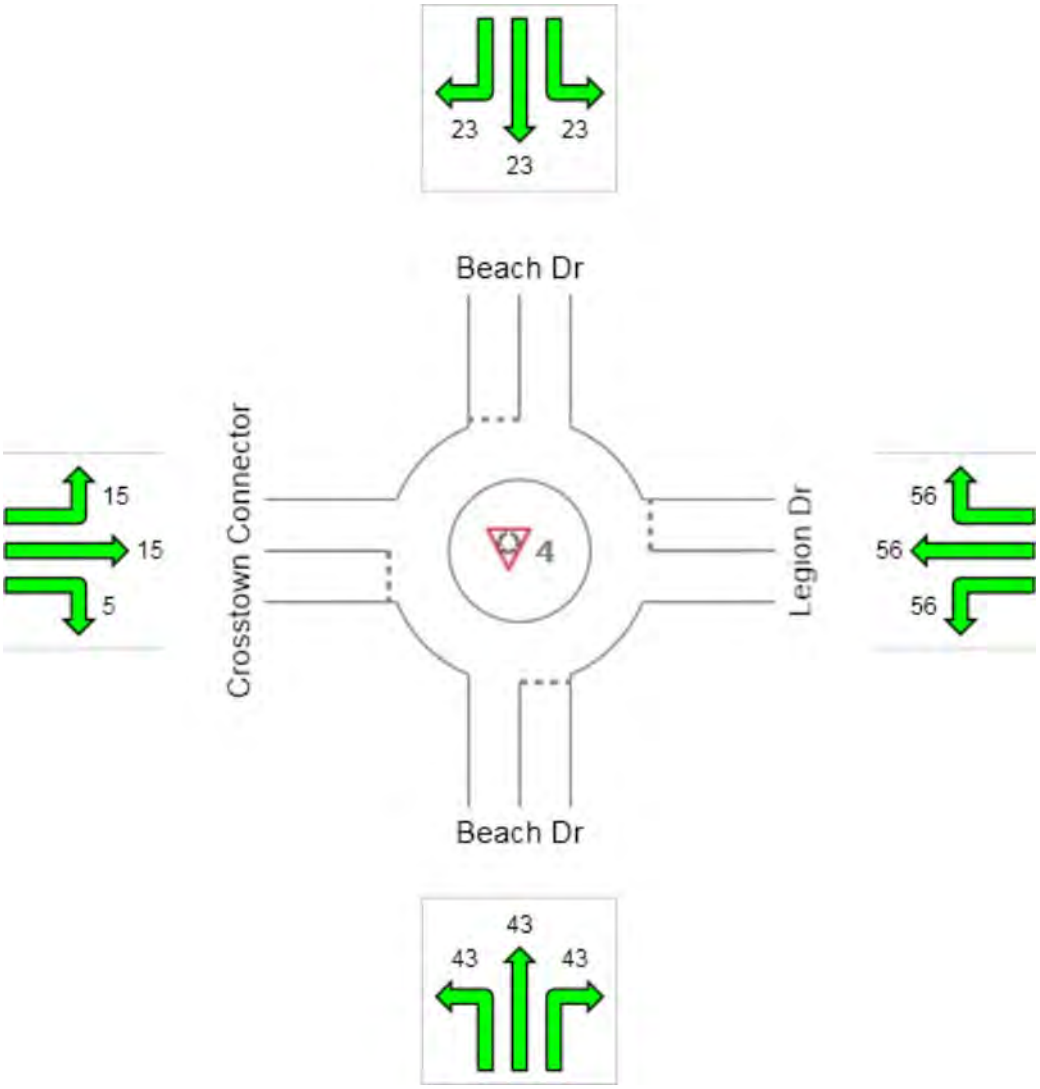
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - rndbt

Two way stop controlled
Roundabout

All Movement Classes

	South	East	North	West	Intersection
	43	56	23	15	56



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

NETWORK SUMMARY

Network: 2lnBuild42-AM_Signal

New Network

Network Performance - Hourly Values						
Performance Measure	**Vehicles**		**Per Unit Distance**		**Persons**	
Network Level of Service (LOS)	LOS B					
Travel Time Index	8.10					
Speed Efficiency	0.83					
Congestion Coefficient	1.21					
Travel Speed (Average)	20.7	mph			20.7	mph
Travel Distance (Total)	1046.4	veh-mi/h			1255.6	pers-mi/h
Travel Time (Total)	50.5	veh-h/h			60.6	pers-h/h
Desired Speed	25.0	mph				
Demand Flows (Total)	2622	veh/h			3146	pers/h
Arrival Flows (Total)	2622	veh/h			3146	pers/h
Percent Heavy Vehicles (Demand)	0.0	%				
Percent Heavy Vehicles (Arrival)	0.0	%				
Degree of Saturation	0.517					
Control Delay (Total)	11.90	veh-h/h			14.28	pers-h/h
Control Delay (Average)	16.3	sec			16.3	sec
Control Delay (Worst Lane)	48.3	sec				
Control Delay (Worst Movement)	48.3	sec			48.3	sec
Geometric Delay (Average)	0.0	sec				
Stop-Line Delay (Average)	16.3	sec				
Queue Storage Ratio (Worst Lane)	1.10					
Total Effective Stops	1057	veh/h			1268	pers/h
Effective Stop Rate	0.40	per veh	1.0	per mi	0.40	per pers
Proportion Queued	0.50				0.50	
Performance Index	118.0				118.0	
Cost (Total)	678.11	$/h	0.65	$/mi	678.11	$/h
Fuel Consumption (Total)	38.7	gal/h	0.037	gal/mi		
Fuel Economy	27.1	mpg				
Carbon Dioxide (Total)	343.8	kg/h	328.6	g/mi		
Hydrocarbons (Total)	0.154	kg/h	0.147	g/mi		
Carbon Monoxide (Total)	1.632	kg/h	1.560	g/mi		
NOx (Total)	0.217	kg/h	0.207	g/mi		

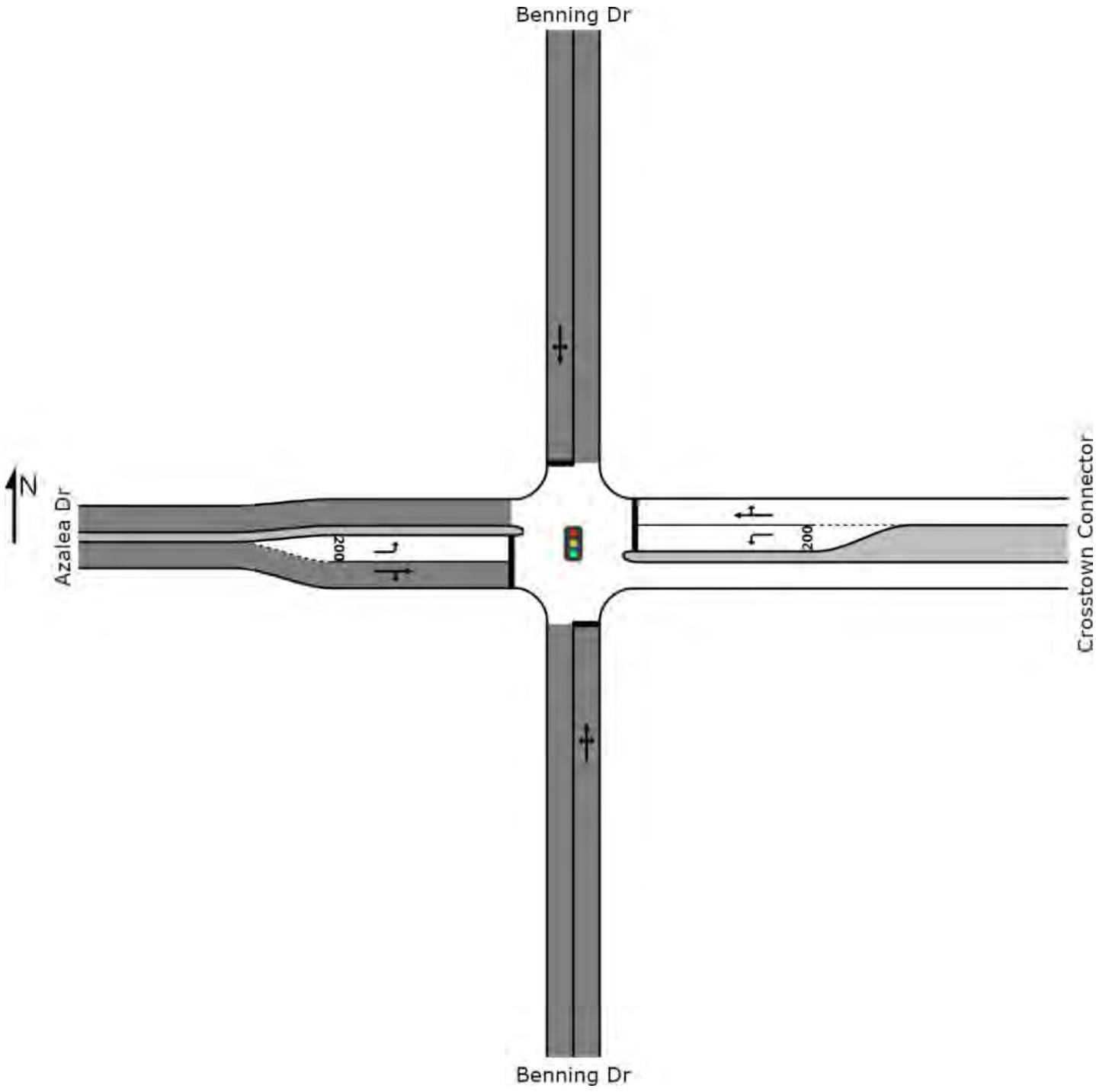
Network Model Accuracy Level (largest change in degree of saturation for any lane): 0.0 %
Number of Iterations: 3
Network Level of Service (LOS) Method: HCM 2010.
Model used: US HCM (Customary).

Network Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	1,258,435	veh/y	1,510,122	pers/y
Delay	5,712	veh-h/y	6,854	pers-h/y
Effective Stops	507,356	veh/y	608,827	pers/y
Travel Distance	502,249	veh-mi/y	602,699	pers-mi/y
Travel Time	24,224	veh-h/y	29,068	pers-h/y
Cost	325,490	$/y	325,490	$/y
Fuel Consumption	18,553	gal/y		
Carbon Dioxide	165,039	kg/y		
Hydrocarbons	74	kg/y		
Carbon Monoxide	783	kg/y		
NOx	104	kg/y		

SITE LAYOUT

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - Signal

Signals - Actuated Isolated



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - Signal

Signals - Actuated Isolated

Volume Display Method: Total and %

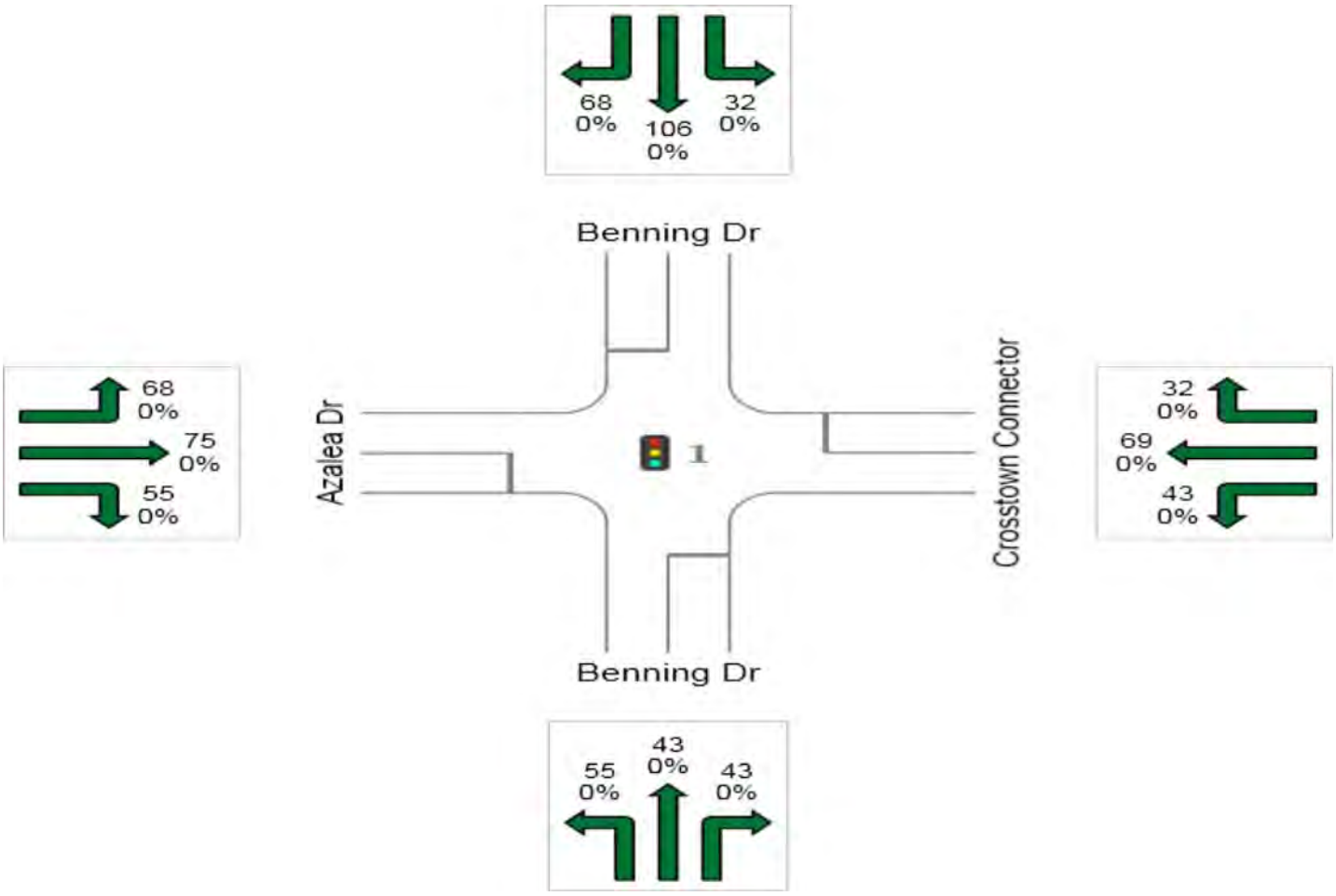
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 689

Light Vehicles (LV): 689

Heavy Vehicles (HV): 0



DELAY (CONTROL)

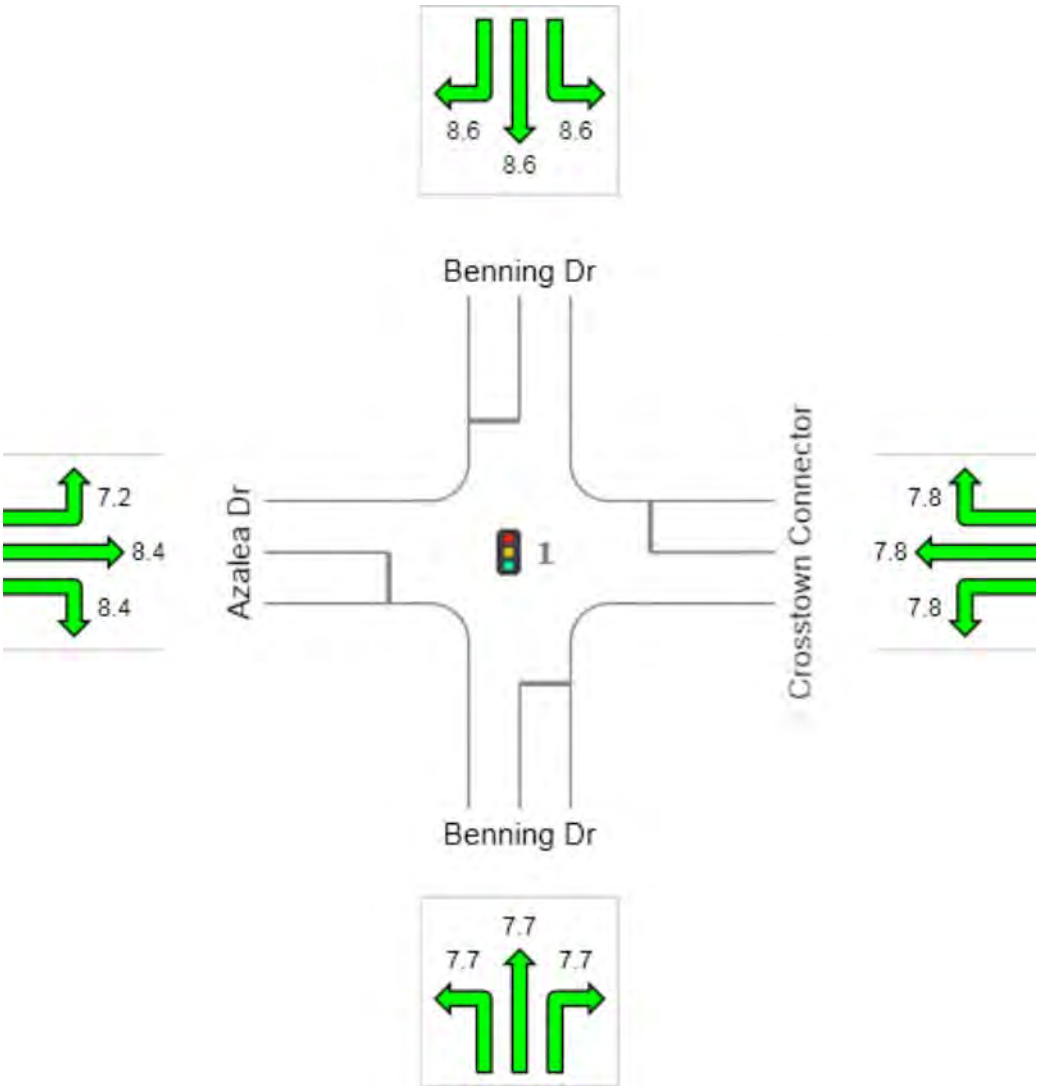
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - Signal

Signals - Actuated Isolated Cycle Time = 21 seconds (Practical Cycle Time)

All Movement Classes

	South	East	North	West	Intersection
	7.7	7.8	8.6	8.0	8.1
LOS	A	A	A	A	A



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - Signal

Signals - Actuated Isolated Cycle Time = 21 seconds (Practical Cycle Time)

Approach Lane Flows (veh/h)									
South: Benning Dr									
Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	60	47	47	153	0.0	525	0.292	100	NA
Approach	60	47	47	153	0.0		0.292		
East: Crosstown Connector									
Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	47	-	-	47	0.0	505	0.092	100	0.0
Lane 2	-	75	35	110	0.0	514	0.214	100	NA
Approach	47	75	35	157	0.0		0.214		
North: Benning Dr									
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	35	115	74	224	0.0	566	0.395	100	NA
Approach	35	115	74	224	0.0		0.395		
West: Azalea Dr									
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	74	-	-	74	0.0	531	0.139	100	0.0
Lane 2	-	82	60	141	0.0	504	0.280	100	NA
Approach	74	82	60	215	0.0		0.280		
	Total	%HV	Deg.Satn (v/c)						
Intersection	749	0.0		0.395					

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - Signal

Signals - Actuated Isolated Cycle Time = 21 seconds (Practical Cycle Time)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	26.7	mph	26.7	mph
Travel Distance (Total)	471.1	veh-mi/h	565.3	pers-mi/h
Travel Time (Total)	17.7	veh-h/h	21.2	pers-h/h
Demand Flows (Total)	749	veh/h	899	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.395			
Practical Spare Capacity	127.6	%		
Effective Intersection Capacity	1894	veh/h		
Control Delay (Total)	1.68	veh-h/h	2.02	pers-h/h
Control Delay (Average)	8.1	sec	8.1	sec
Control Delay (Worst Lane)	8.6	sec		
Control Delay (Worst Movement)	8.6	sec	8.6	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	8.1	sec		
Idling Time (Average)	5.0	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	2.1	veh		
95% Back of Queue - Distance (Worst Lane)	53.7	ft		
Queue Storage Ratio (Worst Lane)	0.18			
Total Effective Stops	461	veh/h	554	pers/h
Effective Stop Rate	0.62	per veh	0.62	per pers
Proportion Queued	0.78		0.78	
Performance Index	29.9		29.9	
Cost (Total)	220.00	$/h	220.00	$/h
Fuel Consumption (Total)	15.8	gal/h		
Carbon Dioxide (Total)	140.1	kg/h		
Hydrocarbons (Total)	0.057	kg/h		
Carbon Monoxide (Total)	0.710	kg/h		
NOx (Total)	0.096	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	359,478	veh/y	431,374	pers/y
Delay	807	veh-h/y	968	pers-h/y
Effective Stops	221,430	veh/y	265,716	pers/y
Travel Distance	226,115	veh-mi/y	271,338	pers-mi/y
Travel Time	8,480	veh-h/y	10,177	pers-h/y
Cost	105,602	$/y	105,602	$/y
Fuel Consumption	7,562	gal/y		
Carbon Dioxide	67,268	kg/y		
Hydrocarbons	27	kg/y		
Carbon Monoxide	341	kg/y		
NOx	46	kg/y		

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LANE SUMMARY

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - Signal

Signals - Actuated Isolated Cycle Time = 21 seconds (Practical Cycle Time)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Benning Dr													
Lane 1	153	0.0	525	0.292	100	7.7	LOS A	1.4	35.1	Full	560	0.0	0.0
Approach	153	0.0		0.292		7.7	LOS A	1.4	35.1				
East: Crosstown Connector													
Lane 1	47	0.0	505	0.092	100	7.8	LOS A	0.4	10.8	Short	200	0.0	NA
Lane 2	110	0.0	514	0.214	100	7.8	LOS A	1.0	25.5	Full	1550	0.0	0.0
Approach	157	0.0		0.214		7.8	LOS A	1.0	25.5				
North: Benning Dr													
Lane 1	224	0.0	566	0.395	100	8.6	LOS A	2.1	53.7	Full	590	0.0	0.0
Approach	224	0.0		0.395		8.6	LOS A	2.1	53.7				
West: Azalea Dr													
Lane 1	74	0.0	531	0.139	100	7.2	LOS A	0.7	16.5	Short	200	0.0	NA
Lane 2	141	0.0	504	0.280	100	8.4	LOS A	1.4	33.9	Full	3600	0.0	0.0
Approach	215	0.0		0.280		8.0	LOS A	1.4	33.9				
Intersection	749	0.0		0.395		8.1	LOS A	2.1	53.7				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - Signal

Signals - Actuated Isolated Cycle Time = 21 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Benning Dr											
3	L2	60	0.0	0.292	7.7	LOS A	1.4	35.1	0.76	0.61	23.3
8	T1	47	0.0	0.292	7.7	LOS A	1.4	35.1	0.76	0.61	19.9
18	R2	47	0.0	0.292	7.7	LOS A	1.4	35.1	0.76	0.61	27.5
Approach		153	0.0	0.292	7.7	LOS A	1.4	35.1	0.76	0.61	23.6
East: Crosstown Connector											
1	L2	47	0.0	0.092	7.8	LOS A	0.4	10.8	0.79	0.58	27.7
6	T1	75	0.0	0.214	7.8	LOS A	1.0	25.5	0.78	0.60	36.0
16	R2	35	0.0	0.214	7.8	LOS A	1.0	25.5	0.78	0.60	30.3
Approach		157	0.0	0.214	7.8	LOS A	1.0	25.5	0.78	0.60	33.4
North: Benning Dr											
7	L2	35	0.0	0.395	8.6	LOS A	2.1	53.7	0.79	0.64	26.9
4	T1	115	0.0	0.395	8.6	LOS A	2.1	53.7	0.79	0.64	19.5
14	R2	74	0.0	0.395	8.6	LOS A	2.1	53.7	0.79	0.64	23.2
Approach		224	0.0	0.395	8.6	LOS A	2.1	53.7	0.79	0.64	22.5
West: Azalea Dr											
5	L2	74	0.0	0.139	7.2	LOS A	0.7	16.5	0.76	0.57	22.8
2	T1	82	0.0	0.280	8.4	LOS A	1.4	33.9	0.79	0.63	31.9
12	R2	60	0.0	0.280	8.4	LOS A	1.4	33.9	0.79	0.63	28.8
Approach		215	0.0	0.280	8.0	LOS A	1.4	33.9	0.78	0.61	27.6
All Vehicles		749	0.0	0.395	8.1	LOS A	2.1	53.7	0.78	0.62	26.7

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

QUEUE DISTANCE (%ILE)

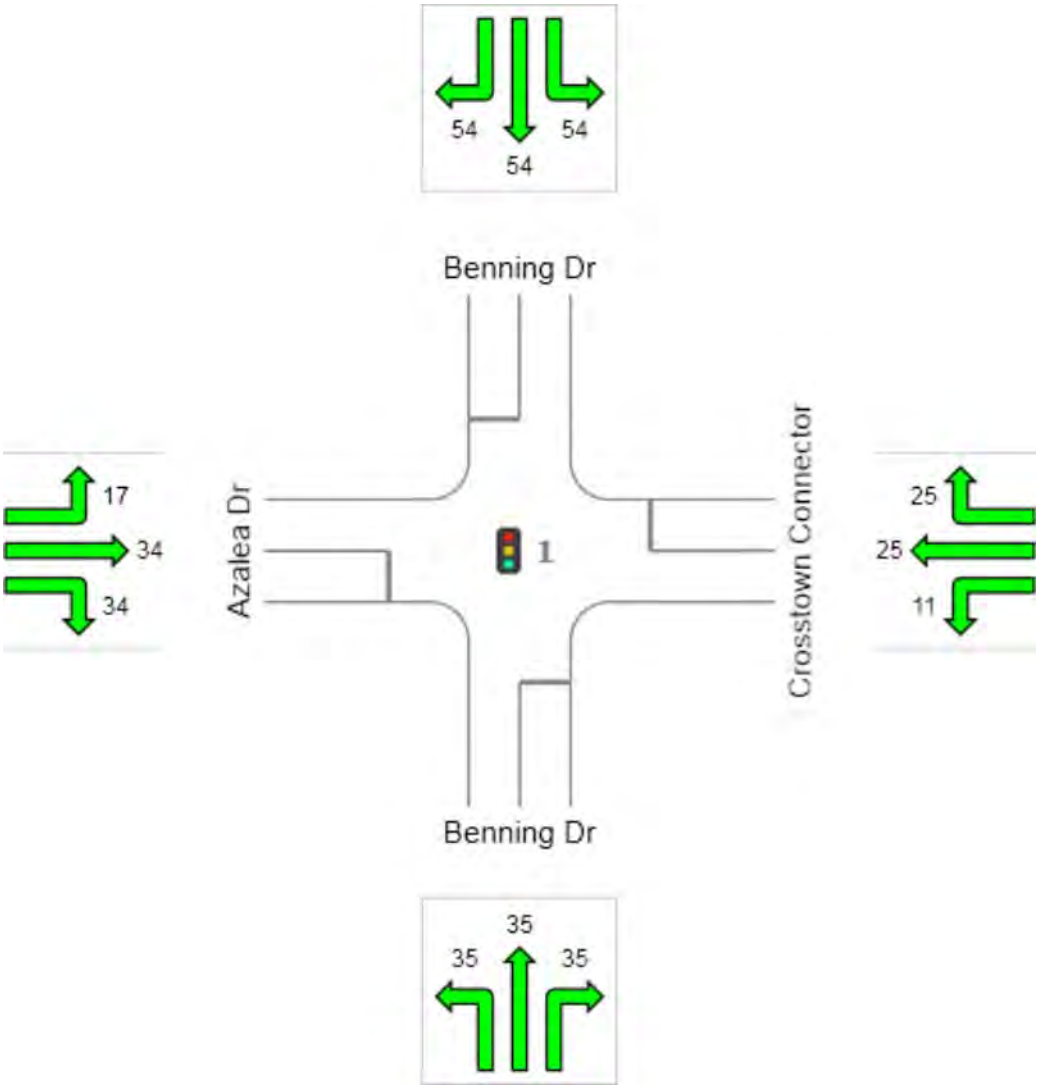
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - Signal

Signals - Actuated Isolated Cycle Time = 21 seconds (Practical Cycle Time)

All Movement Classes

	South	East	North	West	Intersection
	35	25	54	34	54



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

TIMING ANALYSIS

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - Signal

Signals - Actuated Isolated Cycle Time = 21 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Opposed Turns
Input Sequence: A, B
Output Sequence: A, B

Movement Timing Information

Mov ID	Mov Class	Mov Type	PHASE MATRIX First Green [From	To	Oppd	Priority	Und]	Second Green [From	To	Oppd	Priority	Und]	Lost Time 1st Green (sec)	Lost Time 2nd Green (sec)	ReqMov Time 1st Green (sec)	ReqMov Time 2nd Green (sec)	Eff Green 1st Green (sec)	Eff Green 2nd Green (sec)
South		Benning Dr																
3	#		A	B	Yes								5		10.0		6	
8	#		A	B									4		10.0		7	
18	#		A	B									4		10.0		7	
East		Crosstown Connector																
1	#		B	A	Yes								5		10.0		5	
6	#		B	A									4		10.0		6	
16	#		B	A									4		10.0		6	
North		Benning Dr																
7	#		A	B	Yes								4		10.9		7	
4	#		A	B									4		10.9		7	
14	#		*A	B									4		10.9		7	
West		Azalea Dr																
5	#		B	A	Yes								4		10.0		6	
2	#		*B	A									4		10.0		6	
12	#		B	A									4		10.0		6	

\# Combined timing results are shown for all Movement Classes except any listed separately.
* Critical Movement/Green Period

Phase Information

Phase	Ref. Phase	Change Time (sec)	Starting Intergreen (sec)	Green Start (sec)	Displayed Green (sec)	Green End (sec)	Terminating Intergreen (sec)	Phase Time (sec)	Phase Split %
A	No	10	4	14	7	21	4	11	52
B	Yes	0	4	4	6	10	4	10	48

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MOVEMENT TIMING

Site: 2lnBuild42-AM Azalea Dr @ Benning Dr - Signal

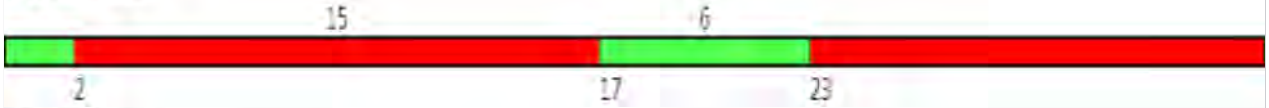
Signals - Actuated Isolated Cycle Time = 21 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Opposed Turns
Input Sequence: A, B
Output Sequence: A, B

DISPLAYED SIGNAL TIMING - PHASES

EFFECTIVE SIGNAL TIMING - MOVEMENTS

3 (South L2)

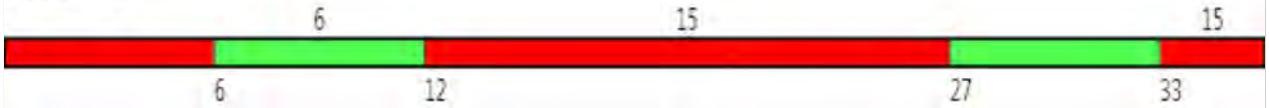


8 (South T1)

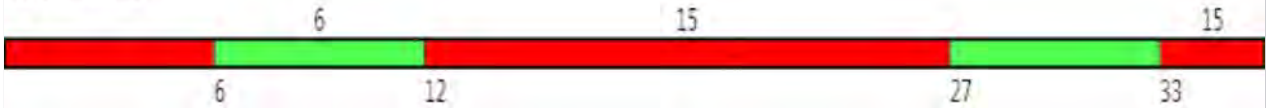
18 (South R2)

1 (East L2)

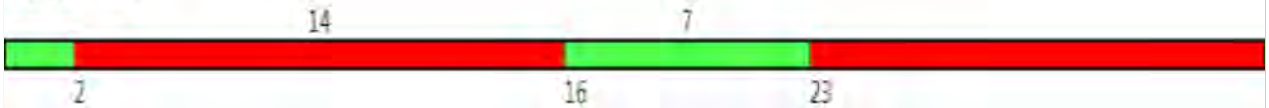
6 (East T1)

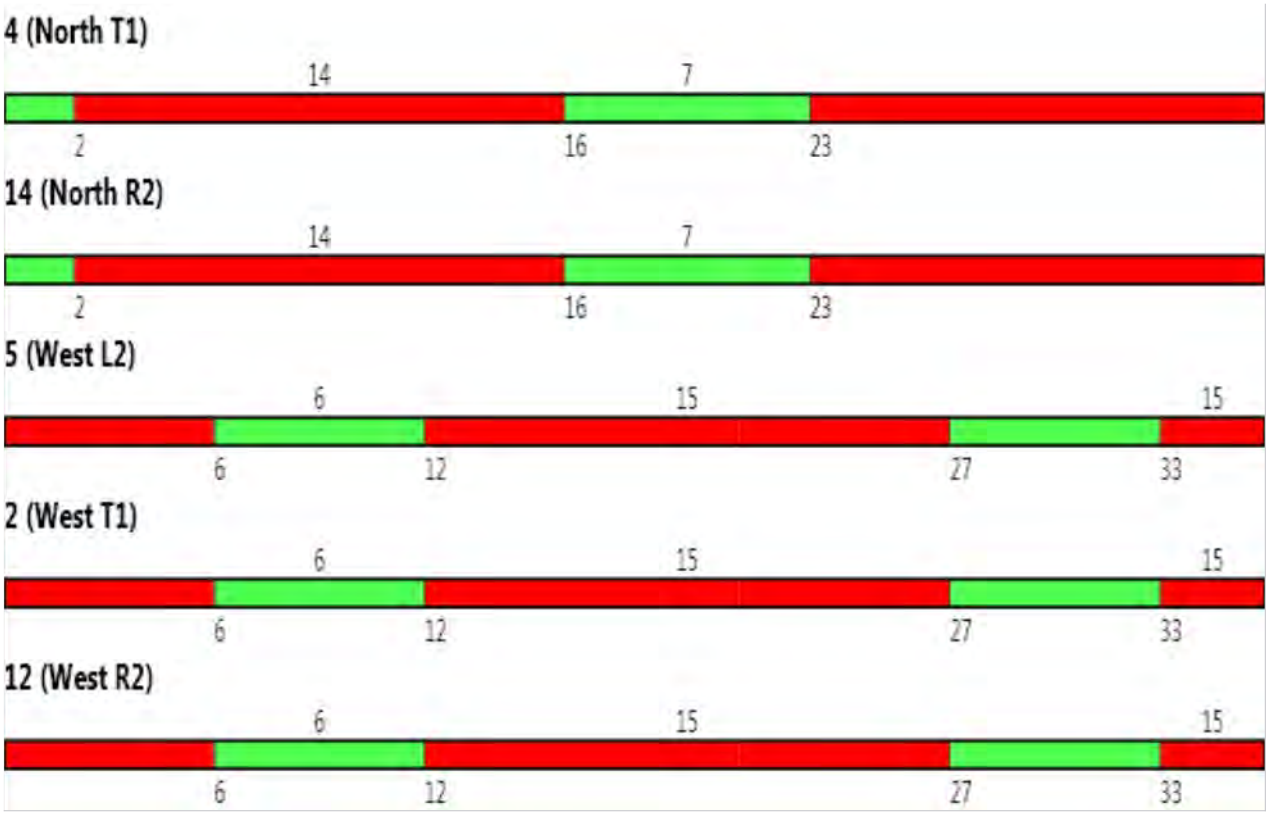


16 (East R2)



7 (North L2)





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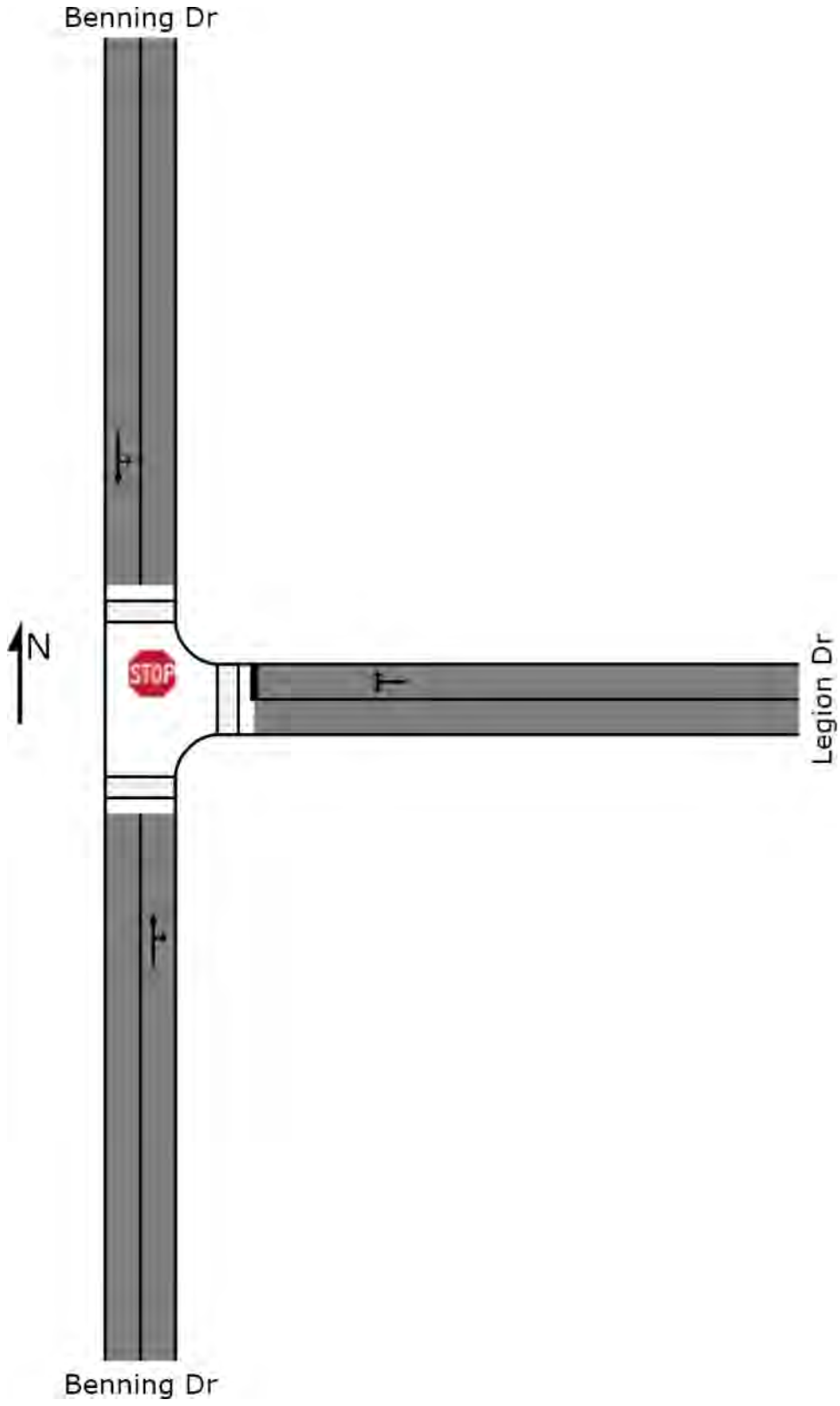
SITE LAYOUT

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)

Volume Display Method: Total and %

Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

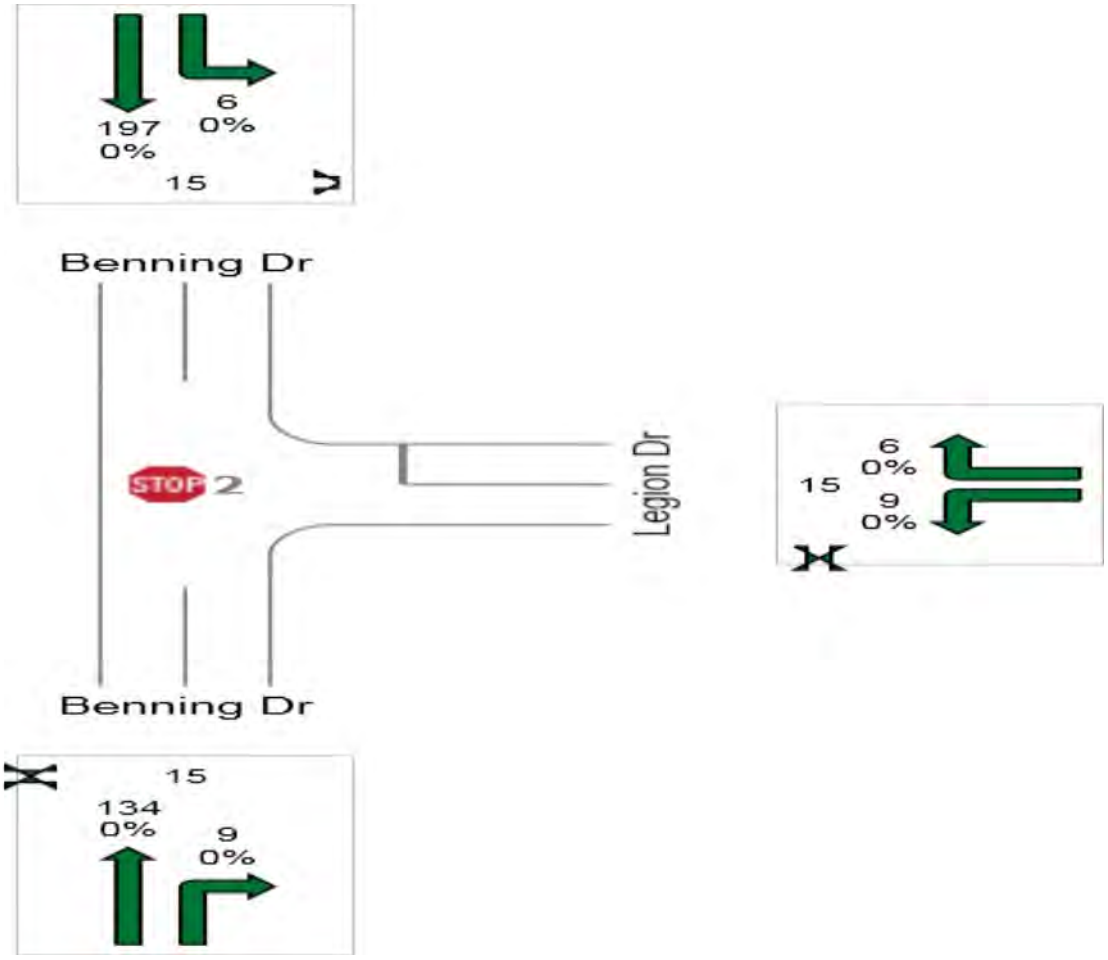
Total Intersection Volumes (veh)

All Movement Classes: 361

Light Vehicles (LV): 361

Heavy Vehicles (HV): 0

Pedestrians: 45



DELAY (CONTROL)

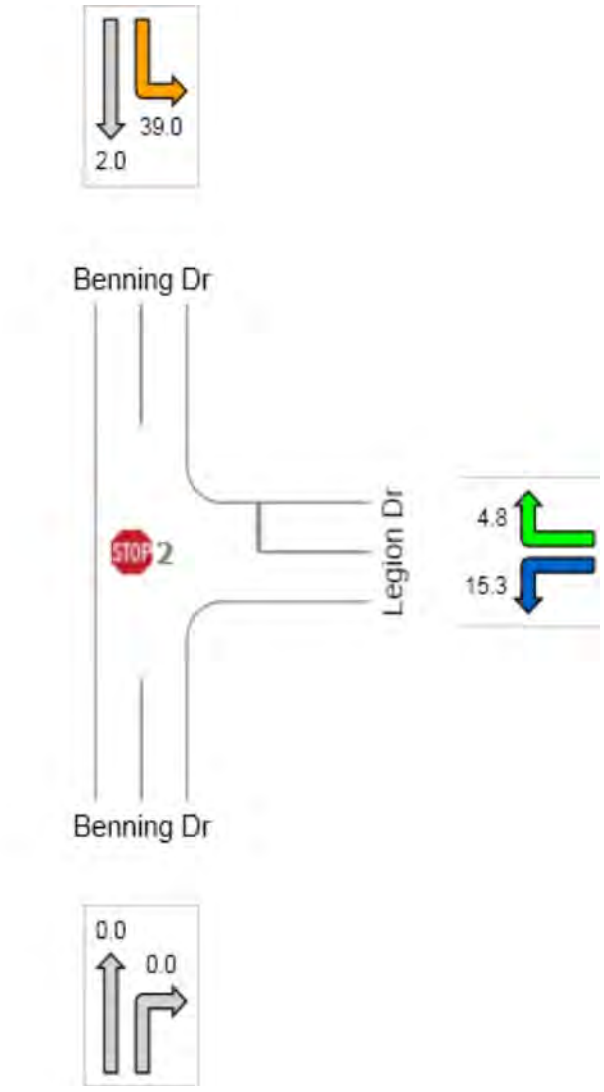
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

All Movement Classes

	South	East	North	Intersection
	0.0	11.1	3.1	2.2
LOS	NA	B	NA	NA



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Approach Lane Flows (veh/h)

South: Benning Dr

Mov. From S To Exit:	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	204	14	218	0.0	1879	0.116	100	NA
Approach	204	14	218	0.0		0.116		

East: Legion Dr

Mov. From E To Exit:	L2 S	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	14	9	23	0.0	614	0.037	100	NA
Approach	14	9	23	0.0		0.037		

North: Benning Dr

Mov. From N To Exit:	L2 E	T1 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	9	300	309	0.0	1876	0.165	100	NA
Approach	9	300	309	0.0		0.165		

	Total	%HV	Deg.Satn (v/c)
Intersection	549	0.0	0.165

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	23.1	mph	23.1	mph
Travel Distance (Total)	122.7	veh-mi/h	147.3	pers-mi/h
Travel Time (Total)	5.3	veh-h/h	6.4	pers-h/h
Demand Flows (Total)	549	veh/h	659	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.165			
Practical Spare Capacity	495.0	%		
Effective Intersection Capacity	3335	veh/h		
Control Delay (Total)	0.34	veh-h/h	0.41	pers-h/h
Control Delay (Average)	2.2	sec	2.2	sec
Control Delay (Worst Lane)	11.1	sec		
Control Delay (Worst Movement)	39.0	sec	39.0	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	2.2	sec		
Idling Time (Average)	2.1	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.1	veh		
95% Back of Queue - Distance (Worst Lane)	3.6	ft		
Queue Storage Ratio (Worst Lane)	0.01			
Total Effective Stops	8	veh/h	9	pers/h
Effective Stop Rate	0.01	per veh	0.01	per pers
Proportion Queued	0.03		0.03	
Performance Index	5.5		5.5	
Cost (Total)	53.19	$/h	53.19	$/h
Fuel Consumption (Total)	3.5	gal/h		
Carbon Dioxide (Total)	31.2	kg/h		
Hydrocarbons (Total)	0.013	kg/h		
Carbon Monoxide (Total)	0.147	kg/h		
NOx (Total)	0.013	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	263,687	veh/y	316,424	pers/y
Delay	162	veh-h/y	195	pers-h/y
Effective Stops	3,618	veh/y	4,342	pers/y
Travel Distance	58,911	veh-mi/y	70,694	pers-mi/y
Travel Time	2,547	veh-h/y	3,056	pers-h/y
Cost	25,531	$/y	25,531	$/y
Fuel Consumption	1,684	gal/y		
Carbon Dioxide	14,982	kg/y		
Hydrocarbons	6	kg/y		
Carbon Monoxide	71	kg/y		
NOx	6	kg/y		

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LANE SUMMARY

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Benning Dr													
Lane 1	218	0.0	1879	0.116	100	0.0	LOS A	0.0	0.0	Full	590	0.0	0.0
Approach	218	0.0		0.116		0.0	NA	0.0	0.0				
East: Legion Dr													
Lane 1	23	0.0	614	0.037	100	11.1	LOS B	0.1	3.6	Full	1425	0.0	0.0
Approach	23	0.0		0.037		11.1	LOS B	0.1	3.6				
North: Benning Dr													
Lane 1	309	0.0	1876	0.165	100	3.1	LOS A	0.1	1.9	Full	480	0.0	0.0
Approach	309	0.0		0.165		3.1	NA	0.1	1.9				
Intersection	549	0.0		0.165		2.2	NA	0.1	3.6				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Benning Dr											
8	T1	204	0.0	0.116	0.0	LOS A	0.0	0.0	0.00	0.00	24.8
18	R2	14	0.0	0.116	0.0	LOS A	0.0	0.0	0.00	0.00	25.0
Approach		218	0.0	0.116	0.0	NA	0.0	0.0	0.00	0.00	24.8
East: Legion Dr											
1	L2	14	0.0	0.037	15.3	LOS C	0.1	3.6	0.44	0.32	19.1
16	R2	9	0.0	0.037	4.8	LOS A	0.1	3.6	0.44	0.32	19.1
Approach		23	0.0	0.037	11.1	LOS B	0.1	3.6	0.44	0.32	19.1
North: Benning Dr											
7	L2	9	0.0	0.165	39.0	LOS E	0.1	1.9	0.02	0.00	23.4
4	T1	300	0.0	0.165	2.0	LOS A	0.1	1.9	0.02	0.00	22.6
Approach		309	0.0	0.165	3.1	NA	0.1	1.9	0.02	0.00	22.6
All Vehicles		549	0.0	0.165	2.2	NA	0.1	3.6	0.03	0.01	23.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

QUEUE DISTANCE (%ILE)

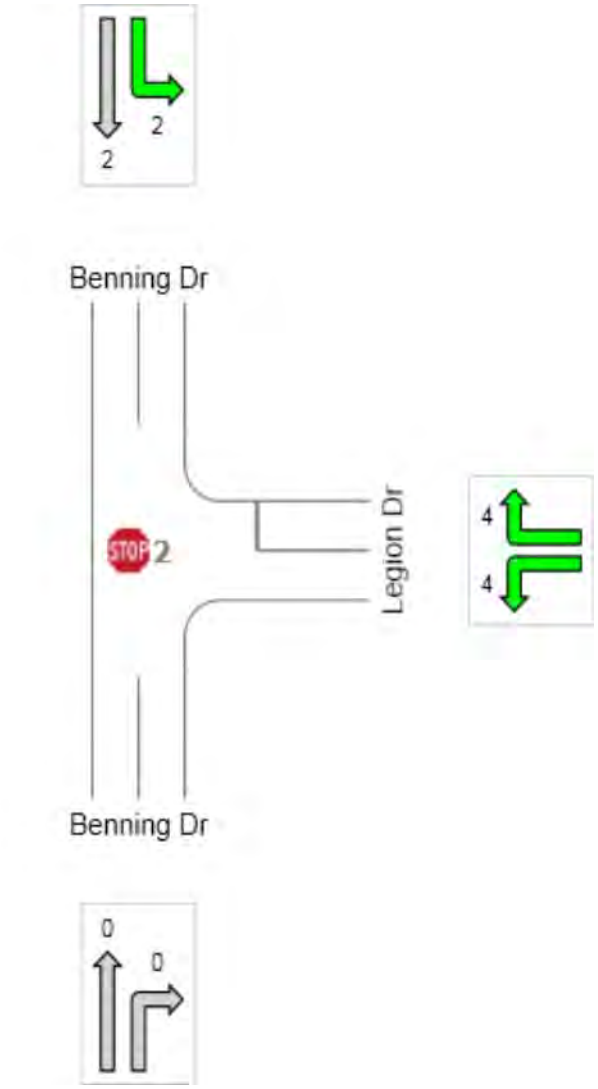
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild42-AM Legion Dr (N) @ Benning Dr - TWSC

Two way stop controlled
Stop (Two-Way)
Design Life Analysis (Practical Capacity): Results for 20 years

All Movement Classes

	South	East	North	Intersection
	0	4	2	4



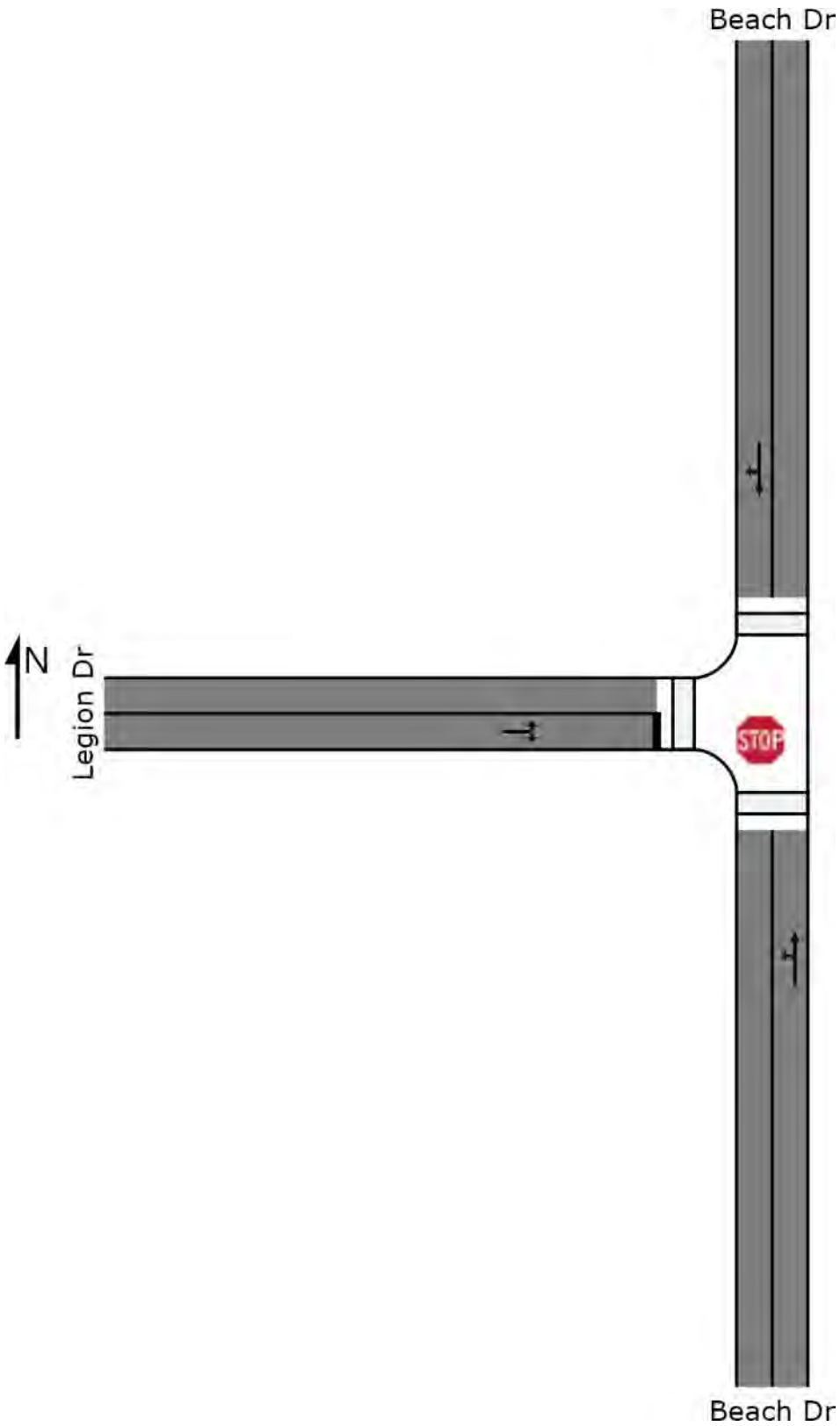
Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)



INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

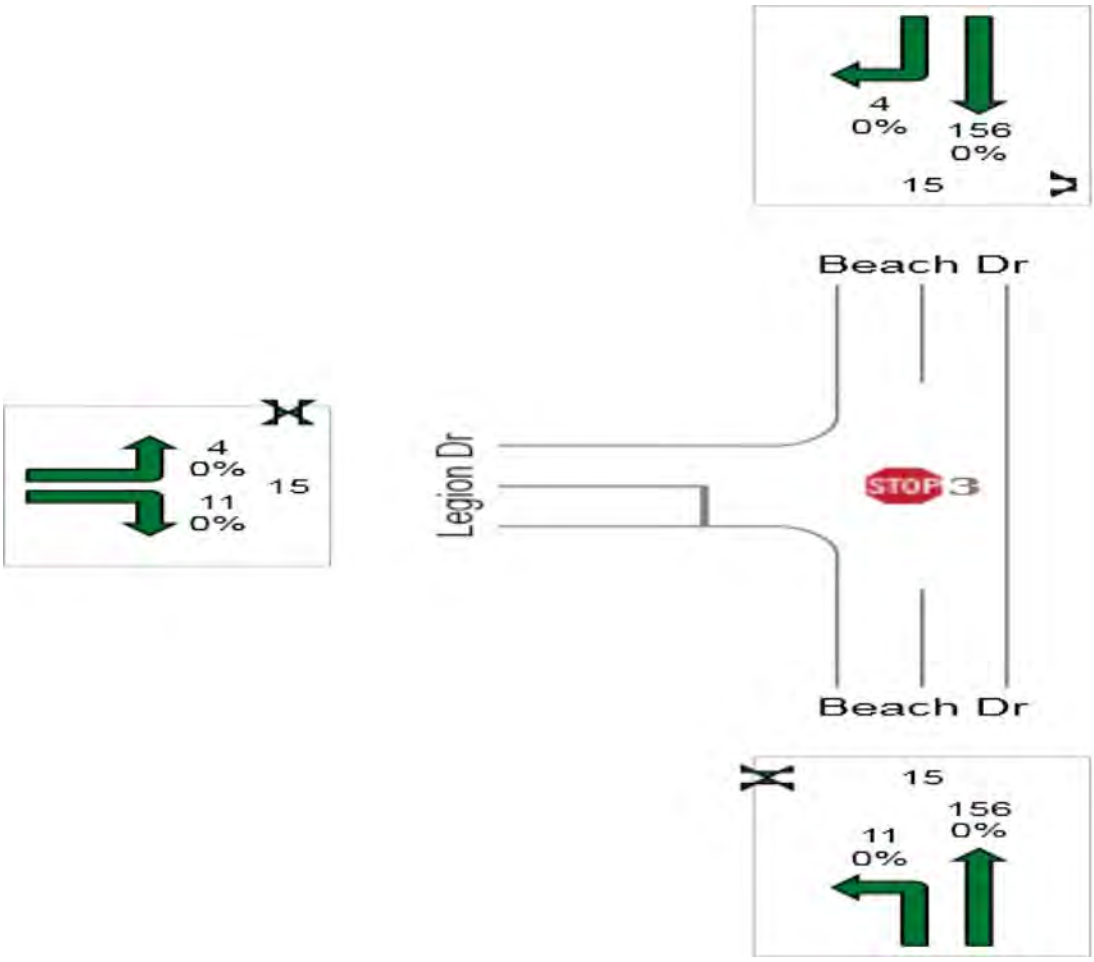
Stop (Two-Way)

Volume Display Method: Total and %

Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

- **All Movement Classes: 342**
- **Light Vehicles (LV): 342**
- **Heavy Vehicles (HV): 0**
- **Pedestrians: 45**



DELAY (CONTROL)

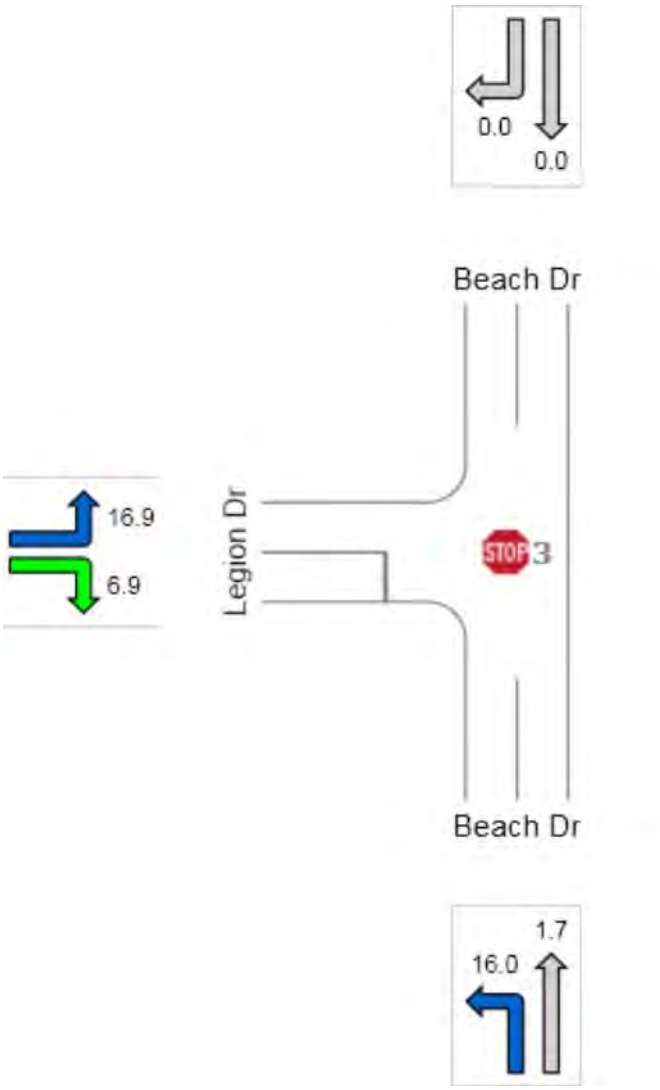
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	North	West	Intersection
	2.6	0.0	9.6	1.7
LOS	NA	NA	A	NA



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

LANE FLOWS

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Approach Lane Flows (veh/h)

South: Beach Dr

Mov. From S To Exit:	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	12	170	182	0.0	1852	0.098	100	NA
Approach	12	170	182	0.0		0.098		

North: Beach Dr

Mov. From N To Exit:	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	170	4	174	0.0	1891	0.092	100	NA
Approach	170	4	174	0.0		0.092		

West: Legion Dr

Mov. From W To Exit:	L2 N	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	4	12	16	0.0	803	0.020	100	NA
Approach	4	12	16	0.0		0.020		

	Total	%HV	Deg.Satn (v/c)
Intersection	372	0.0	0.098

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

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INTERSECTION SUMMARY

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	24.0	mph	24.0	mph
Travel Distance (Total)	128.5	veh-mi/h	154.2	pers-mi/h
Travel Time (Total)	5.4	veh-h/h	6.4	pers-h/h
Demand Flows (Total)	372	veh/h	446	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.098			
Practical Spare Capacity	900.1	%		
Effective Intersection Capacity	3794	veh/h		
Control Delay (Total)	0.18	veh-h/h	0.21	pers-h/h
Control Delay (Average)	1.7	sec	1.7	sec
Control Delay (Worst Lane)	9.6	sec		
Control Delay (Worst Movement)	16.9	sec	16.9	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	1.7	sec		
Idling Time (Average)	1.6	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.1	veh		
95% Back of Queue - Distance (Worst Lane)	2.2	ft		
Queue Storage Ratio (Worst Lane)	0.02			
Total Effective Stops	3	veh/h	4	pers/h
Effective Stop Rate	0.01	per veh	0.01	per pers
Proportion Queued	0.04		0.04	
Performance Index	5.5		5.5	
Cost (Total)	52.64	$/h	52.64	$/h
Fuel Consumption (Total)	3.6	gal/h		
Carbon Dioxide (Total)	31.8	kg/h		
Hydrocarbons (Total)	0.013	kg/h		
Carbon Monoxide (Total)	0.151	kg/h		
NOx (Total)	0.013	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	178,435	veh/y	214,122	pers/y
Delay	85	veh-h/y	102	pers-h/y
Effective Stops	1,629	veh/y	1,954	pers/y
Travel Distance	61,670	veh-mi/y	74,004	pers-mi/y
Travel Time	2,573	veh-h/y	3,087	pers-h/y
Cost	25,265	$/y	25,265	$/y
Fuel Consumption	1,716	gal/y		
Carbon Dioxide	15,266	kg/y		
Hydrocarbons	6	kg/y		
Carbon Monoxide	72	kg/y		
NOx	6	kg/y		

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LANE SUMMARY

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beach Dr													
Lane 1	182	0.0	1852	0.098	100	2.6	LOS A	0.1	2.2	Full	172	0.0	0.0
Approach	182	0.0		0.098		2.6	NA	0.1	2.2				
North: Beach Dr													
Lane 1	174	0.0	1891	0.092	100	0.0	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	174	0.0		0.092		0.0	NA	0.0	0.0				
West: Legion Dr													
Lane 1	16	0.0	803	0.020	100	9.6	LOS A	0.1	2.0	Full	1425	0.0	0.0
Approach	16	0.0		0.020		9.6	LOS A	0.1	2.0				
Intersection	372	0.0		0.098		1.7	NA	0.1	2.2				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Beach Dr											
3	L2	12	0.0	0.098	16.0	LOS C	0.1	2.2	0.04	0.00	23.3
8	T1	170	0.0	0.098	1.7	LOS A	0.1	2.2	0.04	0.00	23.6
Approach		182	0.0	0.098	2.6	NA	0.1	2.2	0.04	0.00	23.6
North: Beach Dr											
4	T1	170	0.0	0.092	0.0	LOS A	0.0	0.0	0.00	0.00	25.0
14	R2	4	0.0	0.092	0.0	LOS A	0.0	0.0	0.00	0.00	25.1
Approach		174	0.0	0.092	0.0	NA	0.0	0.0	0.00	0.00	25.0
West: Legion Dr											
5	L2	4	0.0	0.020	16.9	LOS C	0.1	2.0	0.34	0.19	21.0
12	R2	12	0.0	0.020	6.9	LOS A	0.1	2.0	0.34	0.19	18.7
Approach		16	0.0	0.020	9.6	LOS A	0.1	2.0	0.34	0.19	19.6
All Vehicles		372	0.0	0.098	1.7	NA	0.1	2.2	0.04	0.01	24.0

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

QUEUE DISTANCE (%ILE)

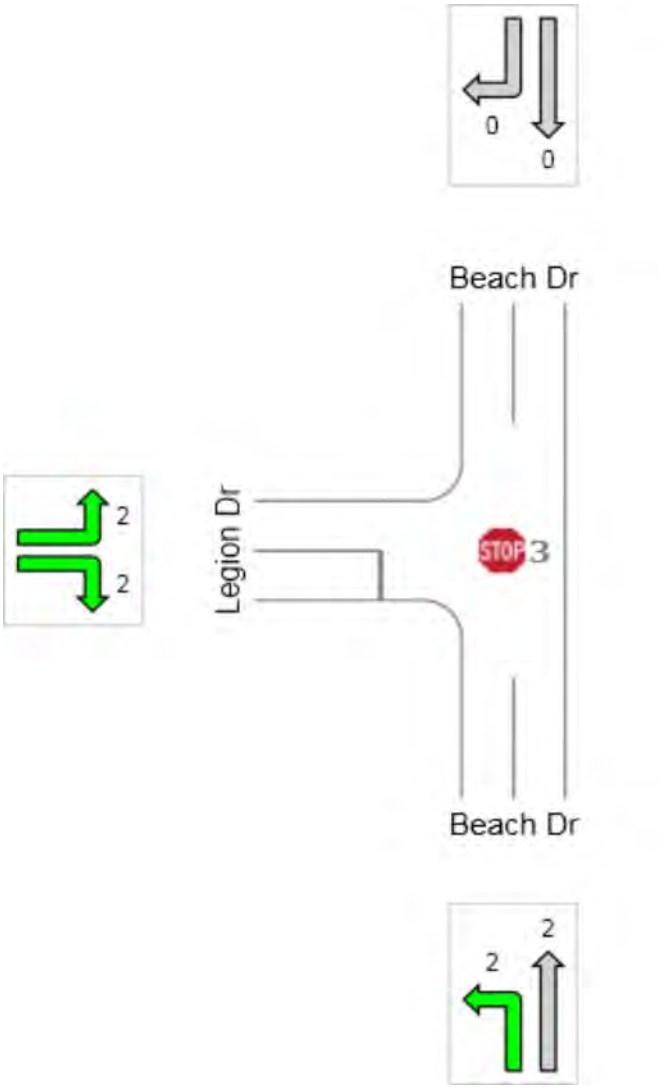
Largest 95% Back of Queue for any lane used by movement (feet)

Site: 2lnBuild42-AM Legion Dr (N) @ Beach Dr - TWSC

Stop (Two-Way)

All Movement Classes

	South	North	West	Intersection
	2	0	2	2



Colour code based on Queue Storage Ratio

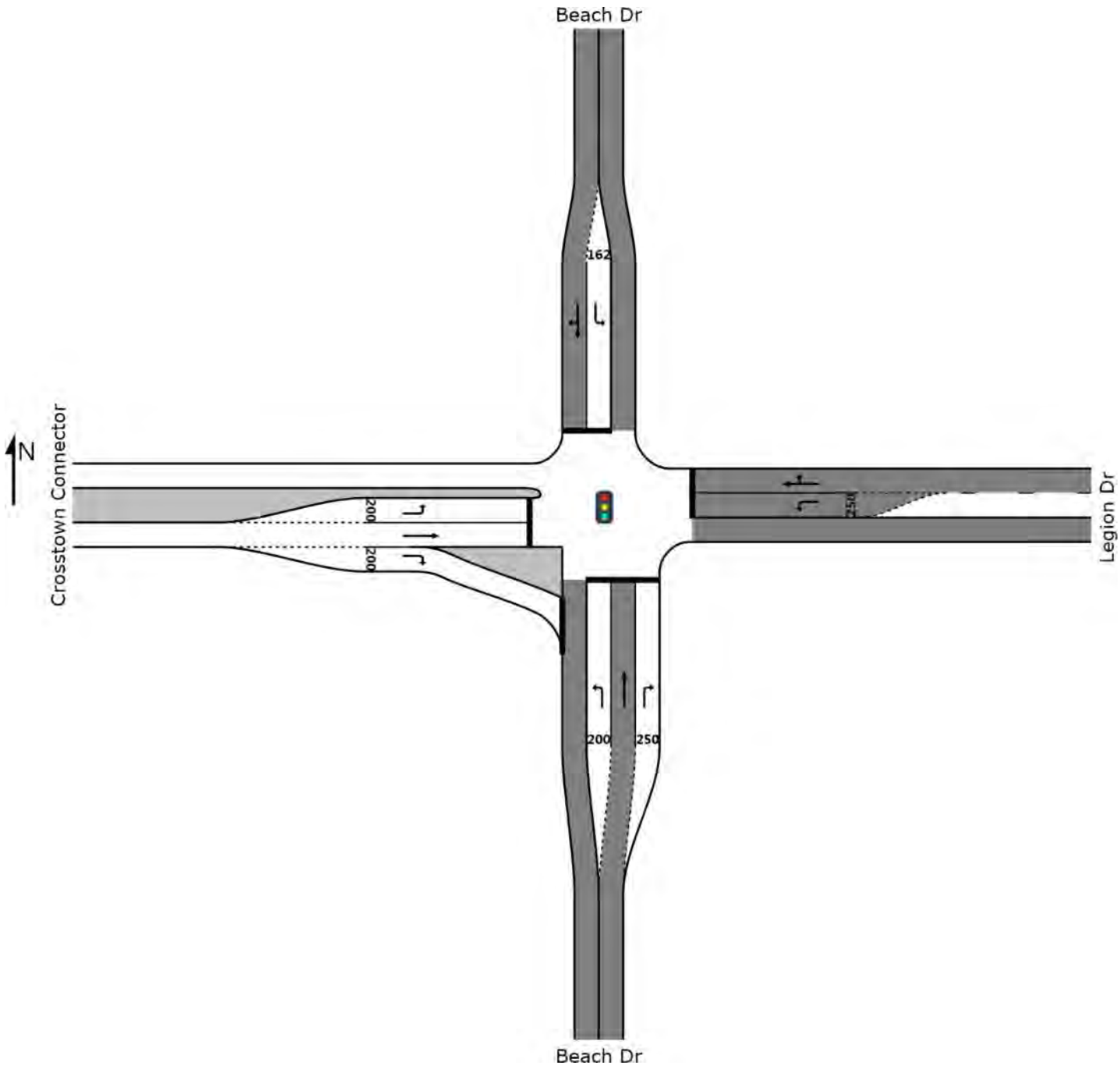
[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

SITE LAYOUT

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - Signal

Signal

Signals - Actuated Isolated



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Organisation: ATKINS NORTH AMERICA INC | Created: Monday, July 13, 2015 10:47:31 AM
Project: C:\Users\FIEL5988\Desktop\Fielding\Destin Connector\SIDRA\Build-2Ln.sip6

INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - Signal

Signal

Signals - Actuated Isolated

Volume Display Method: Total and %

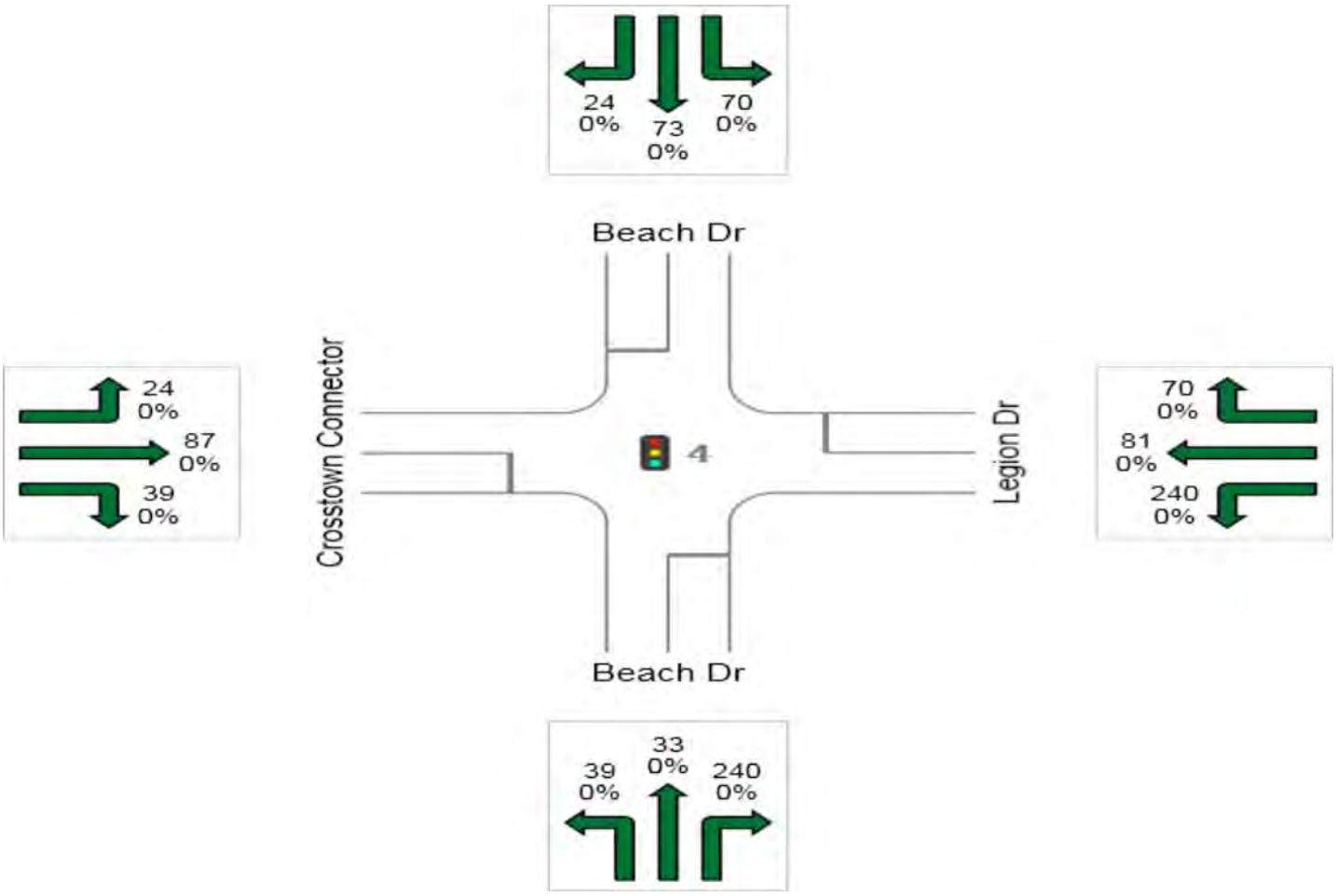
Volumes are shown for Movement Class(es): All Classes and Heavy Vehicles

Total Intersection Volumes (veh)

All Movement Classes: 1020

Light Vehicles (LV): 1020

Heavy Vehicles (HV): 0



DELAY (CONTROL)

Average control delay per vehicle, or average pedestrian delay (seconds)

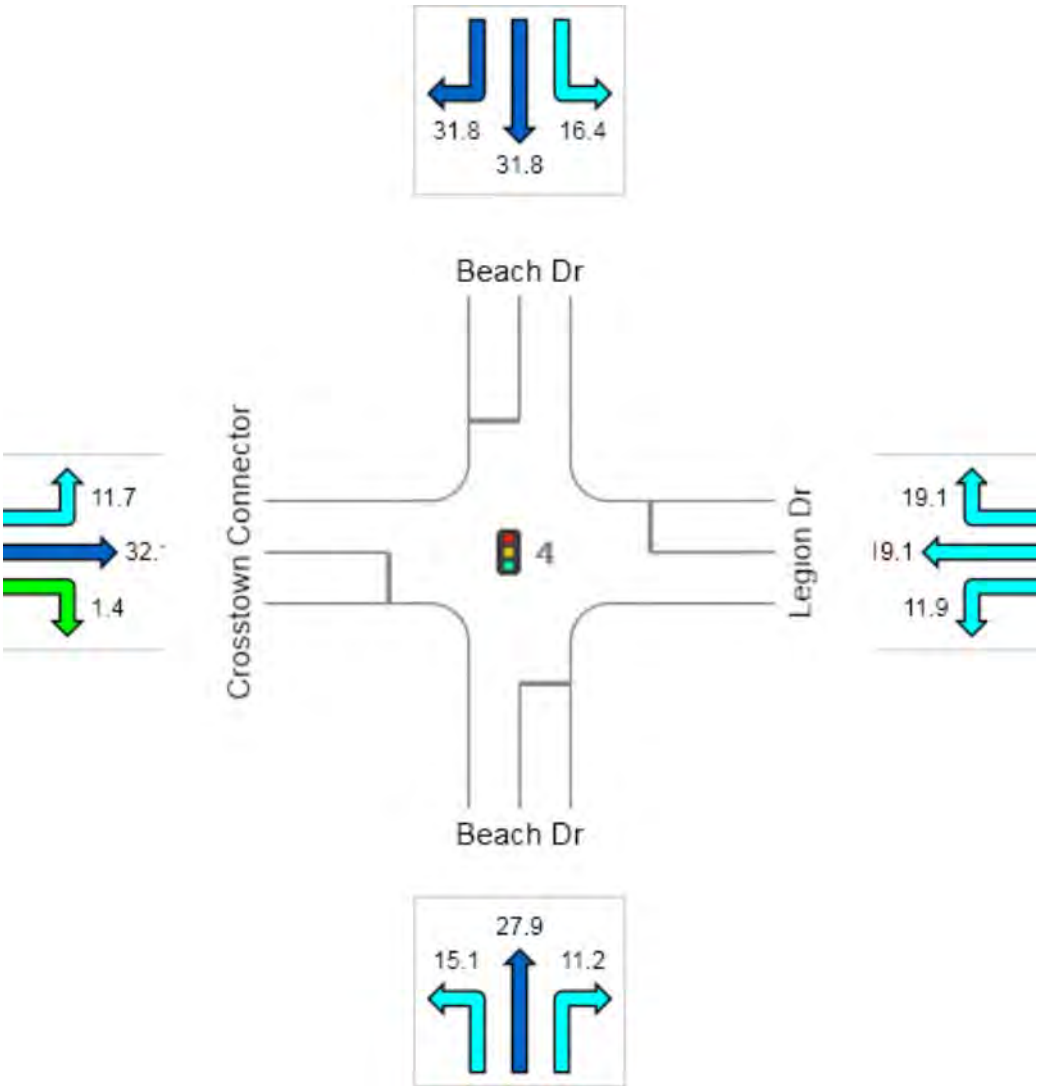
Site: 2lnBuild42-AM Legion Dr @ Beach Dr - Signal

Signal

Signals - Actuated Isolated Cycle Time = 60 seconds (Practical Cycle Time)

All Movement Classes

	South	East	North	West	Intersection
	13.5	14.7	25.3	20.9	17.0
LOS	B	B	C	C	B



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method: Delay & v/c (HCM 2010)
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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LANE FLOWS

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - Signal

Signal

Signals - Actuated Isolated Cycle Time = 60 seconds (Practical Cycle Time)

Approach Lane Flows (veh/h)

South: Beach Dr

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	42	-	-	42	0.0	481	0.088	100	0.0
Lane 2	-	36	-	36	0.0	253	0.142	100	NA
Lane 3	-	-	261	261	0.0	805	0.324	100	0.0
Approach	42	36	261	339	0.0		0.324		

East: Legion Dr

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	261	-	-	261	0.0	735	0.355	100	NA
Lane 2	-	88	76	164	0.0	353	0.466	100	NA
Approach	261	88	76	425	0.0		0.466		

North: Beach Dr

Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	76	-	-	76	0.0	425	0.179	100	0.0
Lane 2	-	79	26	105	0.0	262	0.402	100	NA
Approach	76	79	26	182	0.0		0.402		

West: Crosstown Connector

Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %
Lane 1	26	-	-	26	0.0	445	0.059	100	0.0
Lane 2	-	95	-	95	0.0	253	0.373	100	NA
Lane 3	-	-	42	42	0.0	1188	0.036	100	0.0
Approach	26	95	42	163	0.0		0.373		

	Total	%HV	Deg.Satn (v/c)
Intersection	1109	0.0	0.466

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

INTERSECTION SUMMARY

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - Signal

Signal

Signals - Actuated Isolated Cycle Time = 60 seconds (Practical Cycle Time)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	21.5	mph	21.5	mph
Travel Distance (Total)	514.5	veh-mi/h	617.5	pers-mi/h
Travel Time (Total)	23.9	veh-h/h	28.7	pers-h/h
Demand Flows (Total)	1109	veh/h	1330	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.466			
Practical Spare Capacity	93.3	%		
Effective Intersection Capacity	2382	veh/h		
Control Delay (Total)	5.22	veh-h/h	6.27	pers-h/h
Control Delay (Average)	17.0	sec	17.0	sec
Control Delay (Worst Lane)	32.1	sec		
Control Delay (Worst Movement)	32.1	sec	32.1	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	17.0	sec		
Idling Time (Average)	13.8	sec		
Intersection Level of Service (LOS)	LOS B			
95% Back of Queue - Vehicles (Worst Lane)	5.0	veh		
95% Back of Queue - Distance (Worst Lane)	125.0	ft		
Queue Storage Ratio (Worst Lane)	0.94			
Total Effective Stops	675	veh/h	810	pers/h
Effective Stop Rate	0.61	per veh	0.61	per pers
Proportion Queued	0.76		0.76	
Performance Index	45.8		45.8	
Cost (Total)	313.02	$/h	313.02	$/h
Fuel Consumption (Total)	19.4	gal/h		
Carbon Dioxide (Total)	172.8	kg/h		
Hydrocarbons (Total)	0.076	kg/h		
Carbon Monoxide (Total)	0.826	kg/h		
NOx (Total)	0.116	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	532,174	veh/y	638,609	pers/y
Delay	2,507	veh-h/y	3,008	pers-h/y
Effective Stops	324,080	veh/y	388,896	pers/y
Travel Distance	246,983	veh-mi/y	296,379	pers-mi/y
Travel Time	11,493	veh-h/y	13,792	pers-h/y
Cost	150,250	$/y	150,250	$/y
Fuel Consumption	9,323	gal/y		
Carbon Dioxide	82,939	kg/y		
Hydrocarbons	37	kg/y		
Carbon Monoxide	397	kg/y		
NOx	56	kg/y		

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LANE SUMMARY

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - Signal

Signal

Signals - Actuated Isolated Cycle Time = 60 seconds (Practical Cycle Time)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beach Dr													
Lane 1	42	0.0	481	0.088	100	15.1	LOS B	0.9	22.4	Short	200	0.0	NA
Lane 2	36	0.0	253	0.142	100	27.9	LOS C	1.0	26.0	Full	415	0.0	0.0
Lane 3	261	0.0	805	0.324	100	11.2	LOS B	5.0	124.7	Short	250	0.0	NA
Approach	339	0.0		0.324		13.5	LOS B	5.0	124.7				
East: Legion Dr													
Lane 1	261	0.0	735	0.355	100	11.9	LOS B	5.0	125.0	Two Seg[9]	2110	0.0	0.0
Lane 2	164	0.0	353	0.466	100	19.1	LOS B	3.6	90.4	Full	2110	0.0	0.0
Approach	425	0.0		0.466		14.7	LOS B	5.0	125.0				
North: Beach Dr													
Lane 1	76	0.0	425	0.179	100	16.4	LOS B	1.7	41.5	Short	162	0.0	NA
Lane 2	105	0.0	262	0.402	100	31.8	LOS C	3.2	80.8	Full	172	0.0	0.0
Approach	182	0.0		0.402		25.3	LOS C	3.2	80.8				
West: Crosstown Connector													
Lane 1	26	0.0	445	0.059	100	11.7	LOS B	0.4	11.2	Short	200	0.0	NA
Lane 2	95	0.0	253	0.373	100	32.1	LOS C	2.9	72.8	Full	1550	0.0	0.0
Lane 3	42	0.0	1188	0.036	100	1.4	LOS A	0.3	6.8	Short	200	0.0	NA
Approach	163	0.0		0.373		20.9	LOS C	2.9	72.8				
Intersection	1109	0.0		0.466		17.0	LOS B	5.0	125.0				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

9 All Movement Classes allocated to Segment 1 are also allocated to Segment 2. This Two-Segment Lane has been modelled as a full-length lane.

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MOVEMENT SUMMARY

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - Signal

Signal

Signals - Actuated Isolated Cycle Time = 60 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Beach Dr											
3	L2	42	0.0	0.088	15.1	LOS B	0.9	22.4	0.78	0.57	24.0
8	T1	36	0.0	0.142	27.9	LOS C	1.0	26.0	0.89	0.65	9.7
18	R2	261	0.0	0.324	11.2	LOS B	5.0	124.7	0.62	0.53	20.8
Approach		339	0.0	0.324	13.5	LOS B	5.0	124.7	0.67	0.55	20.4
East: Legion Dr											
1	L2	261	0.0	0.355	11.9	LOS B	5.0	125.0	0.72	0.60	20.6
6	T1	88	0.0	0.466	19.1	LOS B	3.6	90.4	0.89	0.72	27.4
16	R2	76	0.0	0.466	19.1	LOS B	3.6	90.4	0.89	0.72	22.6
Approach		425	0.0	0.466	14.7	LOS B	5.0	125.0	0.79	0.65	22.5
North: Beach Dr											
7	L2	76	0.0	0.179	16.4	LOS B	1.7	41.5	0.83	0.63	19.0
4	T1	79	0.0	0.402	31.8	LOS C	3.2	80.8	0.92	0.72	8.8
14	R2	26	0.0	0.402	31.8	LOS C	3.2	80.8	0.92	0.72	18.0
Approach		182	0.0	0.402	25.3	LOS C	3.2	80.8	0.88	0.68	15.5
West: Crosstown Connector											
5	L2	26	0.0	0.059	11.7	LOS B	0.4	11.2	0.78	0.56	23.9
2	T1	95	0.0	0.373	32.1	LOS C	2.9	72.8	0.93	0.72	26.5
12	R2	42	0.0	0.036	1.4	LOS A	0.3	6.8	0.26	0.20	30.4
Approach		163	0.0	0.373	20.9	LOS C	2.9	72.8	0.73	0.56	26.9
All Vehicles		1109	0.0	0.466	17.0	LOS B	5.0	125.0	0.76	0.61	21.5

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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QUEUE DISTANCE (%ILE)

Largest 95% Back of Queue for any lane used by movement (feet)

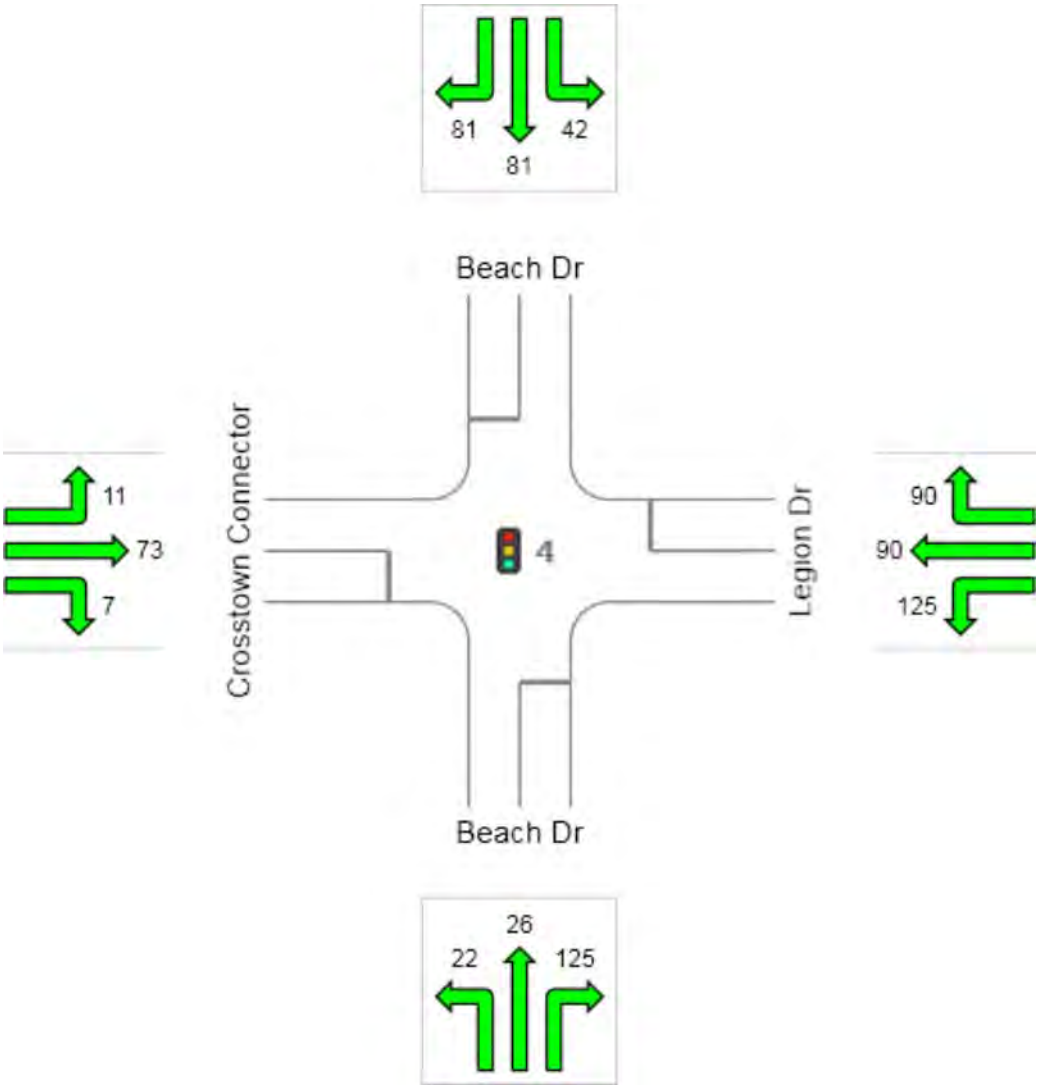
Site: 2lnBuild42-AM Legion Dr @ Beach Dr - Signal

Signal

Signals - Actuated Isolated Cycle Time = 60 seconds (Practical Cycle Time)

All Movement Classes

	South	East	North	West	Intersection
	125	125	81	73	125



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0] Continuous

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TIMING ANALYSIS

Site: 2lnBuild42-AM Legion Dr @ Beach Dr - Signal

Signal

Signals - Actuated Isolated Cycle Time = 60 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Opposed Turns
Input Sequence: A, B, C, C+, D
Output Sequence: A, B, C, C+, D

Movement Timing Information

Mov ID	Mov Class	Mov Type	PHASE MATRIX First Green [From	To	Oppd	Priority	Und]	PHASE MATRIX Second Green [From	To	Oppd	Priority	Und]	Lost Time 1st Green (sec)	Lost Time 2nd Green (sec)	ReqMov Time 1st Green (sec)	ReqMov Time 2nd Green (sec)	Eff Green 1st Green (sec)	Eff Green 2nd Green (sec)
South		Beach Dr																
3	#		A	B				B	C	Yes			4	7	10.0	10.0	10	5
8	#		B	C									4		10.0		8	
18	#		B	D									4		30.0		30	
East		Legion Dr																
1	#		C	D				D	A	Yes			4	6	20.0	10.0	18	6
6	#		*C+	A									4		24.3		20	
16	#		*A	B				*C+	D				4	4	10.0	12.4	10	8
North		Beach Dr																
7	#		A	B				B	C	Yes			4	9	10.0	10.0	10	3
4	#		*B	C									4		12.0		8	
14	#		B	C+									4		20.1		18	
West		Crosstown Connector																
5	#		*C	C+				*D	A	Yes			4	4	10.0	10.0	6	8
2	#		D	A									4		11.5		8	
12	#	Slip/ Bypass	B	D	Yes			D	B	Yes			11	4	0.0	0.0	23	22

\# Combined timing results are shown for all Movement Classes except any listed separately.
* Critical Movement/Green Period

Phase Information

Phase	Ref. Phase	Change Time (sec)	Starting Intergreen (sec)	Green Start (sec)	Displayed Green (sec)	Green End (sec)	Terminating Intergreen (sec)	Phase Time (sec)	Phase Split %
A	No	34	4	38	10	48	4	14	23
B	No	48	4	52	8	60	4	12	20
C	Yes	0	4	4	6	10	4	10	17
C+	No	10	4	14	8	22	4	12	20
D	No	22	4	26	8	34	4	12	20

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MOVEMENT TIMING

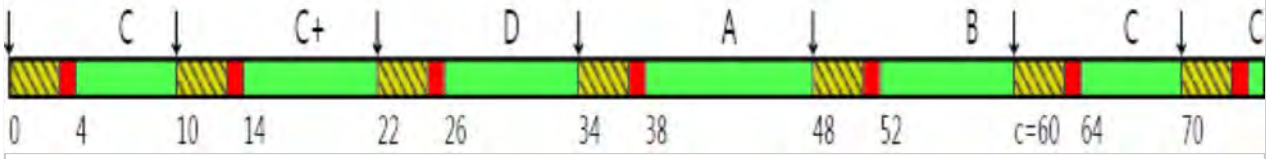
Site: 2lnBuild42-AM Legion Dr @ Beach Dr - Signal

Signal

Signals - Actuated Isolated Cycle Time = 60 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Opposed Turns
Input Sequence: A, B, C, C+, D
Output Sequence: A, B, C, C+, D

DISPLAYED SIGNAL TIMING - PHASES



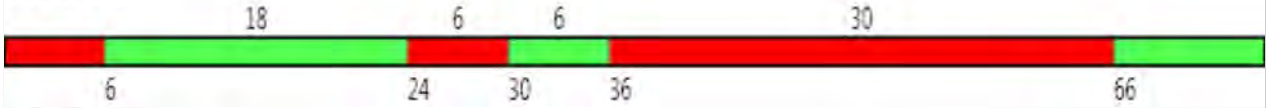
EFFECTIVE SIGNAL TIMING - MOVEMENTS

3 (South L2)

8 (South T1)

18 (South R2)

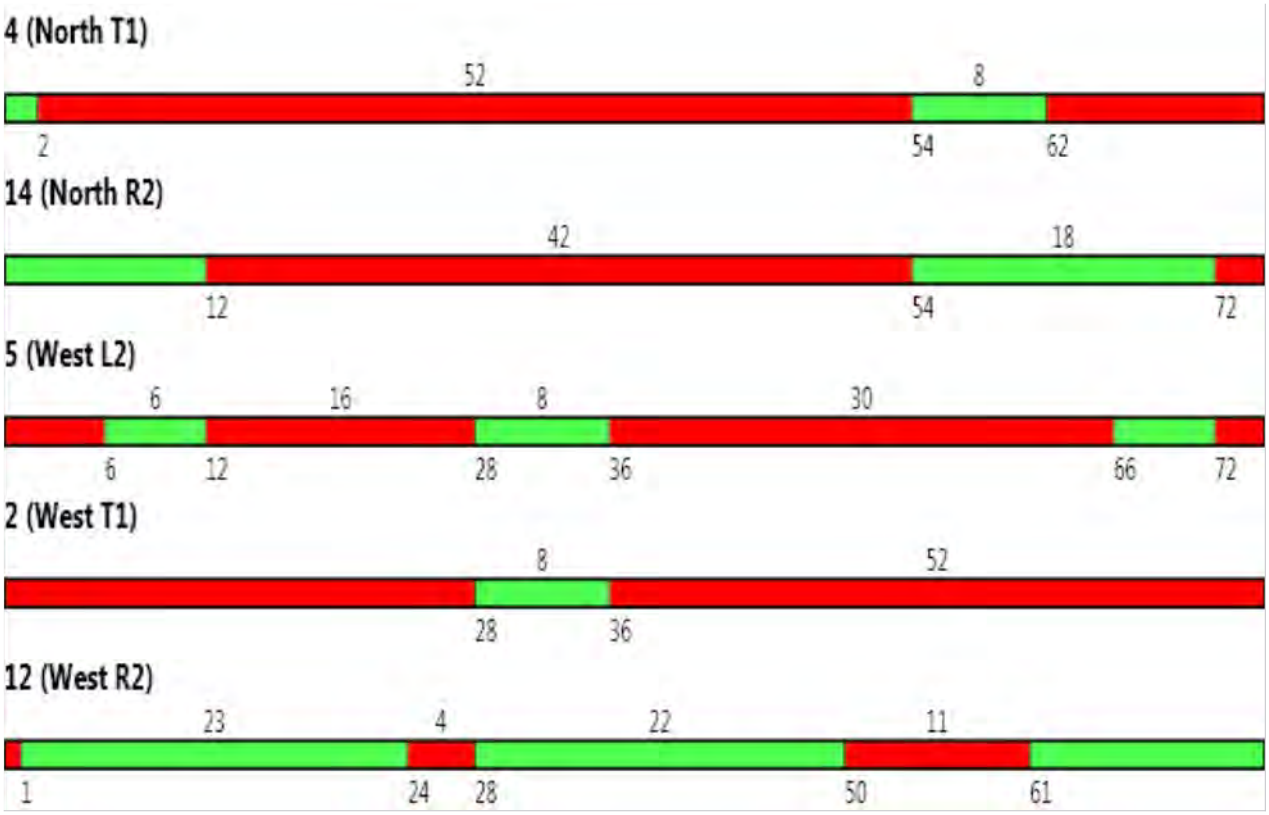
1 (East L2)



6 (East T1)

16 (East R2)

7 (North L2)



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Appendix E. Predictive Safety Analysis

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Roadway Section	MP 0.0 to MP 1.5
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	2U
Length of segment, L (mi)		--	0.303030303
AADT (veh/day)	$AADT_{MAX}$ = 32,600 (veh/day)	--	2,940
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	1
Median width (ft) - for divided only		15	40
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	0
Minor commercial driveways (number)		--	5
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	0
Major residential driveways (number)		--	0
Minor residential driveways (number)		--	0
Other driveways (number)		--	0
Speed Category		--	Posted Speed 30 mph or Lower
Roadside fixed object density (fixed objects / mi)		0	10
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	16
Calibration Factor, Cr		1.00	1.00

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	0.61	0.93	1.00	0.57

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-15.22	1.68	0.84	0.050	1.000	0.050	0.57	1.00	0.028
Fatal and Injury (FI)	-16.22	1.66	0.65	0.016	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.302	0.015	0.57	1.00	0.009
Property Damage Only (PDO)	-15.62	1.69	0.87	0.036	$(5)_{TOTAL}-(5)_{FI}$ = 0.698	0.035	0.57	1.00	0.020

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	0.009	1.000	0.020	0.028
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.730	0.006	0.778	0.015	0.022
Head-on collision	0.068	0.001	0.004	0.000	0.001
Angle collision	0.085	0.001	0.079	0.002	0.002
Sideswipe, same direction	0.015	0.000	0.031	0.001	0.001
Sideswipe, opposite direction	0.073	0.001	0.055	0.001	0.002
Other multiple-vehicle collision	0.029	0.000	0.053	0.001	0.001

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.47	0.56	0.81	0.112	1.000	0.112	0.57	1.00	0.063
Fatal and Injury (FI)	-3.96	0.23	0.50	0.036	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.326	0.036	0.57	1.00	0.021
Property Damage Only (PDO)	-6.51	0.64	0.87	0.075	$(5)_{TOTAL}-(5)_{FI}$ = 0.674	0.075	0.57	1.00	0.043

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.021	1.000	0.043	0.063
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.026	0.001	0.066	0.003	0.003
Collision with fixed object	0.723	0.015	0.759	0.032	0.047
Collision with other object	0.010	0.000	0.013	0.001	0.001
Other single-vehicle collision	0.241	0.005	0.162	0.007	0.012

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)

Driveway Type	Number of driveways, n_j	Crashes per driveway per year, N_j	Coefficient for traffic adjustment, t	Initial N_{brdwy}	Overdispersion parameter, k
		from Table 12-7	from Table 12-7	Equation 12-16	from Table 12-7
				$n_j * N_j * (AADT/15,000)^t$	
Major commercial	0	0.158	1.000	0.000	
Minor commercial	5	0.050	1.000	0.049	
Major industrial/institutional	0	0.172	1.000	0.000	
Minor industrial/institutional	0	0.023	1.000	0.000	--
Major residential	0	0.083	1.000	0.000	
Minor residential	0	0.016	1.000	0.000	
Other	0	0.025	1.000	0.000	
Total	--	--	--	0.049	0.81

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL} * (3)$	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.049	1.000	0.049	0.57	1.00	0.028
Fatal and injury (FI)	--	0.323	0.016	0.57	1.00	0.009
Property damage only (PDO)	--	0.677	0.033	0.57	1.00	0.019

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Calibration factor, C_r**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8		(5)*(6)*(7)
Total	0.028	0.063	0.028	0.120	0.036	1.00	0.004
Fatal and injury (FI)	--	--	--	--	--	1.00	0.004

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Calibration factor, C_r**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9		(5)*(6)*(7)
Total	0.028	0.063	0.028	0.120	0.018	1.00	0.002
Fatal and injury (FI)	--	--	--	--	--	1.00	0.002

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and

	(8) from Worksheet 1I and 1J		(8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.006	0.015	0.022
Head-on collisions (from Worksheet 1D)	0.001	0.000	0.001
Angle collisions (from Worksheet 1D)	0.001	0.002	0.002
Sideswipe, same direction (from Worksheet 1D)	0.000	0.001	0.001
Sideswipe, opposite direction (from Worksheet 1D)	0.001	0.001	0.002
Driveway-related collisions (from Worksheet 1H)	0.009	0.019	0.028
Other multiple-vehicle collision (from Worksheet 1D)	0.000	0.001	0.001
Subtotal	0.018	0.039	0.056
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.001	0.003	0.003
Collision with fixed object (from Worksheet 1F)	0.015	0.032	0.047
Collision with other object (from Worksheet 1F)	0.000	0.001	0.001
Other single-vehicle collision (from Worksheet 1F)	0.005	0.007	0.012
Collision with pedestrian (from Worksheet 1I)	0.004	0.000	0.004
Collision with bicycle (from Worksheet 1J)	0.002	0.000	0.002
Subtotal	0.027	0.043	0.070
Total	0.045	0.081	0.126

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	0.1	0.30	0.4
Fatal and injury (FI)	0.0	0.30	0.1
Property damage only (PDO)	0.1	0.30	0.3

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Intersection	Azalea Dr @ Benning Dr
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4ST
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 46,800 (veh/day)	--	2,940
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 5,900 (veh/day)	--	3,540
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	1
Type of left-turn signal phasing for Leg #1		Permissive	Protected / Permissive
Type of left-turn signal phasing for Leg #2		--	Permissive
Type of left-turn signal phasing for Leg #3		--	Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	5
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
1.00	1.00	1.00	1.00	0.91	1.00	0.91

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							

Total	-8.90	0.82	0.25	0.40	0.735	1.000	0.735	0.91	1.00	0.671
Fatal and Injury (FI)	-11.13	0.93	0.28	0.48	0.243	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.331	0.243	0.91	1.00	0.222
Property Damage Only (PDO)	-8.74	0.77	0.23	0.40	0.491	$(5)_{TOTAL}-(5)_{FI}$ = 0.669	0.491	0.91	1.00	0.449

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.222	1.000	0.449	0.671
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.338	0.075	0.374	0.168	0.243
Head-on collision	0.041	0.009	0.030	0.013	0.023
Angle collision	0.440	0.098	0.335	0.150	0.248
Sideswipe	0.121	0.027	0.044	0.020	0.047
Other multiple-vehicle collision	0.060	0.013	0.217	0.097	0.111

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients** from Table 12-12			**Overdispersion Parameter, k** from Table 12-12	**Initial N_{bisv}** from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27	**Proportion of Total Crashes**	**Adjusted N_{bimv}** $(4)_{TOTAL}*(5)$	**Combined CMFs** (7) from Worksheet 2B	**Calibration Factor, C_i**	**Predicted N_{bisv}** (6)*(7)*(8)
	a	b	c							
Total	-5.33	0.33	0.12	0.65	0.180	1.000	0.180	0.91	1.00	0.164
Fatal and Injury (FI)	--	--	--	--	0.050	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.296	0.053	0.91	1.00	0.049
Property Damage Only (PDO)	-7.04	0.36	0.25	0.54	0.120	$(5)_{TOTAL}-(5)_{FI}$ = 0.704	0.127	0.91	1.00	0.116

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.049	1.000	0.116	0.164
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.001	0.000	0.026	0.003	0.003
Collision with fixed object	0.679	0.033	0.847	0.098	0.131

Collision with other object	0.089	0.004	0.070	0.008	0.012
Other single-vehicle collision	0.051	0.002	0.007	0.001	0.003
Single-vehicle noncollision	0.179	0.009	0.049	0.006	0.014

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	0.671	0.164	0.835	0.022	1.00	0.018
Fatal and injury (FI)	--	--	--	--	1.00	0.018

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	--	--	--	--	--	--	--	--	1.00	--
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	--

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.671	0.164	0.835	0.018	1.00	0.015
Fatal and injury (FI)	--	--	--	--	1.00	0.015

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J

MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.075	0.168	0.243
Head-on collisions (from Worksheet 2D)	0.009	0.013	0.023
Angle collisions (from Worksheet 2D)	0.098	0.150	0.248
Sideswipe (from Worksheet 2D)	0.027	0.020	0.047
Other multiple-vehicle collision (from Worksheet 2D)	0.013	0.097	0.111
Subtotal	0.222	0.449	0.671
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.003	0.003
Collision with fixed object (from Worksheet 2F)	0.033	0.098	0.131
Collision with other object (from Worksheet 2F)	0.004	0.008	0.012
Other single-vehicle collision (from Worksheet 2F)	0.002	0.001	0.003
Single-vehicle noncollision (from Worksheet 2F)	0.009	0.006	0.014
Collision with pedestrian (from Worksheet 2G or 2I)	0.018	0.000	0.018
Collision with bicycle (from Worksheet 2J)	0.015	0.000	0.015
Subtotal	0.082	0.116	0.198
Total	0.304	0.564	0.869

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	0.9
Fatal and injury (FI)	0.3
Property damage only (PDO)	0.6

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Intersection	Legion Dr @ Beach Dr
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	2,640
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	4,770
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	0.74
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	0
Type of left-turn signal phasing for Leg #1		Permissive	Permissive
Type of left-turn signal phasing for Leg #2		--	Permissive
Type of left-turn signal phasing for Leg #3		--	Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{anesx})		--	3
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
1.00	1.00	0.96	1.00	0.91	1.00	0.87

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							

Total	-10.99	1.07	0.23	0.39	0.542	1.000	0.542	0.87	0.74	0.351
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	0.138	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.263	0.143	0.87	0.74	0.092
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	0.386	$(5)_{TOTAL}-(5)_{FI}$ = 0.737	0.400	0.87	0.74	0.258

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.092	1.000	0.258	0.351
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	0.042	0.483	0.125	0.166
Head-on collision	0.049	0.005	0.030	0.008	0.012
Angle collision	0.347	0.032	0.244	0.063	0.095
Sideswipe	0.099	0.009	0.032	0.008	0.017
Other multiple-vehicle collision	0.055	0.005	0.211	0.055	0.060

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients** from Table 12-12			**Overdispersion Parameter, k** from Table 12-12	**Initial N_{bisv}** from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27	**Proportion of Total Crashes**	**Adjusted N_{bimv}** $(4)_{TOTAL}*(5)$	**Combined CMFs** (7) from Worksheet 2B	**Calibration Factor, C_i**	**Predicted N_{bisv}** (6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.077	1.000	0.077	0.87	0.74	0.050
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.033	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.419	0.032	0.87	0.74	0.021
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.046	$(5)_{TOTAL}-(5)_{FI}$ = 0.581	0.045	0.87	0.74	0.029

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.021	1.000	0.029	0.050
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.000	0.000
Collision with fixed object	0.744	0.015	0.870	0.025	0.041

Collision with other object	0.072	0.001	0.070	0.002	0.004
Other single-vehicle collision	0.040	0.001	0.023	0.001	0.001
Single-vehicle noncollision	0.141	0.003	0.034	0.001	0.004

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	0.74	--
Fatal and injury (FI)	--	--	--	--	0.74	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.020	1.00	0.74	0.015
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	0.74	0.015

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.351	0.050	0.401	0.015	0.74	0.004
Fatal and injury (FI)	--	--	--	--	0.74	0.004

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J

MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.042	0.125	0.166
Head-on collisions (from Worksheet 2D)	0.005	0.008	0.012
Angle collisions (from Worksheet 2D)	0.032	0.063	0.095
Sideswipe (from Worksheet 2D)	0.009	0.008	0.017
Other multiple-vehicle collision (from Worksheet 2D)	0.005	0.055	0.060
Subtotal	0.092	0.258	0.351
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.000
Collision with fixed object (from Worksheet 2F)	0.015	0.025	0.041
Collision with other object (from Worksheet 2F)	0.001	0.002	0.004
Other single-vehicle collision (from Worksheet 2F)	0.001	0.001	0.001
Single-vehicle noncollision (from Worksheet 2F)	0.003	0.001	0.004
Collision with pedestrian (from Worksheet 2G or 2I)	0.015	0.000	0.015
Collision with bicycle (from Worksheet 2J)	0.004	0.000	0.004
Subtotal	0.040	0.029	0.069
Total	0.132	0.287	0.420

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	0.4
Fatal and injury (FI)	0.1
Property damage only (PDO)	0.3

Worksheet 3A -- Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes, $N_{observed}$** (crashes/year)	**Overdispersion Parameter, k**	**Weighted adjustment, w**	**Expected average crash frequency,**
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)			Equation A-5 from Part C Appendix	Equation A-4 from Part C Appendix
ROADWAY SEGMENTS							
Multiple-vehicle nondriveway							
Segment 1	0.028	0.009	0.020		0.840	0.977	0.028
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Single-vehicle							
Segment 1	0.063	0.021	0.043		0.810	0.951	0.060
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Multiple-vehicle driveway-related							
Segment 1	0.028	0.009	0.019		0.810	0.978	0.027
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
INTERSECTIONS							
Multiple-vehicle							
Intersection 1	0.671	0.222	0.449		0.400	0.788	0.529
Intersection 2	0.351	0.092	0.258		0.390	0.880	0.309
Intersection 3						1.000	0.000
Intersection 4						1.000	0.000
Single-vehicle							
Intersection 1	0.164	0.049	0.116		0.650	0.903	0.149
Intersection 2	0.050	0.021	0.029		0.360	0.982	0.049
Intersection 3						1.000	0.000
Intersection 4						1.000	0.000
COMBINED (sum of column)	1.356	0.422	0.933	0	--	--	1.150

Worksheet 3B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	**N_{ped}**	**N_{bike}**
ROADWAY SEGMENTS		
Segment 1	0.004	0.002
Segment 2		
Segment 3		
Segment 4		
INTERSECTIONS		
Intersection 1	0.018	0.015

Intersection 2	0.015	0.004
Intersection 3		
Intersection 4		
COMBINED (sum of column)	0.037	0.022

Worksheet 3C -- Site-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	$N_{expected\ (VEHICLE)}$	$N_{expected}$
Total	$(2)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(8)_{COMB}$ Worksheet 3A	(3)+(4)+(5)
	1.4	0.0	0.0	1.2	1.2
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.4	0.0	0.0	0.4	0.4
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 3A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.9	0.0	0.0	0.8	0.8

Worksheet 4A -- Predicted Crashes by Collision and Site Type and Observed Crashes Using the Project-Level EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Collision type / Site type	**Predicted crashes**			**Observed crashes,** $N_{observed}$ (crashes/year)	**Overdispersion Parameter, k**	$N_{predicted\ w0}$ Equation A-8 $(6)*(2)^2$	$N_{predicted\ w1}$ Equation A-9 sqrt((6)*(2))	W_0 Equation A-10	N_0 Equation A-11	w_1 Equation A-12	N_1 Equation A-13	$N_{expected/comb}$ Equation A-14
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)									
ROADWAY SEGMENTS												
Multiple-vehicle nondriveway												
Segment 1	0.028	0.009	0.020	--	0.840	0.001	0.154	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
Single-vehicle												
Segment 1	0.063	0.021	0.043	--	0.810	0.003	0.227	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
Multiple-vehicle driveway-related												
Segment 1	0.028	0.009	0.019	--	0.810	0.001	0.150	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
INTERSECTIONS												
Multiple-vehicle												
Intersection 1	0.671	0.222	0.449	--	0.400	0.180	0.518	--	--	--	--	--
Intersection 2	0.351	0.092	0.258	--	0.390	0.048	0.370	--	--	--	--	--
Intersection 3				--				--	--	--	--	--
Intersection 4				--				--	--	--	--	--
Single-vehicle												
Intersection 1	0.164	0.049	0.116	--	0.650	0.018	0.327	--	--	--	--	--
Intersection 2	0.050	0.021	0.029	--	0.360	0.001	0.134	--	--	--	--	--
Intersection 3				--				--	--	--	--	--
Intersection 4				--				--	--	--	--	--
COMBINED (sum of column)	1.356	0.422	0.933		--	0.251	1.880	0.844	1.144	0.419	0.568	0.856

Worksheet 4B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	N_{ped}	N_{bike}
ROADWAY SEGMENTS		
Segment 1	0.004	0.002
Segment 2		
Segment 3		
Segment 4		
INTERSECTIONS		
Intersection 1	0.018	0.015
Intersection 2	0.015	0.004
Intersection 3		
Intersection 4		
COMBINED (sum of column)	0.037	0.022

Worksheet 4C -- Project-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	$N_{expected\ (vehicle)}$	$N_{expected}$
Total	$(2)_{COMB}$ from Worksheet 4A	$(2)_{COMB}$ from Worksheet 4B	$(3)_{COMB}$ from Worksheet 4B	$(13)_{COMB}$ Worksheet 4A	(3)+(4)+(5)
	1.4	0.0	0.0	0.9	0.9
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 4A	$(2)_{COMB}$ from Worksheet 4B	$(3)_{COMB}$ from Worksheet 4B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.4	0.0	0.0	0.3	0.3
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 4A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.9	0.0	0.0	0.6	0.6

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Roadway Section	MP 0.0 to MP 1.5
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	2U
Length of segment, L (mi)		--	0.303030303
AADT (veh/day)	$AADT_{MAX}$ = 32,600 (veh/day)	--	3,270
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	1
Median width (ft) - for divided only		15	40
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	0
Minor commercial driveways (number)		--	5
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	0
Major residential driveways (number)		--	0
Minor residential driveways (number)		--	0
Other driveways (number)		--	0
Speed Category		--	Posted Speed 30 mph or Lower
Roadside fixed object density (fixed objects / mi)		0	10
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	16
Calibration Factor, Cr		1.00	1.00

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	0.61	0.93	1.00	0.57

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-15.22	1.68	0.84	0.060	1.000	0.060	0.57	1.00	0.034
Fatal and Injury (FI)	-16.22	1.66	0.65	0.019	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.301	0.018	0.57	1.00	0.010
Property Damage Only (PDO)	-15.62	1.69	0.87	0.043	$(5)_{TOTAL}-(5)_{FI}$ = 0.699	0.042	0.57	1.00	0.024

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	0.010	1.000	0.024	0.034
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.730	0.007	0.778	0.018	0.026
Head-on collision	0.068	0.001	0.004	0.000	0.001
Angle collision	0.085	0.001	0.079	0.002	0.003
Sideswipe, same direction	0.015	0.000	0.031	0.001	0.001
Sideswipe, opposite direction	0.073	0.001	0.055	0.001	0.002
Other multiple-vehicle collision	0.029	0.000	0.053	0.001	0.002

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.47	0.56	0.81	0.119	1.000	0.119	0.57	1.00	0.067
Fatal and Injury (FI)	-3.96	0.23	0.50	0.037	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.317	0.038	0.57	1.00	0.021
Property Damage Only (PDO)	-6.51	0.64	0.87	0.080	$(5)_{TOTAL}-(5)_{FI}$ = 0.683	0.081	0.57	1.00	0.046

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.021	1.000	0.046	0.067
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.026	0.001	0.066	0.003	0.004
Collision with fixed object	0.723	0.015	0.759	0.035	0.050
Collision with other object	0.010	0.000	0.013	0.001	0.001
Other single-vehicle collision	0.241	0.005	0.162	0.007	0.013

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)

Driveway Type	Number of driveways, n_j	Crashes per driveway per year, N_j	Coefficient for traffic adjustment, t	Initial N_{brdwy}	Overdispersion parameter, k
		from Table 12-7	from Table 12-7	Equation 12-16	from Table 12-7
				$n_j * N_j * (AADT/15,000)^t$	
Major commercial	0	0.158	1.000	0.000	
Minor commercial	5	0.050	1.000	0.055	
Major industrial/institutional	0	0.172	1.000	0.000	
Minor industrial/institutional	0	0.023	1.000	0.000	--
Major residential	0	0.083	1.000	0.000	
Minor residential	0	0.016	1.000	0.000	
Other	0	0.025	1.000	0.000	
Total	--	--	--	0.055	0.81

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Initial N_{brdwy}	Proportion of total crashes (f_{dwy})	Adjusted N_{brdwy}	Combined CMFs	Calibration factor, C_r	Predicted N_{brdwy}
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL} * (3)$	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.055	1.000	0.055	0.57	1.00	0.031
Fatal and injury (FI)	--	0.323	0.018	0.57	1.00	0.010
Property damage only (PDO)	--	0.677	0.037	0.57	1.00	0.021

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{pedr}	Calibration factor, C_r	Predicted N_{pedr}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8		(5)*(6)*(7)
Total	0.034	0.067	0.031	0.132	0.036	1.00	0.005
Fatal and injury (FI)	--	--	--	--	--	1.00	0.005

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{biker}	Calibration factor, C_r	Predicted N_{biker}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9		(5)*(6)*(7)
Total	0.034	0.067	0.031	0.132	0.018	1.00	0.002
Fatal and injury (FI)	--	--	--	--	--	1.00	0.002

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	Property damage only (PDO)	Total
Collision type	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and

	(8) from Worksheet 1I and 1J		(8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.007	0.018	0.026
Head-on collisions (from Worksheet 1D)	0.001	0.000	0.001
Angle collisions (from Worksheet 1D)	0.001	0.002	0.003
Sideswipe, same direction (from Worksheet 1D)	0.000	0.001	0.001
Sideswipe, opposite direction (from Worksheet 1D)	0.001	0.001	0.002
Driveway-related collisions (from Worksheet 1H)	0.010	0.021	0.031
Other multiple-vehicle collision (from Worksheet 1D)	0.000	0.001	0.002
Subtotal	0.020	0.045	0.065
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.001	0.003	0.004
Collision with fixed object (from Worksheet 1F)	0.015	0.035	0.050
Collision with other object (from Worksheet 1F)	0.000	0.001	0.001
Other single-vehicle collision (from Worksheet 1F)	0.005	0.007	0.013
Collision with pedestrian (from Worksheet 1I)	0.005	0.000	0.005
Collision with bicycle (from Worksheet 1J)	0.002	0.000	0.002
Subtotal	0.028	0.046	0.075
Total	0.049	0.091	0.139

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	0.1	0.30	0.5
Fatal and injury (FI)	0.0	0.30	0.2
Property damage only (PDO)	0.1	0.30	0.3

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Intersection	Azalea Dr @ Benning Dr
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4ST
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 46,800 (veh/day)	--	3,270
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 5,900 (veh/day)	--	3,880
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	1
Type of left-turn signal phasing for Leg #1		Permissive	Protected / Permissive
Type of left-turn signal phasing for Leg #2		--	Permissive
Type of left-turn signal phasing for Leg #3		--	Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	5
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
1.00	1.00	1.00	1.00	0.91	1.00	0.91

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							

Total	-8.90	0.82	0.25	0.40	0.820	1.000	0.820	0.91	1.00	0.749
Fatal and Injury (FI)	-11.13	0.93	0.28	0.48	0.275	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.336	0.275	0.91	1.00	0.251
Property Damage Only (PDO)	-8.74	0.77	0.23	0.40	0.544	$(5)_{TOTAL}-(5)_{FI}$ = 0.664	0.545	0.91	1.00	0.497

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.251	1.000	0.497	0.749
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.338	0.085	0.374	0.186	0.271
Head-on collision	0.041	0.010	0.030	0.015	0.025
Angle collision	0.440	0.111	0.335	0.167	0.277
Sideswipe	0.121	0.030	0.044	0.022	0.052
Other multiple-vehicle collision	0.060	0.015	0.217	0.108	0.123

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients** from Table 12-12			**Overdispersion Parameter, k** from Table 12-12	**Initial N_{bisv}** from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27	**Proportion of Total Crashes**	**Adjusted N_{bimv}** $(4)_{TOTAL}*(5)$	**Combined CMFs** (7) from Worksheet 2B	**Calibration Factor, C_i**	**Predicted N_{bisv}** (6)*(7)*(8)
	a	b	c							
Total	-5.33	0.33	0.12	0.65	0.189	1.000	0.189	0.91	1.00	0.172
Fatal and Injury (FI)	--	--	--	--	0.053	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.293	0.055	0.91	1.00	0.050
Property Damage Only (PDO)	-7.04	0.36	0.25	0.54	0.127	$(5)_{TOTAL}-(5)_{FI}$ = 0.707	0.133	0.91	1.00	0.122

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.050	1.000	0.122	0.172
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.001	0.000	0.026	0.003	0.003
Collision with fixed object	0.679	0.034	0.847	0.103	0.137

Collision with other object	0.089	0.004	0.070	0.009	0.013
Other single-vehicle collision	0.051	0.003	0.007	0.001	0.003
Single-vehicle noncollision	0.179	0.009	0.049	0.006	0.015

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	0.749	0.172	0.921	0.022	1.00	0.020
Fatal and injury (FI)	--	--	--	--	1.00	0.020

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	--	--	--	--	--	--	--	--	1.00	--
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	--

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.749	0.172	0.921	0.018	1.00	0.017
Fatal and injury (FI)	--	--	--	--	1.00	0.017

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J

MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.085	0.186	0.271
Head-on collisions (from Worksheet 2D)	0.010	0.015	0.025
Angle collisions (from Worksheet 2D)	0.111	0.167	0.277
Sideswipe (from Worksheet 2D)	0.030	0.022	0.052
Other multiple-vehicle collision (from Worksheet 2D)	0.015	0.108	0.123
Subtotal	0.251	0.497	0.749
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.003	0.003
Collision with fixed object (from Worksheet 2F)	0.034	0.103	0.137
Collision with other object (from Worksheet 2F)	0.004	0.009	0.013
Other single-vehicle collision (from Worksheet 2F)	0.003	0.001	0.003
Single-vehicle noncollision (from Worksheet 2F)	0.009	0.006	0.015
Collision with pedestrian (from Worksheet 2G or 2I)	0.020	0.000	0.020
Collision with bicycle (from Worksheet 2J)	0.017	0.000	0.017
Subtotal	0.087	0.122	0.209
Total	0.339	0.619	0.958

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	1.0
Fatal and injury (FI)	0.3
Property damage only (PDO)	0.6

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Intersection	Legion Dr @ Beach Dr
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	3,270
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	5,320
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	0.74
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	0
Type of left-turn signal phasing for Leg #1		Permissive	Permissive
Type of left-turn signal phasing for Leg #2		--	Permissive
Type of left-turn signal phasing for Leg #3		--	Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{anesx})		--	3
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
1.00	1.00	0.96	1.00	0.91	1.00	0.87

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							

Total	-10.99	1.07	0.23	0.39	0.699	1.000	0.699	0.87	0.74	0.452
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	0.182	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.270	0.188	0.87	0.74	0.122
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	0.493	$(5)_{TOTAL}-(5)_{FI}$ = 0.730	0.511	0.87	0.74	0.330

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.122	1.000	0.330	0.452
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	0.055	0.483	0.160	0.214
Head-on collision	0.049	0.006	0.030	0.010	0.016
Angle collision	0.347	0.042	0.244	0.081	0.123
Sideswipe	0.099	0.012	0.032	0.011	0.023
Other multiple-vehicle collision	0.055	0.007	0.211	0.070	0.076

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients** from Table 12-12			**Overdispersion Parameter, k** from Table 12-12	**Initial N_{bisv}** from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27	**Proportion of Total Crashes**	**Adjusted N_{bimv}** $(4)_{TOTAL}*(5)$	**Combined CMFs** (7) from Worksheet 2B	**Calibration Factor, C_i**	**Predicted N_{bisv}** (6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.092	1.000	0.092	0.87	0.74	0.059
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.038	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.401	0.037	0.87	0.74	0.024
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.056	$(5)_{TOTAL}-(5)_{FI}$ = 0.599	0.055	0.87	0.74	0.035

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.024	1.000	0.035	0.059
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.000	0.000
Collision with fixed object	0.744	0.018	0.870	0.031	0.049

Collision with other object	0.072	0.002	0.070	0.002	0.004
Other single-vehicle collision	0.040	0.001	0.023	0.001	0.002
Single-vehicle noncollision	0.141	0.003	0.034	0.001	0.005

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	0.74	--
Fatal and injury (FI)	--	--	--	--	0.74	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.020	1.00	0.74	0.015
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	0.74	0.015

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.452	0.059	0.512	0.015	0.74	0.006
Fatal and injury (FI)	--	--	--	--	0.74	0.006

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J

MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.055	0.160	0.214
Head-on collisions (from Worksheet 2D)	0.006	0.010	0.016
Angle collisions (from Worksheet 2D)	0.042	0.081	0.123
Sideswipe (from Worksheet 2D)	0.012	0.011	0.023
Other multiple-vehicle collision (from Worksheet 2D)	0.007	0.070	0.076
Subtotal	0.122	0.330	0.452
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.000
Collision with fixed object (from Worksheet 2F)	0.018	0.031	0.049
Collision with other object (from Worksheet 2F)	0.002	0.002	0.004
Other single-vehicle collision (from Worksheet 2F)	0.001	0.001	0.002
Single-vehicle noncollision (from Worksheet 2F)	0.003	0.001	0.005
Collision with pedestrian (from Worksheet 2G or 2I)	0.015	0.000	0.015
Collision with bicycle (from Worksheet 2J)	0.006	0.000	0.006
Subtotal	0.044	0.035	0.080
Total	0.166	0.366	0.532

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	0.5
Fatal and injury (FI)	0.2
Property damage only (PDO)	0.4

Worksheet 3A -- Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes, $N_{observed}$** (crashes/year)	**Overdispersion Parameter, k**	**Weighted adjustment, w**	**Expected average crash frequency,**
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)			Equation A-5 from Part C Appendix	Equation A-4 from Part C Appendix
ROADWAY SEGMENTS							
Multiple-vehicle nondriveway							
Segment 1	0.034	0.010	0.024		0.840	0.972	0.033
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Single-vehicle							
Segment 1	0.067	0.021	0.046		0.810	0.948	0.064
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Multiple-vehicle driveway-related							
Segment 1	0.031	0.010	0.021		0.810	0.976	0.030
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
INTERSECTIONS							
Multiple-vehicle							
Intersection 1	0.749	0.251	0.497		0.400	0.770	0.576
Intersection 2	0.452	0.122	0.330		0.390	0.850	0.385
Intersection 3						1.000	0.000
Intersection 4						1.000	0.000
Single-vehicle							
Intersection 1	0.172	0.050	0.122		0.650	0.899	0.155
Intersection 2	0.059	0.024	0.035		0.360	0.979	0.058
Intersection 3						1.000	0.000
Intersection 4						1.000	0.000
COMBINED (sum of column)	1.565	0.489	1.076	0	--	--	1.301

Worksheet 3B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	**N_{ped}**	**N_{bike}**
ROADWAY SEGMENTS		
Segment 1	0.005	0.002
Segment 2		
Segment 3		
Segment 4		
INTERSECTIONS		
Intersection 1	0.020	0.017

Intersection 2	0.015	0.006
Intersection 3		
Intersection 4		
COMBINED (sum of column)	0.040	0.025

Worksheet 3C -- Site-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	$N_{expected\ (VEHICLE)}$	$N_{expected}$
Total	$(2)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(8)_{COMB}$ Worksheet 3A	(3)+(4)+(5)
	1.6	0.0	0.0	1.3	1.4
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.5	0.0	0.0	0.4	0.5
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 3A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	1.1	0.0	0.0	0.9	0.9

Worksheet 4A -- Predicted Crashes by Collision and Site Type and Observed Crashes Using the Project-Level EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Collision type / Site type	**Predicted crashes**			**Observed crashes,** $N_{observed}$ (crashes/year)	**Overdispersion Parameter, k**	$N_{predicted\ w0}$ Equation A-8 $(6)*(2)^2$	$N_{predicted\ w1}$ Equation A-9 sqrt((6)*(2))	W_0 Equation A-10	N_0 Equation A-11	w_1 Equation A-12	N_1 Equation A-13	$N_{expected/comb}$ Equation A-14
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)									
ROADWAY SEGMENTS												
Multiple-vehicle nondriveway												
Segment 1	0.034	0.010	0.024	--	0.840	0.001	0.169	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
Single-vehicle												
Segment 1	0.067	0.021	0.046	--	0.810	0.004	0.234	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
Multiple-vehicle driveway-related												
Segment 1	0.031	0.010	0.021	--	0.810	0.001	0.158	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
INTERSECTIONS												
Multiple-vehicle												
Intersection 1	0.749	0.251	0.497	--	0.400	0.224	0.547	--	--	--	--	--
Intersection 2	0.452	0.122	0.330	--	0.390	0.080	0.420	--	--	--	--	--
Intersection 3				--				--	--	--	--	--
Intersection 4				--				--	--	--	--	--
Single-vehicle												
Intersection 1	0.172	0.050	0.122	--	0.650	0.019	0.335	--	--	--	--	--
Intersection 2	0.059	0.024	0.035	--	0.360	0.001	0.146	--	--	--	--	--
Intersection 3				--				--	--	--	--	--
Intersection 4				--				--	--	--	--	--
COMBINED (sum of column)	1.565	0.489	1.076		--	0.330	2.009	0.826	1.292	0.438	0.685	0.989

Worksheet 4B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	N_{ped}	N_{bike}
ROADWAY SEGMENTS		
Segment 1	0.005	0.002
Segment 2		
Segment 3		
Segment 4		
INTERSECTIONS		
Intersection 1	0.020	0.017
Intersection 2	0.015	0.006
Intersection 3		
Intersection 4		
COMBINED (sum of column)	0.040	0.025

Worksheet 4C -- Project-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	$N_{expected\ (vehicle)}$	$N_{expected}$
Total	$(2)_{COMB}$ from Worksheet 4A	$(2)_{COMB}$ from Worksheet 4B	$(3)_{COMB}$ from Worksheet 4B	$(13)_{COMB}$ Worksheet 4A	(3)+(4)+(5)
	1.6	0.0	0.0	1.0	1.1
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 4A	$(2)_{COMB}$ from Worksheet 4B	$(3)_{COMB}$ from Worksheet 4B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.5	0.0	0.0	0.3	0.4
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 4A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	1.1	0.0	0.0	0.7	0.7

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Roadway Section	MP 0.0 to MP 1.5
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	2U
Length of segment, L (mi)		--	0.303030303
AADT (veh/day)	$AADT_{MAX}$ = 32,600 (veh/day)	--	2,640
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	1
Median width (ft) - for divided only		15	40
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	0
Minor commercial driveways (number)		--	5
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	0
Major residential driveways (number)		--	0
Minor residential driveways (number)		--	0
Other driveways (number)		--	0
Speed Category		--	Posted Speed 30 mph or Lower
Roadside fixed object density (fixed objects / mi)		0	10
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	16
Calibration Factor, Cr		1.00	1.00

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	0.61	0.93	1.00	0.57

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-15.22	1.68	0.84	0.042	1.000	0.042	0.57	1.00	0.024
Fatal and Injury (FI)	-16.22	1.66	0.65	0.013	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.302	0.013	0.57	1.00	0.007
Property Damage Only (PDO)	-15.62	1.69	0.87	0.030	$(5)_{TOTAL}-(5)_{FI}$ = 0.698	0.029	0.57	1.00	0.017

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	0.007	1.000	0.017	0.024
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.730	0.005	0.778	0.013	0.018
Head-on collision	0.068	0.000	0.004	0.000	0.001
Angle collision	0.085	0.001	0.079	0.001	0.002
Sideswipe, same direction	0.015	0.000	0.031	0.001	0.001
Sideswipe, opposite direction	0.073	0.001	0.055	0.001	0.001
Other multiple-vehicle collision	0.029	0.000	0.053	0.001	0.001

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.47	0.56	0.81	0.105	1.000	0.105	0.57	1.00	0.060
Fatal and Injury (FI)	-3.96	0.23	0.50	0.035	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.336	0.035	0.57	1.00	0.020
Property Damage Only (PDO)	-6.51	0.64	0.87	0.070	$(5)_{TOTAL}-(5)_{FI}$ = 0.664	0.070	0.57	1.00	0.040

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.020	1.000	0.040	0.060
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.026	0.001	0.066	0.003	0.003
Collision with fixed object	0.723	0.015	0.759	0.030	0.045
Collision with other object	0.010	0.000	0.013	0.001	0.001
Other single-vehicle collision	0.241	0.005	0.162	0.006	0.011

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)

Driveway Type	Number of driveways, n_j	Crashes per driveway per year, N_j	Coefficient for traffic adjustment, t	Initial N_{brdwy}	Overdispersion parameter, k
		from Table 12-7	from Table 12-7	Equation 12-16	from Table 12-7
				$n_j * N_j * (AADT/15,000)^t$	
Major commercial	0	0.158	1.000	0.000	
Minor commercial	5	0.050	1.000	0.044	
Major industrial/institutional	0	0.172	1.000	0.000	
Minor industrial/institutional	0	0.023	1.000	0.000	--
Major residential	0	0.083	1.000	0.000	
Minor residential	0	0.016	1.000	0.000	
Other	0	0.025	1.000	0.000	
Total	--	--	--	0.044	0.81

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Initial N_{brdwy}	Proportion of total crashes (f_{dwy})	Adjusted N_{brdwy}	Combined CMFs	Calibration factor, C_r	Predicted N_{brdwy}
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL}$ * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.044	1.000	0.044	0.57	1.00	0.025
Fatal and injury (FI)	--	0.323	0.014	0.57	1.00	0.008
Property damage only (PDO)	--	0.677	0.030	0.57	1.00	0.017

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{pedr}	Calibration factor, C_r	Predicted N_{pedr}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8		(5)*(6)*(7)
Total	0.024	0.060	0.025	0.108	0.036	1.00	0.004
Fatal and injury (FI)	--	--	--	--	--	1.00	0.004

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{biker}	Calibration factor, C_r	Predicted N_{biker}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9		(5)*(6)*(7)
Total	0.024	0.060	0.025	0.108	0.018	1.00	0.002
Fatal and injury (FI)	--	--	--	--	--	1.00	0.002

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	Property damage only (PDO)	Total
Collision type	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and

	(8) from Worksheet 1I and 1J		(8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.005	0.013	0.018
Head-on collisions (from Worksheet 1D)	0.000	0.000	0.001
Angle collisions (from Worksheet 1D)	0.001	0.001	0.002
Sideswipe, same direction (from Worksheet 1D)	0.000	0.001	0.001
Sideswipe, opposite direction (from Worksheet 1D)	0.001	0.001	0.001
Driveway-related collisions (from Worksheet 1H)	0.008	0.017	0.025
Other multiple-vehicle collision (from Worksheet 1D)	0.000	0.001	0.001
Subtotal	0.015	0.033	0.049
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.001	0.003	0.003
Collision with fixed object (from Worksheet 1F)	0.015	0.030	0.045
Collision with other object (from Worksheet 1F)	0.000	0.001	0.001
Other single-vehicle collision (from Worksheet 1F)	0.005	0.006	0.011
Collision with pedestrian (from Worksheet 1I)	0.004	0.000	0.004
Collision with bicycle (from Worksheet 1J)	0.002	0.000	0.002
Subtotal	0.026	0.040	0.066
Total	0.041	0.073	0.114

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	0.1	0.30	0.4
Fatal and injury (FI)	0.0	0.30	0.1
Property damage only (PDO)	0.1	0.30	0.2

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Intersection	Azalea Dr @ Benning Dr
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4ST
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 46,800 (veh/day)	--	2,640
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 5,900 (veh/day)	--	3,880
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	1
Type of left-turn signal phasing for Leg #1		Permissive	Protected / Permissive
Type of left-turn signal phasing for Leg #2		--	Permissive
Type of left-turn signal phasing for Leg #3		--	Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	5
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
1.00	1.00	1.00	1.00	0.91	1.00	0.91

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							

Total	-8.90	0.82	0.25	0.40	0.688	1.000	0.688	0.91	1.00	0.628
Fatal and Injury (FI)	-11.13	0.93	0.28	0.48	0.226	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.328	0.226	0.91	1.00	0.206
Property Damage Only (PDO)	-8.74	0.77	0.23	0.40	0.462	$(5)_{TOTAL}-(5)_{FI}$ = 0.672	0.462	0.91	1.00	0.422

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.206	1.000	0.422	0.628
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.338	0.070	0.374	0.158	0.228
Head-on collision	0.041	0.008	0.030	0.013	0.021
Angle collision	0.440	0.091	0.335	0.141	0.232
Sideswipe	0.121	0.025	0.044	0.019	0.044
Other multiple-vehicle collision	0.060	0.012	0.217	0.092	0.104

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients** from Table 12-12			**Overdispersion Parameter, k** from Table 12-12	**Initial N_{bisv}** from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27	**Proportion of Total Crashes**	**Adjusted N_{bimv}** $(4)_{TOTAL}*(5)$	**Combined CMFs** (7) from Worksheet 2B	**Calibration Factor, C_i**	**Predicted N_{bisv}** (6)*(7)*(8)
	a	b	c							
Total	-5.33	0.33	0.12	0.65	0.176	1.000	0.176	0.91	1.00	0.160
Fatal and Injury (FI)	--	--	--	--	0.049	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.295	0.052	0.91	1.00	0.047
Property Damage Only (PDO)	-7.04	0.36	0.25	0.54	0.118	$(5)_{TOTAL}-(5)_{FI}$ = 0.705	0.124	0.91	1.00	0.113

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.047	1.000	0.113	0.160
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.001	0.000	0.026	0.003	0.003
Collision with fixed object	0.679	0.032	0.847	0.096	0.128

Collision with other object	0.089	0.004	0.070	0.008	0.012
Other single-vehicle collision	0.051	0.002	0.007	0.001	0.003
Single-vehicle noncollision	0.179	0.008	0.049	0.006	0.014

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	0.628	0.160	0.789	0.022	1.00	0.017
Fatal and injury (FI)	--	--	--	--	1.00	0.017

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	--	--	--	--	--	--	--	--	1.00	--
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	--

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.628	0.160	0.789	0.018	1.00	0.014
Fatal and injury (FI)	--	--	--	--	1.00	0.014

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J

MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.070	0.158	0.228
Head-on collisions (from Worksheet 2D)	0.008	0.013	0.021
Angle collisions (from Worksheet 2D)	0.091	0.141	0.232
Sideswipe (from Worksheet 2D)	0.025	0.019	0.044
Other multiple-vehicle collision (from Worksheet 2D)	0.012	0.092	0.104
Subtotal	0.206	0.422	0.628
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.003	0.003
Collision with fixed object (from Worksheet 2F)	0.032	0.096	0.128
Collision with other object (from Worksheet 2F)	0.004	0.008	0.012
Other single-vehicle collision (from Worksheet 2F)	0.002	0.001	0.003
Single-vehicle noncollision (from Worksheet 2F)	0.008	0.006	0.014
Collision with pedestrian (from Worksheet 2G or 2I)	0.017	0.000	0.017
Collision with bicycle (from Worksheet 2J)	0.014	0.000	0.014
Subtotal	0.079	0.113	0.192
Total	0.285	0.535	0.820

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	0.8
Fatal and injury (FI)	0.3
Property damage only (PDO)	0.5

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Intersection	Legion Dr @ Beach Dr
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	2,640
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	4,280
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	0.74
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	0
Type of left-turn signal phasing for Leg #1		Permissive	Permissive
Type of left-turn signal phasing for Leg #2		--	Permissive
Type of left-turn signal phasing for Leg #3		--	Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	3
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
1.00	1.00	0.96	1.00	0.91	1.00	0.87

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							

Total	-10.99	1.07	0.23	0.39	0.529	1.000	0.529	0.87	0.74	0.342
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	0.135	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.264	0.140	0.87	0.74	0.090
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	0.376	$(5)_{TOTAL}-(5)_{FI}$ = 0.736	0.389	0.87	0.74	0.252

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.090	1.000	0.252	0.342
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	0.041	0.483	0.122	0.162
Head-on collision	0.049	0.004	0.030	0.008	0.012
Angle collision	0.347	0.031	0.244	0.061	0.093
Sideswipe	0.099	0.009	0.032	0.008	0.017
Other multiple-vehicle collision	0.055	0.005	0.211	0.053	0.058

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}*(5)$	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.075	1.000	0.075	0.87	0.74	0.048
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.032	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.418	0.031	0.87	0.74	0.020
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.045	$(5)_{TOTAL}-(5)_{FI}$ = 0.582	0.043	0.87	0.74	0.028

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.020	1.000	0.028	0.048
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.000	0.000
Collision with fixed object	0.744	0.015	0.870	0.024	0.039

Collision with other object	0.072	0.001	0.070	0.002	0.003
Other single-vehicle collision	0.040	0.001	0.023	0.001	0.001
Single-vehicle noncollision	0.141	0.003	0.034	0.001	0.004

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	0.74	--
Fatal and injury (FI)	--	--	--	--	0.74	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.019	1.00	0.74	0.014
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	0.74	0.014

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.342	0.048	0.391	0.015	0.74	0.004
Fatal and injury (FI)	--	--	--	--	0.74	0.004

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J

MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.041	0.122	0.162
Head-on collisions (from Worksheet 2D)	0.004	0.008	0.012
Angle collisions (from Worksheet 2D)	0.031	0.061	0.093
Sideswipe (from Worksheet 2D)	0.009	0.008	0.017
Other multiple-vehicle collision (from Worksheet 2D)	0.005	0.053	0.058
Subtotal	0.090	0.252	0.342
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.000
Collision with fixed object (from Worksheet 2F)	0.015	0.024	0.039
Collision with other object (from Worksheet 2F)	0.001	0.002	0.003
Other single-vehicle collision (from Worksheet 2F)	0.001	0.001	0.001
Single-vehicle noncollision (from Worksheet 2F)	0.003	0.001	0.004
Collision with pedestrian (from Worksheet 2G or 2I)	0.014	0.000	0.014
Collision with bicycle (from Worksheet 2J)	0.004	0.000	0.004
Subtotal	0.038	0.028	0.066
Total	0.128	0.280	0.409

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	0.4
Fatal and injury (FI)	0.1
Property damage only (PDO)	0.3

Worksheet 3A -- Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes, $N_{observed}$** (crashes/year)	**Overdispersion Parameter, k**	**Weighted adjustment, w**	**Expected average crash frequency,**
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)			Equation A-5 from Part C Appendix	Equation A-4 from Part C Appendix
ROADWAY SEGMENTS							
Multiple-vehicle nondriveway							
Segment 1	0.024	0.007	0.017		0.840	0.980	0.023
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Single-vehicle							
Segment 1	0.060	0.020	0.040		0.810	0.954	0.057
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Multiple-vehicle driveway-related							
Segment 1	0.025	0.008	0.017		0.810	0.980	0.025
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
INTERSECTIONS							
Multiple-vehicle							
Intersection 1	0.628	0.206	0.422		0.400	0.799	0.502
Intersection 2	0.342	0.090	0.252		0.390	0.882	0.302
Intersection 3						1.000	0.000
Intersection 4						1.000	0.000
Single-vehicle							
Intersection 1	0.160	0.047	0.113		0.650	0.906	0.145
Intersection 2	0.048	0.020	0.028		0.360	0.983	0.047
Intersection 3						1.000	0.000
Intersection 4						1.000	0.000
COMBINED (sum of column)	1.288	0.399	0.889	0	--	--	1.102

Worksheet 3B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	**N_{ped}**	**N_{bike}**
ROADWAY SEGMENTS		
Segment 1	0.004	0.002
Segment 2		
Segment 3		
Segment 4		
INTERSECTIONS		
Intersection 1	0.017	0.014

Intersection 2	0.014	0.004
Intersection 3		
Intersection 4		
COMBINED (sum of column)	0.035	0.020

Worksheet 3C -- Site-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	$N_{expected\ (VEHICLE)}$	$N_{expected}$
Total	$(2)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(8)_{COMB}$ Worksheet 3A	(3)+(4)+(5)
	1.3	0.0	0.0	1.1	1.2
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.4	0.0	0.0	0.3	0.4
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 3A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.9	0.0	0.0	0.8	0.8

Worksheet 4A -- Predicted Crashes by Collision and Site Type and Observed Crashes Using the Project-Level EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Collision type / Site type	**Predicted crashes**			**Observed crashes,** $N_{observed}$ (crashes/year)	**Overdispersion Parameter, k**	$N_{predicted\ w0}$ Equation A-8 $(6)*(2)^2$	$N_{predicted\ w1}$ Equation A-9 sqrt((6)*(2))	W_0 Equation A-10	N_0 Equation A-11	w_1 Equation A-12	N_1 Equation A-13	$N_{expected/comb}$ Equation A-14
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)									
ROADWAY SEGMENTS												
Multiple-vehicle nondriveway												
Segment 1	0.024	0.007	0.017	--	0.840	0.000	0.141	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
Single-vehicle												
Segment 1	0.060	0.020	0.040	--	0.810	0.003	0.220	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
Multiple-vehicle driveway-related												
Segment 1	0.025	0.008	0.017	--	0.810	0.001	0.142	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
INTERSECTIONS												
Multiple-vehicle												
Intersection 1	0.628	0.206	0.422	--	0.400	0.158	0.501	--	--	--	--	--
Intersection 2	0.342	0.090	0.252	--	0.390	0.046	0.365	--	--	--	--	--
Intersection 3				--				--	--	--	--	--
Intersection 4				--				--	--	--	--	--
Single-vehicle												
Intersection 1	0.160	0.047	0.113	--	0.650	0.017	0.323	--	--	--	--	--
Intersection 2	0.048	0.020	0.028	--	0.360	0.001	0.132	--	--	--	--	--
Intersection 3				--				--	--	--	--	--
Intersection 4				--				--	--	--	--	--
COMBINED (sum of column)	1.288	0.399	0.889		--	0.225	1.825	0.851	1.096	0.414	0.533	0.815

Worksheet 4B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	N_{ped}	N_{bike}
ROADWAY SEGMENTS		
Segment 1	0.004	0.002
Segment 2		
Segment 3		
Segment 4		
INTERSECTIONS		
Intersection 1	0.017	0.014
Intersection 2	0.014	0.004
Intersection 3		
Intersection 4		
COMBINED (sum of column)	0.035	0.020

Worksheet 4C -- Project-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	$N_{expected\ (vehicle)}$	$N_{expected}$
Total	$(2)_{COMB}$ from Worksheet 4A	$(2)_{COMB}$ from Worksheet 4B	$(3)_{COMB}$ from Worksheet 4B	$(13)_{COMB}$ Worksheet 4A	(3)+(4)+(5)
	1.3	0.0	0.0	0.8	0.9
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 4A	$(2)_{COMB}$ from Worksheet 4B	$(3)_{COMB}$ from Worksheet 4B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.4	0.0	0.0	0.3	0.3
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 4A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.9	0.0	0.0	0.6	0.6

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Roadway Section	MP 0.0 to MP 1.5
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	2U
Length of segment, L (mi)		--	0.303030303
AADT (veh/day)	$AADT_{MAX}$ = 32,600 (veh/day)	--	2,940
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	1
Median width (ft) - for divided only		15	40
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	0
Minor commercial driveways (number)		--	5
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	0
Major residential driveways (number)		--	0
Minor residential driveways (number)		--	0
Other driveways (number)		--	0
Speed Category		--	Posted Speed 30 mph or Lower
Roadside fixed object density (fixed objects / mi)		0	10
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	16
Calibration Factor, Cr		1.00	1.00

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	0.61	0.93	1.00	0.57

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-15.22	1.68	0.84	0.050	1.000	0.050	0.57	1.00	0.028
Fatal and Injury (FI)	-16.22	1.66	0.65	0.016	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.302	0.015	0.57	1.00	0.009
Property Damage Only (PDO)	-15.62	1.69	0.87	0.036	$(5)_{TOTAL}-(5)_{FI}$ = 0.698	0.035	0.57	1.00	0.020

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	0.009	1.000	0.020	0.028
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.730	0.006	0.778	0.015	0.022
Head-on collision	0.068	0.001	0.004	0.000	0.001
Angle collision	0.085	0.001	0.079	0.002	0.002
Sideswipe, same direction	0.015	0.000	0.031	0.001	0.001
Sideswipe, opposite direction	0.073	0.001	0.055	0.001	0.002
Other multiple-vehicle collision	0.029	0.000	0.053	0.001	0.001

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.47	0.56	0.81	0.112	1.000	0.112	0.57	1.00	0.063
Fatal and Injury (FI)	-3.96	0.23	0.50	0.036	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.326	0.036	0.57	1.00	0.021
Property Damage Only (PDO)	-6.51	0.64	0.87	0.075	$(5)_{TOTAL}-(5)_{FI}$ = 0.674	0.075	0.57	1.00	0.043

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.021	1.000	0.043	0.063
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.026	0.001	0.066	0.003	0.003
Collision with fixed object	0.723	0.015	0.759	0.032	0.047
Collision with other object	0.010	0.000	0.013	0.001	0.001
Other single-vehicle collision	0.241	0.005	0.162	0.007	0.012

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)

Driveway Type	Number of driveways, n_j	Crashes per driveway per year, N_j	Coefficient for traffic adjustment, t	Initial N_{brdwy}	Overdispersion parameter, k
		from Table 12-7	from Table 12-7	Equation 12-16	from Table 12-7
				$n_j * N_j * (AADT/15,000)^t$	
Major commercial	0	0.158	1.000	0.000	
Minor commercial	5	0.050	1.000	0.049	
Major industrial/institutional	0	0.172	1.000	0.000	
Minor industrial/institutional	0	0.023	1.000	0.000	--
Major residential	0	0.083	1.000	0.000	
Minor residential	0	0.016	1.000	0.000	
Other	0	0.025	1.000	0.000	
Total	--	--	--	0.049	0.81

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL}$ * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.049	1.000	0.049	0.57	1.00	0.028
Fatal and injury (FI)	--	0.323	0.016	0.57	1.00	0.009
Property damage only (PDO)	--	0.677	0.033	0.57	1.00	0.019

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Calibration factor, C_r**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8		(5)*(6)*(7)
Total	0.028	0.063	0.028	0.120	0.036	1.00	0.004
Fatal and injury (FI)	--	--	--	--	--	1.00	0.004

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Calibration factor, C_r**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9		(5)*(6)*(7)
Total	0.028	0.063	0.028	0.120	0.018	1.00	0.002
Fatal and injury (FI)	--	--	--	--	--	1.00	0.002

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and

	(8) from Worksheet 1I and 1J		(8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.006	0.015	0.022
Head-on collisions (from Worksheet 1D)	0.001	0.000	0.001
Angle collisions (from Worksheet 1D)	0.001	0.002	0.002
Sideswipe, same direction (from Worksheet 1D)	0.000	0.001	0.001
Sideswipe, opposite direction (from Worksheet 1D)	0.001	0.001	0.002
Driveway-related collisions (from Worksheet 1H)	0.009	0.019	0.028
Other multiple-vehicle collision (from Worksheet 1D)	0.000	0.001	0.001
Subtotal	0.018	0.039	0.056
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.001	0.003	0.003
Collision with fixed object (from Worksheet 1F)	0.015	0.032	0.047
Collision with other object (from Worksheet 1F)	0.000	0.001	0.001
Other single-vehicle collision (from Worksheet 1F)	0.005	0.007	0.012
Collision with pedestrian (from Worksheet 1I)	0.004	0.000	0.004
Collision with bicycle (from Worksheet 1J)	0.002	0.000	0.002
Subtotal	0.027	0.043	0.070
Total	0.045	0.081	0.126

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	0.1	0.30	0.4
Fatal and injury (FI)	0.0	0.30	0.1
Property damage only (PDO)	0.1	0.30	0.3

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Intersection	Azalea Dr @ Benning Dr
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4ST
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 46,800 (veh/day)	--	2,940
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 5,900 (veh/day)	--	3,540
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	0.30
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	1
Type of left-turn signal phasing for Leg #1		Permissive	Protected / Permissive
Type of left-turn signal phasing for Leg #2		--	Permissive
Type of left-turn signal phasing for Leg #3		--	Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	5
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
1.00	1.00	1.00	1.00	0.91	1.00	0.91

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							

Total	-8.90	0.82	0.25	0.40	0.735	1.000	0.735	0.91	0.30	0.201
Fatal and Injury (FI)	-11.13	0.93	0.28	0.48	0.243	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.331	0.243	0.91	0.30	0.067
Property Damage Only (PDO)	-8.74	0.77	0.23	0.40	0.491	$(5)_{TOTAL}-(5)_{FI}$ = 0.669	0.491	0.91	0.30	0.135

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.067	1.000	0.135	0.201
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.338	0.023	0.374	0.050	0.073
Head-on collision	0.041	0.003	0.030	0.004	0.007
Angle collision	0.440	0.029	0.335	0.045	0.074
Sideswipe	0.121	0.008	0.044	0.006	0.014
Other multiple-vehicle collision	0.060	0.004	0.217	0.029	0.033

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients** from Table 12-12			**Overdispersion Parameter, k** from Table 12-12	**Initial N_{bisv}** from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27	**Proportion of Total Crashes**	**Adjusted N_{bimv}** $(4)_{TOTAL}*(5)$	**Combined CMFs** (7) from Worksheet 2B	**Calibration Factor, C_i**	**Predicted N_{bisv}** (6)*(7)*(8)
	a	b	c							
Total	-5.33	0.33	0.12	0.65	0.180	1.000	0.180	0.91	0.30	0.049
Fatal and Injury (FI)	--	--	--	--	0.050	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.296	0.053	0.91	0.30	0.015
Property Damage Only (PDO)	-7.04	0.36	0.25	0.54	0.120	$(5)_{TOTAL}-(5)_{FI}$ = 0.704	0.127	0.91	0.30	0.035

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.015	1.000	0.035	0.049
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.001	0.000	0.026	0.001	0.001
Collision with fixed object	0.679	0.010	0.847	0.029	0.039

Collision with other object	0.089	0.001	0.070	0.002	0.004
Other single-vehicle collision	0.051	0.001	0.007	0.000	0.001
Single-vehicle noncollision	0.179	0.003	0.049	0.002	0.004

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	0.201	0.049	0.251	0.022	0.30	0.002
Fatal and injury (FI)	--	--	--	--	0.30	0.002

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	--	--	--	--	--	--	--	--	0.30	--
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	0.30	--

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.201	0.049	0.251	0.018	0.30	0.001
Fatal and injury (FI)	--	--	--	--	0.30	0.001

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J

MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.023	0.050	0.073
Head-on collisions (from Worksheet 2D)	0.003	0.004	0.007
Angle collisions (from Worksheet 2D)	0.029	0.045	0.074
Sideswipe (from Worksheet 2D)	0.008	0.006	0.014
Other multiple-vehicle collision (from Worksheet 2D)	0.004	0.029	0.033
Subtotal	0.067	0.135	0.201
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.001	0.001
Collision with fixed object (from Worksheet 2F)	0.010	0.029	0.039
Collision with other object (from Worksheet 2F)	0.001	0.002	0.004
Other single-vehicle collision (from Worksheet 2F)	0.001	0.000	0.001
Single-vehicle noncollision (from Worksheet 2F)	0.003	0.002	0.004
Collision with pedestrian (from Worksheet 2G or 2I)	0.002	0.000	0.002
Collision with bicycle (from Worksheet 2J)	0.001	0.000	0.001
Subtotal	0.018	0.035	0.052
Total	0.084	0.169	0.254

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	0.3
Fatal and injury (FI)	0.1
Property damage only (PDO)	0.2

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Intersection	Legion Dr @ Beach Dr
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	2,640
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	4,770
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	0.74
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	0
Type of left-turn signal phasing for Leg #1		Permissive	Permissive
Type of left-turn signal phasing for Leg #2		--	Permissive
Type of left-turn signal phasing for Leg #3		--	Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	3
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
1.00	1.00	0.96	1.00	0.91	1.00	0.87

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							

Total	-10.99	1.07	0.23	0.39	0.542	1.000	0.542	0.87	0.74	0.351
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	0.138	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.263	0.143	0.87	0.74	0.092
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	0.386	$(5)_{TOTAL}-(5)_{FI}$ = 0.737	0.400	0.87	0.74	0.258

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.092	1.000	0.258	0.351
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	0.042	0.483	0.125	0.166
Head-on collision	0.049	0.005	0.030	0.008	0.012
Angle collision	0.347	0.032	0.244	0.063	0.095
Sideswipe	0.099	0.009	0.032	0.008	0.017
Other multiple-vehicle collision	0.055	0.005	0.211	0.055	0.060

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients** from Table 12-12			**Overdispersion Parameter, k** from Table 12-12	**Initial N_{bisv}** from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27	**Proportion of Total Crashes**	**Adjusted N_{bimv}** $(4)_{TOTAL}*(5)$	**Combined CMFs** (7) from Worksheet 2B	**Calibration Factor, C_i**	**Predicted N_{bisv}** (6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.077	1.000	0.077	0.87	0.74	0.050
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.033	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.419	0.032	0.87	0.74	0.021
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.046	$(5)_{TOTAL}-(5)_{FI}$ = 0.581	0.045	0.87	0.74	0.029

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.021	1.000	0.029	0.050
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.000	0.000
Collision with fixed object	0.744	0.015	0.870	0.025	0.041

Collision with other object	0.072	0.001	0.070	0.002	0.004
Other single-vehicle collision	0.040	0.001	0.023	0.001	0.001
Single-vehicle noncollision	0.141	0.003	0.034	0.001	0.004

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	0.74	--
Fatal and injury (FI)	--	--	--	--	0.74	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.020	1.00	0.74	0.015
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	0.74	0.015

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.351	0.050	0.401	0.015	0.74	0.004
Fatal and injury (FI)	--	--	--	--	0.74	0.004

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J

MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.042	0.125	0.166
Head-on collisions (from Worksheet 2D)	0.005	0.008	0.012
Angle collisions (from Worksheet 2D)	0.032	0.063	0.095
Sideswipe (from Worksheet 2D)	0.009	0.008	0.017
Other multiple-vehicle collision (from Worksheet 2D)	0.005	0.055	0.060
Subtotal	0.092	0.258	0.351
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.000
Collision with fixed object (from Worksheet 2F)	0.015	0.025	0.041
Collision with other object (from Worksheet 2F)	0.001	0.002	0.004
Other single-vehicle collision (from Worksheet 2F)	0.001	0.001	0.001
Single-vehicle noncollision (from Worksheet 2F)	0.003	0.001	0.004
Collision with pedestrian (from Worksheet 2G or 2I)	0.015	0.000	0.015
Collision with bicycle (from Worksheet 2J)	0.004	0.000	0.004
Subtotal	0.040	0.029	0.069
Total	0.132	0.287	0.420

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections	
(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	0.4
Fatal and injury (FI)	0.1
Property damage only (PDO)	0.3

Worksheet 3A -- Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes, $N_{observed}$** (crashes/year)	**Overdispersion Parameter, k**	**Weighted adjustment, w**	**Expected average crash frequency,**
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)			Equation A-5 from Part C Appendix	Equation A-4 from Part C Appendix
ROADWAY SEGMENTS							
Multiple-vehicle nondriveway							
Segment 1	0.028	0.009	0.020		0.840	0.977	0.028
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Single-vehicle							
Segment 1	0.063	0.021	0.043		0.810	0.951	0.060
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Multiple-vehicle driveway-related							
Segment 1	0.028	0.009	0.019		0.810	0.978	0.027
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
INTERSECTIONS							
Multiple-vehicle							
Intersection 1	0.201	0.067	0.135		0.400	0.926	0.186
Intersection 2	0.351	0.092	0.258		0.390	0.880	0.309
Intersection 3						1.000	0.000
Intersection 4						1.000	0.000
Single-vehicle							
Intersection 1	0.049	0.015	0.035		0.650	0.969	0.048
Intersection 2	0.050	0.021	0.029		0.360	0.982	0.049
Intersection 3						1.000	0.000
Intersection 4						1.000	0.000
COMBINED (sum of column)	0.771	0.233	0.538	0	--	--	0.707

Worksheet 3B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	**N_{ped}**	**N_{bike}**
ROADWAY SEGMENTS		
Segment 1	0.004	0.002
Segment 2		
Segment 3		
Segment 4		
INTERSECTIONS		
Intersection 1	0.002	0.001

Intersection 2	0.015	0.004
Intersection 3		
Intersection 4		
COMBINED (sum of column)	0.020	0.008

Worksheet 3C -- Site-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	$N_{expected\ (VEHICLE)}$	$N_{expected}$
Total	$(2)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(8)_{COMB}$ Worksheet 3A	(3)+(4)+(5)
	0.8	0.0	0.0	0.7	0.7
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.2	0.0	0.0	0.2	0.2
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 3A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.5	0.0	0.0	0.5	0.5

Worksheet 4A -- Predicted Crashes by Collision and Site Type and Observed Crashes Using the Project-Level EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Collision type / Site type	**Predicted crashes**			**Observed crashes,** $N_{observed}$ (crashes/year)	**Overdispersion Parameter, k**	$N_{predicted\ w0}$ Equation A-8 $(6)*(2)^2$	$N_{predicted\ w1}$ Equation A-9 sqrt((6)*(2))	W_0 Equation A-10	N_0 Equation A-11	w_1 Equation A-12	N_1 Equation A-13	$N_{expected/comb}$ Equation A-14
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)									
ROADWAY SEGMENTS												
Multiple-vehicle nondriveway												
Segment 1	0.028	0.009	0.020	--	0.840	0.001	0.154	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
Single-vehicle												
Segment 1	0.063	0.021	0.043	--	0.810	0.003	0.227	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
Multiple-vehicle driveway-related												
Segment 1	0.028	0.009	0.019	--	0.810	0.001	0.150	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
INTERSECTIONS												
Multiple-vehicle												
Intersection 1	0.201	0.067	0.135	--	0.400	0.016	0.284	--	--	--	--	--
Intersection 2	0.351	0.092	0.258	--	0.390	0.048	0.370	--	--	--	--	--
Intersection 3				--				--	--	--	--	--
Intersection 4				--				--	--	--	--	--
Single-vehicle												
Intersection 1	0.049	0.015	0.035	--	0.650	0.002	0.179	--	--	--	--	--
Intersection 2	0.050	0.021	0.029	--	0.360	0.001	0.134	--	--	--	--	--
Intersection 3				--				--	--	--	--	--
Intersection 4				--				--	--	--	--	--
COMBINED (sum of column)	0.771	0.233	0.538		--	0.071	1.498	0.915	0.706	0.340	0.262	0.484

Worksheet 4B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	N_{ped}	N_{bike}
ROADWAY SEGMENTS		
Segment 1	0.004	0.002
Segment 2		
Segment 3		
Segment 4		
INTERSECTIONS		
Intersection 1	0.002	0.001
Intersection 2	0.015	0.004
Intersection 3		
Intersection 4		
COMBINED (sum of column)	0.020	0.008

Worksheet 4C -- Project-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	$N_{expected\ (vehicle)}$	$N_{expected}$
Total	$(2)_{COMB}$ from Worksheet 4A	$(2)_{COMB}$ from Worksheet 4B	$(3)_{COMB}$ from Worksheet 4B	$(13)_{COMB}$ Worksheet 4A	(3)+(4)+(5)
	0.8	0.0	0.0	0.5	0.5
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 4A	$(2)_{COMB}$ from Worksheet 4B	$(3)_{COMB}$ from Worksheet 4B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.2	0.0	0.0	0.1	0.2
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 4A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.5	0.0	0.0	0.3	0.3

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Roadway Section	MP 0.0 to MP 1.5
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	2U
Length of segment, L (mi)		--	0.303030303
AADT (veh/day)	$AADT_{MAX}$ = 32,600 (veh/day)	--	3,270
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	1
Median width (ft) - for divided only		15	40
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	0
Minor commercial driveways (number)		--	5
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	0
Major residential driveways (number)		--	0
Minor residential driveways (number)		--	0
Other driveways (number)		--	0
Speed Category		--	Posted Speed 30 mph or Lower
Roadside fixed object density (fixed objects / mi)		0	10
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	16
Calibration Factor, Cr		1.00	1.00

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	0.61	0.93	1.00	0.57

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-15.22	1.68	0.84	0.060	1.000	0.060	0.57	1.00	0.034
Fatal and Injury (FI)	-16.22	1.66	0.65	0.019	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.301	0.018	0.57	1.00	0.010
Property Damage Only (PDO)	-15.62	1.69	0.87	0.043	$(5)_{TOTAL}-(5)_{FI}$ = 0.699	0.042	0.57	1.00	0.024

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	0.010	1.000	0.024	0.034
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.730	0.007	0.778	0.018	0.026
Head-on collision	0.068	0.001	0.004	0.000	0.001
Angle collision	0.085	0.001	0.079	0.002	0.003
Sideswipe, same direction	0.015	0.000	0.031	0.001	0.001
Sideswipe, opposite direction	0.073	0.001	0.055	0.001	0.002
Other multiple-vehicle collision	0.029	0.000	0.053	0.001	0.002

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.47	0.56	0.81	0.119	1.000	0.119	0.57	1.00	0.067
Fatal and Injury (FI)	-3.96	0.23	0.50	0.037	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.317	0.038	0.57	1.00	0.021
Property Damage Only (PDO)	-6.51	0.64	0.87	0.080	$(5)_{TOTAL}-(5)_{FI}$ = 0.683	0.081	0.57	1.00	0.046

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.021	1.000	0.046	0.067
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.026	0.001	0.066	0.003	0.004
Collision with fixed object	0.723	0.015	0.759	0.035	0.050
Collision with other object	0.010	0.000	0.013	0.001	0.001
Other single-vehicle collision	0.241	0.005	0.162	0.007	0.013

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)

Driveway Type	Number of driveways, n_j	Crashes per driveway per year, N_j	Coefficient for traffic adjustment, t	Initial N_{brdwy}	Overdispersion parameter, k
		from Table 12-7	from Table 12-7	Equation 12-16	from Table 12-7
				$n_j * N_j * (AADT/15,000)^t$	
Major commercial	0	0.158	1.000	0.000	
Minor commercial	5	0.050	1.000	0.055	
Major industrial/institutional	0	0.172	1.000	0.000	
Minor industrial/institutional	0	0.023	1.000	0.000	--
Major residential	0	0.083	1.000	0.000	
Minor residential	0	0.016	1.000	0.000	
Other	0	0.025	1.000	0.000	
Total	--	--	--	0.055	0.81

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Initial N_{brdwy}	Proportion of total crashes (f_{dwy})	Adjusted N_{brdwy}	Combined CMFs	Calibration factor, C_r	Predicted N_{brdwy}
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL} * (3)$	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.055	1.000	0.055	0.57	1.00	0.031
Fatal and injury (FI)	--	0.323	0.018	0.57	1.00	0.010
Property damage only (PDO)	--	0.677	0.037	0.57	1.00	0.021

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{pedr}	Calibration factor, C_r	Predicted N_{pedr}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8		(5)*(6)*(7)
Total	0.034	0.067	0.031	0.132	0.036	1.00	0.005
Fatal and injury (FI)	--	--	--	--	--	1.00	0.005

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{biker}	Calibration factor, C_r	Predicted N_{biker}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9		(5)*(6)*(7)
Total	0.034	0.067	0.031	0.132	0.018	1.00	0.002
Fatal and injury (FI)	--	--	--	--	--	1.00	0.002

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	Property damage only (PDO)	Total
Collision type	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and

	(8) from Worksheet 1I and 1J		(8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.007	0.018	0.026
Head-on collisions (from Worksheet 1D)	0.001	0.000	0.001
Angle collisions (from Worksheet 1D)	0.001	0.002	0.003
Sideswipe, same direction (from Worksheet 1D)	0.000	0.001	0.001
Sideswipe, opposite direction (from Worksheet 1D)	0.001	0.001	0.002
Driveway-related collisions (from Worksheet 1H)	0.010	0.021	0.031
Other multiple-vehicle collision (from Worksheet 1D)	0.000	0.001	0.002
Subtotal	0.020	0.045	0.065
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.001	0.003	0.004
Collision with fixed object (from Worksheet 1F)	0.015	0.035	0.050
Collision with other object (from Worksheet 1F)	0.000	0.001	0.001
Other single-vehicle collision (from Worksheet 1F)	0.005	0.007	0.013
Collision with pedestrian (from Worksheet 1I)	0.005	0.000	0.005
Collision with bicycle (from Worksheet 1J)	0.002	0.000	0.002
Subtotal	0.028	0.046	0.075
Total	0.049	0.091	0.139

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	0.1	0.30	0.5
Fatal and injury (FI)	0.0	0.30	0.2
Property damage only (PDO)	0.1	0.30	0.3

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Intersection	Azalea Dr @ Benning Dr
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4ST
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 46,800 (veh/day)	--	3,270
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 5,900 (veh/day)	--	3,880
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	0.30
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	1
Type of left-turn signal phasing for Leg #1		Permissive	Protected / Permissive
Type of left-turn signal phasing for Leg #2		--	Permissive
Type of left-turn signal phasing for Leg #3		--	Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	5
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
1.00	1.00	1.00	1.00	0.91	1.00	0.91

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							

Total	-8.90	0.82	0.25	0.40	0.820	1.000	0.820	0.91	0.30	0.225
Fatal and Injury (FI)	-11.13	0.93	0.28	0.48	0.275	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.336	0.275	0.91	0.30	0.075
Property Damage Only (PDO)	-8.74	0.77	0.23	0.40	0.544	$(5)_{TOTAL}-(5)_{FI}$ = 0.664	0.545	0.91	0.30	0.149

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.075	1.000	0.149	0.225
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.338	0.025	0.374	0.056	0.081
Head-on collision	0.041	0.003	0.030	0.004	0.008
Angle collision	0.440	0.033	0.335	0.050	0.083
Sideswipe	0.121	0.009	0.044	0.007	0.016
Other multiple-vehicle collision	0.060	0.005	0.217	0.032	0.037

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients** from Table 12-12			**Overdispersion Parameter, k** from Table 12-12	**Initial N_{bisv}** from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27	**Proportion of Total Crashes**	**Adjusted N_{bimv}** $(4)_{TOTAL}*(5)$	**Combined CMFs** (7) from Worksheet 2B	**Calibration Factor, C_i**	**Predicted N_{bisv}** (6)*(7)*(8)
	a	b	c							
Total	-5.33	0.33	0.12	0.65	0.189	1.000	0.189	0.91	0.30	0.052
Fatal and Injury (FI)	--	--	--	--	0.053	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.293	0.055	0.91	0.30	0.015
Property Damage Only (PDO)	-7.04	0.36	0.25	0.54	0.127	$(5)_{TOTAL}-(5)_{FI}$ = 0.707	0.133	0.91	0.30	0.037

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.015	1.000	0.037	0.052
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.001	0.000	0.026	0.001	0.001
Collision with fixed object	0.679	0.010	0.847	0.031	0.041

Collision with other object	0.089	0.001	0.070	0.003	0.004
Other single-vehicle collision	0.051	0.001	0.007	0.000	0.001
Single-vehicle noncollision	0.179	0.003	0.049	0.002	0.005

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	0.225	0.052	0.276	0.022	0.30	0.002
Fatal and injury (FI)	--	--	--	--	0.30	0.002

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	--	--	--	--	--	--	--	--	0.30	--
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	0.30	--

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.225	0.052	0.276	0.018	0.30	0.001
Fatal and injury (FI)	--	--	--	--	0.30	0.001

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J

MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.025	0.056	0.081
Head-on collisions (from Worksheet 2D)	0.003	0.004	0.008
Angle collisions (from Worksheet 2D)	0.033	0.050	0.083
Sideswipe (from Worksheet 2D)	0.009	0.007	0.016
Other multiple-vehicle collision (from Worksheet 2D)	0.005	0.032	0.037
Subtotal	0.075	0.149	0.225
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.001	0.001
Collision with fixed object (from Worksheet 2F)	0.010	0.031	0.041
Collision with other object (from Worksheet 2F)	0.001	0.003	0.004
Other single-vehicle collision (from Worksheet 2F)	0.001	0.000	0.001
Single-vehicle noncollision (from Worksheet 2F)	0.003	0.002	0.005
Collision with pedestrian (from Worksheet 2G or 2I)	0.002	0.000	0.002
Collision with bicycle (from Worksheet 2J)	0.001	0.000	0.001
Subtotal	0.018	0.037	0.055
Total	0.094	0.186	0.280

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	0.3
Fatal and injury (FI)	0.1
Property damage only (PDO)	0.2

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Intersection	Legion Dr @ Beach Dr
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	3,270
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	5,320
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	0.74
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	0
Type of left-turn signal phasing for Leg #1		Permissive	Permissive
Type of left-turn signal phasing for Leg #2		--	Permissive
Type of left-turn signal phasing for Leg #3		--	Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{anesx})		--	3
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
1.00	1.00	0.96	1.00	0.91	1.00	0.87

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							

Total	-10.99	1.07	0.23	0.39	0.699	1.000	0.699	0.87	0.74	0.452
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	0.182	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.270	0.188	0.87	0.74	0.122
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	0.493	$(5)_{TOTAL}-(5)_{FI}$ = 0.730	0.511	0.87	0.74	0.330

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.122	1.000	0.330	0.452
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	0.055	0.483	0.160	0.214
Head-on collision	0.049	0.006	0.030	0.010	0.016
Angle collision	0.347	0.042	0.244	0.081	0.123
Sideswipe	0.099	0.012	0.032	0.011	0.023
Other multiple-vehicle collision	0.055	0.007	0.211	0.070	0.076

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients** from Table 12-12			**Overdispersion Parameter, k** from Table 12-12	**Initial N_{bisv}** from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27	**Proportion of Total Crashes**	**Adjusted N_{bimv}** $(4)_{TOTAL}*(5)$	**Combined CMFs** (7) from Worksheet 2B	**Calibration Factor, C_i**	**Predicted N_{bisv}** (6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.092	1.000	0.092	0.87	0.74	0.059
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.038	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.401	0.037	0.87	0.74	0.024
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.056	$(5)_{TOTAL}-(5)_{FI}$ = 0.599	0.055	0.87	0.74	0.035

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.024	1.000	0.035	0.059
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.000	0.000
Collision with fixed object	0.744	0.018	0.870	0.031	0.049

Collision with other object	0.072	0.002	0.070	0.002	0.004
Other single-vehicle collision	0.040	0.001	0.023	0.001	0.002
Single-vehicle noncollision	0.141	0.003	0.034	0.001	0.005

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	0.74	--
Fatal and injury (FI)	--	--	--	--	0.74	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.020	1.00	0.74	0.015
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	0.74	0.015

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.452	0.059	0.512	0.015	0.74	0.006
Fatal and injury (FI)	--	--	--	--	0.74	0.006

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J

MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.055	0.160	0.214
Head-on collisions (from Worksheet 2D)	0.006	0.010	0.016
Angle collisions (from Worksheet 2D)	0.042	0.081	0.123
Sideswipe (from Worksheet 2D)	0.012	0.011	0.023
Other multiple-vehicle collision (from Worksheet 2D)	0.007	0.070	0.076
Subtotal	0.122	0.330	0.452
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.000
Collision with fixed object (from Worksheet 2F)	0.018	0.031	0.049
Collision with other object (from Worksheet 2F)	0.002	0.002	0.004
Other single-vehicle collision (from Worksheet 2F)	0.001	0.001	0.002
Single-vehicle noncollision (from Worksheet 2F)	0.003	0.001	0.005
Collision with pedestrian (from Worksheet 2G or 2I)	0.015	0.000	0.015
Collision with bicycle (from Worksheet 2J)	0.006	0.000	0.006
Subtotal	0.044	0.035	0.080
Total	0.166	0.366	0.532

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	0.5
Fatal and injury (FI)	0.2
Property damage only (PDO)	0.4

Worksheet 3A -- Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes, $N_{observed}$** (crashes/year)	**Overdispersion Parameter, k**	**Weighted adjustment, w**	**Expected average crash frequency,**
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)			Equation A-5 from Part C Appendix	Equation A-4 from Part C Appendix
ROADWAY SEGMENTS							
Multiple-vehicle nondriveway							
Segment 1	0.034	0.010	0.024		0.840	0.972	0.033
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Single-vehicle							
Segment 1	0.067	0.021	0.046		0.810	0.948	0.064
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Multiple-vehicle driveway-related							
Segment 1	0.031	0.010	0.021		0.810	0.976	0.030
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
INTERSECTIONS							
Multiple-vehicle							
Intersection 1	0.225	0.075	0.149		0.400	0.918	0.206
Intersection 2	0.452	0.122	0.330		0.390	0.850	0.385
Intersection 3						1.000	0.000
Intersection 4						1.000	0.000
Single-vehicle							
Intersection 1	0.052	0.015	0.037		0.650	0.968	0.050
Intersection 2	0.059	0.024	0.035		0.360	0.979	0.058
Intersection 3						1.000	0.000
Intersection 4						1.000	0.000
COMBINED (sum of column)	0.920	0.278	0.642	0	--	--	0.826

Worksheet 3B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	**N_{ped}**	**N_{bike}**
ROADWAY SEGMENTS		
Segment 1	0.005	0.002
Segment 2		
Segment 3		
Segment 4		
INTERSECTIONS		
Intersection 1	0.002	0.001

Intersection 2	0.015	0.006
Intersection 3		
Intersection 4		
COMBINED (sum of column)	0.022	0.010

Worksheet 3C -- Site-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	$N_{expected\ (VEHICLE)}$	$N_{expected}$
Total	$(2)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(8)_{COMB}$ Worksheet 3A	(3)+(4)+(5)
	0.9	0.0	0.0	0.8	0.9
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.3	0.0	0.0	0.2	0.3
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 3A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.6	0.0	0.0	0.6	0.6

Worksheet 4A -- Predicted Crashes by Collision and Site Type and Observed Crashes Using the Project-Level EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Collision type / Site type	**Predicted crashes**			**Observed crashes,** $N_{observed}$ (crashes/year)	**Overdispersion Parameter, k**	$N_{predicted\ w0}$ Equation A-8 $(6)*(2)^2$	$N_{predicted\ w1}$ Equation A-9 sqrt((6)*(2))	W_0 Equation A-10	N_0 Equation A-11	w_1 Equation A-12	N_1 Equation A-13	$N_{expected/comb}$ Equation A-14
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)									
ROADWAY SEGMENTS												
Multiple-vehicle nondriveway												
Segment 1	0.034	0.010	0.024	--	0.840	0.001	0.169	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
Single-vehicle												
Segment 1	0.067	0.021	0.046	--	0.810	0.004	0.234	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
Multiple-vehicle driveway-related												
Segment 1	0.031	0.010	0.021	--	0.810	0.001	0.158	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
INTERSECTIONS												
Multiple-vehicle												
Intersection 1	0.225	0.075	0.149	--	0.400	0.020	0.300	--	--	--	--	--
Intersection 2	0.452	0.122	0.330	--	0.390	0.080	0.420	--	--	--	--	--
Intersection 3				--				--	--	--	--	--
Intersection 4				--				--	--	--	--	--
Single-vehicle												
Intersection 1	0.052	0.015	0.037	--	0.650	0.002	0.183	--	--	--	--	--
Intersection 2	0.059	0.024	0.035	--	0.360	0.001	0.146	--	--	--	--	--
Intersection 3				--				--	--	--	--	--
Intersection 4				--				--	--	--	--	--
COMBINED (sum of column)	0.920	0.278	0.642		--	0.108	1.610	0.895	0.823	0.364	0.335	0.579

Worksheet 4B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	N_{ped}	N_{bike}
ROADWAY SEGMENTS		
Segment 1	0.005	0.002
Segment 2		
Segment 3		
Segment 4		
INTERSECTIONS		
Intersection 1	0.002	0.001
Intersection 2	0.015	0.006
Intersection 3		
Intersection 4		
COMBINED (sum of column)	0.022	0.010

Worksheet 4C -- Project-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	$N_{expected\ (vehicle)}$	$N_{expected}$
Total	$(2)_{COMB}$ from Worksheet 4A	$(2)_{COMB}$ from Worksheet 4B	$(3)_{COMB}$ from Worksheet 4B	$(13)_{COMB}$ Worksheet 4A	(3)+(4)+(5)
	0.9	0.0	0.0	0.6	0.6
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 4A	$(2)_{COMB}$ from Worksheet 4B	$(3)_{COMB}$ from Worksheet 4B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.3	0.0	0.0	0.2	0.2
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 4A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.6	0.0	0.0	0.4	0.4

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Roadway Section	MP 0.0 to MP 1.5
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	2U
Length of segment, L (mi)		--	0.303030303
AADT (veh/day)	$AADT_{MAX}$ = 32,600 (veh/day)	--	2,640
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	1
Median width (ft) - for divided only		15	40
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	0
Minor commercial driveways (number)		--	5
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	0
Major residential driveways (number)		--	0
Minor residential driveways (number)		--	0
Other driveways (number)		--	0
Speed Category		--	Posted Speed 30 mph or Lower
Roadside fixed object density (fixed objects / mi)		0	10
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	16
Calibration Factor, Cr		1.00	1.00

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	0.61	0.93	1.00	0.57

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-15.22	1.68	0.84	0.042	1.000	0.042	0.57	1.00	0.024
Fatal and Injury (FI)	-16.22	1.66	0.65	0.013	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.302	0.013	0.57	1.00	0.007
Property Damage Only (PDO)	-15.62	1.69	0.87	0.030	$(5)_{TOTAL}-(5)_{FI}$ = 0.698	0.029	0.57	1.00	0.017

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	0.007	1.000	0.017	0.024
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.730	0.005	0.778	0.013	0.018
Head-on collision	0.068	0.000	0.004	0.000	0.001
Angle collision	0.085	0.001	0.079	0.001	0.002
Sideswipe, same direction	0.015	0.000	0.031	0.001	0.001
Sideswipe, opposite direction	0.073	0.001	0.055	0.001	0.001
Other multiple-vehicle collision	0.029	0.000	0.053	0.001	0.001

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.47	0.56	0.81	0.105	1.000	0.105	0.57	1.00	0.060
Fatal and Injury (FI)	-3.96	0.23	0.50	0.035	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.336	0.035	0.57	1.00	0.020
Property Damage Only (PDO)	-6.51	0.64	0.87	0.070	$(5)_{TOTAL}-(5)_{FI}$ = 0.664	0.070	0.57	1.00	0.040

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.020	1.000	0.040	0.060
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.026	0.001	0.066	0.003	0.003
Collision with fixed object	0.723	0.015	0.759	0.030	0.045
Collision with other object	0.010	0.000	0.013	0.001	0.001
Other single-vehicle collision	0.241	0.005	0.162	0.006	0.011

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)

Driveway Type	Number of driveways, n_j	Crashes per driveway per year, N_j	Coefficient for traffic adjustment, t	Initial N_{brdwy}	Overdispersion parameter, k
		from Table 12-7	from Table 12-7	Equation 12-16	from Table 12-7
				$n_j * N_j * (AADT/15,000)^t$	
Major commercial	0	0.158	1.000	0.000	
Minor commercial	5	0.050	1.000	0.044	
Major industrial/institutional	0	0.172	1.000	0.000	
Minor industrial/institutional	0	0.023	1.000	0.000	--
Major residential	0	0.083	1.000	0.000	
Minor residential	0	0.016	1.000	0.000	
Other	0	0.025	1.000	0.000	
Total	--	--	--	0.044	0.81

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL} * (3)$	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.044	1.000	0.044	0.57	1.00	0.025
Fatal and injury (FI)	--	0.323	0.014	0.57	1.00	0.008
Property damage only (PDO)	--	0.677	0.030	0.57	1.00	0.017

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Calibration factor, C_r**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8		(5)*(6)*(7)
Total	0.024	0.060	0.025	0.108	0.036	1.00	0.004
Fatal and injury (FI)	--	--	--	--	--	1.00	0.004

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Calibration factor, C_r**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9		(5)*(6)*(7)
Total	0.024	0.060	0.025	0.108	0.018	1.00	0.002
Fatal and injury (FI)	--	--	--	--	--	1.00	0.002

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and

	(8) from Worksheet 1I and 1J		(8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.005	0.013	0.018
Head-on collisions (from Worksheet 1D)	0.000	0.000	0.001
Angle collisions (from Worksheet 1D)	0.001	0.001	0.002
Sideswipe, same direction (from Worksheet 1D)	0.000	0.001	0.001
Sideswipe, opposite direction (from Worksheet 1D)	0.001	0.001	0.001
Driveway-related collisions (from Worksheet 1H)	0.008	0.017	0.025
Other multiple-vehicle collision (from Worksheet 1D)	0.000	0.001	0.001
Subtotal	0.015	0.033	0.049
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.001	0.003	0.003
Collision with fixed object (from Worksheet 1F)	0.015	0.030	0.045
Collision with other object (from Worksheet 1F)	0.000	0.001	0.001
Other single-vehicle collision (from Worksheet 1F)	0.005	0.006	0.011
Collision with pedestrian (from Worksheet 1I)	0.004	0.000	0.004
Collision with bicycle (from Worksheet 1J)	0.002	0.000	0.002
Subtotal	0.026	0.040	0.066
Total	0.041	0.073	0.114

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	0.1	0.30	0.4
Fatal and injury (FI)	0.0	0.30	0.1
Property damage only (PDO)	0.1	0.30	0.2

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Intersection	Azalea Dr @ Benning Dr
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4ST
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 46,800 (veh/day)	--	2,640
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 5,900 (veh/day)	--	3,880
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	0.30
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	1
Type of left-turn signal phasing for Leg #1		Permissive	Protected / Permissive
Type of left-turn signal phasing for Leg #2		--	Permissive
Type of left-turn signal phasing for Leg #3		--	Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	5
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
1.00	1.00	1.00	1.00	0.91	1.00	0.91

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							

Total	-8.90	0.82	0.25	0.40	0.688	1.000	0.688	0.91	0.30	0.188
Fatal and Injury (FI)	-11.13	0.93	0.28	0.48	0.226	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.328	0.226	0.91	0.30	0.062
Property Damage Only (PDO)	-8.74	0.77	0.23	0.40	0.462	$(5)_{TOTAL}-(5)_{FI}$ = 0.672	0.462	0.91	0.30	0.127

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.062	1.000	0.127	0.188
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.338	0.021	0.374	0.047	0.068
Head-on collision	0.041	0.003	0.030	0.004	0.006
Angle collision	0.440	0.027	0.335	0.042	0.070
Sideswipe	0.121	0.007	0.044	0.006	0.013
Other multiple-vehicle collision	0.060	0.004	0.217	0.027	0.031

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients** from Table 12-12			**Overdispersion Parameter, k** from Table 12-12	**Initial N_{bisv}** from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27	**Proportion of Total Crashes**	**Adjusted N_{bimv}** $(4)_{TOTAL}*(5)$	**Combined CMFs** (7) from Worksheet 2B	**Calibration Factor, C_i**	**Predicted N_{bisv}** (6)*(7)*(8)
	a	b	c							
Total	-5.33	0.33	0.12	0.65	0.176	1.000	0.176	0.91	0.30	0.048
Fatal and Injury (FI)	--	--	--	--	0.049	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.295	0.052	0.91	0.30	0.014
Property Damage Only (PDO)	-7.04	0.36	0.25	0.54	0.118	$(5)_{TOTAL}-(5)_{FI}$ = 0.705	0.124	0.91	0.30	0.034

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.014	1.000	0.034	0.048
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.001	0.000	0.026	0.001	0.001
Collision with fixed object	0.679	0.010	0.847	0.029	0.038

Collision with other object	0.089	0.001	0.070	0.002	0.004
Other single-vehicle collision	0.051	0.001	0.007	0.000	0.001
Single-vehicle noncollision	0.179	0.003	0.049	0.002	0.004

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	0.188	0.048	0.237	0.022	0.30	0.002
Fatal and injury (FI)	--	--	--	--	0.30	0.002

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	--	--	--	--	--	--	--	--	0.30	--
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	0.30	--

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.188	0.048	0.237	0.018	0.30	0.001
Fatal and injury (FI)	--	--	--	--	0.30	0.001

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J

MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.021	0.047	0.068
Head-on collisions (from Worksheet 2D)	0.003	0.004	0.006
Angle collisions (from Worksheet 2D)	0.027	0.042	0.070
Sideswipe (from Worksheet 2D)	0.007	0.006	0.013
Other multiple-vehicle collision (from Worksheet 2D)	0.004	0.027	0.031
Subtotal	0.062	0.127	0.188
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.001	0.001
Collision with fixed object (from Worksheet 2F)	0.010	0.029	0.038
Collision with other object (from Worksheet 2F)	0.001	0.002	0.004
Other single-vehicle collision (from Worksheet 2F)	0.001	0.000	0.001
Single-vehicle noncollision (from Worksheet 2F)	0.003	0.002	0.004
Collision with pedestrian (from Worksheet 2G or 2I)	0.002	0.000	0.002
Collision with bicycle (from Worksheet 2J)	0.001	0.000	0.001
Subtotal	0.017	0.034	0.051
Total	0.079	0.161	0.239

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	0.2
Fatal and injury (FI)	0.1
Property damage only (PDO)	0.2

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Intersection	Legion Dr @ Beach Dr
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	2,640
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	4,280
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	0.74
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	0
Type of left-turn signal phasing for Leg #1		Permissive	Permissive
Type of left-turn signal phasing for Leg #2		--	Permissive
Type of left-turn signal phasing for Leg #3		--	Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{anesx})		--	3
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
1.00	1.00	0.96	1.00	0.91	1.00	0.87

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							

Total	-10.99	1.07	0.23	0.39	0.529	1.000	0.529	0.87	0.74	0.342
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	0.135	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.264	0.140	0.87	0.74	0.090
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	0.376	$(5)_{TOTAL}-(5)_{FI}$ = 0.736	0.389	0.87	0.74	0.252

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.090	1.000	0.252	0.342
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	0.041	0.483	0.122	0.162
Head-on collision	0.049	0.004	0.030	0.008	0.012
Angle collision	0.347	0.031	0.244	0.061	0.093
Sideswipe	0.099	0.009	0.032	0.008	0.017
Other multiple-vehicle collision	0.055	0.005	0.211	0.053	0.058

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}*(5)$	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.075	1.000	0.075	0.87	0.74	0.048
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.032	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.418	0.031	0.87	0.74	0.020
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.045	$(5)_{TOTAL}-(5)_{FI}$ = 0.582	0.043	0.87	0.74	0.028

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.020	1.000	0.028	0.048
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.000	0.000
Collision with fixed object	0.744	0.015	0.870	0.024	0.039

Collision with other object	0.072	0.001	0.070	0.002	0.003
Other single-vehicle collision	0.040	0.001	0.023	0.001	0.001
Single-vehicle noncollision	0.141	0.003	0.034	0.001	0.004

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	0.74	--
Fatal and injury (FI)	--	--	--	--	0.74	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.019	1.00	0.74	0.014
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	0.74	0.014

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.342	0.048	0.391	0.015	0.74	0.004
Fatal and injury (FI)	--	--	--	--	0.74	0.004

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J

MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.041	0.122	0.162
Head-on collisions (from Worksheet 2D)	0.004	0.008	0.012
Angle collisions (from Worksheet 2D)	0.031	0.061	0.093
Sideswipe (from Worksheet 2D)	0.009	0.008	0.017
Other multiple-vehicle collision (from Worksheet 2D)	0.005	0.053	0.058
Subtotal	0.090	0.252	0.342
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.000
Collision with fixed object (from Worksheet 2F)	0.015	0.024	0.039
Collision with other object (from Worksheet 2F)	0.001	0.002	0.003
Other single-vehicle collision (from Worksheet 2F)	0.001	0.001	0.001
Single-vehicle noncollision (from Worksheet 2F)	0.003	0.001	0.004
Collision with pedestrian (from Worksheet 2G or 2I)	0.014	0.000	0.014
Collision with bicycle (from Worksheet 2J)	0.004	0.000	0.004
Subtotal	0.038	0.028	0.066
Total	0.128	0.280	0.409

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	0.4
Fatal and injury (FI)	0.1
Property damage only (PDO)	0.3

Worksheet 3A -- Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes, $N_{observed}$** (crashes/year)	**Overdispersion Parameter, k**	**Weighted adjustment, w**	**Expected average crash frequency,**
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)			Equation A-5 from Part C Appendix	Equation A-4 from Part C Appendix
ROADWAY SEGMENTS							
Multiple-vehicle nondriveway							
Segment 1	0.024	0.007	0.017		0.840	0.980	0.023
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Single-vehicle							
Segment 1	0.060	0.020	0.040		0.810	0.954	0.057
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Multiple-vehicle driveway-related							
Segment 1	0.025	0.008	0.017		0.810	0.980	0.025
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
INTERSECTIONS							
Multiple-vehicle							
Intersection 1	0.188	0.062	0.127		0.400	0.930	0.175
Intersection 2	0.342	0.090	0.252		0.390	0.882	0.302
Intersection 3						1.000	0.000
Intersection 4						1.000	0.000
Single-vehicle							
Intersection 1	0.048	0.014	0.034		0.650	0.970	0.047
Intersection 2	0.048	0.020	0.028		0.360	0.983	0.047
Intersection 3						1.000	0.000
Intersection 4						1.000	0.000
COMBINED (sum of column)	0.736	0.222	0.514	0	--	--	0.676

Worksheet 3B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	**N_{ped}**	**N_{bike}**
ROADWAY SEGMENTS		
Segment 1	0.004	0.002
Segment 2		
Segment 3		
Segment 4		
INTERSECTIONS		
Intersection 1	0.002	0.001

Intersection 2	0.014	0.004
Intersection 3		
Intersection 4		
COMBINED (sum of column)	0.019	0.008

Worksheet 3C -- Site-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	$N_{expected\ (VEHICLE)}$	$N_{expected}$
Total	$(2)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(8)_{COMB}$ Worksheet 3A	(3)+(4)+(5)
	0.7	0.0	0.0	0.7	0.7
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.2	0.0	0.0	0.2	0.2
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 3A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.5	0.0	0.0	0.5	0.5

Worksheet 4A -- Predicted Crashes by Collision and Site Type and Observed Crashes Using the Project-Level EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Collision type / Site type	**Predicted crashes**			**Observed crashes,** $N_{observed}$ (crashes/year)	**Overdispersion Parameter, k**	$N_{predicted\ w0}$ Equation A-8 $(6)*(2)^2$	$N_{predicted\ w1}$ Equation A-9 sqrt((6)*(2))	W_0 Equation A-10	N_0 Equation A-11	w_1 Equation A-12	N_1 Equation A-13	$N_{expected/comb}$ Equation A-14
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)									
ROADWAY SEGMENTS												
Multiple-vehicle nondriveway												
Segment 1	0.024	0.007	0.017	--	0.840	0.000	0.141	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
Single-vehicle												
Segment 1	0.060	0.020	0.040	--	0.810	0.003	0.220	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
Multiple-vehicle driveway-related												
Segment 1	0.025	0.008	0.017	--	0.810	0.001	0.142	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
INTERSECTIONS												
Multiple-vehicle												
Intersection 1	0.188	0.062	0.127	--	0.400	0.014	0.275	--	--	--	--	--
Intersection 2	0.342	0.090	0.252	--	0.390	0.046	0.365	--	--	--	--	--
Intersection 3				--				--	--	--	--	--
Intersection 4				--				--	--	--	--	--
Single-vehicle												
Intersection 1	0.048	0.014	0.034	--	0.650	0.002	0.177	--	--	--	--	--
Intersection 2	0.048	0.020	0.028	--	0.360	0.001	0.132	--	--	--	--	--
Intersection 3				--				--	--	--	--	--
Intersection 4				--				--	--	--	--	--
COMBINED (sum of column)	0.736	0.222	0.514		--	0.066	1.452	0.918	0.675	0.336	0.247	0.461

Worksheet 4B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	N_{ped}	N_{bike}
ROADWAY SEGMENTS		
Segment 1	0.004	0.002
Segment 2		
Segment 3		
Segment 4		
INTERSECTIONS		
Intersection 1	0.002	0.001
Intersection 2	0.014	0.004
Intersection 3		
Intersection 4		
COMBINED (sum of column)	0.019	0.008

Worksheet 4C -- Project-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	$N_{expected\ (vehicle)}$	$N_{expected}$
Total	$(2)_{COMB}$ from Worksheet 4A	$(2)_{COMB}$ from Worksheet 4B	$(3)_{COMB}$ from Worksheet 4B	$(13)_{COMB}$ Worksheet 4A	(3)+(4)+(5)
	0.7	0.0	0.0	0.5	0.5
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 4A	$(2)_{COMB}$ from Worksheet 4B	$(3)_{COMB}$ from Worksheet 4B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.2	0.0	0.0	0.1	0.2
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 4A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.5	0.0	0.0	0.3	0.3

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Roadway Section	MP 0.0 to MP 1.5
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	2U
Length of segment, L (mi)		--	0.303030303
AADT (veh/day)	$AADT_{MAX}$ = 32,600 (veh/day)	--	2,940
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	1
Median width (ft) - for divided only		15	40
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	0
Minor commercial driveways (number)		--	5
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	0
Major residential driveways (number)		--	0
Minor residential driveways (number)		--	0
Other driveways (number)		--	0
Speed Category		--	Posted Speed 30 mph or Lower
Roadside fixed object density (fixed objects / mi)		0	10
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	16
Calibration Factor, Cr		1.00	1.00

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	0.61	0.93	1.00	0.57

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-15.22	1.68	0.84	0.050	1.000	0.050	0.57	1.00	0.028
Fatal and Injury (FI)	-16.22	1.66	0.65	0.016	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.302	0.015	0.57	1.00	0.009
Property Damage Only (PDO)	-15.62	1.69	0.87	0.036	$(5)_{TOTAL}-(5)_{FI}$ = 0.698	0.035	0.57	1.00	0.020

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	0.009	1.000	0.020	0.028
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.730	0.006	0.778	0.015	0.022
Head-on collision	0.068	0.001	0.004	0.000	0.001
Angle collision	0.085	0.001	0.079	0.002	0.002
Sideswipe, same direction	0.015	0.000	0.031	0.001	0.001
Sideswipe, opposite direction	0.073	0.001	0.055	0.001	0.002
Other multiple-vehicle collision	0.029	0.000	0.053	0.001	0.001

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.47	0.56	0.81	0.112	1.000	0.112	0.57	1.00	0.063
Fatal and Injury (FI)	-3.96	0.23	0.50	0.036	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.326	0.036	0.57	1.00	0.021
Property Damage Only (PDO)	-6.51	0.64	0.87	0.075	$(5)_{TOTAL}-(5)_{FI}$ = 0.674	0.075	0.57	1.00	0.043

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.021	1.000	0.043	0.063
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.026	0.001	0.066	0.003	0.003
Collision with fixed object	0.723	0.015	0.759	0.032	0.047
Collision with other object	0.010	0.000	0.013	0.001	0.001
Other single-vehicle collision	0.241	0.005	0.162	0.007	0.012

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)

Driveway Type	Number of driveways, n_j	Crashes per driveway per year, N_j	Coefficient for traffic adjustment, t	Initial N_{brdwy}	Overdispersion parameter, k
		from Table 12-7	from Table 12-7	Equation 12-16	from Table 12-7
				$n_j * N_j * (AADT/15,000)^t$	
Major commercial	0	0.158	1.000	0.000	
Minor commercial	5	0.050	1.000	0.049	
Major industrial/institutional	0	0.172	1.000	0.000	
Minor industrial/institutional	0	0.023	1.000	0.000	--
Major residential	0	0.083	1.000	0.000	
Minor residential	0	0.016	1.000	0.000	
Other	0	0.025	1.000	0.000	
Total	--	--	--	0.049	0.81

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL} * (3)$	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.049	1.000	0.049	0.57	1.00	0.028
Fatal and injury (FI)	--	0.323	0.016	0.57	1.00	0.009
Property damage only (PDO)	--	0.677	0.033	0.57	1.00	0.019

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Calibration factor, C_r**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8		(5)*(6)*(7)
Total	0.028	0.063	0.028	0.120	0.036	1.00	0.004
Fatal and injury (FI)	--	--	--	--	--	1.00	0.004

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Calibration factor, C_r**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9		(5)*(6)*(7)
Total	0.028	0.063	0.028	0.120	0.018	1.00	0.002
Fatal and injury (FI)	--	--	--	--	--	1.00	0.002

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and

	(8) from Worksheet 1I and 1J		(8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.006	0.015	0.022
Head-on collisions (from Worksheet 1D)	0.001	0.000	0.001
Angle collisions (from Worksheet 1D)	0.001	0.002	0.002
Sideswipe, same direction (from Worksheet 1D)	0.000	0.001	0.001
Sideswipe, opposite direction (from Worksheet 1D)	0.001	0.001	0.002
Driveway-related collisions (from Worksheet 1H)	0.009	0.019	0.028
Other multiple-vehicle collision (from Worksheet 1D)	0.000	0.001	0.001
Subtotal	0.018	0.039	0.056
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.001	0.003	0.003
Collision with fixed object (from Worksheet 1F)	0.015	0.032	0.047
Collision with other object (from Worksheet 1F)	0.000	0.001	0.001
Other single-vehicle collision (from Worksheet 1F)	0.005	0.007	0.012
Collision with pedestrian (from Worksheet 1I)	0.004	0.000	0.004
Collision with bicycle (from Worksheet 1J)	0.002	0.000	0.002
Subtotal	0.027	0.043	0.070
Total	0.045	0.081	0.126

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	0.1	0.30	0.4
Fatal and injury (FI)	0.0	0.30	0.1
Property damage only (PDO)	0.1	0.30	0.3

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Intersection	Azalea Dr @ Benning Dr
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	2,940
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	3,540
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	0.74
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	1
Type of left-turn signal phasing for Leg #1		Permissive	Protected / Permissive
Type of left-turn signal phasing for Leg #2		--	Permissive
Type of left-turn signal phasing for Leg #3		--	Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	5
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.90	0.99	1.00	1.00	0.91	1.00	0.81

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							

Total	-10.99	1.07	0.23	0.39	0.568	1.000	0.568	0.81	0.74	0.341
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	0.147	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.268	0.152	0.81	0.74	0.091
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	0.401	$(5)_{TOTAL}-(5)_{FI}$ = 0.732	0.416	0.81	0.74	0.250

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.091	1.000	0.250	0.341
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	0.041	0.483	0.121	0.162
Head-on collision	0.049	0.004	0.030	0.007	0.012
Angle collision	0.347	0.032	0.244	0.061	0.093
Sideswipe	0.099	0.009	0.032	0.008	0.017
Other multiple-vehicle collision	0.055	0.005	0.211	0.053	0.058

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients** from Table 12-12			**Overdispersion Parameter, k** from Table 12-12	**Initial N_{bisv}** from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27	**Proportion of Total Crashes**	**Adjusted N_{bimv}** $(4)_{TOTAL}*(5)$	**Combined CMFs** (7) from Worksheet 2B	**Calibration Factor, C_i**	**Predicted N_{bisv}** (6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.076	1.000	0.076	0.81	0.74	0.046
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.032	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.407	0.031	0.81	0.74	0.019
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.047	$(5)_{TOTAL}-(5)_{FI}$ = 0.593	0.045	0.81	0.74	0.027

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.019	1.000	0.027	0.046
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.000	0.000
Collision with fixed object	0.744	0.014	0.870	0.024	0.038

Collision with other object	0.072	0.001	0.070	0.002	0.003
Other single-vehicle collision	0.040	0.001	0.023	0.001	0.001
Single-vehicle noncollision	0.141	0.003	0.034	0.001	0.004

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	0.74	--
Fatal and injury (FI)	--	--	--	--	0.74	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.018	1.00	0.74	0.013
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	0.74	0.013

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.341	0.046	0.387	0.015	0.74	0.004
Fatal and injury (FI)	--	--	--	--	0.74	0.004

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J

MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.041	0.121	0.162
Head-on collisions (from Worksheet 2D)	0.004	0.007	0.012
Angle collisions (from Worksheet 2D)	0.032	0.061	0.093
Sideswipe (from Worksheet 2D)	0.009	0.008	0.017
Other multiple-vehicle collision (from Worksheet 2D)	0.005	0.053	0.058
Subtotal	0.091	0.250	0.341
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.000
Collision with fixed object (from Worksheet 2F)	0.014	0.024	0.038
Collision with other object (from Worksheet 2F)	0.001	0.002	0.003
Other single-vehicle collision (from Worksheet 2F)	0.001	0.001	0.001
Single-vehicle noncollision (from Worksheet 2F)	0.003	0.001	0.004
Collision with pedestrian (from Worksheet 2G or 2I)	0.013	0.000	0.013
Collision with bicycle (from Worksheet 2J)	0.004	0.000	0.004
Subtotal	0.036	0.027	0.064
Total	0.128	0.277	0.405

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections	
(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	0.4
Fatal and injury (FI)	0.1
Property damage only (PDO)	0.3

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Intersection	Legion Dr @ Beach Dr
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	2,640
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	4,770
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	0.74
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	0
Type of left-turn signal phasing for Leg #1		Permissive	Permissive
Type of left-turn signal phasing for Leg #2		--	Permissive
Type of left-turn signal phasing for Leg #3		--	Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{anesx})		--	3
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
1.00	1.00	0.96	1.00	0.91	1.00	0.87

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							

Total	-10.99	1.07	0.23	0.39	0.542	1.000	0.542	0.87	0.74	0.351
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	0.138	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.263	0.143	0.87	0.74	0.092
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	0.386	$(5)_{TOTAL}-(5)_{FI}$ = 0.737	0.400	0.87	0.74	0.258

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.092	1.000	0.258	0.351
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	0.042	0.483	0.125	0.166
Head-on collision	0.049	0.005	0.030	0.008	0.012
Angle collision	0.347	0.032	0.244	0.063	0.095
Sideswipe	0.099	0.009	0.032	0.008	0.017
Other multiple-vehicle collision	0.055	0.005	0.211	0.055	0.060

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients** from Table 12-12			**Overdispersion Parameter, k** from Table 12-12	**Initial N_{bisv}** from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27	**Proportion of Total Crashes**	**Adjusted N_{bimv}** $(4)_{TOTAL}*(5)$	**Combined CMFs** (7) from Worksheet 2B	**Calibration Factor, C_i**	**Predicted N_{bisv}** (6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.077	1.000	0.077	0.87	0.74	0.050
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.033	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.419	0.032	0.87	0.74	0.021
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.046	$(5)_{TOTAL}-(5)_{FI}$ = 0.581	0.045	0.87	0.74	0.029

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.021	1.000	0.029	0.050
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.000	0.000
Collision with fixed object	0.744	0.015	0.870	0.025	0.041

Collision with other object	0.072	0.001	0.070	0.002	0.004
Other single-vehicle collision	0.040	0.001	0.023	0.001	0.001
Single-vehicle noncollision	0.141	0.003	0.034	0.001	0.004

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	0.74	--
Fatal and injury (FI)	--	--	--	--	0.74	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.020	1.00	0.74	0.015
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	0.74	0.015

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.351	0.050	0.401	0.015	0.74	0.004
Fatal and injury (FI)	--	--	--	--	0.74	0.004

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J

MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.042	0.125	0.166
Head-on collisions (from Worksheet 2D)	0.005	0.008	0.012
Angle collisions (from Worksheet 2D)	0.032	0.063	0.095
Sideswipe (from Worksheet 2D)	0.009	0.008	0.017
Other multiple-vehicle collision (from Worksheet 2D)	0.005	0.055	0.060
Subtotal	0.092	0.258	0.351
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.000
Collision with fixed object (from Worksheet 2F)	0.015	0.025	0.041
Collision with other object (from Worksheet 2F)	0.001	0.002	0.004
Other single-vehicle collision (from Worksheet 2F)	0.001	0.001	0.001
Single-vehicle noncollision (from Worksheet 2F)	0.003	0.001	0.004
Collision with pedestrian (from Worksheet 2G or 2I)	0.015	0.000	0.015
Collision with bicycle (from Worksheet 2J)	0.004	0.000	0.004
Subtotal	0.040	0.029	0.069
Total	0.132	0.287	0.420

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	0.4
Fatal and injury (FI)	0.1
Property damage only (PDO)	0.3

Worksheet 3A -- Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes, $N_{observed}$** (crashes/year)	**Overdispersion Parameter, k**	**Weighted adjustment, w**	**Expected average crash frequency,**
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)			Equation A-5 from Part C Appendix	Equation A-4 from Part C Appendix
ROADWAY SEGMENTS							
Multiple-vehicle nondriveway							
Segment 1	0.028	0.009	0.020		0.840	0.977	0.028
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Single-vehicle							
Segment 1	0.063	0.021	0.043		0.810	0.951	0.060
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Multiple-vehicle driveway-related							
Segment 1	0.028	0.009	0.019		0.810	0.978	0.027
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
INTERSECTIONS							
Multiple-vehicle							
Intersection 1	0.341	0.091	0.250		0.390	0.883	0.301
Intersection 2	0.351	0.092	0.258		0.390	0.880	0.309
Intersection 3						1.000	0.000
Intersection 4						1.000	0.000
Single-vehicle							
Intersection 1	0.046	0.019	0.027		0.360	0.984	0.045
Intersection 2	0.050	0.021	0.029		0.360	0.982	0.049
Intersection 3						1.000	0.000
Intersection 4						1.000	0.000
COMBINED (sum of column)	0.907	0.261	0.646	0	--	--	0.819

Worksheet 3B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	**N_{ped}**	**N_{bike}**
ROADWAY SEGMENTS		
Segment 1	0.004	0.002
Segment 2		
Segment 3		
Segment 4		
INTERSECTIONS		
Intersection 1	0.013	0.004

Intersection 2	0.015	0.004
Intersection 3		
Intersection 4		
COMBINED (sum of column)	0.032	0.011

Worksheet 3C -- Site-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	$N_{expected\ (VEHICLE)}$	$N_{expected}$
Total	$(2)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(8)_{COMB}$ Worksheet 3A	(3)+(4)+(5)
	0.9	0.0	0.0	0.8	0.9
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.3	0.0	0.0	0.2	0.3
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 3A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.6	0.0	0.0	0.6	0.6

Worksheet 4A -- Predicted Crashes by Collision and Site Type and Observed Crashes Using the Project-Level EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Collision type / Site type	**Predicted crashes**			**Observed crashes,** $N_{observed}$ (crashes/year)	**Overdispersion Parameter, k**	$N_{predicted\ w0}$ Equation A-8 $(6)*(2)^2$	$N_{predicted\ w1}$ Equation A-9 sqrt((6)*(2))	W_0 Equation A-10	N_0 Equation A-11	w_1 Equation A-12	N_1 Equation A-13	$N_{expected/comb}$ Equation A-14
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)									
ROADWAY SEGMENTS												
Multiple-vehicle nondriveway												
Segment 1	0.028	0.009	0.020	--	0.840	0.001	0.154	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
Single-vehicle												
Segment 1	0.063	0.021	0.043	--	0.810	0.003	0.227	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
Multiple-vehicle driveway-related												
Segment 1	0.028	0.009	0.019	--	0.810	0.001	0.150	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
INTERSECTIONS												
Multiple-vehicle												
Intersection 1	0.341	0.091	0.250	--	0.390	0.045	0.365	--	--	--	--	--
Intersection 2	0.351	0.092	0.258	--	0.390	0.048	0.370	--	--	--	--	--
Intersection 3				--				--	--	--	--	--
Intersection 4				--				--	--	--	--	--
Single-vehicle												
Intersection 1	0.046	0.019	0.027	--	0.360	0.001	0.128	--	--	--	--	--
Intersection 2	0.050	0.021	0.029	--	0.360	0.001	0.134	--	--	--	--	--
Intersection 3				--				--	--	--	--	--
Intersection 4				--				--	--	--	--	--
COMBINED (sum of column)	0.907	0.261	0.646		--	0.100	1.528	0.901	0.818	0.373	0.338	0.578

Worksheet 4B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	N_{ped}	N_{bike}
ROADWAY SEGMENTS		
Segment 1	0.004	0.002
Segment 2		
Segment 3		
Segment 4		
INTERSECTIONS		
Intersection 1	0.013	0.004
Intersection 2	0.015	0.004
Intersection 3		
Intersection 4		
COMBINED (sum of column)	0.032	0.011

Worksheet 4C -- Project-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	$N_{expected\ (vehicle)}$	$N_{expected}$
Total	$(2)_{COMB}$ from Worksheet 4A	$(2)_{COMB}$ from Worksheet 4B	$(3)_{COMB}$ from Worksheet 4B	$(13)_{COMB}$ Worksheet 4A	(3)+(4)+(5)
	0.9	0.0	0.0	0.6	0.6
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 4A	$(2)_{COMB}$ from Worksheet 4B	$(3)_{COMB}$ from Worksheet 4B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.3	0.0	0.0	0.2	0.2
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 4A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.6	0.0	0.0	0.4	0.4

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Roadway Section	MP 0.0 to MP 1.5
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	2U
Length of segment, L (mi)		--	0.303030303
AADT (veh/day)	$AADT_{MAX}$ = 32,600 (veh/day)	--	3,270
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	1
Median width (ft) - for divided only		15	40
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	0
Minor commercial driveways (number)		--	5
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	0
Major residential driveways (number)		--	0
Minor residential driveways (number)		--	0
Other driveways (number)		--	0
Speed Category		--	Posted Speed 30 mph or Lower
Roadside fixed object density (fixed objects / mi)		0	10
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	16
Calibration Factor, Cr		1.00	1.00

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	0.61	0.93	1.00	0.57

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-15.22	1.68	0.84	0.060	1.000	0.060	0.57	1.00	0.034
Fatal and Injury (FI)	-16.22	1.66	0.65	0.019	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.301	0.018	0.57	1.00	0.010
Property Damage Only (PDO)	-15.62	1.69	0.87	0.043	$(5)_{TOTAL}-(5)_{FI}$ = 0.699	0.042	0.57	1.00	0.024

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	0.010	1.000	0.024	0.034
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.730	0.007	0.778	0.018	0.026
Head-on collision	0.068	0.001	0.004	0.000	0.001
Angle collision	0.085	0.001	0.079	0.002	0.003
Sideswipe, same direction	0.015	0.000	0.031	0.001	0.001
Sideswipe, opposite direction	0.073	0.001	0.055	0.001	0.002
Other multiple-vehicle collision	0.029	0.000	0.053	0.001	0.002

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.47	0.56	0.81	0.119	1.000	0.119	0.57	1.00	0.067
Fatal and Injury (FI)	-3.96	0.23	0.50	0.037	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.317	0.038	0.57	1.00	0.021
Property Damage Only (PDO)	-6.51	0.64	0.87	0.080	$(5)_{TOTAL}-(5)_{FI}$ = 0.683	0.081	0.57	1.00	0.046

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.021	1.000	0.046	0.067
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.026	0.001	0.066	0.003	0.004
Collision with fixed object	0.723	0.015	0.759	0.035	0.050
Collision with other object	0.010	0.000	0.013	0.001	0.001
Other single-vehicle collision	0.241	0.005	0.162	0.007	0.013

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)

Driveway Type	Number of driveways, n_j	Crashes per driveway per year, N_j	Coefficient for traffic adjustment, t	Initial N_{brdwy}	Overdispersion parameter, k
		from Table 12-7	from Table 12-7	Equation 12-16	from Table 12-7
				$n_j * N_j * (AADT/15,000)^t$	
Major commercial	0	0.158	1.000	0.000	
Minor commercial	5	0.050	1.000	0.055	
Major industrial/institutional	0	0.172	1.000	0.000	
Minor industrial/institutional	0	0.023	1.000	0.000	--
Major residential	0	0.083	1.000	0.000	
Minor residential	0	0.016	1.000	0.000	
Other	0	0.025	1.000	0.000	
Total	--	--	--	0.055	0.81

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Initial N_{brdwy}	Proportion of total crashes (f_{dwy})	Adjusted N_{brdwy}	Combined CMFs	Calibration factor, C_r	Predicted N_{brdwy}
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL}$ * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.055	1.000	0.055	0.57	1.00	0.031
Fatal and injury (FI)	--	0.323	0.018	0.57	1.00	0.010
Property damage only (PDO)	--	0.677	0.037	0.57	1.00	0.021

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{pedr}	Calibration factor, C_r	Predicted N_{pedr}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8		(5)*(6)*(7)
Total	0.034	0.067	0.031	0.132	0.036	1.00	0.005
Fatal and injury (FI)	--	--	--	--	--	1.00	0.005

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{biker}	Calibration factor, C_r	Predicted N_{biker}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9		(5)*(6)*(7)
Total	0.034	0.067	0.031	0.132	0.018	1.00	0.002
Fatal and injury (FI)	--	--	--	--	--	1.00	0.002

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	Property damage only (PDO)	Total
Collision type	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and

	(8) from Worksheet 1I and 1J		(8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.007	0.018	0.026
Head-on collisions (from Worksheet 1D)	0.001	0.000	0.001
Angle collisions (from Worksheet 1D)	0.001	0.002	0.003
Sideswipe, same direction (from Worksheet 1D)	0.000	0.001	0.001
Sideswipe, opposite direction (from Worksheet 1D)	0.001	0.001	0.002
Driveway-related collisions (from Worksheet 1H)	0.010	0.021	0.031
Other multiple-vehicle collision (from Worksheet 1D)	0.000	0.001	0.002
Subtotal	0.020	0.045	0.065
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.001	0.003	0.004
Collision with fixed object (from Worksheet 1F)	0.015	0.035	0.050
Collision with other object (from Worksheet 1F)	0.000	0.001	0.001
Other single-vehicle collision (from Worksheet 1F)	0.005	0.007	0.013
Collision with pedestrian (from Worksheet 1I)	0.005	0.000	0.005
Collision with bicycle (from Worksheet 1J)	0.002	0.000	0.002
Subtotal	0.028	0.046	0.075
Total	0.049	0.091	0.139

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	0.1	0.30	0.5
Fatal and injury (FI)	0.0	0.30	0.2
Property damage only (PDO)	0.1	0.30	0.3

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Intersection	Azalea Dr @ Benning Dr
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	3,270
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	3,880
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	0.74
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	1
Type of left-turn signal phasing for Leg #1		Permissive	Protected / Permissive
Type of left-turn signal phasing for Leg #2		--	Permissive
Type of left-turn signal phasing for Leg #3		--	Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{anesx})		--	5
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.90	0.99	1.00	1.00	0.91	1.00	0.81

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							

Total	-10.99	1.07	0.23	0.39	0.650	1.000	0.650	0.81	0.74	0.390
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	0.170	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.271	0.176	0.81	0.74	0.106
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	0.457	$(5)_{TOTAL}-(5)_{FI}$ = 0.729	0.474	0.81	0.74	0.285

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.106	1.000	0.285	0.390
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	0.048	0.483	0.138	0.185
Head-on collision	0.049	0.005	0.030	0.009	0.014
Angle collision	0.347	0.037	0.244	0.069	0.106
Sideswipe	0.099	0.010	0.032	0.009	0.020
Other multiple-vehicle collision	0.055	0.006	0.211	0.060	0.066

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients** from Table 12-12			**Overdispersion Parameter, k** from Table 12-12	**Initial N_{bisv}** from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27	**Proportion of Total Crashes**	**Adjusted N_{bimv}** $(4)_{TOTAL}*(5)$	**Combined CMFs** (7) from Worksheet 2B	**Calibration Factor, C_i**	**Predicted N_{bisv}** (6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.084	1.000	0.084	0.81	0.74	0.050
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.034	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.398	0.034	0.81	0.74	0.020
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.052	$(5)_{TOTAL}-(5)_{FI}$ = 0.602	0.051	0.81	0.74	0.030

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.020	1.000	0.030	0.050
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.000	0.000
Collision with fixed object	0.744	0.015	0.870	0.026	0.041

Collision with other object	0.072	0.001	0.070	0.002	0.004
Other single-vehicle collision	0.040	0.001	0.023	0.001	0.002
Single-vehicle noncollision	0.141	0.003	0.034	0.001	0.004

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	0.74	--
Fatal and injury (FI)	--	--	--	--	0.74	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.019	1.00	0.74	0.014
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	0.74	0.014

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.390	0.050	0.441	0.015	0.74	0.005
Fatal and injury (FI)	--	--	--	--	0.74	0.005

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J

MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.048	0.138	0.185
Head-on collisions (from Worksheet 2D)	0.005	0.009	0.014
Angle collisions (from Worksheet 2D)	0.037	0.069	0.106
Sideswipe (from Worksheet 2D)	0.010	0.009	0.020
Other multiple-vehicle collision (from Worksheet 2D)	0.006	0.060	0.066
Subtotal	0.106	0.285	0.390
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.000
Collision with fixed object (from Worksheet 2F)	0.015	0.026	0.041
Collision with other object (from Worksheet 2F)	0.001	0.002	0.004
Other single-vehicle collision (from Worksheet 2F)	0.001	0.001	0.002
Single-vehicle noncollision (from Worksheet 2F)	0.003	0.001	0.004
Collision with pedestrian (from Worksheet 2G or 2I)	0.014	0.000	0.014
Collision with bicycle (from Worksheet 2J)	0.005	0.000	0.005
Subtotal	0.039	0.030	0.069
Total	0.145	0.315	0.460

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	0.5
Fatal and injury (FI)	0.1
Property damage only (PDO)	0.3

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Intersection	Legion Dr @ Beach Dr
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	3,270
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	5,320
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	0.74
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	0
Type of left-turn signal phasing for Leg #1		Permissive	Permissive
Type of left-turn signal phasing for Leg #2		--	Permissive
Type of left-turn signal phasing for Leg #3		--	Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{anesx})		--	3
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
1.00	1.00	0.96	1.00	0.91	1.00	0.87

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							

Total	-10.99	1.07	0.23	0.39	0.699	1.000	0.699	0.87	0.74	0.452
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	0.182	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.270	0.188	0.87	0.74	0.122
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	0.493	$(5)_{TOTAL}-(5)_{FI}$ = 0.730	0.511	0.87	0.74	0.330

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.122	1.000	0.330	0.452
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	0.055	0.483	0.160	0.214
Head-on collision	0.049	0.006	0.030	0.010	0.016
Angle collision	0.347	0.042	0.244	0.081	0.123
Sideswipe	0.099	0.012	0.032	0.011	0.023
Other multiple-vehicle collision	0.055	0.007	0.211	0.070	0.076

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients** from Table 12-12			**Overdispersion Parameter, k** from Table 12-12	**Initial N_{bisv}** from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27	**Proportion of Total Crashes**	**Adjusted N_{bimv}** $(4)_{TOTAL}*(5)$	**Combined CMFs** (7) from Worksheet 2B	**Calibration Factor, C_i**	**Predicted N_{bisv}** (6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.092	1.000	0.092	0.87	0.74	0.059
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.038	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.401	0.037	0.87	0.74	0.024
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.056	$(5)_{TOTAL}-(5)_{FI}$ = 0.599	0.055	0.87	0.74	0.035

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.024	1.000	0.035	0.059
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.000	0.000
Collision with fixed object	0.744	0.018	0.870	0.031	0.049

Collision with other object	0.072	0.002	0.070	0.002	0.004
Other single-vehicle collision	0.040	0.001	0.023	0.001	0.002
Single-vehicle noncollision	0.141	0.003	0.034	0.001	0.005

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	0.74	--
Fatal and injury (FI)	--	--	--	--	0.74	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.020	1.00	0.74	0.015
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	0.74	0.015

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.452	0.059	0.512	0.015	0.74	0.006
Fatal and injury (FI)	--	--	--	--	0.74	0.006

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J

MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.055	0.160	0.214
Head-on collisions (from Worksheet 2D)	0.006	0.010	0.016
Angle collisions (from Worksheet 2D)	0.042	0.081	0.123
Sideswipe (from Worksheet 2D)	0.012	0.011	0.023
Other multiple-vehicle collision (from Worksheet 2D)	0.007	0.070	0.076
Subtotal	0.122	0.330	0.452
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.000
Collision with fixed object (from Worksheet 2F)	0.018	0.031	0.049
Collision with other object (from Worksheet 2F)	0.002	0.002	0.004
Other single-vehicle collision (from Worksheet 2F)	0.001	0.001	0.002
Single-vehicle noncollision (from Worksheet 2F)	0.003	0.001	0.005
Collision with pedestrian (from Worksheet 2G or 2I)	0.015	0.000	0.015
Collision with bicycle (from Worksheet 2J)	0.006	0.000	0.006
Subtotal	0.044	0.035	0.080
Total	0.166	0.366	0.532

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	0.5
Fatal and injury (FI)	0.2
Property damage only (PDO)	0.4

Worksheet 3A -- Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes, $N_{observed}$** (crashes/year)	**Overdispersion Parameter, k**	**Weighted adjustment, w**	**Expected average crash frequency,**
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)			Equation A-5 from Part C Appendix	Equation A-4 from Part C Appendix
ROADWAY SEGMENTS							
Multiple-vehicle nondriveway							
Segment 1	0.034	0.010	0.024		0.840	0.972	0.033
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Single-vehicle							
Segment 1	0.067	0.021	0.046		0.810	0.948	0.064
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Multiple-vehicle driveway-related							
Segment 1	0.031	0.010	0.021		0.810	0.976	0.030
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
INTERSECTIONS							
Multiple-vehicle							
Intersection 1	0.390	0.106	0.285		0.390	0.868	0.339
Intersection 2	0.452	0.122	0.330		0.390	0.850	0.385
Intersection 3						1.000	0.000
Intersection 4						1.000	0.000
Single-vehicle							
Intersection 1	0.050	0.020	0.030		0.360	0.982	0.050
Intersection 2	0.059	0.024	0.035		0.360	0.979	0.058
Intersection 3						1.000	0.000
Intersection 4						1.000	0.000
COMBINED (sum of column)	1.085	0.313	0.772	0	--	--	0.958

Worksheet 3B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	**N_{ped}**	**N_{bike}**
ROADWAY SEGMENTS		
Segment 1	0.005	0.002
Segment 2		
Segment 3		
Segment 4		
INTERSECTIONS		
Intersection 1	0.014	0.005

Intersection 2	0.015	0.006
Intersection 3		
Intersection 4		
COMBINED (sum of column)	0.034	0.013

Worksheet 3C -- Site-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	$N_{expected\ (VEHICLE)}$	$N_{expected}$
Total	$(2)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(8)_{COMB}$ Worksheet 3A	(3)+(4)+(5)
	1.1	0.0	0.0	1.0	1.0
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.3	0.0	0.0	0.3	0.3
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 3A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.8	0.0	0.0	0.7	0.7

Worksheet 4A -- Predicted Crashes by Collision and Site Type and Observed Crashes Using the Project-Level EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Collision type / Site type	**Predicted crashes**			**Observed crashes,** $N_{observed}$ (crashes/year)	**Overdispersion Parameter, k**	$N_{predicted\ w0}$ Equation A-8 $(6)*(2)^2$	$N_{predicted\ w1}$ Equation A-9 sqrt((6)*(2))	W_0 Equation A-10	N_0 Equation A-11	w_1 Equation A-12	N_1 Equation A-13	$N_{expected/comb}$ Equation A-14
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)									
ROADWAY SEGMENTS												
Multiple-vehicle nondriveway												
Segment 1	0.034	0.010	0.024	--	0.840	0.001	0.169	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
Single-vehicle												
Segment 1	0.067	0.021	0.046	--	0.810	0.004	0.234	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
Multiple-vehicle driveway-related												
Segment 1	0.031	0.010	0.021	--	0.810	0.001	0.158	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
INTERSECTIONS												
Multiple-vehicle												
Intersection 1	0.390	0.106	0.285	--	0.390	0.059	0.390	--	--	--	--	--
Intersection 2	0.452	0.122	0.330	--	0.390	0.080	0.420	--	--	--	--	--
Intersection 3				--				--	--	--	--	--
Intersection 4				--				--	--	--	--	--
Single-vehicle												
Intersection 1	0.050	0.020	0.030	--	0.360	0.001	0.135	--	--	--	--	--
Intersection 2	0.059	0.024	0.035	--	0.360	0.001	0.146	--	--	--	--	--
Intersection 3				--				--	--	--	--	--
Intersection 4				--				--	--	--	--	--
COMBINED (sum of column)	1.085	0.313	0.772		--	0.147	1.652	0.881	0.955	0.396	0.430	0.693

Worksheet 4B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	N_{ped}	N_{bike}
ROADWAY SEGMENTS		
Segment 1	0.005	0.002
Segment 2		
Segment 3		
Segment 4		
INTERSECTIONS		
Intersection 1	0.014	0.005
Intersection 2	0.015	0.006
Intersection 3		
Intersection 4		
COMBINED (sum of column)	0.034	0.013

Worksheet 4C -- Project-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	$N_{expected\ (vehicle)}$	$N_{expected}$
Total	$(2)_{COMB}$ from Worksheet 4A	$(2)_{COMB}$ from Worksheet 4B	$(3)_{COMB}$ from Worksheet 4B	$(13)_{COMB}$ Worksheet 4A	(3)+(4)+(5)
	1.1	0.0	0.0	0.7	0.7
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 4A	$(2)_{COMB}$ from Worksheet 4B	$(3)_{COMB}$ from Worksheet 4B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.3	0.0	0.0	0.2	0.2
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 4A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.8	0.0	0.0	0.5	0.5

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Roadway Section	MP 0.0 to MP 1.5
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	2U
Length of segment, L (mi)		--	0.303030303
AADT (veh/day)	$AADT_{MAX}$ = 32,600 (veh/day)	--	2,640
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	1
Median width (ft) - for divided only		15	40
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	0
Minor commercial driveways (number)		--	5
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	0
Major residential driveways (number)		--	0
Minor residential driveways (number)		--	0
Other driveways (number)		--	0
Speed Category		--	Posted Speed 30 mph or Lower
Roadside fixed object density (fixed objects / mi)		0	10
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	16
Calibration Factor, Cr		1.00	1.00

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	0.61	0.93	1.00	0.57

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-15.22	1.68	0.84	0.042	1.000	0.042	0.57	1.00	0.024
Fatal and Injury (FI)	-16.22	1.66	0.65	0.013	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.302	0.013	0.57	1.00	0.007
Property Damage Only (PDO)	-15.62	1.69	0.87	0.030	$(5)_{TOTAL}-(5)_{FI}$ = 0.698	0.029	0.57	1.00	0.017

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	0.007	1.000	0.017	0.024
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.730	0.005	0.778	0.013	0.018
Head-on collision	0.068	0.000	0.004	0.000	0.001
Angle collision	0.085	0.001	0.079	0.001	0.002
Sideswipe, same direction	0.015	0.000	0.031	0.001	0.001
Sideswipe, opposite direction	0.073	0.001	0.055	0.001	0.001
Other multiple-vehicle collision	0.029	0.000	0.053	0.001	0.001

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.47	0.56	0.81	0.105	1.000	0.105	0.57	1.00	0.060
Fatal and Injury (FI)	-3.96	0.23	0.50	0.035	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.336	0.035	0.57	1.00	0.020
Property Damage Only (PDO)	-6.51	0.64	0.87	0.070	$(5)_{TOTAL}-(5)_{FI}$ = 0.664	0.070	0.57	1.00	0.040

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.020	1.000	0.040	0.060
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.026	0.001	0.066	0.003	0.003
Collision with fixed object	0.723	0.015	0.759	0.030	0.045
Collision with other object	0.010	0.000	0.013	0.001	0.001
Other single-vehicle collision	0.241	0.005	0.162	0.006	0.011

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)

Driveway Type	Number of driveways, n_j	Crashes per driveway per year, N_j	Coefficient for traffic adjustment, t	Initial N_{brdwy}	Overdispersion parameter, k
		from Table 12-7	from Table 12-7	Equation 12-16	from Table 12-7
				$n_j * N_j * (AADT/15,000)^t$	
Major commercial	0	0.158	1.000	0.000	
Minor commercial	5	0.050	1.000	0.044	
Major industrial/institutional	0	0.172	1.000	0.000	
Minor industrial/institutional	0	0.023	1.000	0.000	--
Major residential	0	0.083	1.000	0.000	
Minor residential	0	0.016	1.000	0.000	
Other	0	0.025	1.000	0.000	
Total	--	--	--	0.044	0.81

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Initial N_{brdwy}	Proportion of total crashes (f_{dwy})	Adjusted N_{brdwy}	Combined CMFs	Calibration factor, C_r	Predicted N_{brdwy}
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL}$ * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.044	1.000	0.044	0.57	1.00	0.025
Fatal and injury (FI)	--	0.323	0.014	0.57	1.00	0.008
Property damage only (PDO)	--	0.677	0.030	0.57	1.00	0.017

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{pedr}	Calibration factor, C_r	Predicted N_{pedr}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8		(5)*(6)*(7)
Total	0.024	0.060	0.025	0.108	0.036	1.00	0.004
Fatal and injury (FI)	--	--	--	--	--	1.00	0.004

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{biker}	Calibration factor, C_r	Predicted N_{biker}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9		(5)*(6)*(7)
Total	0.024	0.060	0.025	0.108	0.018	1.00	0.002
Fatal and injury (FI)	--	--	--	--	--	1.00	0.002

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	Property damage only (PDO)	Total
Collision type	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and

	(8) from Worksheet 1I and 1J		(8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.005	0.013	0.018
Head-on collisions (from Worksheet 1D)	0.000	0.000	0.001
Angle collisions (from Worksheet 1D)	0.001	0.001	0.002
Sideswipe, same direction (from Worksheet 1D)	0.000	0.001	0.001
Sideswipe, opposite direction (from Worksheet 1D)	0.001	0.001	0.001
Driveway-related collisions (from Worksheet 1H)	0.008	0.017	0.025
Other multiple-vehicle collision (from Worksheet 1D)	0.000	0.001	0.001
Subtotal	0.015	0.033	0.049
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.001	0.003	0.003
Collision with fixed object (from Worksheet 1F)	0.015	0.030	0.045
Collision with other object (from Worksheet 1F)	0.000	0.001	0.001
Other single-vehicle collision (from Worksheet 1F)	0.005	0.006	0.011
Collision with pedestrian (from Worksheet 1I)	0.004	0.000	0.004
Collision with bicycle (from Worksheet 1J)	0.002	0.000	0.002
Subtotal	0.026	0.040	0.066
Total	0.041	0.073	0.114

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	0.1	0.30	0.4
Fatal and injury (FI)	0.0	0.30	0.1
Property damage only (PDO)	0.1	0.30	0.2

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Intersection	Azalea Dr @ Benning Dr
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	2,640
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	3,880
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	0.74
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	1
Type of left-turn signal phasing for Leg #1		Permissive	Protected / Permissive
Type of left-turn signal phasing for Leg #2		--	Permissive
Type of left-turn signal phasing for Leg #3		--	Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	5
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.90	0.99	1.00	1.00	0.91	1.00	0.81

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							

Total	-10.99	1.07	0.23	0.39	0.517	1.000	0.517	0.81	0.74	0.311
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	0.132	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ 0.264	0.137	0.81	0.74	0.082
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	0.368	$(5)_{TOTAL}-(5)_{FI}$ 0.736	0.381	0.81	0.74	0.229

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.082	1.000	0.229	0.311
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	0.037	0.483	0.110	0.147
Head-on collision	0.049	0.004	0.030	0.007	0.011
Angle collision	0.347	0.028	0.244	0.056	0.084
Sideswipe	0.099	0.008	0.032	0.007	0.015
Other multiple-vehicle collision	0.055	0.005	0.211	0.048	0.053

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}*(5)$	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.073	1.000	0.073	0.81	0.74	0.044
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.031	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ 0.417	0.030	0.81	0.74	0.018
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.044	$(5)_{TOTAL}-(5)_{FI}$ 0.583	0.042	0.81	0.74	0.025

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.018	1.000	0.025	0.044
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.000	0.000
Collision with fixed object	0.744	0.014	0.870	0.022	0.036

Collision with other object	0.072	0.001	0.070	0.002	0.003
Other single-vehicle collision	0.040	0.001	0.023	0.001	0.001
Single-vehicle noncollision	0.141	0.003	0.034	0.001	0.003

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	0.74	--
Fatal and injury (FI)	--	--	--	--	0.74	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.019	1.00	0.74	0.014
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	0.74	0.014

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.311	0.044	0.354	0.015	0.74	0.004
Fatal and injury (FI)	--	--	--	--	0.74	0.004

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J

MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.037	0.110	0.147
Head-on collisions (from Worksheet 2D)	0.004	0.007	0.011
Angle collisions (from Worksheet 2D)	0.028	0.056	0.084
Sideswipe (from Worksheet 2D)	0.008	0.007	0.015
Other multiple-vehicle collision (from Worksheet 2D)	0.005	0.048	0.053
Subtotal	0.082	0.229	0.311
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.000
Collision with fixed object (from Worksheet 2F)	0.014	0.022	0.036
Collision with other object (from Worksheet 2F)	0.001	0.002	0.003
Other single-vehicle collision (from Worksheet 2F)	0.001	0.001	0.001
Single-vehicle noncollision (from Worksheet 2F)	0.003	0.001	0.003
Collision with pedestrian (from Worksheet 2G or 2I)	0.014	0.000	0.014
Collision with bicycle (from Worksheet 2J)	0.004	0.000	0.004
Subtotal	0.036	0.025	0.062
Total	0.118	0.254	0.372

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections	
(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	0.4
Fatal and injury (FI)	0.1
Property damage only (PDO)	0.3

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Intersection	Legion Dr @ Beach Dr
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	2,640
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	4,280
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	0.74
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	0
Type of left-turn signal phasing for Leg #1		Permissive	Permissive
Type of left-turn signal phasing for Leg #2		--	Permissive
Type of left-turn signal phasing for Leg #3		--	Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	3
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
1.00	1.00	0.96	1.00	0.91	1.00	0.87

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							

Total	-10.99	1.07	0.23	0.39	0.529	1.000	0.529	0.87	0.74	0.342
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	0.135	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.264	0.140	0.87	0.74	0.090
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	0.376	$(5)_{TOTAL}-(5)_{FI}$ = 0.736	0.389	0.87	0.74	0.252

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.090	1.000	0.252	0.342
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	0.041	0.483	0.122	0.162
Head-on collision	0.049	0.004	0.030	0.008	0.012
Angle collision	0.347	0.031	0.244	0.061	0.093
Sideswipe	0.099	0.009	0.032	0.008	0.017
Other multiple-vehicle collision	0.055	0.005	0.211	0.053	0.058

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}*(5)$	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.075	1.000	0.075	0.87	0.74	0.048
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.032	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.418	0.031	0.87	0.74	0.020
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.045	$(5)_{TOTAL}-(5)_{FI}$ = 0.582	0.043	0.87	0.74	0.028

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.020	1.000	0.028	0.048
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.000	0.000
Collision with fixed object	0.744	0.015	0.870	0.024	0.039

Collision with other object	0.072	0.001	0.070	0.002	0.003
Other single-vehicle collision	0.040	0.001	0.023	0.001	0.001
Single-vehicle noncollision	0.141	0.003	0.034	0.001	0.004

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	0.74	--
Fatal and injury (FI)	--	--	--	--	0.74	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.019	1.00	0.74	0.014
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	0.74	0.014

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.342	0.048	0.391	0.015	0.74	0.004
Fatal and injury (FI)	--	--	--	--	0.74	0.004

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J

MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.041	0.122	0.162
Head-on collisions (from Worksheet 2D)	0.004	0.008	0.012
Angle collisions (from Worksheet 2D)	0.031	0.061	0.093
Sideswipe (from Worksheet 2D)	0.009	0.008	0.017
Other multiple-vehicle collision (from Worksheet 2D)	0.005	0.053	0.058
Subtotal	0.090	0.252	0.342
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.000
Collision with fixed object (from Worksheet 2F)	0.015	0.024	0.039
Collision with other object (from Worksheet 2F)	0.001	0.002	0.003
Other single-vehicle collision (from Worksheet 2F)	0.001	0.001	0.001
Single-vehicle noncollision (from Worksheet 2F)	0.003	0.001	0.004
Collision with pedestrian (from Worksheet 2G or 2I)	0.014	0.000	0.014
Collision with bicycle (from Worksheet 2J)	0.004	0.000	0.004
Subtotal	0.038	0.028	0.066
Total	0.128	0.280	0.409

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	0.4
Fatal and injury (FI)	0.1
Property damage only (PDO)	0.3

Worksheet 3A -- Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes, $N_{observed}$** (crashes/year)	**Overdispersion Parameter, k**	**Weighted adjustment, w**	**Expected average crash frequency,**
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)			Equation A-5 from Part C Appendix	Equation A-4 from Part C Appendix
ROADWAY SEGMENTS							
Multiple-vehicle nondriveway							
Segment 1	0.024	0.007	0.017		0.840	0.980	0.023
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Single-vehicle							
Segment 1	0.060	0.020	0.040		0.810	0.954	0.057
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Multiple-vehicle driveway-related							
Segment 1	0.025	0.008	0.017		0.810	0.980	0.025
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
INTERSECTIONS							
Multiple-vehicle							
Intersection 1	0.311	0.082	0.229		0.390	0.892	0.277
Intersection 2	0.342	0.090	0.252		0.390	0.882	0.302
Intersection 3						1.000	0.000
Intersection 4						1.000	0.000
Single-vehicle							
Intersection 1	0.044	0.018	0.025		0.360	0.985	0.043
Intersection 2	0.048	0.020	0.028		0.360	0.983	0.047
Intersection 3						1.000	0.000
Intersection 4						1.000	0.000
COMBINED (sum of column)	0.853	0.246	0.607	0	--	--	0.774

Worksheet 3B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	**N_{ped}**	**N_{bike}**
ROADWAY SEGMENTS		
Segment 1	0.004	0.002
Segment 2		
Segment 3		
Segment 4		
INTERSECTIONS		
Intersection 1	0.014	0.004

Intersection 2	0.014	0.004
Intersection 3		
Intersection 4		
COMBINED (sum of column)	0.032	0.010

Worksheet 3C -- Site-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	$N_{expected\ (VEHICLE)}$	$N_{expected}$
Total	$(2)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(8)_{COMB}$ Worksheet 3A	(3)+(4)+(5)
	0.9	0.0	0.0	0.8	0.8
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.2	0.0	0.0	0.2	0.3
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 3A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.6	0.0	0.0	0.6	0.6

Worksheet 4A -- Predicted Crashes by Collision and Site Type and Observed Crashes Using the Project-Level EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Collision type / Site type	**Predicted crashes**			**Observed crashes,** $N_{observed}$ (crashes/year)	**Overdispersion Parameter, k**	$N_{predicted\ w0}$ Equation A-8 (6)*(2)^2	$N_{predicted\ w1}$ Equation A-9 sqrt((6)*(2))	W_0 Equation A-10	N_0 Equation A-11	w_1 Equation A-12	N_1 Equation A-13	$N_{expected/comb}$ Equation A-14
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)									
ROADWAY SEGMENTS												
Multiple-vehicle nondriveway												
Segment 1	0.024	0.007	0.017	--	0.840	0.000	0.141	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
Single-vehicle												
Segment 1	0.060	0.020	0.040	--	0.810	0.003	0.220	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
Multiple-vehicle driveway-related												
Segment 1	0.025	0.008	0.017	--	0.810	0.001	0.142	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
INTERSECTIONS												
Multiple-vehicle												
Intersection 1	0.311	0.082	0.229	--	0.390	0.038	0.348	--	--	--	--	--
Intersection 2	0.342	0.090	0.252	--	0.390	0.046	0.365	--	--	--	--	--
Intersection 3				--				--	--	--	--	--
Intersection 4				--				--	--	--	--	--
Single-vehicle												
Intersection 1	0.044	0.018	0.025	--	0.360	0.001	0.125	--	--	--	--	--
Intersection 2	0.048	0.020	0.028	--	0.360	0.001	0.132	--	--	--	--	--
Intersection 3				--				--	--	--	--	--
Intersection 4				--				--	--	--	--	--
COMBINED (sum of column)	0.853	0.246	0.607		--	0.089	1.474	0.906	0.773	0.367	0.313	0.543

Worksheet 4B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	N_{ped}	N_{bike}
ROADWAY SEGMENTS		
Segment 1	0.004	0.002
Segment 2		
Segment 3		
Segment 4		
INTERSECTIONS		
Intersection 1	0.014	0.004
Intersection 2	0.014	0.004
Intersection 3		
Intersection 4		
COMBINED (sum of column)	0.032	0.010

Worksheet 4C -- Project-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	$N_{expected\ (vehicle)}$	$N_{expected}$
Total	$(2)_{COMB}$ from Worksheet 4A	$(2)_{COMB}$ from Worksheet 4B	$(3)_{COMB}$ from Worksheet 4B	$(13)_{COMB}$ Worksheet 4A	(3)+(4)+(5)
	0.9	0.0	0.0	0.5	0.6
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 4A	$(2)_{COMB}$ from Worksheet 4B	$(3)_{COMB}$ from Worksheet 4B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.2	0.0	0.0	0.2	0.2
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 4A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.6	0.0	0.0	0.4	0.4

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Roadway Section	MP 0.0 to MP 1.5
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	2U
Length of segment, L (mi)		--	0.303030303
AADT (veh/day)	$AADT_{MAX}$ = 32,600 (veh/day)	--	2,940
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	1
Median width (ft) - for divided only		15	40
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	0
Minor commercial driveways (number)		--	5
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	0
Major residential driveways (number)		--	0
Minor residential driveways (number)		--	0
Other driveways (number)		--	0
Speed Category		--	Posted Speed 30 mph or Lower
Roadside fixed object density (fixed objects / mi)		0	10
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	16
Calibration Factor, Cr		1.00	1.00

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	0.61	0.93	1.00	0.57

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-15.22	1.68	0.84	0.050	1.000	0.050	0.57	1.00	0.028
Fatal and Injury (FI)	-16.22	1.66	0.65	0.016	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.302	0.015	0.57	1.00	0.009
Property Damage Only (PDO)	-15.62	1.69	0.87	0.036	$(5)_{TOTAL}-(5)_{FI}$ = 0.698	0.035	0.57	1.00	0.020

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	0.009	1.000	0.020	0.028
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.730	0.006	0.778	0.015	0.022
Head-on collision	0.068	0.001	0.004	0.000	0.001
Angle collision	0.085	0.001	0.079	0.002	0.002
Sideswipe, same direction	0.015	0.000	0.031	0.001	0.001
Sideswipe, opposite direction	0.073	0.001	0.055	0.001	0.002
Other multiple-vehicle collision	0.029	0.000	0.053	0.001	0.001

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.47	0.56	0.81	0.112	1.000	0.112	0.57	1.00	0.063
Fatal and Injury (FI)	-3.96	0.23	0.50	0.036	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.326	0.036	0.57	1.00	0.021
Property Damage Only (PDO)	-6.51	0.64	0.87	0.075	$(5)_{TOTAL}-(5)_{FI}$ = 0.674	0.075	0.57	1.00	0.043

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.021	1.000	0.043	0.063
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.026	0.001	0.066	0.003	0.003
Collision with fixed object	0.723	0.015	0.759	0.032	0.047
Collision with other object	0.010	0.000	0.013	0.001	0.001
Other single-vehicle collision	0.241	0.005	0.162	0.007	0.012

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)

Driveway Type	Number of driveways, n_j	Crashes per driveway per year, N_j	Coefficient for traffic adjustment, t	Initial N_{brdwy}	Overdispersion parameter, k
		from Table 12-7	from Table 12-7	Equation 12-16	from Table 12-7
				$n_j * N_j * (AADT/15,000)^t$	
Major commercial	0	0.158	1.000	0.000	
Minor commercial	5	0.050	1.000	0.049	
Major industrial/institutional	0	0.172	1.000	0.000	
Minor industrial/institutional	0	0.023	1.000	0.000	--
Major residential	0	0.083	1.000	0.000	
Minor residential	0	0.016	1.000	0.000	
Other	0	0.025	1.000	0.000	
Total	--	--	--	0.049	0.81

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL}$ * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.049	1.000	0.049	0.57	1.00	0.028
Fatal and injury (FI)	--	0.323	0.016	0.57	1.00	0.009
Property damage only (PDO)	--	0.677	0.033	0.57	1.00	0.019

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Calibration factor, C_r**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8		(5)*(6)*(7)
Total	0.028	0.063	0.028	0.120	0.036	1.00	0.004
Fatal and injury (FI)	--	--	--	--	--	1.00	0.004

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Calibration factor, C_r**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9		(5)*(6)*(7)
Total	0.028	0.063	0.028	0.120	0.018	1.00	0.002
Fatal and injury (FI)	--	--	--	--	--	1.00	0.002

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and

	(8) from Worksheet 1I and 1J		(8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.006	0.015	0.022
Head-on collisions (from Worksheet 1D)	0.001	0.000	0.001
Angle collisions (from Worksheet 1D)	0.001	0.002	0.002
Sideswipe, same direction (from Worksheet 1D)	0.000	0.001	0.001
Sideswipe, opposite direction (from Worksheet 1D)	0.001	0.001	0.002
Driveway-related collisions (from Worksheet 1H)	0.009	0.019	0.028
Other multiple-vehicle collision (from Worksheet 1D)	0.000	0.001	0.001
Subtotal	0.018	0.039	0.056
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.001	0.003	0.003
Collision with fixed object (from Worksheet 1F)	0.015	0.032	0.047
Collision with other object (from Worksheet 1F)	0.000	0.001	0.001
Other single-vehicle collision (from Worksheet 1F)	0.005	0.007	0.012
Collision with pedestrian (from Worksheet 1I)	0.004	0.000	0.004
Collision with bicycle (from Worksheet 1J)	0.002	0.000	0.002
Subtotal	0.027	0.043	0.070
Total	0.045	0.081	0.126

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	0.1	0.30	0.4
Fatal and injury (FI)	0.0	0.30	0.1
Property damage only (PDO)	0.1	0.30	0.3

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Intersection	Azalea Dr @ Benning Dr
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	2,940
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	3,540
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	1
Type of left-turn signal phasing for Leg #1		Permissive	Protected / Permissive
Type of left-turn signal phasing for Leg #2		--	Permissive
Type of left-turn signal phasing for Leg #3		--	Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{anesx})		--	5
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.90	0.99	1.00	1.00	0.91	1.00	0.81

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							

Total	-10.99	1.07	0.23	0.39	0.568	1.000	0.568	0.81	1.00	0.461
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	0.147	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.268	0.152	0.81	1.00	0.123
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	0.401	$(5)_{TOTAL}-(5)_{FI}$ = 0.732	0.416	0.81	1.00	0.338

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.123	1.000	0.338	0.461
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	0.056	0.483	0.163	0.219
Head-on collision	0.049	0.006	0.030	0.010	0.016
Angle collision	0.347	0.043	0.244	0.082	0.125
Sideswipe	0.099	0.012	0.032	0.011	0.023
Other multiple-vehicle collision	0.055	0.007	0.211	0.071	0.078

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients** from Table 12-12			**Overdispersion Parameter, k** from Table 12-12	**Initial N_{bisv}** from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27	**Proportion of Total Crashes**	**Adjusted N_{bimv}** $(4)_{TOTAL}*(5)$	**Combined CMFs** (7) from Worksheet 2B	**Calibration Factor, C_i**	**Predicted N_{bisv}** (6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.076	1.000	0.076	0.81	1.00	0.062
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.032	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.407	0.031	0.81	1.00	0.025
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.047	$(5)_{TOTAL}-(5)_{FI}$ = 0.593	0.045	0.81	1.00	0.037

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.025	1.000	0.037	0.062
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.000	0.000
Collision with fixed object	0.744	0.019	0.870	0.032	0.051

Collision with other object	0.072	0.002	0.070	0.003	0.004
Other single-vehicle collision	0.040	0.001	0.023	0.001	0.002
Single-vehicle noncollision	0.141	0.004	0.034	0.001	0.005

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	1.00	--
Fatal and injury (FI)	--	--	--	--	1.00	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.018	1.00	1.00	0.018
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	0.018

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.461	0.062	0.523	0.015	1.00	0.008
Fatal and injury (FI)	--	--	--	--	1.00	0.008

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J

MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.056	0.163	0.219
Head-on collisions (from Worksheet 2D)	0.006	0.010	0.016
Angle collisions (from Worksheet 2D)	0.043	0.082	0.125
Sideswipe (from Worksheet 2D)	0.012	0.011	0.023
Other multiple-vehicle collision (from Worksheet 2D)	0.007	0.071	0.078
Subtotal	0.123	0.338	0.461
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.000
Collision with fixed object (from Worksheet 2F)	0.019	0.032	0.051
Collision with other object (from Worksheet 2F)	0.002	0.003	0.004
Other single-vehicle collision (from Worksheet 2F)	0.001	0.001	0.002
Single-vehicle noncollision (from Worksheet 2F)	0.004	0.001	0.005
Collision with pedestrian (from Worksheet 2G or 2I)	0.018	0.000	0.018
Collision with bicycle (from Worksheet 2J)	0.008	0.000	0.008
Subtotal	0.051	0.037	0.088
Total	0.175	0.374	0.549

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	0.5
Fatal and injury (FI)	0.2
Property damage only (PDO)	0.4

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Intersection	Legion Dr @ Beach Dr
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	2,640
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	4,770
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	0
Type of left-turn signal phasing for Leg #1		Permissive	Permissive
Type of left-turn signal phasing for Leg #2		--	Permissive
Type of left-turn signal phasing for Leg #3		--	Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{anesx})		--	3
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
1.00	1.00	0.96	1.00	0.91	1.00	0.87

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							

Total	-10.99	1.07	0.23	0.39	0.542	1.000	0.542	0.87	1.00	0.474
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	0.138	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.263	0.143	0.87	1.00	0.125
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	0.386	$(5)_{TOTAL}-(5)_{FI}$ = 0.737	0.400	0.87	1.00	0.349

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.125	1.000	0.349	0.474
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	0.056	0.483	0.169	0.225
Head-on collision	0.049	0.006	0.030	0.010	0.017
Angle collision	0.347	0.043	0.244	0.085	0.129
Sideswipe	0.099	0.012	0.032	0.011	0.024
Other multiple-vehicle collision	0.055	0.007	0.211	0.074	0.081

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients** from Table 12-12			**Overdispersion Parameter, k** from Table 12-12	**Initial N_{bisv}** from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27	**Proportion of Total Crashes**	**Adjusted N_{bimv}** $(4)_{TOTAL}*(5)$	**Combined CMFs** (7) from Worksheet 2B	**Calibration Factor, C_i**	**Predicted N_{bisv}** (6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.077	1.000	0.077	0.87	1.00	0.067
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.033	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.419	0.032	0.87	1.00	0.028
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.046	$(5)_{TOTAL}-(5)_{FI}$ = 0.581	0.045	0.87	1.00	0.039

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.028	1.000	0.039	0.067
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.000	0.000
Collision with fixed object	0.744	0.021	0.870	0.034	0.055

Collision with other object	0.072	0.002	0.070	0.003	0.005
Other single-vehicle collision	0.040	0.001	0.023	0.001	0.002
Single-vehicle noncollision	0.141	0.004	0.034	0.001	0.005

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	1.00	--
Fatal and injury (FI)	--	--	--	--	1.00	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.020	1.00	1.00	0.020
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	0.020

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.474	0.067	0.541	0.015	1.00	0.008
Fatal and injury (FI)	--	--	--	--	1.00	0.008

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J

MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.056	0.169	0.225
Head-on collisions (from Worksheet 2D)	0.006	0.010	0.017
Angle collisions (from Worksheet 2D)	0.043	0.085	0.129
Sideswipe (from Worksheet 2D)	0.012	0.011	0.024
Other multiple-vehicle collision (from Worksheet 2D)	0.007	0.074	0.081
Subtotal	0.125	0.349	0.474
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.000
Collision with fixed object (from Worksheet 2F)	0.021	0.034	0.055
Collision with other object (from Worksheet 2F)	0.002	0.003	0.005
Other single-vehicle collision (from Worksheet 2F)	0.001	0.001	0.002
Single-vehicle noncollision (from Worksheet 2F)	0.004	0.001	0.005
Collision with pedestrian (from Worksheet 2G or 2I)	0.020	0.000	0.020
Collision with bicycle (from Worksheet 2J)	0.008	0.000	0.008
Subtotal	0.056	0.039	0.095
Total	0.181	0.388	0.569

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	0.6
Fatal and injury (FI)	0.2
Property damage only (PDO)	0.4

Worksheet 3A -- Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes, $N_{observed}$** (crashes/year)	**Overdispersion Parameter, k**	**Weighted adjustment, w**	**Expected average crash frequency,**
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)			Equation A-5 from Part C Appendix	Equation A-4 from Part C Appendix
ROADWAY SEGMENTS							
Multiple-vehicle nondriveway							
Segment 1	0.028	0.009	0.020		0.840	0.977	0.028
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Single-vehicle							
Segment 1	0.063	0.021	0.043		0.810	0.951	0.060
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Multiple-vehicle driveway-related							
Segment 1	0.028	0.009	0.019		0.810	0.978	0.027
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
INTERSECTIONS							
Multiple-vehicle							
Intersection 1	0.461	0.123	0.338		0.390	0.848	0.391
Intersection 2	0.474	0.125	0.349		0.390	0.844	0.400
Intersection 3						1.000	0.000
Intersection 4						1.000	0.000
Single-vehicle							
Intersection 1	0.062	0.025	0.037		0.360	0.978	0.061
Intersection 2	0.067	0.028	0.039		0.360	0.976	0.066
Intersection 3						1.000	0.000
Intersection 4						1.000	0.000
COMBINED (sum of column)	1.184	0.340	0.844	0	--	--	1.032

Worksheet 3B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	**N_{ped}**	**N_{bike}**
ROADWAY SEGMENTS		
Segment 1	0.004	0.002
Segment 2		
Segment 3		
Segment 4		
INTERSECTIONS		
Intersection 1	0.018	0.008

Intersection 2	0.020	0.008
Intersection 3		
Intersection 4		
COMBINED (sum of column)	0.042	0.018

Worksheet 3C -- Site-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	$N_{expected\ (VEHICLE)}$	$N_{expected}$
Total	$(2)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(8)_{COMB}$ Worksheet 3A	(3)+(4)+(5)
	1.2	0.0	0.0	1.0	1.1
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.3	0.0	0.0	0.3	0.4
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 3A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.8	0.0	0.0	0.7	0.7

Worksheet 4A -- Predicted Crashes by Collision and Site Type and Observed Crashes Using the Project-Level EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Collision type / Site type	**Predicted crashes**			**Observed crashes,** $N_{observed}$ (crashes/year)	**Overdispersion Parameter, k**	**$N_{predicted\ w0}$** Equation A-8 $(6)*(2)^2$	**$N_{predicted\ w1}$** Equation A-9 sqrt((6)*(2))	**W_0** Equation A-10	**N_0** Equation A-11	**w_1** Equation A-12	**N_1** Equation A-13	**$N_{expected/comb}$** Equation A-14
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)									
ROADWAY SEGMENTS												
Multiple-vehicle nondriveway												
Segment 1	0.028	0.009	0.020	--	0.840	0.001	0.154	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
Single-vehicle												
Segment 1	0.063	0.021	0.043	--	0.810	0.003	0.227	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
Multiple-vehicle driveway-related												
Segment 1	0.028	0.009	0.019	--	0.810	0.001	0.150	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
INTERSECTIONS												
Multiple-vehicle												
Intersection 1	0.461	0.123	0.338	--	0.390	0.083	0.424	--	--	--	--	--
Intersection 2	0.474	0.125	0.349	--	0.390	0.088	0.430	--	--	--	--	--
Intersection 3				--				--	--	--	--	--
Intersection 4				--				--	--	--	--	--
Single-vehicle												
Intersection 1	0.062	0.025	0.037	--	0.360	0.001	0.149	--	--	--	--	--
Intersection 2	0.067	0.028	0.039	--	0.360	0.002	0.156	--	--	--	--	--
Intersection 3				--				--	--	--	--	--
Intersection 4				--				--	--	--	--	--
COMBINED (sum of column)	1.184	0.340	0.844		--	0.178	1.690	0.869	1.029	0.412	0.488	0.758

Worksheet 4B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	**N_{ped}**	**N_{bike}**
ROADWAY SEGMENTS		
Segment 1	0.004	0.002
Segment 2		
Segment 3		
Segment 4		
INTERSECTIONS		
Intersection 1	0.018	0.008
Intersection 2	0.020	0.008
Intersection 3		
Intersection 4		
COMBINED (sum of column)	0.042	0.018

Worksheet 4C -- Project-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	$N_{expected\ (vehicle)}$	$N_{expected}$
Total	$(2)_{COMB}$ from Worksheet 4A	$(2)_{COMB}$ from Worksheet 4B	$(3)_{COMB}$ from Worksheet 4B	$(13)_{COMB}$ Worksheet 4A	(3)+(4)+(5)
	1.2	0.0	0.0	0.8	0.8
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 4A	$(2)_{COMB}$ from Worksheet 4B	$(3)_{COMB}$ from Worksheet 4B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.3	0.0	0.0	0.2	0.3
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 4A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.8	0.0	0.0	0.5	0.5

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Roadway Section	MP 0.0 to MP 1.5
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	2U
Length of segment, L (mi)		--	0.303030303
AADT (veh/day)	$AADT_{MAX}$ = 32,600 (veh/day)	--	3,270
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	1
Median width (ft) - for divided only		15	40
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	0
Minor commercial driveways (number)		--	5
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	0
Major residential driveways (number)		--	0
Minor residential driveways (number)		--	0
Other driveways (number)		--	0
Speed Category		--	Posted Speed 30 mph or Lower
Roadside fixed object density (fixed objects / mi)		0	10
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	16
Calibration Factor, Cr		1.00	1.00

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	0.61	0.93	1.00	0.57

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-15.22	1.68	0.84	0.060	1.000	0.060	0.57	1.00	0.034
Fatal and Injury (FI)	-16.22	1.66	0.65	0.019	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.301	0.018	0.57	1.00	0.010
Property Damage Only (PDO)	-15.62	1.69	0.87	0.043	$(5)_{TOTAL}-(5)_{FI}$ = 0.699	0.042	0.57	1.00	0.024

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	0.010	1.000	0.024	0.034
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.730	0.007	0.778	0.018	0.026
Head-on collision	0.068	0.001	0.004	0.000	0.001
Angle collision	0.085	0.001	0.079	0.002	0.003
Sideswipe, same direction	0.015	0.000	0.031	0.001	0.001
Sideswipe, opposite direction	0.073	0.001	0.055	0.001	0.002
Other multiple-vehicle collision	0.029	0.000	0.053	0.001	0.002

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.47	0.56	0.81	0.119	1.000	0.119	0.57	1.00	0.067
Fatal and Injury (FI)	-3.96	0.23	0.50	0.037	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.317	0.038	0.57	1.00	0.021
Property Damage Only (PDO)	-6.51	0.64	0.87	0.080	$(5)_{TOTAL}-(5)_{FI}$ = 0.683	0.081	0.57	1.00	0.046

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.021	1.000	0.046	0.067
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.026	0.001	0.066	0.003	0.004
Collision with fixed object	0.723	0.015	0.759	0.035	0.050
Collision with other object	0.010	0.000	0.013	0.001	0.001
Other single-vehicle collision	0.241	0.005	0.162	0.007	0.013

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)

Driveway Type	Number of driveways, n_j	Crashes per driveway per year, N_j	Coefficient for traffic adjustment, t	Initial N_{brdwy}	Overdispersion parameter, k
		from Table 12-7	from Table 12-7	Equation 12-16	from Table 12-7
				$n_j * N_j * (AADT/15,000)^t$	
Major commercial	0	0.158	1.000	0.000	
Minor commercial	5	0.050	1.000	0.055	
Major industrial/institutional	0	0.172	1.000	0.000	
Minor industrial/institutional	0	0.023	1.000	0.000	--
Major residential	0	0.083	1.000	0.000	
Minor residential	0	0.016	1.000	0.000	
Other	0	0.025	1.000	0.000	
Total	--	--	--	0.055	0.81

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Initial N_{brdwy}	Proportion of total crashes (f_{dwy})	Adjusted N_{brdwy}	Combined CMFs	Calibration factor, C_r	Predicted N_{brdwy}
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL} * (3)$	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.055	1.000	0.055	0.57	1.00	0.031
Fatal and injury (FI)	--	0.323	0.018	0.57	1.00	0.010
Property damage only (PDO)	--	0.677	0.037	0.57	1.00	0.021

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{pedr}	Calibration factor, C_r	Predicted N_{pedr}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8		(5)*(6)*(7)
Total	0.034	0.067	0.031	0.132	0.036	1.00	0.005
Fatal and injury (FI)	--	--	--	--	--	1.00	0.005

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{biker}	Calibration factor, C_r	Predicted N_{biker}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9		(5)*(6)*(7)
Total	0.034	0.067	0.031	0.132	0.018	1.00	0.002
Fatal and injury (FI)	--	--	--	--	--	1.00	0.002

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	Property damage only (PDO)	Total
Collision type	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and

	(8) from Worksheet 1I and 1J		(8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.007	0.018	0.026
Head-on collisions (from Worksheet 1D)	0.001	0.000	0.001
Angle collisions (from Worksheet 1D)	0.001	0.002	0.003
Sideswipe, same direction (from Worksheet 1D)	0.000	0.001	0.001
Sideswipe, opposite direction (from Worksheet 1D)	0.001	0.001	0.002
Driveway-related collisions (from Worksheet 1H)	0.010	0.021	0.031
Other multiple-vehicle collision (from Worksheet 1D)	0.000	0.001	0.002
Subtotal	0.020	0.045	0.065
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.001	0.003	0.004
Collision with fixed object (from Worksheet 1F)	0.015	0.035	0.050
Collision with other object (from Worksheet 1F)	0.000	0.001	0.001
Other single-vehicle collision (from Worksheet 1F)	0.005	0.007	0.013
Collision with pedestrian (from Worksheet 1I)	0.005	0.000	0.005
Collision with bicycle (from Worksheet 1J)	0.002	0.000	0.002
Subtotal	0.028	0.046	0.075
Total	0.049	0.091	0.139

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	0.1	0.30	0.5
Fatal and injury (FI)	0.0	0.30	0.2
Property damage only (PDO)	0.1	0.30	0.3

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Intersection	Azalea Dr @ Benning Dr
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	3,270
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	3,880
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	1
Type of left-turn signal phasing for Leg #1		Permissive	Protected / Permissive
Type of left-turn signal phasing for Leg #2		--	Permissive
Type of left-turn signal phasing for Leg #3		--	Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	5
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.90	0.99	1.00	1.00	0.91	1.00	0.81

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							

Total	-10.99	1.07	0.23	0.39	0.650	1.000	0.650	0.81	1.00	0.528
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	0.170	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.271	0.176	0.81	1.00	0.143
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	0.457	$(5)_{TOTAL}-(5)_{FI}$ = 0.729	0.474	0.81	1.00	0.385

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.143	1.000	0.385	0.528
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	0.064	0.483	0.186	0.250
Head-on collision	0.049	0.007	0.030	0.012	0.019
Angle collision	0.347	0.050	0.244	0.094	0.143
Sideswipe	0.099	0.014	0.032	0.012	0.026
Other multiple-vehicle collision	0.055	0.008	0.211	0.081	0.089

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients** from Table 12-12			**Overdispersion Parameter, k** from Table 12-12	**Initial N_{bisv}** from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27	**Proportion of Total Crashes**	**Adjusted N_{bimv}** $(4)_{TOTAL}*(5)$	**Combined CMFs** (7) from Worksheet 2B	**Calibration Factor, C_i**	**Predicted N_{bisv}** (6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.084	1.000	0.084	0.81	1.00	0.068
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.034	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.398	0.034	0.81	1.00	0.027
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.052	$(5)_{TOTAL}-(5)_{FI}$ = 0.602	0.051	0.81	1.00	0.041

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.027	1.000	0.041	0.068
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.000	0.000
Collision with fixed object	0.744	0.020	0.870	0.036	0.056

Collision with other object	0.072	0.002	0.070	0.003	0.005
Other single-vehicle collision	0.040	0.001	0.023	0.001	0.002
Single-vehicle noncollision	0.141	0.004	0.034	0.001	0.005

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	1.00	--
Fatal and injury (FI)	--	--	--	--	1.00	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.019	1.00	1.00	0.019
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	0.019

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.528	0.068	0.596	0.015	1.00	0.009
Fatal and injury (FI)	--	--	--	--	1.00	0.009

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J

MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.064	0.186	0.250
Head-on collisions (from Worksheet 2D)	0.007	0.012	0.019
Angle collisions (from Worksheet 2D)	0.050	0.094	0.143
Sideswipe (from Worksheet 2D)	0.014	0.012	0.026
Other multiple-vehicle collision (from Worksheet 2D)	0.008	0.081	0.089
Subtotal	0.143	0.385	0.528
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.000
Collision with fixed object (from Worksheet 2F)	0.020	0.036	0.056
Collision with other object (from Worksheet 2F)	0.002	0.003	0.005
Other single-vehicle collision (from Worksheet 2F)	0.001	0.001	0.002
Single-vehicle noncollision (from Worksheet 2F)	0.004	0.001	0.005
Collision with pedestrian (from Worksheet 2G or 2I)	0.019	0.000	0.019
Collision with bicycle (from Worksheet 2J)	0.009	0.000	0.009
Subtotal	0.055	0.041	0.096
Total	0.198	0.426	0.624

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	0.6
Fatal and injury (FI)	0.2
Property damage only (PDO)	0.4

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Intersection	Legion Dr @ Beach Dr
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	3,270
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	5,320
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	0
Type of left-turn signal phasing for Leg #1		Permissive	Permissive
Type of left-turn signal phasing for Leg #2		--	Permissive
Type of left-turn signal phasing for Leg #3		--	Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	3
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
1.00	1.00	0.96	1.00	0.91	1.00	0.87

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							

Total	-10.99	1.07	0.23	0.39	0.699	1.000	0.699	0.87	1.00	0.611
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	0.182	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.270	0.188	0.87	1.00	0.165
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	0.493	$(5)_{TOTAL}-(5)_{FI}$ = 0.730	0.511	0.87	1.00	0.447

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.165	1.000	0.447	0.611
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	0.074	0.483	0.216	0.290
Head-on collision	0.049	0.008	0.030	0.013	0.021
Angle collision	0.347	0.057	0.244	0.109	0.166
Sideswipe	0.099	0.016	0.032	0.014	0.031
Other multiple-vehicle collision	0.055	0.009	0.211	0.094	0.103

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients** from Table 12-12			**Overdispersion Parameter, k** from Table 12-12	**Initial N_{bisv}** from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27	**Proportion of Total Crashes**	**Adjusted N_{bimv}** $(4)_{TOTAL}*(5)$	**Combined CMFs** (7) from Worksheet 2B	**Calibration Factor, C_i**	**Predicted N_{bisv}** (6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.092	1.000	0.092	0.87	1.00	0.080
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.038	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.401	0.037	0.87	1.00	0.032
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.056	$(5)_{TOTAL}-(5)_{FI}$ = 0.599	0.055	0.87	1.00	0.048

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.032	1.000	0.048	0.080
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.000	0.000
Collision with fixed object	0.744	0.024	0.870	0.042	0.066

Collision with other object	0.072	0.002	0.070	0.003	0.006
Other single-vehicle collision	0.040	0.001	0.023	0.001	0.002
Single-vehicle noncollision	0.141	0.005	0.034	0.002	0.006

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	1.00	--
Fatal and injury (FI)	--	--	--	--	1.00	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.020	1.00	1.00	0.020
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	0.020

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.611	0.080	0.691	0.015	1.00	0.010
Fatal and injury (FI)	--	--	--	--	1.00	0.010

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J

MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.074	0.216	0.290
Head-on collisions (from Worksheet 2D)	0.008	0.013	0.021
Angle collisions (from Worksheet 2D)	0.057	0.109	0.166
Sideswipe (from Worksheet 2D)	0.016	0.014	0.031
Other multiple-vehicle collision (from Worksheet 2D)	0.009	0.094	0.103
Subtotal	0.165	0.447	0.611
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.000
Collision with fixed object (from Worksheet 2F)	0.024	0.042	0.066
Collision with other object (from Worksheet 2F)	0.002	0.003	0.006
Other single-vehicle collision (from Worksheet 2F)	0.001	0.001	0.002
Single-vehicle noncollision (from Worksheet 2F)	0.005	0.002	0.006
Collision with pedestrian (from Worksheet 2G or 2I)	0.020	0.000	0.020
Collision with bicycle (from Worksheet 2J)	0.010	0.000	0.010
Subtotal	0.063	0.048	0.111
Total	0.228	0.494	0.722

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	0.7
Fatal and injury (FI)	0.2
Property damage only (PDO)	0.5

Worksheet 3A -- Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes, $N_{observed}$** (crashes/year)	**Overdispersion Parameter, k**	**Weighted adjustment, w**	**Expected average crash frequency,**
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)			Equation A-5 from Part C Appendix	Equation A-4 from Part C Appendix
ROADWAY SEGMENTS							
Multiple-vehicle nondriveway							
Segment 1	0.034	0.010	0.024		0.840	0.972	0.033
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Single-vehicle							
Segment 1	0.067	0.021	0.046		0.810	0.948	0.064
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Multiple-vehicle driveway-related							
Segment 1	0.031	0.010	0.021		0.810	0.976	0.030
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
INTERSECTIONS							
Multiple-vehicle							
Intersection 1	0.528	0.143	0.385		0.390	0.829	0.438
Intersection 2	0.611	0.165	0.447		0.390	0.807	0.494
Intersection 3						1.000	0.000
Intersection 4						1.000	0.000
Single-vehicle							
Intersection 1	0.068	0.027	0.041		0.360	0.976	0.067
Intersection 2	0.080	0.032	0.048		0.360	0.972	0.078
Intersection 3						1.000	0.000
Intersection 4						1.000	0.000
COMBINED (sum of column)	1.420	0.409	1.011	0	--	--	1.203

Worksheet 3B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	**N_{ped}**	**N_{bike}**
ROADWAY SEGMENTS		
Segment 1	0.005	0.002
Segment 2		
Segment 3		
Segment 4		
INTERSECTIONS		
Intersection 1	0.019	0.009

Intersection 2	0.020	0.010
Intersection 3		
Intersection 4		
COMBINED (sum of column)	0.044	0.022

Worksheet 3C -- Site-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	$N_{expected\ (VEHICLE)}$	$N_{expected}$
Total	$(2)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(8)_{COMB}$ Worksheet 3A	(3)+(4)+(5)
	1.4	0.0	0.0	1.2	1.3
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.4	0.0	0.0	0.3	0.4
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 3A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	1.0	0.0	0.0	0.9	0.9

Worksheet 4A -- Predicted Crashes by Collision and Site Type and Observed Crashes Using the Project-Level EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Collision type / Site type	**Predicted crashes**			**Observed crashes,** $N_{observed}$ (crashes/year)	**Overdispersion Parameter, k**	$N_{predicted\ w0}$ Equation A-8 $(6)*(2)^2$	$N_{predicted\ w1}$ Equation A-9 sqrt((6)*(2))	W_0 Equation A-10	N_0 Equation A-11	w_1 Equation A-12	N_1 Equation A-13	$N_{expected/comb}$ Equation A-14
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)									
ROADWAY SEGMENTS												
Multiple-vehicle nondriveway												
Segment 1	0.034	0.010	0.024	--	0.840	0.001	0.169	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
Single-vehicle												
Segment 1	0.067	0.021	0.046	--	0.810	0.004	0.234	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
Multiple-vehicle driveway-related												
Segment 1	0.031	0.010	0.021	--	0.810	0.001	0.158	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
INTERSECTIONS												
Multiple-vehicle												
Intersection 1	0.528	0.143	0.385	--	0.390	0.109	0.454	--	--	--	--	--
Intersection 2	0.611	0.165	0.447	--	0.390	0.146	0.488	--	--	--	--	--
Intersection 3				--				--	--	--	--	--
Intersection 4				--				--	--	--	--	--
Single-vehicle												
Intersection 1	0.068	0.027	0.041	--	0.360	0.002	0.157	--	--	--	--	--
Intersection 2	0.080	0.032	0.048	--	0.360	0.002	0.170	--	--	--	--	--
Intersection 3				--				--	--	--	--	--
Intersection 4				--				--	--	--	--	--
COMBINED (sum of column)	1.420	0.409	1.011		--	0.264	1.829	0.843	1.197	0.437	0.620	0.909

Worksheet 4B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	N_{ped}	N_{bike}
ROADWAY SEGMENTS		
Segment 1	0.005	0.002
Segment 2		
Segment 3		
Segment 4		
INTERSECTIONS		
Intersection 1	0.019	0.009
Intersection 2	0.020	0.010
Intersection 3		
Intersection 4		
COMBINED (sum of column)	0.044	0.022

Worksheet 4C -- Project-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	$N_{expected\ (vehicle)}$	$N_{expected}$
Total	$(2)_{COMB}$ from Worksheet 4A	$(2)_{COMB}$ from Worksheet 4B	$(3)_{COMB}$ from Worksheet 4B	$(13)_{COMB}$ Worksheet 4A	(3)+(4)+(5)
	1.4	0.0	0.0	0.9	1.0
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 4A	$(2)_{COMB}$ from Worksheet 4B	$(3)_{COMB}$ from Worksheet 4B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.4	0.0	0.0	0.3	0.3
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 4A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	1.0	0.0	0.0	0.6	0.6

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Roadway Section	MP 0.0 to MP 1.5
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	2U
Length of segment, L (mi)		--	0.303030303
AADT (veh/day)	$AADT_{MAX}$ = 32,600 (veh/day)	--	2,640
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	1
Median width (ft) - for divided only		15	40
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	0
Minor commercial driveways (number)		--	5
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	0
Major residential driveways (number)		--	0
Minor residential driveways (number)		--	0
Other driveways (number)		--	0
Speed Category		--	Posted Speed 30 mph or Lower
Roadside fixed object density (fixed objects / mi)		0	10
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	16
Calibration Factor, Cr		1.00	1.00

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	0.61	0.93	1.00	0.57

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-15.22	1.68	0.84	0.042	1.000	0.042	0.57	1.00	0.024
Fatal and Injury (FI)	-16.22	1.66	0.65	0.013	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.302	0.013	0.57	1.00	0.007
Property Damage Only (PDO)	-15.62	1.69	0.87	0.030	$(5)_{TOTAL}-(5)_{FI}$ = 0.698	0.029	0.57	1.00	0.017

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	0.007	1.000	0.017	0.024
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.730	0.005	0.778	0.013	0.018
Head-on collision	0.068	0.000	0.004	0.000	0.001
Angle collision	0.085	0.001	0.079	0.001	0.002
Sideswipe, same direction	0.015	0.000	0.031	0.001	0.001
Sideswipe, opposite direction	0.073	0.001	0.055	0.001	0.001
Other multiple-vehicle collision	0.029	0.000	0.053	0.001	0.001

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.47	0.56	0.81	0.105	1.000	0.105	0.57	1.00	0.060
Fatal and Injury (FI)	-3.96	0.23	0.50	0.035	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.336	0.035	0.57	1.00	0.020
Property Damage Only (PDO)	-6.51	0.64	0.87	0.070	$(5)_{TOTAL}-(5)_{FI}$ = 0.664	0.070	0.57	1.00	0.040

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.020	1.000	0.040	0.060
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.026	0.001	0.066	0.003	0.003
Collision with fixed object	0.723	0.015	0.759	0.030	0.045
Collision with other object	0.010	0.000	0.013	0.001	0.001
Other single-vehicle collision	0.241	0.005	0.162	0.006	0.011

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)

Driveway Type	Number of driveways, n_j	Crashes per driveway per year, N_j	Coefficient for traffic adjustment, t	Initial N_{brdwy}	Overdispersion parameter, k
		from Table 12-7	from Table 12-7	Equation 12-16	from Table 12-7
				$n_j * N_j * (AADT/15,000)^t$	
Major commercial	0	0.158	1.000	0.000	
Minor commercial	5	0.050	1.000	0.044	
Major industrial/institutional	0	0.172	1.000	0.000	
Minor industrial/institutional	0	0.023	1.000	0.000	--
Major residential	0	0.083	1.000	0.000	
Minor residential	0	0.016	1.000	0.000	
Other	0	0.025	1.000	0.000	
Total	--	--	--	0.044	0.81

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL} * (3)$	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.044	1.000	0.044	0.57	1.00	0.025
Fatal and injury (FI)	--	0.323	0.014	0.57	1.00	0.008
Property damage only (PDO)	--	0.677	0.030	0.57	1.00	0.017

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Calibration factor, C_r**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8		(5)*(6)*(7)
Total	0.024	0.060	0.025	0.108	0.036	1.00	0.004
Fatal and injury (FI)	--	--	--	--	--	1.00	0.004

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Calibration factor, C_r**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9		(5)*(6)*(7)
Total	0.024	0.060	0.025	0.108	0.018	1.00	0.002
Fatal and injury (FI)	--	--	--	--	--	1.00	0.002

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and

	(8) from Worksheet 1I and 1J		(8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.005	0.013	0.018
Head-on collisions (from Worksheet 1D)	0.000	0.000	0.001
Angle collisions (from Worksheet 1D)	0.001	0.001	0.002
Sideswipe, same direction (from Worksheet 1D)	0.000	0.001	0.001
Sideswipe, opposite direction (from Worksheet 1D)	0.001	0.001	0.001
Driveway-related collisions (from Worksheet 1H)	0.008	0.017	0.025
Other multiple-vehicle collision (from Worksheet 1D)	0.000	0.001	0.001
Subtotal	0.015	0.033	0.049
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.001	0.003	0.003
Collision with fixed object (from Worksheet 1F)	0.015	0.030	0.045
Collision with other object (from Worksheet 1F)	0.000	0.001	0.001
Other single-vehicle collision (from Worksheet 1F)	0.005	0.006	0.011
Collision with pedestrian (from Worksheet 1I)	0.004	0.000	0.004
Collision with bicycle (from Worksheet 1J)	0.002	0.000	0.002
Subtotal	0.026	0.040	0.066
Total	0.041	0.073	0.114

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	0.1	0.30	0.4
Fatal and injury (FI)	0.0	0.30	0.1
Property damage only (PDO)	0.1	0.30	0.2

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Intersection	Azalea Dr @ Benning Dr
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	2,640
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	3,880
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	1
Type of left-turn signal phasing for Leg #1		Permissive	Protected / Permissive
Type of left-turn signal phasing for Leg #2		--	Permissive
Type of left-turn signal phasing for Leg #3		--	Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	5
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.90	0.99	1.00	1.00	0.91	1.00	0.81

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							

Total	-10.99	1.07	0.23	0.39	0.517	1.000	0.517	0.81	1.00	0.420
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	0.132	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.264	0.137	0.81	1.00	0.111
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	0.368	$(5)_{TOTAL}-(5)_{FI}$ = 0.736	0.381	0.81	1.00	0.309

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.111	1.000	0.309	0.420
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	0.050	0.483	0.149	0.199
Head-on collision	0.049	0.005	0.030	0.009	0.015
Angle collision	0.347	0.038	0.244	0.075	0.114
Sideswipe	0.099	0.011	0.032	0.010	0.021
Other multiple-vehicle collision	0.055	0.006	0.211	0.065	0.071

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients** from Table 12-12			**Overdispersion Parameter, k** from Table 12-12	**Initial N_{bisv}** from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27	**Proportion of Total Crashes**	**Adjusted N_{bimv}** $(4)_{TOTAL}*(5)$	**Combined CMFs** (7) from Worksheet 2B	**Calibration Factor, C_i**	**Predicted N_{bisv}** (6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.073	1.000	0.073	0.81	1.00	0.059
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.031	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.417	0.030	0.81	1.00	0.025
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.044	$(5)_{TOTAL}-(5)_{FI}$ = 0.583	0.042	0.81	1.00	0.034

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.025	1.000	0.034	0.059
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.000	0.000
Collision with fixed object	0.744	0.018	0.870	0.030	0.048

Collision with other object	0.072	0.002	0.070	0.002	0.004
Other single-vehicle collision	0.040	0.001	0.023	0.001	0.002
Single-vehicle noncollision	0.141	0.003	0.034	0.001	0.005

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	1.00	--
Fatal and injury (FI)	--	--	--	--	1.00	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.019	1.00	1.00	0.019
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	0.019

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.420	0.059	0.479	0.015	1.00	0.007
Fatal and injury (FI)	--	--	--	--	1.00	0.007

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J

MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.050	0.149	0.199
Head-on collisions (from Worksheet 2D)	0.005	0.009	0.015
Angle collisions (from Worksheet 2D)	0.038	0.075	0.114
Sideswipe (from Worksheet 2D)	0.011	0.010	0.021
Other multiple-vehicle collision (from Worksheet 2D)	0.006	0.065	0.071
Subtotal	0.111	0.309	0.420
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.000
Collision with fixed object (from Worksheet 2F)	0.018	0.030	0.048
Collision with other object (from Worksheet 2F)	0.002	0.002	0.004
Other single-vehicle collision (from Worksheet 2F)	0.001	0.001	0.002
Single-vehicle noncollision (from Worksheet 2F)	0.003	0.001	0.005
Collision with pedestrian (from Worksheet 2G or 2I)	0.019	0.000	0.019
Collision with bicycle (from Worksheet 2J)	0.007	0.000	0.007
Subtotal	0.051	0.034	0.085
Total	0.162	0.343	0.505

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	0.5
Fatal and injury (FI)	0.2
Property damage only (PDO)	0.3

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	JCF	Roadway	Destin Cross Town Connector
Agency or Company	Atkins North America, Inc.	Intersection	Legion Dr @ Beach Dr
Date Performed	07/13/15	Jurisdiction	Destin, FL
		Analysis Year	2015

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	2,640
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	4,280
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	0
Type of left-turn signal phasing for Leg #1		Permissive	Permissive
Type of left-turn signal phasing for Leg #2		--	Permissive
Type of left-turn signal phasing for Leg #3		--	Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{anesx})		--	3
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
1.00	1.00	0.96	1.00	0.91	1.00	0.87

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							

Total	-10.99	1.07	0.23	0.39	0.529	1.000	0.529	0.87	1.00	0.462
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	0.135	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.264	0.140	0.87	1.00	0.122
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	0.376	$(5)_{TOTAL}-(5)_{FI}$ = 0.736	0.389	0.87	1.00	0.341

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.122	1.000	0.341	0.462
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	0.055	0.483	0.164	0.219
Head-on collision	0.049	0.006	0.030	0.010	0.016
Angle collision	0.347	0.042	0.244	0.083	0.125
Sideswipe	0.099	0.012	0.032	0.011	0.023
Other multiple-vehicle collision	0.055	0.007	0.211	0.072	0.079

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients** from Table 12-12			**Overdispersion Parameter, k** from Table 12-12	**Initial N_{bisv}** from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27	**Proportion of Total Crashes**	**Adjusted N_{bimv}** $(4)_{TOTAL}*(5)$	**Combined CMFs** (7) from Worksheet 2B	**Calibration Factor, C_i**	**Predicted N_{bisv}** (6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.075	1.000	0.075	0.87	1.00	0.065
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.032	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.418	0.031	0.87	1.00	0.027
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.045	$(5)_{TOTAL}-(5)_{FI}$ = 0.582	0.043	0.87	1.00	0.038

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.027	1.000	0.038	0.065
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.000	0.000
Collision with fixed object	0.744	0.020	0.870	0.033	0.053

Collision with other object	0.072	0.002	0.070	0.003	0.005
Other single-vehicle collision	0.040	0.001	0.023	0.001	0.002
Single-vehicle noncollision	0.141	0.004	0.034	0.001	0.005

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	1.00	--
Fatal and injury (FI)	--	--	--	--	1.00	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.019	1.00	1.00	0.019
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	0.019

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.462	0.065	0.528	0.015	1.00	0.008
Fatal and injury (FI)	--	--	--	--	1.00	0.008

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J

MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.055	0.164	0.219
Head-on collisions (from Worksheet 2D)	0.006	0.010	0.016
Angle collisions (from Worksheet 2D)	0.042	0.083	0.125
Sideswipe (from Worksheet 2D)	0.012	0.011	0.023
Other multiple-vehicle collision (from Worksheet 2D)	0.007	0.072	0.079
Subtotal	0.122	0.341	0.462
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.000
Collision with fixed object (from Worksheet 2F)	0.020	0.033	0.053
Collision with other object (from Worksheet 2F)	0.002	0.003	0.005
Other single-vehicle collision (from Worksheet 2F)	0.001	0.001	0.002
Single-vehicle noncollision (from Worksheet 2F)	0.004	0.001	0.005
Collision with pedestrian (from Worksheet 2G or 2I)	0.019	0.000	0.019
Collision with bicycle (from Worksheet 2J)	0.008	0.000	0.008
Subtotal	0.054	0.038	0.092
Total	0.176	0.379	0.554

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	0.6
Fatal and injury (FI)	0.2
Property damage only (PDO)	0.4

Worksheet 3A -- Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes, $N_{observed}$** (crashes/year)	**Overdispersion Parameter, k**	**Weighted adjustment, w**	**Expected average crash frequency,**
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)			Equation A-5 from Part C Appendix	Equation A-4 from Part C Appendix
ROADWAY SEGMENTS							
Multiple-vehicle nondriveway							
Segment 1	0.024	0.007	0.017		0.840	0.980	0.023
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Single-vehicle							
Segment 1	0.060	0.020	0.040		0.810	0.954	0.057
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Multiple-vehicle driveway-related							
Segment 1	0.025	0.008	0.017		0.810	0.980	0.025
Segment 2						1.000	0.000
Segment 3						1.000	0.000
Segment 4						1.000	0.000
INTERSECTIONS							
Multiple-vehicle							
Intersection 1	0.420	0.111	0.309		0.390	0.859	0.361
Intersection 2	0.462	0.122	0.341		0.390	0.847	0.392
Intersection 3						1.000	0.000
Intersection 4						1.000	0.000
Single-vehicle							
Intersection 1	0.059	0.025	0.034		0.360	0.979	0.058
Intersection 2	0.065	0.027	0.038		0.360	0.977	0.064
Intersection 3						1.000	0.000
Intersection 4						1.000	0.000
COMBINED (sum of column)	1.115	0.320	0.795	0	--	--	0.979

Worksheet 3B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	**N_{ped}**	**N_{bike}**
ROADWAY SEGMENTS		
Segment 1	0.004	0.002
Segment 2		
Segment 3		
Segment 4		
INTERSECTIONS		
Intersection 1	0.019	0.007

Intersection 2	0.019	0.008
Intersection 3		
Intersection 4		
COMBINED (sum of column)	0.042	0.017

Worksheet 3C -- Site-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	$N_{expected\ (VEHICLE)}$	$N_{expected}$
Total	$(2)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(8)_{COMB}$ Worksheet 3A	(3)+(4)+(5)
	1.1	0.0	0.0	1.0	1.0
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.3	0.0	0.0	0.3	0.3
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 3A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.8	0.0	0.0	0.7	0.7

Worksheet 4A -- Predicted Crashes by Collision and Site Type and Observed Crashes Using the Project-Level EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Collision type / Site type	**Predicted crashes**			**Observed crashes,** $N_{observed}$ (crashes/year)	**Overdispersion Parameter, k**	$N_{predicted\ w0}$ Equation A-8 $(6)*(2)^2$	$N_{predicted\ w1}$ Equation A-9 sqrt((6)*(2))	W_0 Equation A-10	N_0 Equation A-11	w_1 Equation A-12	N_1 Equation A-13	$N_{expected/comb}$ Equation A-14
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)									
ROADWAY SEGMENTS												
Multiple-vehicle nondriveway												
Segment 1	0.024	0.007	0.017	--	0.840	0.000	0.141	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
Single-vehicle												
Segment 1	0.060	0.020	0.040	--	0.810	0.003	0.220	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
Multiple-vehicle driveway-related												
Segment 1	0.025	0.008	0.017	--	0.810	0.001	0.142	--	--	--	--	--
Segment 2				--				--	--	--	--	--
Segment 3				--				--	--	--	--	--
Segment 4				--				--	--	--	--	--
INTERSECTIONS												
Multiple-vehicle												
Intersection 1	0.420	0.111	0.309	--	0.390	0.069	0.405	--	--	--	--	--
Intersection 2	0.462	0.122	0.341	--	0.390	0.083	0.425	--	--	--	--	--
Intersection 3				--				--	--	--	--	--
Intersection 4				--				--	--	--	--	--
Single-vehicle												
Intersection 1	0.059	0.025	0.034	--	0.360	0.001	0.146	--	--	--	--	--
Intersection 2	0.065	0.027	0.038	--	0.360	0.002	0.153	--	--	--	--	--
Intersection 3				--				--	--	--	--	--
Intersection 4				--				--	--	--	--	--
COMBINED (sum of column)	1.115	0.320	0.795		--	0.159	1.632	0.875	0.976	0.406	0.453	0.714

Worksheet 4B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	N_{ped}	N_{bike}
ROADWAY SEGMENTS		
Segment 1	0.004	0.002
Segment 2		
Segment 3		
Segment 4		
INTERSECTIONS		
Intersection 1	0.019	0.007
Intersection 2	0.019	0.008
Intersection 3		
Intersection 4		
COMBINED (sum of column)	0.042	0.017

Worksheet 4C -- Project-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	$N_{expected\ (vehicle)}$	$N_{expected}$
Total	$(2)_{COMB}$ from Worksheet 4A	$(2)_{COMB}$ from Worksheet 4B	$(3)_{COMB}$ from Worksheet 4B	$(13)_{COMB}$ Worksheet 4A	(3)+(4)+(5)
	1.1	0.0	0.0	0.7	0.8
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 4A	$(2)_{COMB}$ from Worksheet 4B	$(3)_{COMB}$ from Worksheet 4B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.3	0.0	0.0	0.2	0.3
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 4A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	0.8	0.0	0.0	0.5	0.5

CMF / CRF Details

CMF ID: 314

Convert minor-road stop control to all-way stop control

Description:

Prior Condition: ***No Prior Condition(s)***

Category: Intersection traffic control

Study: ***The Safety Effect of Conversion to All-Way Stop Control*****, Lovell and Hauer, 1986**

Star Quality Rating:	★★★★☆

Crash Modification Factor (CMF)	
Value:	0.3
Adjusted Standard Error:	0.06
Unadjusted Standard Error:	0.03

Crash Reduction Factor (CRF)

Value:	70 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	6
Unadjusted Standard Error:	3

Applicability

Crash Type:	All
Crash Severity:	Serious Injury,Minor Injury
Roadway Types:	Not Specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	Urban
Traffic Volume:	
Time of Day:	

If countermeasure is intersection-based

Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	Not Specified
Traffic Control:	Stop-controlled
Major Road Traffic Volume:	

Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	
Municipality:	
State:	
Country:	
Type of Methodology Used:	Simple before/after
Sample Size Used:	

Other Details

Included in Highway Safety Manual?	Yes. HSM lists this CMF in **bold** font to indicate that it has the highest reliability since it has an adjusted standard error of 0.1 or less.
Date Added to Clearinghouse:	11-01-2009
Comments:	Countermeasure name changed to match HSM

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The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the

use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.

CMF / CRF Details

CMF ID: 3034

Install raised median

Description:

Prior Condition: no raised median

Category: Access management

Study: *Analyzing Raised Median Safety Impacts Using Bayesian Methods*, Schultz et al., 2011

Star Quality Rating:	★★★★☆ [View score details]

Crash Modification Factor (CMF)	
Value:	0.61
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)

Value:	39 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	Divided by Median
Speed Limit:	
Area Type:	
Traffic Volume:	10000 to 55000 *Average Daily Traffic (ADT)*
Time of Day:	All

If countermeasure is intersection-based

Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	

Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	1998 to 2008
Municipality:	
State:	UT
Country:	USA
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size Used:	Site-years
Before Sample Size Used:	32 Site-years
After Sample Size Used:	28 Site-years

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	01-04-2012
Comments:	

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CMF / CRF Details

CMF ID: 4196

Conversion of signalized intersection into single- or multi-lane roundabout

Description:

Prior Condition: Signalized intersection

Category: Intersection geometry

Study: *Safety Effectiveness of Converting Signalized Intersections to Roundabouts*, Gross et al., 2012

Star Quality Rating:	★★★★☆ [View score details]

Crash Modification Factor (CMF)	
Value:	0.74
Adjusted Standard Error:	
Unadjusted Standard Error:	0.09

Crash Reduction Factor (CRF)

Value:	26 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	9

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Not Specified
Number of Lanes:	1
Road Division Type:	
Speed Limit:	15-35 mph
Area Type:	Urban and suburban
Traffic Volume:	
Time of Day:	All

If countermeasure is intersection-based

Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	3-leg,4-leg
Traffic Control:	Roundabout
Major Road Traffic Volume:	5300 to 52500 Annual Average Daily Traffic (AADT)

Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	2000 to 2009
Municipality:	
State:	CO, FL, IN, MD, MI, NY, NC, SC, VT, WA
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size Used:	Sites
Before Sample Size Used:	12 Sites
After Sample Size Used:	12 Sites

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	06-05-2012
Comments:	Conversion to one lane roundabout

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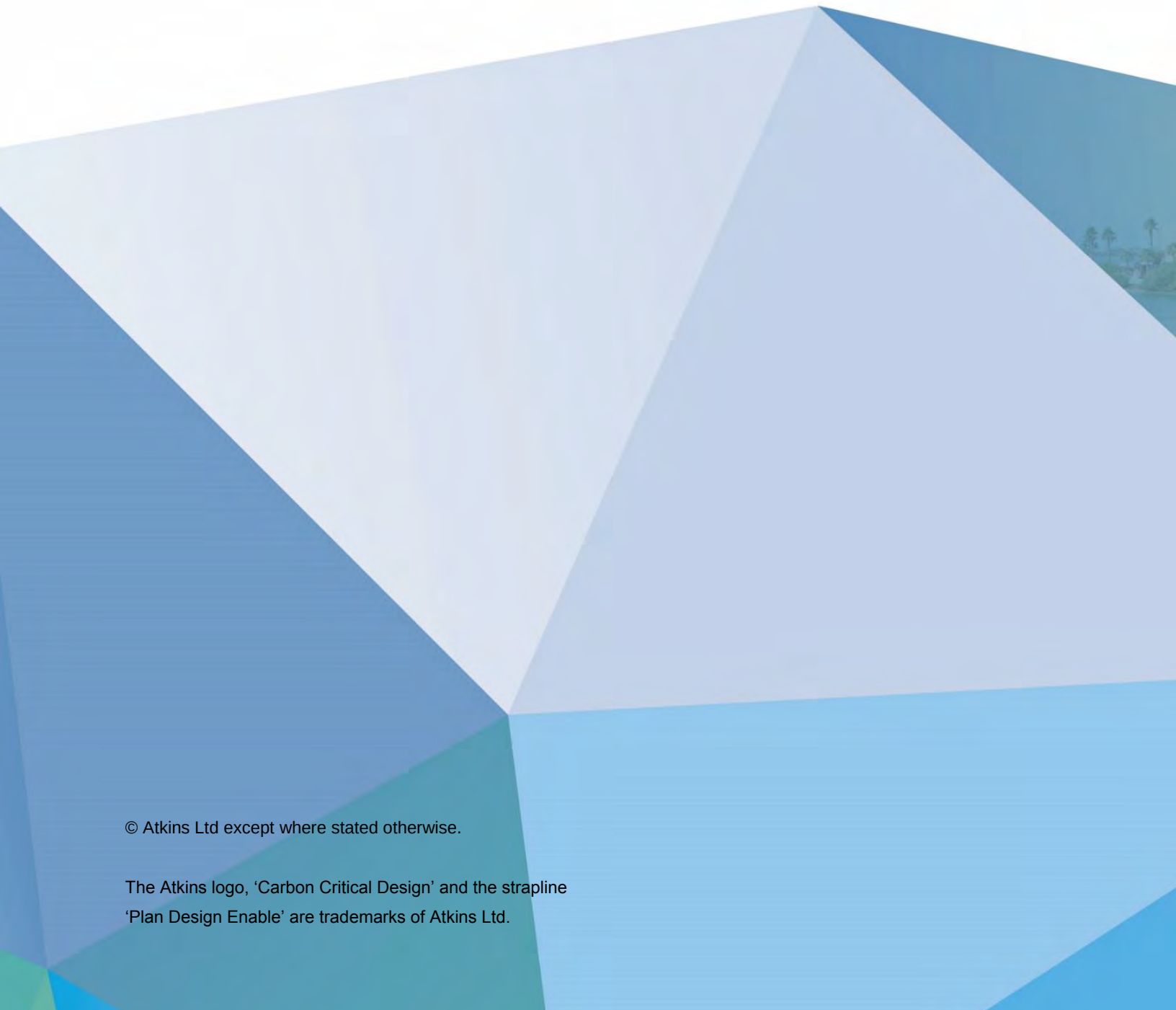

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Wetland Technical Memorandum

DESTIN CROSS TOWN CONNECTOR

From the intersection of Azalea Drive with Benning Drive to the intersection of Legion Drive with Beach Drive

FPID: None Assigned

FAP: None Assigned

The Destin Cross Town Connector is a proposed new four-lane, divided roadway that would provide the missing link in the Destin Cross Town Connector corridor that extends from the intersection of SR 30 (US 98) with Stahlman Avenue to the intersection of SR 30 (US 98) with Airport Road. The missing link will enable the Destin Cross Town Connector to operate as a parallel facility to SR 30 (US 98) thereby alleviating congestion on SR 30 (US 98).

July 2015

DESTIN CROSS TOWN CONNECTOR

City of Destin

Analyzing wetland encroachments are a vital step in the Project Development and Environmental Study (PD&E) process. As outlined in Chapter 18 of the Florida Department of Transportation (FDOT) PD&E Manual, Presidential Executive Order (EO) 11990 entitled, "Protection of Wetlands", dated May 23, 1977, establishes a National Policy to "avoid to the extent possible the long-term and short-term adverse impacts associated with the destruction or modification of wetlands and to avoid direct or indirect support of new construction in wetlands wherever there is a practicable alternative".

The United States Department of Transportation (USDOT) in implementing EO 11990 set forth its policy on wetlands in USDOT Order 5660.1A, Preservation of the Nation's Wetlands, dated August 24, 1978, which is "to assure the protection, preservation, and enhancement of the Nation's wetlands to the fullest extent practicable during the planning, construction, and operation of transportation facilities and projects. New construction in wetlands shall be avoided unless there is no practicable alternative to the construction and the proposed action includes all practicable measures to minimize harm to wetlands which may result from such construction. In making a finding of no practicable alternative, economic, environmental, and other factors may be taken into account. Some additional cost alone will not necessarily render alternatives or minimization measures impractical since additional cost would normally be recognized as necessary and justified to meet national wetland policy objectives."

Protection of wetlands and surface waters is required by Federal jurisdictional authority over wetlands is derived from Section 404 of the Clean Water Act, 1972, as amended in 1979. Section 404 relates to the discharge of fill material in "waters of the U.S.", including wetlands, and establishes the U. S. Army Corps of Engineers (USACE) as the federal agency responsible for permitting wetland impacts, with oversight by the U.S. Environmental Protection Agency (EPA). The U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) serve in an advisory role to the USACE with respect to potential wildlife or threatened and endangered species issues as authorized in the Fish and Wildlife Coordination Act, 1934, as amended. Section 401 of the Clean Water Act also established a state regulatory authority over wetlands as they relate to water quality impacts. In Florida, state authority over activities in surface waters and wetlands is administered by the Water Management Districts (WMDs) and the Florida Department of Environmental Protection (DEP). The Florida Fish and Wildlife Conservation Commission (FFWCC) advises the WMDs and DEP on wildlife issues as a requirement under the basis of review of Environmental Resource Permits.

A review of the attached National Wetland Inventory (NWI), National Resource Conservation Service (NRCS) Soils Survey, and aerial maps reveal that no wetlands occur within the project area. In addition, field verifications were based upon delineation

methods described in the Interim Regional Supplemental to the Corps of Engineers Wetland Delineations Manual: Atlantic and Gulf Coastal Plain Region, dated October 2008, and Section 62-340, Florida Administrative Codes (F.A.C), “Delineation of the Landward Extent of Wetlands and Surface Waters.” The NWI map, soils map, and field verification indicate that there are no wetlands in the study area. Adjacent flood zones are associated with Destin Harbor and Joe’s Bayou, both of which are beyond the limits of the proposed project.

NWFWMD stated in the State Clearinghouse Advance Notification comments that the project will require Environmental Resource Permit (ERP) review for stormwater permitting by the NWFWMD under Chapter 62-330, F.A.C.

However, the proposed project will not be constructed in regulatory Waters of the United States, Waters of the State, wetlands or surface waters and no work is being performed within the jurisdictional wetlands. Therefore, this project does not encroach into wetlands and a Wetland Environmental Report (WER) will not be necessary.

Exhibit A

WQIE CHECK LIST

Project Name: Destin Cross Town Connector

County: Okaloosa

FIN (Financial Number):

Federal Aid Project No: _____

Short project description: Construction of a Four lane, urban roadway with pedestrian and bicycle facilities between Benning Drive and Beach Drive.

PART 1: DETERMINATION OF WQIE SCOPE

❒ Does project increase impervious surface area? Yes No

❒ Does project alter the drainage system? Yes No

If the answer to both questions is no, complete the WQIE by checking Box A in Part 4.

❒ Do environmental regulatory requirements apply? Yes No

PART 2: PROJECT CHARACTERISTICS

20-year design ADT: 3300 Expected speed limit: 25 mi/hr

Drainage area: 11.90 acres 51.7 % Impervious 48.3 % Pervious

Land Use: 13.6 % Residential 0 % Commercial 0 % Industrial

0 % Agricultural 0 % Wetlands 0 % Other Natural

Potential large sources of pollution (identify): None

Groundwater receptor (name of aquifer or N/A): Sand & Gravel Aquifer

❒ Designated well head protection area? Yes No Name: _____

❒ Sole source aquifer Yes No Name: _____

Groundwater recharge mechanism:

Directly by rainfall.

(Notify District Drainage Engineer if karst conditions expected)

Surface water receptor (name or N/A): N/A

❒ Classification I II III IV V

Special designation (check all that apply):

❒ ONRW OFW Aquatic Preserve Wild & Scenic River

❒ Special Water SWIM Area Local Comp Plan MS4 Area

❒ Other (specify): _____

Conceptual storm water conveyances & system (check all that apply):

❒ Swales Curb and Gutter Scuppers Pipe French Drains

❒ Retention/Detention Ponds Other _____

PART 3: ENVIRONMENTAL REGULATORY REQUIREMENTS

Regulatory Agency (Check all that apply)	Reference citation for regulatory criteria **(attach copy of pertinent pages)**	Most stringent criteria (Check all that apply)
USEPA ❒		❒
FDEP ❒		❒
WMD (Specify) ☒ NWFWMD	62-346 FAC - ERP	☒
OTHER (Specify) ❒		❒

Proceed to Part 4 and check Box C.

PART 4: WQIE DOCUMENTATION

☐ Water quality is not an issue.

☐ No regulatory requirements apply to water quality issues
(Document by checking the "none" box for water quality in Section 6.C.3 of the ***Environmental Determination Form*** or Section 5.C.3 of the SEIR.

☒ Regulatory requirements apply to water quality issues. Water quality issues will be mitigated through compliance with the quantity design requirements placed by NWFWMD, an authorized regulatory agency.
(Document by checking the "none" box for water quality in Section 6.C.3 of the Environmental Determination Form or Section 5.C.3 of the SEIR.

Evaluator Name (print):
Alex Welfle

Office:
Atkins, 2114 Airport Boulevard, Suite 1450, Pensacola, FL 32504

Signature: Alex Welfle Date: 6-1-15

CHAPTER 62-346
ENVIRONMENTAL RESOURCE PERMITTING IN NORTHWEST FLORIDA

62-346.010 Policy and Purpose (Repealed)
62-346.020 General Provisions (Repealed)
62-346.030 Definitions (Repealed)
62-346.040 Formal-Determinations of the Landward Extent of Wetlands and Other Surface Waters (Repealed)
62-346.050 Permits Required (Repealed)
62-346.051 Exemptions from Permitting (Repealed)
62-346.060 Conceptual Approval Permits (Repealed)
62-346.070 Procedures to Prepare Applications and Notices for Permits, Water Quality Certification, Costal Zone Consistency Concurrence, and to Request Verification of Qualification for an Exemption (Repealed)
62-346.071 Fees (Repealed)
62-346.075 Additional Requirements and Procedures for Concurrent Review of Related Applications (Repealed)
62-346.080 Submittal of Applications and Notices for Permits and Petitions for Formal Determinations to Department and NWFWMD Offices (Repealed)
62-346.090 Processing of Notices and Applications (Repealed)
62-346.091 Documents Incorporated by Reference (Repealed)
62-346.095 Operation, Maintenance, and Inspections (Repealed)
62-346.100 Modification of Permits (Repealed)
62-346.110 Duration of Permits (Repealed)
62-346.120 Permit Extensions (Repealed)
62-346.130 Transfer of Ownership (Repealed)
62-346.140 Suspension and Revocation (Repealed)
62-346.301 Conditions for Issuance of Individual Permits (Repealed)
62-346.302 Additional Conditions for Issuance of Individual and Conceptual Approval Permits (Repealed)
62-346.381 General and Special Limiting Conditions (Repealed)
62-346.451 Emergency Authorizations and Actions (Repealed)
62-346.900 Environmental Resource Permit Forms (Repealed)

62-346.010 Policy and Purpose.

Rulemaking Authority 373.026(7), 373.043, 373.118, 373.418, 373.4145, 403.805(1) FS. Law Implemented 373.409, 373.413, 373.414(9), 373.4141, 373.4142, 373.4145, 373.416, 373.423, 373.426, 373.428, 373.429 FS. History–New 10-1-07, Amended 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.020 General Provisions.

Rulemaking Authority 373.026(7), 373.043, 373.118, 373.414, 373.4145, 373.418, 373.421, 403.805(1) FS. Law Implemented 373.413, 373.414, 373.4145, 373.416, 373.421, 373.426 FS. History–New 10-1-07, Amended 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.030 Definitions.

Rulemaking Authority 373.026(7), 373.043, 373.118, 373.414, 373.4145, 373.418, 373.421, 403.805(1) FS. Law Implemented 373.019, 373.117, 373.403, 373.413, 373.414, 373.4145, 373.416, 373.418, 373.421, 373.4211, 373.426, 403.0877, 403.813(1) FS. History–New 10-1-07, Amended 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.040 Formal-Determinations of the Landward Extent of Wetlands and Other Surface Waters.

Rulemaking Authority 373.026(7), 373.043, 373.4145, 373.421(2), 403.0877 FS. Law Implemented 373.4145, 373.421(2) FS. History–New 10-1-07, Repromulgated 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.050 Permits Required.

Rulemaking Authority 373.026(7), 373.043, 373.118, 373.4145, 373.418, 403.805(1) FS. Law Implemented 373.117, 373.118, 373.409, 373.413, 373.4132, 373.4145, 373.416, 373.426, 403.0877 FS. History–New 10-1-07, Amended 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.051 Exemptions from Permitting.

Rulemaking Authority 373.026(7), 373.043, 373.4145, 403.805(1) FS. Law Implemented 373.406, 373.4145, 403.813(1) FS. History–New 10-1-07, Amended 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.060 Conceptual Approval Permits.

Rulemaking Authority 373.026, 373.043, 373.044, 373.4145, 373.418, 380.06, 403.805(1) FS. Law Implemented 373.026, 373.409, 373.413, 373.4141, 373.4142, 373.4145, 373.416, 380.06 FS. History–New 10-1-07, Amended 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.070 Procedures to Prepare Applications and Notices for Permits, Water Quality Certification, Costal Zone Consistency Concurrence, and to Request Verification of Qualification for an Exemption.

Rulemaking Authority 373.026(7), 373.043, 373.118, 373.4145, 373.418, 403.0877, 403.805(1) FS. Law Implemented 373.026(7), 373.109, 373.117, 373.118, 373.413, 373.4141, 373.4145, 373.416, 373.426, 373.428, 403.0877 FS. History–New 10-1-07, Amended 11-1-10, 5-9-13, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.071 Fees.

Rulemaking Authority 373.026(7), 373.043, 373.109, 373.4145, 373.418, 403.805(1) FS. Law Implemented 218.075, 373.109, 373.4145, 373.418, 373.421 FS. History–New 10-1-07, Amended 4-21-09, 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.075 Additional Requirements and Procedures for Concurrent Review of Related Applications.

Rulemaking Authority 161.055, 253.03(7), 253.77, 258.43, 373.026, 373.043, 373.044, 373.418, 373.427, 403.805(1), FS. Law Implemented 120.60, 161.041, 161.055, 253.03, 253.77, 258.42, 258.43, 373.026, 373.413, 373.416, 373.427, 373.4275 FS. History–New 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.080 Submittal of Applications and Notices for Permits and Petitions for Formal Determinations to *Department and NWFWMD Offices.*

Rulemaking Authority 373.026, 373.043, 373.044, 373.118, 373.4145, 373.418, 403.805(1) FS. Law Implemented 373.026, 373.118, 373.413, 373.4145, 373.416, 373.426 FS. History–New 10-1-07, Amended 11-1-10, 5-9-13, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.090 Processing of Notices and Applications.

Rulemaking Authority 373.026(7), 373.043, 373.118, 373.413, 373.4145, 373.418, 403.805(1) FS. Law Implemented 373.109, 373.118, 373.4141,

373.4145 FS. History–New 10-1-07, Amended 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.091 Documents Incorporated by Reference.

Rulemaking Authority 373.026, 373.043, 373.044, 373.046, 373.113, 373.4145, 373.416, 373.418, 373.421, 403.805(1) FS. Law Implemented 373.026, 373.042, 373.409, 373.0421, 373.043, 373.046, 373.413, 373.4132, 373.141(9), 373.4142, 373.4145, 373.416, 373.418, 373.423, 373.426, 373.428, 373.433, 373.436, 373.439, 380.06(9), 403.813(1) FS. History–New 10-1-07, Amended 11-1-10, Repealed 2-16-12.

62-346.095 Operation, Maintenance, and Inspections.

Rulemaking Authority 373.026(7), 373.043, 373.118, 373.4145, 373.416, 373.418, 403.805(1) FS. Law Implemented 373.118, 373.4141, 373.4145, 373.416 FS. History–New 10-1-07, Amended 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.100 Modification of Permits.

Rulemaking Authority 373.026(7), 373.043, 373.118, 373.4145, 373.418, 403.805(1) FS. Law Implemented 373.026(7), 373.043, 373.109, 373.118, 373.409, 373.413, 373.4141, 373.4142, 373.4145, 373.416, 373.418, 373.429 FS. History–New 10-1-07, Amended 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.110 Duration of Permits.

Rulemaking Authority 373.026(7), 373.043, 373.118, 373.4145, 373.418, 403.805(1) FS. Law Implemented 373.118, 373.409, 373.413, 373.4142, 373.4145, 373.416, 373.426 FS. History–New 10-1-07, Amended 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.120 Permit Extensions.

Rulemaking Authority 373.026(7), 373.043, 373.118, 373.4145, 373.418, 403.805(1), FS. Law Implemented 373.118, 373.409, 373.413, 373.4145, 373.416, 373.426, 373.429 FS. History–New 10-1-07, Amended 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.130 Transfer of Ownership.

Rulemaking Authority 373.026(7), 373.043, 373.118, 373.4145, 373.418, 403.805(1), FS. Law Implemented 373.118, 373.109, 373.409, 373.413, 373.4142, 373.4145, 373.416, 373.426 FS. History–New 10-1-07, Amended 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.301 Conditions for Issuance of Individual Permits.

Rulemaking Authority 373.026(7), 373.043, 373.4145, 373.418, 403.805(1) FS. Law Implemented 373.042, 373.409, 373.413, 373.4142, 373.4145, 373.416, 373.4132, 373.426, 373.429 FS. History–New 10-1-07, Amended 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.302 Additional Conditions for Issuance of Individual and Conceptual Approval Permits.

Rulemaking Authority 373.026(7), 373.043, 373.414(9), 403.805(1) FS. Law Implemented 373.042, 373.413, 373.414, 373.416, 373.426, 380.23 FS. History–New 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.381 General and Special Limiting Conditions.

Rulemaking Authority 373.026(7), 373.043, 373.4145, 373.418, 403.805(1) FS. Law Implemented 373.117, 373.409, 373.413, 373.4142, 373.4145, 373.416, 373.418, 373.419, 373.422, 373.423, 373.426, 373.428, 403.0877 FS. History–New 10-1-07, Amended 11-1-10, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.451 Emergency Authorizations and Actions.

Rulemaking Authority 373.026(7), 373.043, 373.4145, 373.418, 403.805(1) FS. Law Implemented 120.569(2), 373.026(7), 373.119, 373.409, 373.413, 373.4145, 373.416, 373.418, 373.426, 373.439 FS. History–New 10-1-07, Repealed 11-25-13.

Editorial Note: Repealed pursuant to paragraph 373.4131(2)(c), F.S.

62-346.900 Environmental Resource Permit Forms.

Rulemaking Authority 373.026(7), 373.043, 373.118, 373.4145, 373.418, 373.421, 403.805(1) FS. Law Implemented 373.019, 373.026, 373.109, 373.117, 373.118, 373.403, 373.409, 373.413, 373.4132, 373.414, 373.4141, 373.4142, 373.4145, 373.416, 373.418, 373.419, 373.421, 373.4211, 373.423, 373.426, 373.428, 373.429, 380.06, 403.0877, 403.813(2) FS. History–New 10-1-07, Amended 11-1-10, Repealed 2-16-12.

RESOLUTION 20-23

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DESTIN, FLORIDA, ACCEPTING THE ENVIRONMENTAL IMPACT REPORT PERFORMED BY ATKINS NORTH AMERICA, INC.; ESTABLISHING THE CROSS TOWN CONNECTOR PROJECT AS A TWO-LANE FACILITY; DIRECTING STAFF TO NEGOTIATE A NEW CONTRACT BETWEEN THE CITY OF DESTIN, FLORIDA AND ATKINS NORTH AMERICA, INC., RELATING TO THE CROSSTOWN CONNECTOR PROJECT; SUPERCEDING INCONSISTENT AND CONFLICTING RESOLUTIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, The Beach Drive to Benning Drive road project is the last unconnected leg of the Cross Town Connector—an east-west roadway corridor intended to relieve traffic congestion in the City of Destin, Florida (the "Cross Town Connector Project"); and

WHEREAS, the City of Destin, Florida (the "City") and Atkins North America, Inc. ("Atkins") executed a contract (the "Contract") whereby Atkins agreed to perform a Project Development and Environment Study (the "PD&E Study") and create engineering plans for the Cross Town Connector Project; and

WHEREAS, Atkins completed the PD&E Study on January 28, 2019; and

WHEREAS, the design of the Cross Town Connector and PD&E Study were based on the Cross Town Connector Project consisting of a four-lane facility; and

WHEREAS, the City Council of the City (the "City Council") determined that a four-lane roadway in this Cross Town Connector Project area would be detrimental to the area; and

WHEREAS, to save costs, Atkins and the City can use the PD&E Study and Environmental Impact Report ("EIR") in the redesign of the Cross Town Connector Project as a two-lane facility and provide a re-evaluation of the PD&E Study indicating that a two-lane section is sufficient to accommodate the Cross Town Connector Project; and

WHEREAS, several privately owned properties located within the Cross Town Connector Project area will have to be acquired by the City to construct the Cross Town Connector Project; and

WHEREAS, Atkins has agreed to assist the City in acquiring such properties in accordance with the National Environmental Policy Act and other applicable laws; and

WHEREAS, to limit the amount of properties to be acquired, the City desires to reconfigure the design of the Benning Drive intersection from a round-a-bout to a four-way stop intersection; and

WHEREAS, the existing Contract between the City and Atkins expires December 31, 2020.

NOW, THEREFORE, BE IT RESOLVED, the City Council does hereby declare and establish the following:

Section 1. Recitals.

1. The foregoing recitals are true and correct, and incorporated into this Resolution.

Section 2. Acceptance of the EIR.

2. The City Council hereby accepts the EIR performed by Atkins, which is attached to this Resolution as Exhibit "A," and directs the City Manager to execute the EIR.

Section 3. Establishing the Cross Town Connector Project as a two-lane facility.

3. The City Council hereby declares that the Cross Town Connector Project shall be redesigned and constructed as a two-lane facility and that the City Council does not desire the design or construction of a four-lane facility.

Section 4. Directing Staff to Negotiate a new Contract between the City and Atkins relating to the Cross Town Connector Project.

4. City Staff is hereby directed to negotiate a new contract between the City and Atkins redesigning the Cross Town Connector Project. The new contract shall include a scope of services for consulting engineering services relating to roadway design services, and PD&E Study reevaluation specifically redesigning the Cross Town Connector Project as a two-lane facility and not a four-lane facility. The contract shall also specify that the Benning Drive intersection shall be reconfigured as a four-way stop intersection.

Section 5. Inconsistent and conflicting Resolutions superseded.

5. This Resolution shall supersede all inconsistent or conflicting Resolutions to the extent those Resolutions are inconsistent or conflicting for the time this Resolution is in effect.

Section 6. Severability.

6. If any portion of this Resolution is determined by any Court to be invalid, the invalid portion shall be stricken, and such striking shall not affect the validity of the remainder of this Resolution.

Section 7. Effective Date.

7. This Resolution shall be effective immediately upon adoption.

(Signatures Follow On Next Page)

PASSED AND DULY ADOPTED THIS 8th DAY OF SEPTEMBER, 2020.

By:

_____
Gary Jarvis, Mayor

ATTEST:

_____
City Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE CITY OF DESTIN, ONLY:

_____
Kimberly Romano Kopp, Esq.
City Land Use Attorney

ITEM # 2020-2702

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: September 8, 2020
TYPE OF AGENDA ITEM: Action Item

TO: City Council

THRU: Kyle Bauman, City Attorney
Webb Warren, Deputy City Manager
Kimberly Kopp, Land Use Attorney

FROM: Lance Johnson, City Manager

DATE: August 26, 2020

SUBJECT: Resolution 20-17, Providing for access to embayments located at Norriego Point.

I. BACKGROUND: On August 3rd, 2020, Council moved for staff to draft a resolution in line with the intent of cordoning off the Southerly Embayments for the general public to enjoy swimming, snorkeling, or other water based activities, and leaving the Northerly Embayment access open for private recreational boating.

Commercial activity is forbidden at all Embayments.

II. DISCUSSION:

A. Link to Strategic Goals / Objectives: Strategic Plan FY2020:
Major Projects FY20-25: Norriego Point Phase III - Recreation Components

B. Effect on Budget (EOB):

C. Level of Service (LOS):

III. CONCLUSION: Staff is presenting Resolution 20-17 for the Council's consideration.

IV. RECOMMENDED MOTION: I move that Council adopt Resolution No. 20-17, Providing for access to embayments located at Norriego Point.

Attachments:

1. NP Embayment reso
2. NP Embayment reso

RESOLUTION 20-17

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DESTIN, FLORIDA, PROVIDING FOR ACCESS TO EMBAYMENTS LOCATED AT NORRIEGO POINT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Norriego Point is a sand spit located within the City of Destin, Florida (the "City"); and

WHEREAS, Norriego Point was conveyed to the City by Okaloosa County, Florida, through a duly recorded warranty deed executed on July 13, 2010 (the "Warranty Deed"); and

WHEREAS, the Warranty Deed requires the City to use Norriego Point solely and exclusively for public park and recreational purposes; and

WHEREAS, the City and the Board of Trustees of the Internal Improvement Trust Fund of the State of Florida ("FDEP") entered into a Memorandum of Understanding (the "MOU") clarifying that the City is to manage the land located at Norriego Point solely and exclusively for public park and public recreational purposes; and

WHEREAS, the MOU required the City to create the Norriego Point Land Management Plan (the "Management Plan"); and

WHEREAS, the Management Plan prohibits any use of Norriego Point by a non-governmental person other than in such person's capacity as a member of the general public; and

WHEREAS, in December 2012, the City submitted a proposed project for consideration under the Deepwater Horizon Natural Resource Assessment Early Restoration Phase III (the "Project"); and

WHEREAS, the Project's stated purpose was to protect, stabilize, and re-establish the vast recreational opportunities of Norriego Point; and

WHEREAS, the Project was selected for and awarded funding and construction commenced; and

WHEREAS, the Project's construction phase stabilized Norriego Point and restored or created four total embayments located on Norriego Point's southwestern side (the "Embayments"); and

WHEREAS, Ordinance Number 16-15-CC prohibits commercial concession activities on Norriego Point; and

WHEREAS, the Embayments provide water-based recreational opportunities for members of the public including, but not limited to, swimming, snorkeling, kayaking, paddleboarding, and boating; and

WHEREAS, catastrophic propeller related accidents have occurred in and around City waters where boats have struck and injured swimmers; and

WHEREAS, roping or otherwise cordoning off the Embayments would significantly reduce the risk to the public's health, safety, and welfare by preventing boats from co-locating in spots where the public is swimming, snorkeling, or otherwise recreating; and

WHEREAS, unusually strong currents exist on the southwest side of Norriego Point where the Embayments are located; and

WHEREAS, roping or otherwise cordoning off the Embayments would minimize the risk of swimmers being swept out to sea by these unusually strong currents; and

WHEREAS, the anchoring or beaching by boats within the Embayments would negatively impact the environment and lead to propeller scarring of the submerged lands; and

WHEREAS, roping or otherwise cordoning off the Embayments would minimize this significant environmental risk; and

WHEREAS, recreational boaters have widespread access to Norriego Point because boats are permitted to anchor and beach on the northeast side of Norriego Point; and

WHEREAS, the City Council of the City wishes to balance the public's ability to access Norriego Point with the serious public safety, health, welfare, and environmental concerns presented if boaters are permitted to anchor or beach on Norriego Point; and

WHEREAS, the best balance between these legitimate competing interests is to permit the ingress, egress and access by boats in only the most northerly Embayment (the "Northerly Embayment") and forbid the ingress, egress, and access by boats in the remaining three, more southerly Embayments (the "Southerly Embayments"); and

WHEREAS, to balance these legitimate competing interests, the Southerly Embayments should be roped or otherwise cordoned off and no boat of any kind should be allowed access to the Southerly Embayments; and

WHEREAS, to balance these legitimate competing interests, and ensure compliance with the Warranty Deed, the MOU, the Management Plan, and Ordinance Number 16-15-CC, the Embayments should be used solely for recreational activity by the general public and under no circumstance should any commercial activity, including the dropping off of passengers by a water taxi or any other boat operated by any commercial enterprise, take place within the Embayments or the lands immediately adjacent to the Embayments; and

NOW, THEREFORE, the City Council of the City of Destin, Florida, does hereby declare and establish the following:

Section 1. Recitals.

1. The foregoing recitals are true and correct, and incorporated into this Resolution.

Section 2. Access to the Embayments.

2. The three more Southerly Embayments shall be roped or otherwise cordoned off and no boat of any kind shall be permitted to ingress, egress, or otherwise access these three Southerly Embayments.

3. The Southerly Embayments are intended for use by the general public for the purposes of swimming, snorkeling, or enjoying other recreational water-based activities.

4. The more Northerly Embayment shall not be roped or otherwise cordoned off and private, recreational boaters shall be permitted to ingress, egress, and otherwise access the Northerly Embayment.

5. No commercial activity shall be permitted in any of the Embayments or the immediately adjacent upland.

6. Commercial activity as used herein includes the dropping off of passengers by any boat, whether that boat be a water taxi or any other boat, and whether or not the passengers on such boat directly paid, indirectly paid, or paid no money for the service. The key in distinguishing commercial versus non-commercial uses is the ***frequency and intensity of the activity.***

Section 3. Severability.

7. If any portion of this Resolution is determined by any Court to by invalid, the invalid portion shall be stricken, and such striking shall not affect the validity of the remainder of this Resolution.

Section 4. Effective Date.

8. This Resolution shall be effective immediately upon adoption.

PASSED AND DULY ADOPTED BY THE CITY COUNCIL OF THE CITY OF DESTIN, FLORIDA THIS 8TH DAY OF SEPTEMBER, 2020.

_____
GARY JARVIS, MAYOR

ATTEST:

_____
REY BAILEY, CITY CLERK

APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE CITY OF DESTIN, ONLY:

_____
KYLE S. BAUMAN, ESQ.
CITY ATTORNEY

RESOLUTION 20-17

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WHEREAS, the Warranty Deed requires the City to use Norriego Point solely and exclusively for public park and recreational purposes; and

WHEREAS, the City and the Board of Trustees of the Internal Improvement Trust Fund of the State of Florida ("FDEP") entered into a Memorandum of Understanding (the "MOU") clarifying that the City is to manage the land located at Norriego Point solely and exclusively for public park and public recreational purposes; and

WHEREAS, the MOU required the City to create the Norriego Point Land Management Plan (the "Management Plan"); and

WHEREAS, the Management Plan prohibits any use of Norriego Point by a non-governmental person other than in such person's capacity as a member of the general public; and

WHEREAS, in December 2012, the City submitted a proposed project for consideration under the Deepwater Horizon Natural Resource Assessment Early Restoration Phase III (the "Project"); and

WHEREAS, the Project's stated purpose was to protect, stabilize, and re-establish the vast recreational opportunities of Norriego Point; and

WHEREAS, the Project was selected for and awarded funding and construction commenced; and

WHEREAS, the Project's construction phase stabilized Norriego Point and restored or created four total embayments located on Norriego Point's southwestern side (the "Embayments"); and

WHEREAS, Ordinance Number 16-15-CC prohibits commercial concession activities on Norriego Point; and

WHEREAS, the Embayments provide water-based recreational opportunities for members of the public including, but not limited to, swimming, snorkeling, kayaking, paddleboarding, and boating; and

WHEREAS, catastrophic propeller related accidents have occurred in and around City waters where boats have struck and injured swimmers; and

WHEREAS, roping or otherwise cordoning off the Embayments would significantly reduce the risk to the public's health, safety, and welfare by preventing boats from co-locating in spots where the public is swimming, snorkeling, or otherwise recreating; and

WHEREAS, unusually strong currents exist on the southwest side of Norriego Point where the Embayments are located; and

WHEREAS, roping or otherwise cordoning off the Embayments would minimize the risk of swimmers being swept out to sea by these unusually strong currents; and

WHEREAS, the anchoring or beaching by boats within the Embayments would negatively impact the environment and lead to propeller scarring of the submerged lands; and

WHEREAS, roping or otherwise cordoning off the Embayments would minimize this significant environmental risk; and

WHEREAS, recreational boaters have widespread access to Norriego Point because boats are permitted to anchor and beach on the northeast side of Norriego Point; and

WHEREAS, the City Council of the City wishes to balance the public's ability to access Norriego Point with the serious public safety, health, welfare, and environmental concerns presented if boaters are permitted to anchor or beach on Norriego Point; and

WHEREAS, the best balance between these legitimate competing interests is to permit the ingress, egress and access by boats in only the most northerly Embayment (the "Northerly Embayment") and forbid the ingress, egress, and access by boats in the remaining three, more southerly Embayments (the "Southerly Embayments"); and

WHEREAS, to balance these legitimate competing interests, the Southerly Embayments should be roped or otherwise cordoned off and no boat of any kind should be allowed access to the Southerly Embayments; and

WHEREAS, to balance these legitimate competing interests, and ensure compliance with the Warranty Deed, the MOU, the Management Plan, and Ordinance Number 16-15-CC, the Embayments should be used solely for recreational activity by the general public and under no circumstance should any commercial activity, including the dropping off of passengers by a water taxi or any other boat operated by any commercial enterprise, take place within the Embayments or the lands immediately adjacent to the Embayments; and

NOW, THEREFORE, the City Council of the City of Destin, Florida, does hereby declare and establish the following:

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Section 2. Access to the Embayments.

2. The three more Southerly Embayments shall be roped or otherwise cordoned off and no boat of any kind shall be permitted to ingress, egress, or otherwise access these three Southerly Embayments.

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5. No commercial activity shall be permitted in any of the Embayments or the immediately adjacent upland.

6. Commercial activity as used herein includes the dropping off of passengers by any boat, whether that boat be a water taxi or any other boat, and whether or not the passengers on such boat directly paid, indirectly paid, or paid no money for the service. The key in distinguishing commercial versus non-commercial uses is the ***frequency and intensity of the activity.***

Section 3. Severability.

7. If any portion of this Resolution is determined by any Court to by invalid, the invalid portion shall be stricken, and such striking shall not affect the validity of the remainder of this Resolution.

Section 4. Effective Date.

8. This Resolution shall be effective immediately upon adoption.

PASSED AND DULY ADOPTED BY THE CITY COUNCIL OF THE CITY OF DESTIN, FLORIDA THIS 8TH DAY OF SEPTEMBER, 2020.

_____
GARY JARVIS, MAYOR

ATTEST:

_____
REY BAILEY, CITY CLERK

APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE CITY OF DESTIN, ONLY:

_____
KYLE S. BAUMAN, ESQ.
CITY ATTORNEY

ITEM # 2020-2749

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: September 8, 2020
TYPE OF AGENDA ITEM: City Manager Report

TO: City Council

THRU: Lisa Firth, Parks & Rec Director
Krystal Strickland, Finance Director
Webb Warren, Deputy City Manager
Lance Johnson, City Manager
Kyle Bauman, City Attorney

FROM: Jeffrey Cozadd, Grants Manager

DATE: September 1, 2020

SUBJECT: Interlocal Agreement for TDC funding

I. BACKGROUND: On April 8, 2020 two project funding requests were submitted to the Okaloosa Tourism Development Council for their FY21 budget.

The first project that we requested funding for was the water front parks program that included funding for the annual expenses of operating and maintaining beach and harbor amenities. This is a funding request that we have made annual for many years. It has been traditionally funded at a similar level to this year's request. The city of Destin's FY21 request was in the amount of $459,000.

The second funding request was for additional public safety services from both the Okaloosa County Sheriff's office and Destin Fire Control District. This project was to include additional beach and harbor units from the Sheriff's Office and year round life guards for Norriego Point from the Destin Fire Control District. This request was for a new project that had not been previously funded. The amount of the FY21 request was $528,564.

It was announced on May 22, 2020 that the City of Destin's waterfront parks funding request would be funded and maintain it's current funding level of $459,000. It was also announced that no new projects were funded in the FY21 budget.

II. DISCUSSION: The TDC has provided the interlocal agreement for the City of Destin to execute. This agreement for the waterfront parks funding is in the amount of $459,000.

The budget for this agreement is included and has been a joint effort between the city's finance department and Okaloosa County.

This funding is to be provided on a reimbursement basis for eligible expenses related to the annual expense of operating and maintaining beach and harbor amenities.

A. Link to Strategic Goals / Objectives: Strategic Plan 2020: Strategic Focus 2025 - World class beach, fishing and harbor

B. Effect on Budget (EOB): FY2021 increase in grant funding (01300-337710/337711) of $459,000.

The detailed budget is shown as Exhibit A in the attached agreement and is maintained and recorded in org code 0157291 Beach Operations.

C. Level of Service (LOS): Increased level of service for tourist provided amenities along the beach and harbor.

III. CONCLUSION: Staff recommends that the interlocal agreement be executed and returned to the county.

IV. RECOMMENDED MOTION: I move to authorize and direct the Mayor to execute the Interlocal Agreement with Okaloosa County for waterfront access maintenance and capital improvements.

Attachments:

1. FY21 Destin Waterfront

INTERLOCAL AGREEMENT FOR WATERFRONT ACCESS MAINTENANCE AND CAPITAL IMPROVEMENTS

THIS INTERLOCAL AGREEMENT (the "Agreement") is made and entered into on the effective date below by and between OKALOOSA COUNTY, FLORIDA, a political subdivision of the State of Florida (hereinafter referred to as "the County") and CITY OF DESTIN, a Florida municipal corporation (hereinafter referred to as "the City").

WHEREAS, the County finds that maintaining and enhancing its waterfront and beach accesses is an essential component of promoting the sub-county taxing district as a tourist destination; and

WHEREAS, the City provides gulf front parks, beach access ways, and a harbor boardwalk frequented by tourists; and

WHEREAS, the County determines it would be in the best interest of its visitors to support the City for the purposes set forth herein.

NOW, THEREFORE, acting pursuant to their statutory authority and in consideration of the mutual covenants and agreements of the parties, the County and the City agree as follows:

Section 1. Recitals. The above recitals are true and accurate and are incorporated herein as essential terms of the Agreement.

Section 2. City's Responsibilities. The City shall provide and maintain three (3) gulf front parks, eight (8) beach access ways, and a harbor boardwalk as more fully described in the scope of services as set forth in EXHIBIT A attached hereto and incorporated by reference.

The City shall provide a point-of-contact for the services provided under this Agreement. The point of contact shall be available to the County at all times as necessary for the proper performance of this Agreement by the City.

The City shall place the Okaloosa County tourist development logo ("Logo") as appropriate at locations provided for under this Agreement. Additionally, the City agrees to work with the County to enhance marketing efforts of the sub-county taxing district. Such marketing efforts may include, but not be limited to, social media development and interaction, public relations and publicity initiatives, webpage links and landing pages, and photograph and video.

Section 3. County's Responsibilities. The County agrees to pay the City FOUR HUNDRED FIFTY NINE THOUSAND DOLLARS ($459,000.00) for annual maintenance and capital outlay costs for the fiscal year October 1, 2020 to September 30, 2021 as set forth in EXHIBIT A. Payment shall be made on a reimbursement basis upon receipt of an invoice.

Invoicing detail shall be in sufficient detail for pre- and post-audit review to insure the services were performed and that the correct amount has been invoiced. Invoices shall include backup documentation detailing expenditure transactions, including but not limited to transaction date, vendor name, and purpose of transaction. Invoices shall be itemized such that the description of services performed is consistent with the description of expenses as set forth in

EXHIBIT A. The City is authorized to shift expenses between line items so long as the total annual amount is not exceeded.

Payment may be reduced as necessary in the event of a storm or other occurrence that results in decreased visitation and consequently a significant decrease in tourist development tax revenue.

In the event a portion of an invoice submitted to the County for payment to the City, as specified above, is disputed, payment for the disputed amount may be withheld pending resolution of the dispute, and the remainder of the invoice will be processed for payment without regard to that portion which is in dispute.

If County funds are provided for reimbursement of the purchase of a capital item – "capital item" means property of a non-consumable nature with a value of $1,000 or more and normal expected life of one (1) year or more – then the proceeds from subsequent disposal of such capital item (e.g. sale, trade-in, auction) shall be refunded to the County. The County shall retain the right of first refusal prior to the City's disposal of any capital item funded by tourist development tax dollars.

Section 4. Use of County Funds. The funds set forth in Section 3 above shall be used to pay for costs and expenses as set forth in EXHIBIT A. The parties acknowledge that these services are being funded exclusively through proceeds of the Tourist Development Taxes levied by the Okaloosa County Board of County Commissioners. In the event that it is legally determined that such Tax proceeds may not be used for these purposes, then this Agreement shall terminate immediately with services previously rendered by the City being payable as described under Section 5 below.

Section 5. Non-Appropriation of Funds. The City hereby acknowledges that this Agreement is completely dependent on the appropriate of legally available funds by the County and agrees that in the event such funds are not appropriated for any reason this Agreement shall terminate and be considered as void. If the Agreement is terminated by the County as provided herein, the City will be paid the prorated amount for services actually performed up to the date of termination.

Section 6. Effective Date and Term of Agreement. This Agreement shall be effective on October 1, 2020 and terminate on September 30, 2021, unless terminated earlier in accordance with the provision contained in this Agreement.

Section 7. Termination. Either party may terminate this Agreement by giving thirty (30) days' written notice to the other party of its intent to terminate this Agreement.

Section 8. Records & Audit. For the services performed under this Agreement, the City shall maintain books, records, documents, and other evidence according to generally accepted governmental accounting principles, procedures, and practices which sufficiently and properly reflect all cots and expenditures of any nature, incurred by the City in connection with the services performed under this Agreement.

IF THE CITY HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CITY'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT,

CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT OKALOOSA COUNTY RISK MANAGEMENT DEPARTMENT 5479 OLD BETHEL ROAD CRESTVIEW, FL 32536 PHONE: (850) 689-5977 riskinfo@myokaloosa.com.

The City must comply with the public records laws, Chapter 119, F.S., specifically the City must:

a. Keep and maintain public records required by the County to perform the service.
b. Upon request from the County's custodian of public records, provide the County with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in chapter 119 Florida Statutes or as otherwise provided by law.
c. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of the contract if the City does not transfer the records to the County.
d. Upon completion of the contract, transfer, at no cost, to the County all public records in possession of the City or keep and maintain public records required by the County to perform the service. If the City transfers all public records to the public agency upon completion of the contract, the City shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the City keeps and maintains public records upon completion of the contract, the City shall meet all applicable requirements for retaining the public records. All records stored electronically must be provided to the public agency, upon the request from the public agency's custodian of public records, in a format that is compatible with the information technology systems of the public agency.

The County shall have the right from time to time at its sole expense to audit the compliance by the City with the terms, conditions, obligations, limitations, restrictions and requirements of this Agreement and such right shall extend for a period of three (3) years after termination of this Agreement. However, notwithstanding the above, no books, records, documents, or other evidence reflecting all costs and expenditures incurred under this Agreement shall be destroyed until proper authorization for the disposal has been received pursuant to Florida law.

Section 9. Disclaimer of Third Party Beneficiaries. This Agreement is solely for the benefit of the parties and no right or cause of action shall accrue to or for the benefit of any third party that is not a formal party hereto. Nothing in this Agreement, express or implied, is intended or shall be construed to confer upon or give any person or corporation other than the parties any right, remedy, or claim under or by reason of this Agreement or any provisions or conditions of it; and all of the provisions, covenants, and conditions herein contained shall inure to the sole benefit of and shall be binding upon the parties.

Section 10. Authority. Each party represents and warrants that it, through its elected board, has the right, power, and authority to execute and deliver this Agreement and to perform all of the obligations stated herein.

Section 11. Notice. If written notice to a party is required under this Agreement, such notice shall be given by hand delivery, recognized overnight delivery service, or by first class mail, registered and return receipt requested.

As to the County as follows:

County Administrator
Okaloosa County
1250 Eglin Pkwy N
Suite 102
Shalimar, FL 32579

As to the City as follows:

City Manager
City of Destin
4200 Indian Bayou Trail
Destin, FL 32541

Section 12. Entire Agreement. This Agreement represents the entire understanding between the parties with respect to the undertakings covered hereunder and there are no oral or collateral agreements with respect thereto between the parties.

Section 13. Governing Law and Venue. The validity, construction and performance of this Agreement shall be governed by the laws of the State of Florida. Venue for any action arising out of this Agreement shall be in Okaloosa County, Florida.

Section 14. Construction. The parties acknowledge and agree that this Agreement has been drafted jointly by the parties and that no uncertainty or ambiguity as to the proper application or interpretation of the Agreement or any term herein is to be construed against either party as the drafter of the Agreement.

Section 15. Assignment. This Agreement shall not be assigned except by consent of the parties.

Section 16. Indemnification. Subject to the limitations provided in section 768.28, Florida Statutes, and without otherwise waiving sovereign immunity, both parties shall indemnify and hold harmless the other from and against any and all third party claims, demands, damages, losses, and expenses, including attorney's fees and costs, arising out of this Agreement, except for those claims, demands, damages, losses, and expenses arising out of the other party's negligence, malfeasance, nonfeasance, or misfeasance.

Section 17. Severability. If any portion of the Agreement, the deletion of which would not adversely affect the receipt of any material benefit by either party, is for any reason held or declared to be invalid or unenforceable, such determination shall not affect the remaining portions of this Agreement. If this Agreement or any portion of this Agreement is held or declared to be inapplicable to any person, property or circumstance, such determination shall not affect its applicability to any other person, property or circumstance.

Section 18. Federal Requirements. During the performance of this Agreement, the parties shall comply with the Federal Regulations as set forth in Exhibit B. Exhibit B is expressly incorporated herein as part of the contract.

IN WITNESS WHEREOF, the parties hereto, by and through the undersigned, have entered into this Agreement.

CITY OF DESTIN

By: _____
Gary Jarvis, Mayor

Dated: _____

ATTEST:

By: _____
Rey Bailey, City Clerk

BOARD OF COUNTY COMMISSIONERS OF OKALOOSA COUNTY, FLORIDA

By: _____
Robert A. "Trey" Goodwin III, Chairman

Dated: _____

ATTEST:

By: _____
J.D. Peacock II, Clerk of Circuit Court

EXHIBIT A

SCOPE OF SERVICES

City of Destin FY2021
TDC Funding Request

	PERSONNEL SERVICES			
	Benefits	$	60,089	
	Wages	$	190,870	=182373.44 REGULAR+8497 OT
	TOTAL PERSONNEL SERVICES	**$**	**250,960**	
	OPERATING EXPENSES			
534000	**CONTRACT SERVICES**			Pest Control, Maintaining/Cleaning Bathrooms, etc
	June White Decker Park:	$	2,500	
	Shores at Crystal Beach Park:	$	2,500	
	Unimproved Beach Accesses (8)	$	1,000	
	Norriego Point Park:	$	1,000	
	Harbor Boardwalk:	$	24,500	
	TOTAL CONTRACT SERVICES	**$**	**31,500**	
540000	**TRAVEL/TRAINING**			
	Travel to Professional Training Locations	$	2,000	
	TOTAL TRAVEL	**$**	**2,000**	
543000	**UTILITIES[1]**			Gulf Power and Destin Water Users
	June White Decker Park:			
	Shores at Crystal Beach Park:			
	Unimproved Beach Accesses (8)			
	Norriego Point Park:			
	Harbor Boardwalk:			
	TOTAL UTILITIES	**$**	**21,000**	
544000	**RENTS AND LEASES**	$	1,000	
	TOTAL RENTS/LEASES	**$**	**1,000**	
546000	**REPAIRS AND MAINTENANCE**			
	June White Decker Park:	$	4,515	
	Shores at Crystal Beach Park:	$	4,500	
	Unimproved Beach Accesses (8)	$	10,249	
	Norriego Point Park:	$	5,000	
	Harbor Boardwalk:	$	20,860	
	TOTAL REPAIRS/MAINTENANCE	**$**	**45,124**	
547000	**PRINTING AND BINDING**			Public Announcements (i.e. closures)
	June White Decker Park:	$	100	
	Shores at Crystal Beach Park:	$	100	
	Unimproved Beach Accesses (8)	$	145	
	Norriego Point Park:	$	500	
	Harbor Boardwalk:	$	500	
	TOTAL PRINTING & BINDING	**$**	**1,345**	
552000	**OPERATING SUPPLIES[3]**			Disinfectants, paper products, mulch, liners, gloves, etc
	June White Decker Park:	$	10,000	
	Shores at Crystal Beach Park:	$	10,000	
	Unimproved Beach Accesses (8)	$	10,000	
	Norriego Point Park:	$	4,671	
	Harbor Boardwalk:	$	10,000	
	TOTAL OPERATING SUPPLIES	**$**	**44,671**	
553000	**ROAD MATERIALS & SUPPLIES**			
	Beach Access	$	-	
	TOTAL ROAD MATERIALS			
545000	**INSURANCE PREMIUMS[2]**			
	June White Decker Park:			
	Shores at Crystal Beach Park:			
	Norriego Point			
	Harbor Boardwalk:			
	TOTAL INSURANCE PREMIUMS	**$**	**24,000**	
	TOTAL OPERATING EXPENSES	**$**	**170,640**	
	CAPITAL OUTLAY			
563000	**INFRASTRUCTURE**			
	Boardwalk Restoration Project	$	37,400	
	TOTAL CAPITAL OUTLAY	**$**	**37,400**	
	GRAND TOTAL	**$**	**459,000**	

Exhibit B

Title VI Clauses for Compliance with Nondiscrimination Requirements

Compliance with Nondiscrimination Requirements

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

Compliance with Regulations: The contractor (hereinafter includes consultants) will comply with the Title VI List of Pertinent Nondiscrimination Acts And Authorities, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

Non-discrimination: The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Nondiscrimination Acts and Authorities, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR part 21.

Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Nondiscrimination Acts And Authorities on the grounds of race, color, or national origin.

Information and Reports: The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the sponsor or the Federal Aviation Administration to be pertinent to ascertain compliance with such Nondiscrimination Acts And Authorities and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the sponsor or the Federal Aviation Administration, as appropriate, and will set forth what efforts it has made to obtain the information.

Sanctions for Noncompliance: In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the sponsor will impose such contract sanctions as it or the Federal Aviation Administration may determine to be appropriate, including, but not limited to:

a. Withholding payments to the contractor under the contract until the contractor complies; and/or

b. Cancelling, terminating, or suspending a contract, in whole or in part.

Incorporation of Provisions: The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the sponsor or the Federal Aviation Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the sponsor to enter into any litigation to protect the interests of the sponsor. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

Title VI List of Pertinent Nondiscrimination Acts and Authorities

Title VI List of Pertinent Nondiscrimination Acts and Authorities

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq*., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 CFR part 21 (Non-discrimination In Federally-Assisted Programs of The Department of Transportation—Effectuation of Title VI of The Civil Rights Act of 1964);
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq*.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq*.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act of 1990, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 – 12189) as implemented by Department of Transportation regulations at 49 CFR parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;

Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);

Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

FEDERAL FAIR LABOR STANDARDS ACT (FEDERAL MINIMUM WAGE)

All contracts and subcontracts that result from this solicitation incorporate by reference the provisions of 29 CFR part 201, the Federal Fair Labor Standards Act (FLSA), with the same force and effect as if given in full text. The FLSA sets minimum wage, overtime pay, recordkeeping, and child labor standards for full and part time workers.

The [*contractor* | *consultant*] has full responsibility to monitor compliance to the referenced statute or regulation. The [*contractor* | *consultant*] must address any claims or disputes that arise from this requirement directly with the U.S. Department of Labor – Wage and Hour Division

OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970

All contracts and subcontracts that result from this solicitation incorporate by reference the requirements of 29 CFR Part 1910 with the same force and effect as if given in full text. Contractor must provide a work environment that is free from recognized hazards that may cause death or serious physical harm to the employee. The Contractor retains full responsibility to monitor its compliance and their subcontractor's compliance with the applicable requirements of the Occupational Safety and Health Act of 1970 (20 CFR Part 1910). Contractor must address any claims or disputes that pertain to a referenced requirement directly with the U.S. Department of Labor – Occupational Safety and Health Administration.

E-VERIFY

Enrollment and verification requirements.

(1) If the Contractor is not enrolled as a Federal Contractor in E-Verify at time of contract award, the Contractor shall-

a. Enroll. Enroll as a Federal Contractor in the E-Verify Program within thirty (30) calendar days of contract award;

b. Verify all new employees. Within ninety (90) calendar days of enrollment in the E-Verify program, begin to use E-Verify to initiate verification of employment eligibility of all new hires of the Contractor, who are working in the United States, whether or not assigned to the contract, within three (3) business days after the date of hire (but see paragraph (b)(3) of this section); and,

c. Verify employees assigned to the contract. For each employee assigned to the contract, initiate verification within ninety (90) calendar days after date of enrollment or within thirty (30) calendar days of the employee's assignment to the contract, whichever date is later (but see paragraph (b)(4) of this section.)

(2) If the Contractor is enrolled as a Federal Contractor in E-Verify at time of contract award, the Contractor shall use E-Verify to initiate verification of employment eligibility of

a. All new employees.

i. Enrolled ninety (90) calendar days or more. The Contractor shall initiate verification of all new hires of the Contractor, who are working in the United States, whether or not assigned to the contract, within three (3) business days after the date of hire (but see paragraph (b)(3) of this section); or

b. Enrolled less than ninety (90) calendar days. Within ninety (90) calendar days after enrollment as a Federal Contractor in E-Verify, the Contractor shall initiate verification of all new hires of the contractor, who are working in the United States, whether or not assigned to the contract, within three (3) business days after the date of hire (but see paragraph (b)(3) of this section; or

ii. Employees assigned to the contract. For each employee assigned to the contract, the Contractor shall initiate verification within ninety (90) calendar days after date of contract award or within thirty (30) days after assignment to the contract, whichever date is later (but see paragraph (b)(4) of this section.)

(3) If the Contractor is an institution of higher education (as defined at 20 U.S.C. 1001(a)); a State of local government or the government of a Federally recognized Indian tribe, or a surety performing under a takeover agreement entered into with a Federal agency pursuant to a performance bond, the Contractor may choose to verify only employees assigned to the contract, whether existing employees or new hires. The Contractor shall follow the applicable verification requirements of (b)(1) or (b)(2), respectively, except that any requirement for verification of new employees applies only to new employees assigned to the contract.

(4) Option to verify employment eligibility of all employees. The Contractor may elect to verify all existing employees hired after November 6, 2986 (after November 27,

2009, in the Commonwealth of the Northern Mariana Islands), rather than just those employees assigned to the contract. The Contractor shall initiate verification for each existing employee working in the United States who was hired after November 6, 1986 (after November 27, 2009, in the Commonwealth of the Northern Mariana Islands), within one hundred eighty (180) calendar days of-

i. Enrollment in the E-Verify program; or

ii. Notification to E-Verify Operations of the Contractor's decision to exercise this option, using the contract information provided in the E-Verify program Memorandum of Understanding (MOU)

(5) The Contractor shall comply, for the period of performance of this contract, with the requirements of the E-Verify program MOU.

i. The Department of Homeland Security (DHS) or the Social Security Administration (SSA) may terminate the Contractor's MOU and deny access to the E-Verify system in accordance with the terms of the MOU. In such case, the Contractor, will be referred to a suspension or debarment official.

ii. During the period between termination of the MOU and a decision by the suspension or debarment official whether to suspend or debar, the contractor is excused from its obligations under paragraph (b) of this clause. If the suspension or debarment official determines not to suspend or debar the Contractor, then the Contractor must reenroll in E-Verify.

iii. Web site. Information on registration for and use of the E-Verify program can be obtained via the Internet at the Department of Homeland Security Web site: http://www.dhs.gov/E-Verify.

Individuals previously verified. The Contractor is not required by this clause to perform additional employment verification using E-Verify for any employee-

(a) Whose employment eligibility was previously verified by the Contractor through the E-Verify program;

(b) Who has been granted and holds an active U.S. Government security clearance for access to confidential, secret, or top secret information in accordance with the National Industrial Security Program Operating Manual; or

(c) Who has undergone a completed background investigation and been issued credentials pursuant to Homeland Security Presidential Directive (HSPD)-12. Policy for a Common Identification Standard for Federal Employees and Contractors.

Subcontracts. The Contractor shall include the requirements of this clause, including this paragraph € (appropriately modified for identification of the parties in each subcontract that-

(1) Is for-(i) Commercial and noncommercial services (except for commercial services that are part of the purchase of a COTS item (or an item that would be a COTS item, but for minor modifications), performed by the COTS provider, and are normally provided for that COTS item); or

(ii) Construction;

(2) Has a value of more than $3,500; and

(3) Includes work performed in the United States.

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ITEM # 2020-2746

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: September 8, 2020
TYPE OF AGENDA ITEM: Action Item

TO: City Council

THRU: Jeffrey Cozadd, Grants Manager
Kyle Bauman, City Attorney
Webb Warren, Deputy City Manager
Lance Johnson, City Manager

FROM: Krystal Strickland, Finance Director

DATE: September 2, 2020

SUBJECT: Debt Financing Update

I. BACKGROUND: At the August 17, 2020 meeting, tentative financing plans were presented to council. Today staff wishes to provide an update on the two options that were being considered at the time. Finance staff would like to align the payment of $4.3 million for beach property acquisitions with the remaining 9 years of Okaloosa Half-Penny Discretionary Surtax receipts. In addition, because rates are currently very low, finance staff wished to look into potential savings of refinancing the $4 million 2015 A bank loan.

One option considered was to issue two separate bank loan requests for proposals. One in October for $5.3 million to refund the bank loan and to reimburse the general fund for the first beach acquisition, and a second RFP for $3 million in February 2021 to reimburse general fund for the second round of beach acquisitions.

The second option considered was to issue only one bank loan RFP in the amount of $8.3 million in the Spring of 2021.

II. DISCUSSION: After careful review of the pros and cons of both options, finance staff has decided that the potential interest rate risk and bank qualification issues are not significant enough to offset the potential savings on costs of issuance and rate benefits related to issuing one larger debt instrument.

At the August 17, 2020 Council meeting, Council members requested additional information regarding the history of the 2015A Bonded Debt. In 1999, the City of Destin issued revenue bonds in the amount of $20,245,000 "to finance various municipal facilities improvements and other capital improvement projects."

These funds were used during Fiscal Years 1999 - 2002 to build the Library, Sports Complex, and Public Works Facility. This bonded debt was refinanced in 2005 and again in 2015. The current interest rate is 2.71%, the debt matures on November 1, 2029, and the principal balance is currently $4,035,000.

A. Link to Strategic Goals / Objectives: Strategic Plan 2020:
Strategic Focus 2025 - Financially sound city providing service value

B. Effect on Budget (EOB): No effect.

C. Level of Service (LOS): Maintaining proper fund balances and cash cash flows for operations and capital projects.

III. CONCLUSION: Finance staff recommend at this time to solicit one bank RFP in the spring of 2021 when a closing date is known for the next two parcels. Finance staff will continue to monitor the financial markets with the aide of the City's Financial Advisor and Bond Counsel in case of changes, and will report back to Council with periodic updates.

IV. RECOMMENDED MOTION: Not applicable.

Attachments:
None

ITEM # 2020-2753

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: September 8, 2020
TYPE OF AGENDA ITEM: Action Item

TO: City Council

THRU: Lance Johnson, City Manager
Kimberly Kopp, Land Use Attorney
Kyle Bauman, City Attorney
Jeffrey Cozadd, Grants Manager
Krystal Strickland, Finance Director

FROM: Webb Warren, Deputy City Manager

DATE: September 1, 2020

SUBJECT: Purchase Agreement with The Trust for Public Land, Inc. for Crystal Port

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I. BACKGROUND: The City's 2020 Strategic Plan identified public beach acquisition as the Council's top priority for the Fiscal Year 2020. The City has partnered with The Trust for Public Land in this endeavor. The Trust is under contract to purchase three properties located adjacent to the City's existing public access, the Shore of Crystal Beach Park. At its August 3, 2020, regular Council Meeting the Council directed City staff to bring three purchase agreements back to Council for approval as soon as legally possible.

II. DISCUSSION: The attached Bulk Purchase and Sale Agreement is for the property located immediately west of the Shore at Crystal Beach Park. The purchase price is $3,400,000 and the transaction is scheduled to close on October 30, 2020. Funding for the project has already been identified. The County will fund 59% ($1,394,000) of the purchase and the City will fund 41% ($1,394,000).

Purchase Agreements between the City and the Trust for the two properties located East of the Shore at Crystal Beach Park will be brought to Council for consideration as quickly as possible. Staff and attorneys for the City and County are continuing to work through issues relating to Crystal Beach East #1-the property located immediately east of the City's existing park. The respective staff and attorneys expect these issues to be resolved within the month. Once resolved, City staff and attorneys will present the purchase agreements for the properties identified as Crystal Beach East #1 and Crystal Beach East #2 to the

City Council for consideration. Closing on these properties is targeted for late 2020 and/or very early 2021.

Attorneys for both the County and City continue drafting an Interlocal Agreement between the parties describing generally how the overall public park will be designed, how the property will be managed, and other related items. The attorneys expect to bring the Interlocal Agreement to the City Council for consideration prior to the October 30, 2020, closing of the Crystal Port transaction.

A. Link to Strategic Goals / Objectives: 2020 Strategic Plan:
#1 Priority Council Objective - Public Beach Initiative/Acquisition of Beach Front

B. Effect on Budget (EOB):

30557337 Oka TDC Funded	$ 6,254,000	
30558312 Oka 1/2 Penny	2,346,000	
30558500 Gen Fund Capital	2,000,000	
FY21 Proposed Appropriation	**$ 10,600,000**	
30557337 Oka TDC Funded	0	
30558312 Oka 1/2 Penny	0	
30558500 Gen Fund Capital	0	
Previous Expenses/Encumbrances	0	
Available Program Budget	**10,600,000**	
30557337 Oka TDC Funded	2,006,000	59%
30558312 Oka 1/2 Penny	1,394,000	41%
This Agreement	**3,400,000**	
FY 21 Remaining Program Budget	**$ 7,200,000**	

OBJ 561000
LAND

PROJ CM001
Beach Acquisition

C. **Level of Service (LOS):** Increased Level of Service

III. CONCLUSION: Entering into the attached Purchase Agreement represents the next step in completing phase 1 of the City's public beach expansion efforts.

IV. RECOMMENDED MOTION: I move to authorize and direct the City Manager to enter into the attached Purchase Agreement for the property identified as Crystal Port and enter into minor addendums thereto if necessary.

Attachments:

1. PS TPL to Destin - Crystal Port - final

BULK PURCHASE AND SALE AGREEMENT

THIS BULK PURCHASE AND SALE AGREEMENT ("Agreement") entered into this _____ day of _____, 2020, between **THE TRUST FOR PUBLIC LAND, a nonprofit California corporation**, whose address is 306 N. Monroe St., Tallahassee, FL 32301, ("Seller"), and **THE CITY OF DESTIN, FLORIDA**, whose address is 4200 Indian Bayou Trail, Destin, Florida, 32541, ("Buyer") (Seller and Buyer are collectively hereinafter referred to as the "Parties").

RECITALS

A. The addresses and telephone numbers of the Parties to this Agreement are as follows:

SELLER

The Trust for Public Land
306 N. Monroe Street
Tallahassee, FL 32301

Attention: Kate Brown
Telephone: 850-661-2788
Email:

With a copy to:

Peter Fodor, Legal Director
The Trust for Public Land
306 North Monroe Street
Tallahassee, FL 32301

Telephone: 850-222-7911, Ext. 29
Email: Pete.Fodor@tpl.org

BUYER:

City of Destin
4200 Indian Bayou Trail
Destin, FL 32541

Attention: Webb Warren
Telephone: 850-685-6077
Email: wwarren@cityofdestin.com

With a copy to:

Kyle Bauman, City Attorney
Anchors Smith Grimsley
909 Mar Walt Dr, Suite 1014
Fort Walton Beach, FL, 32547

Telephone: 850-863-4064
Email:kbauman@asglegal.com

B. Seller has disclosed and Buyer acknowledges and agrees that Seller has a binding Option Agreement on that certain real properties in Okaloosa County, Florida, which properties are more particularly described in Exhibit "A" attached hereto and incorporated herein by this reference (hereinafter these properties will collectively be referred to as the "Property"). The Property is not presently owned by Seller and Seller's obligations under this Agreement are contingent upon Seller acquiring marketable fee simple title from the current owner. The Property includes any and all improvements, fixtures, timber, water, minerals located thereon, and any and all appurtenant rights, including but not limited to, riparian and littoral rights, timber rights access rights and mineral rights.

C. Seller wishes to sell the Property to Buyer and Buyer wishes to purchase the Property from Seller on the terms and conditions set forth in this Agreement.

D. The Parties anticipate that the closing of this transaction shall take place substantially simultaneously with the closing of the transaction between Seller and the current Property owner as described in Recital B, above.

THE RECITALS ABOVE ARE HEREBY INCORPORATED HEREIN AND THE PARTIES FURTHER AGREE AS FOLLOWS:

1. **Purchase and Sale**. In consideration of an earnest money deposit by Buyer to Seller in the amount of One Hundred Dollars and 00/100 ($100.00) (the "Deposit") and other good and valuable consideration as set forth below,the receipt and sufficiency of which are hereby acknowledged, Seller agrees to sell and Buyer agrees to buy the Property on the terms and conditions set forth in this Agreement. The Deposit paid above shall be credit toward the Purchase Price (as defined below). Seller shall return the Deposit to Buyer if the sale of the Property is not completed under this Agreement because of Seller's failure, refusal or inability to perform any of Seller's obligations under this Agreement.

2. **Inspection Period**. The period of time from the effective date of this Agreement through September 28, 2020, shall constitute Buyer's inspection period (the "Inspection Period"). During the Inspection Period, Buyer, through its employees, agents and contractors may enter upon the Property for the purpose of making any inspections and investigations, as Buyer deems appropriate in order to assess the condition of the Property. During the Inspection Period, Buyer may, in its sole discretion, terminate this Agreement by delivering written notice to Seller, prior to the end of the Inspection Period if it deems the survey, status of title, or physical or environmental condition to be unacceptable to Buyer.

3. **Purchase Terms**.

a. Price. The purchase price for the Property shall be Three Million Four Hundred Thousand Dollars and 00/100 ($3,400,000) (the "Purchase Price").

b. Method of Payment. The Purchase Price shall be paid at closing by cashier's or bank check or by wire transfer of immediately available funds, subject to credits, prorations and adjustments as provided in this Agreement.

4. **Closing**. In the event Buyer does not terminate this Agreement as permitted herein, the Closing shall take place on or before October 30, 2020, at a time and place mutually agreeable to the parties. The Parties may arrange to close by mail.

Seller shall deliver to Buyer at closing the following documents prepared by Seller's counsel:

a. a special warranty deed to the Property meeting the requirements as to title of Section 6 below, together with a bill of sale for the personal property appurtenant to the Property, if any, and;

b. an owner's affidavit attesting to the absence of mechanic's or materialmen's liens, boundary line disputes, proceedings involving Seller which might affect title to the Property, or parties in possession other than the Seller and such lessees or licensees as may be in possession pursuant to ground leases or licenses and meeting the requirements of Section 6, below, and;

c. such other instruments and documents as Buyer's counsel may reasonably request for the purpose of confirming proper and lawful execution and delivery of closing documents and conveyance of the Property to Buyer in accordance with this Agreement, and any of the requirements of the title insurer, including, without limitation, assignments of surviving leases and contracts affecting the Property.

d. closing statement

Possession of the Property shall pass to Buyer at time of closing.

5. **Closing Expenses and Prorations**:

a. At closing Seller shall pay: i.) transfer or documentary taxes on the deed of conveyance, if any; ii.) recording fees for the deed of conveyance; iii.) the cost of preparing all documents necessary to satisfy the requirements of the title insurance commitment or remove encumbrances on Seller's title; and iv.) Seller shall, in accordance with Section 196.295, Florida Statutes, place in escrow with the county tax collector an amount equal to the current taxes prorated to the date of closing, based upon the current assessment and millage rates on the Property.

b. At closing Buyer shall pay: i.) the cost of the survey; ii.) the cost of the hazardous materials audits; and iii.) the cost of title examination, preparation of the title insurance commitment, the owner's title insurance premium, and all other costs associated with the preparation and delivery of the owner's title insurance policy.

c. All other expenses, including, without limitation, attorneys' fees, shall be paid by the party incurring the same.

6. **Condition of Title**.

a. Within ten (10) days of the effective date of this Agreement, Seller shall provide a commitment for a title insurance policy on the Property in the amount of the Purchase Price. At closing, the premium for the title insurance policy shall be paid by Buyer.

b. Buyer may object to any matter of title that, in the opinion of Buyer, would constitute a title defect or render title unmarketable or uninsurable. Such objections to title shall be specified in writing and deliver to Seller with ten (10) days from the date of receipt of the title commitment by Buyer.

c. In the event Buyer timely notifies Seller of objections to title, Seller shall cure such title defects within thirty (30) days from receipt of notice.

d. If after the exercise of reasonable due diligence Seller is unable to make title to the Property such as is required by Buyer by the closing date, then Buyer shall have the right to:

i. terminate this Agreement, in which case all monies paid by Buyer in accordance with this Agreement shall be returned immediately to Buyer and the Parties shall be relieved of any further obligations hereunder;

ii. extend the closing date for up to thirty (30) days to allow Seller additional time to make title to the Property such as is required by the terms of this Agreement; or

iii. elect to accept title to the Property in its existing condition.

7. **Buyer's Right of Entry and Survey**. Seller shall provide to Buyer a current certified boundary survey performed by a registered Florida land surveyor in form acceptable to Buyer. The plat of the survey shall show the boundaries of, and state the acreage of the Property, rounded to the nearest one-hundredth (1/100) of an acre. The legal description in Exhibit "A" shall be changed, if necessary, to conform to the survey and to the requirements of the title commitment. If an accurate boundary survey by Seller' surveyor discloses any state of facts which materially or adversely affect the insurability of marketability of the title to the Property, same shall be treated in the same manner as a title defect under Section 6 above. Buyer shall reimburse Seller for cost of said survey.

8. **Hazardous Materials and Audit Remediation.** Seller shall provide Buyer with a Phase I Environmental Site Assessment ("ESA") performed in accordance with the requirements set forth in ASTME 1527-15. Additionally, in the State of Florida, if an ESA gives an opinion regarding geology, the report must be signed by a Professional Geologist or Professional Engineer qualified in geology. Buyer shall reimburse Seller for cost of said Phase 1 Audit. In the event that the Phase 1 Audit final report states that there is more than a low probability that Recognized Environmental Conditions are present on or beneath the surface of the Property, or further investigation are necessary to determine whether Recognized Environmental Conditions are present ("Unsatisfactory Report"), Buyer may elect to terminate this Agreement by giving notice as required herein, in which event the Seller agrees to return to Buyer the Deposit, and thereafter the parties shall have no further obligations under this Agreement.

Notwithstanding the foregoing, such notice of termination may be suspended by Buyer if Seller gives notice with ten (10) days of receipt of Buyer's notice of termination, that Seller agrees to promptly carry out, at Seller's sole expense, and with contractors selected or approved by Buyer, all further investigations and remediation of the Property as is necessary to make the Property acceptable to Buyer within a time period acceptable to Buyer. If Seller elects to carry out such further investigation or remediation, the inspection period shall be automatically extended until fifteen (15) days following Buyer's receipt of information from contractors that is satisfactory to Buyer, or letters of "no further action required" from the applicable regulatory agencies, indicating that either there is no more than a low probability that Recognized Environmental Conditions are present on or beneath the surface of the Property, or that the Property has been remediated to Buyer's satisfaction and complies with all governmental regulations.

9. **Representations and Warranties of Seller**. Seller represents and warrants to Buyer that

(a) Seller shall have good and marketable fee simple title to the Property by the time of closing.

(b) Seller has full power and authority to enter into this Agreement and to convey title to the Property in accordance with this Agreement.

(c) No one other than Seller will be in possession of, nor have any right of possession of, any portion of the Property at the time of conveyance to Buyer or anytime thereafter. This includes any person with a leasehold interest or an agreement to rent the Property on a long-term or short-term basis.

(d) Seller represents that Seller does not know of any violations of governmental laws, rules, and regulations that materially affect the value of the Property.

(e) Flood Zone: Buyer is advised to verify by survey or with appropriate governmental agencies which flood zone the Property is in, whether flood insurance is required and what restrictions apply to improving the Property and rebuilding in the event of casualty.

(f) Radon Gas: Radon is a naturally occurring radioactive gas that, when it has accumulated in a building in sufficient quantities may present health risks to persons who are exposed to it over time. Levels of radon that exceed federal and state guidelines have been found in buildings in Florida. Additional information regarding radon and radon testing may be obtained from your county public health unit. Buyer may have an appropriately licensed person test the Property for radon. If radon level exceeds acceptable EPA standards, Seller may choose to reduce the radon level to an acceptable EPA level, failing which either party may cancel this Agreement.

(g) Homeowner's Association: As of the date of closing, the Property will not be subject to a mandatory membership in a Homeowner's Association.

(h) Mold: Mold is part of the natural environment that, when accumulated in sufficient quantities may present health risks to susceptible persons. For more information, contact the county indoor air quality specialist or other appropriate professional.

If, before the conveyance to Buyer, Seller discovers any information or facts that would materially change the foregoing warranties and representations, Seller shall immediately give notice to Buyer of those facts and information. If the facts which cause any warranty or representation to be inaccurate are not remedied before the date of conveyance to Buyer, Buyer may elect to either:

a. terminate this Agreement, in which case Buyer shall have no obligation to accept title to the Property, or

b. defer the closing date for a period of up to thirty (30) days to permit Seller to remedy the problem.

10. **Seller's Right to Remove Personal Property**. Prior to closing Seller may, but shall not be obligated, to remove or cause to be removed from the Property, at Seller's sole cost and expense, any and all personal property and fixtures, including appliances and air conditioning units.

11. **Notices**. All notices pertaining to this Agreement shall be in writing delivered to the parties hereto by hand, electronic mail, first class mail, or courier service, in accordance with the information set forth in Recital "A."

12. **Binding on Successors**. This Agreement shall be binding not only upon the Parties but also upon their respective heirs, personal representatives, assigns and other successors in interest.

13. **Remedies upon Default**. In the event that Seller defaults in the performance of any of Seller's obligations under this Agreement, Seller shall pay to Buyer the sum of One Thousand and 00/100 Dollars ($1,000.00) as full liquidated damages for Seller's default. In the event of a default by Buyer, Seller shall have the right to pursue a specific performance action against Buyer, or pursue any other available legal or equitable remedies.

14. **Entire Agreement/Modification**. This Agreement shall not be modified or amended except by an instrument in writing, signed by or on behalf of both parties.

15. **Counterparts**. The Agreement may be executed in counterparts, each of which shall be deemed an original and which together shall be deemed an original and which, together, shall constitute one and the same agreement.

16. **Acknowledgement**. In the event temporary or permanent informational plaques or signs are placed by Buyer on sites purchased under this Agreement, such plaques will include statement indicating that the sites were acquired with the assistance of Seller, and shall contain Seller's logo. Such logo shall be readable from the distance at which the sign was intended to be read.

17. **Time is of the Essence.** Time is of the essence for all provisions of this Agreement.

18. **Brokers/Real Estate Agents.** The Parties acknowledge and agree that no real estate broker or agent is involved in this transaction and that no commission or other compensation will be owed to any broker or real estate agent as a result of this transaction.

19. **WAIVER OF JURY TRIAL. THE PARTIES HEREBY KNOWINGLY, VOLUNTARILY, AND INTENTIONALLY WAIVE THE RIGHT THEY MAY HAVE TO A TRIAL BY JURY IN RESPECT TO ANY LITIGATION BASED ON THIS AGREEMENT OR ARISING OUT OF, UNDER, OR IN CONNECTION WITH THIS AGREEMENT AND ANY AGREEMENTS CONTEMPLATED TO BE EXECUTED IN CONJUNCTION THEREWITH, AND ANY COURSE OF CONDUCT, COURSE OF DEALING, STATEMENTS (WHETHER VERBAL OR WRITTEN) OR ACTION OF ANY PARTY HERETO.**

20. **Prevailing Party/Venue.** The losing party shall pay the prevailing party's reasonable attorney's fees and costs incurred in any litigation relating to this Agreement and any and all documents relating to this Agreement. The parties acknowledge and agree that this Agreement was entered into in Okaloosa County, Florida and if any litigation results from an alleged breach of this Agreement by any party, the exclusive venue and jurisdiction for any such litigation that relates in any way whatsoever to this Agreement, or any and all documents or instruments executed pursuant to this Agreement shall be the state courts of Okaloosa County, Florida.

21. **Effective Date**. As used herein, the terms "date of this Agreement," "date hereof," and "effective date of this Agreement" shall mean the date on which the last of the parties signs this Agreement.

IN WITNESS WHEREOF, each of the Parties hereto has caused this Agreement to be executed and sealed by its duly authorized signatory(ies) on he dates set forth below.

SELLER: The Trust for Public Land, a nonprofit California corporation

_____

By: Peter Fodor
Its: Legal Director
Date: _____

BUYER: The City of Destin, Florida, a Florida municipal corporation

_____

By:
Its:
Date: _____

Approved as to form and legality

BY: _____

EXHIBIT “A”

Legal Descriptions

Parcel A: Lot A, Crystal Port, according to the plat thereof as recorded in Plat Book 7, Page 76 of the Public Records of Okaloosa County, Florida.

Parcel B: Lot B, Crystal Port, according to the plat thereof as recorded in Plat Book 7, Page 76 of the Public Records of Okaloosa County, Florida.

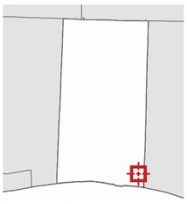
Parcel C: Townhome Unit No. C, of Crystal Port Townhomes, according to the Plat thereof, as recorded in Plat Book 7, Page 76 of the Public Records of Okaloosa County, Florida.

Parcel D: Lot D, Crystal Port, according to the plat thereof as recorded in Plat Book 7, Page 76 of the Public Records of Okaloosa County, Florida.

Parcel E: Lot E, Crystal Port Townhomes, according to the Plat thereof as recorded in Plat Book 7, Page 76 of the Public Records of Okaloosa County, Florida.

Parcel F: All Crystal Port Townhomes Common Area, according to the Plat thereof as recorded in Plat Book 7, Page 76 of the Public Records of Okaloosa County, Florida.

Okaloosa County Property Appraiser



Legend
- Parcels
- Roads
- Water
- City Labels

Parcel ID	00-2S-22-0590-0000-00CA	**Physical Address**	2942 OLD HWY 98 E DESTIN	**Land Value**	$0	**Last 2 Sales**				
Acres (GIS)	0.23			**Ag Land Value**	$0	**Date**	**Price**	**Reason**	**Qual**	
Property Class	RES COMMON	**Mailing Address**	EMERALD LTA-2 INC 4100 LEGENDARY DR, STE 200 DESTIN, FL 32541	**Building Value**	$0	n/a	0	n/a	n/a	
Taxing District	10			**Misc Value**	$0	n/a	0	n/a	n/a	
				Just Value	$0					
				Assessed Value	$0					
				Exempt Value	$0					
				Taxable Value	$0					

Date created: 5/21/2020
Last Data Uploaded: 5/21/2020 9:27:25 AM

Developed by Schneider GEOSPATIAL

ITEM # 2020-2745

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: September 8, 2020
TYPE OF AGENDA ITEM: Presentation

TO: City Council

THRU: Lance Johnson, City Manager

FROM: Louis Zunguze, Community Development Director
Kimberly Kopp, Land Use Attorney

DATE: August 28, 2020

SUBJECT: Wayfinding Master Plan Presentation

I. BACKGROUND: As part of the Vision 2035, City Council has identified the development and implementation of a Wayfinding Program as one of its priority objectives. To implement this objective, Staff proposes the creation and implementation of a Wayfinding Master Plan to create consistency and a brand for the City of Destin. To that end, Staff, in collaboration with the City Manager, have decided to incorporate this item into the overall Branding Strategy for the City.

As such, Staff has been working for the past months to prepare a Wayfinding Master Plan that will incorporate all aspects of signage and showcase the City's neighborhoods and all other places of interest in the City.

II. DISCUSSION: As part of incorporating the Wayfinding Master Plan with the overall Branding Strategy for the City, Wayfinding Master Plan will have the following goals:

- Promoting tourism
- Emphasizing the City as a destination
- Highlighting key attractions
- Enhancing urban design
- Reinforcing community identity
- Enhancing visitor experience
- Reducing driver and pedestrian frustration
- Improving traffic flow
- Improving roadway safety

In order to implement these goals, Staff proposes placing unique wayfinding signage for each of the City's planning areas (Crystal Beach, Town Center, Village "Old Destin", Harbor, and Holiday Isle) and other places of interest such as the Library, Community Center, Sports Complex, etc.

A previous effort was undertaken in 2004 in which a company called Guidance Pathway System was commissioned to do signage for the Harbor CRA. However, in 2010 the company went out of business and the project was never fully implemented.

A. Link to Strategic Goals / Objectives: Council Objectives FY20:
Develop/Implement Wayfinding Program
Improvement of the City's Gateways

Strategic Focus 2025:
Quality development and revitalization through clear vision and unified approach

B. Effect on Budget (EOB):

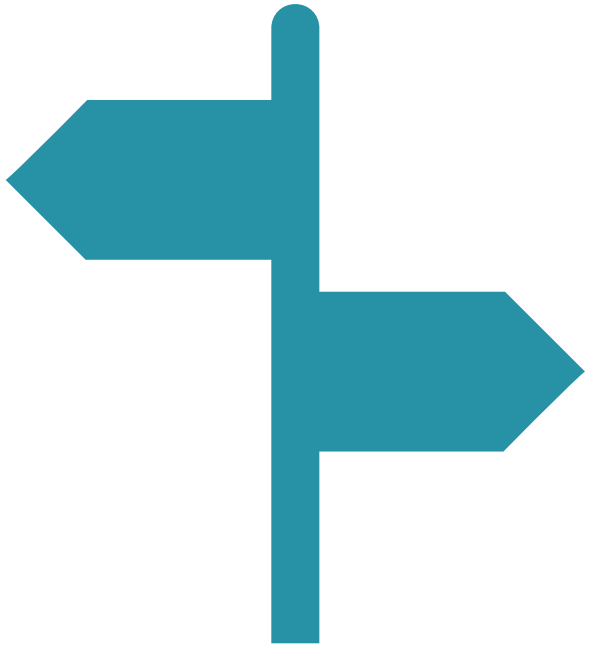
C. Level of Service (LOS): Increased Level of Service for residents and visitors as well as improved image.

III. CONCLUSION: Given the high priority of this project to City Council, Staff is seeking guidance and authorization from Council to proceed with this project. Specifically, we are asking City Council to:
• Review the Wayfinding Master Plan and the approach
• Provide approval to maintain the existing Logo and Concept Signage

IV. RECOMMENDED MOTION: 1. I recommend that Staff prepare a budget for City entrance signage and return to City Council for discussion.
2. I recommend that Staff prepare a budget for the remaining Wayfinding signage and return to City Council for discussion.

Attachments:

1. Wayfinding Presentation- Revision



Wayfinding Master Plan

City of Destin

Purpose of a Wayfinding Master Plan

Defining a Sense of Place	It is imperative to define and display the community's beauty and culture to preserve its sense of place.
Highlighting Destinations	Wayfinding will display the city's unique neighborhoods, beaches, and places of interest.
Enhancing the City's Economic Brand	Highlighting the city's vitality as a tourist, family oriented, and economically vibrant community.
Traffic Controls and Parking Identification	Wayfinding will promote pedestrians and cyclists to navigate much faster to their destinations. Parking identification will also help minimize illegal parking.
Consistency and Sense of Organization	Create a coordinated urban brand, a sense of organization, and improved vehicular and pedestrian flow within the city.

Promote

Promote Tourism

- Tourism is one of the City's largest industries with just over 1.5 million visitors per year.

Emphasize

Emphasize the City as a Destination

- Over 70% of visitors will be influenced by destination information prior to visiting.

Highlight

Highlight Key Attractions

- Beaches, Water Sports, Shopping, Dining Experiences

Enhance

Enhance Urban Design

- Growth of multi-modal transportation and interconnectivity between attractions and the community.

Reinforce

Reinforce Community Identity

- It is important to maintain the character and importance of fishing within the community.

Enhance

Enhance Visitor Experience

- Destin has more than beaches. Wayfinding will allow visitors to discover Destin

Reduce

Reduce Driver and Pedestrian Frustration

- Ease of navigation to destinations will allow for less driver and pedestrian frustration.

Improve

Improve Traffic Flow

- Efficient signage will allow traffic to flow much smoother when motorists know where to go.

Improve

Improve Roadway Safety

- Signs indicating tourist areas will alert motorists to watch for pedestrians and low speed vehicles (slow moving vehicles).

Wayfinding System Goals

Components of a Wayfinding Master Plan

Gateway and Area Identification

Gateways and area signage alert travelers that they have arrived in the city or neighborhood

Vehicular Wayfinding

Direct Visitors to areas of interest from major transportation arteries.

Street Identity

Identifies popular locations by using support signs, public art, and banners

Pedestrian Wayfinding

Navigate people who are walking to different places within the City.

Information Kiosks

Provides notices, maps, and event information to residents and visitors.

Implementation and Management

- Financing
- Regulation
- System Management
  - Design Process
  - Plan Management

Financing (City Manager/ Finance/ Public Services/ Public Information/ Community Development)

Possible funding sources include:

- Local and State Grants
- Donations
- Capital Improvement Program
- Institutional and Corporate Grants
- Impact Fees
- Tax Increment Financing
- For initial planning and design stages, financing must be flexible and unencumbered to account for planning and design issues.
- Tourist Development Council (TDC) Partnership (2021)

Wayfinding System Management (Public Services)

There are three (3) key management areas that should be considered:

Maintenance

- Cleaning
- Repairs
- Replacement
- Landscaping

Change

- Additions to sign
- Reductions to size
- New sign destinations

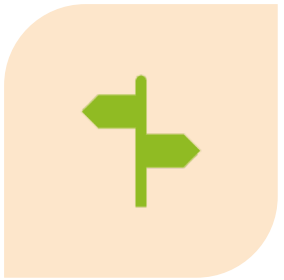
Removal

- Unauthorized signs
- Obsolete elements

Regulatory Framework
(Community Development)

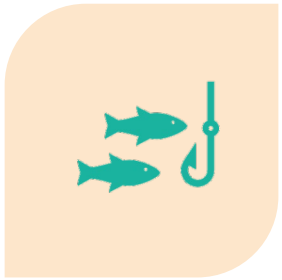
Regulations for Unique Areas in the City

CRYSTAL BEACH PLANNING AREA



TOWN CENTER PLANNING AREA

VILLAGE "OLD DESTIN" PLANNING AREA

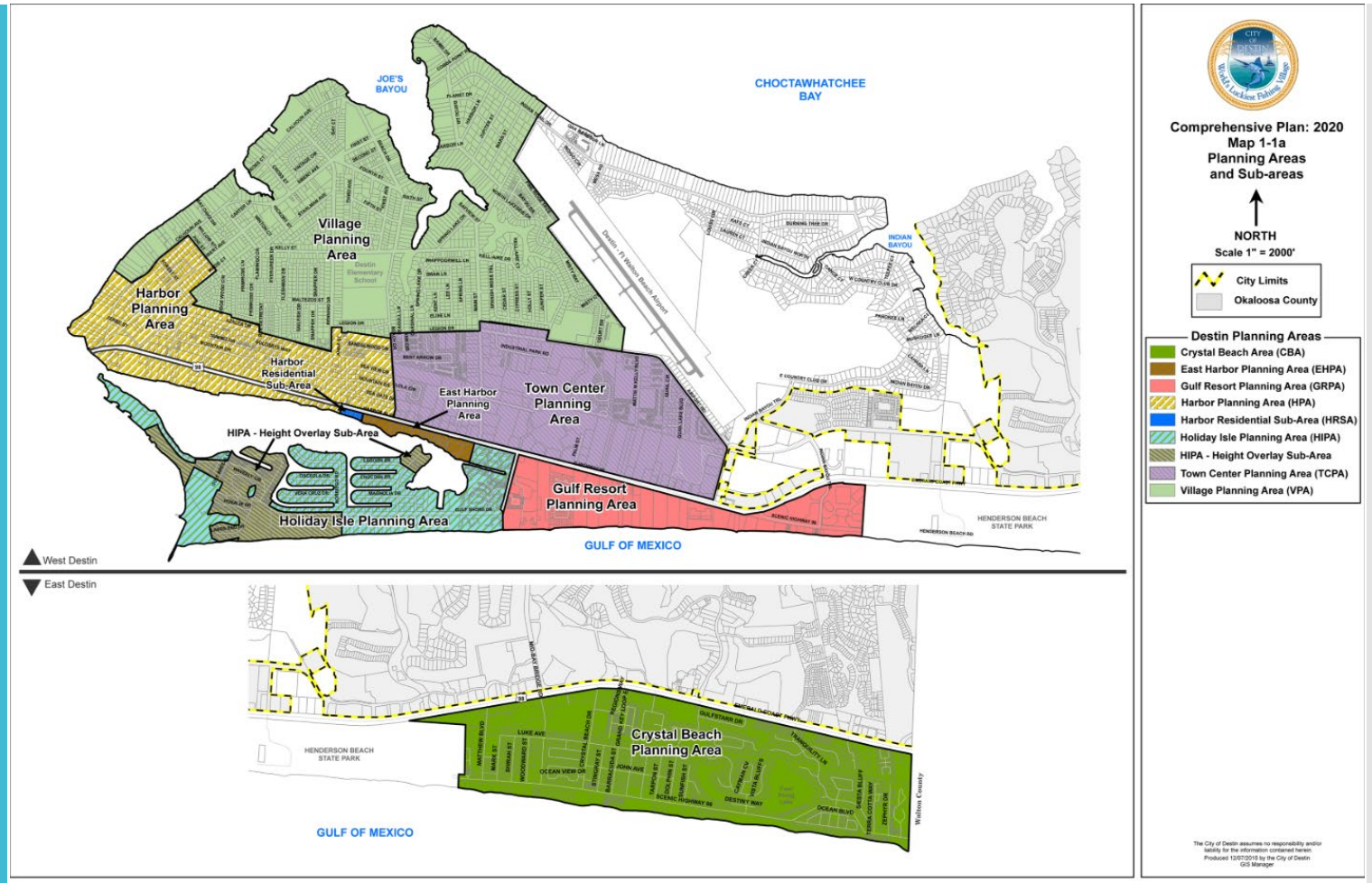


HARBOR PLANNING AREA

HOLIDAY ISLE PLANNING AREA

** Planning areas do not currently include all properties within the City limits and may be modified during the Land Development Code update.

Planning Areas Map



** Planning areas do not currently include all properties within the City limits and may be modified during the Land Development Code update.

Existing Approved Logos

Approved Sea Oats Logo/Tagline

City Facility Signs

Master Directional Signs

Crystal Beach Wayfinding Signage

The Harbor
Wayfinding Signage

Town Center
Wayfinding Signage

Holiday Isle
Wayfinding Signage

Gulf Resort
Wayfinding Signage

The Village "Old Destin" Wayfinding Signage

Family of Signs Initiative

Family of Signs Initiative from 2004

- Harbor CRA District Only
  - Estimated Cost was $60, 736
- Consumer Price Index (CPI) rate has increased 33% since 2004 (per Bureau of Labor and Statistics)
- Accounting for inflation, the Family of Signs initiative for the Harbor CRA in today's market would cost an estimated **$80,778.88**.

- The Cost Estimate was prepared by Guidance Pathway Systems, Inc in 2004 for the Harbor CRA District ONLY.
  - Design Costs - $3,000.00
  - Materials - $300.00 - $550.00 per unit
  - Installation - $300.00 - $550.00 per unit
  - Contract Services - $25.00- $150.00 per hour
- Guidance Pathway Systems, Inc dissolved in 2010 and no longer is available to provide an updated cost estimate.

Concept Signage from Guidance Pathway Systems

Concept Signage from Guidance Pathway Systems

Concept Signage from Guidance Pathway Systems

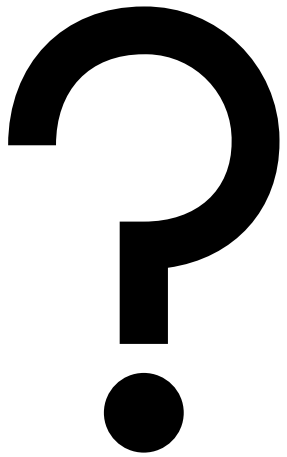
Concept Signage from Guidance Pathway Systems

Issues for Consideration

1. Level of Comfort with Plan/ Staff Approach
2. Level of Comfort with Existing Logos and Signage

Next Steps

1. Staff to return with budget and concept for Entrance Signs into the City
2. Staff to return with budget and concept for remaining signs throughout the City



Questions

ITEM # 2020-2744

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: September 8, 2020
TYPE OF AGENDA ITEM: City Manager Report

TO: City Council

THRU: Lance Johnson, City Manager

FROM: Webb Warren, Deputy City Manager

DATE: 8/23/20

SUBJECT: Strategic Plan Update

I. BACKGROUND: In the fall of 2019, the Destin City Council and staff held a visioning session. During this visioning session, strategic objectives were set for the city to work on during the year 2020. The official strategic plan was ratified by Council at the January 6, 2020 meeting.

II. DISCUSSION: This presentation will provide a mid-year status update on the strategic plan and objectives.

A. Link to Strategic Goals / Objectives:
B. Effect on Budget (EOB):
C. Level of Service (LOS):

III. CONCLUSION:

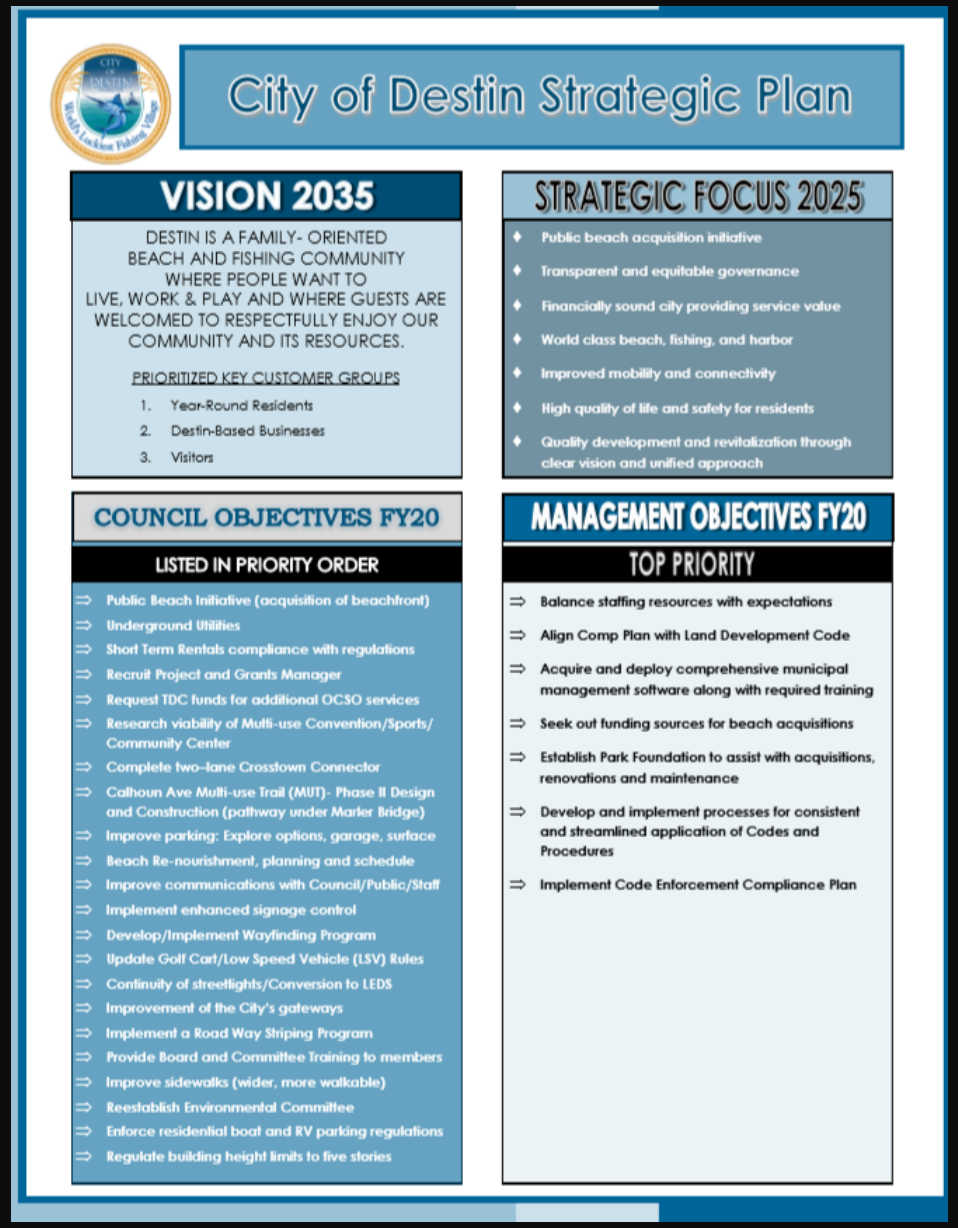
IV. RECOMMENDED MOTION:

Attachments:

1. Strategic Plan Update Mid-Year 2020

2020 STRATEGIC PLAN UPDATE

SEPTEMBER 8TH, 2020



The 2020 Strategic Plan was formally adopted by City Council on January 6, 2020

Available at www.cityofdestin.com

2020 STRATEGIC PLAN PROCESS

2019 Annual Fall Visioning Session with City Council, Staff and Public

Jan 2020- Adoption of 2020 Plan by Council

Staff Executes Plan

Current Phase

Final Report Winter 2020

PRIORITIZED KEY CUSTOMER GROUPS

- Year-Round Residents
- Destin-Based Businesses
- Visitors

VISION 2035

DESTIN IS A FAMILY - ORIENTED BEACH AND FISHING COMMUNITY WHERE PEOPLE WANT TO LIVE, WORK & PLAY AND WHERE GUESTS ARE WELCOMED TO RESPECTFULLY ENJOY OUR COMMUNITY AND ITS RESOURCES.

STRATEGIC FOCUS 2025

- PUBLIC BEACH INITIATIVE
- TRANSPARENT AND EQUITABLE GOVERNANCE
- FINANCIALLY SOUND CITY PROVIDING SERVICE VALUE
- WORLD CLASS BEACH, FISHING AND HARBOR
- IMPROVED MOBILITY AND CONNECTIVITY
- HIGH QUALITY OF LIFE AND SAFETY FOR RESIDENTS
- QUALITY DEVELOPMENT AND REVITALIZATION THROUGH CLEAR VISION AND UNIFIED APPROACH

COUNCIL OBJECTIVES FY 2020

LISTED IN PRIORITY ORDER

#1
PUBLIC BEACH INITIATIVE

- Over $22 Million committed to this initiative, $13.5 million funding from external agencies.
- 3 parcels under contract by TPL in Crystal Beach.
- Trust for Public Land is pursuing other opportunities

OKALOOSA COUNTY

DESTIN FORT WALTON BEACH

CITY OF DESTIN FLORIDA
World's Luckiest Fishing Village

THE TRUST FOR PUBLIC LAND

#2
UNDERGROUND UTILITIES

- Gulf Power franchise agreement being finalized.
- RFQ for Undergrounding Consultant - submissions received 6/18/20.
- RFQ Submissions under review by the Bid Committee, and the City is consulting with an electrical franchise attorney to serve as a subject matter expert during the selection process.

#3
SHORT-TERM RENTALS COMPLIANCE WITH REGULATIONS

- Total STR's 1077
- Total Non-Registered STR's 85
  - NOV's 46
- Parking
  - Citations 1818
  - Code Citations 248
  - Over Parking Limit 38
- Total Garbage Citations 313
- Total Noise Citations 29
- Total Events 14
- Total Stop Work 11
- Miscellaneous 37
- Community Development presentation complete and ready for council review.

#4
RECRUIT PROJECT AND GRANTS MANAGER

- New position for FY2020 - Hire date 3/2/20.
- Organization created a Project Review Team (PRT) and process to improve project design and management.
- Helping to manage existing grants.
- **$10.25 million** city administered.
- **$15.1 million** administered by other agencies.
- **$16 million** in potential co-administered grants
- Chairs the re-vamped Bid Committee.

#5

REQUEST TDC FUNDS FOR ADDITIONAL OCSO SERVICES

- 2/26/20 - Request sent to Council for input for TDC application.
- 4/8/20 - Application submitted.
- 4/29/20 - COVID-19 impacted future TDC budget. All new TDC requests were cut. Existing beach funding levels retained.

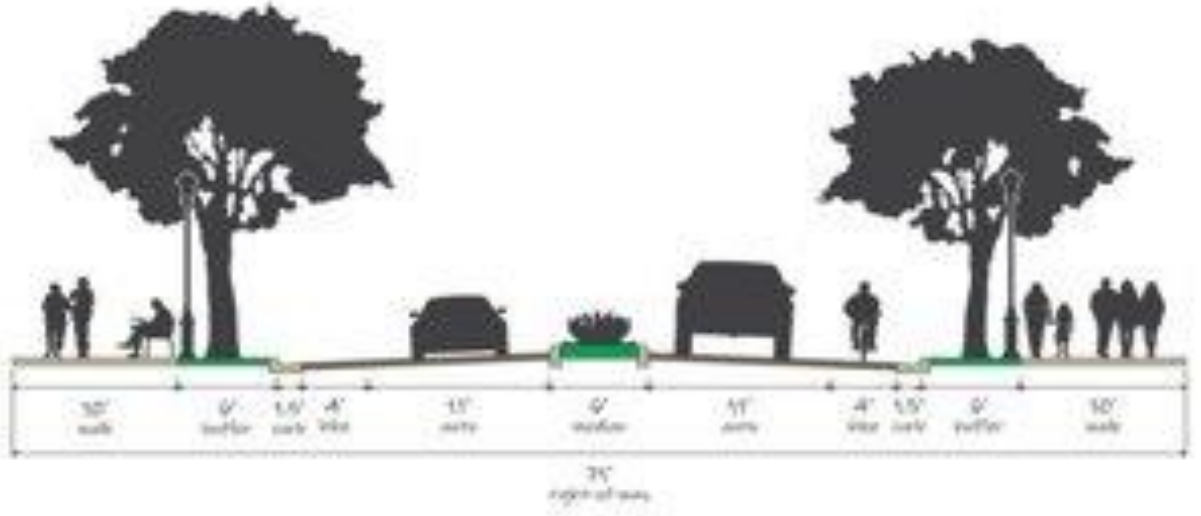
#6
RESEARCH VIABILITY OF MULTI-USE CONVENTION / SPORTS / COMMUNITY CENTER

- Workshop held on February 24, 2020.
- Before moving forward, council would like to conduct a feasibility study
- Will bring to council in the near future for additional consensus on direction/prioritization on a 5-year year/10-year plan, if desired.

#7

COMPLETE TWO-LANE CROSSTOWN CONNECTOR

- Proposed Two-Lane Crosstown Connector presented and approved by Council on June 1, 2020.
- Received the estimate July 9, 2020. Reviewing and preparing recommendation.
- Item up for consideration on Sept 8
- If approved, project redesign is slated to begin this fall.



#8

CALHOUN AVE MULTI-USE TRAIL – PHASE I

- Enhanced Multi-Use Pathway from Community Center to Clement Taylor Park.
- This item has been re-advertised; bids are due mid-September.
- The project could be completed in early 2021.

#8

CALHOUN AVE MULTI-USE TRAIL – PHASE II

- Community Development completed identification of Scope of Work.
- Community Development Director and City Manager to determine funding and timing of RFP for design phase.

#9

IMPROVE PARKING: EXPLORE OPTIONS, GARAGE, AND SURFACE

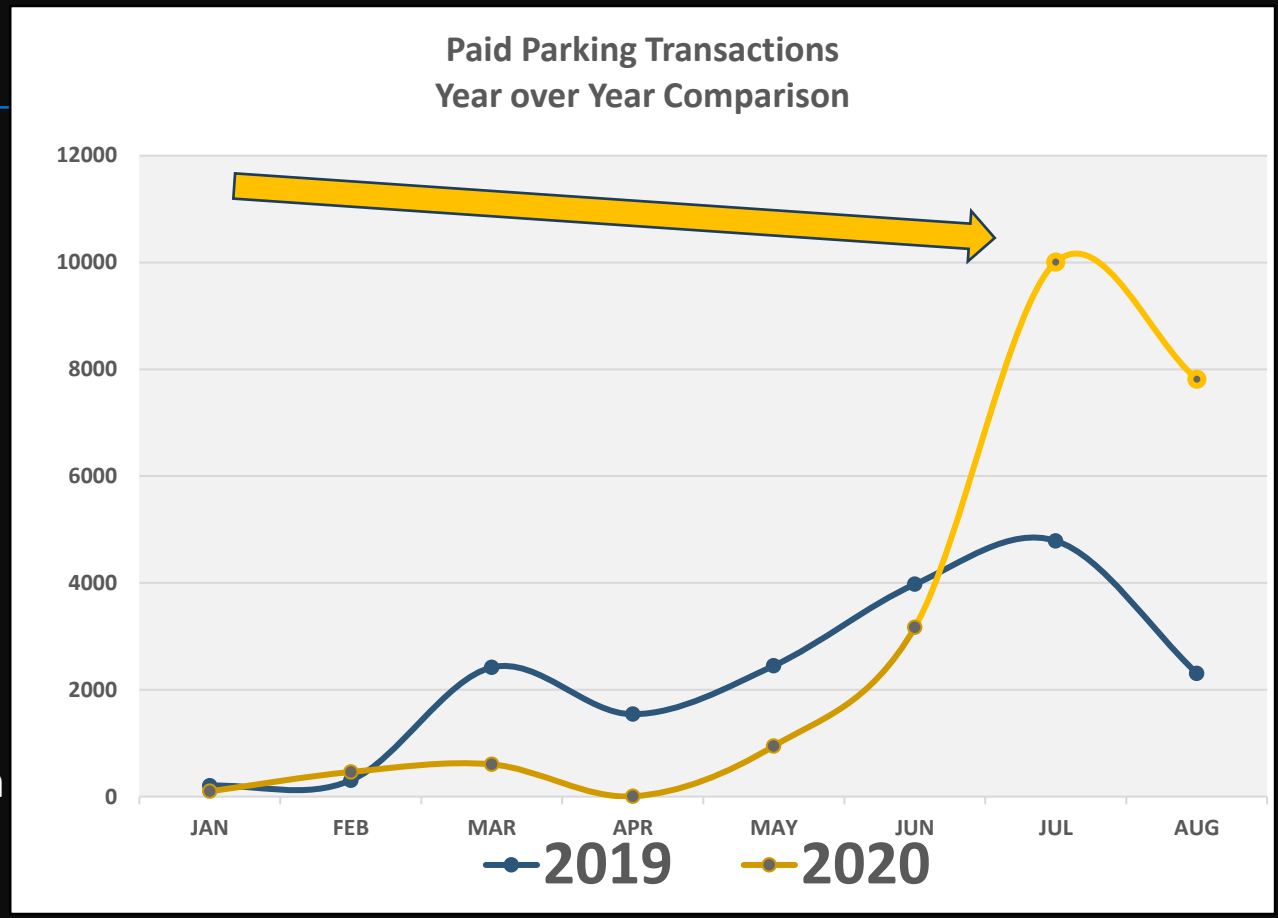
- Beach parking zones activated July 1, 2020.

- **Free Resident Beach Parking Passes are available.**

- **Paid parking revenue is earmarked for future parking solutions.**

- **Program is freeing up parking spaces for intended use and preventing unintended use.**

- **Additional business parking will be available in upcoming Zerbe expansion lot (under design).**

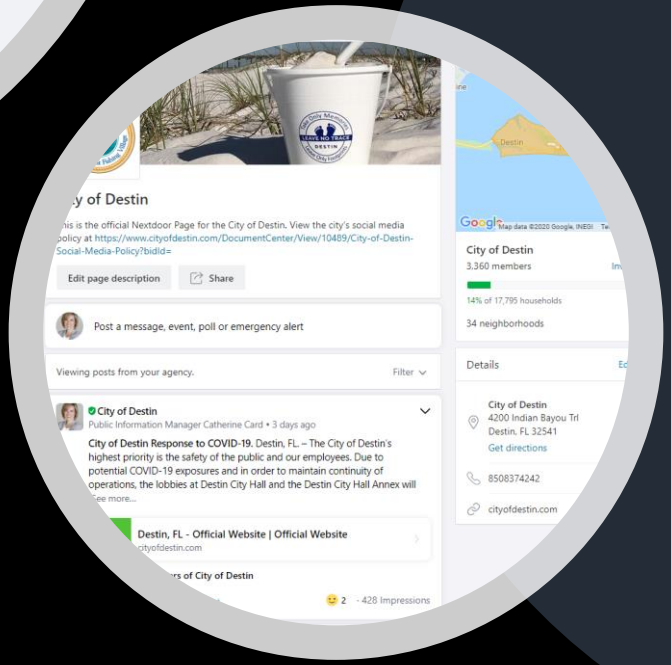


#10 BEACH RE-NOURISHMENT, PLANNING AND SCHEDULE

- 2020 dredging operations provided emergency sand placement of approximately 193,310 cubic yards on Holiday Isle beaches.

- Although no immediate and comprehensive re-nourishment plan is in place, the TDC and BOCC are researching options and is in regular communication with city administration.

Photo Credit: Lieutenant Todd Watkins



#11

IMPROVE COMMUNICATIONS WITH COUNCIL / PUBLIC / STAFF

- Council Task/Project Tracking Report.
- Improved Turnaround Time for Meeting Minutes.
- Revamped Project Management Processes.
- Website Currently Under Redesign.
- Website and Social Media Metrics:
  - Since Oct 2019, there were over 369,400 visits to the City of Destin website / over 10,100 likes on Facebook and over 1,400 public engagement posts / 160 press releases distributed.

#12

IMPLEMENT ENHANCED SIGNAGE CONTROL

Staff will bring back a report to Council before the end of the year.

#13
DEVELOP/IMPLEMENT WAYFINDING PROGRAM

- Community Development finalized draft master plan and is ready for council review.
- TDC has budgeted some funds for this initiative and staff is coordinating efforts

#14
UPDATE GOLF CART/ LOW SPEED VEHICLE RULES

- This item is slated to be incorporated in the Land Development Code (Chapter 8).
- LPA met August 20, 2020 and approved the proposed LSV ordinance. The proposed ordinance will be provided to the city council for review and adoption.

#15
CONTINUITY OF STREETLIGHTS/ CONVERSION TO LED

- Staff has recently completed the city's first-ever GIS-based streetlight inventory.
- Based on current data, 98+% of the city's inventory is non-LED.
- The PD&E for US98 slated for advertisement in the Fall of 2020 will include a street-lighting evaluation.
- Based on a replacement estimate conversion could approach $1.2M dollars for materials and installation (cost-distribution over a 5-year period, $240,000/yr.).

#16
IMPROVEMENT OF CITY'S GATEWAYS

- This strategic goal is part of the wayfinding master plan (strategic goal #13).
- Community Development finalized draft master plan and ready for council review.
- Presentation will be given to council on 9/08/20.
- Staff is in communication with Mid Bay Bridge Authority, Okaloosa County and Tourist Development Council for coordination and potential funding.

#17
IMPLEMENT A ROADWAY STRIPING PROGRAM

- The Department of Public Works has focused its re-striping efforts for FY20 and FY21 on collector-class streets only. In the past, city staff has ordered the optional striping and installation of raised pavement markers on “local” or neighborhood streets when those roadways have been resurfaced. Based on estimates, restriping collector-class streets every 7 years will require approximately $120,000 to be dedicated each year to keep this pace.
- FY20 Projects-Gulf Shore Dr (Sandpiper cove to Norriego Pt), Scenic 98 (Tarpon – Matthew), Dolphin-Regatta Bay, Calhoun Ave, Sibert Ave.

#18
PROVIDE BOARD AND COMMITTEE TRAINING TO MEMBERS

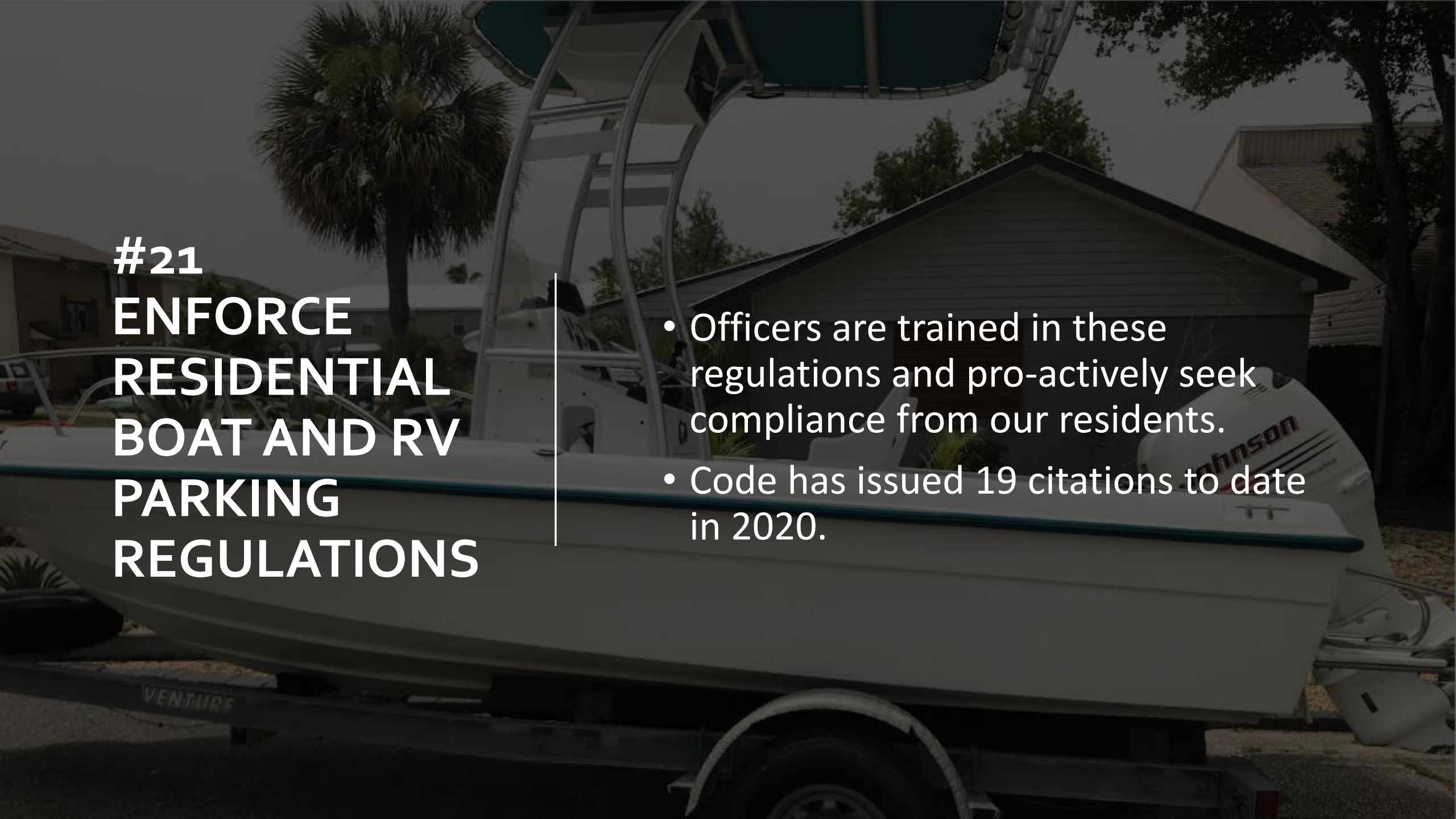
- City clerk and staff is reviewing and revising the City Council and Committee appointee orientation process (November 2020 election)
- The city attorney currently conducts annual Sunshine and Public Records Refresher Training with each board/committee.

#19
IMPROVE SIDEWALKS (WIDER, MORE WALKABLE)

- This initiative also includes providing a sustainable funding and planning process, improve ADA access as well as ensure sidewalks meet the Land Development Code Requirements
- During FY20, approximately ~4613 square feet, the equivalent to 1150’ of damaged 4’ sidewalk, has been removed and replaced.

#20
RE-ESTABLISH ENVIRONMENTAL COMMITTEE

- Beach Committee – members consist of staff, committee members, council, beach vendors, beach safety and law enforcement.
- Met 5/26/20 and 6/30/20 and discussed ideas and areas of concern.
- Will bring Environmental Committee item for discussion at future council meeting



#21 ENFORCE RESIDENTIAL BOAT AND RV PARKING REGULATIONS

- Officers are trained in these regulations and pro-actively seek compliance from our residents.
- Code has issued 19 citations to date in 2020.

#23
REGULATE BUILDING HEIGHT LIMITS TO FIVE STORIES

- Ordinance 20-22-CN for six story limit and referendum language approved by council on July 20, 2020.
- English and Spanish versions of the referendum have been sent to the Supervisor of Elections

MANAGEMENT OBJECTIVES FY 2020

LISTED IN PRIORITY ORDER

MANAGEMENT OBJECTIVES FY 2020

- BALANCE STAFFING RESOURCES WITH EXPECTATIONS
  - CITY MANAGER'S STAFF – Realignment for improved process management.
    - Re-opened & filled the grants/projects/contracts manager position.
  - CODE COMPLIANCE - Increased staffing based upon Council's strategic priorities.
    - Increased from 4 employees to 8.5 over three FY (1- Mgr / 6.5- Officers / 1-AA).
  - COMMUNITY DEVELOPMENT - Increased staffing based upon Council's strategic priorities.
    - Planning Division: Increased from 3 employees to 5 over two FY.
    - Building/Permit Division: adding Permit/BTR Technician and Inspector
  - ENGINEERING DIVISION
    - Realignment for improved process management; engineering and stormwater moved under Community Development.
  - LIBRARY
    - Realigned staffing for needs of the community; consolidated 2 part-time positions for 1 full-time position.
  - PARKS AND RECREATION - Realignment for improved process management.
    - Created lead positions to aid supervisory chain of command with the divisions (largest department).

MANAGEMENT OBJECTIVES FY 2020

- ALIGN COMPREHENSIVE PLAN, FUTURE LAND USE MAP (FLUM), AND ZONING MAP
  - Complete
- ACQUIRE AND DEPLOY COMPREHENSIVE MUNICIPAL MANAGEMENT SOFTWARE ALONG WITH REQUIRED TRAINING
  - January 2021 target date to go live with COMPASS system
- SEEK OUT FUNDING SOURCES FOR BEACH ACQUISITIONS
  - Over $22 Million dollars earmarked (started with $2 Million)

MANAGEMENT OBJECTIVES FY 2020

- ESTABLISH PARK FOUNDATION TO ASSIST WITH ACQUISITIONS, RENOVATIONS AND MAINTENANCE
  - TPL is assisting with acquisitions
  - Other elements delayed due to COVID-19
- DEVELOP AND IMPLEMENT PROCESSES FOR CONSISTENT AND STREAMLINED APPLICATION OF CODES AND PROCEDURES
  - Revamped Project Management, Contract and Bid Processes.
  - All city Operation Instructions are currently being reviewed and updated
  - Streamlined Community Development application processes and are providing online access
  - COMPASS system will provide automation and additional consistency in departmental procedures

MANAGEMENT OBJECTIVES FY 2020

- IMPLEMENT CODE ENFORCEMENT COMPLIANCE PLAN

- COMPLETE

MANAGEMENT IN PROGRESS

2020 - 2021

LISTED IN PRIORITY ORDER

MANAGEMENT IN PROGRESS 2020 - 2021

COMPLETE

- ALIGN COMPREHENSIVE PLAN, FUTURE LAND USE MAP (FLUM), AND ZONING MAP

IN PROGRESS

- HARBOR CAPACITY STUDY (USACE) (CD)
- IMPLEMENT PROACTIVE CODE COMPLIANCE PROGRAM (CC)

MANAGEMENT IN PROGRESS 2020 - 2021

- MEMORIALIZE INSTITUTIONAL KNOWLEDGE (ALL DEPARTMENTS) – IN PROGRESS
  - Formed a strike team to prioritize updating and managing operation instructions documents.
  - Departments analyzing and revising plans
- PRODUCE CITY FACILITIES AND CITY INFRASTRUCTURE PLANS (PS) – IN PROGRESS
  - Streetlight, sign, irrigation and other critical infrastructure inventories are being incorporated into our GIS system.
  - Renewal and Replacement Fund set up for FY 2021 Budget.
- MONITOR RESTORE ACT GRANTS (CM) – IN PROGRESS
  - Grants and Projects manager is in regular coordination with restore act administration.
- IMPACT FEE STUDY (CD) – IN PROGRESS

MAJOR PROJECTS FY 2020 - 2023

LISTED IN PRIORITY ORDER

MAJOR PROJECTS FY 2020 - 2023

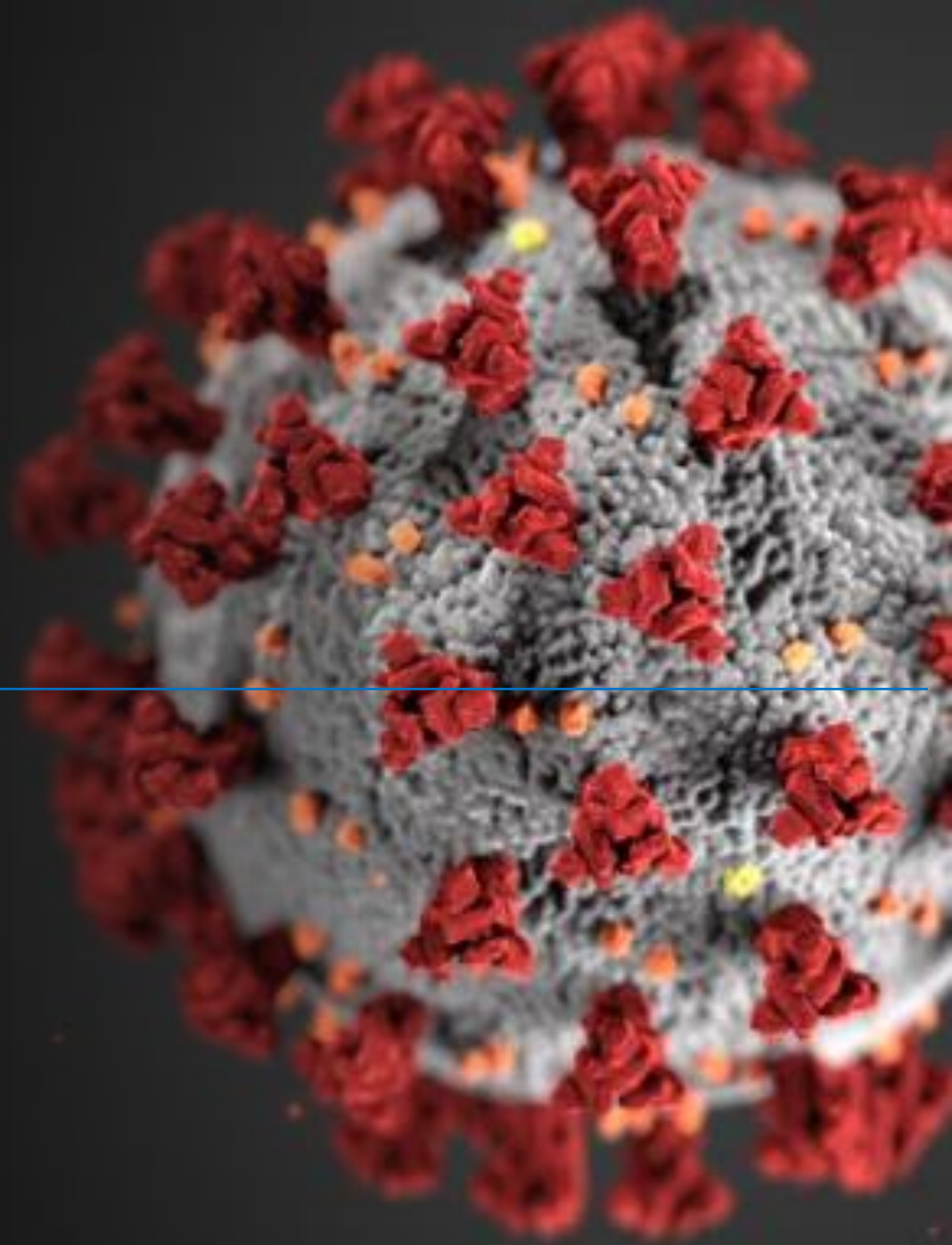
- DEVELOPMENT SOFTWARE IMPLEMENTATION (CD/IT/PS/FIN/CODE)
  - 1st Phase Completion - January 2021.
- AIRPORT ROAD SAFETY IMPROVEMENTS (PS/ENG)
  - 100% Plans delivered to city and county staff for review.
  - FDOT is working on push button contract for construction.
- CONSTRUCT CAPT. ROYAL MELVIN HERITAGE PARK (PR/CD/PS/CM)
  - Construction to start fall 2020.
- RENOVATE CLEMENT TAYLOR PARK (PR/CD/PS/CM)
  - Seawall finished, renovations to start in 2021.
- REDEVELOP JOE'S BAYOU RECREATION AREA (PR/CD/PS/CM)
  - DEP Bid process is in progress.

MAJOR PROJECTS FY 2020 – 2023

- NORRIEGO POINT PHASE III – RECREATION COMPONENTS (PS)
  - DEP anticipates Bid Process in Fall 2020.
- CALHOUN AVE MUT – PHASE I CONSTRUCTION (PS/CD)
  - Out for bid.
- CALHOUN AVE MUT – PHASE II DESIGN & CONSTRUCTION (PATHWAY UNDER MARLER BRIDGE (PS/CD)
  - CDD & CMO working on funding to complete design.
- BEACH STREET RECONSTRUCTION/RESURFACING (PS/ENG)
  - Complete from Highway 98 to Kelly.
- IMPLEMENT PRIORITIZED STORMWATER IMPROVEMENTS BASED ON THE STORMWATER MASTER PLAN (CD).
- IN PROGRESS-Plan came before council on August 17th

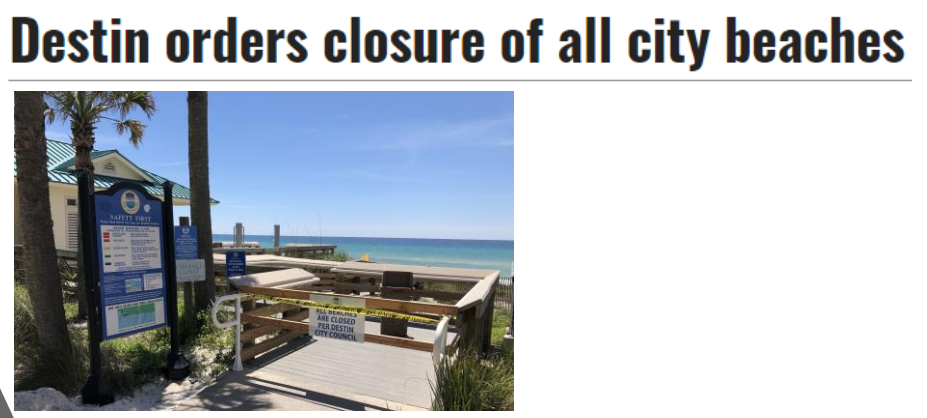
COVID-19 PANDEMIC

ENSURING THE SAFETY OF OUR PUBLIC AND EMPLOYEES DURING THE COVID-19 PANDEMIC



COVID-19 PANDEMIC

- Provided immediate challenges to our workforce and processes.
- Forced tremendous amount of change in a very short period of time.
- Council and staff have transitioned to new processes so that we can safely conduct business to serve our residents, businesses and visitors.
- Staff has accomplished or is accomplishing most planned objectives to-date and have overcome many unplanned challenges associated with COVID-19



ITEM # 2020-2654

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: September 8, 2020
TYPE OF AGENDA ITEM: City Manager Report

TO: City Council

THRU: Webb Warren, Deputy City Manager
Kyle Bauman, City Attorney

FROM: Karen Jankowski, HR Manager

DATE: July 20, 2020

SUBJECT: Complaint Policy Status & Updates

I. BACKGROUND: July 20, 2020 Council Meeting - Motion to direct the City Attorney and/or staff members contact Mr. Jeff McInnis, Okaloosa County School Board Attorney, and work with him to immediately update the City's policy and procedures regarding external complaints received and investigative procedures.

It was also requested that an update be provided at every council meeting as staff moves forward with this document.

II. DISCUSSION: Human Resources (HR) contacted the City Attorney on July 21st requesting for a copy of the School Boards complaint policy.
July 22nd, HR received a copy of the policy which was provided to the City Manager and Deputy City Manager.
Scheduled virtual meeting is set for Friday, July 31st to discuss both the City policy and the provided School Board policy. Recommendations will be requested at that meeting.

Updates:
8/7/20: HR Manager followed up with City Attorney on status of policy changes.
8/7/20 - 8/11/20: HR contacted partner agencies on the investigative needs as it pertains to the policy; Okaloosa County Sheriff's office & Florida Department of Law Enforcement agency. Staff and the attorneys continue drafting the City's new Complaint Policy using the School District's Policy as a template.

Updates:

8/26/20 Update: HR final draft sent (8/20/20) to Sr Leaders for their input. Also, conflicts were found when comparing our Personnel Rules and Regulations to the newly drafted policy; under legal review for clarification.
8/28/20 Update: Final day for Sr Leaders to review and provide comments.
9/2/20 Update: HR compiled the input and provided an updated draft to CM and City Attorney.

A. Link to Strategic Goals / Objectives: Transparent and Equitable Governance
B. Effect on Budget (EOB):
C. Level of Service (LOS): Increased Level of Service

III. CONCLUSION: Staff continues to work on this project and will continue to provide updates at Council Meetings as requested.

IV. RECOMMENDED MOTION: No motion necessary

Attachments:
None

ITEM # 2020-2730

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: September 8, 2020
TYPE OF AGENDA ITEM: Action Item

TO: City Council

THRU: Lance Johnson, City Manager
Webb Warren, Deputy City Manager
Catherine Card, Public Information Manager
Joey Forgione, Code Compliance Manager

FROM: Louis Zunguze, Community Development Director
Kimberly Kopp, Land Use Attorney

DATE: 8/31/20

SUBJECT: Drones and Kites - Status Update

I. BACKGROUND: At the conclusion of the presentation by A. Mike Stubblefield, Manager of The Destin Airport Tower on August 17, 2020 regarding the Drones and Kites, City Council directed Staff and the City attorneys to draft an ordinance with the following guidelines:

• Ordinance to be based on the existing Federal Aviation Administration (FAA) regulations and restrictions for the City of Destin air space regarding drone and kite flying activities
• City attorneys to engage the Sheriff's Office legal counsel to obtain their acceptance and support with respect to enforcement protocols.
• Staff to bring back some ideas to Council with regards to making sure restrictions on drones and kites are properly communicated to residents.

II. DISCUSSION: The Public Information Manager provided information to Senior Staff at the Senior Leaders meeting on August 24, 2020 regarding the Federal Aviation Administration (FAA) No Drone Zone signage, as well as, Ordinance information from the adjoining communities.

A. Link to Strategic Goals / Objectives: Strategic Focus 2025: High quality of life and safety for residents

B. Effect on Budget (EOB): Unknown

C. Level of Service (LOS): Maintain safety for residents and visitors

III. CONCLUSION: The Community Development Director and the City Land Use Attorney will be reviewing the documents and information provided by the Public Information Manager and will bring back recommendations to City Council.

IV. RECOMMENDED MOTION: None

Attachments:
None

ITEM # 2020-2733

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: September 8, 2020
TYPE OF AGENDA ITEM: Announcement

TO: City Council

THRU:

FROM:

DATE:

SUBJECT: Announcements

I. BACKGROUND:

II. DISCUSSION:

- **A. Link to Strategic Goals / Objectives:**
- **B. Effect on Budget (EOB):**
- **C. Level of Service (LOS):**

III. CONCLUSION:

IV. RECOMMENDED MOTION:

Attachments:
None

ITEM # 2020-2739

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: September 8, 2020
TYPE OF AGENDA ITEM: Public Hearing

TO: City Council

THRU: Lance Johnson, City Manager
Webb Warren, Deputy City Manager
Kyle Bauman, City Attorney

FROM: Krystal Strickland, Finance Director

DATE: August 28, 2020

SUBJECT: First reading of Ordinance 20-25-CN - Adopting the Fiscal Year 2021 Millage Rate

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I. BACKGROUND: Pursuant to Florida Statutes, Chapter 200, and the City Charter, Section 3.13, staff is presenting Ordinance 20-25-CN for adoption of the FY2021 millage rate.

II. DISCUSSION: The proposed Fiscal Year 2021 operating millage rate for the City of Destin is 1.6150 mills, which is more than the roll back rate of 1.5491 mills by 4.25%. The proposed millage rate is the same as the rate in FY2020.

A. Link to Strategic Goals / Objectives: Strategic Plan 2020:
Strategic Focus 2025 - Financially sound city providing service value.

B. Effect on Budget (EOB): The millage rate of 1.6150 applied to the gross taxable value of property as certified by the Okaloosa County Property Appraiser would result in a levy of $9,180,065. In accordance with statute and best practices, the proposed tax levy of $9,180,065 can be budgeted at 95%, resulting in $8,721,062 in revenues for the FY2021 budget. This amount will be budgeted as $8,099,316 for the General Fund, $290,297 for the Towncenter CRA, and $331,449 for the Harbor CRA.

C. Level of Service (LOS): Provides revenues for operations and maintenance for the City General Fund, the Towncenter CRA and for the Harbor CRA for fiscal year 2021. This is the same millage rate as FY2020.

III. CONCLUSION: Adopting Ordinance 20-25-CN provides for the FY2021 General Fund Ad Valorem revenues of the City, Towncenter CRA and Harbor

CRA.

IV. RECOMMENDED MOTION: I move that Council adopt Ordinance 20-25-CN on the first reading adopting a proposed FY2021 millage rate of 1.6150 mills which is more than the rollback rate of 1.5491 mills by 4.25%.

Attachments:

1. 20-25-CN - FY-21 Millage Rate
2. 2020 0721 DR420 MM and TIF Ready for Certification
3. FY2021 Proposed Budget Summary

ORDINANCE 20-25-CN

AN ORDINANCE OF THE CITY OF DESTIN OF OKALOOSA COUNTY, FLORIDA, ADOPTING THE FINAL LEVYING OF AD VALOREM TAXES FOR THE CITY OF DESTIN FOR FISCAL YEAR 2021; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Destin of Okaloosa County, Florida, will adopt Fiscal Year 2021 Final Millage Rate following a public hearing as required by Florida Statute 200.065; and

WHEREAS, the City of Destin of Okaloosa County, Florida, held a public hearing as required by Florida Statute 200.065; and

WHEREAS, the gross taxable value for operating purposes not exempt from taxation within the City of Destin has been certified by the Okaloosa County Property Appraiser to the City of Destin as $5,684,250,956.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DESTIN, FLORIDA:

1. The FY 2021 operating millage rate for the City of Destin is **1.6150** mills which is **more** than the **rolled back rate of 1.5491 mills by 4.25%.**

2. This ordinance shall take effect immediately upon approval by Council and the signature of the Mayor.

ADOPTED THIS 21ST DAY OF SEPTEMBER 2020

By: _____
Gary Jarvis, Mayor

ATTEST:

Rey Bailey, City Clerk

The form and legal sufficiency of the foregoing Has been reviewed and approved by the City Attorney.

Kyle Bauman, City Attorney

First Reading: September 8, 2020
Second Reading: September 21, 2020

FLORIDA DEPARTMENT OF REVENUE

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CERTIFICATION OF TAXABLE VALUE

DR-420
R. 5/12
Rule 12D-16.002
Florida Administrative Code
Effective 11/12

Year : 2020	County : OKALOOSA
Principal Authority : CITY OF DESTIN	Taxing Authority : CITY OF DESTIN

SECTION I : COMPLETED BY PROPERTY APPRAISER

1.	Current year taxable value of real property for operating purposes	$ 5,584,490,720			(1)
2.	Current year taxable value of personal property for operating purposes	$ 99,760,236			(2)
3.	Current year taxable value of centrally assessed property for operating purposes	$ 0			(3)
4.	Current year gross taxable value for operating purposes *(Line 1 plus Line 2 plus Line 3)*	$ 5,684,250,956			(4)
5.	Current year net new taxable value (Add new construction, additions, rehabilitative improvements increasing assessed value by at least 100%, annexations, and tangible personal property value over 115% of the previous year's value. Subtract deletions.)	$ 31,181,038			(5)
6.	Current year adjusted taxable value *(Line 4 minus Line 5)*	$ 5,653,069,918			(6)
7.	Prior year FINAL gross taxable value from prior year applicable Form DR-403 series	$ 5,390,784,913			(7)
8.	Does the taxing authority include tax increment financing areas? If yes, enter number of worksheets (DR-420TIF) attached. If none, enter 0	☑ YES	☐ NO	Number 2	(8)
9.	Does the taxing authority levy a voted debt service millage or a millage voted for 2 years or less under s. 9(b), Article VII, State Constitution? If yes, enter the number of DR-420DEBT, *Certification of Voted Debt Millage* forms attached. If none, enter 0	☐ YES	☑ NO	Number 0	(9)

SIGN HERE	**Property Appraiser Certification**	I certify the taxable values above are correct to the best of my knowledge.
	Signature of Property Appraiser: Electronically Certified by Property Appraiser	Date : 6/17/2020 4:41 PM

SECTION II : COMPLETED BY TAXING AUTHORITY

If this portion of the form is not completed in FULL your taxing authority will be denied TRIM certification and possibly lose its millage levy privilege for the tax year. If any line is not applicable, enter -0-.

10.	Prior year operating millage levy *(If prior year millage was adjusted then use adjusted millage from Form DR-422)*	1.6150	per $1,000	(10)
11.	Prior year ad valorem proceeds *(Line 7 multiplied by Line 10, divided by 1,000)*	$ 8,706,118		(11)
12.	Amount, if any, paid or applied in prior year as a consequence of an obligation measured by a dedicated increment value *(Sum of either Lines 6c or Line 7a for all DR-420TIF forms)*	$ 576,478		(12)
13.	Adjusted prior year ad valorem proceeds *(Line 11 minus Line 12)*	$ 8,129,640		(13)
14.	Dedicated increment value, if any *(Sum of either Line 6b or Line 7e for all DR-420TIF forms)*	$ 405,244,327		(14)
15.	Adjusted current year taxable value *(Line 6 minus Line 14)*	$ 5,247,825,591		(15)
16.	Current year rolled-back rate *(Line 13 divided by Line 15, multiplied by 1,000)*	1.5491	per $1000	(16)
17.	Current year proposed operating millage rate	1.6150	per $1000	(17)
18.	Total taxes to be levied at proposed millage rate *(Line 17 multiplied by Line 4, divided by 1,000)*	$ 9,180,065		(18)

Continued on page 2

19.	TYPE of principal authority (check one)	☐ County	☐ Independent Special District	(19)
		☑ Municipality	☐ Water Management District	
20.	Applicable taxing authority (check one)	☑ Principal Authority	☐ Dependent Special District	(20)
		☐ MSTU	☐ Water Management District Basin	
21.	Is millage levied in more than one county? (check one)	☐ Yes	☑ No	(21)

DEPENDENT SPECIAL DISTRICTS AND MSTUs STOP **STOP HERE - SIGN AND SUBMIT**

22.	Enter the total adjusted prior year ad valorem proceeds of the principal authority, all dependent special districts, and MSTUs levying a millage. *(The sum of Line 13 from all DR-420 forms)*	$	8,129,640	(22)
23.	Current year aggregate rolled-back rate *(Line 22 divided by Line 15, multiplied by 1,000)*	1.5491	per $1,000	(23)
24.	Current year aggregate rolled-back taxes *(Line 4 multiplied by Line 23, divided by 1,000)*	$	8,805,473	(24)
25.	Enter total of all operating ad valorem taxes proposed to be levied by the principal taxing authority, all dependent districts, and MSTUs, if any. *(The sum of Line 18 from all DR-420 forms)*	$	9,180,065	(25)
26.	Current year proposed aggregate millage rate *(Line 25 divided by Line 4, multiplied by 1,000)*	1.6150	per $1,000	(26)
27.	Current year proposed rate as a percent change of rolled-back rate *(Line 26 divided by Line 23, **minus 1**, multiplied by 100)*		4.25 %	(27)

First public budget hearing	Date :	Time :	Place :
	9/8/2020	6:00 PM CST	City Hall Annex 4100 Indian Bayou Trail Destin, FL 32541

SIGN HERE

Taxing Authority Certification	I certify the millages and rates are correct to the best of my knowledge. The millages comply with the provisions of s. 200.065 and the provisions of either s. 200.071 or s. 200.081, F.S.	
Signature of Chief Administrative Officer :		Date :
Title : LANCE JOHNSON CITY MANAGER	Contact Name and Contact Title : KRYSTAL STRICKLAND, FINANCE DIRECTOR	
Mailing Address : 4200 INDIAN BAYOU TRAIL	Physical Address : 4200 INDIAN BAYOU TRAIL	
City, State, Zip : DESTIN, FL 32541	Phone Number : 850.337.3146	Fax Number : 850.269.9890

Instructions on page 3

FLORIDA DEPARTMENT OF REVENUE

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TAX INCREMENT ADJUSTMENT WORKSHEET

DR-420TIF
R. 6/10
Rule 12D-16.002
Florida Administrative Code
Effective 11/12

Year : 2020	County : OKALOOSA
Principal Authority : CITY OF DESTIN	Taxing Authority : CITY OF DESTIN
Community Redevelopment Area : Destin Town Center (DR)	Base Year : 1998

SECTION I : COMPLETED BY PROPERTY APPRAISER

1.	Current year taxable value in the tax increment area	$ 284,208,020	(1)
2.	Base year taxable value in the tax increment area	$ 94,996,840	(2)
3.	Current year tax increment value *(Line 1 minus Line 2)*	$ 189,211,180	(3)
4.	Prior year Final taxable value in the tax increment area	$ 260,761,856	(4)
5.	Prior year tax increment value *(Line 4 minus Line 2)*	$ 165,765,016	(5)

SIGN HERE	**Property Appraiser Certification**	I certify the taxable values above are correct to the best of my knowledge.
	Signature of Property Appraiser : Electronically Certified by Property Appraiser	Date : 6/17/2020 4:41 PM

SECTION II: COMPLETED BY TAXING AUTHORITY **Complete EITHER line 6 or line 7 as applicable. Do NOT complete both.**

6. If the amount to be paid to the redevelopment trust fund IS BASED on a specific proportion of the tax increment value:

6a.	Enter the proportion on which the payment is based.	100.00 %	(6a)
6b.	Dedicated increment value *(Line 3 multiplied by the percentage on Line 6a)* ***If value is zero or less than zero, then enter zero on Line 6b***	$ 189,211,180	(6b)
6c.	Amount of payment to redevelopment trust fund in prior year	$ 257,304	(6c)

7. If the amount to be paid to the redevelopment trust fund IS NOT BASED on a specific proportion of the tax increment value:

7a.	Amount of payment to redevelopment trust fund in prior year	$ 0	(7a)
7b.	Prior year operating millage levy from Form DR-420, Line 10	0.0000 per $1,000	(7b)
7c.	Taxes levied on prior year tax increment value *(Line 5 multiplied by Line 7b, divided by 1,000)*	$ 0	(7c)
7d.	Prior year payment as proportion of taxes levied on increment value *(Line 7a divided by Line 7c, multiplied by 100)*	0.00 %	(7d)
7e.	Dedicated increment value *(Line 3 multiplied by the percentage on Line 7d)* ***If value is zero or less than zero, then enter zero on Line 7e***	$ 0	(7e)

SIGN HERE	**Taxing Authority Certification**	**I certify the calculations, millages and rates are correct to the best of my knowledge.**	
	Signature of Chief Administrative Officer :	Date :	
	Title : LANCE JOHNSON CITY MANAGER	Contact Name and Contact Title : KRYSTAL STRICKLAND, FINANCE DIRECTOR	
	Mailing Address : 4200 INDIAN BAYOU TRAIL	Physical Address : 4200 INDIAN BAYOU TRAIL	
	City, State, Zip : DESTIN, FL 32541	Phone Number : 850.337.3146	Fax Number : 850.269.9890

FLORIDA DEPARTMENT OF REVENUE

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TAX INCREMENT ADJUSTMENT WORKSHEET

DR-420TIF
R. 6/10
Rule 12D-16.002
Florida Administrative Code
Effective 11/12

Year : 2020	County : OKALOOSA
Principal Authority : CITY OF DESTIN	Taxing Authority : CITY OF DESTIN
Community Redevelopment Area : Destin Harbor (DH)	Base Year : 2003

SECTION I : COMPLETED BY PROPERTY APPRAISER

1.	Current year taxable value in the tax increment area	$ 412,283,708	(1)
2.	Base year taxable value in the tax increment area	$ 196,250,561	(2)
3.	Current year tax increment value *(Line 1 minus Line 2)*	$ 216,033,147	(3)
4.	Prior year Final taxable value in the tax increment area	$ 403,591,578	(4)
5.	Prior year tax increment value *(Line 4 minus Line 2)*	$ 207,341,017	(5)

SIGN HERE	**Property Appraiser Certification**	I certify the taxable values above are correct to the best of my knowledge.
	Signature of Property Appraiser : Electronically Certified by Property Appraiser	Date : 6/17/2020 4:41 PM

SECTION II: COMPLETED BY TAXING AUTHORITY **Complete EITHER line 6 or line 7 as applicable. Do NOT complete both.**

6. If the amount to be paid to the redevelopment trust fund IS BASED on a specific proportion of the tax increment value:

6a.	Enter the proportion on which the payment is based.	100.00 %	(6a)
6b.	Dedicated increment value *(Line 3 multiplied by the percentage on Line 6a)* ***If value is zero or less than zero, then enter zero on Line 6b***	$ 216,033,147	(6b)
6c.	Amount of payment to redevelopment trust fund in prior year	$ 319,174	(6c)

7. If the amount to be paid to the redevelopment trust fund IS NOT BASED on a specific proportion of the tax increment value:

7a.	Amount of payment to redevelopment trust fund in prior year	$ 0	(7a)
7b.	Prior year operating millage levy from Form DR-420, Line 10	0.0000 per $1,000	(7b)
7c.	Taxes levied on prior year tax increment value *(Line 5 multiplied by Line 7b, divided by 1,000)*	$ 0	(7c)
7d.	Prior year payment as proportion of taxes levied on increment value *(Line 7a divided by Line 7c, multiplied by 100)*	0.00 %	(7d)
7e.	Dedicated increment value *(Line 3 multiplied by the percentage on Line 7d)* ***If value is zero or less than zero, then enter zero on Line 7e***	$ 0	(7e)

SIGN HERE	**Taxing Authority Certification**	**I certify the calculations, millages and rates are correct to the best of my knowledge.**	
	Signature of Chief Administrative Officer :	Date :	
	Title : LANCE JOHNSON CITY MANAGER	Contact Name and Contact Title : KRYSTAL STRICKLAND, FINANCE DIRECTOR	
	Mailing Address : 4200 INDIAN BAYOU TRAIL	Physical Address : 4200 INDIAN BAYOU TRAIL	
	City, State, Zip : DESTIN, FL 32541	Phone Number : 850.337.3146	Fax Number : 850.269.9890

FLORIDA DEPARTMENT OF REVENUE

Reset Form | Print Form

MAXIMUM MILLAGE LEVY CALCULATION
PRELIMINARY DISCLOSURE
For municipal governments, counties, and special districts

DR-420MM-P
R. 5/12
Rule 12D-16.002
Florida Administrative Code
Effective 11/12

Year: **2020**	County: OKALOOSA
Principal Authority : CITY OF DESTIN	Taxing Authority: CITY OF DESTIN

1.	Is your taxing authority a municipality or independent special district that has levied ad valorem taxes for less than 5 years?	☐ Yes	☑ No	(1)

IF YES, STOP ***STOP HERE. SIGN AND SUBMIT. You are not subject to a millage limitation.***

2.	Current year rolled-back rate from Current Year Form DR-420, Line 16	1.5491	per $1,000	(2)
3.	Prior year maximum millage rate with a majority vote from ***2019*** Form DR-420MM, Line 13	4.0523	per $1,000	(3)
4.	Prior year operating millage rate from Current Year Form DR-420, Line 10	1.6150	per $1,000	(4)

If Line 4 is equal to or greater than Line 3, skip to Line 11. If less, continue to Line 5.

Adjust rolled-back rate based on prior year majority-vote maximum millage rate

5.	Prior year final gross taxable value from Current Year Form DR-420, Line 7	$	5,390,784,913	(5)
6.	Prior year maximum ad valorem proceeds with majority vote ***(Line 3 multiplied by Line 5 divided by 1,000)***	$	21,845,078	(6)
7.	Amount, if any, paid or applied in prior year as a consequence of an obligation measured by a dedicated increment value from Current Year Form DR-420 Line 12	$	576,478	(7)
8.	Adjusted prior year ad valorem proceeds with majority vote ***(Line 6 minus Line 7)***	$	21,268,600	(8)
9.	Adjusted current year taxable value from Current Year form DR-420 Line 15	$	5,247,825,591	(9)
10.	Adjusted current year rolled-back rate ***(Line 8 divided by Line 9, multiplied by 1,000)***	4.0528	per $1,000	(10)

Calculate maximum millage levy

11.	Rolled-back rate to be used for maximum millage levy calculation ***(Enter Line 10 if adjusted or else enter Line 2)***	4.0528	per $1,000	(11)
12.	Adjustment for change in per capita Florida personal income ***(See Line 12 Instructions)***		**1.0322**	(12)
13.	Majority vote maximum millage rate allowed ***(Line 11 multiplied by Line 12)***	4.1833	per $1,000	(13)
14.	Two-thirds vote maximum millage rate allowed ***(Multiply Line 13 by 1.10)***	4.6016	per $1,000	(14)
15.	Current year proposed millage rate	1.6150	per $1,000	(15)
16.	**Minimum vote required to levy proposed millage:** (Check one)			(16)

☑ a. Majority vote of the governing body: Check here if Line 15 is less than or equal to Line 13. The maximum millage rate is equal to the majority vote maximum rate. ***Enter Line 13 on Line 17.***

☐ b. Two-thirds vote of governing body: Check here if Line 15 is less than or equal to Line 14, but greater than Line 13. The maximum millage rate is equal to proposed rate. ***Enter Line 15 on Line 17.***

☐ c. Unanimous vote of the governing body, or 3/4 vote if nine members or more: Check here if Line 15 is greater than Line 14. The maximum millage rate is equal to the proposed rate. ***Enter Line 15 on Line 17.***

☐ d. Referendum: The maximum millage rate is equal to the proposed rate. ***Enter Line 15 on Line 17.***

17.	The selection on Line 16 allows a maximum millage rate of ***(Enter rate indicated by choice on Line 16)***	4.1833	per $1,000	(17)
18.	Current year gross taxable value from Current Year Form DR-420, Line 4	$	5,684,250,956	(18)

Continued on page 2

19.	Current year proposed taxes ***(Line 15 multiplied by Line 18, divided by 1,000)***	$ 9,180,065	(19)
20.	Total taxes levied at the maximum millage rate ***(Line 17 multiplied by Line 18, divided by 1,000)***	$ 23,778,927	(20)

DEPENDENT SPECIAL DISTRICTS AND MSTUs STOP ***STOP HERE. SIGN AND SUBMIT.***

21.	Enter the current year proposed taxes of all dependent special districts & MSTUs levying a millage . ***(The sum of all Lines 19 from each district's Form DR-420MM-P)***	$ 0	(21)
22.	Total current year proposed taxes ***(Line 19 plus Line 21)***	$ 9,180,065	(22)

Total Maximum Taxes

23.	Enter the taxes at the maximum millage of all dependent special districts & MSTUs levying a millage ***(The sum of all Lines 20 from each district's Form DR-420MM-P)***	$ 0	(23)
24.	Total taxes at maximum millage rate ***(Line 20 plus Line 23)***	$ 23,778,927	(24)

Total Maximum Versus Total Taxes Levied

25.	Are total current year proposed taxes on Line 22 equal to or less than total taxes at the maximum millage rate on Line 24? (Check one)	☑ YES ☐ NO	(25)

SIGN HERE

Taxing Authority Certification

I certify the millages and rates are correct to the best of my knowledge. The millages comply with the provisions of s. 200.065 and the provisions of either s. 200.071 or s. 200.081, F.S.

Signature of Chief Administrative Officer :

Date :

Title :
LANCE JOHNSON CITY MANAGER

Contact Name and Contact Title :
KRYSTAL STRICKLAND, FINANCE DIRECTOR

Mailing Address :
4200 INDIAN BAYOU TRAIL

Physical Address :
4200 INDIAN BAYOU TRAIL

City, State, Zip :
DESTIN, FL 32541

Phone Number :
850.337.3146

Fax Number :
850.269.9890

Complete and submit this form DR-420MM-P, Maximum Millage Levy Calculation-Preliminary Disclosure, to your property appraiser with the form DR-420, Certification of Taxable Value.

Instructions on page 3

BUDGET SUMMARY
City of Destin - Fiscal Year 2020-2021

THE PROPOSED OPERATING BUDGET EXPENDITURES OF THE CITY OF DESTIN ARE 90% MORE THAN LAST YEAR'S TOTAL OPERATING EXPENDITURES.

ESTIMATED REVENUES:		General Fund	Town Center CRA	Harbor CRA	Debt Service	Renewal & Replacement	Capital Projects	Total All Funds
Taxes:	**Millage Per $1000:**							
Ad Valorem Taxes	**1.615**	$ 8,099,316	$ 290,297	$ 331,449				$ 8,721,062
Tax Increment Financing (TIF) / County			688,589	331,449				1,020,038
Delinquent Ad Valorem Taxes		5,000						5,000
Sales & Use Taxes		1,696,968						1,696,968
Licenses & Permits		3,165,308						3,165,308
Intergovernmental Revenue		12,146,470						12,146,470
Charges For Services		466,152						466,152
Fines & Forfeitures		27,520						27,520
Miscellaneous Revenue		37,251	-	-	-	-	-	37,251
Special Assessment/Impact Fees		44,000						44,000
TOTAL SOURCES		**25,687,985**	**978,886**	**662,898**	**-**	**-**	**-**	**27,329,769**
Transfers In		-	-		1,841,784	2,480,558	12,431,914	16,754,256
Beginning Fund Balances/Reserves/Net Assets		22,026,478	(2,491,597)	49,260	475,857	24,156	5,215,988	25,300,141
TOTAL REVENUES, TRANSFERS & BALANCES		**47,714,462**	**(1,512,711)**	**712,158**	**2,317,641**	**2,504,714**	**17,647,902**	**69,384,166**
EXPENDITURES								
General Government		4,999,496						4,999,496
Public Safety		3,584,206						3,584,206
Physical Environment		56,737						56,737
Transportation		2,105,683						2,105,683
Economic Environment		25,000	92,800	57,800				175,600
Human Services		115,000						115,000
Culture and Recreation		3,189,453						3,189,453
Capital Outlay		-	10,000	30,000		2,499,000	16,025,808	18,564,808
Debt Service		544,913			1,845,038			2,389,950
TOTAL USES		**14,620,489**	**102,800**	**87,800**	**1,845,038**	**2,499,000**	**16,025,808**	**35,180,934**
Transfers Out		15,468,385	731,281	554,590				16,754,257
Ending Fund Balances/Reserves/Net Assets		17,625,588	(2,346,792)	69,767	472,604	5,714	1,622,094	17,448,975
TOTAL APPROPRIATED EXPENDITURES, TRANSFERS, RESERVES & BALANCES		**47,714,462**	**(1,512,711)**	**712,158**	**2,317,641**	**2,504,714**	**17,647,902**	**69,384,166**

ITEM # 2020-2740

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: September 8, 2020
TYPE OF AGENDA ITEM: Public Hearing

TO: City Council

THRU: Webb Warren, Deputy City Manager
Kyle Bauman, City Attorney
Lance Johnson, City Manager

FROM: Krystal Strickland, Finance Director

DATE:

SUBJECT: First reading of Ordinance 20-26-CN - Adopting the Fiscal Year 2021 Budget

I. BACKGROUND: Pursuant to Florida Statutes, Chapter 200, and the City Charter, Section 3.13, staff is presenting Ordinance 20-26-C for adoption of the Fiscal Year 2021 Budget.

II. DISCUSSION: The City of Destin FY2021 budget totals $35,180,934 for all funds, and includes the following:

General Fund	$ 14,620,489
Town Center CRA Fund	102,800
Harbor CRA Fund	87,800
Debt Service Funds	1,845,038
Renewal & Replacement Fund	2,499,000
Capital Project Funds	16,025,808
TOTAL ALL FUNDS	**$ 35,180,934**

This budget has been made possible by awards of capital grants from Federal and State agencies, and through interlocal agreements with Okaloosa county. These interlocal awards and agreements will provide over $12 million in operational and capital program funding for FY 2021.

In addition, the City has spent years depositing certain revenues into the General Fund Balance to save up for certain Council directed capital projects. In FY 2021,

we are budgeting to use these funds in accordance with those resolutions and council directives. For example, they City has accumulated nearly $2 million from the Okaloosa Half Penny Local Discretionary Surtax that will be used towards the Beach Acquisition program in FY 2021. In addition the City is proposing to draw an additional $2 million from fund balance to establish a formal Renewal and Replacement fund to replace and upgrade aging infrastructure and facilities.

The FY2021 proposed budget summaries by fund and details by fund are attached and are integral to the Ordinance.

A. Link to Strategic Goals / Objectives: Strategic Plan 2020:
Strategic Focus 2025 - Financial sound city providing service value.

B. Effect on Budget (EOB): Provides the required budget for FY2021 in the total amount of $35,180,934.

C. Level of Service (LOS): Provides funding for operations, maintenance, debt service and capital projects for the City in FY2021.

III. CONCLUSION: Adopting Ordinance 20-26-CN provides for the annual budget for City operations, debt service, renewal and replacement, and capital improvements.

IV. RECOMMENDED MOTION: I move that Council adopt Ordinance 20-26-CN on first reading to provide for a balanced budget for FY 2021 and schedule the second reading for September 21st, 2020.

Attachments:

1. 20-26-CN - FY2021 Budget
2. FY2021 Proposed Budget Summary
3. FY2021 Proposed Operating and 5YR Capital Budgets

ORDINANCE 20-26-CN

AN ORDINANCE OF THE CITY OF DESTIN MAKING APPROPRIATIONS FOR CERTAIN EXPENDITURES, EXPENSES, CAPITAL IMPROVEMENTS AND CERTAIN INDEBTEDNESS OF THE CITY OF DESTIN, FLORIDA, FOR THE FISCAL YEAR BEGINNING OCTOBER 1, 2020 AND ENDING SEPTEMBER 30, 2021; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Destin is coming to the end of its fiscal year and will begin a new fiscal year on October 1, 2020; and

WHEREAS, it is necessary and required that prior to beginning a new fiscal year a budget should be passed and adopted for the operation of the City government; and

WHEREAS, the City Council has held workshops and the required public hearings on a budget for the fiscal year beginning October 1, 2020 and ending September 30, 2021; and

WHEREAS, there is established a tax at the rate of **1.6150** mils on property assessed as of **January 1, 2020** for the purpose of raising revenue for General Fund Operations.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DESTIN, FLORIDA:

1. That the document entitled "City of Destin 2021 Budget" totals **$35,180,934** for all funds reported, a copy which is attached hereto and made a part hereof by reference, is adopted.

2. This budget represents a 90% increase from the FY2020 budget.

3. The budget is being presented as a balanced budget whereby there are sufficient revenues and fund balance appropriations to offset all expenditures.

4. All budget appropriations are based upon the total expenditures even though the budget has been prepared based on line item appropriations.

5. Appropriations may be transferred within departmental budgets by a budget transfer with the approval of the City Manager. This action will not change the total dollar amount of the budget.

6. The City Council during Fiscal Year 2021 may, by Resolution, make any amendments to the Budget adopted by this Ordinance, as it may deem necessary and proper.

7. All Budget Amendments requesting additional expenditures must also identify the corresponding funding source.

8. Projects that were not completed during FY2020 will be carried forward and shown as an amendment to the FY2021 budget as adopted by this ordinance.

9. This ordinance shall become effective on October 1, 2020.

ADOPTED THIS 21ST DAY OF SEPTEMBER 2020

By: _____

Gary Jarvis, Mayor

ATTEST:

Rey Bailey, City Clerk

The form and legal sufficiency of the foregoing has Been reviewed and approved by the City Attorney.

Kyle Bauman, City Attorney.

First Reading: September 8, 2020
Second Reading: September 21, 2020

BUDGET SUMMARY
City of Destin - Fiscal Year 2020-2021

THE PROPOSED OPERATING BUDGET EXPENDITURES OF THE CITY OF DESTIN ARE 90% MORE THAN LAST YEAR'S TOTAL OPERATING EXPENDITURES.

ESTIMATED REVENUES:		General Fund	Town Center CRA	Harbor CRA	Debt Service	Renewal & Replacement	Capital Projects	Total All Funds
Taxes:	**Millage Per $1000:**							
Ad Valorem Taxes	**1.615**	$ 8,099,316	$ 290,297	$ 331,449				$ 8,721,062
Tax Increment Financing (TIF) / County			688,589	331,449				1,020,038
Delinquent Ad Valorem Taxes		5,000						5,000
Sales & Use Taxes		1,696,968						1,696,968
Licenses & Permits		3,165,308						3,165,308
Intergovernmental Revenue		12,146,470						12,146,470
Charges For Services		466,152						466,152
Fines & Forfeitures		27,520						27,520
Miscellaneous Revenue		37,251	-	-	-	-	-	37,251
Special Assessment/Impact Fees		44,000						44,000
TOTAL SOURCES		**25,687,985**	**978,886**	**662,898**	**-**	**-**	**-**	**27,329,769**
Transfers In		-	-		1,841,784	2,480,558	12,431,914	16,754,256
Beginning Fund Balances/Reserves/Net Assets		22,026,478	(2,491,597)	49,260	475,857	24,156	5,215,988	25,300,141
TOTAL REVENUES, TRANSFERS & BALANCES		**47,714,462**	**(1,512,711)**	**712,158**	**2,317,641**	**2,504,714**	**17,647,902**	**69,384,166**
EXPENDITURES								
General Government		4,999,496						4,999,496
Public Safety		3,584,206						3,584,206
Physical Environment		56,737						56,737
Transportation		2,105,683						2,105,683
Economic Environment		25,000	92,800	57,800				175,600
Human Services		115,000						115,000
Culture and Recreation		3,189,453						3,189,453
Capital Outlay		-	10,000	30,000		2,499,000	16,025,808	18,564,808
Debt Service		544,913			1,845,038			2,389,950
TOTAL USES		**14,620,489**	**102,800**	**87,800**	**1,845,038**	**2,499,000**	**16,025,808**	**35,180,934**
Transfers Out		15,468,385	731,281	554,590				16,754,257
Ending Fund Balances/Reserves/Net Assets		17,625,588	(2,346,792)	69,767	472,604	5,714	1,622,094	17,448,975
TOTAL APPROPRIATED EXPENDITURES, TRANSFERS, RESERVES & BALANCES		**47,714,462**	**(1,512,711)**	**712,158**	**2,317,641**	**2,504,714**	**17,647,902**	**69,384,166**

CITY OF DESTIN 2021 BUDGET

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CITY OF DESTIN - ALL FUNDS SUMMARY

ALL FUNDS	2019 ACTUALS	2020 ADOPTED BUDGET	2020 PROJECTED ACTUALS	2021 TENTATIVE BUDGET
Ad Valorem Taxes	7,905,791	8,369,171	8,453,161	8,721,062
Tax Increment Financing	853,885	929,502	914,727	1,020,038
Delinquent Ad Valorem Taxes	4,613	5,000	3,443	5,000
Sales and Use Taxes	1,775,128	1,768,258	1,583,453	1,696,968
Licenses and Permits	2,850,010	2,685,625	2,623,562	3,165,308
Intergovernmental	3,494,078	3,500,132	3,249,924	12,146,470
Charges for Services	512,089	503,760	419,245	466,152
Fines and Forfeitures	28,981	50,000	84,367	27,520
Miscellaneous Revenue	140,568	293,550	153,734	37,251
Impact Fees	160,720	485,000	452,151	44,000
TOTAL REVENUES	**17,725,863**	**18,589,998**	**17,937,769**	**27,329,769**
General Government	3,749,012	4,565,472	4,139,670	4,999,496
Public Safety	3,061,646	3,445,809	3,391,422	3,584,206
Physical Environment	34,135	48,910	28,071	56,737
Transportation	1,777,864	2,456,501	2,451,530	2,105,683
Economic Environment	105,721	234,522	307,218	175,600
Human Services	62,808	85,520	59,975	115,000
Culture and Recreation	2,576,438	3,164,038	2,687,816	3,189,453
Capital Outlay	839,398	2,735,180	1,624,131	18,564,808
Debt Service	2,327,337	2,392,206	2,540,739	2,389,950
TOTAL EXPENDITURES	**14,534,359**	**19,128,158**	**17,230,572**	**35,180,934**
Excess (deficiency) of revenues over expenditures	**3,191,504**	**(538,160)**	**707,197**	**(7,851,166)**
Transfers In	3,621,955	5,107,318	5,273,139	16,754,256
Transfers Out	(3,621,955)	(5,107,318)	(5,273,139)	(16,754,257)
Total other financing sources (uses)	**-**	**-**	**-**	**(0)**
Net change in fund balances	3,191,504	(538,160)	707,197	(7,851,166)
Fund Balance (deficit), Beginning	21,401,440	24,592,944	24,592,944	25,300,141
Fund Balance (deficit), Ending	24,592,944	24,054,784	25,300,141	17,448,975

01 GENERAL FUND	2019 ACTUALS	2020 ADOPTED BUDGET	2020 PROJECTED ACTUALS	2021 TENTATIVE BUDGET
01-31 Ad Valorem Taxes	7,372,956	7,792,693	7,876,683	8,099,316
01-31 Delinquent Ad Valorem Taxes	4,613	5,000	3,443	5,000
01-31 Sales and Use Taxes	1,775,128	1,768,258	1,583,453	1,696,968
01-32 Licenses and Permits	2,850,010	2,685,625	2,623,562	3,165,308
01-33 Intergovernmental	3,494,078	3,500,132	3,249,924	12,146,470
01-34 Charges for Services	512,089	503,760	419,245	466,152
01-35 Fines and Forfeitures	28,981	50,000	84,367	27,520
01-36 Miscellaneous Revenue	138,095	293,200	137,099	37,251
01-32 Impact Fees	160,720	485,000	452,151	44,000
TOTAL REVENUES	**16,336,671**	**17,083,668**	**16,429,929**	**25,687,985**
01-51 General Government	3,749,012	4,565,472	4,139,670	4,999,496
01-52 Public Safety	3,061,646	3,445,809	3,391,422	3,584,206
01-53 Physical Environment	34,135	48,910	28,071	56,737
01-54 Transportation	1,777,864	2,456,501	2,451,530	2,105,683
01-55 Economic Environment	13,209	13,500	116,509	25,000
01-56 Human Services	62,808	85,520	59,975	115,000
01-57 Culture and Recreation	2,576,438	3,164,038	2,687,816	3,189,453
01-59 Capital Outlay	-	-	-	-
01-59 Debt Service	561,570	535,578	574,594	544,913
TOTAL EXPENDITURES	**11,836,683**	**14,315,328**	**13,449,587**	**14,620,489**
Excess (deficiency) of revenues over expenditures	**4,499,988**	**2,768,340**	**2,980,342**	**11,067,496**
01-38 Transfers In	-	-	-	-
01-58 Transfers Out	(2,412,802)	(3,807,517)	(3,485,370)	(15,468,385)
Total other financing sources (uses)	**(2,412,802)**	**(3,807,517)**	**(3,485,370)**	**(15,468,385)**
Net change in fund balances	2,087,185	(1,039,177)	(505,028)	(4,400,889)
Fund Balance (deficit), Beginning	7,818,896	9,906,081	9,906,081	9,401,053
Fund Balance (deficit), Ending	9,906,081	8,866,904	9,401,053	5,000,163

102 TOWN CENTER CRA	2019 ACTUALS	2020 ADOPTED BUDGET	2020 PROJECTED ACTUALS	2021 TENTATIVE BUDGET
102-31 Ad Valorem Taxes	234,780	257,304	257,304	290,297
102-31 Tax Increment Financing	556,005	610,328	600,079	688,589
102-36 Miscellaneous Revenue	390	150	1,290	-
TOTAL REVENUES	**791,175**	**867,782**	**858,673**	**978,886**
102-55 Economic Environment	51,292	102,583	85,659	92,800
102-59 Capital Outlay	-	-	-	10,000
TOTAL EXPENDITURES	**51,292**	**102,583**	**85,659**	**102,800**
Excess (deficiency) of revenues over expenditures	**739,883**	**765,199**	**773,014**	**876,086**
102-38 Transfers In	-	-	-	-
102-58 Transfers Out	(730,820)	(731,013)	(1,033,458)	(731,281)
Total other financing sources (uses)	**(730,820)**	**(731,013)**	**(1,033,458)**	**(731,281)**
Net change in fund balances	9,063	34,186	(260,444)	144,805
Fund Balance (deficit), Beginning	(2,240,217)	(2,231,153)	(2,231,153)	(2,491,597)
Fund Balance (deficit), Ending	(2,231,153)	(2,196,967)	(2,491,597)	(2,346,792)

110 HARBOR CRA	2019 ACTUALS	2020 ADOPTED BUDGET	2020 PROJECTED ACTUALS	2021 TENTATIVE BUDGET
110-31 Ad Valorem Taxes	298,055	319,174	319,174	331,449
110-31 Tax Increment Financing	297,880	319,174	314,648	331,449
110-36 Miscellaneous Revenue	478	200	1,371	-
TOTAL REVENUES	**596,413**	**638,548**	**635,192**	**662,898**
110-55 Economic Environment	41,220	118,439	105,050	57,800
110-59 Capital Outlay	-	-	-	30,000
TOTAL EXPENDITURES	**41,220**	**118,439**	**105,050**	**87,800**
Excess (deficiency) of revenues over expenditures	**555,194**	**520,109**	**530,143**	**575,098**
110-38 Transfers In	-	-	-	-
110-58 Transfers Out	(478,333)	(568,788)	(754,311)	(554,590)
Total other financing sources (uses)	**(478,333)**	**(568,788)**	**(754,311)**	**(554,590)**
Net change in fund balances	76,861	(48,679)	(224,168)	20,508
Fund Balance (deficit), Beginning	196,567	273,428	273,428	49,260
Fund Balance (deficit), Ending	273,428	224,749	49,260	69,767

209 DEBT SERVICE 2009 NOTE	2019 ACTUALS	2020 ADOPTED BUDGET	2020 PROJECTED ACTUALS	2021 TENTATIVE BUDGET
209-36 Miscellaneous Revenue	353	-	367	-
TOTAL REVENUES	**353**	**-**	**367**	**-**
209-59 Debt Service	477,715	568,788	617,444	557,779
TOTAL EXPENDITURES	**477,715**	**568,788**	**617,444**	**557,779**
Excess (deficiency) of revenues over expenditures	**(477,362)**	**(568,788)**	**(617,078)**	**(557,779)**
209-38 Transfers In	478,333	568,788	754,311	554,590
209-58 Transfers Out	-	-	-	-
Total other financing sources (uses)	**478,333**	**568,788**	**754,311**	**554,590**
Net change in fund balances	971	-	137,233	(3,189)
Fund Balance (deficit), Beginning	1,241	2,212	2,212	139,445
Fund Balance (deficit), Ending	2,212	2,212	139,445	136,256

213 DEBT SERVICE 2013 NOTE	2019 ACTUALS	2020 ADOPTED BUDGET	2020 PROJECTED ACTUALS	2021 TENTATIVE BUDGET
213-36 Miscellaneous Revenue	644	-	1,066	-
TOTAL REVENUES	**644**	**-**	**1,066**	**-**
213-59 Debt Service	557,586	556,827	556,827	556,047
TOTAL EXPENDITURES	**557,586**	**556,827**	**556,827**	**556,047**
Excess (deficiency) of revenues over expenditures	**(556,941)**	**(556,827)**	**(555,761)**	**(556,047)**
213-38 Transfers In	543,600	556,827	574,637	555,913
213-58 Transfers Out	-	-	-	-
Total other financing sources (uses)	**543,600**	**556,827**	**574,637**	**555,913**
Net change in fund balances	(13,341)	-	18,876	(134)
Fund Balance (deficit), Beginning	87,139	73,798	73,798	92,674
Fund Balance (deficit), Ending	73,798	73,798	92,674	92,540

214 DEBT SERVICE 2014 NOTE	2019 ACTUALS	2020 ADOPTED BUDGET	2020 PROJECTED ACTUALS	2021 TENTATIVE BUDGET
214-36 Miscellaneous Revenue	484	-	478	-
TOTAL REVENUES	**484**	**-**	**478**	**-**
214-59 Debt Service	730,467	731,013	791,874	731,212
TOTAL EXPENDITURES	**730,467**	**731,013**	**791,874**	**731,212**
Excess (deficiency) of revenues over expenditures	**(729,984)**	**(731,013)**	**(791,396)**	**(731,212)**
214-38 Transfers In	730,820	731,013	1,033,458	731,281
214-58 Transfers Out	-	-	-	-
Total other financing sources (uses)	**730,820**	**731,013**	**1,033,458**	**731,281**
Net change in fund balances	836	-	242,062	69
Fund Balance (deficit), Beginning	839	1,675	1,675	243,737
Fund Balance (deficit), Ending	1,675	1,675	243,737	243,807

300 RENEWAL AND REPLACEMENT FUND	2019 ACTUALS	2020 ADOPTED BUDGET	2020 PROJECTED ACTUALS	2021 TENTATIVE BUDGET
300-36 Miscellaneous Revenue	-	-	-	-
TOTAL REVENUES	**-**	**-**	**-**	**-**
300-59 Capital Outlay	190,298	1,019,543	940,367	2,499,000
TOTAL EXPENDITURES	**190,298**	**1,019,543**	**940,367**	**2,499,000**
Excess (deficiency) of revenues over expenditures	**(190,298)**	**(1,019,543)**	**(940,367)**	**(2,499,000)**
300-38 Transfers In	190,298	1,019,543	964,523	2,480,558
300-58 Transfers Out	-	-	-	-
Total other financing sources (uses)	**190,298**	**1,019,543**	**964,523**	**2,480,558**
Net change in fund balances	-	-	24,156	(18,442)
Fund Balance (deficit), Beginning	-	-	-	24,156
Fund Balance (deficit), Ending	-	-	24,156	5,714

302 CAPITAL PROJECT (2002 BOND)	2019 ACTUALS	2020 ADOPTED BUDGET	2020 PROJECTED ACTUALS	2021 TENTATIVE BUDGET
302-36 Miscellaneous Revenue	70	-	157	-
TOTAL REVENUES	**70**	**-**	**157**	**-**
302-59 Capital Outlay	-	11,460	11,460	28,090
TOTAL EXPENDITURES	**-**	**11,460**	**11,460**	**28,090**
Excess (deficiency) of revenues over expenditures	**70**	**(11,460)**	**(11,303)**	**(28,090)**
302-38 Transfers In	-	-	-	-
302-58 Transfers Out	-	-	-	-
Total other financing sources (uses)	**-**	**-**	**-**	**-**
Net change in fund balances	70	(11,460)	(11,303)	(28,090)
Fund Balance (deficit), Beginning	39,323	39,393	39,393	28,090
Fund Balance (deficit), Ending	39,393	27,933	28,090	(0)

304 CAPITAL PROJECT (2009 BOND)	2019 ACTUALS	2020 ADOPTED BUDGET	2020 PROJECTED ACTUALS	2021 TENTATIVE BUDGET
304-36 Miscellaneous Revenue	54	-	68	-
TOTAL REVENUES	**54**	**-**	**68**	**-**
304-59 Capital Outlay	26,500	-	122	17,074
TOTAL EXPENDITURES	**26,500**	**-**	**122**	**17,074**
Excess (deficiency) of revenues over expenditures	**(26,446)**	**-**	**(54)**	**(17,074)**
304-38 Transfers In	-	-	-	-
304-58 Transfers Out	-	-	-	-
Total other financing sources (uses)	**-**	**-**	**-**	**-**
Net change in fund balances	(26,446)	-	(54)	(17,074)
Fund Balance (deficit), Beginning	43,573	17,127	17,127	17,074
Fund Balance (deficit), Ending	17,127	17,127	17,074	-

305 GRANT AND GF CAPITAL PROJECT FUND	2019 ACTUALS	2020 ADOPTED BUDGET	2020 PROJECTED ACTUALS	2021 TENTATIVE BUDGET
305-36 Miscellaneous Revenue	-	-	-	-
TOTAL REVENUES	**-**	**-**	**-**	**-**
305-59 Capital Outlay	572,894	1,132,142	543,061	13,317,648
TOTAL EXPENDITURES	**572,894**	**1,132,142**	**543,061**	**13,317,648**
Excess (deficiency) of revenues over expenditures	**(572,894)**	**(1,132,142)**	**(543,061)**	**(13,317,648)**
305-38 Transfers In	1,293,839	1,524,338	1,331,240	12,172,177
305-58 Transfers Out	-	-	-	-
Total other financing sources (uses)	**1,293,839**	**1,524,338**	**1,331,240**	**12,172,177**
Net change in fund balances	720,945	392,196	788,179	(1,145,471)
Fund Balance (deficit), Beginning	445,544	1,166,489	1,166,489	1,954,668
Fund Balance (deficit), Ending	1,166,489	1,558,685	1,954,668	809,197

315 IMPACT AND OTHER RESTRICTED FUND	2019 ACTUALS	2020 ADOPTED BUDGET	2020 PROJECTED ACTUALS	2021 TENTATIVE BUDGET
315-36 Miscellaneous Revenue	-	-	11,839	-
TOTAL REVENUES	**-**	**-**	**11,839**	**-**
315-59 Capital Outlay	49,705	572,036	129,121	2,662,996
TOTAL EXPENDITURES	**49,705**	**572,036**	**129,121**	**2,662,996**
Excess (deficiency) of revenues over expenditures	**(49,705)**	**(572,036)**	**(117,283)**	**(2,662,996)**
315-38 Transfers In	385,065	706,809	614,969	259,737
315-58 Transfers Out	-	-	-	-
Total other financing sources (uses)	**385,065**	**706,809**	**614,969**	**259,737**
Net change in fund balances	335,360	134,773	497,687	(2,403,259)
Fund Balance (deficit), Beginning	-	2,718,470	2,718,470	3,216,156
Fund Balance (deficit), Ending	2,718,470	2,853,243	3,216,156	812,897
Nonspendable Fund Balance	**2,448,824**		**2,491,597**	**2,346,792**
Additional Funds as per 12-20 Fund Balance Policy				
Emergency Operations Fund Balance	1,344,697		3,200,000	3,200,000
Emergency Maintenance Fund Balance	1,448,370		3,200,000	3,200,000
Debt Service Reserve Fund Balance	297,615		2,400,000	2,400,000
Alternative Investments	7,085,919		1,333,828	1,478,633
Total other fund balances	**10,176,601**	**-**	**10,133,828**	**10,278,633**

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ORG	OBJ	PROJECT	ACCOUNT DESCRIPTION	2019 ACTUALS	2020 BUDGET*	2020 PROJECTED ACTUALS	2021 PROPOSED BUDGET
01300	311100		CURRENT AD VALOREM TAXES	7,346,575	7,777,693	7,856,128	8,099,316
01300	319100		AD VALOREM TAXES INTEREST	26,381	15,000	20,556	-
01300	311200		PRIOR YEAR AD VALOREM TAXES	4,613	5,000	3,443	5,000
01300	312400		LOCAL OPTION GAS TAX#1	495,662	492,808	429,883	480,558
01300	312420		LOCAL OPTION GAS TAX#2	224,345	221,809	194,086	215,737
01300	315000		COMMUNICATIONS SERVICES TAXES	-	-	824,855	870,230
101300	315000		COMMUNICATIONS SERVICES TAXES	916,558	890,041	-	-
01300	316000		LOCAL BUSINESS TAX RECEIPT	134,933	160,000	131,548	128,187
01300	316100		FLORIDA LEAGUE COLLECTED LBTR	625	800	975	-
01300	316200		CONTRACTORS' REGISTRATION	1,849	1,800	1,754	1,756
01300	316300		DELQ LCL BUSINESS TAX RCPT	1,156	1,000	350	500
01300	322000		PLAN REVIEW FEE	650	900	450	900
01300	322100		BUILDING PERMIT FEES	527,603	410,000	571,885	502,000
01300	322200		DBPR FBC SURCHARGE	761	1,100	-	-
01300	322300		DBPR BCAIB SURCHARGE	784	1,000	-	-
01300	323100		ELECTRIC FRANCHISE	1,627,971	1,700,000	1,116,199	1,674,299
01300	323400		GAS FRANCHISE FEES	241,346	205,000	179,319	229,279
01300	323700		SOLID WASTE FRANCHISE	39,790	36,000	23,094	37,801
01300	324100		POLICE PROTECTION IMPACT FEES	-	-	4,860	500
01300	324200		NPEB	-	-	2,700	500
01300	324300		ROAD IMPACT FEES	-	-	310,385	30,000
01300	324600		LIBRARY IMPACT FEES	-	-	33,585	3,000
01300	324601		RECREATION IMPACT FEES	-	-	100,622	10,000
151300	324100		POLICE PROTECTION IMPACT FEES	1,488	3,000	-	-
151300	324200		NPEB	20,800	20,000	-	-
151300	324300		TRAFFIC IMPACT FEES	82,925	300,000	-	-
151300	324600		PUBLIC LIBRARY IMPACT FEES	9,137	12,000	-	-
151300	324601		RECREATION IMPACT FEES	27,369	50,000	-	-
151300	325100		MITIGATION FEE MULTI-MODAL	19,000	100,000	-	-
01300	329000		PARKING FEES	81,254	15,000	41,874	128,000
01300	329100		R-O-W PERMIT FEES	35,547	35,000	49,173	48,000
01300	329200		RENTAL REGISTRATION FEE	257,430	226,000	597,968	510,000
01300	329300		LIVERY VESSEL PERMIT FEE	33,798	50,000	38,012	32,108
01300	329400		BEACH VENDOR PERMIT	3,075	5,625	5,587	2,921
01300	331300		FEDERAL GRANT-PHY ENVIRONMENT	127,350	-	22,744	-
01300	331301	SW51L	NFWF STORMWATER CIP GRANT	-	-	10,125	290,800
01300	331302	CRH63	RESTORE PARK CIP GRANT	-	-	-	1,216,530
01300	331303	RC216	RESTORE PARK CIP GRANT	-	-	-	729,918
01300	331500		FEDERAL GRANTS/FEMA	28,634	70,000	-	39,750
01300	331500	EM426	FEDERAL GRANTS/FEMA	-	-	-	-
01300	331500	FM637	FEDERAL GRANTS/FEMA	-	-	115,013	73,452
01300	334100		STATE GRANTS GENERAL GOV'T	-	41,726	-	-
01300	334300		ST GRANT - PHY ENVIRONMENT	576	-	-	-
01300	334490		GRANTS/MEDIAN MAINTENANCE (FDOT-FERROV	14,310	30,544	15,872	30,500
01300	334491		ST GRANT - TRANSPORTATION	-	-	-	-
01300	334492		TRAFFIC SIGNAL/HWY LGT MAINT	120,283	116,751	84,240	115,000
01300	334720		FDEP OPS LEONARD DESTIN PARK	-	-	-	83,236
01300	335122		MUNICIPAL SHARING TAX	422,641	439,979	404,506	405,730
01300	335140		MOBILE HOME TAX	696	1,000	1,055	500
01300	335150		ALCOHOL AND BEVERAGE TAX	59,354	56,000	5,698	50,000
01300	335180		1/2 CENT SALES TAX	-	-	1,127,677	1,257,221
101300	335180		1/2 CENT SALES TAX	1,376,723	1,356,132	-	-
01300	335185		OKAL 1/2 PENNY SALES TAX	918,383	850,000	1,134,217	1,065,819
01300	337100		OTHER COUNTY GRANTS	-	-	-	-
01300	337300		PARTNERSHIP/LOCAL GRANT	-	-	-	-
01300	337710		BEACH OPERATIONS/TDC FUNDING	322,944	429,000	259,788	421,600
01300	337711		BEACH CIP FUNDING/TDC	27,188	30,000	50,117	37,400
01300	337712		TDC BEACH LAND ACQUISITION	-	-	-	6,254,000
01300	338000		COUNTY OCCUPATIONAL LICENSES	13,037	17,000	3,466	12,385
01300	338001		COUNTY LIBRARY COOPERATIVE	61,960	62,000	15,405	62,629
01300	341900		OTHER CHARGES/FEES	335	300	433	320
01300	341910		ZONING REVIEW FEES	113,065	135,000	130,064	107,410
01300	341920		ENGINEERING FEES	212	-	-	200
01300	341930		ELECTION QUALIFYING FEES	50	-	-	-

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ORG	OBJ	PROJECT	ACCOUNT DESCRIPTION	2019 ACTUALS	2020 BUDGET*	2020 PROJECTED ACTUALS	2021 PROPOSED BUDGET
01300	341940		MARINE APPLICATION FEES	2,264	2,500	294	2,150
01300	341950		SHORT TERM GRANDFATHER APP	6,900	-	-	-
01300	347100		LIBRARY SERVICE FEES	6,629	7,500	5,929	6,298
01300	347110		LIBRARY MISC FEES	3,200	3,000	2,423	3,040
01300	347200		PARK SERVICE FEES	9,381	7,500	5,919	8,912
01300	347210		FOOTBALL ADULT FLAG-R	1,780	1,500	-	-
01300	347212		FOOTBALL-YOUTH - FLAG - R	6,120	-	-	-
01300	347214		FOOTBALL-YOUTH-TACKLE-R	-	2,500	-	-
01300	347215		FOOTBALL ADULT FLAG-NR	4,160	3,200	-	-
01300	347215	COV19	FOOTBALL ADULT FLAG - NR	-	-	-	-
01300	347217		FOOTBALL-YOUTH - FLAG- NR	125	-	-	-
01300	347219		FOOTBALL-YOUTH-TACKLE-NR	2,030	1,000	-	-
01300	347220		SOCCER REVENUE - R	18,760	16,000	-	-
01300	347220	COV19	SOCCER REVENUE-R	-	-	-	-
01300	347225		SOCCER REVENUE-NR	6,620	7,300	-	-
01300	347230		CHEERLEADING - R	2,099	3,000	-	-
01300	347235		CHEERLEADING REV-NR	205	500	-	-
01300	347240		SOFTBALL - R	4,080	5,500	-	-
01300	347245		SOFTBALL REVENUE-NR	10,020	8,500	-	-
01300	347260		JOE'S BAYOU ANNUAL PASS	1,330	1,400	11,845	9,905
01300	347261		JOES BAYOU REC-NR ANNUAL	6,815	6,000	-	-
01300	347262		JOE'S BAYOU REC FEES-HONOR BOX	92,670	85,000	96,523	88,037
01300	347263		JOES BAYOU REC FEES - COMM-OT	3,090	2,060	-	-
01300	347265		HENDERSON BEACH PARK PASS	12,780	13,000	12,725	12,141
01300	347520		COMMUNITY CTR RENT-NP	2,789	17,000	-	-
01300	347525		COMMUNITY CTR RENT-COMM	18,585	15,000	-	-
01300	347530		COMMUNITY CENTER	13,531	13,000	58,385	81,843
01300	347540		COMMUNITY CTR PRGRM - R	51,879	60,000	-	-
01300	347545		COMM CTR PRGRMS-NR	12,718	15,000	-	-
01300	347545	COV19	COMM CTR PRGRMS-NR	-	-	-	-
01300	347547		COMMUNITY CTR PRGRMS-SENIORS	180	3,000	-	-
01300	347550		MORGANS SPORTS COMPLEX	112	500	93,427	145,897
01300	347551		SPORTS COMPLEX FEES - NP	32,400	25,000	-	-
01300	347555		SPRTS COMPLEX FEES-COMM	28,112	12,000	-	-
01300	347560		SPORTS COMPLEX CONCESSIONS	15,440	10,000	1,279	-
01300	347580		SPORTS COMPLEX SPONSORSHIP	21,625	21,000	-	-
01300	347590		SPECIAL EVENTS FEES-R	-	-	-	-
01300	351000		TRAFFIC FINES	21,948	30,000	24,741	20,850
01300	352000		LIBRARY FINES	3,127	4,000	1,534	2,970
01300	354100		CODE VIOLATION FINES	2,650	6,000	48,456	2,500
01300	354200		CONSTRUCTION BOARD VIOLATIONS	200	-	100	200
01300	354300		PARKING FINES	1,057	10,000	9,537	1,000
01300	358100		FUTURE INFRASTRUCTURE REVENUE	-	-	-	-
01300	361100		INTEREST EARNINGS	-	-	45,939	16,000
01300	361104		P-CARD EARNED INTEREST	4,759	4,800	5,084	2,000
01300	361105		INTEREST EARNINGS	17,340	6,700	2,757	-
01300	361115		BANK INT 9939	-	-	536	-
01300	361130		BANK INTEREST	-	-	1,456	-
101300	361100		INTEREST EARNINGS	634	300	-	-
151300	361140		INTEREST EARNINGS	4,494	2,200	-	-
01300	362000		AIRPORT PROPERTY RENT	8,000	9,600	6,400	1
01300	364200		CEMETERY LOT/SEA MEMORIAL	15,248	10,000	21,721	15,250
01300	365000		SURPLUS SALES	460	-	-	-
01300	366000		OTHER CONTRIBUTIONS	-	-	-	-
01300	366110		LIBRARY DONATIONS	1,304	2,500	1,369	-
01300	366120		"ROOTS RUN DEEP" BOOK REVENUE	495	200	-	-
01300	366130		DONATIONS-LIBRARY GUILD	239	-	-	-
01300	366140		OTHER DONATIONS/CONTRIBUTIONS	-	-	2,400	-
01300	366190		DOG PARK DONATIONS	860	1,500	656	-
01300	366191		DOG PARK PROJECT DONATIONS	3,974	-	-	-
01300	369000		OTHER MISCELLANEOUS REVENUE	4,240	3,000	18,267	4,000
01300	369100		OVER/UNDER	(71)	-	(296)	-
01300	369200		CD TECH SURCHARGE FUNDS	75,865	252,400	-	-
01300	369300		RISK MANAGMENT REIMBURSMENTS	255	-	30,810	-

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ORG	OBJ	PROJECT	ACCOUNT DESCRIPTION	2019 ACTUALS	2020 BUDGET*	2020 PROJECTED ACTUALS	2021 PROPOSED BUDGET
01300	383000		CAPITAL LEASE INCEPTION	-	-	-	-
			Total 01300 REVENUE	**16,336,671**	**17,083,668**	**16,429,929**	**25,687,985**
0151110	531000		PROFESSIONAL SERVICES	14,200	-	29,500	-
0151110	534000		CONTRACT SERVICES	15,246	24,500	7,595	16,000
0151110	540000		TRAVEL/PER DIEM	8,895	13,100	4,226	13,100
0151110	546000		REPAIRS AND MAINTENANCE	574	1,000	-	1,000
0151110	547000		PRINTING AND BINDING	505	800	1,060	800
0151110	548000		PROMOTIONAL ACTIVITIES	19,542	34,000	22,493	34,000
0151110	552000		OPERATING SUPPLIES	14,749	19,700	12,509	19,700
0151110	554000		BOOKS, SUBS, MEMBERSHIPS	4,397	6,675	4,555	6,675
0151110	555000		TRAINING	550	-	-	-
0151110	561000		LAND	255,702	-	-	-
0151110	564000		MACHINERY AND EQUIPMENT	-	-	3,517	-
0151110	582000		CONTRIBUTIONS	1,000	1,000	-	-
0151110	599000		CONTINGENCIES	-	15,041	-	30,000
			Total 0151110 CITY COUNCIL	**335,359**	**115,816**	**85,455**	**121,275**
0151212	511000		EXECUTIVE SALARIES	123,436	133,623	139,390	138,828
0151212	512000		REGULAR SALARIES	189,140	247,867	214,683	319,282
0151212	515000		SPECIAL PAY	270	-	150	-
0151212	521000		FICA TAXES	5,706	6,851	6,429	8,590
0151212	522000		RETIREMENT CONTRIBUTIONS	32,954	46,793	43,829	55,949
0151212	522001		CITY MANAGER RETIREMENT 401A	4,770	6,441	6,384	6,701
0151212	523000		LIFE/HEALTH INSURANCE	44,712	76,483	62,217	71,541
0151212	531000		PROFESSIONAL SERVICES	59,169	30,000	311,536	30,000
0151212	534000		CONTRACT SERVICES	5,727	4,500	29,452	4,500
0151212	540000		TRAVEL/PER DIEM	3,393	10,000	175	10,000
0151212	544000		RENTS AND LEASES	393	-	-	-
0151212	547000		PRINTING AND BINDING	2,471	8,100	240	8,100
0151212	548000		PROMOTIONAL ACTIVITIES	11,079	13,500	5,782	13,500
0151212	549000		OTHER CURRENT CHARGES	-	-	636	-
0151212	551000		OFFICE SUPPLIES	186	2,200	758	2,200
0151212	552000		OPERATING SUPPLIES	5,004	4,000	8,143	11,000
0151212	554000		BOOKS, SUBS, MEMBERSHIPS	2,016	9,200	3,043	9,500
0151212	555000		TRAINING	3,475	5,000	1,339	6,200
0151212	599001		COUNCIL PRE AUTH CONTINGENCIES	5,000	-	-	-
			Total 0151212 CITY MANAGER	**498,901**	**604,558**	**834,188**	**695,891**
0151215	512000		REGULAR SALARIES	155,278	164,405	164,989	169,865
0151215	514000		OVERTIME PAY	-	1,513	-	420
0151215	521000		FICA TAXES	2,188	2,406	2,322	2,469
0151215	522000		RETIREMENT CONTRIBUTIONS	19,467	20,740	20,624	21,286
0151215	523000		LIFE/HEALTH INSURANCE	36,470	36,938	37,745	38,354
0151215	534000		CONTRACT SERVICES	-	500	-	500
0151215	540000		TRAVEL/PER DIEM	-	2,500	-	2,500
0151215	547000		PRINTING AND BINDING	15,843	-	-	-
0151215	551000		OFFICE SUPPLIES	481	1,100	164	700
0151215	552000		OPERATING SUPPLIES	-	255	-	255
0151215	554000		BOOKS, SUBS, MEMBERSHIPS	605	1,400	525	500
0151215	555000		TRAINING	-	1,000	500	1,000
			Total 0151215 CITY CLERK	**230,332**	**232,757**	**226,868**	**237,849**
0151320	512000		REGULAR SALARIES	170,545	185,394	138,495	189,614
0151320	521000		FICA TAXES	2,423	2,688	2,785	2,749
0151320	522000		RETIREMENT CONTRIBUTIONS	21,690	23,174	14,330	23,702
0151320	523000		LIFE/HEALTH INSURANCE	34,398	36,747	22,177	48,531
0151320	531000		PROFESSIONAL SERVICES	-	3,000	4,098	30,000
0151320	532000		AUDIT SERVICES	25,200	24,000	24,100	26,500
0151320	540000		TRAVEL/PER DIEM	-	3,000	-	3,000
0151320	547000		PRINTING AND BINDING	1,154	1,000	453	1,500
0151320	549000		OTHER CHARGES	21,821	20,160	44,052	25,200
0151320	549005		TC COMMISSIONS PD	-	-	294	194,800
0151320	551000		OFFICE SUPPLIES	241	900	173	900

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ORG	OBJ	PROJECT	ACCOUNT DESCRIPTION	2019 ACTUALS	2020 BUDGET*	2020 PROJECTED ACTUALS	2021 PROPOSED BUDGET
0151320	552000		OPERATING SUPPLIES	383	900	474	900
0151320	554000		BOOKS, SUBS, MEMBERSHIPS	1,020	1,080	1,683	3,500
0151320	555000		TRAINING	-	3,500	-	2,925
0151320	564000		MACHINERY AND EQUIPMENT	1,985	-	-	-
			Total 0151320 FINANCE	**280,861**	**305,543**	**253,114**	**553,821**
0151321	512000		REGULAR SALARIES	77,011	82,163	79,677	88,664
0151321	515000		SPECIAL PAY	750	765	750	765
0151321	521000		FICA TAXES	1,905	2,205	1,962	2,494
0151321	522000		RETIREMENT CONTRIBUTIONS	8,096	8,345	8,341	8,765
0151321	523000		LIFE/HEALTH INSURANCE	9,878	9,635	10,209	9,998
0151321	531000		PROFESSIONAL SERVICES	105	1,676	147	1,466
0151321	534000		CONTRACT SERVICES	-	-	(315)	-
0151321	535000		INVESTIGATIONS	1,796	1,068	751	1,068
0151321	540000		TRAVEL/PER DIEM	2,040	900	-	900
0151321	545000		RISK MANAGEMENT INSURANCE	286,923	372,657	423,098	375,247
0151321	546000		REPAIRS AND MAINTENANCE	-	1,500	-	1,500
0151321	548001		PROMOTIONAL ACTIVITIES/WELLNES	1,167	1,250	-	1,250
0151321	549000		OTHER CURRENT CHARGES	50	35	90	35
0151321	551000		OFFICE SUPPLIES	493	735	312	635
0151321	551001		OFFICE SUPPLIES/WELLNESS	-	50	-	50
0151321	552000		OPERATING SUPPLIES	2,710	2,687	1,088	3,087
0151321	552001		OPERATING SUPPLIES, WELLNESS	233	400	351	400
0151321	554000		BOOKS, SUBSCRIPTIONS, MBRSHIPS	859	1,739	989	1,739
0151321	554001		BOOKS,SUBS/WELLNESS	725	888	-	888
0151321	555000		TRAINING	10,290	5,280	9,475	5,280
0151321	555001		TRAINING - WELLNESS	-	100	-	100
			Total 0151321 HUMAN RESOURCES	**405,030**	**494,078**	**536,924**	**504,331**
0151322	534000		CONTRACT SERVICES	1,000	3,000	1,574	3,000
0151322	542000		FREIGHT & POSTAGE SERVICES	5,519	15,000	8,727	15,000
0151322	543000		UTILITIES	18,685	21,000	20,848	21,630
0151322	544000		RENTS AND LEASES	1,356	1,600	1,626	1,600
0151322	546000		REPAIRS AND MAINTENANCE	-	1,000	-	1,000
0151322	547000		PRINTING AND BINDING	661	31,100	12,051	31,100
0151322	549000		OTHER CHARGES	46,253	48,000	73,127	78,000
0151322	551000		OFFICE SUPPLIES	3,431	4,000	3,149	4,000
0151322	552000		OPERATING SUPPLIES	3,261	6,200	4,579	6,200
0151322	552000	COV19	OPERATING SUPPLIES	-	-	237	-
0151322	554000		BOOKS, SUBS, MEMBERSHIPS	1,728	2,950	1,809	2,950
0151322	564000		MACHINERY AND EQUIPMENT	-	-	4,213	-
			Total 0151322 ADMINISTRATIVE SERVIC	**81,894**	**133,850**	**131,941**	**164,480**
0151324	512000		REGULAR SALARIES	108,400	129,338	75,217	94,898
0151324	514000		OVERTIME PAY	884	2,154	733	2,374
0151324	521000		FICA TAXES	1,432	1,907	991	1,410
0151324	522000		RETIREMENT CONTRIBUTIONS	10,305	14,737	6,153	12,159
0151324	523000		LIFE/HEALTH INSURANCE	50,856	62,475	35,913	42,737
0151324	534000		CONTRACT SERVICES	1,787	5,000	114	15,000
0151324	540000		TRAVEL/PER DIEM	-	100	-	-
0151324	543000		UTILITIES	28,488	33,000	28,550	33,990
0151324	544000		RENTS AND LEASES	588	1,000	999	1,030
0151324	546000		REPAIRS AND MAINTENANCE	56,378	80,000	53,405	81,900
0151324	551000		OFFICE SUPPLIES	93	50	50	-
0151324	552000		OPERATING SUPPLIES	20,803	11,000	20,255	17,470
0151324	555000		TRAINING	900	500	-	-
0151324	562000		BUILDINGS	-	-	-	-
0151324	563000		INFRASTRUCTURE	-	-	-	-
0151324	564000		MACHINERY AND EQUIPMENT	1,073	12,500	31,985	-
			Total 0151324 FACILITIES MAINTENANC	**281,986**	**353,761**	**254,364**	**302,968**
0151430	531001		CITY ATTORNEY	98,903	111,000	136,866	127,100
0151430	531002		LABOR ATTORNEY	3,615	6,000	4,997	2,900
0151430	531003		LAND USE ATTORNEY	188,066	183,000	162,590	152,600

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0151430	531004		FRANCHISE ATTORNEY	9,193	-	29,195	18,000
0151430	531005		MISCELLANEOUS REPRESENTATION	272,212	100,000	265,645	273,700
			Total 0151430 LEGAL SERVICES	**571,988**	**400,000**	**599,294**	**574,300**
0151531	512000		REGULAR SALARIES	236,822	393,029	296,107	403,291
0151531	514000		OVERTIME PAY	125	945	72	115
0151531	521000		FICA TAXES	3,231	5,713	3,998	5,849
0151531	522000		RETIREMENT CONTRIBUTIONS	20,808	49,247	24,841	50,426
0151531	523000		LIFE/HEALTH INSURANCE	56,516	105,286	83,777	122,453
0151531	531000		PROFESSIONAL SERVICES	125,899	526,585	148,881	162,700
0151531	531001		HARBOR DISTRICT IMPRV/DESIGN	-	-	6,000	425,000
0151531	534000		CONTRACT SERVICES	41,085	24,000	17,000	43,300
0151531	540000		TRAVEL/PER DIEM	8,351	5,000	(3,542)	5,200
0151531	546000		REPAIRS AND MAINTENANCE	-	150	-	200
0151531	547000		PRINTING AND BINDING	2,830	2,000	2,898	2,100
0151531	549000		OTHER CURRENT CHARGES	2,171	-	-	-
0151531	551000		OFFICE SUPPLIES	6,233	5,000	3,825	5,200
0151531	552000		OPERATING SUPPLIES	6,099	21,339	2,975	22,000
0151531	552010		OPERATING SUPPLIES TECHNOLOGY	-	-	3,035	-
0151531	552010	COV19	OPERATING SUPPLIES TECHNOLOGY	-	-	425	-
0151531	554000		BOOKS, SUBS, MEMBERSHIPS	896	2,510	978	2,600
0151531	555000		TRAINING	1,901	6,700	4,912	6,900
			Total 0151531 COMMUNITY DEVELOPMENT	**512,967**	**1,147,504**	**596,182**	**1,257,334**
0151932	512000		REGULAR SALARIES	187,169	192,228	223,768	214,849
0151932	514000		OVERTIME PAY	-	1,719	163	1,285
0151932	521000		FICA TAXES	2,850	2,919	3,330	3,214
0151932	522000		RETIREMENT CONTRIBUTIONS	19,690	21,977	23,677	24,722
0151932	523000		LIFE/HEALTH INSURANCE	41,216	58,412	52,772	56,077
0151932	534000		CONT SERV-MAINT,LIC & SUPPORT	131,832	121,900	65,118	137,600
0151932	534001		CONT SER	892	-	27,810	-
0151932	540000		TRAVEL/PER DIEM	2,214	3,500	155	4,000
0151932	541000		COMMUNICATIONS SERVICES	64,587	56,400	57,578	61,800
0151932	541004		COMMUNICATIONS	24	-	-	
0151932	541005		COMMUNICATIONS-CELL & RADIO	30,760	22,800	31,965	24,000
0151932	544000		RENTS AND LEASES	23,292	21,350	27,245	21,600
0151932	546000		REPAIRS AND MAINTENANCE	143	6,000	586	7,000
0151932	546001		TELEPHONE SYSTEM AGREEMENT	-	-	12,150	-
0151932	551000		OFFICE SUPPLIES	118	500	125	500
0151932	552000		OPERATING SUPPLIES	28,628	20,000	7,704	20,000
0151932	552000	COV19	OPERATING SUPPLIES	-	-	10,386	-
0151932	552001		OPER SUPPLIES-HARDWARE SOFTWRE	419	-	-	-
0151932	552010		OPERATING SUPPLIES TECHNOLOGY	4,560	-	-	-
0151932	554000		BKS, SUBS, MEMBERSHIPS	8,908	12,900	4,665	7,600
0151932	554000	COV19	SUBS, MEMBERSHIPS	-	-	2,412	
0151932	555000		TRAINING	-	3,000	8,558	3,000
0151932	564000		MACHINERY & EQUIP/PRINTERS	2,393	-	-	-
0151932	564001		MACHINERY & EQUIP/COMP SYSTEMS	-	217,000	8,317	-
0151932	564001	COV19	MACHINERY & EQUIPMENT	-	-	52,855	-
0151932	564080		COMPUTER EQUIP LIBRARY	-	15,000	-	-
			Total 0151932 INFORMATION TECHNOLOG	**549,696**	**777,605**	**621,341**	**587,248**
0152140	512000		REGULAR SALARIES	7,711	13,074	3,866	13,167
0152140	514000		OVERTIME PAY	-	-	-	-
0152140	521000		FICA TAXES	590	1,000	296	1,007
0152140	522000		RETIREMENT CONTRIBUTIONS	-	-	-	-
0152140	523000		LIFE/HEALTH INSURANCE	-	-	-	-
0152140	534000		CONTRACT SERVICES	2,160,198	2,327,808	2,327,806	2,299,340
0152140	552000		OPERATING SUPPLIES	75	-	37	-
0152140	581000		CONTRIBUTIONS TO GOV'T AGENCY	100,000	100,000	100,000	100,000
			Total 0152140 PUBLIC SAFETY	**2,268,573**	**2,441,882**	**2,432,004**	**2,413,514**
0152441	512000		REGULAR SALARIES	320,211	373,332	341,174	391,154
0152441	514000		OVERTIME PAY	1,333	1,188	3,040	2,779

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0152441	521000		FICA TAXES	4,621	5,431	4,929	5,712
0152441	522000		RETIREMENT CONTRIBUTIONS	38,679	46,815	40,929	49,242
0152441	523000		LIFE/HEALTH INSURANCE	62,620	84,390	67,458	88,333
0152441	531000		PROFESSIONAL SVCS	-	850	-	-
0152441	540000		TRAVEL/PER DIEM	703	4,880	-	6,200
0152441	546000		REPAIRS AND MAINTENANCE	-	125	-	125
0152441	547000		PRINTING AND BINDING	1,778	1,900	2,663	1,600
0152441	549000		OTHER CHARGES	-	-	-	-
0152441	551000		OFFICE SUPPLIES	-	-	-	-
0152441	552000		OPERATING SUPPLIES	902	1,758	1,104	1,830
0152441	554000		BOOKS, SUBS, MEMBERSHIPS	1,345	3,750	1,716	3,745
0152441	555000		TRAINING	1,312	4,485	1,687	4,550
0152441	564000		MACHINERY AND EQUIPMENT	-	-	-	-
			Total 0152441 BUILDING INSPECTIONS	**433,503**	**528,904**	**464,700**	**555,271**
0152442	512000		REGULAR SALARIES	235,484	276,823	294,868	349,409
0152442	514000		OVERTIME PAY	1,084	5,767	5,684	6,951
0152442	521000		FICA TAXES	3,903	4,814	4,631	5,875
0152442	522000		RETIREMENT CONTRIBUTIONS	24,218	33,879	30,933	43,118
0152442	523000		LIFE/HEALTH INSURANCE	67,460	97,580	91,367	112,433
0152442	531000		PROFESSIONAL SERVICES	-	8,000	2,250	8,000
0152442	534000		CONTRACT SERVICES	2,345	7,800	-	7,800
0152442	540000		TRAVEL/PER DIEM	3,743	10,000	167	20,050
0152442	546000		REPAIRS AND MAINTENANCE	45	-	990	-
0152442	547000		PRINTING AND BINDING	1,983	1,300	6,461	3,600
0152442	549000		OTHER CURRENT CHARGES	296	-	-	-
0152442	551000		OFFICE SUPPLIES	105	-	966	-
0152442	552000		OPERATING SUPPLIES	14,600	1,660	4,261	18,600
0152442	554000		BOOKS, SUBS, MEMBERSHIPS	3	700	852	720
0152442	555000		TRAINING	2,971	7,150	5,355	14,116
			Total 0152442 CODE COMPLIANCE	**358,240**	**455,473**	**448,784**	**590,671**
0152543	540000		TRAVEL/PER DIEM	-	4,000	-	4,100
0152543	541000		COMMUNICATIONS SERVICES-IT	699	2,500	430	2,600
0152543	546000		REPAIRS AND MAINTENANCE	-	4,000	9,234	8,750
0152543	547000		PRINTING AND BINDING	-	500	499	500
0152543	548000		PROMOTIONAL ACTIVITIES	-	500	14	500
0152543	551000		OFFICE SUPPLIES	-	100	-	100
0152543	552000		OPERATING SUPPLIES	631	4,700	5,183	4,800
0152543	552000	COV19	OPERATING SUPPLIES	-	-	30,515	-
0152543	554000		BOOKS, SUBS, MEMBERSHIPS	-	250	58	300
0152543	555000		TRAINING	-	3,000	-	3,100
			Total 0152543 EMERGENCY MANAGEMENT	**1,330**	**19,550**	**45,934**	**24,750**
0153950	543000		UTILITIES	1,155	2,000	1,398	2,060
0153950	544000		RENTS AND LEASES	-	150	-	-
0153950	546000		REPAIRS & MAINTENANCE	5,315	6,105	837	6,288
0153950	552000		OPERATING SUPPLIES	1,661	2,805	3,614	2,889
0153950	563001		INFRASTRUCTURE/CEMETERY REFURB	-	9,500	-	-
			Total 0153950 CEMETERY	**8,131**	**20,560**	**5,848**	**11,237**
0153951	531000		PROFESSIONAL SERVICES	1,910	5,000	650	5,000
0153951	543000		UTILITIES	2,788	-	865	-
0153951	543301		HARBOR PUMP UTILITIES	17,756	15,000	17,630	18,000
0153951	544000		RENTS AND LEASES	-	500	876	1,000
0153951	546000		REPAIRS AND MAINTENANCE	2,575	5,000	780	3,000
0153951	552000		OPERATING SUPPLIES	874	600	1,346	18,250
0153951	553000		ROAD MATERIALS/SUPPLIES	-	2,000	-	-
0153951	554000		BKS, SUBS, MEMBERSHIPS	100	250	75	250
			Total 0153951 PHYSICAL ENVIRONMENT	**26,004**	**28,350**	**22,222**	**45,500**
0154160	512000		REGULAR SALARIES	587,723	706,718	538,130	530,769
0154160	514000		OVERTIME PAY	4,160	4,249	3,212	4,796
0154160	521000		FICA TAXES	8,247	10,309	7,536	7,766

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0154160	522000		RETIREMENT CONTRIBUTIONS	62,428	84,793	56,136	60,800
0154160	523000		LIFE/HEALTH INSURANCE	154,312	222,989	166,720	212,082
0154160	534000		CONTRACT SERVICES	-	-	350	-
0154160	534002		CONTRACT SERV/TRAFFIC SIGNAL	-	83,384	166,336	91,550
0154160	534004		CONTRACT SERVICES/SIDEWALKS	95,057	130,000	147,817	-
0154160	534005		CONTRACT SERVICES/ROADWAYS	67,823	50,000	25,326	64,000
0154160	534100		CONTRACT SERVICES/STORMWATER	21,784	60,000	60,000	60,000
0154160	534402		CONTRACT SERVICES/RD STRIPING	29,212	60,000	94,711	-
0154160	540000		TRAVEL/PER DIEM	3,786	2,100	527	2,100
0154160	543000		UTILITIES	-	-	584	-
0154160	543400		UTILITY SERVICES/ST LIGHTS	209,872	200,000	192,465	206,000
0154160	543401		UTILITY SERV/TRAFFIC SIGNALS	6,665	7,000	8,600	7,210
0154160	543402		UTILITY SERVICES/WATER (SHOP)	3,368	6,250	3,605	6,400
0154160	543403		UTILITY SERVICES/ELEC (SHOP)	7,204	8,750	7,005	9,000
0154160	543405		UTILITY SERVICES/ELEC - PUMPS	16,084	20,000	17,930	20,600
0154160	543406		UTILITY SERVICES/GAS	2,222	2,000	2,011	2,060
0154160	544000		RENTS AND LEASES	23,348	7,265	4,974	7,200
0154160	546000		REPAIRS AND MAINTENANCE	85,647	76,840	89,658	81,500
0154160	551000		OFFICE SUPPLIES	837	220	801	800
0154160	552000		OPERATING SUPPLIES	91,132	85,000	100,632	80,000
0154160	553000		ROAD MATERIALS/SUPPLIES	35,666	68,500	50,724	57,500
0154160	554000		BOOKS, SUBS, MEMBERSHIPS	418	-	-	500
0154160	555000		TRAINING	1,922	4,600	886	4,000
0154160	562000		CAPITAL OUTLAY - BUILDINGS	-	169,000	-	-
0154160	563000		INFRASTRUCTURE	-	-	2,319	-
0154160	564000		MACHINERY AND EQUIPMENT	120,578	23,697	296,112	-
			Total 0154160 PUBLIC WORKS	**1,639,493**	**2,093,664**	**2,045,107**	**1,516,633**
0154161	512000		REGULAR SALARIES	-	-	85,670	228,307
0154161	521000		FICA TAXES	-	-	1,204	3,310
0154161	522000		RETIREMENT CONTRIBUTIONS	-	-	10,240	28,538
0154161	523000		LIFE/HEALTH INSURANCE	-	-	16,235	51,594
0154161	531000		PROFESSIONAL SERVICES	34,592	40,000	25,000	41,200
0154161	531001		PROF SERV CONSLIDATED ENG/CM	-	100,000	99,960	103,000
0154161	534000		CONTRACT SERVICES	-	-	-	-
0154161	540000		TRAVEL/PER DIEM	133	900	25	900
0154161	546000		REPAIRS AND MAINTENANCE	-	1,500	-	1,000
0154161	547000		PRINTING AND BINDING	-	100	-	100
0154161	547001		NPDES PUBLIC INFORMATION	-	500	307	500
0154161	551000		OFFICE SUPPLIES	715	700	-	700
0154161	552000		OPERATING SUPPLIES	367	3,950	1,500	2,000
0154161	554000		BOOKS, SUBS, MEMBERSHIPS	500	2,000	1,784	2,100
0154161	555000		TRAINING	1,005	750	824	800
0154161	564000		MACHINERY AND EQUIPMENT	-	30,000	24,928	-
			Total 0154161 ENGINEERING	**37,312**	**180,400**	**267,678**	**464,050**
0154183	534000		CONTRACT SERVICES	78,108	137,437	123,566	115,000
0154183	546000		REPAIRS AND MAINTENANCE	8,045	45,000	15,179	10,000
0154183	563000		INFRASTRUCTURE	14,907	-	-	-
			Total 0154183 MEDIAN MAINTENANCE	**101,060**	**182,437**	**138,745**	**125,000**
0155271	559830	COV19	ECON DEV/OTHER GRANTS	-	-	103,000	-
0155271	599000		CONTINGENCIES	-	-		25,000
0155271	582000		CONTRIBUTIONS	13,209	13,500	13,509	-
			Total 0155271 ECONOMIC DEVELOPMENT	**13,209**	**13,500**	**116,509**	**25,000**
0156272	534000		CONTRACT SERVICES	52,808	67,020	48,375	100,000
0156272	582000		CONTRIBUTIONS	10,000	10,000	3,250	
			Total 0156272 HEALTH SERVICES	**62,808**	**77,020**	**51,625**	**100,000**
0156473	599000		CONTINGENCIES	-	-		15,000
0156473	582000		CONTRIBUTIONS	-	8,500	8,350	
			Total 0156473 HUMAN SERVICES	**-**	**8,500**	**8,350**	**15,000**

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0157180	512000		REGULAR SALARIES	264,555	321,579	294,979	337,558
0157180	521000		FICA TAXES	7,100	9,499	7,243	8,978
0157180	522000		RETIREMENT CONTRIBUTIONS	21,938	25,926	26,233	32,183
0157180	523000		LIFE/HEALTH INSURANCE	51,227	61,168	61,689	96,086
0157180	534000		CONTRACT SERVICES	2,500	17,700	10,041	13,133
0157180	534000	COV19	CONTRACT SERVICES	-	-	995	-
0157180	540000		TRAVEL/PER DIEM	1,472	2,000	325	750
0157180	541000		COMMUNICATIONS SERVICES	5	600	-	600
0157180	542000		FREIGHT & POSTAGE SERVICES	13	100	9	100
0157180	543000		UTILITIES	19,384	22,200	20,728	21,200
0157180	546000		REPAIRS AND MAINTENANCE	70	7,600	7,656	1,600
0157180	546001		REPAIRS AND MAINT/FACILITY	-	-		10,000
0157180	547000		PRINTING AND BINDING	499	600	-	500
0157180	548000		PROMOTIONAL ACTIVITIES	1,594	1,500	1,761	1,500
0157180	549000		OTHER CHARGES	-	200	-	-
0157180	551000		OFFICE SUPPLIES	233	-	-	-
0157180	552000		OPERATING SUPPLIES	5,502	5,000	5,408	5,000
0157180	554000		BOOKS, SUBS, MEMBERSHIPS	2,650	1,574	2,907	344
0157180	555000		TRAINING	-	-	-	-
0157180	564000		MACHINERY AND EQUIPMENT	18,822	-	133,517	-
0157180	564002		EQUIP/LBRY MEDIA & LAB UPGRADE	-	1,525	-	2,180
0157180	566000		LIBRARY BOOKS, MATERIALS	50,421	34,500	63,862	44,650
			Total 0157180 LIBRARY	**447,984**	**513,271**	**637,354**	**576,362**
0157233	512000		REGULAR SALARIES	-	27,685	-	24,295
0157233	521000		FICA TAXES	-	401	-	400
0157233	522000		RETIREMENT CONTRIBUTIONS	-	3,461	-	3,445
0157233	523000		LIFE/HEALTH INSURANCE	-	20,146	-	16,056
0157233	534000		CONTRACT SERVICES	-	7,350	-	8,000
0157233	543000		UTILITIES	-	8,335	945	8,335
0157233	546000		REPAIRS AND MAINTENANCE	-	4,958	190	4,900
0157233	552000		OPERATING SUPPLIES	-	10,900	1,913	10,900
0157233	554000		SUBS, MEMBERSHIPS	-	-	600	-
0157233	599000		CONTINGENCIES	-	-	-	7,567
			Total 0157233 LEONARD DESTIN PARK	**-**	**83,236**	**3,648**	**83,897**
0157283	512000		REGULAR SALARIES	221,537	240,891	241,771	282,361
0157283	514000		OVERTIME PAY	1,756	2,379	2,192	3,263
0157283	521000		FICA TAXES	3,532	4,412	3,854	5,087
0157283	522000		RETIREMENT CONTRIBUTIONS	18,817	22,766	21,193	29,278
0157283	523000		LIFE/HEALTH INSURANCE	62,699	87,033	71,441	112,801
0157283	531000		PROFESSIONAL SERVICES	-	-	-	-
0157283	534000		CONTRACT	135	10,000	1,701	10,300
0157283	540000		TRAVEL/PER DIEM	-	600	264	618
0157283	543000		UTILITIES/RECREATION LIGHTING	40	-	660	138
0157283	543100		UTILITIES/LITTLE LEAGUE	782	1,000	798	1,030
0157283	544000		RENTS AND LEASES	-	3,029	-	3,120
0157283	546000		REPAIRS AND MAINTENANCE	28,121	45,000	6,208	14,478
0157283	547000		PRINTING AND BINDING	1,847	5,000	4,050	5,150
0157283	551000		OFFICE SUPPLIES	-	500	-	500
0157283	552000		OPERATING SUPPLIES	28,862	39,241	29,796	30,016
0157283	552000	COV19	OPERATING SUPPLIES	-	-	330	-
0157283	554000		BOOKS, SUBSCRIP, MEMBERSHIPS	-	200	285	206
0157283	555000		TRAINING	1,182	2,050	1,743	2,112
0157283	563000	FM637	INFRASTRUCTURE	-	-	-	-
0157283	564000		MACHINERY AND EQUIPMENT	19,592	14,860	14,069	-
0157283	564000	COV19	MACHINERY AND EQUIPMENT	-	-	1,960	-
			Total 0157283 PARKS	**388,902**	**478,961**	**402,315**	**500,456**
0157284	512000		REGULAR SALARIES	190,132	279,443	180,423	222,803
0157284	514000		OVERTIME PAY	767	9,287	300	15,627
0157284	521000		FICA TAXES	4,394	7,097	3,689	6,685
0157284	522000		RETIREMENT CONTRIBUTIONS	15,283	27,025	15,182	19,946
0157284	523000		LIFE/HEALTH INSURANCE	55,069	90,922	55,599	49,319

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ORG	OBJ	PROJECT	ACCOUNT DESCRIPTION	2019 ACTUALS	2020 BUDGET*	2020 PROJECTED ACTUALS	2021 PROPOSED BUDGET
0157284	525000		UNEMPLOYMENT COMPENSATION	-	-	575	334
0157284	534000		CONTRACT SERVICES	4,188	-	2,429	2,417
0157284	534000	COV19	CONTRACT SERVICES	-	-	800	-
0157284	534002		CONTRACT SERV/SPORTS OFFICIALS	16,796	20,018	12,024	20,619
0157284	535000		INVESTIGATIONS	661	4,400	-	4,532
0157284	540000		TRAVEL/PER DIEM	(11)	2,050	877	2,112
0157284	542000		FREIGHT & POSTAGE SERVICES	-	750	-	773
0157284	543000		UTILITIES	26,149	30,000	21,498	30,900
0157284	544000		RENTS AND LEASES	11,264	9,000	7,500	9,270
0157284	546000		REPAIRS AND MAINTENANCE	57,982	36,185	44,343	50,619
0157284	546000	COV19	REPAIRS AND MAINTENANCE	-	-	265	-
0157284	546001		REPAIR AND MAINT/VEHICLES	-	880	-	906
0157284	546002		FACILITIES R&M	-	-	592	610
0157284	547000		PRINTING AND BINDING	572	2,000	-	2,060
0157284	548000		PROMOTIONAL ACTIVITIES	710	4,000	-	4,120
0157284	551000		OFFICE SUPPLIES	91	1,500	219	1,500
0157284	552000		OPERATING SUPPLIES	34,820	39,326	39,016	40,506
0157284	552000	COV19	OPERATING SUPPLIES	-	-	810	-
0157284	552001		OPERATING-LEAGUES (FB/SB/SOC)	18,977	18,200	4,473	18,746
0157284	553000		ROAD MATERIALS & SUPPLIES	-	2,000	-	2,060
0157284	554000		BOOKS, SUBS, MEMBERSHIPS	-	620	835	860
0157284	555000		TRAINING	-	2,335	1,660	2,405
0157284	563000		INFRASTRUCTURE	67,128	31,000	22,153	-
0157284	564000		MACHINERY AND EQUIPMENT	54,769	8,500	25,773	-
0157284	564000	COV19	MACHINERY AND EQUIPMENT	-	-	3,440	-
			Total 0157284 MORGANS SPORTS COMPLE	**559,740**	**626,538**	**444,474**	**509,730**
0157285	512000		REGULAR SALARIES	105,610	110,515	114,303	214,063
0157285	514000		OVERTIME PAY	-	-	-	-
0157285	521000		FICA TAXES	2,610	3,142	2,944	4,663
0157285	522000		RETIREMENT CONTRIBUTIONS	9,237	9,380	10,218	22,256
0157285	522001		CITY MANAGER RETIREMENT 401a	111	-	-	44,835
0157285	523000		LIFE/HEALTH INSURANCE	19,304	29,723	24,962	30,912
0157285	525000		UNEMPLOYMENT COMPENSATION	2,002	-	-	-
0157285	534000		CONTRACT SERVICES	75	25,000	167	25,750
0157285	534002		CONTRACT SERV/SPORTS OFFICIALS	-	3,000	2,592	3,090
0157285	535000		INVESTIGATIONS	110	1,500	-	1,545
0157285	540000		TRAVEL/PER DIEM	-	4,122	-	4,246
0157285	542000		FREIGHT & POSTAGE SERVICES	-	1,500	-	1,545
0157285	544000		RENTS AND LEASES	246	1,200	-	1,236
0157285	546000		REPAIRS AND MAINTENANCE	27,117	28,220	28,052	29,067
0157285	547000		PRINTING AND BINDING	868	1,500	2,104	1,545
0157285	548000		PROMOTIONAL ACTIVITIES	42	1,980	760	2,039
0157285	549000		OTHER CHARGES/ADVERTISING	-	3,200	-	3,296
0157285	551000		OFFICE SUPPLIES	246	1,000	-	1,000
0157285	552000		OPERATING SUPPLIES	10,311	26,493	12,131	27,288
0157285	552000	COV19	OPERATING SUPPLIES	-	-	659	-
0157285	552001		OPERATING SUPPLIES/LEAGUES	135	3,900	3,199	4,017
0157285	553000		ROAD MATERIALS/SUPPLIES	-	272	-	280
0157285	554000		BOOKS, SUBS, MEMBERSHIPS	1,280	1,830	1,500	1,885
0157285	555000		TRAINING	-	4,363	-	4,494
0157285	562000		BUILDINGS	-	7,000	-	-
0157285	563000		INFRASTRUCTURE	87,990	-	-	-
0157285	564000		MACHINERY AND EQUIPMENT	7,727	-	15,343	-
			Total 0157285 OUTDOOR RECREATION	**275,021**	**268,840**	**218,933**	**429,051**
0157291	512000		REGULAR SALARIES	141,458	190,062	161,080	182,373
0157291	514000		OVERTIME PAY	3,224	-	2,008	8,497
0157291	521000		FICA TAXES	2,042	2,679	2,370	2,644
0157291	522000		RETIREMENT CONTRIBUTIONS	16,085	22,653	18,344	22,344
0157291	522001		CITY MANAGER RETIREMENT 401a	37	-	-	-
0157291	523000		LIFE/HEALTH INSURANCE	38,503	42,966	47,569	35,101
0157291	534000		CONTRACT SERVICES	27,924	31,500	27,590	31,500
0157291	534000	COV19	CONTRACT SERVICES	-	-	300	-

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ORG	OBJ	PROJECT	ACCOUNT DESCRIPTION	2019 ACTUALS	2020 BUDGET*	2020 PROJECTED ACTUALS	2021 PROPOSED BUDGET
0157291	540000		TRAVEL/PER DIEM	-	2,000	-	2,000
0157291	543000		UTILITIES	16,001	21,000	9,939	21,000
0157291	544000		RENTS AND LEASES	-	1,000	-	1,000
0157291	545000		RISK MANAGEMENT INSURANCE	23,727	24,000	23,860	24,000
0157291	546000		REPAIRS AND MAINTENANCE	10,370	45,124	6,924	45,124
0157291	547000		PRINTING AND BINDING	300	1,345	-	1,345
0157291	547000	COV19	PRINTING AND BINDING	-	-	708	-
0157291	548000		PROMOTIONAL ACTIVITIES	539	-	-	-
0157291	552000		OPERATING SUPPLIES	19,902	44,671	22,171	44,671
0157291	552000	COV19	OPERATING SUPPLIES	-	-	435	-
0157291	553000		ROAD MATERIALS/SUPPLIES	-	-	-	-
0157291	554000		SUBS, MEMBERSHIPS	-	-	-	-
0157291	555000		TRAINING	-	-	-	-
0157291	563000		INFRASTRUCTURE	-	30,000	29,885	37,400
0157291	564000		MACHINERY AND EQUIPMENT	27,188	-	35,232	-
			Total 0157291 BEACH OPERATIONS	**327,300**	**459,000**	**388,414**	**459,000**
0157486	531000		PROFESSIONAL SVCS	-	1,000	-	1,030
0157486	534000		CONTRACT SERVICES	26,032	37,500	35,986	38,625
0157486	544000		RENTS AND LEASES	-	1,000	-	1,030
0157486	546000		REPAIRS AND MAINTENANCE	-	5,000	-	5,150
0157486	547000		PRINTING AND BINDING	366	400	1,185	1,221
0157486	548000		PROMOTIONAL ACTIVITIES	10,694	8,250	6,060	8,498
0157486	552000		OPERATING SUPPLIES	3,234	3,000	4,401	4,524
0157486	554000		BOOKS, SUBSCRP, MEMBERSHIPS	-	500	-	515
			Total 0157486 SPECIAL EVENTS	**40,325**	**56,650**	**47,633**	**60,592**
0157587	512000		REGULAR SALARIES	283,748	320,411	267,628	285,167
0157587	514000		OVERTIME PAY	701	3,985	2,181	10,709
0157587	521000		FICA TAXES	6,077	7,471	5,103	7,584
0157587	522000		RETIREMENT CONTRIBUTIONS	24,301	31,508	26,477	28,895
0157587	523000		LIFE/HEALTH INSURANCE	71,327	88,267	72,174	82,054
0157587	534000		CONTRACT SERVICES	23,292	19,000	21,903	19,570
0157587	535000		INVESTIGATIONS	1,526	1,800	1,322	1,854
0157587	540000		TRAVEL/PER DIEM	-	700	-	721
0157587	542000		FREIGHT & POSTAGE SERVICES	-	400	-	412
0157587	543000		UTILITIES	29,528	35,000	30,520	36,050
0157587	544000		RENTS AND LEASES	413	6,000	191	6,180
0157587	546000		REPAIRS AND MAINTENANCE	18,135	34,000	38,576	44,288
0157587	547000		PRINTING AND BINDING	2,602	1,500	705	1,545
0157587	548000		PROMOTIONAL ACTIVITIES	8,677	6,000	4,695	6,180
0157587	551000		OFFICE SUPPLIES	250	2,600	46	2,700
0157587	552000		OPERATING SUPPLIES	33,221	28,700	16,082	34,550
0157587	554000		BOOKS, SUBS, MEMBERSHIPS	-	750	759	773
0157587	555000		TRAINING	-	1,100	-	1,133
0157587	562000		BUILDINGS	7,544	-	10,520	-
0157587	563000		INFRASTRUCTURE	-	88,350	-	-
0157587	564000		MACHINERY AND EQUIPMENT	25,826	-	46,163	-
			Total 0157587 COMMUNITY CENTER	**537,167**	**677,542**	**545,045**	**570,365**
0151720	571000		2015A REFUNDING REV NOTE/PRIN	335,000	344,000	373,833	358,000
0151720	572000		2015A REFUNDING REV NOTE/INT	123,210	114,011	123,122	109,349
			Total 0151720 2015A REFUNDING REVEN	**458,210**	**458,011**	**496,955**	**467,349**
0151763	571000		PRINCIPAL - STREET SWEEPER	24,992	-	-	-
0151763	572000		INTEREST - STREET SWEEPER	804	-	-	-
			Total 0151763 CAP LEASE/PURC-ST SWE	**25,796**	**-**	**-**	**-**
0151764	571000		CAP LEASE/BACKHOE-JETTER-TORO	68,237	69,788	70,549	72,544
0151764	572000		EQUIPCAP LEASE/BACKHOE/JETTER	9,328	7,779	7,089	5,020
			Total 0151764 CAP LEASE/BACKHOE-JET	**77,564**	**77,567**	**77,638**	**77,564**
			TOTAL OPERATING EXPENDITURES	**11,836,683**	**14,315,328**	**13,449,587**	**14,620,489**

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ORG	OBJ	PROJECT	ACCOUNT DESCRIPTION	2019 ACTUALS	2020 BUDGET*	2020 PROJECTED ACTUALS	2021 PROPOSED BUDGET
			NET OPERATING (REV-EXP)	**4,499,988**	**2,768,340**	**2,980,342**	**11,067,496**
0158188	581213		TRANSFER OUT FOR 213 DEBT SERV	-	-	(574,637)	(555,913)
10158188	591000		TRANSFER TO DEBT SERVICE FUND	(543,600)	(556,827)	-	-
0158188	581005		TRANSFER OUT TO INFRA R&R GT#1	(190,298)	(879,543)	(742,714)	(480,558)
0158188	581300		TRANSFER OUT TO FACILITIES R&R	-	(140,000)	(221,809)	(2,000,000)
0158188	581305		TXFR GF TO CAPITAL PROJECTS	-	-	-	(2,421,200)
0158188	581321		TXFR OKA 1/2 PENNY	(918,383)	-	(1,041,102)	(1,065,819)
0158188	591000		TRSFR FOR CIP GRANTS	-	(878,196)	-	-
0158188	581322	SW51L	TXFR NFWF RESTORE	(127,350)	(487,142)	(10,125)	(290,800)
0158188	581323	CRH63	TXFR RESTORE CRM PARK GRANT	-	-	-	(1,216,530)
0158188	581324	FM637	FEMA CTP SEAWALL	-	-	(115,013)	(73,452)
0158188	581325		TDC CAPITAL PROJECT GRANT	-	-	-	(6,254,000)
0158188	581326		TRANSFER OUT TO CD TECH FUND	(248,106)	(159,000)	(165,000)	(120,459)
0158188	581327	RC216	TXFR RESTORE CT PARK GRANT	-	-	-	(729,918)
0158188	581501		TXFR POLICE IMPACT FEES	(1,488)	(3,000)	(9,042)	(500)
0158188	581502		TXFR NPEB	(20,800)	(20,000)	(1,300)	(500)
0158188	581503		TXFR ROAD/TRAFFIC IMPACT	(82,925)	(300,000)	(310,385)	(30,000)
0158188	581504		TXFR LIBRARY IMPACT FEES	(9,137)	(12,000)	(33,585)	(3,000)
0158188	581505		TXFR PARK IMPACT FEES	(27,369)	(50,000)	(100,622)	(10,000)
0158188	581507		TXFR MULTI-MODAL IMPACT FEES	(19,000)	(100,000)	-	-
0158188	581509		TXFR GAX TAX#2	(224,345)	(221,809)	(160,036)	(215,737)
			Total 0158188 TRANSFERS OUT	**(2,412,802)**	**(3,807,517)**	**(3,485,370)**	**(15,468,385)**
			Increase (decrease) in net position	**2,087,185**	**(1,039,177)**	**(505,028)**	**(4,400,889)**
			Unassigned net position, beginning of year	**6,900,513**	**8,987,698**	**8,987,698**	**8,482,670**
			Unassigned net position, ending of year	**8,987,698**	**7,948,522**	**8,482,670**	**4,081,781**

CITY OF DESTIN
TOWN CENTER CRA FUND DETAILS
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ORG	OBJ	PROJECT	ACCOUNT DESCRIPTION	2019 ACTUALS	2020 BUDGET*	2020 PROJECTED ACTUALS	2021 PROPOSED BUDGET
102300	311101		TIFF REVENUES - COUNTY	$ 556,005	$ 610,328	$ 600,079	$ 688,589
102300	311102		TIFF REVENUES - CITY	234,780	257,304	257,304	290,297
102300	361100		INTEREST EARNINGS	390	150	1,290	-
			Total 102300 TOWNCENTER CRA REVENUE	**791,175**	**867,782**	**858,673**	**978,886**
10255231	512000		REGULAR SALARIES	9,061	9,406	9,475	-
10255231	521000		FICA TAXES	118	102	125	-
10255231	522000		RETIREMENT CONTRIBUTIONS	1,133	1,176	1,168	-
10255231	523000		LIFE/HEALTH INSURANCE	4,879	4,354	4,488	-
10255231	534000		CONTRACT SERVICES	26,541	60,210	65,708	65,500
10255231	543000		UTILITIES	6,538	10,000	4,172	10,000
10255231	546000		REPAIRS AND MAINTENANCE	2,934	13,800	-	13,800
10255231	549000		OTHER CHARGES/ADVERTISING	-	2,200	-	2,200
10255231	552000		OPERATING SUPPLIES	-	1,000	-	1,000
10255231	554000		BKS, SUBS, MEMBERSHIPS	88	335	523	300
10255231	563000		INFRASTRUCTURE	-	-	-	
10258500	565000	CRT17	CONSTRUCTION IN PROGRESS	-	-		10,000
			Total 10255231 TOWNCENTER CRA OPERA	**51,292**	**102,583**	**85,659**	**102,800**
			NET OPERATING (REV - EXP)	**739,883**	**765,199**	**773,014**	**876,086**
10258188	581214		DEBT SERVICE INTRFND TRANSFER	(730,820)	(731,013)	(1,033,458)	(731,281)
			Total TC CRA TXFRS OUT	**(730,820)**	**(731,013)**	**(1,033,458)**	**(731,281)**
			Net change in Fund Balance	**9,063**	**34,186**	**(260,444)**	**144,805**
			Fund Balance (deficit), Beginning	**(2,240,216)**	**(2,231,153)**	**(2,231,153)**	**(2,491,597)**
			Fund Balance (deficit), Ending	**(2,231,153)**	**(2,196,967)**	**(2,491,597)**	**(2,346,792)**

CITY OF DESTIN
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ORG	OBJ	PROJECT	ACCOUNT DESCRIPTION	2019 ACTUALS	2020 BUDGET*	2020 PROJECTED ACTUALS	2021 PROPOSED BUDGET
110300	311101		TIFF REVENUES - COUNTY	$ 297,880	$ 319,174	$ 314,648	$ 331,449
110300	311102		TIFF REVENUES - CITY	298,055	319,174	319,174	331,449
110300	361100		INTEREST EARNINGS	478	200	1,371	-
			Total 110300 HARBOR CRA REVENUE	**596,413**	**638,548**	**635,192**	**662,898**
11055235	512000		REGULAR SALARIES	17,012	58,220	9,475	-
11055235	521000		FICA TAXES	229	456	125	-
11055235	522000		RETIREMENT CONTRIBUTIONS	2,126	7,277	1,168	-
11055235	523000		LIFE/HEALTH INSURANCE	5,790	9,449	4,695	-
11055235	534000		CONTRACT SERVICES	10,292	13,702	22,458	28,500
11055235	543000		UTILITIES	6,242	10,000	26,009	10,000
11055235	544000		RENTS AND LEASES	(559)	1,500	1,096	1,500
11055235	546000		REPAIRS AND MAINTENANCE	-	10,500	39,499	10,500
11055235	547000		PRINTING AND BINDING	-	-	-	-
11055235	549000		OTHER CHARGES/ADVERTISING	-	5,000	-	5,000
11055235	552000		OPERATING SUPPLIES	-	2,000	-	2,000
11055235	554000		BKS, SUBS, MEMBERSHIPS	88	335	523	300
11058500	565000	CRH64	CONSTRUCTION IN PROGRESS	-	-	-	30,000
			Total 11055235 HARBOR CRA OPERATING	**41,220**	**118,439**	**105,050**	**87,800**
			NET OPERATING (REV - EXP)	**555,194**	**520,109**	**530,143**	**575,098**
11058188	581209		DEBT SERVICE INTERFUND TRANSFERS	(478,333)	(568,788)	(754,311)	(554,590)
			Total HARBOR CRA TXFRS OUT	**(478,333)**	**(568,788)**	**(754,311)**	**(554,590)**
			Net change in Fund Balance	**76,861**	**(48,679)**	**(224,168)**	**20,508**
			Fund Balance (deficit), Beginning	**196,567**	**273,428**	**273,428**	**49,260**
			Fund Balance (deficit), Ending	**273,428**	**224,749**	**49,260**	**69,768**

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HARBOR CRA 2009 REVENUE NOTE

ORG	OBJ	PROJECT	ACCOUNT DESCRIPTION	2019 ACTUALS	2020 BUDGET*	2020 PROJECTED ACTUALS	2021 PROPOSED BUDGET
209300	361100		INTEREST EARNINGS	353	-	367	-
209300	381209		CRA HRBR INTERFUND TRSFRS	478,333	568,788	754,311	554,590
			Total 209300 HRBRA CRA DEBT SVC REV	**478,686**	**568,788**	**754,677**	**554,590**
20951729	571000		PRINCIPAL	340,360	442,981	479,896	442,981
20951729	572000		INTEREST	137,354	125,807	137,548	114,798
			Total 20951729 HRBR CRA NOTE DBT SE	**477,715**	**568,788**	**617,444**	**557,779**
			Net change in Fund Balance	**971**	**-**	**137,233**	**(3,189)**
			Fund Balance (deficit), Beginning	**1,242**	**2,212**	**2,212**	**139,445**
			Fund Balance (deficit), Ending	**2,212**	**2,212**	**139,445**	**136,256**

2013 GENERAL FUND REFUNDING NOTE

ORG	OBJ	PROJECT	ACCOUNT DESCRIPTION	2019 ACTUALS	2020 BUDGET*	2020 PROJECTED ACTUALS	2021 PROPOSED BUDGET
213300	361100		INTEREST EARNINGS	644	-	1,066	-
213300	381213		INTERFUND TRANSFERS	543,600	556,827	574,637	555,913
			Total 213300 2013 REFID BOND REV	**544,244**	**556,827**	**575,704**	**555,913**
21351729	571000		SUNTRUST PRINCIPAL	379,290	390,061	390,061	401,139
21351729	572000		SUNTRUST INTEREST	178,296	166,766	166,766	154,908
			Total 21351729 213 BOND DEBT SERVIC	**557,586**	**556,827**	**556,827**	**556,047**
			Net change in Fund Balance	**(13,341)**	**-**	**18,876**	**(134)**
			Fund Balance (deficit), Beginning	**87,140**	**73,798**	**73,798**	**92,674**
			Fund Balance (deficit), Ending	**73,798**	**73,798**	**92,674**	**92,540**

TOWN CENTER CRA 2014 REFUNDING NOTE

ORG	OBJ	PROJECT	ACCOUNT DESCRIPTION	2019 ACTUALS	2020 BUDGET*	2020 PROJECTED ACTUALS	2021 PROPOSED BUDGET
214300	361100		INTEREST EARNINGS	484	-	478	-
214300	381214		CRA INTERFUND TRANSFER	730,820	731,013	1,033,458	731,281
			Total 214300 CRA TC DEBT SER REVENU	**731,304**	**731,013**	**1,033,936**	**731,281**
21451729	571000		PRINCIPAL	385,596	398,937	433,332	412,740
21451729	572000		INTEREST	344,871	332,076	358,542	318,472
			Total 21451729 CRA TC DBT SER	**730,467**	**731,013**	**791,874**	**731,212**
			Net change in Fund Balance	**836**	**-**	**242,062**	**69**
			Fund Balance (deficit), Beginning	**838**	**1,675**	**1,675**	**243,737**
			Fund Balance (deficit), Ending	**1,675**	**1,675**	**243,737**	**243,807**

COUNCIL OBJECTIVES		5-Year Capital Budget Amount
1	Public beach Initiative	$ 22,000,000
2	Underground utilities	1,280,000
3	Short term rentals compliance with regulations	-
4	Recruit project and grants manager	-
5	Request TDC funds for additional OCSO services	-
6	Research viability of muti-use convention/sports/community center	-
7	Complete two-lane Crosstown Connector	1,475,000
8	Calhoun Ave Multi-Use Trail Phase II Design and Construction	852,000
9	Improve parking	75,000
10	Beach re-nourishment	-
11	Improve communications	-
12	Implement enhanced signage control	-
13	Develop/implement wayfinding program	-
14	Update golf cart/low speed vehicle rules	-
16	Improve city gateways	-
15, 17, 19	Streetlights, sidewalks, road striping	2,851,802
18	Provide board and committee training	-
20	Reestablish environmental committee	-
21	Enforce residential boat and RV parking regulations	-
22	Regulate building height limits to 5 stories	-
	TOTAL	$ 28,533,802

TOTAL FY2021-2025 CAPITAL BUDGET	$ 36,690,143
% FOR COUNCIL OBJECTIVES	78%

CITY OF DESTIN 5-YEAR CAPITAL IMPROVEMENT PLAN

COUNCIL OBJECTIVE PRIORITY			FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
Renewal & Replacement - Facilities								
	RR051	General Government	$ 62,200	$ 95,000	$ 22,500	$ 71,500	$ 28,500	$ 279,700
	RR052	Public Safety	392,500	41,687	134,187	47,187	49,687	665,249
	RR053	Physical Environment (Stormwater, Cemetery)	300,000	6,307	6,307	6,307	6,307	325,227
	RR057	Parks and Recreation	1,003,800	231,828	297,828	411,828	253,828	2,199,113
	RRVEH	Vehicles	272,500	-	-	-	-	272,500
Renewal & Replacement - Infrastructure								
15, 17, 19	RR054	Roads, Sidewalks, Street Lighting (Gas Tax #1)	468,000	318,000	462,000	801,901	801,901	2,851,802
Growth Necessitated & Comp Plan								
	SW54	Stormwater Improvements (FDEP funded)	50,000	50,000	-	-	-	100,000
	PW612	Norreigo Point Road	250,000	-	-	-	-	250,000
8	TR618	Zerbe-Calhoun Pedestrian Pathway	852,000	-	-	-	-	852,000
9	TR619	Sibert-Zerbe Parking Lot Consolidation	-	75,000	-	-	-	75,000
	TR620	ADA Transition - Pedestrian Facilities	100,000	-	-	-	-	100,000
	LB002	Library Impact Fee Projects	47,000	-	-	-	-	47,000
	RC004	Park Impact Fee Projects	35,000	-	-	-	-	35,000
Citizen/Council Directed Projects								
1	CM001	Beach Acquisition	10,600,000	11,400,000	-	-	-	22,000,000
7	EN615	Cross-Town Connector	1,475,000	-	-	-	-	1,475,000
2	UNDER	Undergrounding	250,000	60,000	60,000	-	910,000	1,280,000
Other Capital Projects								
	IT001	COMPASS/Energov	100,000	200,000	-	-	-	300,000
	IT002	CD Tech Fund Hardware/Software Replacements	-	150,000	150,000	-	-	300,000
	IT003	Other Hardware/Software Replacements	-	129,000	100,000	100,000	-	329,000
	LB001	Library Tablet Station & Biblioteca RFID and Mobil Ap	76,200	-	-	-	-	76,200
	CRH63	Captain Royal Melvin Hertiage Park and Plaza (RESTORE)	1,335,690	-	-	-	-	1,335,690
	CRH64	Harbor CRA Wayfinding Plan Signage	30,000	10,000	10,000	-	-	50,000
	CRT17	Town Center CRA Easement Trail/Park Main to Mattie Kell	10,000	50,000	550,000	-	-	610,000
	RC124	Morgan's Children's Park Playground Structure	-	26,745	-	-	-	26,745
	RC125	Buck Destin Restrooms	95,000	-	-	-	-	95,000
	RC127	Pickleball Court	30,000	-	-	-	-	30,000
	RC216	Clement Taylor Park Renovations	729,918	-	-	-	-	729,918
	FM637	Clement Taylor Park Seawall (FEMA)	-	-	-	-	-	-
		Total Funded Projects	**$ 18,564,808**	**$ 12,843,567**	**$ 1,792,822**	**$ 1,438,723**	**$ 2,050,223**	**$ 36,690,143**

Funding Sources		FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
30054312	R&R INFRA GAS TAX #1	$ 468,000	$ 318,000	$ 462,000	$ 801,901	$ 801,901	$ 2,851,802
30058585	R&R GENERAL FUND SOURCED	2,031,000	374,822	460,822	536,822	338,322	3,741,789
30255231	TC CRA 2002 BOND PROJECTS	28,090	-	-	-	-	28,090
30455236	HRBR CRA '09 REV NOTE	17,074	-	-	-	-	17,074
30552329	CD TECH FUND RESTRICTED	100,000	350,000	150,000	-	-	600,000
30553331	NFWF STORMWATER CIP GRANT	-	-	-	-	-	-
30557331	FEDERAL PARKS AND REC CIP GRANTS (RESTORE, FEMA, IN	1,946,448	-	-	-	-	1,946,448
30557337	CAPITAL GRANTS FROM COUNTY (TDC; OKALOOSA)	6,254,000	6,726,000	-	-	-	12,980,000
30558312	LOCAL 1/2 PENNY	2,596,000	4,734,000	60,000	-	910,000	8,300,000
30558500	GF CIP PROJECTS*	2,421,200	204,000	100,000	100,000	-	2,825,200
11058500	Harbor CRA CIP Projects	30,000	10,000	10,000	-	-	50,000
10258500	Town Center CRA CIP Projects	10,000	50,000	550,000	-	-	610,000
31552000	POLICE IMPACT FEES	-	-	-	-	-	-
31553329	STORMWATER RESTRICTED	50,000	50,000	-	-	-	100,000
31553800	NPEB IMPACT FEE CIP	18,025	-	-	-	-	18,025
31554100	ROAD IMPACT CIP	1,750,000	-	-	-	-	1,750,000
31554312	GAS TAX #2 COMP PLAN TRAFFIC	325,000	-	-	-	-	325,000
31554500	MULTI-MODEL IMPACT CIP	352,000	-	-	-	-	352,000
31557100	LIBRARY IMPACT FEES	47,000	-	-	-	-	47,000
31557200	PARKS IMPACT FEE CIP	120,971	-	-	-	-	120,971
31557366	MORGANS KID PARK RESTRICTED	-	26,745	-	-	-	26,745
	Total Sources	**$ 18,564,808**	**$ 12,843,567**	**$ 1,792,822**	**$ 1,438,723**	**$ 2,050,223**	**$ 36,690,143**

Unfunded Capital Needs $ 51,945,000

*30558500 GF CIP PROJECTS includes 1/2 Cent Sales Tax, General Fund excess cash balances, and Debt Financing

RENEWAL AND REPLACEMENT FUND

ORG	OBJ	PROJECT	ACCOUNT DESCRIPTION	2019 ACTUALS	2020 BUDGET*	2020 PROJECTED ACTUALS	2021 PROPOSED BUDGET
300300	361100		INTEREST EARNINGS	-	-	-	-
300300	381005		TXFR GAS TAX#1 TO RR	190,298	879,543	742,714	480,558
300300	381300		TXFR GF TO 300 RR	-	140,000	221,809	2,000,000
			Total 300300 R&R REVENUE	**190,298**	**1,019,543**	**964,523**	**2,480,558**
30054312	565000	PW612	ROADS SIDEWALKS ST LIGHTS	-	879,543	884,854	-
31054162	565000	PW612	ROADS SIDEWALKS ST LIGHTS	190,298	-	-	-
30054312	565000	RR054	R&R ROADS, SIDEWALKS, ST LIGHTS	-	-	-	468,000
			Total 30054312 R&R INFRA GAS TAX #1	190,298	879,543	884,854	468,000
30058585	565000	RR051	R&R GEN GOV FACILITIES	-	140,000	-	62,200
30058585	565000	RR052	R&R PUBLIC SAFETY FACILITIES	-	-	-	392,500
30058585	565000	RR053	R&R STORMWTR & CEMETARY FACILITIES	-	-	-	300,000
30058585	565000	RR054	R&R ROADS, SIDEWALKS, ST LIGHTS	-	-	55,513	-
30058585	565000	RR057	R&R PARK AND REC FACILITIES	-	-	-	1,003,800
30058585	564000	RRVEH	R&R VEHICLES	-	-	-	272,500
			Total 30058585 R&R FACILITIES	**-**	**140,000**	**55,513**	**2,031,000**
			Total 300 R&R EXPENDITURES	**190,298**	**1,019,543**	**940,367**	**2,499,000**
			Net change in Fund Balance	**-**	**-**	**24,156**	**(18,442)**
			Fund Balance (deficit), Beginning	**-**	**-**	**-**	**24,156**
			Fund Balance (deficit), Ending	**-**	**-**	**24,156**	**5,714**

(TOWN CENTER CRA) 2002 BOND CAPITAL PROJECT FUND

ORG	OBJ	PROJECT	ACCOUNT DESCRIPTION	2019 ACTUALS	2020 BUDGET*	2020 PROJECTED ACTUALS	2021 PROPOSED BUDGET
302300	361100		INTEREST EARNINGS	70	-	157	-
			Total 302300 2002 CAPITAL PROJ REV	**70**	**-**	**157**	**-**
30251112	565061	EN615	CROSS TOWN CONNECTOR	-	11,460	-	-
30255231	561000	EN615	CROSS TOWN CONNECTOR LAND/ROW	-	-	11,460	-
30255231	565000	CRH63	CAPTAIN ROYAL MELVIN PARK CONSTR	-	-	-	28,090
			Total 302 2002 CAPITAL PROJ EXPENDITURES	**-**	**11,460**	**11,460**	**28,090**
			Net change in Fund Balance	**70**	**(11,460)**	**(11,303)**	**(28,090)**
			Fund Balance (deficit), Beginning	**39,323**	**39,393**	**39,393**	**28,090**
			Fund Balance (deficit), Ending	**39,393**	**27,933**	**28,090**	**-**

(HARBOR CRA) 2009 BOND CAPITAL PROJECT FUND

ORG	OBJ	PROJECT	ACCOUNT DESCRIPTION	2019 ACTUALS	2020 BUDGET*	2020 PROJECTED ACTUALS	2021 PROPOSED BUDGET
304300	361100		INTEREST EARNINGS	54	-	68	-
			Total 304300 HRBR CRA 2009 SER CONS	**54**	**-**	**68**	**-**
30455236	565000	CRH63	CAPTAIN ROYAL MELVIN PARK CONSTR	26,500	-	122	17,074
			Total 304 SERIES 2009 HRBR CRA EXPENDITUI	**26,500**	**-**	**122**	**17,074**
			Net change in Fund Balance	**(26,446)**	**-**	**(54)**	**(17,074)**
			Fund Balance (deficit), Beginning	**43,573**	**17,127**	**17,127**	**17,073**
			Fund Balance (deficit), Ending	**17,127**	**17,127**	**17,073**	**(0)**

305 CAPITAL PROJECT FUND

ORG	OBJ	PROJECT	ACCOUNT DESCRIPTION	2019 ACTUALS	2020 BUDGET*	2020 PROJECTED ACTUALS	2021 PROPOSED BUDGET
305300	381305		TXFR GENERAL FUND TO SPECIAL CIP	-	-	-	2,421,200
305300	381321		TXFR OKA 1/2 PENNY	918,383	-	1,041,102	1,065,819
305300	381322	SW51L	TXFR NFWF GRANT	127,350	487,142	10,125	290,800
305300	381323	CRH63	TXFR RESTORE CRM PARK	-	878,196	-	1,216,530
305300	381324	FM637	FEMA CTP SEAWALL	-	-	115,013	73,452
305300	381325		TXFR TDC FOR BEACH ACQUISTION	-	-	-	6,254,000
305300	381326		TXFR CD TECH FUND	248,106	159,000	165,000	120,459
305300	381327	RC216	TXFR RESTORE CT PARK	-	-	-	729,918
			Total 305300 REVENUE	**1,293,839**	**1,524,338**	**1,331,240**	**12,172,177**
30552329	564090	IT001	COMPASS (Egov)	-	-	-	100,000
30552329	564090	IT002	CD TECH FUND HARDWARE/SOFTWARE	-	-	-	-
			Total 30552329 CD TECH FUND	-	-	-	100,000
30553331	565000	SW51L	NFWF STORMWATER CIP	-	-	290,800	-
31053331	565000	SW51L	STORMWATER CIP	127,350	487,142	-	-
			Total 30553331 FED PHYS ENVIR CAP GRANT E	127,350	487,142	290,800	-
30557331	565000	CRH63	CAPTAIN ROYAL MELVIN PARK CONSTR	-	-	975	1,216,530
30557331	565000	FM637	FEMA CTP SEAWALL	-	-	251,286	-
30557331	565000	RC216	CLEMENT TAYLOR PARK RESTORATION	-	-	-	729,918
			Total 30557331 FED PARKS CAP GRANT EXPS	-	-	252,261	1,946,448
30557337	561000	CM001	BEACH ACQUISITION	-	-	-	6,254,000
			Total 30557337 LOCAL PARK CAP GRANT EXPS	-	-	-	6,254,000
30558312	561000	CM001	BEACH ACQUISITION	-	-	-	2,346,000
30558312	565000	UNDER	UNDERGROUNDING	-	-	-	250,000
			Total 30558312 OKA 1/2 PENNY EXPS	-	-	-	2,596,000
30558500	561000	CM001	BEACH ACQUISITION	-	-	-	2,000,000
31055252	565000	EN615	CROSS TOWN CONNECTOR	445,545	-	-	-
30558500	565000	LB001	LIBRARY RFID MOBILE APP & TABLET STATION	-	-	-	76,200
30558500	565000	RC125	BUCK DESTIN RESTROOMS	-	-	-	95,000
30558500	565000	TR618	ZERBE-CALHOUN PEDESTRIAN PATHWAY	-	450,000	-	250,000
30558500	565000	TR619	SIBERT-ZERBE PARKING LOT CONSOLIDATION	-	75,000	-	-
30558500	565000	SW54	OTHER STORMWATER IMPROVEMENTS	-	120,000	-	-
			Total 30558500 GF CAPITAL PROJECTS	445,545	645,000	-	2,421,200
			Total 305 CAPITAL PROJECT EXPENDITURES	**572,894**	**1,132,142**	**543,061**	**13,317,648**
			Net change in Fund Balance	**720,945**	**392,196**	**788,179**	**(1,145,471)**
			Fund Balance (deficit), Beginning	**445,544**	**1,166,489**	**1,166,489**	**1,954,669**
			Fund Balance (deficit), Ending	**1,166,489**	**1,558,685**	**1,954,669**	**809,198**

315 RESTRICTED CAPITAL PROJECT FUND

ORG	OBJ	PROJECT	ACCOUNT DESCRIPTION	2019 ACTUALS	2020 BUDGET*	2020 PROJECTED ACTUALS	2021 PROPOSED BUDGET
315300	381501		TXFR POLICE IMPACT	1,488	3,000	9,042	500
315300	381502		TXFR NPEB	20,800	20,000	1,300	500
315300	381503		TXFR ROAD/TRAFFIC IMPACT FEES	82,925	300,000	310,385	30,000
315300	381504		TXFR LIBRARY IMPACT FEES	9,137	12,000	33,585	3,000
315300	381505		TXFR PARK IMPACT FEES	27,369	50,000	100,622	10,000
315300	381507		TXFR MULTI-MODAL IMPACT FEES	19,000	100,000	-	-
315300	381508		TXFR STORMWATER IMPACT FEES	-	-	-	-

315300	381509		TXFR GAX TAX#2	224,345	221,809	160,036	215,737
315324	361120		BANK INTEREST POLICE 6179	-	-	21	-
315324	361141		BANK INTEREST ROAD	-	-	6,570	-
315324	361145		BANK INTEREST MODAL	-	-	1,620	-
315324	361149		BANK INT NPEB	-	-	1,046	-
315324	361153		BANK INTEREST STRMWTR 8736	-	-	427	-
315324	361157		BANK INTEREST PARK 6047	-	-	106	-
315324	361171		BANK INTEREST LIBRARY 6088	-	-	578	-
315324	361172		BANK INTEREST PARK	-	-	1,472	-
			Total 315 REVENUES	**385,065**	**706,809**	**626,808**	**259,737**
31553329	565000	SW54	FDEP FUNDED STORMWATER PROJECTS	-	-	-	50,000
31553800	565000	SW54	QUAIL RUN FLOOD ABATEMENT	-	85,000	-	-
			Total 31553329 STORMWATER FUNDS	-	85,000	-	50,000
31553800	565000	CRH63	CAPTAIN ROYAL MELVIN PARK CONSTR	-	-	-	18,025
			Total 31553800 NPEB IMPACT FEE CIP	-	-	-	18,025
31554100	565000	PW612	ROADS SIDEWALKS ST LIGHTS	-	-	32,550	-
31554100	565000	EN615	CONSTRUCTION IN PROGRESS	-	-	-	1,400,000
31554100	565000	TR618	ZERBE-CALHOUN PEDESTRIAN PATHWAY	-	152,036	-	350,000
			Total 31554100 ROAD IMPACT CIP	-	152,036	32,550	1,750,000
31554312	565000	SW53	STORMWATER MASTER PLAN	49,705	-	-	-
31554312	565000	EN615	CONSTRUCTION IN PROGRESS	-	-	-	75,000
31554312	565000	PW612	NORRIEGO POINT ROAD	-	-	-	250,000
			Total 31554312 GAS TAX #2 COMP PLAN	49,705	-	-	325,000
31554500	565000	EN617	STAHLMAN INTERSECTION SAFER XING	-	-	64,696	-
31554500	565000	TR618	ZERBE-CALHOUN PEDESTRIAN PATHWAY	-	250,000	-	252,000
31554500	565000	TR620	ADA TRANSITION PEDESTRIAN FACILITIES	-	-	-	100,000
			Total 31554500 MULTI-MODEL IMPACT C	-	250,000	64,696	352,000
31557100	565000	LB002	LIBRARY IMPACT FEE PROJECTS	-	-	-	47,000
			Total 31557100 LIBRARY IMPACT FEES	-	-	-	47,000
31557200	565000	CRH63	CAPTAIN ROYAL MELVIN PARK CONSTR	-	-	-	55,971
31557200	565000	RC004	PARK IMPACT FEE PROJECTS	-	-	-	35,000
35157289	565000	RC126	BUCK DESTIN BASKETBALL REPLACEMENT	-	35,000	-	-
31557200	565000	RC127	PICKLE BALL COURT	-	-	-	30,000
35157289	565000	RC616	SPORTS COMPLEX RUNNING TRACK REPLACEMENT		50,000	-	-
31557200	563000	RC617	BATTING CAGES	-	-	31,875	-
			Total 31557200 PARK & REC IMPACT FEES	-	85,000	31,875	120,971
31557366	565000	RC124	MORGANS CHILD PARK PLAYGROUND STRUCT	-	-	-	-
			Total 31557366 MORGANS KID PARK	-	-	-	-
			Total 315 RESTRICTED CIP EXPS	**49,705**	**572,036**	**129,121**	**2,662,996**
			Net change in Fund Balance	**335,360**	**134,773**	**497,687**	**(2,403,259)**
			Fund Balance (deficit), Beginning	**-**	**2,718,470**	**2,718,470**	**3,216,156**
			Fund Balance (deficit), Ending	**2,718,470**	**2,853,243**	**3,216,156**	**812,897**

ITEM # 2020-2711

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: September 8, 2020
TYPE OF AGENDA ITEM: Public Hearing

TO: City Council

THRU: Lance Johnson, City Manager

FROM: Louis Zunguze, Community Development Director
Kimberly Kopp, Land Use Attorney

DATE: September 2, 2020

SUBJECT: CORE Engineering & Consulting on behalf of Old Town Cottages Development LLC; Brad Shoults, is requesting approval of a Planned Unit Development and Major Subdivision identified as "Southern Oaks." The proposed single-family subdivision includes 8 lots and associated infrastructure improvements. The proposed project is generally located south of Calhoun Avenue, addressed as 138 and 146 Calhoun Avenue. Property can also be identified by Okaloosa County Property Appraiser's Parcel I.D. numbers 00-2S-22-0310-000D-072B and 00-2S-22-0310-000D-0720. The total site area is 1.43 acres, more or less.

I. BACKGROUND: CORE Engineering & Consulting on behalf of Old Towns Cottages Development LLC, is requesting Planned Unit Development (PUD) and Major Subdivision preliminary plat approval. The project consists of constructing an 8-lot single-family subdivision with the associated infrastructure. The subject site contains 1.43 acres (00-2S-22-0310-000D-072B; 00-2S-22-0310-000D-0720) and is located at 138 & 146 Calhoun Avenue.

II. DISCUSSION: The following Comprehensive Plan Policy and Land Development Code elements were applied in the review of this project:

A. COMPREHENSIVE PLAN POLICY ELEMENTS:

• **FLUM Designation:** The property has a Future Land Use Map Designation of CMU-V - Calhoun Mixed Use – Village. Therefore, the proposed project is consistent with the Comprehensive Plan.

• **Transportation Analysis:**
The proposed planned unit development is within the Multimodal Transportation

District (MMTD) and requesting deviations to
o LDC 8.09.03.C(1)(b) – Cul-de-sacs and dead-end streets,
o LDC 8.09.03.C(1)(c) and Table 8-12 – Maximum intersection turning radius, and
o LDC 8.09.03.C(3)(a) - sidewalks.

If these PUD deviations are approved, the proposal will meet the development standards outlined in **LDC 8.09.03.C** and meet transportation concurrency per Comp Plan Policy 12-4.1.8. The transportation analysis, dated June 15, 2020, indicates the proposed development is estimated to generate eight (8) new PM peak hour vehicle trips. The analysis will be used to assist the City in determining the overall success of the MMTD in accordance with State requirements as outlined in **Comprehensive Plan Policy 12-4.1.8.**

• **Density:**
Maximum allowed: 9 dwelling units per acre
Provided: 5.6 dwelling units per acre

B. LAND DEVELOPMENT CODE (ZONING) ELEMENTS:

• **Zoning Designation:** The property has a Land Development Code Zoning Designation of CMU-V – Calhoun Mixed Use – Village. Therefore, the proposed project is consistent with the Land Development Code (LDC).

• **Platting**:
The project is proposing a major subdivision to be processed simultaneously with a PUD major development order. The applicant is requesting preliminary plat approval.

• **Lot Area**:
Minimum lot area allowed: 7,500 sq. ft.
Lot area provided: 4,530 sq. ft. – Requested PUD deviation (The minimum lot area for the CMU-V zoning district is 7,500 sq. ft., however there is no minimum lot size required for a PUD.)

*Staff Response: Per **LDC Sec. 7.14.06**.A, there is no minimum lot size required for a PUD. The proposed lot area does not pose any risk to public health, safety or welfare.*

• **Lot Dimensions:**
Minimum lot width allowed: 70 feet
Lot width provided: 50 feet – Requested PUD deviation (The minimum lot width for the CMU-V zoning district is 70 ft., however there is no minimum lot size

required for a PUD.)

Minimum lot depth allowed: 100 feet
Lot depth provided: 88.7 feet – Requested PUD deviation (The minimum lot depth for the CMU-V zoning district is 100 ft., however there is no minimum lot size required for a PUD.)

*Staff Response: Per **LDC Sec. 7.14.06.A** there is no minimum lot size required for a PUD. The proposed lot dimensions do not pose any risk to public health, safety or welfare.*

• **Setbacks:**
Front Minimum allowed: 20 feet
Front Provided: 10 feet – Requested PUD deviation (This request is for one corner lot. Generally, a corner lot is required to provide the full front setback along both frontages, however through the PUD process, one of the setbacks on a corner lot may be reduced to 10'.)

Side minimum allowed: 7.5 feet
Side provided: 5 feet – Requested PUD deviation (The minimum side setback for the CMU-V zoning district is 7.5 ft., however the minimum side setback required for a PUD is 5'.)

Rear minimum allowed: 10 feet
Rear provided: 10 feet

*Staff Response: The applicant is proposing to provide 20' front setbacks along the private right-of-way, and 5' side setbacks, except for Lot 1, which includes a 10' setback as it's a corner lot. Per **LDC Sec. 7.14.06.A**, the minimum side setback for a PUD is 5 feet. Additionally, corner lots located in PUDs are required to provide the full front setback along the frontage to which the structure is oriented, and a minimum 10' setback along the other street frontage. This is consistent with the proposed setbacks for Lot 1. The proposed setbacks do not pose any risk to public health, safety, or welfare.*

• **Private Street:**
Access to the western portions of the property is provided by a private 40-foot-wide right-of-way for a two-way drive from the Calhoun Avenue. The applicant has proposed this design in order to facilitate a future mid-block connection. The proposed dead-end private street requires a deviation, as dead-end streets are prohibited in the MMTD. Additionally, the maximum intersection turning radius is 15 feet. The applicant is proposing a turning radius of 25 feet, which requires a deviation. The applicant is requesting this deviation as an added safety measure

for vehicular traffic. Please note that the City Manager or designee may approve a turning radius up to 35' for any street type where truck, bus, or other large vehicular traffic is expected.

Staff Response: Due to the narrow shape of the lot, and the fact that the parcel only has access to one right-of-way, Calhoun Avenue, the proposed subdivision is not able to have a street design which does not result in a dead-end. However, the private right-of-way terminates at the east property line, which facilitates a future connection to Sibert Avenue in the future, when the properties to the east redevelop. This allows the opportunity for an east-west connection approximately mid-block between Calhoun Avenue and Sibert Avenue, consistent with the intent of the Calhoun Mixed Use – Village district.

*Regarding the turning radius, per **LDC Sec. 8.09.03.A.3**, the turning radius at intersections shall be the minimum needed to safely meet operational demands of the intersection. As this street is a private, local street, the largest vehicles expected are trash and emergency vehicles, and does not constitute a larger turning radius. Corner radii directly impacts vehicle turning speeds and pedestrian crossing distances. Minimizing the turning speed is critical to pedestrian safety as corners are where drivers are most likely to encounter pedestrians at crosswalks. Further, the size of the corner radii relates directly to the length of the crosswalk. Longer crosswalks talk more time to cross therefore increasing pedestrian exposure risk and diminishing pedestrian safety. As this intersection is located within the MMTD where pedestrian facilities are encouraged, Staff recommends that the 15' maximum radii be met in accordance with the LDC.*

• **Pedestrian Network:**

The project is requesting a deviation from the requirement to provide 5-foot sidewalks on both sides of the proposed Southern Oaks private roadway. The applicant is proposing to construct one 5-foot sidewalk on the north side of the roadway that connects to an 8-foot sidewalk within the Calhoun Avenue right-of-way, as they feel one sidewalk is sufficient to serve the proposed eight (8) lots.

*Staff Response: Per **LDC Section 7.14.06.F**, the right-of-way for private streets may be reduced to 40' provided that the developer can show that all sidewalks, utilities and stormwater are provided for within the right-of-way. Alternatively, utilities and stormwater may be provided for through easements. The city shall not, however, accept a private street which fails to meet the minimum right-of-way standards for the city. Per table 8-1, 10' travel lanes, 4' buffers, and 5' sidewalks are required to be located within the right-of-way. Additionally, the planned developments located within the CMU-V district, are encouraged to promote pedestrian connectivity. Further, this project is located in the MMTD*

therefore, the City has designated pedestrian facilities as a high priority. For these reasons, Staff recommends that the requested deviation not be approved, and a 5' sidewalk be required on both sides of the street.

• **Utilities:**
All utilities are required to be underground.

• **Stormwater:**
The Stormwater Manager designee approved the stormwater plan in an email dated April 9, 2020.

• **Building:**
Several structures are in a designated flood hazard area, flood zone AE-8. The City's Ordinance requires a minimum 2 foot above designated base flood elevation.

• **Refuse Collection:**
The Waste Management District Manager approved this project provided that no parking is permitted on roadway or emergency turnaround. All trash shall be collected from the private street, and not the public right-of-way, Calhoun Avenue.

• **White Sands Zone:**
The proposed project is not located within a White Sands Zone.

• **Landscaping:**
Street Trees Required: 5
Street Trees Provided: 6

Front Perimeter/Common Boundary: Exempt per **LDC 12.04.04.B**

Interior Parking Landscape: Not Applicable

Buffer Zone: Exempt per **LDC 12.04.04.D**

Preservation and Restoration
Acres of development: 1.43
Reforestation trees required: 15
Preserved trees: 0 tree credits (0 preserved trees)
Protected trees: 37
Parking trees required: 0
Total Required trees: 46
Total trees provided: 21 – The project is requesting a deviation from the tree

protection requirement outlined in **12.04.05.D(2)**, which requires one indigenous tree to be planted for every protected tree removed outside of the principal structure area.

*Staff Response: Per **LDC Sec. 12.04.05.D(2)**, when a protected tree must be removed or relocated outside of the principal structure area, an indigenous tree is required to be replaced. As the Calhoun Mixed Use – Village Zoning district encourages tree preservation, and the maintenance of an excellent tree canopy, Staff recommends that the requested deviation regarding landscaping not be approved, and 26 additional indigenous trees be required to be planted as a condition of the development order.*

• **Signs:**
All signs must comply with the sign code section of the Destin Land Development Code in effect at the time a sign permit application is submitted.

• **Impact Fees:**
Final impact fee amounts will be determinant upon the gross floor area of the overall development land uses and whether exemption or credits are applicable and evaluated at the time a Certificate of Occupancy is requested.

• **Other Fees:**
Not applicable.

Per Land Development Code **(LDC) Section 7.12.06.CC**, The Calhoun Mixed Use – Village zoning district's intent is to preserve the character of the nearby "Old Destin" area, and to provide a mixed use transitional area between the higher intensity South Harbor Mixed Use zoning district, and the less intense Low Density Residential zoning districts. Additionally, The Calhoun Mixed Use – Village is envisioned as a walkable, medium-scale resort-mixed use area. Planned developments that increase pedestrian connectivity, east-west vehicular connectivity, and parks or open space shall be encouraged.

As outlined in **LDC 7.14.01**, PUDs are designed to provide an alternate method of land development not otherwise available within the framework of the Land Development Code. Deviations to the LDC are being requested to allow the development to utilize innovative design techniques for the purpose of achieving the development objectives outlined in LDC, while also implementing the intent of the Calhoun Mixed Use – Village Zoning District without sacrificing the health, safety or welfare of the public. For the purposes of this application, single-family dwellings, motels, and hotels, along with other forms of residential development may be considered as PUDs. Specifically, this use may be assigned to land which is to be developed utilizing innovative design techniques for the

purpose of achieving one or more of the following development objectives, which the applicant has provided their associated response and justification:

1. The preservation and sensitivity to significant environmental or topographical features on the site.

"The proposed development will, to the greatest extent possible, preserve the existing topography, while protecting many old oak trees located on the property, thus preserving and enhancing the historic and aesthetic character of the old Calhoun's Subdivision."

2. The accommodation of a mixture of uses on a single parcel of land made internally and externally compatible through use limitations, sign control, building orientation, buffering, or other techniques which may be appropriate to a particular development proposal.

"The mixture of uses proposed are defined as parkland and long-term single family residential. Buffering greenspace corridors, containing existing oak trees are being provided along each boundary property line to incorporate the native vegetation to the proposed neighborhood."

3. The accommodation of a juxtapositioning of buildings with exceptional setback or separation distances made internally and/or externally compatible through strategic landscape and spatial design.

"Stormwater retention greenspace has been provided adjacent Calhoun Avenue to provide a vegetative buffer for the proposed lots/homes. These common areas will enhance the road frontage aesthetic by providing a green corridor contiguous to other properties and in keeping with the "feel" of the existing Calhoun surrounding properties."

4. The accommodation of a comprehensively planned and phased development or redevelopment project involving multiple ownerships which provides for interrelated uses, circulation patterns (both vehicular and pedestrian), building orientations, parking areas, architectural motifs, signs, open spaces, vistas, amenity areas and like features which positively contribute to the area being developed or redeveloped in the city.

"The proposed long-term single-family residential development will be connected to the existing Calhoun Avenue corridor through a usable neighborhood sidewalk and greenspace. The sidewalk will encourage individual lot owners, within the proposed Homeowners Association (HOA) community, to interact with the interrelated pedestrian patterns connecting the surrounding community."

C. CONCURRENCY MANAGEMENT:

• **Traffic:** The project meets the transportation concurrency per **Comp Plan Policy 12-4.1.8** with the approval of all the planned unit development deviations.

• **Stormwater Management:** The City's Stormwater Manager Designee signed the CEC on August 24, 2020.

• **Solid Waste:** Waste Management's District Manager signed the CEC on August 25, 2020.

• **Potable Water/Sanitary Sewer:** Destin Water Users' Field Operation Manager signed the CEC on May 29, 2018.

• **Utilities:** All utilities are required to be underground.

D. OTHER REQUIREMENTS AND PERMITS:

• **State/Federal Permits Required Before Issuance of Building Permit:**
A Florida Department of Environmental Protection general notice permit (for stormwater) has been issued for this site and is on file.

• **Airport Protection:**
As proposed, this project is not affected by nor affects the Okaloosa County Airports. The applicant has indicated on the development order application that the proposed project is not within the Airport Expansion Area.
NOTE: If construction necessitates the use of a crane, or other obstruction, which exceeds Federal Aviation Administration (FAA) FAR 77 Standards (normally 200 feet above ground level), the applicant must request a variance from the FAA for temporary encroachment into this restrictive area and a copy of a completed FAA Form 7460, must be placed on file with the City of Destin prior to the crane, or other obstruction, penetrating the restricted airspace.

• **Other Fees:**
N/A

• **Clearing Permit:**
Prior to the issuance of a Clearing Permit, a clearing plan must be submitted and approved by the Community Development Department.

• **Certificate of Occupancy:**
Prior to the issuance of a Certificate of Occupancy, all required parking and

related landscaping shall be installed, inspected, and approved by the Engineering and Planning Divisions of the Community Development Department.

• **Outdoor Lighting:**
If the applicant proposes outdoor lighting in the future, an outdoor lighting plan must be submitted to the Community Development Department for review and approval.

A. **Link to Strategic Goals / Objectives:**
B. **Effect on Budget (EOB):**
C. **Level of Service (LOS):**

III. CONCLUSION: As outlined in **LDC 7.14.01**, PUDs are designed to provide an alternate method of land development not otherwise available within the framework of the land development code, while still implementing the intent of the planning area and zoning district where it's located. As such, the applicant is requesting ten deviations from the Land Development Code requirements, which Staff has provided a response to in the above Discussion.

Staff recommends the following deviations be approved:

1. Minimum Lot Area, width, and depth
The proposed lot area and dimensions are deviations from those required in the CMU-V district, however there are no minimum requirements related to lot size for a PUD, and the requests do not pose any risk the public health, safety or welfare.

2. Minimum front and side setbacks
The proposed front setback for lot 1, and side setbacks are deviations from those required in the CMU-V district, however the proposed setbacks meet the minimum requirements for a PUD. Additionally, the requests do not pose any risk the public health, safety or welfare.

3. Street resulting in a dead-end in the MMTD
The dead-end street may facilitate a future east-west connection, consistent with the intent of the CMU-V zoning district.

Staff recommends the following deviations not be approved:

1. 5' sidewalk on one side of the private right-of-way
As this development is located in the MMTD, the pedestrian facilities are intended to serve the entire community. Additionally, pedestrian connectivity is outlined as an objective in the CMU-V zoning district. As such, the required 5' sidewalk should be provided on both sides of the private street.

2. Removal of 37 protected trees with no proposed replacement plantings
The intent of the CMU-V district outlines the importance of tree preservation and maintaining a tree canopy in this area. Therefore, any protected tree removed outside of the principal structure should be replaced with an indigenous tree.

3. 25' turning radius at the intersection of Calhoun Avenue
As the proposed development is a private, 8-lot subdivision, the largest vehicles expected are trash and emergency vehicles. Additionally, pedestrian safety is a major concern as this parcel is located within the MMTD. Therefore, the maximum turning radius should be 15', as required by the LDC.

Staff has determined that outside of the requested deviations, the applications meet or exceed the minimum requirements of the Land Development Code for the major development and subdivision. Per **LDC Section 7.14.05**, the PUD was processed and reviewed according to **Section 2.07.00** of the Land Development Code. The report of the Technical Review Committee that is required pursuant to sections **2.07.01(A) and 2.19.03(D), LDC**, is attached.

With respect to the subdivision request, **Section 2.19.03(D)** of the Land Development Code states:

Final action by City Council. Where proposed major development includes the subdivision or re-subdivision of land and the dedication of right-of-way, final approval of such subdivision or re-subdivision shall be made by the City Council in accordance with this Code and general law. Upon receiving the recommendation of the Technical Review Committee, the City Council will consider the subdivision for approval.

With respect to the Major Development, **2.07.01(B)** of the Land Development Code requires the following of major development applications:

Following the required public notice and hearing, the City Council shall either approve, approve with conditions, approve with modifications or deny the Community Development staff's recommendation and shall:

1. Determine conformity of the proposed development with the Comprehensive Plan, this Code, other applicable requirements and the items enumerated above.

2. Hear and address concerns and desires of surrounding landowners and other affected persons.

3. Consider any rule, objective or policy of the Comprehensive Plan or any other

criterion applicable to the particular development proposals in formulating its recommendation to either approve or deny the development proposal.

4. If the proposal is approved or approved with conditions, the City Council shall instruct the City Manager, or designee, to authorize the issuance of a development order that complies with **Section 2.08.00**.

5. If the proposal is approved with modifications, a development order may be authorized by the City Manager, or his designee, once the required modifications have been completed and approved by the appropriate Technical Review Committee (TRC) members.

6. If the proposal is denied based upon the applicant's failure to meet the requirements of this Code in the proposed development plan(s), the application will become null and void, the applicant will lose in-line priority consideration for concurrency. The applicant will have to submit a new application and start the review process over in order to secure consideration for approval of the proposal.

With respect to the preliminary plat application, per **Article 2.09.00(1)**, plats and development plans may be processed simultaneously through the required procedures identified in **Sections 2.07.00 and 2.19.00**.

The City Council should review these criteria and render its decision on the applications in accordance therewith.

IV. RECOMMENDED MOTION: I move to approve the Planned Unit Development and Major Subdivision identified as "Southern Oaks" with the following conditions of approval:

(1) Construct 5-foot sidewalks on both sides of the private street,
(2) Reduce the turning radius at the Calhoun Avenue intersection to 15 feet,
(3) Any protected tree located outside of the principal structure area which is removed shall be replaced with an indigenous tree meeting the minimum planting requirements.

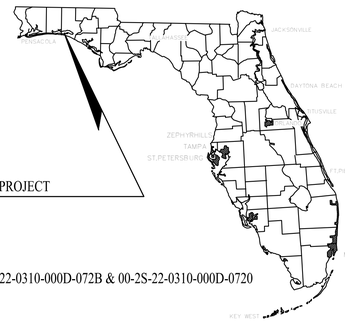
ALTERNATE MOTION: I move to approve/approve with conditions/approve with modifications/deny the Planned Unit Development and Major Subdivision identified as "Southern Oaks" and all associated Land Development Code deviations.

Attachments:

1. 200615 - Southern Oaks Drawings
2. 200701 - Southern Oaks Plat
3. PUD Worksheet
4. Southern Oaks Subdivision App
5. TRT Report_Southern Oaks080420 (002)
6. Written Comments - Southern Oaks Project

SOUTHERN OAKS DESTIN
A PLANNED UNIT DEVELOPMENT

VICINITY MAP



LOCATION OF PROJECT
DESTIN, FLORIDA

PARCEL NOS.: 00-2S-22-0310-000D-072B & 00-2S-22-0310-000D-0720

LEGAL DESCRIPTION:
(Per Official Records Book 2730, Page 1415):

Parcel #1:

A portion of Lot 72, Block "D", SECOND REVISION OF CALHOUNS SUBDIVISION OF ADDITION TO TOWN OF DESTIN, FLORIDA, according to the plat thereof on file in Plat Book 2, Page 43-A, in the office of the Clerk of Circuit Court, Okaloosa County, Florida, described as follows:

Commencing at the Northwest corner of Lot 72; thence run in a Southwesterly direction along the Southerly Right of Way line of Calhoun Avenue a distance of 101.2 feet to the Point of Beginning; thence South 44° 13' 50" East 330 feet to a corner that is common to Lots 9 and 10, Block "D" of said subdivision on the Northerly line thereof; thence South 45° 46' 10" West 100 feet to a corner that is common to Lots 8 and 9, Block "D", of said subdivision on the Northerly line thereof; thence North 44° 13' 50" West 334 feet to the Southerly Right of Way of Calhoun Avenue; thence run in a Northeasterly direction along Calhoun Avenue a distance of 101.2 feet to the Point of Beginning.

Parcel #2:

A portion of Lot 72, Block "D", SECOND REVISION OF CALHOUNS SUBDIVISION OF ADDITION TO TOWN OF DESTIN, FLORIDA, according to the plat thereof on file in Plat Book 2, Page 43-A, in the office of the Clerk of Circuit Court, Okaloosa County, Florida, described as follows:

Commencing at the Northwest corner of Lot 72; thence run in a Southwesterly direction along the Southerly Right of Way line of Calhoun Avenue a distance of 50.6 feet to the Point of Beginning; thence South 44° 13' 50" East along a line parallel to the line dividing Lots 71 and 72, Block "D" of the aforesaid subdivision to a point on the Northerly line of Lot 10, Block "D" of said subdivision to a point which is 50 feet Southwesterly from the corner of Lot 10 which is common to Lot 11 on the Northerly line thereof; thence run South 45° 46' 10" West along the Northerly line of said Lot 10 a distance of 50 feet to the corner of Lot 10 which is common to Lot 9 on the Northerly line thereof; thence North 44° 13' 50" West and parallel to the line dividing Lots 71 and 72 to a point on the Southerly Right of Way of Calhoun Avenue; thence run in a Northeasterly direction along Calhoun Avenue to the Point of Beginning.

Parcel ID: 00-2S-22-0310-000D-072B

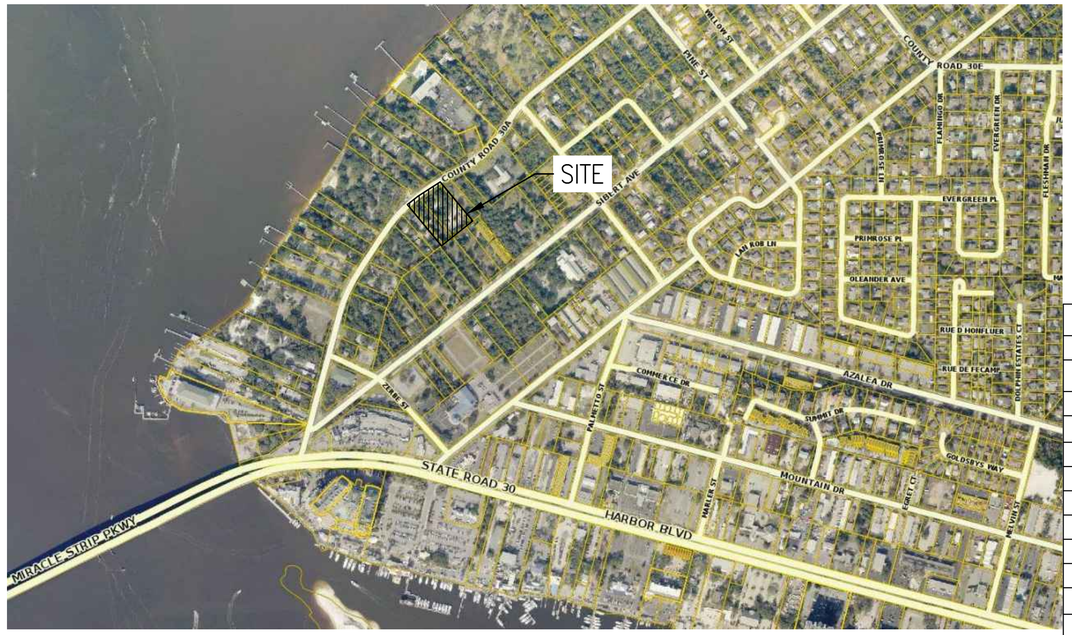
Contains 0.99 acres or 42,969.62 Sq. Ft. more or less.

LEGAL DESCRIPTION:
(Per Official Records Book 3259, Page 4330):

Twenty (20) feet on the Southern Side of Lot Seventy-One (71) of Calhoun's Subdivision of Moody Lands in the Moreno Point Military Reservation, in Okaloosa County, Florida. The same being in Township 2 South, Range 22 West, Also, the North 1/2 of the following description: Part of Lot 72, Block "D" Calhoun Subdivision to Destin, Okaloosa County, Florida. Said part of Lot 72, Block D is a lot 100 feet in width lying next to and adjacent to Lot 71, South 44°13'50" East 316 feet; thence South 45°46'10" West 100 feet; thence North 44°13'50" West of the east line of Calhoun Avenue; thence with the East line of Calhoun Avenue 101.2 feet to the point of beginning. Plat of above subdivision, being located in the public records of Okaloosa County, Florida.

Parcel ID: 00-2S-22-0310-000D-0720

Contains 0.44 acres or 19,190.98 Sq. Ft. more or less.



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INDEX OF DRAWINGS

SHEET	TITLE	DESCRIPTION
		GENERAL
1	G1.0	COVER SHEET & INDEX OF DRAWINGS
		SITE PLANS
2	C1.1	DEMOLITION PLAN
3	C1.2	SITE PLAN
4	C1.3	GRADING & DRAINAGE PLAN
5	C1.4	UTILITY PLAN
6	C1.5	PLAN & PROFILE
7	C1.6	LIGHTING PLAN
		DETAILS
8	C2.1	SITE DETAILS
		SPECIFICATIONS
9	C3.1	SPECIFICATIONS 1 OF 2
10	C3.2	SPECIFICATIONS 2 OF 2
11	L-1	LANDSCAPING PLAN

REVISION LOG

DATE	REV	DESCRIPTION
	0	ISSUE FOR DEVELOPMENT ORDER
4/4/2018	1	TRT REVIEW NO. 1 RESPONSE
7/27/2018	2	PUD SUBMITTAL NO.1 TRT REVIEW RESPONSE
11/2/2018	3	PUD SUBMITTAL NO.1 TRT REVIEW NO.2 RESPONSE
7/17/2019	4	PUD SUBMITTAL NO.1 TRT REVIEW NO.3 RESPONSE
9/6/2019	5	PUD SUBMITTAL NO.1 TRT REVIEW NO.4 RESPONSE
3/11/2020	6	REDUCE TO 8 LOT SUBDIVISION

PREPARED BY:

CORE ENGINEERING & CONSULTING, INC.
CIVIL & ENVIRONMENTAL ENGINEERING
3997 COMMONS DRIVE W.
SUITE F
DESTIN, FLORIDA 32541
PHONE: (850) 650-2646
FAX: (850) 837-1576
WEB: WWW.CORECONSULTING.COM
CERTIFICATE OF AUTHORIZATION NO. 28155

PREPARED FOR:

BRAD SHOULTS
OLD TOWN OTTAGES DEVELOPMENT, LLC.
4608 OPA LOCKA LANE
DESTIN, FLORIDA 32541
850-585-0418

DUTY TO INDEMNIFY:

THE CONTRACTOR SHALL DEFEND, INDEMNIFY, KEEP AND SAVE HARMLESS THE OWNER AND ENGINEER AND THEIR RESPECTIVE MEMBERS, REPRESENTATIVES, AGENTS AND EMPLOYEES, IN BOTH INDIVIDUAL AND OFFICIAL CAPACITIES, AGAINST ALL SUITS, CLAIMS, DAMAGES, LOSSES AND EXPENSES, INCLUDING ATTORNEY'S FEES, CAUSED BY, GROWING OUT OF, OR INCIDENTAL TO THE PERFORMANCE OF THE WORK UNDER THE CONTRACT BY THE CONTRACTOR OR ITS SUBCONTRACTORS TO THE FULL EXTENT AS ALLOWED BY THE LAWS OF THE STATE OF FLORIDA AND NOT BEYOND ANY EXTENT WHICH WOULD RENDER THESE PROVISIONS VOID OR UNENFORCEABLE. IN THE EVENT OF ANY SUCH INJURY (INCLUDING DEATH) OR LOSS OR DAMAGE, OR CLAIMS THEREFORE, THE CONTRACTOR SHALL GIVE PROMPT NOTICE TO THE OWNER.

UTILITY CONTACT INFORMATION:

CONTRACTOR SHALL HAVE ALL EXISTING BURIED UTILITIES "LINE SPOTTED" BY CALLING 1-800-432-4770 "CALL SUNSHINE" OR BY CONTACTING LOCAL UTILITY COMPANIES.

WATER & SEWER:
DESTIN WATER USERS
218 MAIN STREET
DESTIN, FL 32541
PHONE: (850) 837-6146

ELECTRICAL:
GULF POWER
140 HOLLYWOOD BLVD SW
FT WALTON BEACH, FL 32548
PHONE: (850) 225-5797

GAS:
OKALOOSA GAS DISTRICT
367 VALPARAISO BLVD.
VALPARAISO, FL 32580
PHONE: (850) 729-4700

Edwin L. Stanford, P.E.
Digitally signed by Edwin L. Stanford, P.E.
Date: 2020.06.15 16:34:23 -05'00'

REVISIONS:

REV	DATE	DESCRIPTION

CORE ENGINEERING & CONSULTING, INC.
CIVIL & ENVIRONMENTAL ENGINEERING
3997 COMMONS DRIVE W PHONE: (850) 650-2646
SUITE F FAX: (850) 837-1576
DESTIN, FLORIDA 32541 WWW.CORECONSULTING.COM
CERTIFICATE OF AUTHORIZATION NO. 28155

THIS DRAWING IS THE PROPERTY OF CORE ENGINEERING & CONSULTING, INC. & IS NOT TO BE REPRODUCED WITHOUT EXPRESSED WRITTEN CONSENT.

EDWIN L. STANFORD LICENSE No 57865 STATE OF FLORIDA PROFESSIONAL ENGINEER

PREPARED FOR:
SOUTHERN OAKS DESTIN
138 CALHOUN AVENUE
DESTIN, FLORIDA

COVER SHEET & INDEX OF DRAWINGS

Not valid unless bearing Engineer's seal & original signature

Job No.:	0230-017-004
Date:	09/06/19
Designed:	ELS
Drawn By:	RSB
Checked:	ELS

ISSUE FOR D.O.

G1.0

S:\Civil\0230 - Mike Shoults\0230-017-004 Southern Oaks (Destin)\4-0 Production\C-NC-Calhoun 200615.dwg

Calhoun Avenue
Right-of-Way Varies
Centerline of Paved Roadway
Edge of Pavement
Northwesterly 100.04'
Southwesterly 101.32'
APPROX. LOCATION OF EXISTING 5' WIDE CONCRETE WALK
N50°36'43"E 50.54' (M)
N50°07'11"E 20.48'
N50°07'59"E 50.83' (M)
Northeasterly (D)
12.5'
10'
Found 1" IR LB# 7299 and Found 1" IR LB# 2092 0.56' East
Found 4x4 CM No ID
138 Calhoun Ave.
Parcel ID:
00-2S-22-0310-000D-072B
Parcel 1
Parcel 2
146 Calhoun Ave.
Parcel ID:
00-2S-22-0310-000D-0720
Found 1" IR LB# 2555
Found 1" IR LB# 2058
Found 1" IR LB# 2032
Found 4x4 CM LB# 3294
Found 1" IR No ID
Wood Fence Online
S44°05'26"E 267.92' (M)
Parcel ID Number 00-2S-22-0310-000D-0120
Southerly Boundary Lot 71
Northerly Boundary Lot 72
PVC STUBOUT
S44°15'26"E 284.76' (M)
S44°13'50"E 330.0' (D)
S44°07'05"E 279.69' (M)
S44°05'26"E 272.67' (M)
S44°13'50"E 316' (D)
Line Parallel to Lots 71-72 Boundary
N44°13'50"W (D)
N44°13'50"W 284.76' (D)
N44°13'50"W 332.07' (M)
(Reference Bearing)
Parcel ID Number 00-2S-22-0310-000D-072C
Northerly Line of Lot 71
S45°46'10"E 100.0' (D)
S45°55'25"W 50.00' (M)
S45°46'10"E 49.96' (M)
S44°04'04"W 49.96' (M)
S45°46'10"W 50.0' (D)
S45°24'57"W 99.83' (M)
S45°46'10"W 100.0' (D)
LOT 9, BLOCK "D"
LOT 10
LOT 11
North 1/2 of Described Part of Lot 72
Corner Common to Lots 9 and 10, Block "D"
Corner Common to Lots 8 and 9, Block "D"
Corner Common to Lots 9 and 71
N45°45'25"E 19.88' (M)
Pecan 6"
Pecan 8"
Oak 30"
Live Oak 24" Split
Live Oak 18" Split
Live Oak 12"
Live Oak 10"
Live Oak 8"
Live Oak 6"
Live Oak 5"
Live Oak 13"
Live Oak 16"
Live Oak 18"
Palm 10"
Palm 12"
Palm 13"
Palm 16"
Palm 18"
Palm 20"
Mag 12"
Mag 14"
Mag 16"
Oak 8"
Oak 12"
Oak 13"
Pine 18"
FLOOD ZONE X
FLOOD ZONE AE EL=8
4' Chain Link Fence (Typical)
6'
7'
8'
0.71'
0.47'
0.59'
0.69'
1.04'
20' on the Southern Side of Lot 71
0 20 40
SCALE:1"=20'
N

CALL BEFORE YOU DIG
SUNSHINE 1-800-432-4770

NOTES:

1. PRIOR TO THE COMMENCEMENT OF DEMOLITION/CONSTRUCTION, CONSTRUCTION SITE SCREENING, MEETING THE REQUIREMENTS OF THE DESTIN CODE OF ORDINANCES, SECTION 6-51 SCREEN CRITERIA, SHALL BE ERECTED AROUND THE ENTIRE PERIMETER OF THE SUBJECT PROPERTY.
2. ANY EXISTING INFRASTRUCTURE THAT IS TO BE USED IN FINAL DEVELOPMENT IS TO BE STORED BY CONTRACTOR.
3. ON-SITE CONTROL MEASURES SHALL BE IMPLEMENTED FOR THE STORAGE OF DEBRIS TO PREVENT WIND-DRIVEN/ WATER-DRIVEN SCATTERING OF MATERIALS.
4. IT IS THE DUTY OF THE CONTRACTOR/ OWNER TO KEEP THE ADJACENT AND SURROUNDING AREA CLEAN OF LITTER AND DEBRIS.

SHT. 2 OF 11

REVISIONS:

REV	DATE	DESCRIPTION

CORE ENGINEERING & CONSULTING, INC.
CIVIL & ENVIRONMENTAL ENGINEERING
3997 COMMONS DRIVE W PHONE: (850) 650-2646
SUITE F FAX: (850) 837-1576
DESTIN, FLORIDA 32541 WWW.CORECONSULTING.COM
CERTIFICATE OF AUTHORIZATION NO. 28155

THIS DRAWING IS NOT TO BE REPRODUCED WITHOUT EXPRESSED WRITTEN CONSENT.

EDWIN L. STANFORD LICENSE No 57865 STATE OF FLORIDA PROFESSIONAL ENGINEER

PREPARED FOR:
SOUTHERN OAKS DESTIN
138 CALHOUN AVENUE
DESTIN, FLORIDA

DEMOLITION PLAN

Not valid unless bearing Engineer's seal & original signature

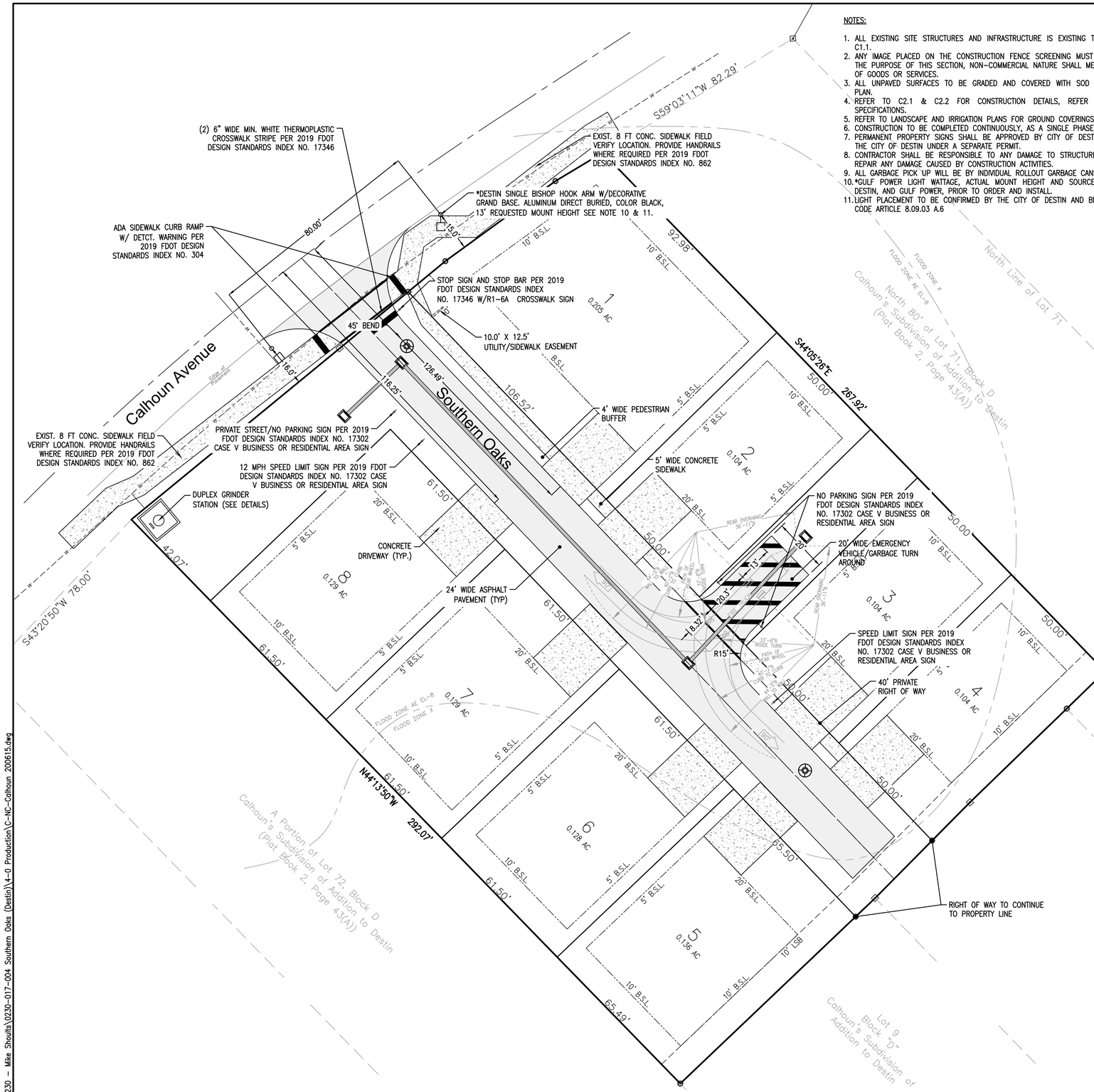
THIS DRAWING IS THE PROPERTY OF CORE ENGINEERING & CONSULTING, INC. &

Job No.:	0230-017-004
Date:	09/06/19
Designed:	ELS
Drawn By:	RSB
Checked:	ELS

ISSUE FOR D.O.

C1.1

S:\Civil\0230 - Mike Shoults\0230-017-004 Southern Oaks (Destin)\4-0 Production\C-NC-Calhoun 200615.dwg



NOTES:

1. ALL EXISTING SITE STRUCTURES AND INFRASTRUCTURE IS EXISTING TO REMAIN UNLESS OTHERWISE NOTED ON C1.1.
2. ANY IMAGE PLACED ON THE CONSTRUCTION FENCE SCREENING MUST BE OF NON-COMMERCIAL NATURE. FOR THE PURPOSE OF THIS SECTION, NON-COMMERCIAL NATURE SHALL MEAN ANY ACTIVITY NOT INVOLVING THE SALE OF GOODS OR SERVICES.
3. ALL UNPAVED SURFACES TO BE GRADED AND COVERED WITH SOD OR PLANT COVERINGS, SEE LANDSCAPING PLAN.
4. REFER TO C2.1 & C2.2 FOR CONSTRUCTION DETAILS, REFER TO C3.1 & C3.2 FOR CONSTRUCTION SPECIFICATIONS.
5. REFER TO LANDSCAPE AND IRRIGATION PLANS FOR GROUND COVERINGS, PLANTS, AND IRRIGATION.
6. CONSTRUCTION TO BE COMPLETED CONTINUOUSLY, AS A SINGLE PHASE.
7. PERMANENT PROPERTY SIGNS SHALL BE APPROVED BY CITY OF DESTIN. NEW SIGNS SHALL BE APPROVED BY THE CITY OF DESTIN UNDER A SEPARATE PERMIT.
8. CONTRACTOR SHALL BE RESPONSIBLE TO ANY DAMAGE TO STRUCTURES WITHIN THE PUBLIC R.O.W. AND SHALL REPAIR ANY DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES.
9. ALL GARBAGE PICK UP WILL BE BY INDIVIDUAL ROLLOUT GARBAGE CANS AT EACH RESIDENCE.
10. *GULF POWER LIGHT WATTAGE, ACTUAL MOUNT HEIGHT AND SOURCE BULBS TO BE CONFIRMED BY CITY OF DESTIN, AND GULF POWER, PRIOR TO ORDER AND INSTALL.
11. LIGHT PLACEMENT TO BE CONFIRMED BY THE CITY OF DESTIN AND BE INSTALLED PER THE LAND DEVELOPMENT CODE ARTICLE 8.09.03 A.6

N

0 20 40
SCALE:1"=20'

CALL BEFORE YOU DIG SUNSHINE 1-800-432-4770

LEGAL DESCRIPTION:
(Per Official Records Book 2730, Page 1415):

Parcel #1:

A portion of Lot 72, Block "D", SECOND REVISION OF CALHOUNS SUBDIVISION OF ADDITION TO TOWN OF DESTIN, FLORIDA, according to the plat thereof on file in Plat Book 2, Page 43-A, in the office of the Clerk of Circuit Court, Okaloosa County, Florida, described as follows:

Commencing at the Northwest corner of Lot 72; thence run in a Southwesterly direction along the Southerly Right of Way line of Calhoun Avenue a distance of 101.2 feet to the Point of Beginning; thence South 44° 13' 50" East 330 feet to a corner that is common to Lots 9 and 10, Block "D" of said subdivision on the Northerly line thereof; thence South 45° 46' 10" West 100 feet to a corner that is common to Lots 8 and 9, Block "D", of said subdivision on the Northerly line thereof; thence North 44° 13' 50" West 334 feet to the Southerly Right of Way of Calhoun Avenue; thence run in a Northeasterly direction along Calhoun Avenue a distance of 101.2 feet to the Point of Beginning.

Parcel #2:

A portion of Lot 72, Block "D", SECOND REVISION OF CALHOUNS SUBDIVISION OF ADDITION TO TOWN OF DESTIN, FLORIDA, according to the plat thereof on file in Plat Book 2, Page 43-A, in the office of the Clerk of Circuit Court, Okaloosa County, Florida, described as follows:

Commencing at the Northwest corner of Lot 72; thence run in a Southwesterly direction along the Southerly Right of Way line of Calhoun Avenue a distance of 50.6 feet to the Point of Beginning; thence South 44° 13' 50" East along a line parallel to the line dividing Lots 71 and 72, Block "D" of the aforesaid subdivision to a point on the Northerly line of Lot 10, Block "D" of said subdivision to a point which is 50 feet Southwesterly from the corner of Lot 10 which is common to Lot 11 on the Northerly line thereof; thence run South 45° 46' 10" West along the Northerly line of said Lot 10 a distance of 50 feet to the corner of Lot 10 which is common to Lot 9 on the Northerly line thereof; thence North 44° 13' 50" West and parallel to the line dividing Lots 71 and 72 to a point on the Southerly Right of Way of Calhoun Avenue; thence run in a Northeasterly direction along Calhoun Avenue to the Point of Beginning.

Parcel ID: 00-2S-22-0310-000D-072B

Contains 0.99 acres or 42,969.62 Sq. Ft. more or less.

LEGAL DESCRIPTION:
(Per Official Records Book 3259, Page 4330):

Twenty (20) feet on the Southern Side of Lot Seventy-One (71) of Calhoun's Subdivision of Moody Lands in the Moreno Point Military Reservation, in Okaloosa County, Florida. The same being in Township 2 South, Range 22 West, Also, the North 1/2 of the following description: Part of Lot 72, Block "D" Calhoun Subdivision to Destin, Okaloosa County, Florida. Said part of Lot 72, Block D is a lot 100 feet in width lying next to and adjacent to Lot 71, South 44°13'50" East 316 feet; thence South 45°46'10" West 100 feet; thence North 44°13'50" West of the east line of Calhoun Avenue; thence with the East line of Calhoun Avenue 101.2 feet to the point of beginning. Plat of above subdivision, being located in the public records of Okaloosa County, Florida.

Parcel ID: 00-2S-22-0310-000D-0720

Contains 0.44 acres or 19,190.98 Sq. Ft. more or less.

PUD DETAILS AND DESIGN VARIANCES:

1. PUD CONSISTS OF 8 SINGLE FAMILY HOMES, PRIVATE DRIVE AND COMMON SPACE.
2. ALL STREETS AND COMMON SPACE ARE PRIVATE AND MAINTAINED BY THE SOUTHERN OAKS DESTIN PUD HOA.
3. PRIVATE RIGHT-OF-WAY WILL BE EXTENDED TO THE EASTERN PROPERTY TO FACILITATE A POTENTIAL FUTURE ROADWAY CONNECTION. THIS RIGHT-OF-WAY DEDICATION WILL BE REFLECTED AND RECORDED ON THE FINAL PLAT.
4. A DEAD-END STREET WILL BE CONSTRUCTED AS PART OF THE PUD. NO CURRENT ROADWAY CONNECTION HAS BEEN DESIGNED.
5. A PARK AREA WILL BE CONSTRUCTED AND DEDICATED TO THE SOUTHERN OAKS DESTIN PUD HOA AND REFLECTED ON THE FINAL RECORDED PLAT. THE PARK WILL BE REMOVED IF A FUTURE THROUGH STREET IS CONSTRUCTED.

SITE DATA TABLE		
PARCEL ID	00-2S-22-0310-000D-072B & 00-2S-22-0310-000D-0720	
FLOOD ZONE	FLOOD ZONE X & AE (EL. 8)	
ZONING	CALHOUN MIXED USE VILLAGE (CMU-V)	
EXISTING LAND USE	SINGLE-FAMILY RESIDENTIAL	
FUTURE LAND USE	CALHOUN MIXED USE VILLAGE (CMU-V)	
PROPOSED USE	LONG TERM SINGLE-FAMILY RESIDENTIAL	
TOTAL SITE AREA	62,161 SF/ 1.43 AC	
DENSITY	1.43 AC X 9 = 12.87 (8 UNITS PROPOSED)	
	REQUIRED	PROPOSED
BUILDING HEIGHT/STORIES (MAX)	35 FT/ 3 STORIES MAX.	35 FT/ 3 STORIES MAX.
DENSITY (MAX)	17	8
OPEN SPACE (MIN)	15,540 S.F. (25%)	30,650 S.F. (49.31%)
BUILDING SETBACKS (MIN)		
FRONT	20 FT	20 FT
REAR	10 FT	10 FT
SIDE	7.5 FT	5 FT

REVISIONS:

REV	DATE	DESCRIPTION

CORE ENGINEERING & CONSULTING, INC.
CIVIL & ENVIRONMENTAL ENGINEERING
3997 COMMONS DRIVE W PHONE: (850) 650-2646
SUITE F FAX: (850) 837-1576
DESTIN, FLORIDA 32541 WWW.CORECONSULTING.COM
CERTIFICATE OF AUTHORIZATION NO. 28155

EDWIN L. STANFORD LICENSE No 57865 STATE OF FLORIDA PROFESSIONAL ENGINEER

PREPARED FOR:
SOUTHERN OAKS DESTIN
138 CALHOUN AVENUE
DESTIN, FLORIDA

SITE PLAN

Not valid unless bearing Engineer's seal & original signature

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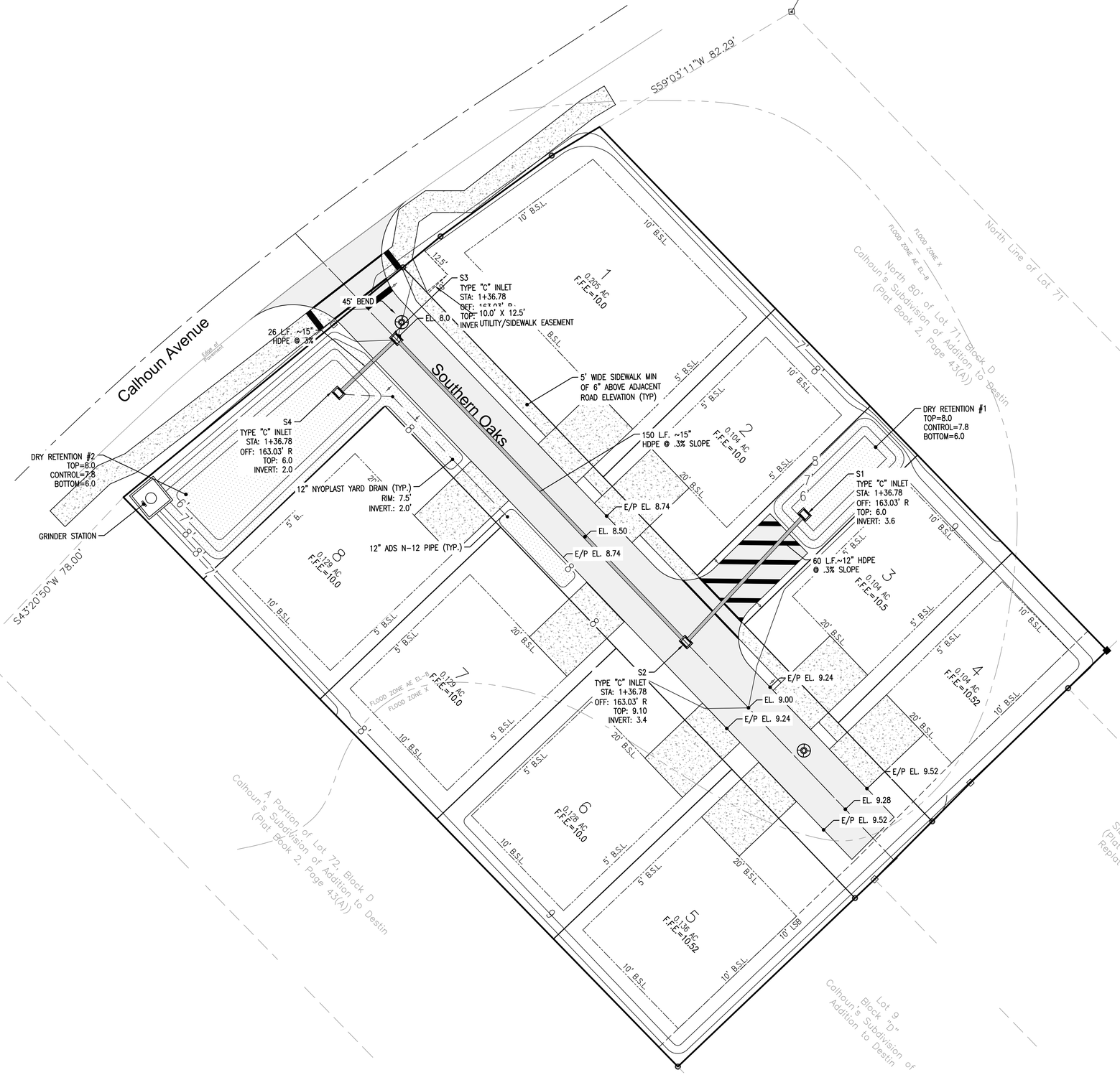
Job No.:	0230-017-004
Date:	09/06/19
Designed:	ELS
Drawn By:	RSB
Checked:	ELS

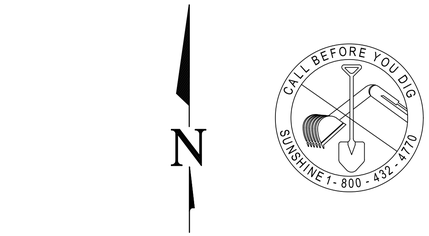
ISSUE FOR D.O.

C1.2

SHT. 3 OF 11

S:\Civil\0230 - Mike Shoults\0230-017-004 Southern Oaks (Destin)\4-0 Production\C-NC-Calhoun 200615.dwg





NYOPLAST 12" INLINE DRAIN
N.T.S.

N

0 20 40
SCALE:1"=20'

CALL BEFORE YOU DIG
SUNSHINE 1-800-432-4770

NOTES:
1. DIRECT ALL ROOF DRAINS TO THE ROADWAY.
2. ALL EXCAVATED MATERIAL NOT USED ON SITE WILL BE HAULED OFF SITE DURING CONSTRUCTION.
3. LIMIT OFFSITE RUNOFF BY COVERING ALL TRUCKS IN ACCORDANCE WITH STATE REQUIREMENTS. SITE WILL BE MONITORED DAILY AND RIGHT-OF-WAY CLEARED OF ANY DEBRIS ON AN AS-NEEDED BASIS DURING CONSTRUCTION.
4. MAINTAIN EROSION PROTECTION DURING SITE CONSTRUCTION.
5. SOIL WITHIN THE LIMITS OF THE RETENTION BASIN SHALL HAVE A MINIMUM FACTORED VERTICAL AND HORIZONTAL INFILTRATION RATE OF 12 INCHES PER HOUR.

REVISIONS:

REV	DATE	DESCRIPTION

CORE ENGINEERING & CONSULTING, INC.
CIVIL & ENVIRONMENTAL ENGINEERING
3997 COMMONS DRIVE W PHONE: (850) 650-2646
SUITE F FAX: (850) 837-1576
DESTIN, FLORIDA 32541 WWW.CORECONSULTING.COM
CERTIFICATE OF AUTHORIZATION NO. 28155

EDWIN L. STANFORD LICENSE No 57865 STATE OF FLORIDA PROFESSIONAL ENGINEER

PREPARED FOR:
SOUTHERN OAKS DESTIN
138 CALHOUN AVENUE
DESTIN, FLORIDA

GRADING & DRAINAGE PLAN

Not valid unless bearing Engineer's seal & original signature

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Job No.:	0230-017-004
Date:	09/06/19
Designed:	ELS
Drawn By:	RSB
Checked:	ELS

ISSUE FOR D.O.

C1.3

SHT. 4 OF 11

S:\Civil\0230 - Mike Shoults\0230-017-004 Southern Oaks (Destin)\4-0 Production\0C-NC-Calhoun 200615.dwg

Point of Commencement
Parcel 1 and Parcel 2
Northwest Corner of lot 72
Second Revision of Calhouns
Subdivision of Addition to town
of Destin Florida

Point of Beginning
Parcel 2

Point of Beginning
Parcel 1

10.0' X 12.5'
UTILITY/SIDEWALK EASEMENT

APPROXIMATE LOCATION OF EX. 6" WATER MAIN

APPROXIMATE LOCATION OF EX. 6" SEWER MAIN

S59°03'11"W 82.29'

EXISTING 6" GRAVITY SEWER
(FIELD LOCATE)

SS-2
STA: 0+49.56
OFF: 12.19' R
RIM: 7.85
INV. IN: 4.00
INV. OUT: 3.90

INTERSECT EXISTING 6" GRAVITY
SEWER W/ 2" FORCE MAIN SEE
DETAIL THIS SHEET.

10.0' X 12.5'
UTILITY/SIDEWALK EASEMENT

45° BEND

NEW FIRE HYDRANT

NEW 2" FORCE MAIN
GRINDER DISCHARGE

Right-of-Way Varies

Calhoun Avenue

Edge of Pavement

Southern Oaks
40' Private Right-of-Way

211.13 L.F. ~ 8" PVC @ 0.48%

108.8 L.F. ~ 8" PVC @ 0.5 SLOPE

300.00 L.F. 6" WATER MAIN

SEWER SERVICE
(TYPICAL OF 8)

WATER SERVICE
(TYPICAL OF 8)

GRAVITY BLOCK RETAINING
SEE DETAIL THIS SHEET

GRINDER STATION
RIM: 8.50
INV. IN: 3.50
2" INV. OUT: 6.0

S43°20'50"W 78.00'

1
0.205 AC

2
0.104 AC

3
0.104 AC

4
0.104 AC

5
0.156 AC

6
0.128 AC

7
0.129 AC

8
0.129 AC

FLOOD ZONE AE EL=8
FLOOD ZONE X

B.S.L.
5' B.S.L.
10' B.S.L.
20' B.S.L.

10' U.E.

North Line of Lot 71

North 80' of Lot 71, Block D
Calhoun's Subdivision of Addition to Destin
(Plat Book 2, Page 43(A))

Common Corner of lots 10 and 11,
Second Revision of Calhouns Subdivision
of Addition to town of Destin Florida

FLUSHING HYDRANT

SS-1
RIM: 9.16
INV. IN: 5.0 (W)

Common Corner of lots 9 and 10,
Second Revision of Calhouns Subdivision
of Addition to town of Destin Florida
4" CM No #

A Portion of Lot 72, Block D
Calhoun's Subdivision of Addition to Destin
(Plat Book 2, Page 43(A))

Lot 11
Block "D"
Calhoun's Subdivision of
Addition to Destin
(Plat Book 2, Page 43(A))

Sibert Palms Townhomes
(Plat Book 23, Page 86)
Replat Lot 10, Block D

Lot 9
Block "D"
Calhoun's Subdivision of
Addition to Destin

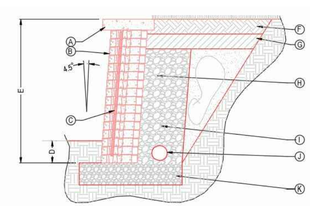
N

0 20 40
SCALE:1"=20'

CALL BEFORE YOU DIG
SUNSHINE 1-800-432-4770

6" PVC CAP
2" PVC FORCE MAIN
EXISTING 6" PVC GRAVITY SEWER
2" COUPLER WITH THREADED NIPPLE

CLEAN OUT CONNECTION DETAIL
N.T.S.



LEGEND:
A. TECHO-BLOC CAP UNIT SECURED TO UNIT BELOW WITH CONCRETE ADHESIVE
B. PRESCOTT 2.25" WALL UNIT
C. CONNECTOR
D. EMBEDMENT DEPTH, 6" (150 MM) MIN.
E. TOTAL HEIGHT (VARIABLE)
F. TOPSOIL
G. LOW PERMEABILITY SOIL
H. FREE DRAINING AGGREGATE, 12" (300 MM) THICK MIN.
I. GEOTEXTILE
J. PERFORATED DRAIN, 4" (100 MM) DIA. MIN.
K. COMPACTED GRANULAR LEVELING PAD, 6" (150 MM) THICK MIN. THICKNESS ACCORDING TO PROJECT SPECIFIC CONDITIONS

GRAVITY BLOCK RETAINING WALL SECTION

SHT. 5 OF 11

REVISIONS:

REV	DATE	DESCRIPTION

CORE ENGINEERING & CONSULTING, INC.
CIVIL & ENVIRONMENTAL ENGINEERING
3997 COMMONS DRIVE W PHONE: (850) 650-2646
SUITE F FAX: (850) 837-1576
DESTIN, FLORIDA 32541 WWW.CORECONSULTING.COM
CERTIFICATE OF AUTHORIZATION NO. 28155

EDWIN STANFORD LICENSED No 57865 STATE OF FLORIDA PROFESSIONAL ENGINEER

PREPARED FOR:
SOUTHERN OAKS DESTIN
138 CALHOUN AVENUE
DESTIN, FLORIDA

UTILITY PLAN

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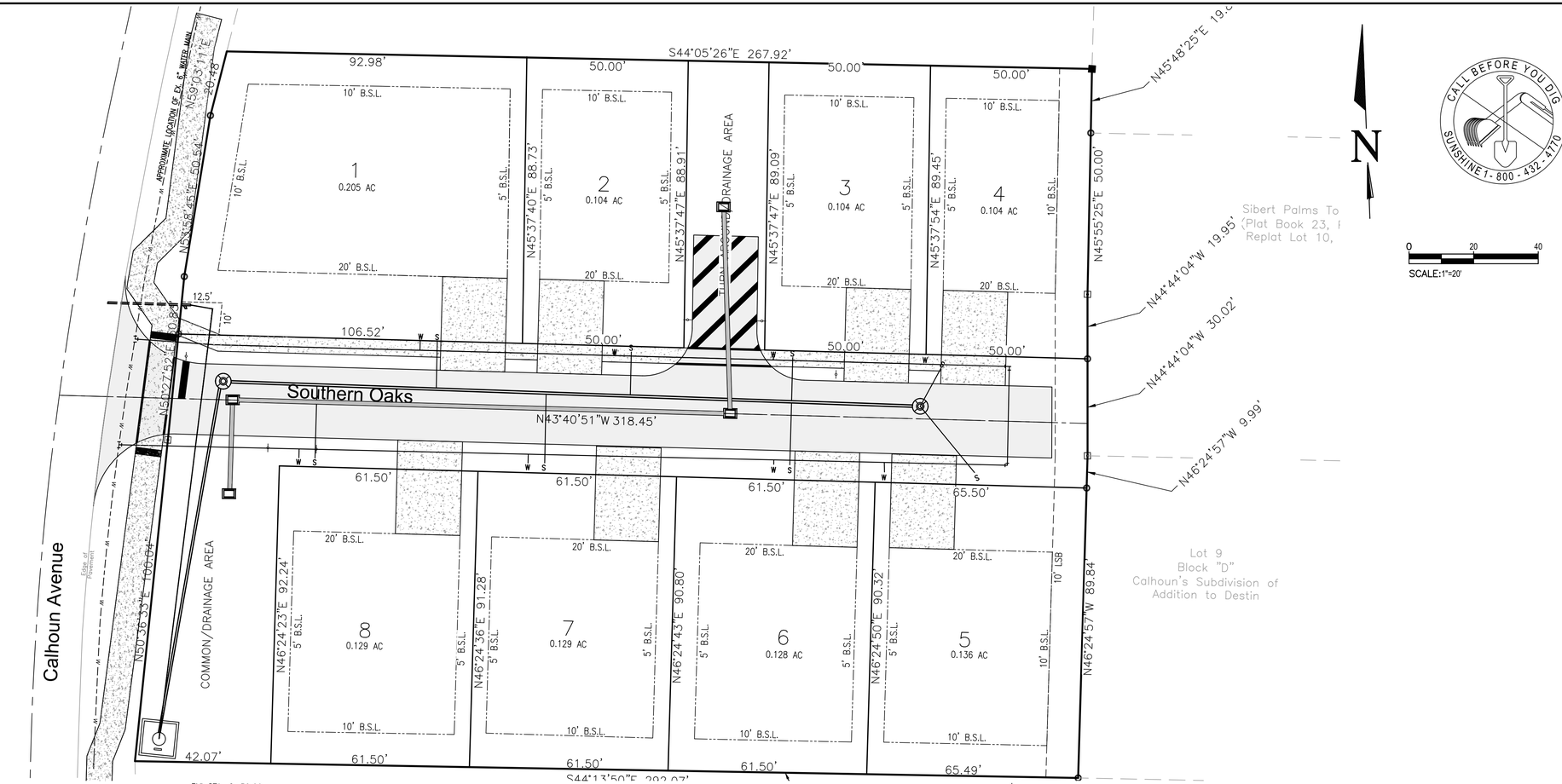
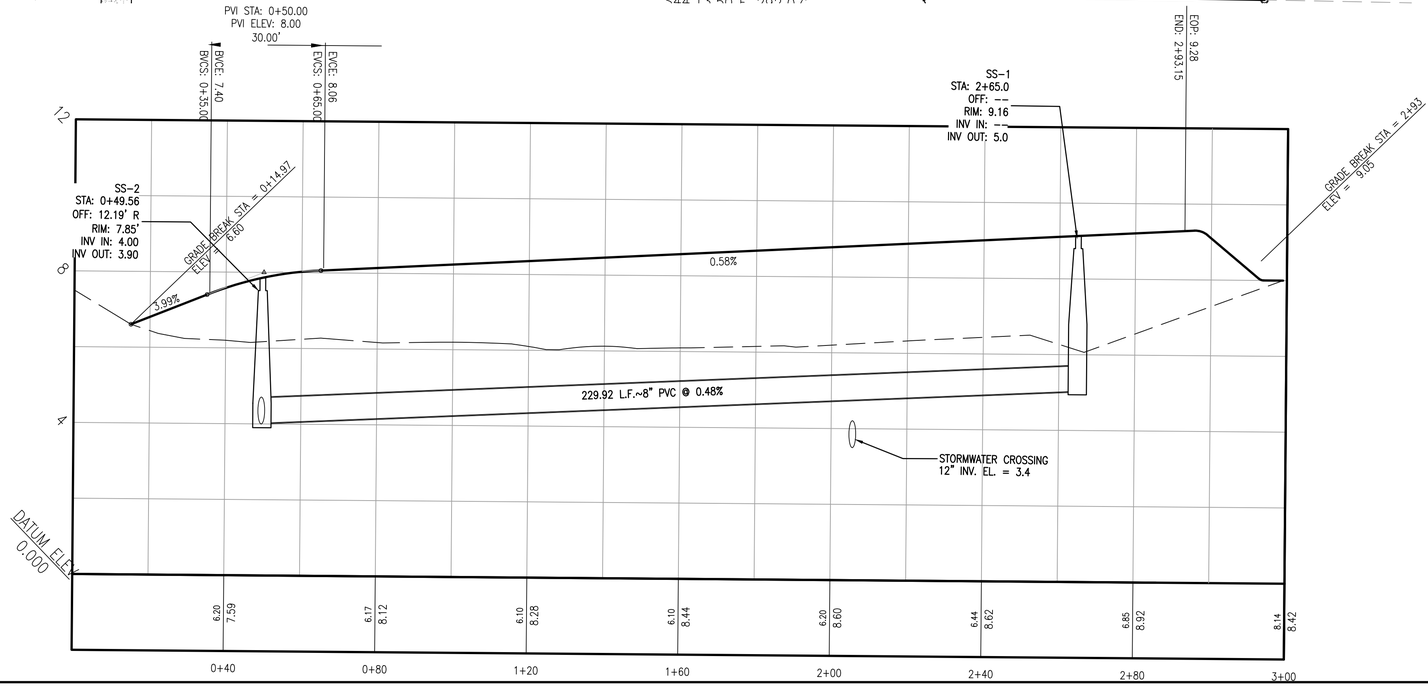
Job No.:	0230-017-004
Date:	09/06/19
Designed:	ELS
Drawn By:	RSB
Checked:	ELS

ISSUE FOR D.O.

C1.4

S:\Civil\0230 - Mike Shoults\0230-017-004 Southern Oaks (Destin)\4-0 Production\C-NC-Calhoun 200615.dwg





REVISIONS:

REV	DATE	DESCRIPTION

CORE ENGINEERING & CONSULTING, INC.
CIVIL & ENVIRONMENTAL ENGINEERING
3997 COMMONS DRIVE W PHONE: (850) 650-2646
SUITE F FAX: (850) 837-1576
DESTIN, FLORIDA 32541 WWW.CORECONSULTING.COM
CERTIFICATE OF AUTHORIZATION NO. 28155

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EDWIN L. STANFORD LICENSE No 57865 STATE OF FLORIDA PROFESSIONAL ENGINEER

PREPARED FOR:
SOUTHERN OAKS DESTIN
138 CALHOUN AVENUE
DESTIN, FLORIDA

PLAN & PROFILE

Not valid unless bearing Engineer's seal & original signature

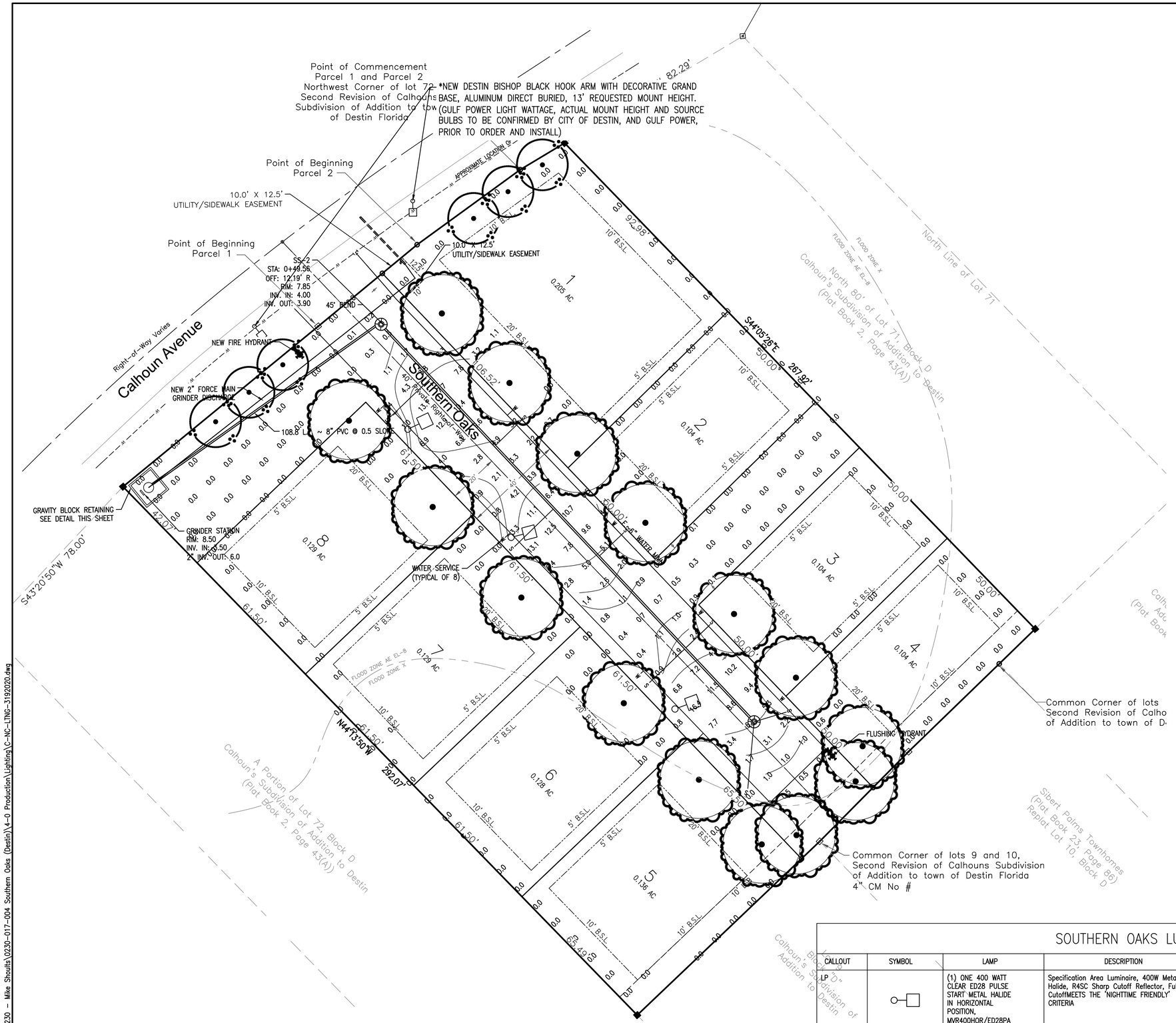
Job No.:	0230-017-004
Date:	09/06/19
Designed:	ELS
Drawn By:	RSB
Checked:	ELS

ISSUE FOR D.O.

C1.5

SHT. 6 OF 11

S:\Civil\0230 - Mike Shoults\0230-017-004 Southern Oaks (Destin)\4-0 Production\C-NC-Calhoun 200615.dwg



N

0 20 40
SCALE:1"=20'

CALL BEFORE YOU DIG
SUNSHINE 1-800-432-4770

SOUTHERN OAKS PHOTOMETRIC SCHEDULE

AVERAGE FOOT CANDLES	1.33
MAXIMUM FOOT-CANDLES	16.4
MINIMUM FOOT-CANDLES	0
MINIMUM TO MAXIMUM FC RATIO	0
MAXIMUM TO MINIMUM FC RATIO	16.36 / 0

SOUTHERN OAKS LUMINAIRE SCHEDULE

CALLOUT	SYMBOL	LAMP	DESCRIPTION	BALLAST	MOUNTING	MODEL	VOLTS
LP		(1) ONE 400 WATT CLEAR ED28 PULSE START METAL HALIDE IN HORIZONTAL POSITION, MVR400HOR/ED28PA	Specification Area Luminaire, 400W Metal Halide, R4SC Sharp Cutoff Reflector, Full CutoffMEETS THE 'NIGHTTIME FRIENDLY' CRITERIA	ELECTRONIC	POLE	Lithonia Lighting, KSF2 400M R4SC	120V 1P 2W

SHT. 7 OF 11

REVISIONS:

REV	DATE	DESCRIPTION

CORE ENGINEERING & CONSULTING, INC.
CIVIL & ENVIRONMENTAL ENGINEERING
3997 COMMONS DRIVE W PHONE: (850) 650-2646
SUITE F FAX: (850) 837-1576
DESTIN, FLORIDA 32541 WWW.CORECONSULTING.COM
CERTIFICATE OF AUTHORIZATION NO. 28155

EDWIN L. STANFORD LICENSE No 57865 STATE OF FLORIDA PROFESSIONAL ENGINEER

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PREPARED FOR:
SOUTHERN OAKS DESTIN
138 CALHOUN AVENUE
DESTIN, FLORIDA

LIGHTING PLAN

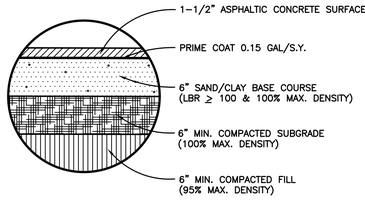
Not valid unless bearing Engineer's seal & original signature

Job No.:	0230-017-004
Date:	09/06/19
Designed:	ELS
Drawn By:	RSB
Checked:	ELS

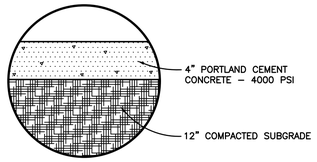
ISSUE FOR D.O.

C1.6

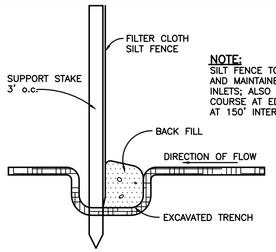
Z:\Civil\0230 - Mike Shoults\0230-017-004 Southern Oaks (Destin)\4-0 Production\Lighting\C-NC-LTNG-3192020.dwg



1-1/2" ASPHALT PAVEMENT DETAIL
N.T.S.

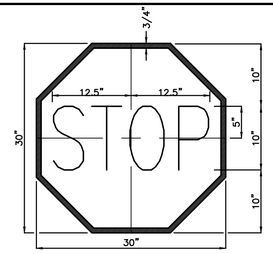


CONCRETE SIDEWALK DETAIL
N.T.S.



NOTE:
SILT FENCE TO BE CONSTRUCTED AND MAINTAINED AROUND ALL INLETS; ALSO ACROSS DRAINAGE COURSE AT EDGE OF SITE AND AT 150' INTERVALS.

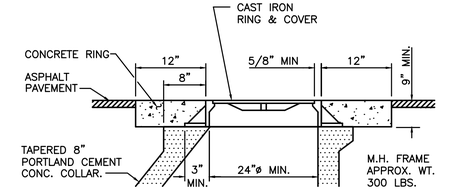
SILT FENCE DETAIL
N.T.S.



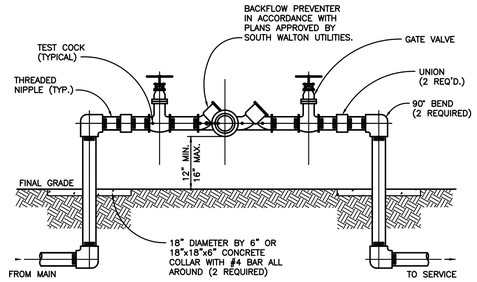
STOP SIGN DETAIL
N.T.S.

NOTE:

SIGN DESIGNATION:	R1-1	(REFL.)
RELECTORIZATION:	LEGEND, BORDER	(REFL.)
	BACKGROUND	
SIGN COLORS:	LEGEND, BORDER	(WHITE)
	BACKGROUND	(RED)



MANHOLE IN PAVED AREA

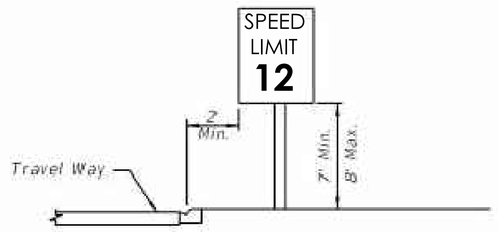


NOTE:
1. ALL PIPE AND FITTINGS 2" AND SMALLER SHALL BE THREADED SCHEDULE 40 GALVANIZED STEEL OR BRASS.

REDUCED PRESSURE BACKFLOW PREVENTER

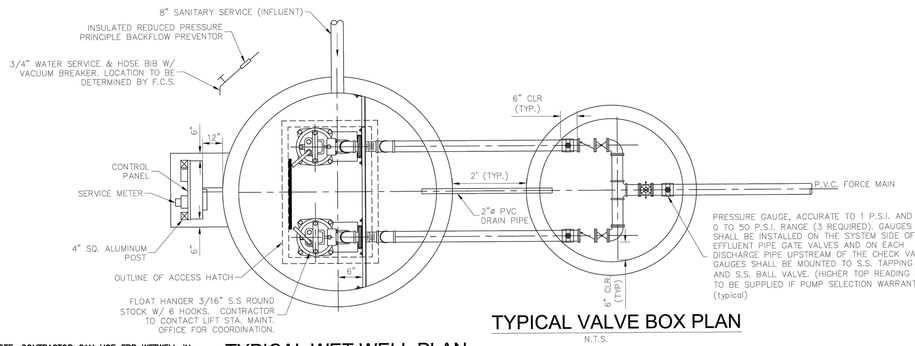
CASE V

For Use In Business Or Residential Areas Only.



SPEED LIMIT SIGN DETAIL

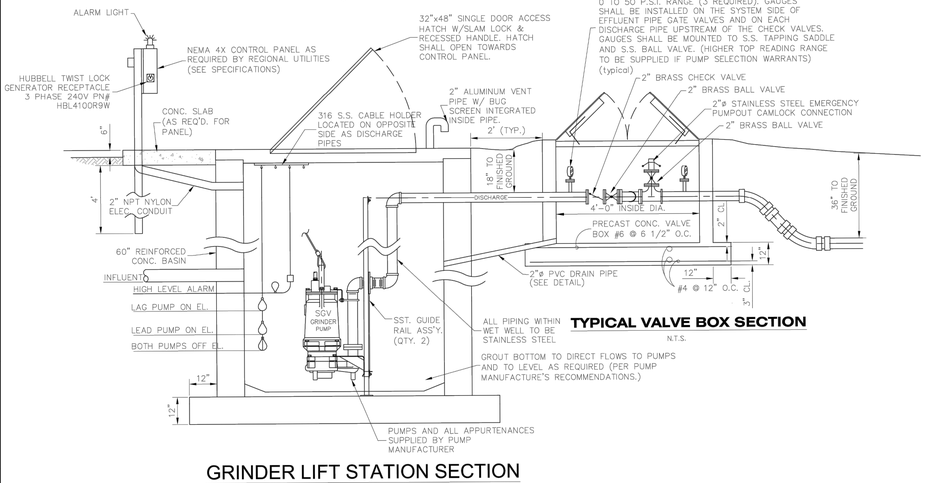
PUMPING STATION DATA	
Designation	GS-1
Pump model	BARNES SDV E5022L
Impeller	4.12 OR MANUF. TRIM
voltage (3 PHASE)	120/208/240 Volt
h.p.	2
r.p.m.	3,450
delivery, gpm (High System Head)	35
delivery, gpm (Low System Head)	63
TDH, feet (High System Head)	10
TDH, feet (Low System Head)	6
Top elev.	8.5
Influent Size	8"
Inv. Influent	3.5
High level alarm elev.	3.0
Lag pump on elev.	2.5
Lead pump on elev.	2.0
Both pumps off elev.	1.5
Bottom elev.	0.5
Force main	6.0



TYPICAL VALVE BOX PLAN
N.T.S.

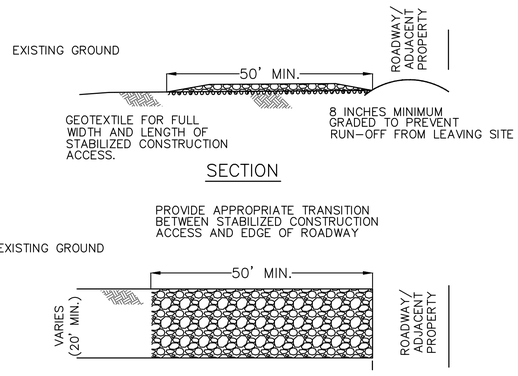
NOTE: CONTRACTOR CAN USE FRP WETWELL IN LIEU OF CONCRETE WETWELL WHERE NEEDED

TYPICAL WET WELL PLAN
N.T.S.



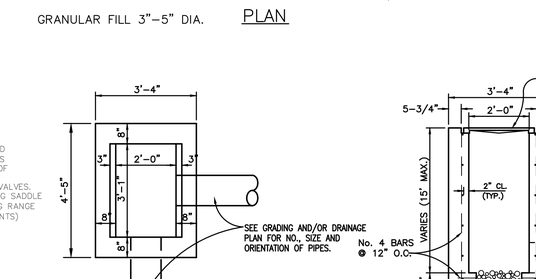
GRINDER LIFT STATION SECTION
N.T.S.

TYPICAL VALVE BOX SECTION
N.T.S.

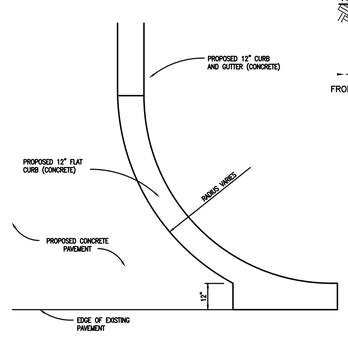


SECTION

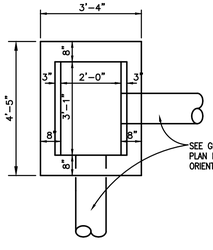
PROVIDE APPROPRIATE TRANSITION BETWEEN STABILIZED CONSTRUCTION ACCESS AND EDGE OF ROADWAY



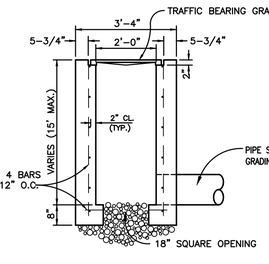
PLAN



CURB TRANSITION DETAIL
N.T.S.

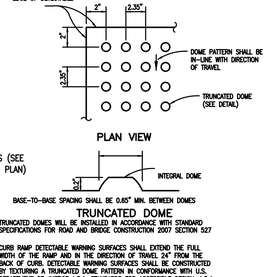


PLAN VIEW



SECTION VIEW

TYPE "C" CATCH BASIN DETAIL
(F.D.O.T. INDEX No. 232)
N.T.S.

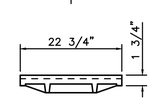


TRUNCATED DOME

TRUNCATED DOMES WILL BE INSTALLED IN ACCORDANCE WITH STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION 2007 SECTION 527

CURB RAMP DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL WIDTH OF THE RAMP AND IN THE DIRECTION OF TRAVEL 24" FROM THE BACK OF CURB. DETECTABLE WARNING SURFACES SHALL BE CONSTRUCTED BY TEXTURING A TRUNCATED DOME PATTERN IN CONFORMANCE WITH U.S. DEPARTMENT OF JUSTICE A.D.A. STANDARDS FOR ACCESSIBLE DESIGN, A.D.A. ACCESSIBILITY GUIDELINES, SECTION 4.29.2, (DETAIL SHOWN ABOVE). TRANSITION SLOPES ARE NOT TO HAVE DETECTABLE WARNINGS. REFERENCE FDOT QUALIFIED PRODUCTS LIST FOR TRUNCATED DOMES STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION 2007 SECTION 527

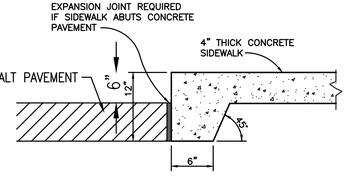
HANDICAP RAMP DETAIL
(STANDARD SPECIFICATIONS SECTION No. 527-2.4)
(F.D.O.T. INDEX No. 304)
N.T.S.



SOLID- INDENTED

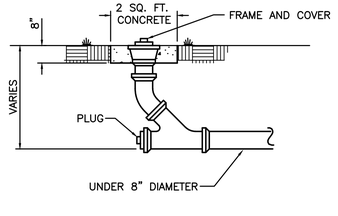
APPROX. WEIGHT 150 LBS.

M.H. COVER

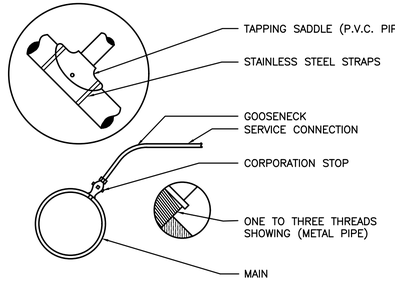


SIDEWALK THICKENED EDGE DETAIL
N.T.S.

THICKENED EDGE SIDEWALK SHALL BE INSTALLED WHEN SIDEWALK ABUTS PAVED PARKING AREA OR STREETS.



CLEAN OUT DETAIL



SERVICE CONNECTION DETAIL

REVISIONS:

REV	DATE	DESCRIPTION

CORE ENGINEERING & CONSULTING, INC.
CIVIL & ENVIRONMENTAL ENGINEERING
3997 COMMONS DRIVE W PHONE: (850) 650-2646
SUITE F FAX: (850) 837-1576
DESTIN, FLORIDA 32541 WWW.CORECONSULTING.COM
CERTIFICATE OF AUTHORIZATION NO. 28155

EDWIN L. STANFORD LICENSE No 57865 STATE OF FLORIDA PROFESSIONAL ENGINEER

PREPARED FOR:
SOUTHERN OAKS DESTIN
138 CALHOUN AVENUE
DESTIN, FLORIDA

SITE DETAILS

Job No.:	0230-017-004
Date:	09/06/19
Designed:	ELS
Drawn By:	RSB
Checked:	ELS

ISSUE FOR D.O.

C2.1

Not valid unless bearing Engineer's seal & original signature
THIS DRAWING IS THE PROPERTY OF CORE ENGINEERING & CONSULTING, INC. & IS NOT TO BE REPRODUCED WITHOUT EXPRESSED WRITTEN CONSENT.

S:\Civil\0230 – Mike Shoults\0230-017-004 Southern Oaks (Destin)\4-0 Production\C-NC-Calhoun 200615.dwg

SPECIFICATION: CLEARING AND GRUBBING

All site Clearing and Grubbing shall be in accordance with section 110 of the "Florida Department of Transportation Specifications for Road and Bridge Construction" unless modified herein. This work shall be performed in the following areas:

A. All street rights-of-way.
B. All areas where excavation or embankment are to take place.
C. Detention areas.

In addition, certain other areas where underground utilities are to be installed are to be cleared and grubbed to the extent necessary to properly install the utilities. Such work shall be incidental to the contract unit price for the utility to be installed.

SCOPE: Site clearing work includes, but is not limited to:

A. Removal of trees and other vegetation.
B. Topsoil stripping.
C. Clearing and grubbing.
D. Removing above grade improvements.
E. Removing below grade improvements.

JOB CONDITIONS:

Traffic:
Conduct site clearing operations to ensure minimum interference with roads, streets, walks, and other adjacent occupied or used facilities. Do not close or obstruct streets, walks, or other occupied or used facilities without permission from the Owners and or Local approving authority.

Clearing and Protection in Construction Areas:
Preserve trees 6 inches or larger measured breast height (6"dbh) where possible within construction area.

Protection of Existing Improvements:
Provide protection necessary to prevent damage to existing improvements indicated to remain in place.

Protect improvements on adjoining properties and on project site.

Restore damaged improvements to original condition as acceptable to the Owner.

LIMITATIONS:
Clearing will be limited to the extent necessary to allow for construction of the proposed improvements as a result of:

Need for access to the project site for construction equipment.
Essential grade changes.
Surface water drainage and utility installation.
Location of driveways, buildings, and required parking.

CLEARING AND GRUBBING:
Remove trees, shrubs, grass, other vegetation, improvements, or obstructions interfering with the installation of new construction. Removal includes digging out stumps and roots. Do not remove items elsewhere on site or premises unless specifically indicated. Disposal of trees, limbs, stumps, and debris shall be the responsibility of the Contractor.

Strip topsoil to whatever depths encountered to prevent intermingling with underlying subsoil or other objectionable material. Cut heavy growths of grass from areas before stripping.

Stockpile topsoil in storage piles in areas shown or where directed by the Owner. Construct storage piles to freely drain surface water. Cover storage piles if required to prevent windblown dust.

Dispose of unsuitable or excess topsoil same as specified for waste material.

FILLING:
Fill depressions caused by clearing and grubbing operations with satisfactory soil material, unless further excavation or earthwork is indicated.

Place fill material in horizontal layers not exceeding 6" loose depth, and thoroughly compact to density equal to adjacent ground, unless otherwise shown on the plans.

REMOVAL OF IMPROVEMENTS:
Remove existing above and below grade improvements and abandoned underground piping or conduit necessary to permit construction and other work.

DISPOSAL OF WASTE MATERIALS:
No burning of any material, debris, or trash will be allowed.

Remove waste materials from project site on a daily basis and dispose of off-site in an approved area.

SPECIFICATION: EXCAVATION, EMBANKMENT AND SUBGRADE:

EXCAVATION, EMBANKMENT AND SUBGRADE: Shall be performed in accordance with Section 120 of the Florida D.O.T. Specifications. All subgrade fill material, and the top 12 inches in cut area, shall be compacted to 100 percent of maximum density as determined by AASHTO T-99. The Subgrade Compaction (Stabilization) shall conform to Section 160 of the Florida D.O.T. Specifications. In most cases this will consist of compacting existing cleaned soil. However, it is the contractor's responsibility to assure that the finished roadbed section meets bearing value requirements, regardless of the quantity of stabilizing materials to be added. One field density test shall be taken for each 5000 square feet or fraction thereof.

Where required subgrade density cannot be obtained, unsuitable material shall be removed so that the road base will be constructed on a minimum of 3 feet of suitable, properly compacted material. This work shall be included in the contract lump sum price for earth excavation.

SOIL CEMENT BASE: As a minimum the soil cement base course will conform generally to Section 270 of the Florida D.O.T. Specifications for Road and Bridge Construction. The detailed specifications of the soil cement base course are to be determined by an independent testing laboratory after testing of the material the contractor proposes to use. Moisture and cement content will be specified by the laboratory. However, as a guide for bid purposes, estimate 12% cement by weight and include a price reduction schedule if tests show less cement is required. The soil cement mix will be at optimum moisture content, i.e., neither mushy nor dry, but containing sufficient moisture to make a firm case when squeezed in the hand. Water should not appear on the hand when so squeezed. This requires 5 to 6 gallons per square yard but actual quantity of water to be added will depend on latent moisture in the base material. From a practical standpoint the highest moisture content should be maintained that permits packing and finishing without surface checking, shoving or rutting during compaction and finishing operations.

The freshly compacted and finished soil-cement mix must be adequately cured. An application of bituminous material such as RC-2, MC-3, RT-5 or asphaltic emulsion at the rate of 0.15 to 0.20 gal per square yard is preferred as the curing medium. Waterproof paper or moist hay is acceptable if properly maintained.

SAND-CLAY BASE COURSE: Shall comply with the requirements of Sections 240 and 912 of the Florida D.O.T. Specifications. Tests necessary to determine compliance with Section 912 shall be performed prior to placing the material on the roadbed. These tests include:

	Composition and gradation	Percent of material passing the 10-mesh sieve
1.	Clay (material smaller than 0.005mm)	8 to 27
	Silt (material from 0.005 to 0.005mm)	0 TO 10
	Combined clay and silt	8 to 25
2.	Limerock Bearing Ratio Value(LBR)	Of at least 75
3.	Liquid Limit	Not greater than 25
4.	Plasticity Index	Not greater than 6

The results of these tests shall be submitted to the engineer for approval. After approval of the material, the sand-clay base course shall be placed in accordance with Section 240. The base course shall be compacted to not less than 98 percent of the maximum density as determined by AASHTO T-180. One density test shall be taken for each 5000 square feet or fraction thereof.
NOTE: Sand Clay base material shall not be used in areas where the seasonal high groundwater table is within two (2) feet of the bottom of the base material.

LIMEROCK BASE COURSE: Shall be constructed in accordance with Section 200 of the Florida D.O.T. Specifications for Road and Bridge Construction. The material shall meet the requirements of Section 911 of the Specifications. Tests necessary to determine compliance with Section 911 shall be performed prior to placing the material on the subgrade. These tests include:

Test	Requirement
1. Liquid Limit	Less than 35
2. Plastic Index	Non-Plastic
3. Gradation	97% passing 3.5 inch sieve
4. Limerock Bearing Ratio	Not less than 100

The results of these tests shall be submitted to the engineer for approval. After approval of the material, the limerock base course shall be placed in accordance with Section 200. The base course shall be compacted to not less than 98 percent of the maximum density as determined by AASHTO T-180. A minimum of three density tests shall be made on each days compaction operations. More frequent tests shall be made as deemed necessary by the Engineer. The base shall be installed to a compacted thickness as shown on the plans, plus or minus one half inch. Deviations from this specification shall be corrected as indicated in the State Specifications.

CONTINUED ON NEXT COLUMN

GRADED AGGREGATE BASE COURSE: Shall comply with the requirements of Section 204 of the Florida D.O.T. Specifications. Tests necessary to determine compliance with Section 204 shall be performed prior to placing the material. These tests include:

1. Soundness Loss, Sodium, Sulfate: AASHTO T 104.
2. Percent Wear: AASHTO T 96 (Grading A).
3. Sieve Analysis.
4. Limerock Bearing Ratio Value.

The results of these tests shall be submitted to the engineer for approval. After the approval of the material, the graded aggregate base course shall be placed in accordance with Section 204. The base course shall be compacted to a density of not less than 100 percent of the maximum density as determined by AASHTO T 180. At least three density tests shall be made on each day's final compaction operation of each course, and the density determinations shall be made at more frequent intervals if deemed necessary by the Engineer.

ASPHALT BASE COURSE: Shall comply with the requirements of Sections 280, 330, 331 and 916 of the Florida D.O.T. Specifications. The design mix for Asphaltic Base Course Type 3 shall conform to the requirements in Tables 331-1 and 331-2. The Minimum Marshall stability shall be 1000 lbs./sq. in. as indicated in Table 331-2. Percent bitumen by weight of total mix: 5.0 (minimum). Two copies each of the actual design mix shall be submitted to the Engineer. Written approval of the Asphalt base course design mix must be obtained from the engineer prior to commencing base course construction. Once the design mix has been approved by the engineer, sieve analysis tolerances indicated in Table 331-5 are allowable during construction. If sieve analysis values fall outside these tolerances, design mix must be resubmitted for acceptance. After the approval of the mix design, the Asphalt base course shall be placed in accordance with Section 280 and compacted in accordance with Section 330-10.

NOTE: STORMWATER DRAINAGE SHALL BE CONTROLLED DURING ALL PHASES OF CONSTRUCTION.

SPECIFICATION: ASPHALT CONCRETE PAVING

SCOPE: This section includes materials and work required for installation of flexible asphaltic concrete pavement for parking and drive areas shown on the plans.

APPLICABLE PUBLICATIONS: The publications listed below form a part of this specification to the extent referenced. The publications shall be the most current issue and are referred to in the text by the basic designation only. The following are minimum requirements and shall govern except that all local, state, and/or federal codes and ordinances shall govern when their requirements are in excess hereof. All asphalt construction shall be in accordance with applicable sections of the "Florida Department of Transportation Specifications for Road and Bridge Construction" unless modified herein.

A. Florida Department of Transportation Specifications:

Section 901	Course Aggregate
Section 902	Fine Aggregate
Section 916	Bituminous Materials
Section 917	Mineral Filler
Section 300	Bituminous Treatments, Surface Courses and Concrete Pavement
Section 331	Type S Asphalt Concrete

B. American Society for Testing and Materials (ASTM) Publications:

D 1557	Moisture-Density Relations of Soils and Soil-Aggregate Mixtures Using 10 lb (4.54 kg) Rammer and 18-in. (457 mm) Drop.
D 1559	Marshall Stability Mix Design

SUBMITTALS:

A. Asphalt Design Mix:
1. Before any asphalt surface is constructed, submit two copies of each of the actual design mix to the Engineer and Owner.
2. Written approval of the asphaltic concrete design mix must be obtained from the Engineer and Owner prior to commencing asphalt pavement construction.

B. Material Certificates: Furnish copies of materials certificates signed by material producer and Contractor, certifying that each material item complies with, or exceeds specified requirements.

C. Asphalt extraction tests.

D. Aggregate gradation tests.

E. Marshall stability tests.

JOB CONDITIONS:

A. Weather limitations: Apply prime and tack coats when ambient temperature is above 40 degrees, and when temperature has not been below 35 degrees for 12 hours prior to application. Do not apply when base is wet or contains excess moisture.

MATERIALS:

A. Mineral Filler: Rock dust, hydraulic cement, or other inert material complying with section 917 of the Florida DOT Specifications.

B. Asphalt Cement: The bituminous material shall be AC-20, viscosity grade and comply with section 916 of the Florida DOT Specifications.

C. Course Aggregate: Comply with section 901 of the Florida DOT Specifications.

D. Fine Aggregate: Comply with section 902 of the Florida DOT Specifications.

E. Prime Coat and Tack Coat: The bituminous material for the Prime Coat shall be MC-70. The bituminous material for the Tack Coat shall be AC-20, or Emulsified asphalt, grade RS-2 and comply with the requirements in Section 300 and 916 of the Florida DOT Specifications.

F. Asphaltic Concrete Design Mixes:
1. Asphalt shall conform to the requirements for Type S Asphalt as indicated in Section 331 of the Florida DOT Specifications.
2. Mix shall be within sieve analysis and bitumen range given in Section 331 of the Florida DOT Specifications.
3. Minimum Marshall stability shall be in 1500 lbs./sq. in. as indicated in Table 331-2 of the Florida DOT Specifications.
4. Percent bitumen by weight of total weight mix: 5.0 - 8.5.
5. Once design mix has been accepted by Engineer and Owner, sieve analysis tolerances indicated in Table 331-5 are allowable during construction. If sieve analysis analysis values fall outside these tolerances, design mix must be resubmitted for acceptance.
6. Provide asphalt-aggregate mixture as recommended by local or state paving authorities to suit project conditions. Use locally available materials and graduations which meet Florida DOT Specifications and exhibit satisfactory record on previous installations.

BASE COURSE PREPARATION:

A. Prior to construction of the base course, the top 12 inches of subgrade shall be compacted to a minimum soil density of 98% of the Modified Proctor Test Density (ASTM 1557). The subgrade shall be sterilized by a borate or chlorate sterilant containing not less than 25% sodium chlorate and shall be mixed thoroughly with water at the rate of 1-1/2 lbs. of sterilant per gallon of water. The sterilant shall be applied evenly at the rate of 0.2 gallons per square yard to subgrades that are less than 12" below original grades. If perpared base course will not be immediately covered with asphalt on the same day and wind-blown seeds will contaminate the base course surface, the sterilants shall be applied to the base course contaminate the base course.

B. Remove loose material from compacted base material surface immediately before applying prime coat.

C. Proof roll prepared base material surface to ensure unstable areas have been corrected and are ready to receive paving.

CONTINUED ON NEXT COLUMN

D. Prime Coat:

1. Apply bituminous prime coat to base material surfaces where asphaltic concrete paving will be constructed.
2. Apply bituminous prime coat in accordance with Section 300 of Florida DOT Specifications.
3. Apply at minimum rate of not less than 0.15 gal./sq. yd. over compacted base material. Apply material to penetrate and seal, but not flood, surface.
4. Cure and dry as long as necessary to attain penetration and evaporation of volatile.

E. Tack Coat:

1. Tack coat shall be applied in accordance with Section 300 of Florida DOT Specifications. Apply to contact surfaces of previously constructed asphalt or portland cement and concrete and surfaces abutting or projecting into asphalt concrete pavement.
2. Apply tack coat to full depth asphalt base course and sand asphalt base course. Apply emulsified asphalt tack coat between each lift or layer of full depth asphalt and sand asphalt bases and on surface of such bases where asphaltic concrete paving will be constructed.
3. Distribute at rate of 0.08 gal./sq. yd. of surface.
4. Allow to dry until at proper condition to receive paving.

PLACING ASPHALT MIX:

A. Place asphalt concrete mixture on prepared surface, spread, and strike off. Spread mixture at the following minimum temperatures:
1. When ambient temperature is between 40 degrees F and 50 degrees F: 285 degrees F.
2. When ambient temperature is between 50 degrees F and 60 degrees F: 280 degrees F.
3. When ambient temperature is higher than 60 degrees F: 275 degrees F.

B. Place inaccessible and small areas by hand. Place each course to required grade, cross-section, and compacted thickness.

C. Paver Placing:
1. Place in strips not less than 10'-0" wide, unless otherwise acceptable to the Contracting Officer.
2. After first strip has been placed and rolled, place succeeding strips and extend rolling to overlap previous strips.

D. Joints:
1. Construct joints between old and new pavements as detailed in the plans.
2. Joints between successive days' work shall be constructed to ensure continuous bond between adjoining work.
3. Construct joints to have same texture, density, and smoothness as other sections of asphalt concrete course.
4. Clean contact surfaces and apply tack coat.

COMPACTION:

A. Each lift of asphalt shall be compacted to a minimum of 98% of the Marshall test ASTM D1559).

B. Begin rolling when mixture will bear roller weight without excessive displacement.

C. Compact mixture with hot hand tampers or vibrating plate compactors in areas inaccessible to rollers.

D. Breakdown Rolling:
1. Accomplish breakdown or initial rolling immediately following rolling of joints and outside edge.
2. Check surface after breakdown rolling, and repair displaced areas by loosening and filling, if required, with hot material.

E. Second Rolling:
1. Follow breakdown rolling as soon as possible, while mixture is hot.
2. Continue second rolling until mixture has been thoroughly compacted.

F. Finish Rolling:
1. Perform finish rolling while mixture is still warm enough for removal of roller marks.
2. Continue rolling until roller marks are eliminated and course has attained maximum density.

G. Patching:
1. Remove and replace paving areas mixed with foreign materials and defective areas.
2. Cut out such areas and fill with fresh, hot asphalt concrete.
3. Compact by rolling to maximum surface density and smoothness.

H. Protection:
1. After final rolling, do not permit vehicular traffic on pavement until it has cooled and hardened.

I. Erect barricades to protect paving from traffic until mixture has cooled enough not to become marked.

FIELD QUALITY CONTROL:

A. An Independent Testing Laboratory, selected and paid by the contractor shall be retained to perform construction testing of in-place asphalt courses for Asphalt Extraction, Aggregate gradation, Marshall Stability, thickness and surface smoothness.

B. Thickness: In-place compacted thickness shall not be less than thickness specified on the drawings.

C. Surface Smoothness: Testing shall be performed on the finished surface of each asphalt concrete course for smoothness, using 10'-0" straightedge applied parallel with, and at right angles to centerline of paved area. The variation of the surface from the edge of the straight edge between any two contact points shall not exceed 1/4". Check surface areas at intervals necessary to eliminate ponding areas. Repair or remove and replace unacceptable paving as directed by the Contracting Officer.

D. Asphalt content, Aggregate gradation, and Marshall Stability shall be as specified in Section 331 of the Florida DOT Specifications.

SPECIFICATION: PORTLAND CEMENT CONCRETE PAVING

SCOPE: This section includes sidewalks, curbs, and miscellaneous concrete pavement.

APPLICABLE PUBLICATIONS: The publications listed below form a part of this specification to the extent referenced. The publications shall be the most current issue and are referred to in the text by the basic designation only. The following are minimum requirements and shall govern except that all local, state, and/or federal codes and ordinances shall govern when their requirements are in excess hereof. All concrete construction shall be in accordance with applicable sections of the "Florida Department of Transportation Specifications for Road and Bridge Construction" unless modified herein.

A. Florida Department of Transportation Specifications:

Section 345	Portland Cement Concrete
Section 350	Cement Concrete Pavement
Section 520	Concrete Gutter, Curb Elements and Traffic Separator
Section 931	Metal Accessory Materials for Concrete Pavement and Concrete Structures

B. American Society for Testing and Materials (ASTM) Publications:

A 615	Deformed and Plain Billet Steel Bars for Concrete Reinforcement
D 1557	Moisture-Density Relations of Soils and Soil-Aggregate Mixtures Using 10-lb. (4.54 kg) Rammer and 18-in. (457 mm) Drop.
D 1751	Preformed Expansion Joint Filler for Concrete Paving and Structural Construction. (Nonextruding and Resilient Bituminous Types)

SUBMITTALS:

A. Material Certifications: Furnish copies of materials certificates signed by material producer and Contractor, certifying that each material item complies with, or exceeds, specified requirements.

MATERIALS:

A. Forms:
1. Steel, wood, or other suitable material of size and strength to retain horizontal and vertical alignment until removal. Use straight forms, free of distortion and defects.
2. Use flexible spring steel forms or laminated boards to form radius bends as required.

B. Form Release Agent:
1. Coat forms with nonstaining type coating that will not discolor or deface surface of concrete.

C. Welded Wire Mesh:
1. Welded plain cold-drawn steel wire fabric. Furnish in flat sheets, not rolls, unless otherwise acceptable to Contracting Officer. Welded wire mesh shall be free from rust, dirt, foreign matter and shall not be stored directly on the ground. Wire fabric shall comply with Sections 931 of the Florida DOT Specifications.

D. Reinforcing Bars:
1. Deformed steel bars, ASTM A 615, Grade 40. Reinforcing bars shall be free from rust, dirt, foreign matter and shall not be stored directly on the ground. Deformed steel bars shall comply with Section 931 of the Florida DOT Specifications.

E. Concrete Materials:
1. Comply with requirements of Sections 345 and 350 of the Florida DOT Specifications for concrete materials, admixture, bonding materials, curing materials, and others as required.

F. Joint Fillers:
1. Resiliient premolded bituminous impregnated fiberboard units complying with ASTM D1751. Joint fillers shall comply with Section 932 of the Florida DOT Specifications.

MIXING:

A. Design mix to produce normal weight concrete consisting of Portland cement, aggregate, water-reducing or high-range water reducing admixture (super-plasticizer), air-entraining admixture and water to produce following properties:
1. Compressive Strength: Minimum 3,000 psi for curb and walkways and 4,000 psi for pavement, at 28 days. In addition, concrete for pavement shall have a minimum modulus of rupture of 600 psi.
2. Slump Range: 3"-5".
3. Air Content: 3% to 6%.

PREPARATION:

A. Surface Preparation:
1. Remove loose material from compacted base material surface immediately before placing concrete.

B. Compact the top 12 inches of subgrade to a minimum soil density of 98% for the Modified Proctor Test (ASTM D1557) to result in a minimum modulus of subgrade reaction (k) of 150 psi/in. Proof-roll prepared base material surface to check for unstable areas. The paving work shall begin after the unsuitable areas have been corrected and are ready to receive paving. Compaction testing for the base material shall be completed prior to the placement of the paving.

CONCRETE INSTALLATION:

A. Form Construction:
1. Set forms to required grades and lines, rigidly braced and secured. Install sufficient quantity of forms to allow continuous progress of work and so that forms can remain in place at least 24 hours after concrete placement.
2. Check completed formwork for grade and alignment to following tolerances:
   A. Top of forms not more than 1/8" in 10'-0".
   B. Vertical face on longitudinal axis, not more than 1/4" in 10'-0".
3. Clean forms after each use, and coat with form release agent as often as required to ensure separation from concrete without damage.

B. Reinforcement:
1. Locate, place, and support reinforcement to ensure compliance with plans.

C. Concrete Placement:
1. Comply with requirements of Sections 345, 350, and 520 of Florida DOT Specifications for mixing and placing concrete.
2. Do not place concrete until base material and forms have been checked for line and grade. Moisten base material if required to provide uniform dampened condition at time concrete is placed. Concrete shall not be placed around manholes or other structures until they are at the required finish elevation and alignment.
3. Place concrete using methods, which prevent segregation of mix. Consolidate concrete along face of forms and adjacent to transverse joints with internal vibrator. Keep vibrator away from joint assemblies, reinforcement, or side forms. Consolidate with care to prevent dislocation of reinforcing, dowels, and joint devices.
4. Deposit and spread concrete in continuous operation between transverse joints, as far as possible. If interrupted for more than 1/2 hour place construction joint.

D. Curbs and Gutters:
1. Automatic machine may be used for curb and gutter placement at Contractor's option. Machine placement must produce curbs and gutters to required cross section, lines, grades, finish, and jointing as specified for formed concrete. If results are not acceptable, remove and replace with formed concrete as specified.

REVISIONS:		
REV	DATE	DESCRIPTION

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PREPARED FOR:
SOUTHERN OAKS DESTIN
138 CALHOUN AVENUE
DESTIN, FLORIDA

SPECIFICATIONS 1 OF 2

Not valid unless bearing Engineer's seal & original signature

Job No.:	0230-017-004
Date:	09/06/19
Designed:	ELS
Drawn By:	RSB
Checked:	ELS

ISSUE FOR D.O.

C3.1

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1. **Precast Concrete Manholes:** All manholes shall be of precast concrete construction and shall meet the requirements of ASTM C-4, except as modified herein. The concrete used shall be Type II or approved equivalent with a 28-day strength of 4000 lbs. per sq. inch.

   The vertical walls shall have a minimum thickness of five-inches and shall be reinforced a minimum of 0.12 sq. inch per linear foot. The flat tops on shorter manholes shall be reinforced with No. 6 bars on six-inch centers both ways or as shown on the drawings.

   The inside diameter shall be 48 inches on the riser sections with an eccentric cone section that narrows to 24 inches inside diameter at the top. The cone section shall be used on manholes with a depth of 5 feet or more and flat top used on manholes less than 5 feet.

   The bottom section shall be of monolithic design with a minimum bottom thickness of six-inches.

   The joints between the sections shall be tongue and groove with the tongue up and the groove down and shall be sealed with round or other flexible type natural rubber joint rings. In addition to the rubber ring gaskets, the interior and exterior voids in the pipe joints shall be sealed with "RAM-NEK" flexible plastic gasket manufactured by K.T. Snyder Company. "RAM-NEK" shall be installed in strict accordance with the manufacturer's recommendations.

2. **Manhole Accessories:** Manhole steps shall be constructed of 1/2-inch steel road completely encased in a corrosion-resistant rubber capable of resisting chemicals and gasses encountered in manholes. Each step shall have a vertical load resistance of 400 lbs. and a pull out resistance of 500 lbs. per leg. Each step shall be a minimum of 12 inches wide and each leg shall extend 5 inches from the manhole face and have a 4-inch wall penetration. Steps shall have cast in place lugs and traction cleats and shall be installed on 16-inch centers. The manhole frames and covers shall be Vulcan Foundry No. VM-37 Neenah Foundry No. R-1600 series or equivalent. Solid covers shall be marked "SEWER". Frames for the covers shall be set to grade in a bed of cement mortar. Frames and covers shall be machined or ground at bearing surfaces to seat firmly and prevent rocking. Any set not matching perfectly shall be removed and replaced at no additional cost.

3. **Water-Proofing:** Both concrete and pre-cast sections below grade shall be painted on the outside with either two coats of bitumastic paint or a heavy layer of emulsified asphalt to water-proof completely. Manholes shall be inspected for water tightness prior to being placed in service. All incoming and outcoming sewer lines shall be plugged and the manhole filled with water to a level to create a minimum positive head of two feet or above the highest section joint. If the water level drop exceeds 1/8" per vertical foot of manhole depth in 5 minutes, the manhole shall have failed the test.

4. **Manhole Invert Channels:** The manhole invert channels shall be smooth and accurately shaped to a semicircular bottom conforming to the connecting sewer section. Invert channels and manhole bottoms shall be shaped and smoothed with one to two (1:2) cement-sand mortar of still consistency. Changes in size and grade shall be made gradually and evenly.

F. **Submittals:** The Contractor shall submit a minimum of four (4) copies of catalog data for approval by the Engineer for materials to be used. This submittal shall include but not be limited to the following:

1. Pipe
2. Fittings
3. Manholes
4. Manhole steps
5. Frames and covers
6. Coatings

PRESSURE PIPING:

This section includes furnishing and installing all pressure pipework and appurtenances for potable and non-potable water systems complete and fully operable in all respects.

A. **Materials:** All material shall be free from defects impairing strength and durability and be of the best commercial quality for the purpose specified. It shall have structural properties sufficient to safely sustain or withstand strains and stresses to which it is normally subjected and be true to detail.

   Certified records of material tests made by the manufacturer or by a reliable commercial laboratory shall be submitted to the Engineer if requested.

   All pipework will be inspected upon delivery and such as does not conform to the requirements of these specifications shall be rejected and must be immediately removed from the site by the Contractor. The Contractor shall furnish and provide all labor necessary to assist the Engineer in inspecting the material.

   The basis of rejection shall be as specified in applicable ASTM Specifications.

B. **Unplaticized Polyvinyl Chloride (PVC) Pressure Pipe:** PVC pressure pipe shall have a bell-type joint designed for conveying potable water under pressure. Ring-type neoprene gasket shall be provided in recesses in the bells to make the joints watertight for all slip joint piping. Only where specifically called for on the construction plans shall solvent-weld or flanged connections be used. All fittings shall be of the same joint design as recommended by the manufacturer. PVC pipe shall meet or exceed the minimum requirements of Commercial Standard CS-256063 for Type 1120 material made to SDR-21 dimensions. PVC compounds used shall be as specified in ASTM D-1784. Dimensions and specifications for PVC pipe shall be as required in ASTM D-2241, Class Designation 12454-B. PVC joints shall meet ASTM D-3139, for Bell End Pipe. PVC pipe shall be as manufactured by the Johns-Manville Co., the Ethyl Corp., the Certain-teed Products Corp, the Clow Corporation or approved equivalent.

   All fittings for PVC pressure pipe shall be cast iron mechanical joint meeting ANSI Standard Specification A21.10, latest, Cast Iron Fittings, 2 inch through 48 inch for Water and Other Liquids unless indicated otherwise on the construction plans. Minimum pressure rating shall be equal to that of the pipe specified. Linings and coatings shall be as specified on the next page under "Linings and Coatings for Ductile Iron Pipe".

   Unless otherwise indicated on the drawings all PVC pressure pipe shall be SDR-21 type. All pressure piping shall be supplied in the following colors:

1. Potable water – Blue
2. Non-potable water – Purple
3. Sewer force main – Green

   Standard laying lengths shall be 20 feet and randoms shall not be less than 10 feet.

   Pipe for potable water use must be certified as suitable by the National Sanitation Foundation (N.S.F.) and marked as follow: NSF-PW.

   Each length of pipe shall be clearly marked with the following information at intervals of not more than five feet:

1. Nominal pipe size
2. Material designation code
3. Standard pipe dimension ratio and pressure class
4. ASTM Designation D-2241
5. Manufacturer's name (or trademark)
6. NSF approval seal, if applicable.

C. **Ductile Iron Pipe:** Ductile iron pipe shall meet the requirements of ANSI A21.51, including Addenda A21.51a. Pipe dimensions shall conform to Federal Specification WW-P-421, Class 150. Each pipe shall be conspicuously marked on the outside of the barrel to readily identify it from cast-iron. Metal thickness shall conform to ANSI A21.51, Table 51.1, 2-1/2 to 5 feet cover.

1. **Mechanical Joints:** ANSI Standard Specification A21.11, Rubber Gasket Joints for Cast-Iron Pressure Pipe and Fittings.

2. **Push-on Joints:** ANSI Standard Specification A21.11, Rubber Gasket Joints for Cast-Iron Pressure Pipe and Fittings, Single gasket push-on type.

3. **Flanged Joints:** ANSI Standard Specifications B16.1, Cast-Iron Pipe Flanges and Flanged Fittings, 125 pounds. Screwed on flanges, faced and drilled to ANSI Class 125 pound template. The flanged joints shall be assembled by threading plain end pipe and screwing on long hub flanges. The connection shall then be power tightened and refaced across both face of flange and end of pipe. Provide one-sixteenth-inch ring gaskets of red sheet rubber meeting the requirements of Grade 1, Table 1 of ASTM Specification D-1330, Sheet Rubber Gaskets. Connections shall be made with machine bolts and hexagonal nuts.

4. **Fittings:** Fittings shall meet ANSI Standard Specification A-21.10, latest, Cast-Iron Fittings, 2 inch through 48 inch for Water and Other Liquids. Minimum pressure rating shall be equal to that of the pipe specified.

D. **Linings and Coatings for Ductile Iron Pipe:** All pipe, valves and fittings for potable water shall be thin cement lined, the lining shall comply with ANSI Standard A21.4 (AWWA C104) Cement-Mortar Lining for Cast Iron Pipe and Fittings for Water. All ductile iron pipe and fittings for non-potable and sewer force mains to be installed underground shall be coated on the interior with hot-dip coal-tar. All ductile iron pipe and fittings to be installed underground shall be coated on the exterior with hot-dip coal-tar. The exterior of all above ground pipe shall receive a coat of rust inhibitor prime compatible with the finish paint schedule. All bolts, nuts, studs and other uncoated parts of joints for underground installation shall be coated with asphalt or coal-tar prior to backfilling.

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E. **Copper Locator Wire:** Contractor shall install number 10 insulated copper locater wire 18" directly above the top of all pvc pipe, service lines and looped through valve boxes to extend the top of 10" above the ground line. wire shall be connected for a continuous circuit connection. DO NOT WRAP wire around pipe.

The Contractor shall submit a minimum of four (4) copies of catalog data for

F. **Submittals:**
approval by the engineer for materials to be used. This submittal shall include but not be limited to the following:

1. Pipe
2. Fittings
3. Interior coating
4. Exterior coating

VALVES, HYDRANTS AND MISCELLANEOUS APPURTENANCES:

This section includes furnishing and installing complete all equipment and materials necessary for a complete and fully operable system.

A. **Materials:** All materials shall be free from defects impairing strength and durability and be of the best commercial quality for the purpose specified. It shall have structural properties sufficient to safely sustain or withstand strains and stresses to which it is normally subjected and be true to detail.

   All pipework will be inspected upon delivery and such as does not conform to the requirements of these specifications shall be rejected and must be immediately removed from the site by the Contractor. The Contractor shall furnish and provide all labor necessary to assist the Engineer in inspecting the material.

   The basis of rejection shall be as specified in applicable ASTM Specifications.

B. **Valves:**

1. **Gate Valves:** All gate valves shall conform to AWWA Specifictaions for a working pressure of 200 psi. All valves shall open counterclockwise. Valves installed below ground shall be fitted with hub-type hand operators and shall have a cast-iron valve box installed concentrically over the valve. The top of the valve box shall be set flush with the ground and shall have a cast-iron cover. Valves installed above ground shall be fitted with wheel-type hand operators. Valves used for ties to existing pressure system shall be mechanical joint.

   a. Valves Three Inches and Over: Valves shall be manufactured in accordance with AWWA Specification C-509. They shall be iron body, resilient-seated gate valves with nonrising stem with side flanged, mechanical joint or spigot ends depending on installation. Flanged gate valves shall be provided with 125 lb. American Standard flanges.

   b. Valves Under Four Inches: Gate Valves under four inches shall be iron or bronze body, resilient wedge valves equipped with nonrising stem and 2" operating nuts.

2. **Check Valves:** Provide check valves meeting the following requirements:

   a. Over Three-Inches: The check valves over three-inches (3") shall be iron-body, bronze-mounted, horizontal-swing check with flanged ends. All working parts shall be spring-loaded to prevent slamming. The check valves shall be M&H Fig. 250F, American Darling 50 Line or approved equivalent.

   b. Under Three-Inches: Check valves under three-inches (3") shall be screwed-end, bronze-body, silent check valves as manufactured by Crane Co., No 34 or approved equivalent.

3. **Air Release and Vacuum Valves:** The combination air release and vacuum valve shall be furnished with both a large and small orifice. The valve shall automatically function to release to atmosphere both large and small amounts of air that accumulate in the pipeline. Once the air has been exhausted both the large and small valves shall seat tightly to prevent water leakage. The valve shall also function to admit air into the line, tank or chamber under emergency conditions, or when it is being drained. The valve body and cover shall be of semi-steel; floats of stainless steel; levers of bronze and resilient seats. The air and vacuum valve shall be manufactured by G-A Industries, Inc. Type 1-AV or approved equivalent.

4. **Butterfly Valves:** Provide valves conforming to AWWA C-504 (latest) with lug wafer type body suitable for use between ANSI 125 or 150 lb. flanges. Disc shall be 316 stainless steel or have a welded nickel edge. Valve shaft shall be supported on three permanently lubricated bronze or on TFE coated stainless steel bearings. The valve seat shall be of Hycar or equivalent. Disc-to-shaft connections shall be 316 stainless steel and securely locked in position. Valves 8-inches and larger shall have a thrust collar of stainless steel. Threes shaft seals shall protect bearings from internal and external corrosion. Infinite position levers shall provide manual throttling and locking in any position from open to closed. Butterfly valves and actuators shall be Figure 632 as manufactured by DeZurick or approved equivalent.

5. **Hose Bibs:** Hose bibs shall be Crane No. 58 or approved equivalent.

C. **Hydrants:**

1. **Spacing:** Spacing shall be as approved by the Engineer.

2. **Fire Hydrants:** All fire hydrants shall be 5-1/4 inch hydrants with two 2-1/2 inch connections and one pumper connection designed for 150 psi working pressure, and shall conform to the requirements of AWWA C-502. Hydrants shall have mechanical joint inlets, shall be for a 3-foot bury, and shall be breakaway or traffic model, dry barrel type.

   The hydrants shall be Mueller Co., Centurion A-423, M&H Style No. 129, or approved equivalent.

   The hydrants shall be painted safety red and nozzle caps to be color coded base on the hydrant's flow rating in accordance with National Fire Code NFPA-291 "Fire Flow Testing and Marking of Hydrants". After installation, South Walton Fire District will flow test the hydrant and color code the nozzles as required.

D. **Water Services:**

1. **Water Meters** shall be furnished and installed by the City of Freeport.

2. **Tapping Saddles** shall be Rockwell Model 311 or approved equivalent.

3. **Corporation Stops** shall be Ford Model No. F-1000; Hays Model 5200, or approved equivalent. Inlets shall have iron pipe threads and outlets shall have compression connections.

4. **Curb Stops** shall be Ford Model No. B-43-232-W with locking wing or approved equivalent. Inlets shall have compression connections and outlet shall have iron pipe threads. Valves shall be equipped with padlock eyes or approved equivalent.

5. **Service Tubing** shall meet the requirements of ASTM D-2666, SDR-9 and shall be listed as having the approval of the National Sanitation Foundation for Water Distribution; and shall have the NSF approval designation stamped on the tubing. Service tubing material shall be polybutylene. It shall be delivered in rolls and cut to required lengths.

6. **Wye Branches** for double services are to be pack joint wye branches, Ford Model No. Y44-243 or approved equivalent.

E. **Valve boxes:** Cast-iron valve boxed shall be provided for all underground valve installations. They shall consist of a base covering the operating nut and head of the valve, a vertical shaft, at least 5-1/4 inches in diameter, and a top section, extending to a point even with the finished ground surface. Provide a cast iron cover marked "WATER" or "SEWER" as required and placed concentrically over the operating nut. The valve boxes shall be Clow F-2452 screw type valve box, or an approved equivalent.

F. **Steel Casing:** All casing used for boring and bridge crossing shall be wrought steel Schedule 40 with a minimum yield strength of 35,000 psi.

   Bore casing shall have an exterior protective coating of coal-tar enamel in accordance with AWWA C-204. The casing shall be installed by either jacking or boring at the option of the Contractor. Ends shall be free from splits or other rough edges which might damage the carrier pipes.

   Bridge crossing casing exterior shall be painted with two (2) coats of rust inhibitor paint, light gray.

G. **Backflow Preventer:** Backflow preventers shall be one of the following types as indicated on the drawings:

1. Double check valve assembly shall be a complete assembly including two positive seating check valves, tight closing shut-off valves located upstream and downstream of the check valves, and four suitably places ball-type test cocks. The entire assembly shall be protected by a strainer. The device shall be bronze construction. The first and second check valves shall be of modular design and interchangeable.

2. Reduced pressure principle backflow preventer assembly shall contain a minimum of two independently acting, approved check valves, together with an automatically operated pressure differential relief valve located between the two check valves. The assembly shall include tightly closing, shutoff valves located at each end of the assembly, and each assembly shall be fitted with properly located test cocks.

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   The backflow preventers shall be in full conformance with the American Society of Sanitary Engineering Standard for Double Check Valve Assemblies, ASSE Standard 1015 and with the requirements of the U.S.C. Foundation for Cross-Connection Control.

H. **Submittals:** The Contractor shall submit a minimum of four (4) copies of catalog data for approval by the Engineer for materials to be used. This submittal shall include but not be limited to the following:

1. Pipe and fittings
2. Tubing
3. Valves
4. Hydrants
5. All service materials
6. Casing
7. Backflow preventer

INSTALLATION:

This section covers installation of gravity and pressure pipework. Excavation and backfilling shall be in accordance with the preceding, applicable sections of these specifications.

A. **General:**

1. All pipe, fittings and valves shall be carefully handled at all times to prevent damage to the pipe or other installations on the job site.

2. At times when pipe installation is not in progress, the open ends of the pipe shall be closed by approved means and shall remain closed until construction on that particular section is resumed, eliminating the possibility of any flow obstructions getting into the pipe.

3. All joints shall be wiped free of all dirt, sand and foreign material and the pipe shall be carefully examined for defects before installation.

4. Cutting of pipe for inserting valves, fittings or closure pieces shall be done in a neat and workmanlike manner without damage to the pipe.

5. Deviations from the piping location, line and grade indicated on the construction plans shall not be made without the prior approval of the Engineer.

B. **Pipe Laying Procedures:**

1. **Gravity Flow Piping:** Gravity flow piping shall be installed to the line and grade indicated on the construction drawings. Before lowering the pipe into the ditch, the bottom of the ditch shall be graded so that when the pipe rests on the ditch bottom, it will have a uniform bearing for its entire length. Bell holes shall be dug for bell placement. The pipe shall be carefully examined for defects and the inside cleaned. After placing the pipe in the ditch, the ends shall be wiped free from all dirt, sand and foreign material. The joints shall then be made in accordance with the recommendations of the pipe manufacturer.

   Installation of pipe shall proceed in a upstream direction with bells facing in the direction of laying. All pipe reaches will be inspected for straightness. No bows or dips, either horizontally or vertically, will be accepted. A full circle of light must be readily seen when looking from one end of a pipe through to the other end.

2. **Pressure Piping:** Pressure piping shall be installed in strict accordance with the manufacturer's printed instructions. Before lowering the pipe into the trench the bottom of the trench shall be graded so that when the pipe rests on the trench bottom it will have a uniform bearing for its entire length. The pipe shall be carefully examined for defects and the inside cleaned. After placing the pipe in the trench, the ends shall be wiped free from all dirt, sand and foreign material. The joints shall be made in accordance with the recommendations of the pipe manufacturer.

   Suitable concrete reaction or thrust blocks shall be applied on all lines (except those having screwed or flanged joints), at all tees, plugs, caps and bends deflecting 22-1/2 degrees or more, or movement shall be prevented by attaching metal rods or straps approved by the Engineer. Unless otherwise directed, the pipe shall be laid with bell ends facing in the direction of laying. Whenever it is necessary to deflect the pipe from a straight line, either in the vertical or horizontal plane, to avoid obstruction, to plumb stems, or where long radius curves are permitted, the degree at deflection shall be as recommended by the manufacturer of the pipe.

   The minimum cover for pipe will be 30-inches unless otherwise indicated on the plans. The depth of cover shall be measured from the established street grades or the surface of the permanent improvement to the top of the barrel of the pipe. At street intersections or where the new pipe lines cross existing underground lines at the approximate same depth as the new line, the cover shall be increased and the new line laid below existing lines or structures. Where the existing lines or structures are of sufficient depth that the new lines when laid will have 6-inches of separating earth between them and other pipe or structure and 30-inches cover, the new lines may be laid above the existing lines.

3. **Sub-Surface Explorations:** Whenever necessary to determine the location of existing pipes, valves or other underground structures, the Contractor shall examine all available records and shall make all explorations and excavations for such purpose. Where the locations of existing utilities are furnished by the Owner, they should be considered approximate only. The Contractor is responsible for locating and protecting all existing utilities whether shown on the drawings or not shown.

4. **Protecting Underground and Surface Structures:** Temporary support, adequate protection and maintenance of all underground and surface utility structures, drains, sewers and other obstructions encountered in the progress of the work shall be furnished by the Contractor at his own expense under the direction of the Engineer.

5. **Construction Equipment:** Mechanical equipment may be used for trenching and excavating. However, in places where the operation of same will cause damage to trees, shrubbery, pavements or existing structures, above or below ground, hand methods shall be employed.

   Where a main is installed along paved streets, only rubber-tired equipment will be allowed for excavation and backfilling; the use of bulldozers or equipment with tracks will not be permitted. The Contractor will be responsible for any damage done to paved streets or lawns. Either air hammers or concrete saws should be used for cutting concrete pavement.

6. **Unsuitable Conditions:** No pipe shall be laid or manholes placed in water or unsuitable soils conditions. Unsuitable soil, as determined by the Engineer, shall be removed or replaced with an approved material.

7. **Trench Water:** At times when pipe laying is not in progress, the open ends of pipe shall be closed by approved means, and no trench water shall be permitted to enter the pipe.

8. **Setting Valves and Boxes:**

   a. **Valves and Fittings:** Gate valves and pipe fittings shall be set and jointed to new pipe in the manner heretofore specified for cleaning, laying and jointing pipe.

   b. **Valve Boxes:** Cast-iron valve boxes shall be firmly supported and maintained, centered and plumb, over the wrench nut of the gate valve and box cover flush with the surface of the finished pavement or at such other level as may be directed.

9. **Cutting Pipe:** Cutting of pipe for inserting fittings or closure pieces shall be done in a neat and workmanlike manner without damage to the pipe.

10. **Dewatering:** The Contractor shall provide all necessary pumps to dewater the site properly, shall provide all labor and materials required to keep any open excavation dewatered during construction; and shall provide all necessary sheeting, bulkheads, drains, etc., so that construction operations may be performed under dry conditions. Discharge from pumps must be led to natural drainage channels, to drains, or to sewer.

11. **Service Pipe:** Service pipe shall have a minimum depth of 30 inches at all highway crossings and 18 inches elsewhere. The requirements for trenching and backfilling shall apply. Removal of pavement or sidewalk will not be permitted for water service lines. They may be installed by jacking, boring or pushing under sidewalks.

12. **Casing:** Steel casing shall be installed by either jacking or boring at the option of the Contractor. Any section damaged by the installation shall be removed from the casing leaving both ends free from splits or other rough edges which might damage the carrier pipe. All state highway crossings shall require steel casing.

13. **Plugging Dead Ends:** Standard plugs shall be inserted into the bells of all dead ends of pipes, tees or crosses, and spigot ends shall be capped. Plugs or caps shall be jointed to the pipe or fittings in the appropriate manner.

14. **Concrete Encasement and Specials:** Provide concrete pipe encasements or special pipe supports as shown on the drawings or directed by the Engineer. Various pipe supports shall be worked out in the field to suit local conditions and emergencies. Where, in the opinion of the Engineer, pipe covering is inadequate, concrete encasement for protection shall be provided in accordance with the details on the drawings. Concrete encasements shall be made using concrete with a 28-day strength of 2000 psi and shall be to the dimensions indicated on the construction plans and as required by the applicable Department of Transportation or Public Health regulations. All other concrete needed to build and protect the pipe work shall be used at the direction of the Engineer.

15. **Backfilling:** Backfill material shall be free from shells, rocks or boulders, or any other objectionable material and shall be placed in the trench and compacted simultaneously on both sides of the pipe for the full width of the trench, and to an elevation level with ground on either side to the densities indicated in Section 2 of these specifications.

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16. **Repaving:** Pavement removal where required in the construction of this project shall be done by the Contractor in a workmanlike manner. Care must be taken to make the saw cut in a straight line so the patch will be neat.

   Asphalt paving shall be replaced as described in the applicable sections of these specifications. Concrete driveways and pavement shall be replaced using concrete with high early strength so that traffic may be resumed quickly. Concrete must be finished to conform with existing pavement.

17. **Clean-Up:** Before final inspection and acceptance, the Contractor shall clean ditches, shape shoulders, and restore all disturbed areas, including street crossing, grass plots, to as good a condition as existed before work started. All trenches shall be leveled, and loose material removed from pavement gutters and sidewalks, employing hand labor, if necessary.

C. **Anchorage of Bends, Tees and Plugs:**

1. **Thrust Backing Placement:** Reaction or thrust backing shall be placed on all pipe lines two-inches in diameter or larger at all tees, plugs, caps and at bends deflecting 22-1/2 degrees or more, or movement shall be prevented by attaching metal rods or straps as approved by the Engineer.

2. **Materials for Thrust Backing:** Reaction, or thrust backing shall be of concrete that has a 28-day compressive strength of not less than 2000 psi. Reaction backing will be placed in accordance with the details on the construction plans.

   Backing shall be places between solid ground and the fitting to be anchored. The backing shall, unless otherwise directed, be so placed that the pipe and fitting joints will be accessible for repairs. No extra payment will be made for this material but shall be included in the unit price bid for the various sizes of pipe.

   In some cases, the Engineer may direct the Contractor to provide backing using cables and deadman anchors where the soil conditions will not support the normal concrete type as described above.

TESTING AND INSPECTION:

A. **General:** During construction and at the completion of the work, the Contractor shall make such tests as required in these specifications or as may be directed by the Engineer. The Engineer will observe the tests, but the Contractor shall furnish all apparatus required and shall pay all costs connected therewith unless otherwise stated in these specifications.

   Defective work shall be repaired immediately at the Contractor's expense.

   In general, tests shall conform to usually accepted testing practices for the specific type and class of test. All data, observations and results will be carefully recorded, and the Engineer will be furnished two signed copies of all data and reports. Project acceptance may be held contingent on receipt of satisfactory test reports.

B. **Hydrostatic Tests of Pressure Pipework:**

1. **Pressure During Test:** After the pipe has been laid and backfilled as specified, each valved section of newly laid pipe shall, unless otherwise specified, be subjected to a hydrostatic pressure equal to the pressure rating of the pipe being tested. The Contractor shall record the testing by the use of a pressure recording gauge and after all testing is complete, the recordings shall be turned over to the Engineer for his files.

2. **Duration of Pressure Test:** The duration of each pressure test shall be at least 6 hours.

3. **Procedure:** Each section of pipe shall be slowly filled with water and the specified test pressure, measured at the lowest point of elevation, shall be applied by means of a pump connected to the pipe in a satisfactory manner. The pump, pipe connection, gauges, meter and all necessary apparatus shall be furnished by the Contractor.

   The test shall be applied to each valved section in order to check the leakage through all valves.

4. **Expelling Air Before Test:** Before applying the specified test pressure, all air shall be expelled from the pipe. To accomplish this, taps shall be made, if necessary, at points of highest elevation, and afterwards tightly plugged.

5. **Definition of Leakage:** Leakage is defined as the quantity of water to be supplied into the newly laid pipe, or any valved section of it, necessary to maintain the specified leakage test pressure after the pipe has been filled with water and the air expelled.

6. **Permissible Leakage:** Suitable means shall be provided by the Contractor for determining the quantity of water lost by leakage under normal operating pressure. No pipe installation will be accepted until or unless this leakage (evaluated at specific pressure) is less than the figures stated below:

Pipe Size	gal's/1000'/24 hrs.	gal's/1000'/1 hr.
2"	3.8 gal.	0.16 gal.
3"	5.7 gal.	0.24 gal.
4"	7.6 gal.	0.32 gal.
6"	11.4 gal.	0.47 gal.
8"	15.2 gal.	0.63 gal.
10"	18.9 gal.	0.79 gal.
12"	22.7 gal.	0.95 gal.

7. **Variation From Permissible Leakage:** Should any test of combined sections of pipe laid disclose leakage greater than the specified limit, the Contractor shall, at his own expense, locate and repair the defective joints until the leakage is within the specified allowance.

8. **Water for Testing:** Water for testing shall be provided by the Contractor and at his own expense. The Owner shall provide and install a metered connection at no charge.

9. **Time for Making Test:** Pipe may be subjected to hydrostatic pressure, inspected, and tested for leakage at any convenient time after partial completion of backfill. The Contractor may test the system with joints exposed or will backfilling complete at his option. The Engineer and the Utility Company shall be notified at least 24 hours before beginning testing.

C. **Tests of Gravity Pipework:**

1. **Inspection:** It is imperative that all sewers and manholes be built practically watertight and that the Contractor must adhere rigidly to the specifications for material and workmanship. After completion, the sewers, or sections thereof, will be tested and gauged, and if infiltration is above allowable limits specified, the sewer will be rejected.

   On completion of each section of sewer, or such other time as the Engineer may direct, the section of sewer is to be cleaned, tested and inspected. All repairs shown necessary by the tests area to be made, broken or cracked pipe replaced, all deposits removed and the sewers left true to line and grade as herein specified, or shown on the plans, entirely clean and ready for use. Each section of the sewer between manholes is to shown from either end on examination, a full circle of light. Each manhole or other appurtenance to the system shall be the specified size and form, be watertight, neatly and substantially constructed, with the top set permanently to exact position and grade.

2. **Limits of Infiltration and Methods of Testing** The allowable limit of groundwater infiltration for the entire system shall be in accordance with ASTM C-425 and shall not exceed a limit of infiltration equal to 0.2 gal/inch diameter/hour/100 linear feet of pipe.

   The test will be made by measuring the infiltration flow of water over a measuring weir set up in the invert of known distance from a temporary bulkhead or other limiting point of infiltration. After the sewer or sewers have been pumped out, and normal infiltration conditions prevail, tests shall be started.

   Tests shall be run continuously for a period of not less than three (3) hours, with weir readings taken at 20 minute intervals. The test shall be made by the Contractor. The Engineer shall be notified 24 hours in advance. Where infiltration occurs in excess of the specified amount, the defective pipe or joints shall be located and repaired at the expense of the Contractor. If the defective portions cannot be so located, the Contractor, at his own expense, shall remove and reconstruct as much of the original work as necessary to obtain a sewer within the allowable infiltration limits upon such retesting as necessary.

D. **Chlorination of Water Distribution Facilities:**

1. **Disinfection:** After the water distribution system has been hydrostatically tested to the satisfaction of the Engineer and the Utility Company, it shall be disinfected in accordance with AWWA Specification C-601 which provides for contact with a 50 ppm solution of chlorine remaining for 24 hours, with chlorine residual of at least 10 ppm.

2. **Chlorinating Valves and Flushing Hydrants:** In the process of chlorinating water pipe, all valves or other appurtenances shall be operated while the pipe line is filled with the chlorinating agent.

3. **Final Flushing and Test:** Following chlorination, all treated water shall be thoroughly flushed from the newly laid pipe line at its extremities until the replacement water throughout its length shall, upon test, both chemically and bacteriologically, be approved by the Florida Department of Environmental Regulation. The Contractor shall be responsible for arranging for the Test Samples.

4. **Repetition of Procedure:** Should the initial treatment, in the opinion of the Engineer, prove ineffective, the chlorination procedure shall be repeated until confirmed tests show that the water sampled conforms to the requirements stated above.

REVISIONS:		
REV	DATE	DESCRIPTION

CORE ENGINEERING & CONSULTING, INC.
CIVIL & ENVIRONMENTAL ENGINEERING
3997 COMMONS DRIVE W PHONE: (850) 650-2646
SUITE F FAX: (850) 837-1576
DESTIN, FLORIDA 32541 WWW.CORECONSULTING.COM
CERTIFICATE OF AUTHORIZATION NO. 28155

THIS DRAWING IS THE PROPERTY OF CORE ENGINEERING & CONSULTING, INC. & IS NOT TO BE REPRODUCED WITHOUT EXPRESSED WRITTEN CONSENT.

EDWIN L. STANFORD
LICENSE
No 57865
STATE OF FLORIDA
PROFESSIONAL ENGINEER

PREPARED FOR:
SOUTHERN OAKS DESTIN
138 CALHOUN AVENUE
DESTIN, FLORIDA

SPECIFICATIONS 2 OF 2

Not valid unless bearing Engineer's seal & original signature

Job No.:	0230-017-004
Date:	09/06/19
Designed:	ELS
Drawn By:	RSB
Checked:	ELS

ISSUE FOR D.O.

C3.2

S:\Civil\0230 - Mike Shoults\0230-017-004 Southern Oaks (Destin)\4-0 Production\C-NC-Calhoun 200615.dwg

TREE REQUIREMENTS

CREDITS FOR EXISTING TREES (2" TO 6" DIAMETER) ON SITE	(0 TREES X 2 CREDITS PER TREE):	0
CREDITS FOR EXISTING TREES (7" TO 12" DIAMETER) ON SITE	(11 TREES X 3 CREDITS PER TREE):	0
CREDITS FOR EXISTING TREES (13" TO 19" DIAMETER) ON SITE	(10 TREES X 4 CREDITS PER TREE):	0
CREDITS FOR EXISTING TREES (20" OR 24" DIAMETER) ON SITE	(1 TREES X 5 CREDITS PER TREE):	0
TOTAL REFORESTATION CREDITS FOR EXISTING, PROTECTED OR PRESERVED TREES:		0
TOTAL REFORESTATION CREDITS FOR EXISTING, PROTECTED OR PRESERVED TREES:		0
REFORESTATION TREES (1 PER ACRE, 1.45 X 10 = 15) REQUIRED ON SITE:		15
REPLACEMENT TREES (REMOVAL OF TREES OVER 12" D.B.H.) REQUIRED ON SITE:		0
TOTAL REFORESTATION TREES (1 PER EVERY .10 per 1/10 ACRE - CREDITS) REQUIRED ON SITE:		15
PERIMETER TREES, (1 PER 25'), REQUIRED ON SITE:		6
PARKING LOT TREES (1 PER END ROW LANDSCAPE ISLAND) REQUIRED ON SITE:		0
VEGETATIVE BUFFER TREES, IF APPLICABLE, REQUIRED ON SITE		0
TOTAL TREES REQUIRED:		21
TOTAL TREES PROVIDED:		21

LANDSCAPE NOTES:

ALL 3:1 SWALE SIDESLOPES ARE TO BE STABILIZED WITH EROSION CONTROL FABRIC TO PREVENT EROSION.

ALL PLANT MATERIAL TO BE WATERED WITH AN AN AUTOMATIC IRRIGATION SYSTEM.

IRRIGATION SYSTEM SHALL BE DESIGNED TO AVOID WATER COVERAGE ON SIDEWALKS AND PARKING AREAS.

ALL LANDSCAPING WITHIN THE VISION TRIANGLE SHALL COMPLY WITH DESTIN LDC CHAPTER 8.03.06.

NO TREE PLANTING SHALL OCCUR WITHIN 10' OF ANY EXFILTRATION COMPONENT.

ALL AREAS NOT LANDSCAPED TO BE STABALIZED.

A MINIMUM OF 75 PERCENT OF ALL PLANT MATERIAL USED MUST BE NATIVE TO NORTHWEST FLORIDA. [12.04.05(E)(2)]

ALL TREES TO BE A MINIMUM OF 10' IN HEIGHT AND BE NO LESS THAN 2.5" IN CALIPER AT THE TIME OF PLANTING.

ALL SHRUBS TO BE A MINIMUM OF 12" AT THE TIME OF PLANTING, REQUIRED PARKIING LOT HEDGE TO BE 36" TALL AT TIME OF PLANTING.

75% OF ALL PLANT MATERIAL SHALL BE NATIVE TO NORTHWEST FLORIDA.

TREE TO BE REMOVED

TREE TO BE SAVED

(SAVED VS PRESERVED AS PROJECT UNABLE TO MEET CODES DEFINITION OF THE TERM 'SAVED'.)

CITY OF DESTIN LDC LANGUAGE

LDC 12.04.05.D.1

During development activity, preserved trees shall be protected from activities which may injure or kill them. Tree protection techniques found in the Tree Protection Manual for Builders and Developers, Florida Department of Agriculture and Consumer Services, Division of Forestry, or equivalent techniques shall be used.

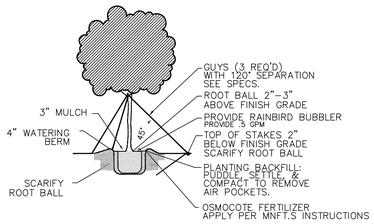
TREE BARK PROTECTION DETAIL

PLANTING SCHEDULE

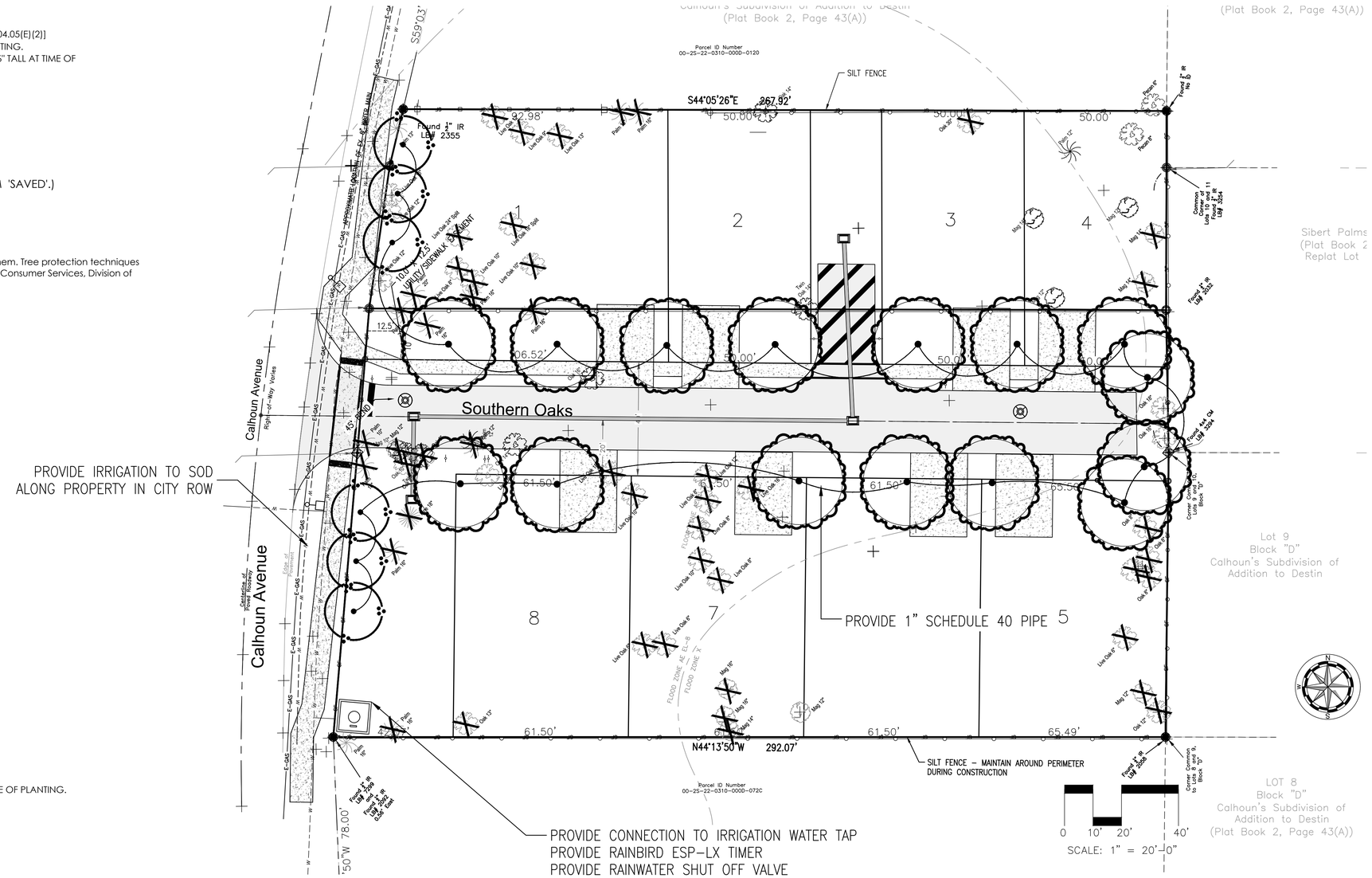
REPRESENTS ONE, LIVE OAK, Quercus geminata
MINIMUM OF 10' IN HEIGHT AND BE NO LESS THAN 2.5" IN CALIPER AT THE TIME OF PLANTING.

REPRESENTS ONE, SOUTHERN MAGNOLIA, Magnolia grandiflora
MINIMUM OF 10' IN HEIGHT AND BE NO LESS THAN 2.5" IN CALIPER AT THE TIME OF PLANTING.

TREE PLANTING AND IRRIGATION DETAIL



IF YOU DIG
CALL US FIRST!
1-888-258-0808
UTILITIES PROTECTION CENTER
IT'S THE LAW



bradford robert davis
LANDSCAPE ARCHITECT
284 oak avenue
santa rosa beach, fl 32459
telephone 850.974.0616
bradfordrdavis@gmail.com
www.brdla.com
fl 0001730
lc26000474

date revision

SOUTHERN OAKS DESTIN
PREPARED FOR CORE ENGINEERING
DESTIN, FLORIDA

SHEET NUMBER L-1 OF 1

9/05/19

SHT. 11 OF 11

PLAT BOOK _____, PAGE _____.

SOUTHERN OAKS DESTIN

A PLANNED UNIT DEVELOPMENT

A REPLAT OF A PORTION OF LOTS 71 & 72 OF SECOND REVISION OF CALHOUNS SUBDIVISION OF ADDITION TO TOWN OF DESTIN FLORIDA, RECORDED IN PLAT BOOK 2, PAGE 43(A), SITUATED IN UNDIVIDED TOWNSHIP 2 SOUTH, RANGE 22 WEST, CITY OF DESTIN, OKALOOSA COUNTY, FLORIDA.

SHEET INDEX :

1.) DEDICATION AND CERTIFICATE SHEET
2.) PLAT BOUNDARY INFORMATION

LEGAL DESCRIPTION:

Parcel #1:

A portion of Lot 72, Block "D", SECOND REVISION OF CALHOUNS SUBDIVISION OF ADDITION TO TOWN OF DESTIN, FLORIDA, according to the plat thereof on file in Plat Book 2, Page 43-A, in the office of the Clerk of Circuit Court, Okaloosa County, Florida, described as follows:

Commencing at the Northwest corner of Lot 72; thence run in a Southwesterly direction along the Southerly Right of Way line of Calhoun Avenue a distance of 101.2 feet to the Point of Beginning; thence South 44° 13' 50" East 330 feet to a corner that is common to Lots 9 and 10, Block "D" of said subdivision on the Northerly line thereof; thence South 45° 46' 10" West 100 feet to a corner that is common to Lots 8 and 9, Block "D", of said subdivision on the Northerly line thereof; thence North 44' 13' 50" West 334 feet to the Southerly Right of Way of Calhoun Avenue; thence run in a Northeasterly direction along Calhoun Avenue a distance of 101.2 feet to the Point of Beginning.

Parcel #2:

A portion of Lot 72, Block "D", SECOND REVISION OF CALHOUNS SUBDIVISION OF ADDITION TO TOWN OF DESTIN, FLORIDA, according to the plat thereof on file in Plat Book 2, Page 43-A, in the office of the Clerk of Circuit Court, Okaloosa County, Florida,
described as follows:

Commencing at the Northwest corner of Lot 72; thence run in a Southwesterly direction along the Southerly Right of Way line of Calhoun Avenue a distance of 50.6 feet to the Point of Beginning; thence South 44° 13' 50" East along a line parallel to the line dividing Lots 71 and 72, Block "D" of the aforesaid subdivision to a point on the Northerly line of Lot 10, Block "D" of said subdivision to a point which is 50 feet Southwesterly from the corner of Lot 10 which is common to Lot 11 on the Northerly line thereof; thence run South 45° 46' 10" West along the Northerly line of said Lot 10 a distance of 50 feet to the corner of Lot 10 which is common to Lot 9 on the Northerly line thereof; thence North 44° 13' 50" West and parallel to the line dividing Lots 71 and 72 to a point on the Southerly Right of Way of Calhoun Avenue; thence run in a Northeasterly direction along Calhoun Avenue to the Point of Beginning.

Parcel #3

Twenty (20) feet on the Southern Side of Lot Seventy-One (71) of Calhoun's Subdivision of Moody Lands in the Moreno Point Military Reservation, in Okaloosa County, Florida. The same being in Township 2 South, Range 22 West, Also, the North 1/2 of the following description: Part of Lot 72, Block "D" Calhoun Subdivision to Destin, Okaloosa County, Florida. Said part of Lot 72, Block D is a lot 100 feet in width lying next to and adjacent to Lot 71, South 44°13'50" East 316 feet; thence South 45°46'10" West 100 feet; thence North 44°13'50" West of the east line of Calhoun Avenue; thence with the East line of Calhoun Avenue 101.2 feet to the point of beginning. Plat of above subdivision, being located in the public records of Okaloosa County, Florida.

DEDICATION:

KNOW ALL MEN BY THESE PRESENTS THAT OLD TOWN COTTAGES DEVELOPMENT, LLC, UNDER LAWS OF THE STATE OF FLORIDA AND AS OWNER OF THE LAND PLATTED AS "SOUTHERN OAKS DESTIN, DOES DECLARE THAT IT HAS CAUSED THE SAME TO BE SUBDIVIDED AND DEDICATES TO SOUTHERN OAKS DESTIN HOMEOWNERS ASSOCIATION, INC., ALL COMMON AREAS, ROADWAYS, STORMWATER RETENTION AREAS AND UTILITY EASEMENTS AS PRESENTED ON THIS PLAT. SUBJECT TO AND ENCUMBERED BY ALL THE RESERVATIONS, CONDITIONS AND REQUIREMENTS AS SET FORTH BY THE CITY OF DESTIN, FLORIDA.

THE DEVELOPER HAS EXECUTED THIS DEDICATION THIS _____ DAY OF _____, 2019.

_____
BRAD SHOULTS, DEVELOPER

ACKNOWLEDGMENT TO DEDICATION:

STATE OF FLORIDA, COUNTY OF OKALOOSA

THIS IS TO CERTIFY THAT ON THE _____ DAY OF _____, 2019 BEFORE ME, BRAD SHOULTS, PERSONALLY APPEARED AND WHO IS PERSONALLY KNOWN TO ME TO BE THE INDIVIDUAL DESCRIBED HEREIN AND WHO EXECUTED THE FOREGOING INSTRUMENT OF DEDICATION AND ACKNOWLEDGED TO AND BEFORE ME THAT SAID INSTRUMENT IS THE FREE ACT OF SAID DEVELOPER.

_____
NOTARY PUBLIC, STATE OF FLORIDA

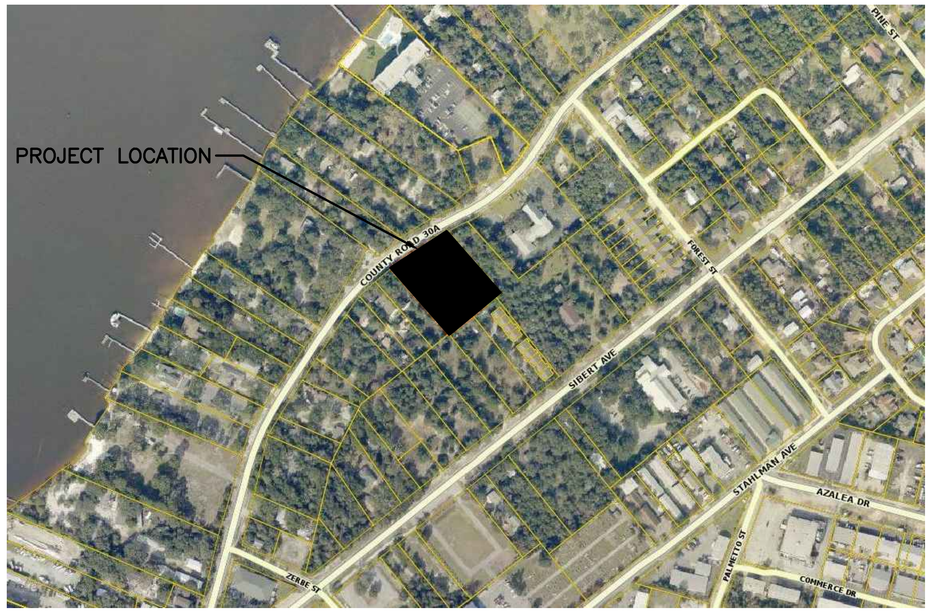
_____
MY COMMISSION EXPIRES

TITLE OPINION:

IT IS THE OPINION OF THE UNDERSIGNED, LICENSED IN THE STATE OF FLORIDA, THAT TITLE TO THE LANDS DESCRIBED HEREON IS IN THE NAME OF THE DEDICATORS AS SHOWN HERON, AND THERE ARE NO UNSATISFIED MORTGAGES ON THE LAND, EXCEPT AS SHOWN.

THIS OPINION RENDERED ON THE 6th DAY OF FEBRUARY, 2018.

_____
BY: LORI ELLEN WARD, Esq. FLORIDA BAR NUMBER 117560



NOTICE:

PURSUANT TO CHAPTER 177.091(28) FLORIDA STATUTES, ALL PLATTED UTILITY EASEMENTS SHOWN HEREON SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF CABLE TELEVISION SERVICES; PROVIDED, HOWEVER, NO SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES SHALL INTERFERE WITH THE FACILITIES AND SERVICES OF AN ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. IN THE EVENT A CABLE TELEVISION COMPANY DAMAGES THE FACILITIES OF A PUBLIC UTILITY, IT SHALL BE SOLELY RESPONSIBLE FOR THE DAMAGES. THIS SECTION SHALL NOT APPLY TO THOSE PRIVATE EASEMENTS GRANTED TO OR OBTAINED BY A PARTICULAR ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION SHALL COMPLY WITH THE NATIONAL ELECTRICAL SAFETY CODE AS ADOPTED BY THE FLORIDA PUBLIC SERVICE COMMISSION.

NOTICE:

FLORIDA STATUTE 177.091 (27)

THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THIS PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

OKALOOSA COUNTY TAX COLLECTOR CERTIFICATE

I, BEN ANDERSON, DO CERTIFY ALL TAXES HAVE BEEN PAID ON THE PROPERTIES DESCRIBED HEREON THROUGH TAX YEAR _____, TO THE BEST OF MY KNOWLEDGE AS OF THE _____ DAY OF _____, 2019

_____
BEN ANDERSON, OKALOOSA COUNTY TAX COLLECTOR

COUNTY CLERK'S APPROVAL:

I, J.D. PEACOCK II, CLERK OF THE CIRCUIT COURT OF OKALOOSA COUNTY, FLORIDA, DO HEREBY CERTIFY THAT THIS PLAT WAS FILED FOR THE RECORD ON THE _____ DAY OF _____, 2019, IN PLAT BOOK _____, PAGE ____.

_____
J.D. PEACOCK II, CLERK OF THE CIRCUIT COURT OF OKALOOSA COUNTY, FLORIDA.

COMMUNITY DEVELOPMENT DEPARTMENT APPROVAL:

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE COMMUNITY DEVELOPMENT DEPARTMENT, CITY OF DESTIN, FLORIDA AND APPROVED BY THEM ON THE _____ DAY OF _____ , 2019.

_____
LOUIS ZUNGUZE, COMMUNITY DEVELOPMENT DIRECTOR

PUBLIC SERVICES DEPARTMENT APPROVAL:

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE PUBLIC SERVICES DEPARTMENT, CITY OF DESTIN, FLORIDA AND APPROVED BY THEM ON THE _____ DAY OF _____ , 2019.

_____
MICHAEL BURGESS, P.E., PUBLIC SERVICES DIRECTOR

CITY SURVEYOR'S CERTIFICATE:

THIS IS TO CERTIFY THAT THIS PLAT HAS BEEN REVIEWED BY THE CITY SURVEYOR OF THE CITY OF DESTIN, OKALOOSA COUNTY, FLORIDA AND MEETS THE REQUIREMENTS OF CHAPTER 177 PART I, OF THE FLORIDA STATUTES AND WAS APPROVED BY HIM ON THE _____DAY OF _____, 2019.

_____
ERIC B. STUART, CITY SURVEYOR
FLORIDA REGISTRATION NO. 6707

CITY OF DESTIN APPROVAL:

THE CITY OF DESTIN , HAVING EXAMINED THE WRITTEN PLAT ON THE _____ DAY OF _____ , 2019, DOES HEREBY APPROVE THE PLAT FOR RECORDING.

_____
LANCE JOHNSON, CITY MANAGER

_____
REY BAILEY, CITY CLERK

_____
GARY JARVIS, MAYOR

SURVEYOR'S CERTIFICATE:

I, SHANNON D. CLATCHEY, HEREBY CERTIFY THAT I PREPARED THIS PLAT AND THAT IT IS A TRUE AND CORRECT REPRESENTATION OF LAND SURVEYED UNDER MY DIRECTION AND SUPERVISION, THE PERMANENT REFERENCE MONUMENTS HAVE BEEN SET AS INDICATED HEREON AND THAT IT COMPLIES WITH ALL THE PROVISIONS OF CHAPTER 177, FLORIDA STATUTES.

_____
SHANNON D. CLATCHEY, PROFESSIONAL LAND SURVEYOR AND MAPPER No. 6178
RARE EARTH SURVEYING & MAPPING, INC.- LB#7350
NICEVILLE, FLORIDA 32578
PHONE 850-729-2722
FAX 850-729-2797

THIS PLAT PREPARED BY:
RARE EARTH SURVEYING & MAPPING, INC. - LB# 7350
1430 PINE STREET
NICEVILLE, FLORIDA 32578
850-729-2722 FAX 850-729-2797

PLAT BOOK _____, PAGE _____.

SOUTHERN OAKS DESTIN

A PLANNED UNIT DEVELOPMENT

A REPLAT OF A PORTION OF LOTS 71 & 72 OF SECOND REVISION OF CALHOUNS SUBDIVISION OF ADDITION TO TOWN OF DESTIN FLORIDA, RECORDED IN PLAT BOOK 2, PAGE 43(A), SITUATED IN UNDIVIDED TOWNSHIP 2 SOUTH, RANGE 22 WEST, CITY OF DESTIN, OKALOOSA COUNTY, FLORIDA.

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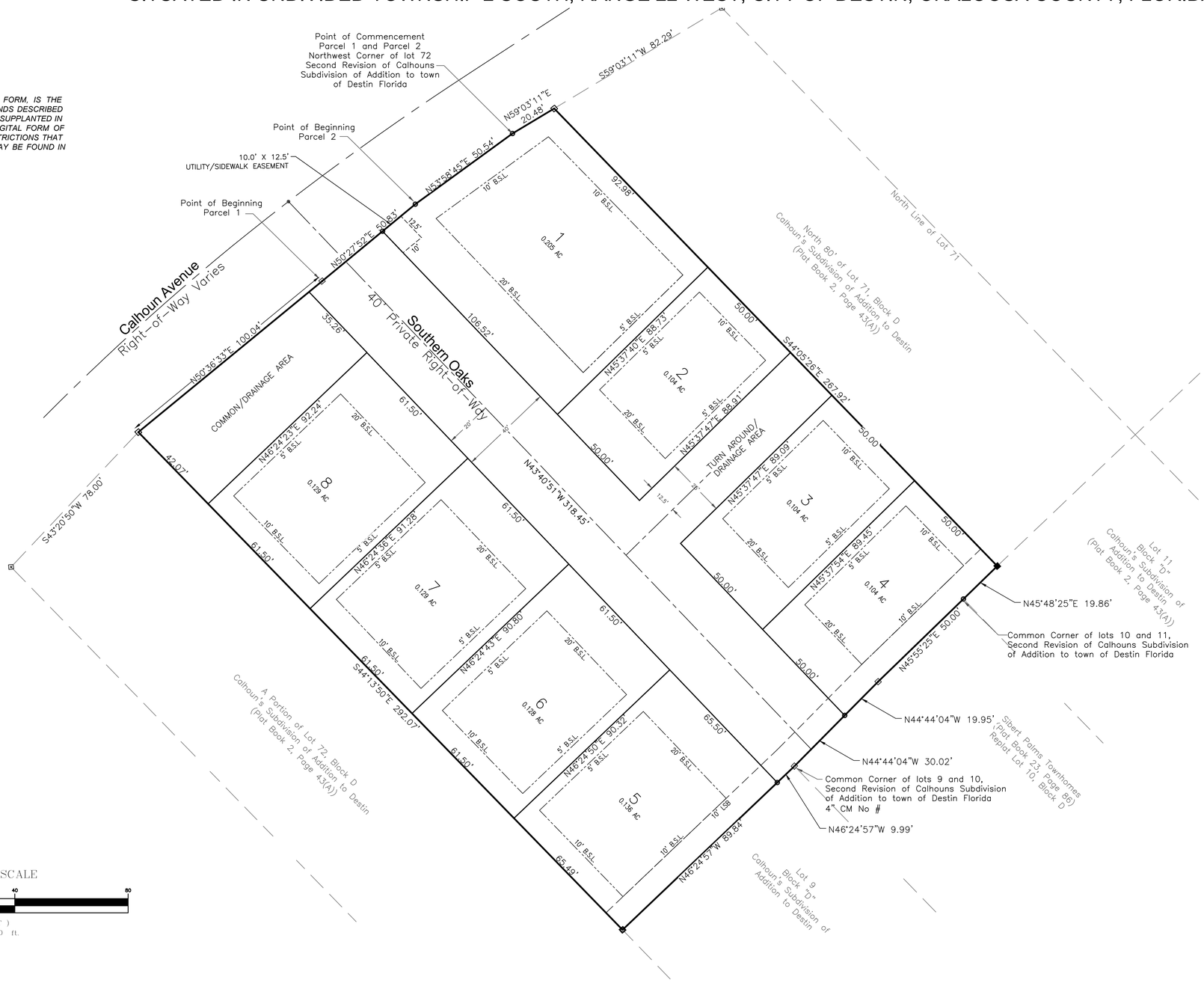

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)

1 inch = 20 ft.

ABBREVIATIONS:

R/W	=	RIGHT-OF-WAY
CM	=	CONCRETE MONUMENT
NO. OR #	=	NUMBER
TYP.	=	TYPICAL
(R)	=	RADIAL
(°)	=	DEGREES
(')	=	MINUTES OR FEET
(")	=	SECONDS
L.B.	=	LAND SURVEYING BUSINESS
P.B.	=	PLAT BOOK
O.R.	=	OFFICIAL RECORDS
LSB	=	LANDSCAPE BUFFER
PG.	=	PAGE
PRM	=	PERMANENT REFERENCE MONUMENT
P.C.P.	=	PERMANENT CONTROL POINT
BSL.	=	BSL
N	=	NORTH
S	=	SOUTH
E	=	EAST
W	=	WEST
AC.	=	ACRES

LEGEND :

- ● = DENOTES PERMANENT CONTROL POINT PLACED PK NAIL AND DISK (L.B. # 7350)
- ■ = PERMANENT REFERENCE MONUMENT, SET (P.R.M.) (4" X 4" CONCRETE MONUMENT, L.B. #7350)
- ⊡ = FOUND 4" CONCRETE MONUMENT NO #
- ○ = PLACED 1/2" IRON ROD WITH CAP LB #7350

THIS PLAT PREPARED BY:

RARE EARTH SURVEYING & MAPPING, INC. - LB# 7350
1430 PINE STREET
NICEVILLE, FLORIDA 32578
850-729-2722 FAX 850-729-2797

GENERAL NOTES:

1. BEARINGS SHOWN HEREON ARE BASED ON THE SOUTHWESTERLY BOUNDARY LINE OF SUBJECT PARCEL HAVING A BEARING OF NORTH 44°13'50" WEST.
2. ALL LOT LINES DEPICTED HEREON ARE NON-RADIAL (N.R.) UNLESS OTHERWISE NOTED.
3. ALL INTERIOR LOT CORNERS WILL BE MONUMENTED IN ACCORDANCE WITH FLORIDA STATUTE 177.091 (9).
4. THIS PLAT HAS BEEN PREPARED FROM A PREVIOUS BOUNDARY SURVEY OF THE SUBJECT PROPERTY BY RARE EARTH, INC. (PROJECT NUMBER: 16-0326) AND MEETS THE MINIMUM TECHNICAL STANDARDS FOR SURVEYS AS DEFINED IN CHAPTER 5J-17 OF THE FLORIDA STATUTES.

City of Destin

PLANNED UNIT DEVELOPMENT (PUD) FINDING OF FACT WORKSHEET

REFERENCE: Destin Land Development Code (LDC) Article 7, Section 7.14.00

1. **Purpose & Intent.** A Planned Unit Development (PUD) is designed to provide alternate methods of land development not otherwise available within the framework of the Destin Land Development Code. For the purposes of this application, single-family dwellings, duplexes, townhouses, patio houses, atrium houses, multi-family dwellings, motels, and hotels, along with other forms of residential development, may be considered as PUDs. Specifically, this use may be assigned to land which is to be developed utilizing innovative design techniques for the purpose of achieving one or more of the following development objectives:

   A. The preservation and sensitivity to significant environmental or topographical features on the site.

   Applicable to proposed development? _X_ Yes (explain below) ___ No

   The proposed development consists of 10 single family residences located on approx. 1.43 acres. The development is situated on property previously utilized as a single family home and 1 story motel. The proposed development will, to the greatest extent possible, preserve the existing topography,while protecting many old oak trees located on the property, thus preserving and enhancing the historic and aesthetic character of the old Calhoun's Subdivision.

   B. The accommodation of a mixture of uses on a single parcel of land made internally and externally compatible through use limitations, sign control, building orientation, buffering, or other techniques which may be appropriate to a particular development proposal.

   Applicable to proposed development? _x Yes (explain below) ___ No

   The mixture of uses proposed are defined as parkland and long term single family residential. Buffering greenspace corridors, containing existing Oak trees, are being provided along each boundary property line N, S, E and W to incorporate the native vegetation to the proposed neighborhood.

C. The accommodation of a juxtapositioning of buildings with exceptional setback or separation distances made internally and/or externally compatible through strategic landscape and spatial design.

Applicable to proposed development? __X Yes (explain below) ___ No

Stormwater retention greenspace has been provided adjacent Calhoun Avenue to provide a vegetative buffer adjacent Calhoun for the proposed lots/homes. These common areas will enhance the road frontage aesthetic by providing a green corridor contiguous to other properties and in keeping with the" feel" of the existing Calhoun surrounding properties.

D. The accommodation of a comprehensively planned and phased development or redevelopment project involving multiple ownerships which provides for interrelated uses, circulation patterns (both vehicular and pedestrian), building orientations, parking areas, architectural motifs, signs, open spaces, vistas, amenity areas and like features which positively contribute to the area being developed or redeveloped in the city.

Applicable to proposed development? __X_ Yes (explain below) ___ No

The proposed long term single family residential development will be connected to the existing Calhoun Avenue corridor through a usable neighborhood sidewalk and greenspace. The sidewalk will encourage individual lot owners, within the proposed HOA community, to interact with the interrelated pedestrian patterns connecting the surrounding community.

2. **General Requirements.**

A. A PUD is not limited as to types of land usage which may be permitted; however, proposed uses must be consistent with the zoning district which implements the future land use designation for the property.

B. All PUD applications shall conform to all applicable provisions of the Comprehensive Plan and Land Development Code.

C. Maximum density for any residential or mixed-use PUD shall be in compliance with the maximum density set forth in the future land use designation for the property as specified on the current Future Land Use Map

D. All PUD's shall be processed according to the provisions set forth in section 2.07.00. procedures for development plan review.

3. **Specific Requirements.**

A. No minimum lot size shall be required within a PUD. The frontage on dedicated public or private rights-of-way shall observe a front yard setback requirement in accordance with the zoning district. For detached structures, there shall be a minimum of a five-foot side yard and rear yards shall be a minimum of ten feet. For detached single-family dwellings exceeding three stories, the side yard shall be increased by two feet for each story above the third story. Refer to section 7.09.03 for the side and rear yard setbacks for Tier 2 and/or 3 developments. Corner lots and through lots shall provide the full front setback along the street frontage to which the structure is oriented and a minimum of ten-foot setback along the other street frontage.

B. Two or more freestanding structures located on the same lot shall be a minimum of ten feet apart. Properties located in the SHMU, NHMU, and TCMU future land use designations are exempt from this provision.

C. Every dwelling unit or other use permitted in PUD developments shall have access to a public road or street, either directly or via an approved road, pedestrian way, court, or other area dedicated to public use or reserved for private use, or common element guaranteeing access.

D. Access, circulation, parking and loading shall be provided in accordance with the provisions of article 8 of this Code. For projects that are located within the TCMU designation, required parking spaces can be located on local private or public rights-of-way provided that said rights-of-way are created within the boundary of the proposed PUD.

E. All streets shall be constructed to meet or exceed all city standards, except as provided for in F below.

F. Private streets, as principal means of access to individually owned lots in the PUD that are required to comply with the provisions of this chapter, shall be prohibited unless the developer establishes a homeowners' association complying with state statutes. In such cases, the homeowner's association shall be responsible for construction, maintenance and control of such roadways. Private streets are required to be constructed to meet or exceed all applicable city standards. The right-of-way for private streets and cul-de-sac within the PUD may be reduced to 40 feet in width and 90 feet in diameter, respectively, provided the developer can show that all sidewalks, utilities and stormwater are provided for within the right-of-way. Alternatively, utilities and stormwater may be provided for through easements. The city shall not, however, accept a private street which fails to meet the minimum right-of-way standards of the city.

I HAVE READ THE INFORMATION STATED ABOVE AND HAVE PROVIDED THE PROPOSED DEVELOPMENT INFORMATION TO THE BEST OF MY ABILITY.

APPLICANT:

SIGNATURE: _____ DATE: 5/3/18

PRINTED NAME: Edwin L. Stanford, P.E.

City of Destin

Community Development Department

Planning Division

City of Destin Annex
4100 Indian Bayou Trail
Destin, Florida 32541
Phone (850) 654-1119 • Fax (850) 460-2171

MAJOR SUBDIVISION APPLICATION

18 - 25 - MS
(project number assigned by planning staff)

Major Subdivision is a subdivision in which all or a majority of lots front on future public or private rights-of-way and which includes the dedication of the land to the City or homeowners association. (e.g. right-of-way, park, drainage retention areas, parking area, access easements, etc.)

Name of Proposed Subdivision: Southern Oaks Destin
(THIS NAME SHALL BE CONSISTENT ON ALL SUBMITTED PLANS & DOCUMENTS)

1. CONTACT INFORMATION:

A. Owner(s): Old Towns Cottages Dev. LLC; Brad Shoults

Mailing Address: 4608 Opa Locka Lane, Destin FL 32541

Business Phone: 850-585-0418 Cell:

Email: brad@gosouthern.com

B. Authorized Agent (if applicable): Edwin L. Stanford

Mailing Address: 3997 Commons Dr. Ste F, Destin, Florida 32541

Business Phone: 850-650-2646 Cell: 850-837-1576

Email: ed@coreconsulting.com

C. Engineer: Edwin L. Stanford

Mailing Address: 3997 Commons Dr. Ste F, Destin, Florida 32541

Business Phone: 850-650-2646 Cell: 850-837-1576

Email: ed@coreconsulting.com

D. Surveyor: RARE EARTH INC

Mailing Address: 1430 Pine Street, Niceville, Fl 32578

Business Phone: 850-729-2722 Cell: _____

Email: shannon@rareearthfl.com

2. PROPERTY TO BE SUBDIVIDED:

Parcel ID (s): 00-2S-22-0310-000D-072B , _____

00-2S-22-0310-000D-0720 , _____

Lot: 71/72 **Block:** D **Plat Book:** 2 **Page Number:** 43-A

Subdivision: Calhoun's Subdivision

3. PROJECT INFORMATION:

A. General Information:

1) Future Land Use Map Designation(s) of the Property: Cahoun Mixed Use Village (CMUV)

2) Zoning District(s) of the Property: Residenital,Office &Institutional General Development (CMUV)

3) Type of Project / Proposed Land Use of the Property:

Long-term single family reisidential

4) Total Acreage and Square Footage of the Property: 1.43 acres;62,161 SF

5) Existing or Proposed Special Exceptions, Variances, Administrative Appeals, etc.:

n/a

6) Total Number of Lots Proposed: 8

7) Minimum Lot Area Proposed: 0.104 AC

8) Minimum Lot Width Proposed: 50.00LF

9) Minimum Lot Depth Proposed: 88.91LF

B. Comprehensive Plan Compliance: Including, but not limited to the following:

Does the Proposed Development Site Include the following (Insert "Yes" or "No" in every blank and include those with a "Yes" on the Plans):

yes Multimodal District and Design Initiatives

yes Within Harbor CRA District:	no Within Town Center CRA District
no 100-Year Flood Plains	no Waterfront Property
no Conservation Areas	no Seaward of (Within) a V-Zone
no Environmentally Sensitive Area	no Seaward of the CCCL
no Historic Landmarks	no Protected Dunes
no In a Historic District	no Protected/Unique Vegetation
no Archeological Sites	no Seaward of Shoreline Protection Zone
no Habitat of Threatened Species	yes Preserved Trees (24" d.b.h. and over)
no Habitat of Endangered Species	yes Protected Trees (12" d.b.h. and over)

no Within 200 Feet of a Potable Water Well

If in a Flood Zone, give Minimum Base Flood Elevation Required: 8 Provided: 10.0

4. SUBMITTAL REQUIREMENTS:

A. _____ **Completed application** - All applicable areas of the application shall be filled in and submitted to the Community Development Department Planning Division at the City of Destin Annex, 4100 Indian Bayou Trail, Destin, Florida 32541.

B. _____ **Application Fees:** Fee Schedule

(FY 2019 Schedule of Fees, Resolution 19-11, adopted 08/05/19, effective 08/06/19)

Application fee includes First Submittal Reviews only. Subsequent Submittal Reviews and all mailing costs will be invoiced to the Applicant; invoices must be paid prior to submittal of additional Submittal Review Packages.

Accepted Payments are Cash, Check, MasterCard or Visa. Checks shall be made payable to the City of Destin and submitted to the Planning Division, Community Development Department, City Hall Annex, 4100 Indian Bayou Trail, Destin, Florida 32541.

C. _____ **Proof of Ownership** - A copy of the last recorded deed of the property. Owner on deed must correspond to "Current Owner" identified on page 1.

D. _____ **Agent Affidavit** (if applicable) - Required if the applicant is other than the property owner.

E. Concurrency Evaluation Certificates (CEC's) - The following must be provided:

1). _____ Stormwater Management, plus 2 sets of signed, sealed and dated calculations.

2). _____ DWU Service Questionnaire

The applicant is responsible for returning each CEC to the Community Development Department, completed, approved and signed.

F. Plan Requirements (LDC Section 2.18.02): Including, but not limited to, the following:

1) _____ Cover Sheet

2) _____ Boundary Survey, which includes the following:

a) Signed, sealed and dated by Surveyor registered in the State of Florida.
b) No older than six months unless Engineer of Record certifies site has NOT changed.
c) Existing conditions of site, which includes trees over 12" in diameter at breast height.
d) Delineated Topography.

3) _____ Demolition Plan (if applicable)

4) _____ Site Plan

5) _____ Subdivision Plat (paper copy)

6) _____ Grading and Drainage Plan – Calculations must be signed & sealed by a Registered Florida Engineer and meet the requirements of Destin Code of Ordinances, Sections 6-346 and 6-352.

7) _____ Utility Plan

8) _____ Landscape Plan and Supporting Plans (if applicable)

9) _____ Street Lighting Plan

10) _____ Detail Sheets

G. **Checklist.** The following checklists are extremely useful to design professional in complying with the City of Destin development regulations. The inclusion of them with the submittal package is ***optional***.

1) _____ Checklist A – Site Plan Requirements
2) _____ Checklist B – Stormwater Management
3) _____ Checklist C – Landscape Plan

5. SUBMITTAL PACKAGE QUANTITIES:

A. **THREE (3)** COMPLETE paper packages, including ALL items in section 4 above.
B. **ONE (1)** COMPLETE electronic package of PDF files on a storage device.
(Flash Drive, Disk or e-mailed Dropbox link)

NOTE: This application must be filled out completely and must be signed by the owner or his designated agent. If the applicant is different than the owner of the subject property, then an agent affidavit is required from the owner of the property. The agent affidavit must be completely filled out and submitted with this application. If the property has multiple owners, then all owners or their designated agents must sign this application.

I HAVE READ THE FOLLOWING INFORMATION IN THIS APPLICATION AND HAVE FILLED IN ALL ANSWERS CORRECTLY TO THE BEST OF MY ABILITY.

APPLICANT: _____

SIGNATURE: DATE: 3/20/2020

PRINTED NAME: Edwin L. Stanford

TECHNICAL REVIEW COMMITTEE REPORT
SOUTHERN OAKS
PLANNED UNIT DEVELOPMENT (19-04-SP)
AND
MAJOR SUBDIVISION (18-25-MS)

Applicant:	Edwin Stanford; CORE Engineering & Consulting
Location:	138 & 146 Calhoun Avenue
Request:	8-lot Planned Unit Development and single-family subdivision
Parcel Size:	1.43 acres (more or less.
Future Land Use:	Calhoun Mixed Use - Village (CMU-V)
Zoning District:	Calhoun Mixed Use Village (CMUV)
Density:	5.6 DU/AC Provided (9 DU/AC Allowed)
Intensity:	Not applicable
Application Date:	May 10, 2018
Approved Site Plan Date:	June 5, 2020

DISCUSSION/FINDINGS

CORE Engineering & Consulting is requesting Planned Unit Development (PUD) and Major Subdivision preliminary plat approval. The project consists of constructing an 8-lot single-family subdivision with the associated infrastructure. The subject site contains 1.43 acres and is located at 138 & 146 Calhoun Avenue.

COMPREHENSIVE PLAN/LAND DEVELOPMENT CODE

The property has a Future Land Use Map Designation of **Calhoun Mixed Use - Village (CMU-V)** and a Zoning Designation of **Calhoun Mixed Use - Village (CMU-V)**. The proposed project is consistent with the Comprehensive Plan and, with the approval of all the planned unit development deviations, the Land Development Code (LDC).

As outlined in **LDC 7.14.01**, PUDs are designed to provide an alternate method of land development not otherwise available within the framework of the land development code. Deviations to the LDC are being requested to allow the development to utilize innovative design techniques for the purpose of achieving the development objectives outlined in LDC. Justification of the proposed deviations are summarized by the applicant on the Planned Unit Development (PUD) Finding of Facts Worksheet. The deviations include:

1. LDC 7.12.06.L(3) and TABLE 7-3 Minimum Lot Area (sq. ft.)
   Required: 7,500
   Proposed: 4,530

2. LDC 7.12.06.L(3) and TABLE 7-3 – Minimum Lot Width (ft.)
   Required: 70
   Proposed: 50

3. LDC 7.12.06.L(3) and TABLE 7-3 – Minimum Lot Depth (ft.)
   Required: 100
   Proposed: 88.7

4. LDC 7.12.06.L(3) and TABLE 7-3 – Side Setbacks (ft.)
   Required: 7.5
   Proposed: 5

5. LDC 7.12.06.A(3), TABLE 7-3, and 3.00.01 – Lot frontage (ft.)
   Required: 20
   Proposed: 10

6. LDC 8.03.00, Table 8-1, 8.05.03.A, 8.09.03.C(3)(a), and Definitions Street local
   Required: 5-foot sidewalk on both sides of the roadway
   Proposed: 5-foot sidewalk on one (north) side of the roadway

7. LDC 7.14.06.F Private streets
   Required: The right-of-way for private streets within the PUD may be reduced to 40 feet in width, provided the developer can show that all sidewalks are provided for within the right-of-way. A 5-foot sidewalk is required on both sides of the roadway.
   Proposed: 40-foot right-of-way with sidewalk on only one side

8. LDC 8.09.03.C(1)(b) – Cul-de sacs and dead-end streets.
   Required: Cul-de sacs and streets resulting in dead-ends are prohibited within the MMTD.
   Proposed: Street resulting in a dead-end

9. LDC 8.09.03.C(1)(c) and Table 8-12 – Maximum intersection turning radius
   Required: 15'
   Proposed: 25'

10. LDC 12.04.05.D(1)
    Required: Exclusive of the principal structure area, when a "protected tree" must be removed or relocated, an indigenous tree(s) shall be replaced.
    Proposed: The Landscape Plan identifies 37 trees outside the building setback areas to be removed without any replacement trees proposed.

LAND USE
Long-term single-family residential is an allowable use in the CMU-V future land use designation and CMU-V zoning district.

DENSITY

Maximum allowed:	9 dwelling units per acre
Provided:	5.6 dwelling units per acre

INTENSITY
Not applicable

LOT AREA

Minimum lot area allowed:	7,500 sq. ft.
Lot area provided:	4,530 sq. ft. – Requested PUD deviation

LOT DIMENSIONS

Minimum lot width allowed: 70 feet
Lot width provided: 50 feet – Requested PUD deviation

Minimum lot depth allowed: 100 feet
Lot depth provided: 88.7 feet – Requested PUD deviation

SETBACKS

Front minimum allowed: 20 feet
Front provided: 10 feet – Requested PUD deviation

Side minimum allowed: 7.5 feet
Side provided: 5 feet – Requested PUD deviation

Rear minimum allowed: 10 feet
Rear provided: 10 feet

PLATTING

The project is proposing a major subdivision to be processed simultaneously with a PUD major development order. The applicant is requesting preliminary plat approval.

CONCURRENCY MANAGEMENT

Concurrency requirements have been met:

Traffic: The project meets the transportation concurrency per **Comp Plan Policy 12-4.1.8** with the approval of all the planned unit development deviations.
Stormwater Management: The City's Stormwater Manager Designee signed the CEC on August 24, 2020.
Solid Waste: Okaloosa County's Recycling Coordinator signed the CEC on August 25, 2020.
Potable Water: Destin Water Users' Field Operation Manager signed the CEC on May 29, 2018.
Sanitary Sewer: Destin Water Users' Field Operation Manager signed the CEC on May 29, 2018.

AIRPORT PROTECTION

As proposed, this project is not affected by nor affects the Destin – Ft. Walton Beach Airport. The applicant has indicated on the development order application that the proposed project is not within the Airport Expansion Area. NOTE: If construction necessitates the use of a crane, or other obstruction, which exceeds Federal Aviation Administration (FAA) FAR 77 Standards (normally 200 feet above ground level), the applicant must request a variance from the FAA for temporary encroachment into this restrictive area and a copy of a completed FAA Form 7460, must be placed on file with the City of Destin prior to the crane, or other obstruction, penetrating the restricted airspace.

TRANSPORTATION ANALYSIS

The proposed planned unit development is within the Multimodal Transportation District (MMTD) and requesting deviations to **LDC 8.09.03.C(1)(b)** – Cul-de sacs and dead-end streets, **LDC**

8.09.03.C(1)(c) and Table 8-12 – Maximum intersection turning radius, and **LDC 8.09.03.C(3)(a)** sidewalks. If these PUD deviations are approved, the proposal will meet the development standards outlined in **LDC 8.09.03.C** and meet transportation concurrency per **Comp Plan Policy 12-4.1.8**. The transportation analysis, dated June 15, 2020, indicates the proposed development is estimated to generate eight (8) new PM peak hour vehicle trips. The analysis will be used to assist the City in determining the overall success of the MMTD in accordance with State requirements as outlined in **Comprehensive Plan Policy 12-4.1.8**.

PRIVATE STREET

Access to the western portions of the property is provided by a private 40-foot-wide right-of-way for a two-way drive from the Calhoun Avenue. The proposed dead-end private street requires a deviation, as dead-end streets are prohibited in the MMTD. Additionally, the maximum intersection turning radius is 15 feet. The applicant is proposing a turning radius of 25 feet, which requires a deviation.

PEDESTRIAN NETWORK

The project is requesting a deviation from the requirement to provide 5-foot sidewalks on both sides of the proposed Southern Oaks private roadway. The applicant is proposing to construct one 5-foot sidewalk on the north side of the roadway that connects to an 8-foot sidewalk within the Calhoun Avenue right-of-way.

UTILITIES:

All utilities are required to be underground.

STORMWATER:

The Stormwater Manager designee approved the stormwater plan in a memo dated April 9, 2020.

BUILDING:

Several structures are in a designated flood hazard area, flood zone AE-8. The City's Ordinance requires a minimum 2 foot above designated base flood elevation.

REFUSE COLLECTION:

The Waste Management District Manager approved this project provided that no parking is permitted on roadway or emergency turnaround. All trash shall be collected from the private street, and not the public right-of-way, Calhoun Avenue.

WHITE SANDS ZONE

The proposed project is not located within a White Sands Zone.

LANDSCAPING

Street trees

Required:	**5**
Provided:	6
Front perimeter/common boundary:	Exempt per LDC 12.04.04.B
Interior parking landscape:	Not applicable
Buffer zone:	Exempt per LDC 12.04.04.D

Preservation and restoration

Acres of development:	1.43
Reforestation trees required:	**15**
Preserved trees:	0 tree credits (0 preserved trees)
Protected trees:	**37**
Parking trees required:	0
Total required trees:	**46***
Total trees provided:	21

*The project is requesting a deviation from the tree protection requirement outlined in LDC 12.04.05.D(2).

SIGNS
All signs must comply with the sign code section of the Destin Land Development Code in effect at the time a sign application is submitted.

STATE/FEDERAL PERMITS REQUIRED BEFORE ISSUANCE OF BUILDING PERMIT:

1. A Florida Department of Environmental Protection general notice permit (for stormwater) has been issued for this site and is on file.

IMPACT FEES:
Final impact fee amounts will be determinant upon the gross floor area of the overall development land uses and whether exemption or credits are applicable and reevaluated at the time a Certificate of Occupancy is requested.

OTHER FEES: Not applicable.

COMMENTS:

Per Community Development Department:

1. **Prior to the issuance of a Clearing Permit**, a clearing plan must be submitted and approved by the Community Development Department.

2. **Prior to the issuance of a Certificate of Occupancy**, all required parking and related landscaping shall be installed, inspected, and approved by the Engineering and Community Development Departments.

3. If the applicant proposes outdoor lighting in the future, an outdoor lighting plan must be submitted to the Office of Community Development for review and approval.

Rey Bailey

Subject: FW: construction project

From: Brad Shoults <brad@gosouthern.com>
Sent: Wednesday, September 2, 2020 9:41 AM
To: Lauren Witt <lwitt@cityofdestin.com>
Subject: FW: construction project

[CAUTION: This email originated from outside of the City of Destin email system. DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Lauren,
Morning please see attached endorsement from the Mettes' they live directly across the street from Proposed Southern Oaks site.
Brad

Brad Shoults
Broker/Owner
Southern Real Estate
Cell 850.585.0418
www.BradShoults.com

Celebrating 25 Years of Creating Sweet Southern Moments
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From: Maurice Mettee <fishman7@bellsouth.net>
Sent: Tuesday, September 1, 2020 9:32 AM
To: Brad Shoults <brad@gosouthern.com>
Cc: Maurice F (Scott) Mettee <fishman7@bellsouth.net>
Subject: construction project

To Whom It May Concern:

My name is Maurice F. Mettee, Jr. My family has owned the property at 139 Calhoun Avenue for 60 years.

We have no objections to Brad's proposal to build several small family homes across Calhoun Avenue from our home.

Maurice F. Mettee, Jr.

ITEM # 2020-2700

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: September 8, 2020
TYPE OF AGENDA ITEM: City Manager Report

TO: City Council

THRU: Lance Johnson, City Manager
Webb Warren, Deputy City Manager
Krystal Strickland, Finance Director
Kyle Bauman, City Attorney

FROM: Michael Burgess, Public Services Director

DATE: 08/25/2020

SUBJECT: Miscellaneous Stormwater Maintenance Services, authorization to award and execute contract

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I. BACKGROUND: The Public Services Department is not equipped nor does it have adequate personnel or the equipment to perform major stormwater maintenance. For these more demanding projects, it is necessary to outsource the work to a vendor who has the necessary equipment and manpower. As the City's current contract with Florida Septic & Sewer is set to expire on September 30, an RFP for Stormwater Maintenance Services (RFB 20-11-PS) was advertised in July 2020.

II. DISCUSSION: The scope of services for the advertised RFP was expanded to include video inspection services as well. The City received one bid from H&T Contractors, LLC of Freeport, FL.

The Bid Committee met on August 20th to review this bid. Committee member Burgess provided the Committee with a cost comparison for the services provided by the City's existing contract and H&T. This cost comparison is provided as ATT1.

The contract for services has been provided as ATT2. H&T Bid proposal, that contains RFB 20-11-PS has been provided as ATT3. H&T price list, also called "Exhibit A" is included as ATT4.

The Bid Committee passed a motion that H&T be recommended to Council.

A. Link to Strategic Goals / Objectives: from FY20 Strategic Plan

Management Objectives:
Balance staffing resources with expectations

from FY20-24 Strategic Goal Table:
Objective #2B, Implement a stormwater management program that maintains water quality in support of our fishing and tourism industries
Objective #4B, Improve public use and safety of City Parks, Waterways and the Harbor.

B. Effect on Budget (EOB): Funding for stormwater maintenance projects is found in 0154160.546000 (Public Works Repairs and Maintenance).

C. Level of Service (LOS): Improved water quality through the routine maintenance of five water quality treatment units. Improved safety through the inspection of pipe systems under roadways and/or in the right-of-way.

III. CONCLUSION: This action allows for the City Manager to execute an contract with H&T Contractors, LLC for miscellaneous stormwater maintenance continuing services.

IV. RECOMMENDED MOTION: I move that the contract for miscellaneous storm water maintenance services be awarded for one year from October 1, 2020 to September 30, 2021 to H&T Contractors, LLC and authorize the City Manager to execute said contract on behalf of the City.

Attachments:

1. ATT1: Comparison of Stormwater Maintenance Costs Aug2020
2. ATT2: Stormwater Maintenance Contract Oct1 2020 to Sep30 2021
3. ATT3: H&T Contractors LLC - RFB 20-11-PS
4. ATT4: Exhibit A H&T Contractors LLC - RFB 20-11-PS

City of Destin, FL				
Department of Public Works				
Stormwater Maintenance Cost Comparison (2020 vs 2015)				
Stormwater Maintenance - 2020 Bidder H&T, Current Contractor Florida Septic & Sewer				
Item	**Unit**	**Unit Price (H&T, 2020)**	**Unit Price (Current, 2015)**	**% Difference**
Vacuum Truck	hr	$275.00	$305.00	-9.8%
Jet Truck	hr	$275.00	$305.00	-9.8%
Combination Truck	hr	$275.00	$305.00	-9.8%
Video Inspection of Lines	hr	$250.00	na	na
Hourly Rate (other)	hr	$350.00	na	na
Waste Disposal	load	$400.00	$475.00	-15.8%

CITY OF DESTIN, FLORIDA

CONTRACT

MISCELLANEOUS STORMWATER MAINTENANCE CONTINUING SERVICES CONTRACT

On September 8 2020, THE CITY COUNCIL OF THE CITY OF DESTIN, FLORIDA, herein referred to as the "**City**," accepted the bid of H&T Contractors LLC, herein referred to as the "**Contractor**," to supply miscellaneous stormwater maintenance for City properties. The Contractor's Cost Schedule for the terms of their engagement is included in their entirety by reference at Exhibit "A" and as completely as if incorporated herein.

TERMS AND CONDITIONS OF CONTRACT FOR THE MISCELLANEOUS STORMWATER MAINTENANCE CONTINUING SERVICES CONTRACT:

1. Entire Contract:
This Contract represents the entire and integrated Contract between the City and Contractor and supersedes all prior negotiations, representations or contracts, either written or oral. Provisions of this Contract may be amended only by written instrument approved by the Destin City Council and signed by the City Manager and Contractor.

2. Intent of Contract:
This Contract is for supplying the City with all applicable stormwater maintenance work for City properties. The Scope of Work, herein referred to as the **Work**, encompasses the foregoing and all descriptive work components described within Exhibit "A".

3. Term of Contract and Time Extensions:
This contract will be in effect from October 1, 2020 through September 30, 2021, and is for supplying the City with miscellaneous stormwater maintenance services. Upon mutual agreement of the parties, this contract may be renewed on a year by year basis up to a total four times.

4. Time for Performance:
The Contractor agrees to provide stormwater maintenance services for the satisfactory approval and acceptance by the City.

5. Compensation:
All payments upon contract are contingent upon the Contractor's Work being acceptable to the City. For satisfactory completion and acceptance of the Work, the City agrees to pay the Contractor in accordance with the terms of this Contract and the Contractor's Cost Schedule as identified in the Bid Form submitted by the Contractor, as may have been adjusted at the time of contract approval and incorporated herein.

a. Requests for Compensation (Invoices) shall be accompanied by the following:
    1. A description of the Work performed and a copy of email (or similar) that initiated said Work;
    2. An itemized list of goods or services to include materials, flat fees, billable man-hours with rates, and any other payable items identified in Exhibit "A"; and
    3. Dates when these services were performed and the names of Contractor's staff who performed billable Work.

6. Changes in the Work:

The City shall have the right at any time during the progress of the Work to increase or decrease the Work. Promptly after having been notified of a change, the Contractor shall submit an itemized estimate of any costs and/or time increases or savings it foresees as a result of the change. No additions or changes to the Work shall be made except upon written order of the City and the City shall not be liable to Contractor for any increased compensation without such written order.

7. Insurance:

Contractor shall, during the performance of the contract, maintain Worker's Compensation Insurance sufficient to secure benefits of the Florida Workmen's Compensation Law for all employees and any of the work sublet to any vendor or subcontractor, Comprehensive General Liability Insurance, Auto Liability Insurance, Builder's Risk Insurance, all with companies and in the form and amounts acceptable to the City. Said certificates of insurance of contractor are attached hereto and made a part hereof by reference. If any part of the work is sublet, similar insurance shall be provided by and in behalf of any subcontractors.

Evidence of Insurance: Contractor shall provide the City Certificates of Insurance naming the City as an additional insured. All binders, policies, or certificates of insurance shall provide for at least ten days notice from insurers to the City of any cancellation or amendment to any of the insurance policies.

8. Indemnification:

Contractor shall indemnify, defend, save, and hold the City, its agents, officers and employees, harmless of and from any losses, fines, penalties, costs, damages, claims, demands, suits, and liabilities of any nature, including reasonable attorney's fees (including regulatory and appellate fees), arising out of, because of, or due to any accidents arising in any manner on account of the exercise or attempted exercise of Contractor's rights hereunder whether the same regards person or property of any nature whatsoever, regardless of the apportionment of negligence, unless due to the sole negligence of the City.

Contractor shall indemnify, defend, save and hold the City, its agents, officers and employees, harmless of and from and against any and all liens, claims, damages, demands, suits and liabilities, attorney's fees and costs, including appellate attorney's fees and costs, of and for mechanics and materialmen furnishing labor and materials in the performance of this contract.

9. Licensing:

The Contractor shall obtain all permits and maintain at his expense all professional and business certificates and licenses required by law and as necessary to perform services under this Contract. If Contractor performs any Work without obtaining, or contrary to, permits and licenses, Contractor shall bear all costs arising therefrom. The City may waive fees for City controlled permits, but in no instance can the City waive permit requirements nor fees beyond their control.

10. Cancellation:

This contract may be canceled by either party with a thirty-day written notice and is contingent upon the annual appropriation by the City of legally available funds. City's obligation to pay the amount due hereunder in any fiscal year is contingent upon the appropriation by the City Council of legally available funds for the purposes set forth in this contract.

11. Performance of Work/Responsibilities:

For each task, the Contractor will be issued a work order by the City's Public Works Director or designee. The Public Services Director or designee will issue verbal work orders only in emergency situations. The Contractor shall commence work in a reasonable length of time and shall complete the work in an expeditious manner. In emergency situations, the Contractor shall endeavor to commence work immediately. All work shall be done under the supervision of the City's Public Services Director or

designated representative. The performance of Work and responsibilities hereto are outlined and made a part hereof as identified in Exhibit "A".

12. Termination for Default:

The Contract will remain in force for the full period specified and until the City Manager or his designee determines that all requirements and conditions have been satisfactorily met and the City Manager or his designee has accepted the work under the Contract Documents following the initial contract terms and all subsequent contract terms, including warranty and guarantee periods. However, the City Manager will have the right to terminate this Contract sooner if the Contractor has failed to perform satisfactorily the work required or comply with the other requirements of the Contract.

In the event the City Manager decides to terminate this Contract for the Contractor's failure to perform satisfactorily or meet its other responsibilities under the Contract, the City Manager will give the Contractor five (5) days' notice, whereupon the Contract will terminate, unless during the notice period the Contractor cures the failure to perform or meets its other responsibilities under the Contract to the satisfaction of the City Manager.

Upon Contract termination for the Contractor's failure to provide satisfactory contract performance, the Contractor will be entitled to receive compensation for Contract services satisfactorily performed by the Contractor and allocable to the Contract and accepted by the City Manager or his designee prior to such termination. However, an amount equal to all additional costs required to be expended by the City to complete the Work covered by the Contract, including costs of delay in completing the project, shall be either subtracted from any amount due or amount charged to the Contractor in the event the City Manager terminates the Contract.

Except as otherwise directed by the City Manager, or in the case of termination for default (in which event the Contractor may be entitled to cure, at the option of the City Manager), the Contractor shall stop work on the date of receipt of the notice or other date specified in the notice, place no further orders or subcontract for materials, services, or facilities except as are necessary for the completion of such portion of the work not terminated, and terminate all contractor and subcontracts and settle all outstanding liabilities and claims.
In the event that any termination for default shall be found to be improper or invalid by any court of competent jurisdiction, then such termination shall be deemed to have been a termination for convenience.

13. Termination for Convenience:

The performance of work under this Contract may be terminated by the City Manager in whole or in part whenever the City Manager, in their discretion, determines that such termination is in the City's best interest. Any such termination shall be effected by the City Manager giving at least five (5) days' notice to the Contractor, specifying the extent to which performance of the work under this Contract is terminated and the date upon which such termination becomes effective.

As to termination for convenience, after receipt of the date of termination, the Contractor shall stop all work as specified in the notice; place no further orders or subcontract for materials, services, or facilities except as are necessary for the completion of such portion of the Work not terminated; immediately transfer all documentation and paperwork for terminated work to the City; and terminate all contractors and subcontracts and settle all outstanding liabilities and claims.

14. Disclosure:

Contractor warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the Contractor to solicit or secure this Contract and that it has not paid or agreed to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely

for the Contractor, any fee, commission, percentage, gift, or other consideration contingent upon or resulting from the award or making of this Contract.

15. Miscellaneous:

15.1 Governing Law

The parties intend that this Contract and the relationship of the parties shall be governed by the laws of the State of Florida. Venue for any action arising out of this contract shall be in Okaloosa County Florida and no where else.

15.2 Severability

If any section, subsection, term or provision of this Contract or the application thereof to any party or circumstance shall, to any extent, be invalid or unenforceable, the remainder of said section, subsection, term or provision of this Contract or the application of same to parties or circumstances other than those to which it was held invalid or unenforceable, shall not be affected thereby and each remaining section, subsection, term or provision of this Contract shall be valid or enforceable to the fullest extent permitted by law.

15.3 Sovereign Immunity

The parties further agree, nothing contained herein is intended nor shall be construed to waiver the City of Destin's rights and immunities under the Florida constitution, common law or Florida Statutes 768.28, as amended from time to time.

15.4 Construction

The Parties have participated jointly in the negotiation and drafting of this Contract. In the event an ambiguity or question of intent or interpretation arises, this Contract shall be construed as if drafted jointly by the Parties and no presumption or burden of proof shall arise favoring or disfavoring any Party by virtue of the authorship of any of the provision of this contract.

15.5 **Jury Trial Waiver**

CONTRACTOR AND CITY AGREE TO WAIVE THEIR RIGHTS TO A TRIAL BY JURY REGARDING ANY LAWSUIT INVOLVING THE INTERPRATION, CONSTRUCTION, ENFORCEMENT, OR GOVERNANCE OF THIS CONTRACT, AND FOR ANY LAWSUIT RELATED IN ANY WAY TO THIS CONTRACT OR FOR THE WORK PERFORMED PURSUANT TO THIS CONTRACT.

15.6 Attorney's Fees

In any dispute relating to this contract each party shall be responsible for their respective attorney's fees and costs.

15.7 Notices

All notices under the Contract shall be in writing and shall be effective when mailed by certified mail, return receipt requested, or when delivered personally, as provided hereafter, or to such other addresses as may be designated by notice:

As to the City:

Lance A. Johnson
4200 Indian Bayou Trail
Destin, Florida 32541

As to the Contractor:

H&T Contractors, LLC
376 Ben King Road
Freeport, FL 32539

15.8 Public Records

Contractor shall comply with Florida Public Records Laws, specifically to:

a) Keep and maintain public records that ordinarily and necessarily would be required by the City of Destin in order to perform the service.
b) Provide the public with access to public records on the same terms and conditions that the City of Destin would provide the records and at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes or as otherwise provided by law.
c) Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law.
d) Meet all requirements for retaining public records and transfer, at no cost, to the City of Destin all public records in possession of the contractor upon termination of the contract and destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. All records stored electronically must be provided to the City of Destin in a format that is compatible with the information technology systems of the City of Destin.

IF THE CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECRODS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT THE OFFICE OF THE CITY CLERK, (850) 837-4242, 4200 INDIAN BAYOU DRIVE, DESTIN, FLORIDA 32541, rbailey@cityofdestin.com.

IN WITNESS WHEREOF, the City hereunto caused these presents to be subscribed and the Contractor has affixed their name and seal, this the _____ day of _____, 2020.

ATTEST:

_____
Rey Bailey
City Clerk

CITY OF DESTIN

By: _____
Lance A. Johnson
City Manager

SEAL

As to Legal Form:

_____
Kyle Bauman, Esq.
City Attorney

H&T Contractors, LLC

CONTRACTOR:

By: _____
(Signature)

_____
Witness

_____
(Printed Name)

_____
Witness

Its: _____
(Title)

CITY OF DESTIN, FLORIDA

REQUEST FOR BIDS (RFB) NO. 20-11-PS

MISCELLANEOUS STORMWATER MAINTENANCE
CONTINUING SERVICES CONTRACT

City of Destin, Florida
July 1, 2020

Lance A. Johnson
City Manager
Phone (850) 837-4242
Facsimile (850) 837-3267
4200 Indian Bayou Trail
Destin, Florida 32541

Initials of Bidder: _____

Bid Checklist

The following items must be provided in order for your bid to be considered responsive.

1. **Completed bid form (Exhibit A)**
2. **Statement of Qualifications, Experience & Availability (narrative)**
3. **Proof of required Workman's Compensation Insurance documents**
4. **Completed W-9** [available at: http://www.irs.gov/pub/irs-pdf/fw9.pdf]
5. **Bid Packet initialed on ALL pages.**
6. **Proof of adequate liability insurance**
7. **Copy of State license (if required for job)**
8. **Copy of City license (if business office is located in Destin)**
9. **Completed Public Entity Crimes Form (Exhibit B)**
10. **Completed Drug Free Form (Exhibit C)**
11. **Addenda (if applicable)**
12. **Three References - Minimum**
13. **Other documents as requested in bid package**

Initials of Bidder: _____

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7. Public Entity Crimes Statement (Exhibit B) — page 13 – 14
8. Drug Free Workplace Certification (Exhibit C) — page 15

NOTICE TO BIDDERS

The City of Destin, Florida, is currently receiving sealed competitive Bids for a Miscellaneous Stormwater Maintenance Continuing Services Contract for specified City-owned/controlled properties for one year with the option for four additional one-year renewals not to exceed five years. The Scope of Work will include, but not be limited to miscellaneous stormwater maintenance services for City properties to include: providing all tools, machines, equipment, labor, materials and incidentals necessary to complete the work. The successful Bidder shall be required to supply the City with copies of current Liability Insurance and Workmen's Compensation coverage. Bids must be received by the City Clerk's Office at the City of Destin, 4200 Indian Bayou Trail, Destin, Florida 32541, in a sealed envelope clearly marked **"RFB No. 20-11-PS, MISCELLANEOUS STORMWATER MAINTENANCE CONTINUING SERVICES CONTRACT", along with the name, return address and telephone number of the bidder,** no later than 2:00 p.m. CST, on Thursday, **August 13, 2020** at which time they will be opened and read aloud. The City reserves the right to reject any and all Bids or portions thereof, to waive minor defects and informalities in the process, to accept the Bid(s) or take any other actions deemed by the City to be in the City's best interest.

It is the responsive bidder's responsibility to read and understand the requirements of this request for bid. Responsive bidders are required to state exactly what they intend to furnish the City of Destin via this solicitation and must indicate any variances to the terms, conditions and specifications of this proposal, no matter how slight. If variations are not stated in the proposal, it shall be construed that the bid fully complies with all conditions identified.

Before submitting a bid, each responsive bidder will, at bidder's own expenses, make or obtain any additional examinations, investigations and studies, and obtain any additional information and data that may affect costs, permitting, progress, performance of furnishing of the project and that the responsive bidder's deems necessary to determine its proposal.

Responsive bidder will examine all documents included in this Request for Bid (RFB) carefully and shall make a written request to the City's authorized representative for interpretation or correction of any ambiguity, inconsistently, or error herein.

Any interpretation or correction will be issued as an Addendum by the City. Only a written interpretation or correction by Addendum shall be binding. Responsive bidders are cautioned against relying on any interpretation or correction given by any other method.

The submission of a bid shall not be deemed an agreement between the responsive bidder and the City. The bid is a contractual offer by the responsive bidder to perform services in accordance with the Bid Solicitation. The City shall not be obligated to respond to any bid submitted nor be bound in any manner by the submission.

Initials of Bidder: _____

GENERAL BID INFORMATION

I. **PURPOSE:** The purpose of RFB No. 20-11-PS is to secure sealed Bids for providing stormwater maintenance services for City-owned/controlled properties and infrastructure.

II. **SCOPE OF WORK:** The Scope of Work will include performance of the stormwater maintenance services listed in **Exhibit A** of this document for specified City-owned/controlled properties and infrastructure.

III. **BID REQUIREMENTS:** Each Bid shall indicate, in the following order, the **mandatory** information outlined below:

A. Completed Bid Form (Exhibit A)

B. Statements of Qualification, Experience and Availability (narrative)

C. Copies of required Insurance Documents

D. Each Bid shall contain evidence of proper licensing to perform required services in the State, County and City.

E. Each Bid shall contain a completed Public Entity Crime Form (Exhibit B)

F. Each Bid shall contain a completed Drug Free Workplace Certification (Exhibit C)

G. Other documents as required by this Bid Solicitation

H. Three letters of reference from past projects/clients

I. Items identified on the Bid Checklist (page 2)

Failure to provide any of the above listed mandatory information can result in the elimination of the Bid from consideration.

IV. **INSTRUCTION TO RESPONDENTS**

A. All RFB's will be publicly opened and recorded for acknowledgement of receipt in the City Hall Boardroom on **August 13, 2020 no later than 2:00 P.M. (CDT)**. All responsive bidders or their representatives are invited to be present. The City Hall Boardroom is located at Destin City Hall, 4200 Indian Bayou Trail Destin, FL 32541.

B. Any responses received after the stated time and date will **not** be considered. It shall be the sole responsibility of the responsive bidder to have their RFB submittal **delivered to the City Clerk's Office** for receipt on or before the above stated time and date. RFB responses which arrive after the above stated deadline as a result of delay by the mail service shall not be considered, and arrangements shall be made for their return at the responsive bidder's

request and expense. The City reserves the right to consider submittals that have been determined by the City to be received late due solely to mishandling by the City after receipt of the RFB and prior to the award being made.

C. Respondents may request information regarding the RFB in writing from City Clerk Rey Bailey, clerk@cityofdestin.com. Such a request shall be received in writing at least seven calendar (7) days prior to the submittal deadline.

D. If any addendum(s) are issued to this Request for Bid, the City will attempt to notify all prospective respondents. It shall be the **responsibility of each respondent, prior to submitting the RFB response**, to contact the City Clerk's Office, at (850) 837-4242 to determine if any addendum(s) were issued and to complete any addendum acknowledgements as part of their RFB response.

E. Complete and submit all requested documentation and forms. Clearly indicate the **legal name, address and telephone number** of the responsive bidder. Responses shall be **signed** above the **typed or printed name and title** of the signer. The signer shall have the authority to bind the responsive bidder to the submitted RFB. Responsive bidders must note their Federal I.D. number (aka F.E.I.N.) on their RFB submittal.

F. ***Provide One (1) original, so designated, six (6) copies (for a total of seven (7) printed submissions)*** and one electronic version on an USB drive the RFB responses. Submissions shall be portrait orientation, 8 ½" X 11" where practical and double-sided. One sheet of paper printed on both sides is considered 2 pages. **Do not use wire spiral bindings, plastic covers, or plastic binding materials for your submittals.**

G. All expenses for making RFB submittals to the city are to be borne by the responsive bidder.

H. Responses shall be evaluated by the Bid Committee based on all information submitted and a ranked list of responsive bidders will be submitted to the City Council for approval.

I. The Bid Committee shall consist of City of Destin staff members.

J. Each responsive bidder, by submission of an RFB submission, acknowledges that in the event of any legal action challenging the award of the RFB, damages (if any) shall be limited to the actual cost of the preparation of the RFB.

K. Procurement Schedule:

Tasks	Date
RFB Advertised	Week of July 6, 2020
Last Day for Questions to be Submitted	July 30 , 2020
Due Date/Bid Opening	August 13, 2020
Tentative Date - Bid Committee Evaluation	August 20, 2020
Tentative Date - City Council Meeting	September 8, 2020
Tentative Date- Notice of Award	September 9, 2020
Tentative Date -Execution of Contract	Week of September 14, 2020
Tentative Date- Notice to Proceed	September 21, 2020
Tentative Day 1 of Contract	October 1, 2020

V. PROJECT CONTRACTOR REQUIREMENTS

City of Destin is seeking an independent general contractor (including all necessary independent subcontractors), with all applicable licenses for work on this project.

License Requirements

The responsive bidder will provide all applicable contractor licenses: include license name, license numbers and contact information. Contractor must be Florida State Certified or possess an Okaloosa County License (http://co.okaloosa.fl.us/gm/licensing). Must also register in the City of Destin. https://www.cityofdestin.com/DocumentCenter/View/12259/Contractor-Packet

Insurance Requirements

a. Respondents shall be required to provide proof of General Liability Insurance with a minimum liability insurance requirement of $1,000,000 for combined single limit and Worker's Compensation Insurance in accordance with the laws of the State of Florida and in amounts sufficient to secure the benefits of the Florida Workmen's Compensation Law for all types of employees, including those of subcontractors.

b. Respondent shall produce proof of insurance in the types and amounts required by the City, including the foregoing and any additional coverages, including Automobile Liability and or Builder's Risk Insurance, as may be defined at the time of contract. The City shall be named as an additional insured party and all binders, policies or certificates of insurance shall include a provision that such insurance coverage shall not be cancelled or amended without at least thirty days' notice to the City. All coverage shall be with carriers admitted doing business in the State of Florida. Carriers shall be A rated (or better) by AM Best Company. City reserves the right to modify its insurance requirements with 60 days' notice.

SUBMITTAL REQUIREMENTS: Bids shall be submitted as follows:

A. Bid Form. The Bid Form contained within this RFB (**Exhibit A**) shall precede the **mandatory** information required in **Section III. Bid Requirements**. Any additional information submitted in support of the Bid shall follow the required information.

B. Public Entity Crimes Form. Each Bid shall contain a completed Public Entity Crime Form (**Exhibit B**) pursuant to Florida Statutes, Section 287.132-133, providing that no public entity shall accept any Bid from or award any contract to, or transact any business in excess of the threshold amount for Category Two ($25,000) for a period of thirty-six months from the date placed on the convicted vendor list.

C. Disclosure. Each Bid is subject to the provisions of Florida Statutes, Chapter 112, providing that all Bidders must disclose with the RFB submittal the name of any officer, director, or agent who is also a public officer or an employee of the City of Destin. Further, all Bidders must disclose the name of any City officer or employee who owns, directly or indirectly, an interest of five percent or more in the Bidding firm.

D. Joint Ventures. Firms submitting Bids as a joint venture shall submit to the City, as part of Bids, a copy of any joint venture agreement.

E. Drug - Free Workplace Program. Preference may be given by the City of Destin to companies demonstrating a Drug-Free Workplace Program whenever two or more Bids, which are equal in respect to quality and service, are received and rated by the City. Bidders intending to demonstrate a Drug-Free Workplace Program shall provide a certification form with the RFB submittal (**Exhibit C**).

F. **MAILING AND HAND-DELIVERY ADDRESS:**

City of Destin
ATTN: City Clerk
4200 Indian Bayou Trail
Destin, Florida 32541

G. Notification. Questions or requests for Bid documents, plans and specifications regarding RFB No. 20-11-PS may be directed to the individuals below:

For Administrative Questions
Rey Bailey, City Clerk
City of Destin
4200 Indian Bayou Trail
Destin, Florida 32541
(850) 837-4242
rbailey@cityofdestin.com

I. Responsive Bids. Only those Bids fulfilling all requirements outlined in this RFB will be considered.

J. Bid Evaluations. The Bid Committee shall evaluate each responsive Bid based on the requirements established herein and recommend the lowest bid by a qualified and responsive contractor to the City Council for award of contract(s). The Bid Committee will evaluate the Bids and quotations from Bids submitted and will ask questions of a clarifying nature, if necessary. The Bid Committee reserves the right to negotiate terms of services with the lowest responsive bidder(s) or recommend awarding the bid to a bidder who did not submit the lowest responsive bid when it serves the best interest of the City.

K. Final Offer. The Bid, as submitted, will be considered to be the last and final offer. The Bid shall remain binding ninety (90) calendar days after the closing date of the request.

L. Reservation of Rights. The City reserves the right to reject any and all Bids or portions thereof, to waive minor defects and informalities in the process, to re-advertise Bids, to accept the Bid or award multiple Bids or take any other actions deemed by the City to be in the City's best interest.

M. Insurance. Contractor shall, during the performance of the contract, maintain Workman's

Compensation Insurance sufficient to secure benefits of the Florida Workmen's Compensation Law for all employees and any of the work sublet to any vendor or subcontractor: Comprehensive General Liability insurance in the amount of $1,000,000 combined single limit and Vehicle Liability Insurance in the amount of $500,000 combined single limit all with companies and in the form and amounts acceptable to the City. If any part of the work is sublet, similar insurance shall be provided by and in behalf of any subcontractors. Contractor shall furnish the City Certificates of insurance which shall include a provision that such insurance shall not be cancelled, or coverage reduced, without at least 30 days written notice to the City. The City shall also be listed as "additionally insured" on all Certificates.

N. Public Records.

IF THE CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT (850) 837-4242, CITY CLERK, 4200 INDIAN BAYOU TRAIL, DESTIN, FL 32541.

The successful responsive bidder shall:

1. Keep and maintain public records required by the CITY to perform the service.

2. Upon request from the CITY'S custodian of public records, provide the CITY with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in this FS Chapter 119 or as otherwise provided by law.

3. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of the contract if the CONTRACTOR does not transfer the records to the public agency.

4. Upon completion of the contract, transfer, at no cost, to the CITY all public records in possession of the contractor or keep and maintain public records required by the CITY agency to perform the service. If the GROUP transfers all public records to the CITY upon completion of the contract, the CONTRACTOR shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the CONTRACTOR keeps and maintains public records upon completion of the contract, the GROUP shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the CITY, upon request from the City's custodian of public records, in a format that is compatible with the information technology systems of the CITY.

EXHIBIT A – BID FORM

PART I *Bid submitted by:*

Company: H&T Contractors, LLC

Address: 376 Ben King Road

City & State: Freeport, Florida Zip Code: 32439

Telephone: (850) 835-0231 Fax: (850) 835-835-5123

Number of Years in Business: 12 Email: jerry@h-tcontractors.com

PART II *Bidding RFB No. 20-11-PS, Miscellaneous Stormwater maintenance Continuing Services Contract:*

Contractor shall provide proper signs and traffic control measures as per Florida Department of Transportation's Manual on Uniform Traffic Control Devices and the Florida Department of Transportation's Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (aka Florida Green Book), current edition. All construction, methods of measurement, and basis of payment shall be in accordance with Division II and III of the Florida Department of Transportation Standards Specifications for Road and Bridge Construction (current edition), copies of which are available from the Florida Department of Transportation.

SERVICE DESCRIPTION AND SPECIFICATIONS

Item	Unit Price	Unit
Use of Vacuum Truck	$ 275.00	Per hour
Use of Jet Truck	$ 275.00	Per hour
Use of Combination Truck (jet & vacuum)	$ 275.00	Per Hour
Video Inspection of Sewer lines and Manholes	$ 250.00	Per Hour
Hourly rate for general stormwater services not described above	$ 350.00	Per Hour
Disposal of waste material if not provided an area by the City	$ 400.00	Per Load

Initials of Bidder: _____

Please identify other items or services not listed above.		
Item	**Unit Price**	**Unit**
None		

Materials and Supplies will be billed at the contractor's wholesale price or contractor's wholesale price plus 0 %. Preference may be given to contractors providing materials at cost. The contractor shall supply materials invoices upon request.

SAFETY NOTE

All work associated with this bid must be conducted with safety in mind. It is expected that the contractor will provide all necessary personal protective equipment that will be utilized by their staff while performing work for the City of Destin. In addition, the contractor will ensure that all FDOT, OSHA and other applicable State and Federal workplace safety guidelines are adhered to while working on behalf of the City of Destin.

The contractor will ensure that work vehicles, equipment and trailers are properly outfitted with proper, adequate and working signage, lightbars, arrow boards, etc.

Part III Certifications

In accordance with your request for Bids, instructions and specifications, attached hereto, and subject to all conditions thereof, I (we), the undersigned, hereby propose and agree if this Bid is accepted, to contract with the City of Destin, Florida to construct any items or furnish any service requested herein and deliver same without additional cost to the City of Destin at the specified location for the quotations listed above.

The undersigned further declares that he/she has carefully examined the specifications referenced on this Bid Form and is thoroughly familiar with them and their provision(s). He further declares that no other person than the Bidder herein named has any interest in this Bid or in the contract to be executed, and that it is made without any connection with any other person(s) making Bid for the same articles, and it is

in all respects fair and without collusion and fraud.

Signature and Certification:

Name and Title of Authorized Representative: John B. Irvin, IV - CFO

Signature: _____

Date of Bid: 08/13/2020

Note: See RFB Section III (page 5), Bid Requirements, and attached all required information to Bid Form.

The City of Destin reserves the right to reject any and all Bids or portions thereof, to waive minor defects in the process and to accept the Bid or any combination of Bid Items or to take any other actions deemed by the City to be in the City's best interest. The City also reserves the right to assign additional work to the successful bidder based on their Bid proposal or negotiation as may be necessary to meet grant funding or completion requirements.

END OF BID FORM

EXHIBIT B

SWORN STATEMENT UNDER SECTION 287.133 (3) (A) FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES
THIS FORM MUST BE SIGNED IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER OFFICER AUTHORIZED TO ADMINISTER OATHS.

1. This sworn statement is submitted with Bid, Proposal or Contract for **RFB 20-11-PS, MISCELLANEOUS STORMWATER MAINTENANCE.**

2. This sworn statement is submitted by H&T Contractors, LLc whose business address is: 376 Ben King Road, Freeport, FL 32439

and (if applicable) Federal Employer Identification Number (FEIN) is 26-2414585.

If the entity has no FEIN, include the Social Security Number of the individual signing this sworn statement:

3. My name is John B. Irvin, IV and my relationship to the entity named above is: CFO.

4. I understand that a "public entity crime" as defined in Paragraph 287.133(a)(g). Florida Statutes, means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity or with an agency or political subdivision of any other state or with the United States, including, but not limited to, any bid or contract for goods or services to be provided to any public entity or any agency or political subdivision of any other state or of the United States and involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation.

5. I understand that "convicted" or "conviction" as defined in paragraph 287.133(a)(b), Florida Statutes, means finding of guilt or a conviction of a public entity crime with or without an adjudication of guilt, in any federal or state trial court of records relating to charges brought by indictment or information after July 1, 1989, as a result of a jury verdict, non-jury trial, or entry of a plea of guilty or nolo contendere.

6. I understand that an "affiliate" as defined in Paragraph 287.133(1)(a), Florida Statutes, means:

a. A predecessor or successor of a person convicted of a public entity crime; or

b. An entity under the control of any natural person who is active in the management of the entity and who has been convicted of a public entity crime. The term "affiliate" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in the management of an affiliate. The ownership by one of shares constituting a controlling income among persons when not for fair interest in another person, or a pooling of equipment or income among persons when not for fair

market value under a length agreement, shall be a prima facie case that one person controls another person. A person who was knowingly convicted of a public entity crime, in Florida during the preceding 36 months shall be considered an affiliate.

7. I understand that a "person" as defined in Paragraph 287.133(1)(e), Florida Statutes, means any natural person or entity organized under the laws of the state or of the United States with the legal power to enter into a binding contract for provision of goods or services let by a public entity, or which otherwise transacts or applies to transact business with a public entity. The term "person" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active n management of an entity.

8. Based on information and belief, the statement which I have marked below is true in relation to the entity submitting this sworn statement. (Please indicate which statement applies)

☑ Neither the entity submitting this sworn statement, nor any officers, directors, executives, partners, shareholders, employees, members, or agents who are active in management of the entity, nor affiliate of the entity have been charged with and convicted of a public entity crime subsequent to July 1, 1989.

____The entity submitting this sworn statement ,or one or more of the officers, directors, executives, partners, shareholders, employees, members, or agents who are active in management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989. (Please attach a copy of the final order)

____The person or affiliate was placed on the convicted vendor list. There has been a subsequent proceeding before a hearing officer of the State of Florida, Division of Administrative Hearings. The final order entered by the hearing officer determined that it was in public interest to remove the person or affiliate from the convicted vendor list (please attach a copy of the final order).

____The person or affiliate has not been placed on the convicted vendor list. (Please describe any action taken by, or pending with, the Department of General Services.)

Authorized Signature

08 / 13 / 2020

Date

STATE OF FLORIDA, COUNTY OF WALTON John B. Irvin, IV

PERSONALLY APPEARED BEFORE ME, the undersigned authority, who, after first being sworn by me, affixed his/her signature at the space provided above on this 13th day of August, 20 20, and is personally known to me, or has provided _____ as identification.

Notary Public My Commission expires:

Janice Wilson
NOTARY PUBLIC
STATE OF FLORIDA
Comm# GG064385
Expires 4/29/2021

Initials of Bidder:

EXHIBIT C

DRUG-FREE WORKPLACE CERTIFICATION

The below-signed bidder certifies that it has implemented a drug-free workplace program. In order to have a drug-free workplace program, a business shall:

1. Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.

2. Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation and employee assistance programs and the penalties that may be imposed upon employees for drug abuse violations.

3. Give each employee engaged in providing contractual services that are under this bid a copy of the statement specified in item 1 above.

4. In the statement specified in item 1. above, notify the employees that, as a condition of providing the contractual services that are under bid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation occurring in the workplace no later than five (5) working days after such conviction.

5. Impose a sanction on or require the satisfactory participation in drug abuse assistance or rehabilitation program if such is available in the employee's community, by any employee who is convicted.

6. Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

As the person authorized to sign this statement, I certify that this firm complies fully with the above drug-free workplace requirements.

SIGNATURE: _____

DATE: 08/13/2020

COMPANY: H&T Contractors, LLC

STREET ADDRESS: 376 Ben King Road

CITY, STATE: Freeport, FL 32439

Initials of Bidder: _____

P O Box 9
376 Ben King Road
Freeport, FL 32439

August 13, 2020

City of Destin

RE: Narrative

H&T Contractors, LLC was established on April 15, 2008 as a Florida Certified General Contractor and a Florida Certified Underground Utility & Excavation Company. In addition to FDOT Certification.

In the past 12 years H&T Contractors, LLC has completed various jobs through the Florida Panhandle, ranging from Pensacola and Tallahassee.

Respectfully Submitted,

John B. Irvin, IV
CFO
H&T Contractors, LLC

Ron DeSantis, Governor

Halsey Beshears, Secretary

STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

CONSTRUCTION INDUSTRY LICENSING BOARD

THE GENERAL CONTRACTOR HEREIN IS CERTIFIED UNDER THE
PROVISIONS OF CHAPTER 489, FLORIDA STATUTES

CASIAS, RAY ANTHONY

H&T CONTRACTORS LLC
376 BEN KING RD
PO BOX 9
FREEPORT FL 32439

LICENSE NUMBER: CGC1517436

EXPIRATION DATE: AUGUST 31, 2022

Always verify licenses online at MyFloridaLicense.com

Do not alter this document in any form.

This is your license. It is unlawful for anyone other than the licensee to use this document.

Ron DeSantis, Governor

Halsey Beshears, Secretary

Florida dbpr

STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

CONSTRUCTION INDUSTRY LICENSING BOARD

THE UNDERGROUND UTILITY & EXCAVATION CO HEREIN IS CERTIFIED UNDER THE PROVISIONS OF CHAPTER 489, FLORIDA STATUTES

CASIAS, RAY ANTHONY

H&T CONTRACTORS LLC
376 BEN KING RD
FREEPORT FL 32439

LICENSE NUMBER: CUC1224504

EXPIRATION DATE: AUGUST 31, 2022

Always verify licenses online at MyFloridaLicense.com

Do not alter this document in any form.

This is your license. It is unlawful for anyone other than the licensee to use this document.

Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

KEVIN J. THIBAULT, P.E.
SECRETARY

5/6/2020

H & T CONTRACTORS, LLC
PO BOX 9
FREEPORT, FLORIDA 32439

CERTIFICATE OF QUALIFICATION

The Department of Transportation has qualified your company for the type of work indicated below. Unless your company is notified otherwise, this Certificate of Qualification will expire 6/30/2021. However, the new application is due **4/30/2021**.

In accordance with S.337.14 (1) F.S. your next application must be filed within (4) months of the ending date of the applicant's audited annual financial statements.

If your company's maximum capacity has been revised, you can access it by logging into the Contractor Prequalification Application System via the following link:
HTTPS://fdotwp1.dot.state.fl.us/ContractorPreQualification/

Once logged in, select "View" for the most recently approved application, and then click the "Manage" and "Application Summary" tabs.

FDOT APPROVED WORK CLASSES:
DRAINAGE, FLEXIBLE PAVING, GRADING, GRASSING, SEEDING AND SODDING, HOT PLANT-MIXED BITUM. COURSES, SIDEWALK

You may apply for a Revised Certificate of Qualification at any time prior to the expiration date of this certificate according to Section 14-22.0041(3), Florida Administrative Code (F.A.C.), by accessing your most recently approved application as shown above and choosing "Update" instead of "View." If certification in additional classes of work is desired, documentation is needed to show that your company has done such work with your own forces and equipment or that experience was gained with another contractor and that you have the necessary equipment for each additional class of work requested.

All prequalified contractors are required by Section 14-22.006(3), F.A.C., to certify their work underway monthly in order to adjust maximum bidding capacity to available bidding capacity. You can find the link to this report at the website shown above.

Sincerely,

Alan D. Autry

Alan D. Autry, Manager
Contracts Administration Office

AA:aa

Jimmy Patronis
CHIEF FINANCIAL OFFICER

Julius Halas
DIVISION DIRECTOR

Casia Sinco
BUREAU CHIEF

Keith McCarthy
SAFETY PROGRAM MANAGER

FLORIDA DEPARTMENT OF FINANCIAL SERVICES
DIVISION OF STATE FIRE MARSHAL
200 East Gaines Street - Tallahassee, Florida 32399-0342
Tel. 850-413-3644 Fax. 850-410-2467

CERTIFICATE OF COMPETENCY
OFFICIAL COPY

THIS CERTIFIES THAT: Ray A Casias
376 Ben King Road
Freeport FL 32439

BUSINESS ORGANIZATION: H&T Contractors LLC

Contractor V means a contractor whose business is limited to the execution of contracts requiring the ability to fabricate, install, inspect, alter, repair and service the underground piping for a fire protection system using water as the extinguishing agent beginning at the point of service as defined in the act and ending no more than 1 foot above the finished floor.

Issue Date:	07/01/2020
Type:	09
Class:	14
County:	Walton
License/Permit #:	207909-0001-2010
Expiration Date:	06/30/2022

Jimmy Patronis

Chief Financial Officer

OKALOOSA COUNTY TAX COLLECTOR
BEN ANDERSON

2020 - 2021

OKALOOSA COUNTY LOCAL BUSINESS TAX RECEIPT
STATE OF FLORIDA

RECEIPT NO. 3600100745937
EXPIRES SEPTEMBER 30, 2021

BUSINESS NAME: H AND T CONTRACTORS LLC
RAY ANTHONY CASIAS QUALIFIER

TYPE OF BUSINESS: Regulated

BUSINESS ADDRESS: 376 BEN KING RD
FREEPORT, FL 32439

MAKE CHECKS PAYABLE TO: **Okaloosa County Tax Collector**
P.O. Box 1387, Niceville, FL 32588

OKALOOSA COUNTY
Tax Collector
View Your Account Online

Scan Here Scan Here

SUPPLEMENTAL	
RENEWAL	
NEW BUSINESS	
TRANSFER	0.00
ORIGINAL TAX	35.00
	0.00
AMOUNT	
PENALTY	0.00
COLLECTION COST	0.00
TOTAL	35.00

H AND T CONTRACTORS LLC
PO BOX 9
FREEPORT, FL 32439

Paid 0-20009256 35.00 07/13/2020

X _____

SIGN AND DISPLAY AS REQUIRED

I SWEAR THAT THIS LOCAL BUSINESS TAX RECEIPT IS MADE FOR THE BUSINESS OR PROFESSION INDICATED HEREON AND IS TRUE AND CORRECT. THE APPLICATION MUST COMPLY WITH STATE AND LOCAL ORDINANCE, INCLUDING ZONING.

Law requires this receipt to be displayed conspicuously at the place of business in such a manner that it can be open to the view of the public and subject to inspection by all duly authorized officers of the County. Upon failure to do so, the business shall be subject to the payment of another tax for the same business, profession, or occupation.

Pursuant to State Law, all Business Tax Receipts shall be issued and validated by the Tax Collector beginning July 1st of each year and shall expire on September 30th of the succeeding year. Those receipts renewed beginning October 1st shall be delinquent and subject to a delinquency penalty of 10% for the month of October, plus an additional 5% penalty for each month of delinquency thereafter until paid; provided that the total delinquency penalty shall not exceed 25% of the business tax for the delinquent establishment.

This Receipt is a business tax only. It does not permit the licensee to violate any existing regulatory or zoning laws of the state, county, or cities nor does it exempt the business from any other tax or permits that may be required by law.

The applicant must comply with state laws and local ordinances, including zoning.

Please contact the Property Appraiser's office for information about tangible property taxes.

Failure to pay a business tax within 150 days of the initial notice can result in a civil penalty of up to $250.

OFFICE LOCATIONS & HOURS

Office	*Location*	*M*	*T*	*W*	*T*	*F*
Crestview	The Brackin Building 302 N Wilson Ste 101	8:30-5	8:30-5	8:30-5	8:30-5	8:30-5
Shalimar	1250 N Eglin Pkwy Suite 101	8:30-5	8:30-5	8:30-5	8:30-5	8:30-5
Eglin AFB	310 Van Matre Ave Bldg 210	8-4:30	8-4:30	8-4:30	8-4:30	8-4:30
Hurlburt Field	120 Simpson Ave, Rm 111	8-4:30	8-4:30	8-4:30	8-4:30	8-4:30
Niceville	701 E John Sims Pkwy	8:30-5	8:30-5	8:30-5	8:30-5	8:30-5
Destin	4012 Commons Dr W Unit 122	8:30-5	8:30-5	8:30-5	8:30-5	8:30-5

Please direct any questions to our Customer Service Processing Center at (850) 651-7300, #829 from your cell phone, toll-free 1-877-TAGS-R-US (1-877-824-7787), website www.OkaloosaTax.com or email at WebMaster@OkaloosaTax.com.

BEN ANDERSON
Tax Collector, Okaloosa County
www.OkaloosaTax.com
To report tax fraud call 855-489-8477 (4TX-TIPS)

DocuSign Envelope ID: C50389AB-57D8-45B7-B965-A9F8E1B8BC07

LORD & SON CONSTRUCTION, INC.
CONSTRUCTION MANAGER / GENERAL CONTRACTOR
Trusted Performance ... Lasting Value

State of FL Certified General Contractor #CG C008942
State of FL Certified General Contractor #CG C057094
State of AL Certified General Contractor #12776
State of GA Certified General Contractor #GCCO002537
State of MS Certified General Contractor #08714-MC

March 27, 2017

RE: Letter of Recommendation – H&T Contractors

To whom it may concern:

It is our pleasure to recommend H&T Contractors, located in Freeport, Florida, for your site work service needs. H&T Contractors has been a subcontractor to Lord & Son on several projects; most recently the newly completed Ocean City-Wright Fire Station on Racetrack Road in Fort Walton Beach, Florida. They have proven to be a capable and responsible subcontractor, and we have been very satisfied with their work.

Should you need more detailed information regarding their performance, please contact me at our office.

Sincerely,

DocuSigned by:
Dave Burleson
10B78095CAC446B...

Dave Burleson
Project Manager

ABC Associated Builders and Contractors, Inc. North Florida Chapter

19 David Street • Fort Walton Beach, Florida 32547
P.O. Box 1808 • Fort Walton Beach, Florida 32549
850-863-5158 • FAX 850-862-4904
info@lordandson.com
www.lordandson.com

Specializing in Commercial Construction
Since 1975

ANDERSON COLUMBIA CO., INC.
2316 Hwy 71 – Marianna, Fl. 32448
(850) 526-4440 – Fax (850) 526-7106

March 27, 2017

To whom it may concern:

H&T Contractors, LLC has completed various jobs for Anderson Columbia over the past years and have performed each project in a professional and timely manner. Anderson Columbia will continue to subcontract H&T Contractors for other jobs in the future and we recommend their services for various general contracting jobs.

Sincerely
ANDERSON COLUMBIA CO., INC.

Jason Barber
Project Manager

DESIGN/BUILD SYSTEMS INC

A FULL SERVICE COMPANY

March 27, 2017

To whom it may concern:

H & T Contractors, LLC has completed several jobs for Design Build Systems, Inc. over the past years and has performed each project in a professional and timely manner. Design Build Systems, Inc. will continue utilize H & T Contractors for other jobs in the future and we recommend their services for various general contracting jobs.

Sincerely,

DESIGN BUILD SYSTEMS, INC.

Warren Park
Construction Manager

331 Green Acres Road • Fort Walton Beach, Florida 32547 • (850) 862-4212 • FAX (850) 862-2292
CBC056162

Hanto & Clarke
General Contractors

March 27, 2017

To whom it may concern:

Hanto & Clarke General Contractors recommends H&T Contractors for its site work services. H&T Contractors has completed multiple jobs to the satisfaction of Hanto & Clarke General Contractors and we intend to continue to subcontract with H&T Contractors on future projects.

Thank you,
Hanto & Clarke General Contractors, LLC

Dick Clarke
Project Manager

1401 East Belmont Street • Pensacola, Florida 32501 • 850-433-2344
CGC 1522132

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 8/12/2020

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Daniels Commercial Insurance, LLC 248 W. Garden St. Pensacola FL 32502	**CONTACT NAME:** Daniels Commercial Insurance, LLC **PHONE (A/C, No, Ext):** 850-308-7710 **FAX (A/C, No):** 850-308-7716 **E-MAIL ADDRESS:** service@dcinsllc.com
INSURED H&TCONT-01 H&T Contractors, LLC P.O. Box 9 Freeport FL 32439-0009	**INSURER(S) AFFORDING COVERAGE** — **NAIC #** **INSURER A :** Great American Insurance Company — 16691 **INSURER B :** American Casualty Company of Reading, PA — 20427 **INSURER C :** Continental Casualty Company — 20443 **INSURER D :** National Fire Insurance Company of Hartford — 20478 **INSURER E :** Indian Harbor Insurance Company — 36940 **INSURER F :**

COVERAGES **CERTIFICATE NUMBER:** 1306912261 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
E	X **COMMERCIAL GENERAL LIABILITY** CLAIMS-MADE [X] OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY [X] PRO-JECT [ ] LOC OTHER:	Y		ESG005374001	3/10/2020	3/10/2021	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG $	$ 1,000,000 $ 50,000 $ Excluded $ 1,000,000 $ 2,000,000 $ 2,000,000 $
B	**AUTOMOBILE LIABILITY** X ANY AUTO OWNED AUTOS ONLY / SCHEDULED AUTOS X HIRED AUTOS ONLY / X NON-OWNED AUTOS ONLY X PIP	Y		6057608694	3/10/2020	3/10/2021	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) PIP Limit	$ 1,000,000 $ $ $ $ 10,000
A	[ ] **UMBRELLA LIAB** [X] OCCUR X **EXCESS LIAB** [ ] CLAIMS-MADE DED [ ] RETENTION $			TUE025584708	3/10/2020	3/10/2021	EACH OCCURRENCE AGGREGATE $	$ 2,000,000 $ 2,000,000 $
D	**WORKERS COMPENSATION AND EMPLOYERS' LIABILITY** Y / N ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? [ ] **(Mandatory in NH)** If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		657608727	3/10/2020	3/10/2021	X PER STATUTE [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000
C	Contractor's Equipment Leased/Rented Equipment			6057125674	3/10/2020	3/10/2021	Equipment Floater Max per Item	Schedule on File $500,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

RE: RFB No. 20-11-PS, Miscellaneous Stormwater Maintenance Continuing Services Contract. Certificate holder is an Additional Insured as respects General Liability & Automobile Liability if required by written contract.

CERTIFICATE HOLDER

City of Destin
4200 Indian Bayou Trail
Destin FL 32541

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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Form **W-9**
(Rev. October 2007)
Department of the Treasury
Internal Revenue Service

Request for Taxpayer Identification Number and Certification

Give form to the requester. Do not send to the IRS.

Print or type
See Specific Instructions on page 2.

Name (as shown on your income tax return)
H&T Contractors, L.L.C.

Business name, if different from above

Check appropriate box: ☐ Individual/Sole proprietor ☐ Corporation ☑ Partnership
☑ Limited liability company. Enter the tax classification (D=disregarded entity, C=corporation, P=partnership) ► P
☐ Other (see instructions) ►

☐ Exempt payee

Address (number, street, and apt. or suite no.)
376 Ben King Road, P.O. Box 9

Requester's name and address (optional)

City, state, and ZIP code
Freeport, Florida 32439

List account number(s) here (optional)

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on Line 1 to avoid backup withholding. For individuals, this is your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the Part I instructions on page 3. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN* on page 3.

Note. If the account is in more than one name, see the chart on page 4 for guidelines on whose number to enter.

Social security number

or

Employer identification number
26 2414585

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me), and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding, and
3. I am a U.S. citizen or other U.S. person (defined below).

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the Certification, but you must provide your correct TIN. See the instructions on page 4.

Sign Here Signature of U.S. person ► [signature] Date ► 1/08/2019

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Purpose of Form

A person who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) to report, for example, income paid to you, real estate transactions, mortgage interest you paid, acquisition or abandonment of secured property, cancellation of debt, or contributions you made to an IRA.

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN to the person requesting it (the requester) and, when applicable, to:

1. Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),

2. Certify that you are not subject to backup withholding, or

3. Claim exemption from backup withholding if you are a U.S. exempt payee. If applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the withholding tax on foreign partners' share of effectively connected income.

Note. If a requester gives you a form other than Form W-9 to request your TIN, you must use the requester's form if it is substantially similar to this Form W-9.

Definition of a U.S. person. For federal tax purposes, you are considered a U.S. person if you are:

- An individual who is a U.S. citizen or U.S. resident alien,
- A partnership, corporation, company, or association created or organized in the United States or under the laws of the United States,
- An estate (other than a foreign estate), or
- A domestic trust (as defined in Regulations section 301.7701-7).

Special rules for partnerships. Partnerships that conduct a trade or business in the United States are generally required to pay a withholding tax on any foreign partners' share of income from such business. Further, in certain cases where a Form W-9 has not been received, a partnership is required to presume that a partner is a foreign person, and pay the withholding tax. Therefore, if you are a U.S. person that is a partner in a partnership conducting a trade or business in the United States, provide Form W-9 to the partnership to establish your U.S. status and avoid withholding on your share of partnership income.

The person who gives Form W-9 to the partnership for purposes of establishing its U.S. status and avoiding withholding on its allocable share of net income from the partnership conducting a trade or business in the United States is in the following cases:

- The U.S. owner of a disregarded entity and not the entity,

EXHIBIT A – BID FORM

PART I *Bid submitted by:*

Company: H&T Contractors, LLC

Address: 376 Ben King Road

City & State: Freeport, Florida Zip Code: 32439

Telephone: (850) 835-0231 Fax: (850) 835-835-5123

Number of Years in Business: 12 Email: jerry@h-tcontractors.com

PART II *Bidding RFB No. 20-11-PS, Miscellaneous Stormwater maintenance Continuing Services Contract:*

Contractor shall provide proper signs and traffic control measures as per Florida Department of Transportation's Manual on Uniform Traffic Control Devices and the Florida Department of Transportation's Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (aka Florida Green Book), current edition. All construction, methods of measurement, and basis of payment shall be in accordance with Division II and III of the Florida Department of Transportation Standards Specifications for Road and Bridge Construction (current edition), copies of which are available from the Florida Department of Transportation.

SERVICE DESCRIPTION AND SPECIFICATIONS

Item	Unit Price	Unit
Use of Vacuum Truck	$ 275.00	Per hour
Use of Jet Truck	$ 275.00	Per hour
Use of Combination Truck (jet & vacuum)	$ 275.00	Per Hour
Video Inspection of Sewer lines and Manholes	$ 250.00	Per Hour
Hourly rate for general stormwater services not described above	$ 350.00	Per Hour
Disposal of waste material if not provided an area by the City	$ 400.00	Per Load

Initials of Bidder: _____

Please identify other items or services not listed above.		
Item	**Unit Price**	**Unit**
None		

Materials and Supplies will be billed at the contractor's wholesale price or contractor's wholesale price plus 0 %. Preference may be given to contractors providing materials at cost. The contractor shall supply materials invoices upon request.

SAFETY NOTE

All work associated with this bid must be conducted with safety in mind. It is expected that the contractor will provide all necessary personal protective equipment that will be utilized by their staff while performing work for the City of Destin. In addition, the contractor will ensure that all FDOT, OSHA and other applicable State and Federal workplace safety guidelines are adhered to while working on behalf of the City of Destin.

The contractor will ensure that work vehicles, equipment and trailers are properly outfitted with proper, adequate and working signage, lightbars, arrow boards, etc.

Part III Certifications

In accordance with your request for Bids, instructions and specifications, attached hereto, and subject to all conditions thereof, I (we), the undersigned, hereby propose and agree if this Bid is accepted, to contract with the City of Destin, Florida to construct any items or furnish any service requested herein and deliver same without additional cost to the City of Destin at the specified location for the quotations listed above.

The undersigned further declares that he/she has carefully examined the specifications referenced on this Bid Form and is thoroughly familiar with them and their provision(s). He further declares that no other person than the Bidder herein named has any interest in this Bid or in the contract to be executed, and that it is made without any connection with any other person(s) making Bid for the same articles, and it is

in all respects fair and without collusion and fraud.

Signature and Certification:

Name and Title of Authorized Representative: John B. Irvin, IV - CFO

Signature: _____

Date of Bid: 08/13/2020

Note: See RFB Section III (page 5), Bid Requirements, and attached all required information to Bid Form.

The City of Destin reserves the right to reject any and all Bids or portions thereof, to waive minor defects in the process and to accept the Bid or any combination of Bid Items or to take any other actions deemed by the City to be in the City's best interest. The City also reserves the right to assign additional work to the successful bidder based on their Bid proposal or negotiation as may be necessary to meet grant funding or completion requirements.

END OF BID FORM

ITEM # 2020-2701

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: September 8, 2020
TYPE OF AGENDA ITEM: City Manager Report

TO: City Council

THRU: Lance Johnson, City Manager
Webb Warren, Deputy City Manager
Krystal Strickland, Finance Director
Kyle Bauman, City Attorney

FROM: Michael Burgess, Public Services Director

DATE: 08/25/2020

SUBJECT: Miscellaneous Road Striping Services, authorization to award and execute contract

---

I. BACKGROUND: The Public Services Department has limited road striping installation equipment and is not equipped to perform major road striping projects. For these more comprehensive projects, it is necessary to outsource the work to vendors who have the equipment and manpower.

II. DISCUSSION: The scope of services for the advertised RFB was expanded compared to years past to include the application of road striping paint. The City received one bid from Emerald Coast Striping Inc. of Panama City, FL.

The Bid Committee met on August 20th to review this bid. Committee member Burgess provided the Committee with a cost comparison for the services provided by the City's existing contract and the Bid provided by Emerald Coast Striping. This cost comparison is provided as ATT1.

The contract for services has been provided as ATT2. Emerald Coast's Bid proposal, that contains RFB 20-10-PS has been provided as ATT3. Emerald Coast's price list is provided as ATT4.

The Bid Committee passed a motion that Emerald Coast Striping be recommended to Council.

The signing of this contract by the City in no way guarantees the City will, nor

obligates the City to expend its funds. It merely authorizes the City to utilize the contractor if funds are allocated by Council.

A. Link to Strategic Goals / Objectives: Council Objectives FY20: Implement a road way striping program.

B. Effect on Budget (EOB): Funding for any independent road striping projects, or projects associated with the re-surfacing of a road is provided by Gas Tax #1.

C. Level of Service (LOS): Improved day- and night-time visibility of lanes, stop bars, crosswalks, etc.

III. CONCLUSION: This action allows for the City Manager to execute a contract for miscellaneous road striping services.

IV. RECOMMENDED MOTION: I move that the City Manager be authorized to execute a contract with Emerald Coast Striping LLC for miscellaneous road striping services on behalf of the City.

Attachments:

1. ATT1: Comparison of Road Striping Costs Aug2020
2. ATT2: Road Striping Contract Oct1 2020 to Sep30 2021
3. ATT3: Emerald Coast Striping - RFB 20-10-PS
4. ATT4: Exhibit A Emerald Coast Striping - RFB 20-10-PS

City of Destin, FL

Department of Public Works

Road Striping Cost Comparison (2020 vs 2015)

Road Striping - 2020 Bidder Emerald Coast, Current Contractor Emerald Coast

Item	Units	2020 Bid Price	Current Pricing	% Difference 2020 vs 2015	Comments
4" Paint - solid	lf	$0.15	na	na	
4" Paint - skip	lf	$0.12	na	na	
6" Paint - solid	lf	$0.30	na	na	
6" Paint - skip	lf	$0.18	na	na	
4" thermo - solid	lf	$0.65	$0.65	0.0%	2020 bid includes glass beads
4" thermo - skip	lf	$0.55	$0.55	0.0%	2020 bid includes glass beads
6" thermo - solid	lf	$1.00	$1.10	-9.1%	2020 bid includes glass beads
6" thermo - skip	lf	$0.85	$0.95	-10.5%	2020 bid includes glass beads
24" Stop Bars	sqft	$4.00	$4.00	0.0%	
12" Crosswalks	sqft	$4.00	$4.00	0.0%	
Messaging	sqft	$4.00	$4.00	0.0%	
Raised Pavement Markers (installed)	each	$5.00	$5.00	0.0%	

CITY OF DESTIN, FLORIDA

CONTRACT

MISCELLANEOUS ROAD STRIPING CONTINUING SERVICES CONTRACT

On September 8 2020, THE CITY COUNCIL OF THE CITY OF DESTIN, FLORIDA, herein referred to as the "**City**," accepted the bid of Emerald Coast Striping LLC, herein referred to as the "**Contractor**," to supply miscellaneous road striping for City properties. The Contractor's Cost Schedule for the terms of their engagement is included in their entirety by reference at Exhibit "A" and as completely as if incorporated herein.

TERMS AND CONDITIONS OF CONTRACT FOR THE MISCELLANEOUS ROAD STRIPING CONTINUING SERVICES CONTRACT:

1. Entire Contract:

This Contract represents the entire and integrated Contract between the City and Contractor and supersedes all prior negotiations, representations or contracts, either written or oral. Provisions of this Contract may be amended only by written instrument approved by the Destin City Council and signed by the City Manager and Contractor.

2. Intent of Contract:

This Contract is for supplying the City with all applicable road striping work for City properties. The Scope of Work, herein referred to as the **Work**, encompasses the foregoing and all descriptive work components described within Exhibit "A".

3. Term of Contract and Renewals:

This contract will be in effect from October 1, 2020 through September 30, 2021, and is for supplying the City with miscellaneous road striping services. Upon mutual agreement of the parties, this contract may be renewed on a year by year basis up to a total four times.

4. Time for Performance:

The Contractor agrees to provide road striping services for the satisfactory approval and acceptance by the City.

5. Compensation:

All payments upon contract are contingent upon the Contractor's Work being acceptable to the City. For satisfactory completion and acceptance of the Work, the City agrees to pay the Contractor in accordance with the terms of this Contract and the Contractor's Cost Schedule as identified in the Bid Form submitted by the Contractor, as may have been adjusted at the time of contract approval and incorporated herein.

a. Requests for Compensation (Invoices) shall be accompanied by the following:
    1. A description of the Work performed and a copy of email (or similar) that initiated said Work;
    2. An itemized list of goods or services to include materials, flat fees, billable man-hours with rates, and any other payable items identified in Exhibit "A"; and
    3. Dates when these services were performed and the names of Contractor's staff who performed billable Work.

6. Changes in the Work:

The City shall have the right at any time during the progress of the Work to increase or decrease the Work. Promptly after having been notified of a change, the Contractor shall submit an itemized estimate of any costs and/or time increases or savings it foresees as a result of the change. No additions or changes to the Work shall be made except upon written order of the City and the City shall not be liable to Contractor for any increased compensation without such written order.

7. Insurance:

Contractor shall, during the performance of the contract, maintain Worker's Compensation Insurance sufficient to secure benefits of the Florida Workmen's Compensation Law for all employees and any of the work sublet to any vendor or subcontractor, Comprehensive General Liability Insurance, Auto Liability Insurance, Builder's Risk Insurance, all with companies and in the form and amounts acceptable to the City. Said certificates of insurance of contractor are attached hereto and made a part hereof by reference. If any part of the work is sublet, similar insurance shall be provided by and in behalf of any subcontractors.

Evidence of Insurance: Contractor shall provide the City Certificates of Insurance naming the City as an additional insured. All binders, policies, or certificates of insurance shall provide for at least ten days notice from insurers to the City of any cancellation or amendment to any of the insurance policies.

8. Indemnification:

Contractor shall indemnify, defend, save, and hold the City, its agents, officers and employees, harmless of and from any losses, fines, penalties, costs, damages, claims, demands, suits, and liabilities of any nature, including reasonable attorney's fees (including regulatory and appellate fees), arising out of, because of, or due to any accidents arising in any manner on account of the exercise or attempted exercise of Contractor's rights hereunder whether the same regards person or property of any nature whatsoever, regardless of the apportionment of negligence, unless due to the sole negligence of the City.

Contractor shall indemnify, defend, save and hold the City, its agents, officers and employees, harmless of and from and against any and all liens, claims, damages, demands, suits and liabilities, attorney's fees and costs, including appellate attorney's fees and costs, of and for mechanics and materialmen furnishing labor and materials in the performance of this contract.

9. Licensing:

The Contractor shall obtain all permits and maintain at his expense all professional and business certificates and licenses required by law and as necessary to perform services under this Contract. If Contractor performs any Work without obtaining, or contrary to, permits and licenses, Contractor shall bear all costs arising therefrom. The City may waive fees for City controlled permits, but in no instance can the City waive permit requirements nor fees beyond their control.

10. Cancellation:

This contract may be canceled by either party with a thirty-day written notice and is contingent upon the annual appropriation by the City of legally available funds. City's obligation to pay the amount due hereunder in any fiscal year is contingent upon the appropriation by the City Council of legally available funds for the purposes set forth in this contract.

11. Performance of Work/Responsibilities:

For each task, the Contractor will be issued a work order by the City's Public Works Director or designee. The Public Services Director or designee will issue verbal work orders only in emergency situations. The Contractor shall commence work in a reasonable length of time and shall complete the work in an expeditious manner. In emergency situations, the Contractor shall endeavor to commence work immediately. All work shall be done under the supervision of the City's Public Services Director or

designated representative. The performance of Work and responsibilities hereto are outlined and made a part hereof as identified in Exhibit "A".

12. Termination for Default:

The Contract will remain in force for the full period specified and until the City Manager or his designee determines that all requirements and conditions have been satisfactorily met and the City Manager or his designee has accepted the work under the Contract Documents following the initial contract terms and all subsequent contract terms, including warranty and guarantee periods. However, the City Manager will have the right to terminate this Contract sooner if the Contractor has failed to perform satisfactorily the work required or comply with the other requirements of the Contract.

In the event the City Manager decides to terminate this Contract for the Contractor's failure to perform satisfactorily or meet its other responsibilities under the Contract, the City Manager will give the Contractor five (5) days' notice, whereupon the Contract will terminate, unless during the notice period the Contractor cures the failure to perform or meets its other responsibilities under the Contract to the satisfaction of the City Manager.

Upon Contract termination for the Contractor's failure to provide satisfactory contract performance, the Contractor will be entitled to receive compensation for Contract services satisfactorily performed by the Contractor and allocable to the Contract and accepted by the City Manager or his designee prior to such termination. However, an amount equal to all additional costs required to be expended by the City to complete the Work covered by the Contract, including costs of delay in completing the project, shall be either subtracted from any amount due or amount charged to the Contractor in the event the City Manager terminates the Contract.

Except as otherwise directed by the City Manager, or in the case of termination for default (in which event the Contractor may be entitled to cure, at the option of the City Manager), the Contractor shall stop work on the date of receipt of the notice or other date specified in the notice, place no further orders or subcontract for materials, services, or facilities except as are necessary for the completion of such portion of the work not terminated, and terminate all contractor and subcontracts and settle all outstanding liabilities and claims.
In the event that any termination for default shall be found to be improper or invalid by any court of competent jurisdiction, then such termination shall be deemed to have been a termination for convenience.

13. Termination for Convenience:

The performance of work under this Contract may be terminated by the City Manager in whole or in part whenever the City Manager, in their discretion, determines that such termination is in the City's best interest. Any such termination shall be effected by the City Manager giving at least five (5) days' notice to the Contractor, specifying the extent to which performance of the work under this Contract is terminated and the date upon which such termination becomes effective.

As to termination for convenience, after receipt of the date of termination, the Contractor shall stop all work as specified in the notice; place no further orders or subcontract for materials, services, or facilities except as are necessary for the completion of such portion of the Work not terminated; immediately transfer all documentation and paperwork for terminated work to the City; and terminate all contractors and subcontracts and settle all outstanding liabilities and claims.

14. Disclosure:

Contractor warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the Contractor to solicit or secure this Contract and that it has not paid or agreed to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely

for the Contractor, any fee, commission, percentage, gift, or other consideration contingent upon or resulting from the award or making of this Contract.

15. Miscellaneous:

15.1 Governing Law

The parties intend that this Contract and the relationship of the parties shall be governed by the laws of the State of Florida. Venue for any action arising out of this contract shall be in Okaloosa County Florida and no where else.

15.2 Severability

If any section, subsection, term or provision of this Contract or the application thereof to any party or circumstance shall, to any extent, be invalid or unenforceable, the remainder of said section, subsection, term or provision of this Contract or the application of same to parties or circumstances other than those to which it was held invalid or unenforceable, shall not be affected thereby and each remaining section, subsection, term or provision of this Contract shall be valid or enforceable to the fullest extent permitted by law.

15.3 Sovereign Immunity

The parties further agree, nothing contained herein is intended nor shall be construed to waiver the City of Destin's rights and immunities under the Florida constitution, common law or Florida Statutes 768.28, as amended from time to time.

15.4 Construction

The Parties have participated jointly in the negotiation and drafting of this Contract. In the event an ambiguity or question of intent or interpretation arises, this Contract shall be construed as if drafted jointly by the Parties and no presumption or burden of proof shall arise favoring or disfavoring any Party by virtue of the authorship of any of the provision of this contract.

15.5 **Jury Trial Waiver**

CONTRACTOR AND CITY AGREE TO WAIVE THEIR RIGHTS TO A TRIAL BY JURY REGARDING ANY LAWSUIT INVOLVING THE INTERPRATION, CONSTRUCTION, ENFORCEMENT, OR GOVERNANCE OF THIS CONTRACT, AND FOR ANY LAWSUIT RELATED IN ANY WAY TO THIS CONTRACT OR FOR THE WORK PERFORMED PURSUANT TO THIS CONTRACT.

15.6 Attorney's Fees

In any dispute relating to this contract each party shall be responsible for their respective attorney's fees and costs.

15.7 Notices

All notices under the Contract shall be in writing and shall be effective when mailed by certified mail, return receipt requested, or when delivered personally, as provided hereafter, or to such other addresses as may be designated by notice:

As to the City:

Lance A. Johnson
4200 Indian Bayou Trail
Destin, Florida 32541

As to the Contractor:

Emerald Coast Striping LLC
1901 N East Ave
Panama City, FL 32405

15.8 Public Records

Contractor shall comply with Florida Public Records Laws, specifically to:

a) Keep and maintain public records that ordinarily and necessarily would be required by the City of Destin in order to perform the service.
b) Provide the public with access to public records on the same terms and conditions that the City of Destin would provide the records and at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes or as otherwise provided by law.
c) Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law.
d) Meet all requirements for retaining public records and transfer, at no cost, to the City of Destin all public records in possession of the contractor upon termination of the contract and destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. All records stored electronically must be provided to the City of Destin in a format that is compatible with the information technology systems of the City of Destin.

IF THE CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECRODS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT THE OFFICE OF THE CITY CLERK, (850) 837-4242, 4200 INDIAN BAYOU DRIVE, DESTIN, FLORIDA 32541, rbailey@cityofdestin.com.

IN WITNESS WHEREOF, the City hereunto caused these presents to be subscribed and the Contractor has affixed their name and seal, this the _____ day of _____, 2020.

ATTEST:

_____
Rey Bailey
City Clerk

CITY OF DESTIN

By: _____
Lance A. Johnson
City Manager

SEAL

As to Legal Form:

_____
Kyle Bauman, Esq.
City Attorney

Emerald Coast Striping LLC

CONTRACTOR:

By: _____
(Signature)

_____
Witness

_____
(Printed Name)

_____
Witness

Its: _____
(Title)

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CITY OF DESTIN, FLORIDA

REQUEST FOR BIDS (RFB) NO. 20-10-PS

MISCELLANEOUS ROAD STRIPING
CONTINUING SERVICES CONTRACT

City of Destin, Florida
June 30, 2020

Lance A. Johnson
City Manager
Phone (850) 837-4242
Facsimile (850) 837-3267
4200 Indian Bayou Trail
Destin, Florida 32541

Initials of Bidder: _____

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Bid Checklist

The following items must be provided in order for your bid to be considered responsive.

1. **Completed bid form (Exhibit A)**
2. **Statement of Qualifications, Experience & Availability (narrative)**
3. **Proof of required Workman's Compensation Insurance documents**
4. **Completed W-9** [available at: http://www.irs.gov/pub/irs-pdf/fw9.pdf]
5. **Bid Packet initialed on ALL pages.**
6. **Proof of adequate liability insurance**
7. **Copy of State license (if required for job)**
8. **Copy of City license (if business office is located in Destin)**
9. **Completed Public Entity Crimes Form (Exhibit B)**
10. **Completed Drug Free Form (Exhibit C)**
11. **Addenda (if applicable)**
12. **Three References - Minimum**
13. **Other documents as requested in bid package**

Initials of Bidder: _____

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6. Bid Form (Exhibit A) — page 10 – 12
7. Public Entity Crimes Statement (Exhibit B) — page 13 – 14
8. Drug Free Workplace Certification (Exhibit C) — page 15

Initials of Bidder: _____

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NOTICE TO BIDDERS

The City of Destin, Florida, is currently receiving sealed competitive Bids for a Road Striping Services Contract for specified City-owned/controlled properties for one year with the option for four additional one-year renewals not to exceed five years. The Scope of Work will include, but not be limited to miscellaneous road striping services for City properties to include: providing all tools, machines, equipment, labor, materials and incidentals necessary to complete the work. The successful Bidder shall be required to supply the City with copies of current Liability Insurance and Workmen's Compensation coverage. Bids must be received by the City Clerk's Office at the City of Destin, 4200 Indian Bayou Trail, Destin, Florida 32541, in a sealed envelope clearly marked **"RFB No. 20-10-PS, MISCELLANEOUS ROAD STRIPING CONTINUING SERVICES CONTRACT", along with the name, return address and telephone number of the bidder,** no later than 2:00 p.m. CST, on Thursday, **August 13, 2020** at which time they will be opened and read aloud. The City reserves the right to reject any and all Bids or portions thereof, to waive minor defects and informalities in the process, to accept the Bid(s) or take any other actions deemed by the City to be in the City's best interest.

It is the responsive bidder's responsibility to read and understand the requirements of this request for bid. Responsive bidders are required to state exactly what they intend to furnish the City of Destin via this solicitation and must indicate any variances to the terms, conditions and specifications of this proposal, no matter how slight. If variations are not stated in the proposal, it shall be construed that the bid fully complies with all conditions identified.

Before submitting a bid, each responsive bidder will, at bidder's own expenses, make or obtain any additional examinations, investigations and studies, and obtain any additional information and data that may affect costs, permitting, progress, performance of furnishing of the project and that the responsive bidder's deems necessary to determine its proposal.

Responsive bidder will examine all documents included in this Request for Bid (RFB) carefully and shall make a written request to the City's authorized representative for interpretation or correction of any ambiguity, inconsistently, or error herein.

Any interpretation or correction will be issued as an Addendum by the City. Only a written interpretation or correction by Addendum shall be binding. Responsive bidders are cautioned against relying on any interpretation or correction given by any other method.

The submission of a bid shall not be deemed an agreement between the responsive bidder and the City. The bid is a contractual offer by the responsive bidder to perform services in accordance with the Bid Solicitation. The City shall not be obligated to respond to any bid submitted nor be bound in any manner by the submission.

Initials of Bidder: _____

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GENERAL BID INFORMATION

I. **PURPOSE:** The purpose of RFB No. 20-10-PS is to secure sealed Bids for providing road striping services for City-owned/controlled properties.

II. **SCOPE OF WORK:** The Scope of Work will include performance of the road striping services listed in **Exhibit A** of this document for specified City-owned/controlled properties.

III. **BID REQUIREMENTS:** Each Bid shall indicate, in the following order, the **mandatory** information outlined below:

A. Completed Bid Form (Exhibit A)

B. Statements of Qualification, Experience and Availability (narrative)

C. Copies of required Insurance Documents

D. Each Bid shall contain evidence of proper licensing to perform required services in the State, County and City.

E. Each Bid shall contain a completed Public Entity Crime Form (Exhibit B)

F. Each Bid shall contain a completed Drug Free Workplace Certification (Exhibit C)

G. Other documents as required by this Bid Solicitation

H. Three letters of reference from past projects/clients

I. Items identified on the Bid Checklist (page 2)

Failure to provide any of the above listed mandatory information can result in the elimination of the Bid from consideration.

IV. **INSTRUCTION TO RESPONDENTS**

A. All RFB's will be publicly opened and recorded for acknowledgement of receipt in the City Hall Boardroom on **August 13, 2020 no later than 2:00 P.M. (CDT)**. All responsive bidders or their representatives are invited to be present. The City Hall Boardroom is located at Destin City Hall, 4200 Indian Bayou Trail Destin, FL 32541.

B. Any responses received after the stated time and date will **not** be considered. It shall be the sole responsibility of the responsive bidder to have their RFB submittal **delivered to the City Clerk's Office** for receipt on or before the above stated time and date. RFB responses which arrive after the above stated deadline as a result of delay by the mail service shall not be considered, and arrangements shall be made for their return at the responsive bidder's request and expense. The City reserves the right to consider submittals that have been

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determined by the City to be received late due solely to mishandling by the City after receipt of the RFB and prior to the award being made.

C. Respondents may request information regarding the RFB in writing from City Clerk Rey Bailey, clerk@cityofdestin.com. Such a request shall be received in writing at least seven calendar (7) days prior to the submittal deadline.

D. If any addendum(s) are issued to this Request for Bid, the City will attempt to notify all prospective respondents. It shall be the **responsibility of each respondent, prior to submitting the RFB response**, to contact the City Clerk's Office, at (850) 837-4242 to determine if any addendum(s) were issued and to complete any addendum acknowledgements as part of their RFB response.

E. Complete and submit all requested documentation and forms. Clearly indicate the **legal name, address and telephone number** of the responsive bidder. Responses shall be **signed** above the **typed or printed name and title** of the signer. The signer shall have the authority to bind the responsive bidder to the submitted RFB. Responsive bidders must note their Federal I.D. number (aka F.E.I.N.) on their RFB submittal.

F. ***Provide One (1) original, so designated, six (6) copies (for a total of seven (7) printed submissions)*** and one electronic version on an USB drive the RFB responses. Submissions shall be portrait orientation, 8 ½" X 11" where practical and double-sided. One sheet of paper printed on both sides is considered 2 pages. **Do not use wire spiral bindings, plastic covers, or plastic binding materials for your submittals.**

G. All expenses for making RFB submittals to the city are to be borne by the responsive bidder.

H. Responses shall be evaluated by the Bid Committee based on all information submitted and a ranked list of responsive bidders will be submitted to the City Council for approval.

I. The Bid Committee shall consist of City of Destin staff members.

J. Each responsive bidder, by submission of an RFB submission, acknowledges that in the event of any legal action challenging the award of the RFB, damages (if any) shall be limited to the actual cost of the preparation of the RFB.

K. Procurement Schedule:

Tasks	Date
RFB Advertised	Week of July 6, 2020
Last Day for Questions to be Submitted	July 30 , 2020
Due Date/Bid Opening	August 13, 2020
Tentative Date - Bid Committee Evaluation	August 20, 2020
Tentative Date - City Council Meeting	September 8, 2020
Tentative Date- Notice of Award	September 9, 2020
Tentative Date -Execution of Contract	Week of September 14, 2020
Tentative Date- Notice to Proceed	Week of September 14, 2020
Tentative Day 1 of Contract	October 1, 2020

V. PROJECT CONTRACTOR REQUIREMENTS

City of Destin is seeking an independent general contractor (including all necessary independent subcontractors), with all applicable licenses for work on this project.

Initials of Bidder: _____

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License Requirements

The responsive bidder will provide all applicable contractor licenses: include license name, license numbers and contact information. Contractor must be Florida State Certified or possess an Okaloosa County License (http://co.okaloosa.fl.us/gm/licensing). Must also register in the City of Destin. https://www.cityofdestin.com/DocumentCenter/View/12259/Contractor-Packet

Insurance Requirements

a. Respondents shall be required to provide proof of General Liability Insurance with a minimum liability insurance requirement of $1,000,000 for combined single limit and Worker's Compensation Insurance in accordance with the laws of the State of Florida and in amounts sufficient to secure the benefits of the Florida Workmen's Compensation Law for all types of employees, including those of subcontractors.

b. Respondent shall produce proof of insurance in the types and amounts required by the City, including the foregoing and any additional coverages, including Automobile Liability and or Builder's Risk Insurance, as may be defined at the time of contract. The City shall be named as an additional insured party and all binders, policies or certificates of insurance shall include a provision that such insurance coverage shall not be cancelled or amended without at least thirty days' notice to the City. All coverage shall be with carriers admitted doing business in the State of Florida. Carriers shall be A rated (or better) by AM Best Company. City reserves the right to modify its insurance requirements with 60 days' notice.

SUBMITTAL REQUIREMENTS: Bids shall be submitted as follows:

A. Bid Form. The Bid Form contained within this RFB (**Exhibit A**) shall precede the **mandatory** information required in **Section III. Bid Requirements**. Any additional information submitted in support of the Bid shall follow the required information.

B. Public Entity Crimes Form. Each Bid shall contain a completed Public Entity Crime Form (**Exhibit B**) pursuant to Florida Statutes, Section 287.132-133, providing that no public entity shall accept any Bid from or award any contract to, or transact any business in excess of the threshold amount for Category Two ($25,000) for a period of thirty-six months from the date placed on the convicted vendor list.

C. Disclosure. Each Bid is subject to the provisions of Florida Statutes, Chapter 112, providing that all Bidders must disclose with the RFB submittal the name of any officer, director, or agent who is also a public officer or an employee of the City of Destin. Further, all Bidders must disclose the name of any City officer or employee who owns, directly or indirectly, an interest of five percent or more in the Bidding firm.

D. Joint Ventures. Firms submitting Bids as a joint venture shall submit to the City, as part of Bids, a copy of any joint venture agreement.

Initials of Bidder: _____

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E. Drug - Free Workplace Program. Preference may be given by the City of Destin to companies demonstrating a Drug-Free Workplace Program whenever two or more Bids, which are equal in respect to quality and service, are received and rated by the City. Bidders intending to demonstrate a Drug-Free Workplace Program shall provide a certification form with the RFB submittal **(Exhibit C)**.

F. **MAILING AND HAND-DELIVERY ADDRESS:**

City of Destin
ATTN: City Clerk
4200 Indian Bayou Trail
Destin, Florida 32541

G. Notification. Questions or requests for Bid documents, plans and specifications regarding RFB No. 20-10-PS may be directed to the individuals below:

For Administrative Questions
Rey Bailey, City Clerk
City of Destin
4200 Indian Bayou Trail
Destin, Florida 32541
(850) 837-4242
rbailey@cityofdestin.com

I. Responsive Bids. Only those Bids fulfilling all requirements outlined in this RFB will be considered.

J. Bid Evaluations. The Bid Committee shall evaluate each responsive Bid based on the requirements established herein and recommend the lowest bid by a qualified and responsive contractor to the City Council for award of contract(s). The Bid Committee will evaluate the Bids and quotations from Bids submitted and will ask questions of a clarifying nature, if necessary. The Bid Committee reserves the right to negotiate terms of services with the lowest responsive bidder(s) or recommend awarding the bid to a bidder who did not submit the lowest responsive bid when it serves the best interest of the City.

K. Final Offer. The Bid, as submitted, will be considered to be the last and final offer. The Bid shall remain binding ninety (90) calendar days after the closing date of the request.

L. Reservation of Rights. The City reserves the right to reject any and all Bids or portions thereof, to waive minor defects and informalities in the process, to re-advertise Bids, to accept the Bid or award multiple Bids or take any other actions deemed by the City to be in the City's best interest.

M. Insurance. Contractor shall, during the performance of the contract, maintain Workman's Compensation Insurance sufficient to secure benefits of the Florida Workmen's Compensation Law for all employees and any of the work sublet to any vendor or

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subcontractor: Comprehensive General Liability insurance in the amount of $1,000,000 combined single limit and Vehicle Liability Insurance in the amount of $500,000 combined single limit all with companies and in the form and amounts acceptable to the City. If any part of the work is sublet, similar insurance shall be provided by and in behalf of any subcontractors. Contractor shall furnish the City Certificates of insurance which shall include a provision that such insurance shall not be cancelled, or coverage reduced, without at least 30 days written notice to the City. The City shall also be listed as "additionally insured" on all Certificates.

N. Public Records.

IF THE CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT (850) 837-4242, CITY CLERK, 4200 INDIAN BAYOU TRAIL, DESTIN, FL 32541.

The successful responsive bidder shall:

1. Keep and maintain public records required by the CITY to perform the service.

2. Upon request from the CITY'S custodian of public records, provide the CITY with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in this FS Chapter 119 or as otherwise provided by law.

3. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of the contract if the CONTRACTOR does not transfer the records to the public agency.

4. Upon completion of the contract, transfer, at no cost, to the CITY all public records in possession of the contractor or keep and maintain public records required by the CITY agency to perform the service. If the GROUP transfers all public records to the CITY upon completion of the contract, the CONTRACTOR shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the CONTRACTOR keeps and maintains public records upon completion of the contract, the GROUP shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the CITY, upon request from the City's custodian of public records, in a format that is compatible with the information technology systems of the CITY.

Initials of Bidder: _____

ORIGINAL

EXHIBIT A – BID FORM

PART I *Bid submitted by:*

Company: Emerald Coast Striping, LLC.

Address: 1901 N. East Avenue

City & State: Panama City, FL Zip Code: 32405

Telephone: (850) 215.4875 Fax: (850) 271.4875

Number of Years in Business: 13 Email: aric@ecstriping.com

PART II *Bidding RFB No. 20-10-PS, Miscellaneous Road Striping Continuing Services Contract:*

Contractor shall provide proper signs and traffic control measures as per Florida Department of Transportation's Manual on Uniform Traffic Control Devices and the Florida Department of Transportation's Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (aka Florida Green Book), current edition. All construction, methods of measurement, and basis of payment shall be in accordance with Division II and III of the Florida Department of Transportation Standards Specifications for Road and Bridge Construction (current edition), copies of which are available from the Florida Department of Transportation.

SERVICE DESCRIPTION AND SPECIFICATIONS

Item	Description	Unit Price	Unit
Four-inch (4") solid painted traffic stripe	Traffic Paint – white or yellow	$ 0.15	Linear Foot
Four-inch (4") skip painted traffic stripe	Traffic Paint – white or yellow	$ 0.12	Linear Foot
Six-inch (6") solid painted traffic stripe	Traffic Paint – white or yellow	$ 0.30	Linear Foot
Six-inch (6") skip painted traffic stripe	Traffic Paint – white or yellow	$ 0.18	Linear Foot
Four-inch (4") solid thermoplastic stripe	Thermoplastic plus reflective beads, white or yellow	$ 0.65	Linear Foot
Four-inch (4") skip thermoplastic stripe	Thermoplastic plus reflective beads, white or yellow	$ 0.55	Linear Foot
Six-inch (6") solid thermoplastic stripe	Thermoplastic plus reflective beads, white or yellow	$ 1.00	Linear Foot

Initials of Bidder: AS

ORIGINAL

Six-inch (6") skip thermoplastic stripe	Thermoplastic plus reflective beads, white or yellow	$ 0.85	Linear Foot
Stop Bars (24")	Thermoplastic plus reflective beads or equivalent	$ 4.00	Square Foot
Crosswalks (12")	Thermoplastic plus reflective beads or equivalent	$ 4.00	Square Foot
Messaging (School, Bike lane graphics, STOP, etc.)	Thermoplastic plus reflective beads or equivalent	$ 4.00	Square Foot
Raised Pavement Markers	Material plus installation	$ 5.00	Each

Please list any additional services with their respective costs below.

Item	Description	Unit Price	Unit

SAFETY NOTE

All work associated with this bid must be conducted with safety in mind. It is expected that the contractor will provide all necessary personal protective equipment that will be utilized by their staff while performing work for the City of Destin. In addition, the contractor will ensure that all FDOT, OSHA and other applicable State and Federal workplace safety guidelines are adhered to while working on behalf of the City of Destin.

The contractor will ensure that work vehicles, equipment and trailers are properly outfitted with proper, adequate and working signage, lightbars, arrow boards, etc.

Part III Certifications

In accordance with your request for Bids, instructions and specifications, attached hereto, and subject to all conditions thereof, I (we), the undersigned, hereby propose and agree if this Bid is accepted, to contract with the City of Destin, Florida to construct any items or furnish any service requested herein and deliver

Initials of Bidder: AG

ORIGINAL

same without additional cost to the City of Destin at the specified location for the quotations listed above.

The undersigned further declares that he/she has carefully examined the specifications referenced on this Bid Form and is thoroughly familiar with them and their provision(s). He further declares that no other person than the Bidder herein named has any interest in this Bid or in the contract to be executed, and that it is made without any connection with any other person(s) making Bid for the same articles, and it is in all respects fair and without collusion and fraud.

Signature and Certification:

Name and Title of Authorized Representative: Aric Bailey-operations manager

Signature: _____

Date of Bid: 8.13.2020

Note: See RFB Section III (page 5), Bid Requirements, and attached all required information to Bid Form.

The City of Destin reserves the right to reject any and all Bids or portions thereof, to waive minor defects in the process and to accept the Bid or any combination of Bid Items or to take any other actions deemed by the City to be in the City's best interest. The City also reserves the right to assign additional work to the successful bidder based on their Bid proposal or negotiation as may be necessary to meet grant funding or completion requirements.

END OF EXHIBIT A

Initials of Bidder: _____

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EXHIBIT B

SWORN STATEMENT UNDER SECTION 287.133 (3) (A) FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES
THIS FORM MUST BE SIGNED IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER OFFICER AUTHORIZED TO ADMINISTER OATHS.

1. This sworn statement is submitted with Bid, Proposal or Contract for **RFB 20-10-PS, MISCELLANEOUS ROAD STRIPING.**

2. This sworn statement is submitted by Emerald Coast Striping, LLC. whose business address is: 1901 N. East Avenue Panama City, FL 32405 and (if applicable) Federal Employer Identification Number (FEIN) is 20-8743994.

If the entity has no FEIN, include the Social Security Number of the individual signing this sworn statement:

3. My name is Aric Bailey and my relationship to the entity named above is: Operations manager

4. I understand that a "public entity crime" as defined in Paragraph 287.133(a)(g), Florida Statutes, means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity or with an agency or political subdivision of any other state or with the United States, including, but not limited to, any bid or contract for goods or services to be provided to any public entity or any agency or political subdivision of any other state or of the United States and involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation.

5. I understand that "convicted" or "conviction" as defined in paragraph 287.133(a)(b), Florida Statutes, means finding of guilt or a conviction of a public entity crime with or without an adjudication of guilt, in any federal or state trial court of records relating to charges brought by indictment or information after July 1, 1989, as a result of a jury verdict, non-jury trial, or entry of a plea of guilty or nolo contendere.

6. I understand that an "affiliate" as defined in Paragraph 287.133(1)(a), Florida Statutes, means:

a. A predecessor or successor of a person convicted of a public entity crime; or

b. An entity under the control of any natural person who is active in the management of the entity and who has been convicted of a public entity crime. The term "affiliate" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in the management of an affiliate. The ownership by one of shares constituting a controlling income among persons when not for fair interest in another person, or a pooling of equipment or income among persons when not for fair

Initials of Bidder: AB

ORIGINAL

market value under a length agreement, shall be a prima facie case that one person controls another person. A person who was knowingly convicted of a public entity crime, in Florida during the preceding 36 months shall be considered an affiliate.

7. I understand that a "person" as defined in Paragraph 287.133(1)(e), Florida Statutes, means any natural person or entity organized under the laws of the state or of the United States with the legal power to enter into a binding contract for provision of goods or services let by a public entity, or which otherwise transacts or applies to transact business with a public entity. The term "person" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active n management of an entity.

8. Based on information and belief, the statement which I have marked below is true in relation to the entity submitting this sworn statement. (Please indicate which statement applies)

X Neither the entity submitting this sworn statement, nor any officers, directors, executives, partners, shareholders, employees, members, or agents who are active in management of the entity, nor affiliate of the entity have been charged with and convicted of a public entity crime subsequent to July 1, 1989.

____The entity submitting this sworn statement ,or one or more of the officers, directors, executives, partners, shareholders, employees, members, or agents who are active in management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989. (Please attach a copy of the final order)

____The person or affiliate was placed on the convicted vendor list. There has been a subsequent proceeding before a hearing officer of the State of Florida, Division of Administrative Hearings. The final order entered by the hearing officer determined that it was in public interest to remove the person or affiliate from the convicted vendor list (please attach a copy of the final order).

____The person or affiliate has not been placed on the convicted vendor list. (Please describe any action taken by, or pending with, the Department of General Services.)

_____
Authorized Signature

8 / 12 / 2020
Date

STATE OF FLORIDA, COUNTY OF Bay

PERSONALLY APPEARED BEFORE ME, the undersigned authority, who, after first being sworn by me, affixed his/her signature at the space provided above on this 12th day of August, 20 20, and is personally known to me, or has provided _____ as identification.

Notary Public My Commission expires:

Notary Public State of Florida
Faith L Cooke
My Commission GG 979531
Expires 06/14/2024

Initials of Bidder:

ORIGINAL

EXHIBIT C

DRUG-FREE WORKPLACE CERTIFICATION

The below-signed bidder certifies that it has implemented a drug-free workplace program. In order to have a drug-free workplace program, a business shall:

1. Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.

2. Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation and employee assistance programs and the penalties that may be imposed upon employees for drug abuse violations.

3. Give each employee engaged in providing contractual services that are under this bid a copy of the statement specified in item 1 above.

4. In the statement specified in item 1. above, notify the employees that, as a condition of providing the contractual services that are under bid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation occurring in the workplace no later than five (5) working days after such conviction.

5. Impose a sanction on or require the satisfactory participation in drug abuse assistance or rehabilitation program if such is available in the employee's community, by any employee who is convicted.

6. Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

As the person authorized to sign this statement, I certify that this firm complies fully with the above drug-free workplace requirements.

SIGNATURE: _____

DATE: 8-12-2020

COMPANY: Emerald Coast Striping, LLC.

STREET ADDRESS: 1901 N. East Avenue

CITY, STATE: Panama City, FL 32405

Initials of Bidder: _____

ORIGINAL

Form **W-9**
(Rev. October 2018)
Department of the Treasury
Internal Revenue Service

Request for Taxpayer Identification Number and Certification

▶ Go to *www.irs.gov/FormW9* for instructions and the latest information.

Give Form to the requester. Do not send to the IRS.

Print or type. See Specific Instructions on page 3.

1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.
Emerald Coast Striping, LLC

2 Business name/disregarded entity name, if different from above

3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only one of the following seven boxes.

☐ Individual/sole proprietor or single-member LLC ☐ C Corporation ☐ S Corporation ☐ Partnership ☐ Trust/estate

☑ Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ▶ P

Note: Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is **not** disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner.

☐ Other (see instructions) ▶

4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):

Exempt payee code (if any)

Exemption from FATCA reporting code (if any)

(Applies to accounts maintained outside the U.S.)

5 Address (number, street, and apt. or suite no.) See instructions.
1901 N. East Avenue

Requester's name and address (optional)

6 City, state, and ZIP code
Panama City, FL 32405

7 List account number(s) here (optional)

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

Note: If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number

			–			–				

or

Employer identification number

2	0	–	8	7	4	3	9	9	4

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here Signature of U.S. person ▶ [signature] Date ▶ 1/6/2020

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to *www.irs.gov/FormW9.*

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)
- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding, *later.*

ORIGINAL

Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

KEVIN J. THIBAULT, P.E.
SECRETARY

April 27, 2020

EMERALD COAST STRIPING, LLC.
1901 N. EAST AVE
PANAMA CITY, FLORIDA 32405

RE: CERTIFICATE OF QUALIFICATION

Dear Sir/Madam:

The Department of Transportation has qualified your company for the type of work indicated below. Unless your company is notified otherwise, this Certificate of Qualification will expire 6/30/2021. However, the new application is due 4/30/2021.

In accordance with S.337.14 (1) F.S. your next application must be filed within (4) months of the ending date of the applicant's audited annual financial statements.

If your company's maximum capacity has been revised, you can access it by logging into the Contractor Prequalification Application System via the following link: HTTPS://fdotwp1.dot.state.fl.us/ContractorPreQualification/

Once logged in, select "View" for the most recently approved application, and then click the "Manage" and "Application Summary" tabs.

FDOT APPROVED WORK CLASSES:
PAVEMENT MARKING, ROADWAY SIGNING

You may apply for a Revised Certificate of Qualification at any time prior to the expiration date of this certificate according to Section 14-22.0041(3), Florida Administrative Code (F.A.C.), by accessing your most recently approved application as shown above and choosing "Update" instead of "View." If certification in additional classes of work is desired, documentation is needed to show that your company has done such work with your own forces and equipment or that experience was gained with another contractor and that you have the necessary equipment for each additional class of work requested.

All prequalified contractors are required by Section 14-22.006(3), F.A.C., to certify their work underway monthly in order to adjust maximum bidding capacity to available bidding capacity. You can find the link to this report at the website shown above.

Sincerely,

Alan D. Autry

Alan Autry, Manager
Contracts Administration Office

AA:cg

ORIGINAL

EMERALD COAST STRIPING
1901 N. East Avenue
Panama City, FL 32405
(o) 850-215-4875
(f) 850-271-4875

References

A.
Gulf Asphalt
4116 N Highway 231
Panama City, Florida
32404
(850) 769-0316
John Pollman

B.
CW Roberts
1603 Bay Ave.
Panama City, Florida
32405
(850)769-6640
Jeremy Powell

C.
Phoenix Construction
1805 Tennessee Ave.
Lynn Haven, Florida
32444
(850) 265-4210
Ted Schoope

D.
FDOT
2956 State Correctional Road
Marianna, Florida
32448
(850) 482-9546
James Barfield

Aric Bailey
Operations Manager

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 8/12/2020

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
Acentria Insurance - Brown Insurance Services
1418 W 23rd Street, #200
Panama City FL 32405

CONTACT NAME: Cory Chandler
PHONE (A/C, No, Ext): 850-215-5346 FAX (A/C, No): 850-215-5360
E-MAIL ADDRESS: cory.chandler@acentria.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Southern-Owners Insurance Company	10190
INSURER B : Auto-Owners Insurance Company	18988
INSURER C : Insurance Company of the West	27847
INSURER D :	
INSURER E :	
INSURER F :	

INSURED EMERCOA-85
Emerald Coast Striping , LLC
1901 N East Avenue
Panama City FL 32405

COVERAGES **CERTIFICATE NUMBER:** 371185602 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE [X] OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY [X] PRO-JECT [ ] LOC OTHER:			78238326	12/31/2019	12/31/2020	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG $	$ 1,000,000 $ 300,000 $ 10,000 $ 1,000,000 $ 2,000,000 $ 2,000,000 $
B	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY X HIRED AUTOS ONLY SCHEDULED AUTOS X NON-OWNED AUTOS ONLY			4997153300	12/31/2019	12/31/2020	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) PIP	$ 1,000,000 $ $ $ $ 10,000
A	X UMBRELLA LIAB X OCCUR EXCESS LIAB CLAIMS-MADE DED RETENTION $			4998238200	12/31/2019	12/31/2020	EACH OCCURRENCE AGGREGATE $	$ 5,000,000 $ 5,000,000 $
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y/N ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? [ ] (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N/A		WFL503128904	9/22/2019	9/22/2020	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000
A	Inland Marine			78241236	12/31/2019	12/31/2020	Leased/Rented Physical Damage	$250,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER

City of Destin
4200 Indian Bayou Trail
Destin FL 32541

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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The ACORD name and logo are registered marks of ACORD

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EXHIBIT A – BID FORM

PART I *Bid submitted by:*

Company: Emerald Coast Striping, LLC.

Address: 1901 N. East Avenue

City & State: Panama City, FL Zip Code: 32405

Telephone: (850) 215.4875 Fax: (850) 271.4875

Number of Years in Business: 13 Email: aric@ecstriping.com

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Item	Description	Unit Price	Unit
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Initials of Bidder: AS

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Six-inch (6") skip thermoplastic stripe	Thermoplastic plus reflective beads, white or yellow	$ 0.85	Linear Foot
Stop Bars (24")	Thermoplastic plus reflective beads or equivalent	$ 4.00	Square Foot
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Messaging (School, Bike lane graphics, STOP, etc.)	Thermoplastic plus reflective beads or equivalent	$ 4.00	Square Foot
Raised Pavement Markers	Material plus installation	$ 5.00	Each

Please list any additional services with their respective costs below.

Item	Description	Unit Price	Unit

SAFETY NOTE

All work associated with this bid must be conducted with safety in mind. It is expected that the contractor will provide all necessary personal protective equipment that will be utilized by their staff while performing work for the City of Destin. In addition, the contractor will ensure that all FDOT, OSHA and other applicable State and Federal workplace safety guidelines are adhered to while working on behalf of the City of Destin.

The contractor will ensure that work vehicles, equipment and trailers are properly outfitted with proper, adequate and working signage, lightbars, arrow boards, etc.

Part III Certifications

In accordance with your request for Bids, instructions and specifications, attached hereto, and subject to all conditions thereof, I (we), the undersigned, hereby propose and agree if this Bid is accepted, to contract with the City of Destin, Florida to construct any items or furnish any service requested herein and deliver

Initials of Bidder: AG

ORIGINAL

same without additional cost to the City of Destin at the specified location for the quotations listed above.

The undersigned further declares that he/she has carefully examined the specifications referenced on this Bid Form and is thoroughly familiar with them and their provision(s). He further declares that no other person than the Bidder herein named has any interest in this Bid or in the contract to be executed, and that it is made without any connection with any other person(s) making Bid for the same articles, and it is in all respects fair and without collusion and fraud.

Signature and Certification:

Name and Title of Authorized Representative: Aric Bailey-operations manager

Signature: _____

Date of Bid: 8.13.2020

Note: See RFB Section III (page 5), Bid Requirements, and attached all required information to Bid Form.

The City of Destin reserves the right to reject any and all Bids or portions thereof, to waive minor defects in the process and to accept the Bid or any combination of Bid Items or to take any other actions deemed by the City to be in the City's best interest. The City also reserves the right to assign additional work to the successful bidder based on their Bid proposal or negotiation as may be necessary to meet grant funding or completion requirements.

END OF EXHIBIT A

Initials of Bidder: _____

ITEM # 2020-2712

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: September 8, 2020
TYPE OF AGENDA ITEM: Action Item

TO: City Council

THRU:

FROM:

DATE:

SUBJECT: Draft minutes of standing board/committee meetings

I. BACKGROUND:

II. DISCUSSION:

- **A. Link to Strategic Goals / Objectives:**
- **B. Effect on Budget (EOB):**
- **C. Level of Service (LOS):**

III. CONCLUSION:

IV. RECOMMENDED MOTION:

Attachments:

1. 8-11-20pwps.1
2. 7-1-20 BOA.1
3. 08-20-20 LPA

PUBLIC WORKS/PUBLIC SAFETY COMMITTEE
MEETING MINUTES
TUESDAY, AUGUST 11, 2020 - 5:30 PM
DESTIN CITY HALL BOARDROOM

1. CALL TO ORDER & PLEDGE OF ALLEGANCE:

Chairman Ramswell called the Public Works/Public Safety Committee to order on Tuesday, August 11, 2020 at 5:30 p.m. Which a moment of silence followed in memory of all that has been affected by Covid-19.

2. ROLL CALL:

Members Present	**Members Absent**	**Staff**
Anthony Ramswell	Mike Parker	Kim Montgomery Deputy City Clerk
Kevin Schmidt	Sam Perman	Michael Burgess PW Director
Jim Wood, Jr.	Tom Weidenhamer	Webb Deputy City Manager
Richard Hickey		Krystal Strickland Finance Director
		JT Deputy PW Director

3. APPROVAL OF MINUTES: March 10, 2020

It was agreed to not approve the minutes at this meeting since some of the members stated they did not have a chance to read them.

4. NEW BUSINESS:

A) Proposed Use of Surtax Funding: Purchase & Sale Agreements of Three Beach Parcels

Deputy City Manager, Webb Warren provided the members with a brief presentation regarding the beach acquisition initiative showing the location of the three properties of interest that face Henderson Beach Road. In the presentation, he showed pictures of what the properties in question look like now and how they will look if the purchases are finalized and the public beach is in place. With the intention for the properties being the gateway to the beach for visitors coming in town from the Mid-Bay Bridge. He also spoke of the project will be in Phases and the initial phase is to purchase the property adjacent to the Shores at Crystal Beach Park's west side which is currently named Crystal Port Townhomes.

He explained the cost of these three parcels together is $10.6M and how the Trust for Public Lands and the TDD will be assisting in the process and staff is asking the members, since they were appointed by Council as the Half Cent Surtax Distribution Advisory Board, to make a recommendation to City Council to appropriate $9M from the city and $13M from the County/TDC for the acquisition of Phase I property located to the west of the Shores of Crystal Beach Park, and then the plan to have two more phases to the east of park.

The City Attorney explained the funding breakdown of $4.37M. He spoke of how $2M will come from the General Fund and $2.37M, Council is hoping will come from the ½ cent sales tax and since their responsibility as the Infrastructure Surtax Advisory Committee is to make a recommendation to City

Council. Explaining further that the Trust for Public Lands have partnered with the city and the County and have identified several potential properties to obtain up to possibly 4 phases.

The Chairman asked if there will be public bathrooms and additional parking. According to the Deputy City Manager, at this time they are only in the acquisition process however all of that will be addressed once they get to the planning stage. And that has been staff's intent to propose extra bathrooms because obviously, if the size of the beach is expanded then there's going to obviously be a lot more folks that show up and there will be a need for more bathrooms.

Motion by Committee member Schmidt, seconded by Committee member Hickey, the members voted 4-0 to recommend City Council utilize the Infrastructure Surtax for the purchase of the three parcel purchase agreements as presented. The motion passed with a 4-0 vote.

5. DISCUSSION:

A) Items brought forward by Committee Members for Discussion

Chairman Ramswell asked what the status is of the LSV's on Airport Road. Adding this committee made the recommendation to Council to include Airport Road in order to get access across town for the people.

Deputy Fulgham stated the Sheriff's main concern was the amount of speeding on Airport Road however, they came to the agreement to allow them in the right-hand lane only.

In discussion, there was talk of the LSV policy going before the Local Planning Agency on the 20th. As well as the speeding problems and solutions. It was mentioned to bring the speeding trailer back to the area. Deputy Fulgham pointed out that the problem with those is after they have sat in the area for days, people tend to ignore them. The members also discussed the permanent signs that display the speed of the vehicles and how one of those may very well be getting installed with the project.

Deputy Fulgham also mentioned the fact that the traffic crashes are down for this year on Airport Road. And feels that is attributed to the efforts that the City has put in the area as well as making people more aware that there is an issue, which the signs do that; as well as the amount of enforcement that has been put in place too.

Committee member Wood asked about the Edward J Burn Law Enforcement Grants, and if the city could apply for one again.

According to Deputy Fulghum, the City of Destin does no longer has that grant. However, the county does have an aggressive driving grant that they are in the midst of right now which current is on hold, because of Covid. But just last week, we got an approved, to reinitiate it. Explaining further they got about $22,300 in that grant which he handwrote himself, based on the stats from Airport Road and other areas of the County with similar problems.

- **Status of Stahlman Avenue** – Mr. Burgess explained that the traffic count has been performed with the Counties model being applied. And the Engineering Firm, Volkert will host an online

forum for the public where they will be able to read the information and provide comment. Items considered are a possible pedestrian overpass and other at grade improvements.

- **Green block building adjacent to the Marler Bridge with graffiti -** According to Mr. Burgess, he just recently spoke to the Code Compliance Manager, Joey Forgione about that very issue. And staff has started an enforcement action for the owners, who are in Germany. Additionally, the city's legal counsel is in discussions and negotiations with their legal counsel to have the building removed. And in the meantime, because it's dilapidated, Mr. Forgione is going to approach our council to see if they would give authorization to paint over all that graffiti. Adding however, this may be a long drawn-out process.

- **Committee member Perman –** Emailed in her concerns in her area. She inquired about the status of the overgrown palms in Crystal Beach.

- **Airport Road Curve –** Committee member Schmidt asked about the status of the Airport Road Curve Improvements. According to Mr. Burgess, FDOT is in control of the project and as soon as he finds out what their schedule is, he will share the information with them. Adding that the plans are at the 60% approval. Committee member Schmidt asked about the speed signage that operated by a solar panel. According to Mr. Burgess, they are included the plans. Committee member Schmidt stated if the plans change and they're not included, he would like to go back to Council to try to get them purchased and installed.

- **Airport Road Stripping –** Mr. Burgess explained that he and Mr. Wood did go out to the location and inspected it. They did find some chippings in a few areas, and he will check on the status of the workorder and report back his findings. Mr. Wood added that it's actually in relatively good shape and he can't see spending the money just to make it "pretty."

Mr. Burgess also spoke of how when they were out at the location they noticed that the crosswalk timing was off and contacted the County Traffic Engineer and sure enough, it was under timed and needed adjusting, which has been taken care of.

- **Speed Limit Signs –** Committee member Hickey Would like to see more speed limit signs in neighborhoods. He also mentioned the view corridor at Woodward/Luke is blocked with overgrown foliage and feels that the Code Compliance staff should be more proactive reporting these issues that need attention, seeing that they are out there all the time.

Mr. Burgess reminded the members that when they are out driving and see something that needs attention regardless if it is in their assigned area or not, to please call it in to staff the day they see it. He then introduced everyone to JT, the Deputy Public Services Director, who reported that he drives different quadrants every Friday morning and makes notes of items that need attention and schedules them with his crew. Adding that they try to be as diligent as possible to keep the foliage trimmed back.

Shell Gas Station Sign - Committee member Wood brought up the sign at the Shell Gas Station on the corner of Airport Road and Main Street. Mr. Burgess mentioned that it is on private property however he will speak with Mr. Forgione about the sign and will send a letter to the management of the property.

Golf Carts on Hwy 98/Safety Issue - Chairman Ramswell reported seeing a lot of golf carts on Highway 98 this summer that do not have any tags or upgraded to LSV's and spoke of how dangerous and concerning it is. And how he fears that someone may get hurt bad or worse if nothing is done.

Deputy Fulgham mentioned that he would make sure this is put on their rotation and mentioned how there are so many people that still do not know the difference between an LSV and a golf cart.

The Chairman also mentioned the issue with all the grocery carts that are starting to accumulate at the apartments across from the Annex and how he plans to speak to the City Manager about the issue.

He wished Committee member Schmidt good luck with his campaign and God Bless the members and everyone suffering from the virus.

- **Public Comment:**

None

Having no further business at this time, the meeting adjourned at 7:05 p.m.

Adopted and approved this _____ day of _____ 2020

_____ _____

Anthony Ramswell, Chairman Kim Montgomery, Deputy City Clerk

DRAFT

BOARD OF ADJUSTMENT
DESTIN CITY HALL BOARDROOM
WEDNESDAY, JULY 1, 2020
5:30 P.M.

1. CALL TO ORDER:

Chairman Weidenhamer called the Board of Adjustment Meeting to order at 5:30 p.m., on Wednesday, July 1, 2020, at Destin City Hall Boardroom.

2. ROLL CALL & PLEDGE OF ALLIGENCE:

Present:
Tom Weidenhamer
David Emerson
Casey Waterhouse
James Staley

Staff Present:
Kim Montgomery, Deputy City Clerk
Lauren Witt, Principal Planner
Samantha Brisolara, Planner
Kyle Bauman, City Attorney
Kimberly Kopp, Land Use Attorney

Members Absent
Kimberlee Vann Damme

3. APPROVAL OF MINUTES:

A. October 2, 2019

Board member Emerson moved to approve the minutes of the October 2, 2019 meeting as written. Chairman Weidenhamer provided the second to the motion and the passed 4-0.

4. NEW BUSINESS:

A. Sunshine Law Refresher Presentation – Kyle Bauman

The City Attorney Kyle Bauman informed the members he will make this an annual presentation of the Sunshine and Public Records Laws starting in November after the new members are appointed. However, since it's been a while and with the Covid issues, staff felt that a refresher would be a good idea with the following three categories:

- Emails
- Text Messages
- Social Media

He explained that in an effort to protect them and keep their private email accounts, private. The city has issued all board and committee members @cityofdestin.com email addresses. This

way all city related business conducted through their city issued email will be captured. Additionally, any emails that may pertain to city business sent out or received through their personal accounts should be forwarded to their city email address to be captured and searchable through the city email server. Explaining further that any communication that deals with city business is a public record including text messages and social media comments.

B. 20-01-VA – The applicant, Shane Cannon, is requesting approval for a variance from the Land Development Code Article 8.05.03.A External Sidewalks which requires the installation of sidewalk along the unimproved Crane Place Right-of-Way. In lieu of placing the sidewalk along the unimproved Crane Place Right-of-Way, the applicant is requesting to provide sidewalk along Azalea Drive beyond his property, where no sidewalk currently exists.

The Land Use Attorney informed the Chairman that she spoke with the applicant prior to the meeting and they agreed to allow the city staff to present first.

The City Attorney swore in all individuals that may provide testimony in the hearing.

The Land Use Attorney entered into evidence the entire agenda item and exhibits into the record as City's Composite Exhibit A. And noted that the Findings on pages 2, 3 and 4 are the items they will consider.

Planner Samantha Brisolara showed a layout of the proposed project location with the location of where the sidewalk is supposed to go as well as where the applicant is wanting to place the sidewalks. She explained that the topography of Crane's Place is such that the elevations of 23' grade makes it nearly impossible to install the sidewalk in that location. She added that this is a natural condition and is nothing that the applicant has done to create the hardship. And the applicant is requesting to place the required sidewalk on Azalea instead. Additionally, the applicant is not being given any special favor, and he has proposed to install more sidewalk than is what he is required. Noting that the requirement is for 1,991 sq. feet but the applicant plans to install 2,020 sq. feet of sidewalk along Azalea Drive which, will provide the city with more connectivity between Melvin Street and Benning Drive.

The City Attorney waived the reading of the Notice into the Record and confirmed with the Applicant that he agrees to waive the reading of the Notice and the Application into the record. The Applicant, Mr. Shane Cannon agreed to that statement.

Mr. Dean Burgis with Emerald Coast Associates, representing the applicant, Mr. Cannon spoke of how they are required under Chapter 8 of the Land Development Code to provide sidewalks along external rights of ways (ROW). He briefly spoke of how Cranes Place, being that

ROW, has a very steep drop off that precludes the ability to install sidewalks and potentially even a roadway. Therefore, they are proposing to add them on Azealia instead along with the additional square footage in order to nothing, to connect to Melvin.

Chairman Weidenhamer opened the hearing to the public for comment.

Mrs. Sandy Trammell of 3828 Indian Trail and co-owner of 505 Mountain Drive spoke of a transit stop in front of her business that does not have a sidewalk. She spoke of how on Tuesday and Thursday nights there is a lot of residents walking towards Harborwalk. And she feels a better design would be to extend the sidewalk from Mr. Cannon's property on Melvin to Mountain, would make more sense and have access to a future transit stop.

The Land Use Attorney informed Mrs. Trammell that was an alternative that staff proposed to the applicant and he chose a different path.

Mr. Burgis explained that they would be willing to discuss the alternative plan to locate the sidewalk to the transit stop or wherever the city feels is most advantageous.

Mr. Bodi commented that the Engineering Department, a division of Community Development has no objection to the modification as long as the applicant installs the minimum required sidewalks.

Mr. Karl Trammell asked the applicant if he was planning to put up a fence on the backside of his property that is adjacent to theirs. Noting they would prefer to have one. He also questioned why is the project is so dense, noting that there is not a lot of proposed parking either.

The Land Use Attorney informed the members and the public that the development of the property is not the issue at this hearing. They are just looking at the specific Variance request for the sidewalks. Adding that the project will be considered a Conditional Use and therefore will be going before the Local Planning Agency for their recommendation to Council, which both hearings will be public hearings where the issues of concern could be addressed at that time.

With no more public comment, Chairman Weidenhamer closed the public hearing portion of the meeting.

Board member Emerson asked the applicant if there would be a sidewalk going in on Melvin from Azealia south? According to Mr. Burgis, not getting into the project details but yes, there will be and it will terminate at the property line.

Chairman Weidenhamer feels that the completion of the sidewalk on Melvin would seem

to serve more people. And agrees with the Trammel's alternative suggestion for the sidewalks.

Mr. Burgis stated that if that is the wish of the Board and they would like to make the stipulation in their motion he would be happy to accept the installation of the sidewalk from the southern southwestern corner of their property down to Mountain Drive to connect with the current sidewalk. And any remaining square footage of sidewalk they will have placed on Azealia Drive to the east of their property or northeast property line.

The Chairman asked the Land Use Attorney how they should go about wording the motion for what was discussed regarding the relocation of the sidewalk.

The Land Use Attorney advised the Chairman that they could make a motion to what was just discussed regarding the sidewalk.

Motion by Board member Emerson to accept the Variance request with the discussed sidewalk modifications. Board member Staley provided the second. A roll call vote of 4-0 was taken and the motion passed.

6. ADJOURNMENT:

There being no further business the meeting was adjourned at 6:00 p.m.

Adopted and approved this _____ day of _____ 2019.

_____ _____

Tom Weidenhamer, Chairman Kim Montgomery, Deputy City Clerk

LOCAL PLANNING AGENCY
MEETING MINUTES
AUGUST 20, 2020 - 5:30 P.M.
DESTIN CITY HALL BOARDROOM

1. CALL TO ORDER:

Chairman Wood called the Local Planning Agency Meeting to order on Thursday, August 20, 2020 at 5:30 p.m., in the Destin City Hall Boardroom; with the Pledge of Allegiance immediately following.

2. ROLL CALL:

Members Present	***Members Absent***	***Staff Members Present***
James T. Wood, Jr.	Don David	Kim Montgomery, Deputy City Clerk
Darryl Shelton		Lauren Witt, Planning Manager
Jason Klosterman		Samantha Brisolara, Planner
Corey Ledbetter		Michael Burgess, Public Services Director
Kevin Schmidt		Joe Bodi, Engineering Assistant II
		Kimberly Kopp, Land Use Attorney
		Kyle Bauman, City Attorney

3. APPROVAL OF MINUTES:

February 27, 2020

Motion by Agency member Shelton seconded by Agency member Ledbetter to approve the February 27, 2020 minutes as written, passed with a vote of 5-0.

4. NEW BUSINESS:

A. Proposed Ordinance No. 20-14-LC, Right-of-Way Protection, Trenchless Technologies

The City Attorney read the ordinance by title into the record.

ORDINANCE NO. 20-14-LC

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA RELATING TO RIGHT OF WAY PROTECTION; PROVIDING FOR AUTHORITY; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR THE AMENDMENT TO ARTICLE 8, TRANSPORTATION, OF THE LAND DEVELOPMENT CODE BY CREATING SECTION 8.01.00.G., RIGHT-OF-WAY (ROW) PROTECTION, TRENCHLESS TECHNOLOGIES; PROVIDING FOR INCORPORATION INTO THE LAND DEVELOPMENT CODE; PROVIDING FOR CONFLICTING PROVISIONS;

PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

Motion to move item B to the top of the agenda was made by Agency member Schmidt with Agency member Shelton providing the second. A roll call vote of 5-0 was taken and the motion passed unanimously.

B. Proposed Ordinance 20-24-LC, Low Speed Vehicle (LSV) Ordinance, Revised LSV Map

The City Attorney read the ordinance by title into the record**.**

ORDINANCE NO. 20-24-LC

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, REGULATING LOW SPEED VEHICLES; AMENDING ARTICLE VIII "TRANSPORTATION" AND CREATING A NEW SECTION 8.09.04 ENTITLED "ALTERNATIVE MODES OF TRANSPORTATION"; DEFINING "LOW SPEED VEHICLES"; PROVIDING FOR LIMITED OPERATION OF LOW SPEED VEHICLES ON CERTAIN CITY STREETS; PROHIBITING LOW SPEED VEHICLES ON SPECIFIED STREETS; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR INCORPORATION INTO THE LAND DEVELOPMENT CODE; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

Mr. Burgess provided the Local Planning Agency members a brief background of when the Low Speed Vehicle (LSV) Policy was adopted by Council in 2006, which regulates their use on certain city streets. And how the ordinance before them is an ordinance that allows for the operation of LSVs, not golf carts, on certain city streets.

He explained how LSV's differ from golf carts in that they have more equipment fitted on them like traditional automobile type equipment such as turn signals, brake lights, etc. And in addition, staff wanted to make some clarifications on the amendments to the roadways, where low speed vehicles would not be allowed. He then produced a map, noting to the members that it was included in their agenda packet and has three types of roads specified. There is a blue map, with blue series of streets identified, where low speed vehicles are already allowed under the old policy. The green streets are proposed, including several streets that did not exist when the policy was first enacted. And finally, the street in red, are the roadway where they not allowed, which is Highway 98. And the Okaloosa County Sheriff's Dept. supports the right lane only use on Airport Road.

Sgt. Jason Fulgham explained that the Sheriff is very concerned for the safety of the people operating LSVs on Airport Road and actually does not support the initiative for their operation on Airport Road, however, they realize without it, there would not be a connection to the west side of town therefore, the Sheriff has agreed that the only way would be to restrict their operation to the right lane only, with the exception when there is a need to turn left off Airport Road to a side street or an emergency that has the right lane blocked.

Agency member Klosterman asked for clarification on LSV's being able to operate on Hwy 98 crossing at the intersection to the Winn Dixie Shopping Center. According to Sgt. Fulgham, they are allowed to cross Highway 98 at a signalized intersection only and cannot be operated on Highway 98.

Agency member Shelton asked for clarification the allowable roadway map and spoke of how he uses Airport Road and Main Street to access the east side of the City where Walmart, Home Depot and other stores are located.

Agency member Schmidt commented that he understands the city is not going with the Sheriff's recommendation of not allowing those streets but added the caveat that they can only be operated in the right hand lane and use of the left lane only for left turns or emergencies when the right lane is closed. Sgt. Fulgham concurred with the accuracy of that statement.

Agency member Shelton moved to recommend to City Council to rescind the current "Golf Cart Policy," continue to support the application of State Statutes that govern the legal use of Low Speed Vehicles, endorse the LSV Map included as Attachment 2 and instruct staff to convert all "Proposed LSV roadways" to "Allowed LSV" roadways. Agency member Klosterman provided the second.

The Chairman asked how the right lane use only would be enforceable on Airport Road. According to Sgt. Fulgham, the city would have to come up with citations they could use and the ones that already exist, they could write in the language until some more could be obtained in order for them to be able to enforce it.

The Chairman then read from the section of the ordinance where if the right-hand lane is closed the left-hand lane could be accessed by LSV operators and suggested defining what the right-hand lane being unsafe is. Adding that if the language says, drive in the left-hand lane, then folks are going to drive in the left-hand lane. And feels that sentence should be removed or reworded.

Mr. Burgess read from Attachment 1, Section 8.9.4(B). A low speed vehicle, as defined in FS, 320.01, Subsection 41, operating in accordance with Section 316.2122 and other applicable state statutes may operate on all city streets except that low speed vehicles while traveling along Airport Road or Main Street must be operated in the farthest right-hand lane except when making a left turn or when travel in the farthest right lane is unsafe. The operation of low speed vehicles on Highway 98 is prohibited.

The Land Use Attorney asked the Chairman what his concern is for that language. According to the Chairman, his issue is with the language "unsafe, right hand lane" and allowing them to be operated left hand. Adding that he knows folks are getting liberal on their own interpretations. And if you put it in the ordinance that you can drive in the left-hand lane; they are going to drive on the left-hand lane regardless.

The Land Use Attorney stated she will look at the language and clarify in a reasonable determination of law enforcement and remove the subjective language. She then suggested the motion be amended to refer to this conversation she will add the language to the ordinance prior to going before City Council.

Agency member Shelton amended his motion to reflect the discussed additional language to be added to the ordinance prior to going to City Council. With Agency Klosterman providing the second to the amended motion.

The Chairman opened the public for comment, with none, he closed the public and called for a vote. **A roll call vote of 5-0 was taken and the motion passed.**

A. Proposed Ordinance No. 20-14-LC, Right-of-Way Protection, Trenchless Technologies

The City Attorney reread the ordinance by title into the record.

ORDINANCE NO. 20-14-LC

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA RELATING TO RIGHT OF WAY PROTECTION; PROVIDING FOR AUTHORITY; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR THE AMENDMENT TO ARTICLE 8, TRANSPORTATION, OF THE LAND DEVELOPMENT CODE BY CREATING SECTION 8.01.00.G., RIGHT-OF-WAY (ROW) PROTECTION, TRENCHLESS TECHNOLOGIES; PROVIDING FOR INCORPORATION INTO THE LAND DEVELOPMENT CODE; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

Staff member Mr. Bodi explained how in the course of last year, Telecom Community Contractors damaged city infrastructure in several parts of the city. Including undermining, streets, destroying sidewalks, as well as some parking areas were damaged in the Crystal beach area, on Airport Road, and other areas in the city. He explained that there are some protections in the Land Development Code however, there is not an enough language to provide a standard guide for the installation of trenchless technologies used for boring under the city roadways. And staff is asking that these additional protections, which will limit trenchless technologies to controlled or directional boring type technologies. And with the adoption of this ordinance, the language would provide protection and repairing of the city's existing infrastructure as well as requiring the registration and insurance of the boring companies working within the city.

Motion by Agency member Schmidt to recommend the approval of the proposed Ordinance 20-14-LC, Right-of-Way Protection Trenchless Technologies and forward to the City Council for adoption. Agency member Ledbetter provided the second.

The Chairman opened the hearing to the public for comment. With no one present to come forward or online, the Chairman closed the public portion of the meeting. He then asked staff if the language regarding wastewater got changed in the ordinance.

According to Mr. Bodi, it has not however the word wastewater can be changed to drilling mud.

According to Chairman Wood, he spoke with staff members at Destin Water Users and they suggested for the word “wastewater” to be removed.

Agency member Klosterman asked what type of drilling mud staff is referring to. Pointing out that he has worked the oil and gas industry in the Gulf of Mexico and there are many different types of drilling mud. According to Mr. Bodi, it would be any type of water-based lubricant to get underneath the roadway, and staff does not have an issue with changing the word “wastewater” to “drilling mud.”

Agency member Schmidt amended the motion to replace the word, “wastewater with the word “drilling mud” with Agency member Ledbetter providing the second to the amendment. The amended motion passed with a 5-0 vote for approval.

C. Proposed Ordinance 20-18-LC, E-Scooter Ban - To Be Continued

The Land Use Attorney informed the members that staff has determined that this ordinance needs some more work and has pulled it for consideration.

5. DIRECTOR'S REPORT:

Staff reminded the Agency members to please use their city issued emails for all city related business.

6. NEXT MEETING: September 17, 2020

7. ADJOURNMENT:

Having no further discussion at this time, the meeting adjourned at 6:35p.m.

Adopted and approved this _____ day of _____ 2020.

_____ _____

James Wood, Jr. Chairman Kim Montgomery, Destin City Clerk

ITEM # 2020-2614

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: September 8, 2020
TYPE OF AGENDA ITEM: Consent Agenda

TO: City Council

THRU: Lance Johnson, City Manager
Webb Warren, Deputy City Manager
Krystal Strickland, Finance Director

FROM: Michael Burgess, Public Services Director

DATE: 08/26/2020

SUBJECT: Miscellaneous Concrete Services, authorization to renew contract

I. BACKGROUND: The Public Services Department has limited manpower and is not equipped to perform concrete services on a large scale. For these projects, it is necessary to outsource the work to vendors who have the equipment and manpower. S. H. Hayes Enterprises, LLC has satisfactorily provided these services under the current miscellaneous concrete continuing services contract which was effective June 7, 2016.

This extension is the 4th and final available under this contract.

II. DISCUSSION: The signing of this contract by the City in no way guarantees the City will, nor obligates the City to, expend its funds. It merely authorizes the City to utilize this miscellaneous concrete contractor if funds are allocated by Council.

Based on Council's recommendation, this contract from 2016 (ATT1) was amended to incorporate pricing for 4000-psi concrete with fiber reinforcement used for sidewalks 6-ft or wider and the use of ADA truncated dome cast-in-place pavers instead of the mats that had been used historically. This contract amendment is provided as ATT2.

The contract extension document is provided as ATT3. The contract's "Exhibit A" is provided as ATT4.

A. Link to Strategic Goals / Objectives: Council Objectives FY20:
Improve sidewalks (wider, more walkable)

B. Effect on Budget (EOB): Funding for miscellaneous concrete services is

provided in 0154160.534004.

C. Level of Service (LOS): No change.

III. CONCLUSION: This action allows for the fourth of four possible contract extensions under the current miscellaneous concrete services contract.

IV. RECOMMENDED MOTION: I move that the contract extension for miscellaneous concrete services be extended for one year from October 1, 2020 to September 30, 2021 for S. H. Hayes Enterprises, LLC and authorize the City Manager to execute the contract extension on behalf of the City.

Attachments:

1. ATT1: SH Hayes Enterprises LLC 2016-2017 Contract
2. ATT2: Concrete Contract Amendment Number 1 2019
3. ATT3: Concrete Contract Extension 2020 2021
4. ATT4: Exhibit A SH Hayes Enterprises LLC 2016 Contract

CITY OF DESTIN, FLORIDA

CONTRACT

MISCELLANEOUS CONCRETE MAINTENANCE CONTINUING SERVICES CONTRACT

On June 6, 2016 THE CITY COUNCIL OF THE CITY OF DESTIN, FLORIDA, herein referred to as the **City**, accepted the bid of S. H. Hayes Enterprises, LLC herein referred to as the **Contractor**, to supply miscellaneous concrete maintenance services for City properties. The Contractor's Cost Schedule for the terms of their engagement is included in their entirety by reference at Exhibit "A" and as completely as if incorporated herein.

TERMS AND CONDITIONS OF CONTRACT FOR THE MISCELLANEOUS CONCRETE CONTINUING SERVICES CONTRACT:

1. Entire Contract:
This Contract represents the entire and integrated Contract between the City and Contractor and supersedes all prior negotiations, representations or contracts, either written or oral. Provisions of this Contract may be amended only by written instrument approved by the Destin City Council and signed by the City Manager and Contractor.

2. Intent of Contract:
This Contract is for supplying the City with all applicable concrete maintenance services for City properties. The Scope of Work, herein referred to as the **Work**, encompasses the foregoing and all descriptive work components described within Exhibit "A".

3. Term of Contract and Time Extensions:
This contract will be in effect from June 7, 2016 through September 30, 2017 and is for supplying the City with concrete maintenance services.

4. Time for Performance:
The Contractor agrees to provide concrete maintenance services for the satisfactory approval and acceptance by the City.

5. Compensation:
All payments upon contract are contingent upon the Contractor's Work being acceptable to the City. For satisfactory completion and acceptance of the Work, the City agrees to pay the Contractor in accordance with the terms of this Contract and the Contractor's Cost Schedule as identified in the Bid Form submitted by the Contractor, as may have been adjusted at the time of contract approval and incorporated herein.

6. Changes in the Work:
The City shall have the right at any time during the progress of the Work to increase or decrease the Work. Promptly after having been notified of a change, the Contractor shall submit an itemized estimate of any costs and/or time increases or savings it foresees as a result of the change. No additions or changes to the Work shall be made except upon written order of the City and the City shall not be liable to Contractor for any increased compensation without such written order.

7. Insurance:

Contractor shall, during the performance of the contract, maintain Worker's Compensation Insurance sufficient to secure benefits of the Florida Workmen's Compensation Law for all employees and any of the work sublet to any vendor or subcontractor, Comprehensive General Liability Insurance, Auto Liability Insurance, Builder's Risk Insurance, all with companies and in the form and amounts acceptable to the City. Said certificates of insurance of contractor are attached hereto and made a part hereof by reference. If any part of the work is sublet, similar insurance shall be provided by and in behalf of any subcontractors.

Evidence of Insurance: Contractor shall provide the City Certificates of Insurance naming the City as an additional insured. All binders, policies, or certificates of insurance shall provide for at least ten days notice from insurers to the City of any cancellation or amendment to any of the insurance policies.

8. Indemnification:

Contractor shall indemnify, defend, save, and hold the City, its agents, officers and employees, harmless of and from any losses, fines, penalties, costs, damages, claims, demands, suits, and liabilities of any nature, including reasonable attorney's fees (including regulatory and appellate fees), arising out of, because of, or due to any accidents arising in any manner on account of the exercise or attempted exercise of Contractor's rights hereunder whether the same regards person or property of any nature whatsoever, regardless of the apportionment of negligence, unless due to the sole negligence of the City.

Contractor shall indemnify, defend, save and hold the City, its agents, officers and employees, harmless of and from and against any and all liens, claims, damages, demands, suits and liabilities, attorney's fees and costs, including appellate attorney's fees and costs, of and for mechanics and materialmen furnishing labor and materials in the performance of this contract.

9. Licensing:

The Contractor shall obtain all permits and maintain at his expense all professional and business certificates and licenses required by law and as necessary to perform services under this Contract. If Contractor performs any Work without obtaining, or contrary to, permits and licenses, Contractor shall bear all costs arising therefrom. The City may waive fees for City controlled permits, but in no instance can the City waive permit requirements nor fees beyond their control.

10. Cancellation:

This contract may be canceled by either party with a thirty day written notice and is contingent upon the annual appropriation by the City of legally available funds. City's obligation to pay the amount due hereunder in any fiscal year is contingent upon the appropriation by the City Council of legally available funds for the purposes set forth in this contract.

11. Performance of Work/Responsibilities:

For each task, the Contractor will be issued a work order by the City's Public Services Director or designee. The Public Services Director or designee will issue verbal work orders only in emergency situations. The Contractor shall commence work in a reasonable length of time and shall complete the work in an expeditious manner. In emergency situations, the Contractor shall endeavor to commence work immediately. All work shall be done under the supervision of the City's Public Services Director or designated representative. The performance of Work and responsibilities hereto are outlined and made a part hereof as identified in Exhibit "A".

12. Termination for Default:

The Contract will remain in force for the full period specified and until the City Manager or his designee determines that all requirements and conditions have been satisfactorily met and the City Manager or his designee has accepted the work under the Contract Documents following the initial contract terms and all subsequent contract terms, including warranty and guarantee periods. However, the City Manager will have the right to terminate this Contract sooner if the Contractor has failed to perform satisfactorily the work required or comply with the other requirements of the Contract.

In the event the City Manager decides to terminate this Contract for the Contractor's failure to perform satisfactorily or meet its other responsibilities under the Contract, the City Manager will give the Contractor five (5) days' notice, whereupon the Contract will terminate, unless during the notice period the Contractor cures the failure to perform or meets its other responsibilities under the Contract to the satisfaction of the City Manager.

Upon Contract termination for the Contractor's failure to provide satisfactory contract performance, the Contractor will be entitled to receive compensation for Contract services satisfactorily performed by the Contractor and allocable to the Contract and accepted by the City Manager or his designee prior to such termination. However, an amount equal to all additional costs required to be expended by the City to complete the Work covered by the Contract, including costs of delay in completing the project, shall be either subtracted from any amount due or amount charged to the Contractor in the event the City Manager terminates the Contract.

Except as otherwise directed by the City Manager, or in the case of termination for default (in which event the Contractor may be entitled to cure, at the option of the City Manager), the Contractor shall stop work on the date of receipt of the notice or other date specified in the notice, place no further orders or subcontract for materials, services, or facilities except as are necessary for the completion of such portion of the work not terminated, and terminate all contractor and subcontracts and settle all outstanding liabilities and claims. *In the event that any termination for default shall be found to be improper or invalid by any court of competent jurisdiction, then such termination shall be deemed to have been a termination for convenience.*

13. Termination for Convenience:

The performance of work under this Contract may be terminated by the City Manager in whole or in part whenever the City Manager, in his discretion, determines that such termination is in the City's best interest. Any such termination shall be effected by the City Manager giving at least five (5) days' notice to the Contractor, specifying the extent to which performance of the work under this Contract is terminated and the date upon which such termination becomes effective.

As to termination for convenience, after receipt of the date of termination, the Contractor shall stop all work as specified in the notice; place no further orders or subcontract for materials, services, or facilities except as are necessary for the completion of such portion of the Work not terminated; immediately transfer all documentation and paperwork for terminated work to the City; and terminate all contractors and subcontracts and settle all outstanding liabilities and claims.

14. Disclosure:

Contractor warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the Contractor to solicit or secure this Contract and that it has not paid or agreed to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely for the Contractor, any fee, commission, percentage, gift, or other consideration contingent upon or resulting from the award or making of this Contract.

15. Miscellaneous:

15.1 Governing Law

The parties intend that this Contract and the relationship of the parties shall be governed by the laws of the State of Florida. Venue for any action arising out of this contract shall be in Okaloosa County Florida and no where else.

15.2 Severability

If any section, subsection, term or provision of this Contract or the application thereof to any party or circumstance shall, to any extent, be invalid or unenforceable, the remainder of said section, subsection, term or provision of this Contract or the application of same to parties or circumstances other than those to which it was held invalid or unenforceable, shall not be affected thereby and each remaining section, subsection, term or provision of this Contract shall be valid or enforceable to the fullest extent permitted by law.

15.3 Sovereign Immunity

The parties further agree, nothing contained herein is intended nor shall be construed to waiver the City of Destin's rights and immunities under the Florida constitution, common law or Florida Statutes 768.28, as amended from time to time.

15.4 Construction

The Parties have participated jointly in the negotiation and drafting of this Contract. In the event an ambiguity or question of intent or interpretation arises, this Contract shall be construed as if drafted jointly by the Parties and no presumption or burden of proof shall arise favoring or disfavoring any Party by virtue of the authorship of any of the provision of this contract.

15.5 Attorney's Fees

In any dispute relating to this contract each party shall be responsible for their respective attorney's fees and costs.

15.6 Notices

All notices under the Contract shall be in writing and shall be effective when mailed by certified mail, return receipt requested, or when delivered personally, as provided hereafter, or to such other addresses as may be designated by notice:

15.7 Public Records

Contractor shall comply with Florida Public Records Laws, specifically to:

(a) Keep and maintain public records that ordinarily and necessarily would be required by the City of Destin in order to perform the service.

(b) Provide the public with access to public records on the same terms and conditions that the City of Destin would provide the records and at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes or as otherwise provided by law.

(c) Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law.

(d) Meet all requirements for retaining public records and transfer, at no cost, to the City of Destin all public records in possession of the contractor upon termination of the contract and destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. All records stored electronically must be provided to the City of Destin in a format that is compatible with the information technology systems of the City of Destin.

As to the City:
CARISSE LE JEUNE
~~Greg Kisela~~
4200 Indian Bayou Trail
Destin, Florida 32541

As to the Contractor:

S. H. Hayes Enterprises, LLC
PO Box 206
Chipley, FL 32428

IN WITNESS WHEREOF, the City hereunto caused these presents to be subscribed and the Contractor has affixed their name and seal, this the 14th day of June, 2016.

ATTEST:

~~Rey Bailey~~
City Clerk

SEAL

CITY OF DESTIN

By: Carisse LeJeune
Carisse LeJeune
Interim City Manager

APPROVED AS TO LEGAL FORM:

J. Jerome Miller
City Attorney

S. H. Hayes Enterprises, LLC
CONTRACTOR:

By: Samuel H. Hayes
(Signature)

Gregory C. Hayes
Witness

Samuel H. Hayes
(Printed Name)

Charlotte A Sheffield
Witness

Its: Owner
(Title)

EXHIBIT A

CITY OF DESTIN, FLORIDA
REQUEST FOR BIDS RFB No. 16-07-PS.
MISCELLANEOUS CONCRETE CONTINUING SERVICES

BID FORM

PART I Bid submitted by:

Company: S.H. Hayes Enterprises LLC

Address: P.O. Box 206

City & State: Chipley, Fla Zip Code: 32428

Telephone: ( ) 850-326-5471 Fax: ( ) N/A

Number of Years in Business: 36 yrs experience by owner

PART II Bidding RFB No. 16-07-PS. MISCELLANEOUS CONCRETE CONTINUING SERVICES, as follows:

Contractor shall provide proper signs and traffic control measures as per Florida Department of Transportation's Manual on Traffic Control and Safe Practices for Streets and Highway Constructions, Maintenance and Utility Operations, current edition. All construction, methods of measurement, and basis of payment shall be in accordance with Division II and III of the Florida Department of Transportation Standard Specifications for Road and Bridge Construction, current edition, copies of which are available from the Florida Department of Transportation.

1. Contractor must be FDOT MOT certified.

ITEM		UNIT	UNIT PRICE
Concrete Driveway 6 inches thick-fiber reinforced		sq ft	$ ~~46.50~~ 5.16
Concrete Sidewalk – 4 inches thick installed		sq ft	$ 4.50
Concrete Flat/Ribbon Curb (12" wide by 8" deep)		lf	$ 14.00
Concrete Type "D" Curb		lf	$ 15.00
Concrete Type "E" Curb & Gutter		lf	$ 19.00
Concrete Type "F" Curb & Gutter		lf	$ 20.00
Concrete Modified (18") Type "F" Curb & Gutter		lf	$ 22.00
Fill Dirt provided, delivered, spread and compacted on grade		cu yd	$ ~~80.00~~ 20.00
FDOT qualified Traffic Control (MOT) cost		per day	$ ~~Cost plus 20%~~ 250.00
Bermuda Sod installed		sq yd	$ 5.50
St Augustine Sod installed		sq yd	$ 5.50
Centipede Sod installed		sq yd	$ 5.50
Removal of Concrete 4 inches thick		sq yd	$ 12.00
Removal of Concrete 6 inches thick		sq yd	$ 16.00
Removal of Asphalt up to 4 inches thick		sq yd	$ 12.00
Clear & Grub		sq yd	$ 20.00
Debris Hauling		cu yd	$ 30.00
Silt Fence		lf	$ 2.50
Asphalt Cut with Abrasive Blade		lf	$ 3.50
Concrete Cut with Abrasive Blade		lf	$ 4.50
Tree trimming		per hr	$ 100.00
Aluminum Pipe Guiderail (FDOT index 870)		lf	$ 90.00
Irrigation Repair		per hr	$ ~~Cost Plus 20%~~ 60.00
Irrigation materials at cost plus 20 %			
American Disabilities Act (ADA) truncated dome paver installation	24" x 24"	each	$ 125.00 Labor only
Materials provided by City	24" x 48"	each	$ 250.00
	24" x 60"	each	$ 350.00
	24" x 72"	each	$ 375.00
	24" x 96"	each	$ 410.00
	24" x 120"	each	$ 450.00
Swale Installation (grading)		cu ft	$ 12.50

Additional costs associated with the above services and materials not listed:

Pumping Water	$ Cost plus	20%
Pumpout Concrete	$ Cost plus	20%
Preplanning testing (certified)	$ Cost plus	20%
	$	
	$	
	$	

To ensure responsiveness, you must submit this form and the mandatory information listed in Sections III and IV.

PART III Certifications:

In accordance with your request for Bids, instructions and specifications, attached hereto, and subject to all conditions thereof, I (we), the undersigned, hereby propose and agree if this Bid is accepted, to contract with the City of Destin, Florida to construct any items or furnish any service requested herein and deliver same without additional cost to the City of Destin at the specified location for the quotations listed above.

The undersigned further declares that he/she has carefully examined the specifications referenced on this Bid Form and is thoroughly familiar with them and their provision(s). He further declares that no other person than the Bidder herein named has any interest in this Bid or in the contract to be executed, and that it is made without any connection with any other person(s) making Bid for the same articles, and it is in all respects fair and without collusion and fraud.

Signature and Certification:

Name and Title of Authorized Representative: Samuel Hugh Hayes
(Print or Type)

Signature: Samuel Hugh Hayes

Date of Bid: 5/10/16

Note: See RFB Section III, Bid Requirements, and attach all required information to Bid form.

The City of Destin reserves the right to reject any and all Bids or portions thereof, to waive minor defects in the process and to accept the Bid or any combination of Bid Items or take any other actions deemed by the City to be in the City's best interest. The City also reserves the right to assign additional work to the successful Bidder based upon their Bid proposal or negotiation as may be necessary to meet grant funding or completion requirements.

END OF BID FORM

AMENDMENT NO. 1 TO
MISCELLANEOUS CONCRETE CONTINUING SERVICES CONTRACT
BETWEEN
CITY OF DESTIN
AND
S.H. HAYES ENTERPRISES LLC.

THIS AMENDMENT is made and entered into this Second day of December 2019, by and between the **CITY OF DESTIN** (hereinafter referred to as "CITY") and **S.H. HAYES ENTERPRISES, LLC.** (hereinafter referred to as "CONTRACTOR"), to extend and amend the Miscellaneous Concrete Continuing Services Contract dated June 7, 2016; and

NOW, THEREFORE, the CITY and the CONTRACTOR further amend the agreement as follows:

1. **Compensation**: Shall be amended to reflect additional concrete services as requested by the City. For satisfactory completion and acceptance of the work, the City agrees to pay the Contractor in accordance with the terms of the revisions below.
2. **Use of 4000psi Concrete with Fiber Mesh**: All sidewalk repairs for sidewalks over 6 feet in width shall use a minimum 4" depth of 4000psi concrete with fiber mesh.
3. **ADA Truncated Domes**: Contractor will install only ADA truncated dome paver systems at crosswalks and other areas where truncated domes mats are normally installed. The CITY will provide the pavers.
4. **Revised Costs (Concrete)**: 4" thick 4000 psi with fiber sidewalk - $5.75/sf, 6" thick 4000 psi with fiber sidewalk - $8.75/sf
5. **Revised Costs (ADA Pavers)**: ADA brick pavers @ crosswalks - $36.00/sf. This cost includes sawing to remove existing concrete, removal and hauling away of existing concrete, and providing a sand-cement mix under the pavers to reduce sinking.

IN WITNESS WHEREOF, the City and Contractor, through their duly authorized representatives, execute this Amendment.

CITY OF DESTIN

Lance Johnson
City Manager

S.H. HAYES ENTERPRISES, LLC.

Samuel Hayes
Owner

Attest:

City Clerk SEAL

EXHIBIT
None

CONTRACT EXTENSION AGREEMENT

This agreement dated the First day of October 2020 is between the City of Destin, Florida, a Florida municipal corporation, of 4200 Indian Bayou Trail, Destin, Florida, 32541 (the "City"), and S. H. Hayes Enterprises, LLC (the "Contractor"). The purpose of this agreement is to extend for one year a contract for services dated June 7, 2016 (the "Original Contract") between the City and Contractor to provide miscellaneous concrete services for the City.

The following provision amends the contract of the parties and is binding upon them:

IF THE CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, AS IT PERTAINS TO THE CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THE CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT THE OFFICE OF THE CITY CLERK, (850) 837-4242, 4200 INDIAN BAYOU TRAIL, DESTIN, FLORIDA 32541, rbailey@cityofdestin.com

The Contractor shall:

1. Keep and maintain public records required by the CITY to perform the service.
2. Upon request from the CITY's custodian of public records, provide the CITY with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a ost that does not exceed the cost provided in this FS Chapter 119 or as otherwise provided by law.
3. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of the contract if the CONTRACTOR does not transfer the records to the public agency.
4. Upon completion of the contract, transfer, at no cost, to the CITY all public records in possession of the CONTRACTOR or keep and maintain public records required by the CITY agency to perform the service. If the CONTRACTOR transfers all public records to the CITY upon completion of the contract, the CONTRACTOR shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the CONTRACTOR keeps and maintains public records upon completion of the contract, the CONTRACTOR shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the CITY, upon request from the CITY's custodian of public records, in a format that is compatible with the information technology systems of the CITY.

It is expressly agreed by the parties that this contract is an extension to the Original Contract as amended by the 2019 Amendment executed by and between the parties on December 2, 2019, are made a part hereof as though expressly rewritten, incorporated, and included herein. **This is the 4th of 4 possible extensions.**

It is understood that final authorization for this Agreement must be made by the Destin City Council, and that either party may cancel this contract extension with 30 days written notice.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and seals on the day and year first above written.

Witnesses:

_____
(Signature)

_____
(Signature)

CITY OF DESTIN

By: _____
Lance A. Johnson
City Manager

ATTEST: _____
Rey Bailey
City Clerk

Witnesses:

_____
(Signature)

_____
(Signature)

S. H. Hayes Enterprises, LLC

By: _____
(Signature)

_____
(Name &Title)

ATTEST:

_____
(Signature)

_____
(Name &Title)

Distribution: 1 Original to – City Clerk, Vendor
1 Copy to – PS, Fin, Attorney

EXHIBIT A

CITY OF DESTIN, FLORIDA
REQUEST FOR BIDS RFB No. 16-07-PS.
MISCELLANEOUS CONCRETE CONTINUING SERVICES

BID FORM

PART I Bid submitted by:

Company: S.H. Hayes Enterprises LLC

Address: P.O. Box 206

City & State: Chipley, Fla Zip Code: 32428

Telephone: ( ) 850-326-5471 Fax: ( ) N/A

Number of Years in Business: 36 yrs experience by owner

PART II Bidding RFB No. 16-07-PS. MISCELLANEOUS CONCRETE CONTINUING SERVICES, as follows:

Contractor shall provide proper signs and traffic control measures as per Florida Department of Transportation's Manual on Traffic Control and Safe Practices for Streets and Highway Constructions, Maintenance and Utility Operations, current edition. All construction, methods of measurement, and basis of payment shall be in accordance with Division II and III of the Florida Department of Transportation Standard Specifications for Road and Bridge Construction, current edition, copies of which are available from the Florida Department of Transportation.

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Irrigation materials at cost plus 20 %			
American Disabilities Act (ADA) truncated dome paver installation	24" x 24"	each	$ 125.00 Labor only
Materials provided by City	24" x 48"	each	$ 250.00
	24" x 60"	each	$ 350.00
	24" x 72"	each	$ 375.00
	24" x 96"	each	$ 410.00
	24" x 120"	each	$ 450.00
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Pumpout Concrete	$ Cost plus	20%
Preplanning testing (certified)	$ Cost plus	20%
	$	
	$	
	$	

To ensure responsiveness, you must submit this form and the mandatory information listed in Sections III and IV.

PART III Certifications:

In accordance with your request for Bids, instructions and specifications, attached hereto, and subject to all conditions thereof, I (we), the undersigned, hereby propose and agree if this Bid is accepted, to contract with the City of Destin, Florida to construct any items or furnish any service requested herein and deliver same without additional cost to the City of Destin at the specified location for the quotations listed above.

The undersigned further declares that he/she has carefully examined the specifications referenced on this Bid Form and is thoroughly familiar with them and their provision(s). He further declares that no other person than the Bidder herein named has any interest in this Bid or in the contract to be executed, and that it is made without any connection with any other person(s) making Bid for the same articles, and it is in all respects fair and without collusion and fraud.

Signature and Certification:

Name and Title of Authorized Representative: Samuel Hugh Hayes
(Print or Type)

Signature: Samuel Hugh Hayes

Date of Bid: 5/10/16

Note: See RFB Section III, Bid Requirements, and attach all required information to Bid form.

The City of Destin reserves the right to reject any and all Bids or portions thereof, to waive minor defects in the process and to accept the Bid or any combination of Bid Items or take any other actions deemed by the City to be in the City's best interest. The City also reserves the right to assign additional work to the successful Bidder based upon their Bid proposal or negotiation as may be necessary to meet grant funding or completion requirements.

END OF BID FORM

ITEM # 2020-2669

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: September 8, 2020
TYPE OF AGENDA ITEM: City Manager Report

TO: City Council

THRU: Kyle Bauman, City Attorney
Lance Johnson, City Manager
Webb Warren, Deputy City Manager

FROM: Michael Burgess, Public Services Director

DATE: 07/31/2020

SUBJECT: Information Sharing Access Agreement, Flood Insurance Information

---

I. BACKGROUND: The Department of Homeland Security/Federal Emergency Management Agency require Cities to execute an Information Sharing Access Agreement (ISAA) in order for the City to receive and use flood insurance claim data.

II. DISCUSSION: The City requires flood insurance claim data to complete credited activities as part of its participation in the Community Rating System (CRS). In particular, under the activity called Flood Insurance Promotion, city staff mails out notices to properties near "Repetitive Loss" properties advising them of their proximity to a structure that has been repeatedly flooded as well as providing the flood preparation tips, flood protection measures, information about financial assistance, etc. required under this activity.

The list of "repetitive loss" properties and other claim data is subject to the Privacy Act of 1974. In years past, this information was distributed to CRS Communities annually. Now, the ISAA is required to be on file to receive such information.

A. Link to Strategic Goals / Objectives: from Strategic Focus 2025:
High Quality of Life and Safety for Residents

B. Effect on Budget (EOB): None

C. Level of Service (LOS): Obtaining this information from FEMA and the Flood Insurance and Mitigation Administration (FIMA) is critical to maintaining the City's current CRS Class 6 status and to preserve the city's

ability to adequately regulate development within the floodplain.

III. CONCLUSION: If approved, staff will immediately forward the executed agreement to FEMA and will request the City's Repetitive Loss list and flood insurance claim data.

IV. RECOMMENDED MOTION: I move that City Manager be authorized to execute an Information Sharing Access Agreement with FEMA.

Attachments:

1. DESTIN - Information Sharing Access Agreement 2020

INFORMATION SHARING ACCESS AGREEMENT (ISAA)

BETWEEN

THE DEPARTMENT OF HOMELAND SECURITY/ FEDERAL EMERGENCY MANAGEMENT AGENCY (DHS/FEMA) FEDERAL INSURANCE AND MITIGATION ADMINISTRATION (FIMA)

AND

THE CITY OF DESTIN, FLORIDA

1. **INTRODUCTION AND PURPOSE.** The U.S. Department of Homeland Security/Federal Emergency Management Agency, Federal Insurance and Mitigation Administration (DHS/FEMA/FIMA) and the CITY of Destin, Florida (the CITY) voluntarily enter into this Information Sharing Access Agreement (ISAA). The purpose of the ISAA is to enable FEMA to share personally identifiable information (PII) that is protected by the Privacy Act of 1974 (Privacy Act), as amended, 5 U.S.C. § 552a, with the CITY to review National Flood Insurance Program (NFIP) policy and/or claims information for daily floodplain management, Community Rating System (CRS), hazard mitigation activities and Repetitive Loss Area Analysis (RLAA).

2. **AUTHORITIES.** This ISAA is authorized by:

   a. Robert T. Stafford Disaster Relief and Emergency Assistance Act, Pub. L. No. 93-288 (1974) (42 U.S.C. 5121 et seq.) (Stafford Act) *for declared disasters only*;

   b. Homeland Security Act of 2002, Pub. L. No. 107-296 (2002) (6 U.S.C. 101 et seq.) *for declared disasters only*;

   c. National Flood Insurance Act of 1968, Pub. L. No. 90-448, Title XIII (1968) (42 U.S.C. 4001 et seq.) (NFIA);

   d. Privacy Act of 1974 (5 U.S.C. 552a) (Privacy Act);

   e. Authority notification - DHS/FEMA 003 –NFIP Files System of Records, 79 FR 28747 (May 19, 2014) (NFIP Files SORN).

3. BACKGROUND

a. FEMA collects, maintains, uses, and disseminates, personally identifiable information (PII) from NFIP policyholders. NFIP policyholder PII is protected by the Privacy Act and shared pursuant to the NFIP Files SORN.

b. As authorized by the routine use provision of the Privacy Act, 5 U.S.C. § 552a(b)(3), FEMA may disclose policyholder PII to federal, state, local, and tribal government agencies to enable them to receive only the NFIP policy and claims information necessary to satisfy a specific routine use as valid and eligible under the NFIP Files SORN.

c. The CITY certifies that it will review NFIP policy and claims information for properties within its jurisdiction under Routine Uses (O), (R), and (T).

4. DEFINITIONS.

As used in this Agreement, the following terms will have the following meanings:

a. COMPUTER MATCHING: Any computerized comparison of two or more automated systems of records, or a system of records with non-federal records, for the purpose of establishing or verifying eligibility or compliance as it relates to cash or in-kind assistance or payments under federal benefit programs. *See* 5 U.S.C. § 552a(a)(8). Pursuant to 5 U.S.C. § 552a(o), any record contained in a system of records may only be disclosed to a recipient agency or non-federal agency for use in a computer matching program pursuant to a Computer Matching Agreement (CMA) between the source agency and the recipient agency or non-federal agency.

b. NIST CYBERSECURITY FRAMEWORK: National Institutes of Standards and Technology (NIST) "Framework for Improving Critical Infrastructure Cybersecurity," which sets out a repeatable process of, "Identify, Protect, Detect, Respond and Recover," to guide organizational cybersecurity activities and consideration of cybersecurity risk in organizational risk management processes.

c. PERSONALLY IDENTIFIABLE INFORMATION (PII): Any information that permits the identity of an individual to be directly or indirectly inferred, including other information that is linked or linkable to an individual. For example, when linked or linkable to an individual, such information includes an address, name, social security number, date and place of birth, mother's maiden name, account number, license number, vehicle identifier number, license plate number, device identifier or serial number, internet protocol address, biometric identifier (e.g., photograph, fingerprint, iris scan, voice print), educational information, financial information, medical information, criminal or employment information, and information created specifically to identify or authenticate an individual (e.g., a

random generated number). PII constitutes "Controlled Unclassified Information."

d. PRIVACY INCIDENT. The loss of control, compromise, unauthorized disclosure, unauthorized acquisition, or any similar occurrence where (1) a person other than the authorized user accesses or potentially accesses PII or (2) an authorized user accesses or potentially accesses PII for an unauthorized purpose. The term encompasses both suspected and confirmed incidents involving PII, whether intentional or inadvertent, which raises a reasonable risk of harm.

e. SYSTEM SECURITY PLAN. Formal document that provides an overview of the security requirements for the information system and describes the security controls in place or planned for meeting those requirements. For instance, technical controls typically include Access Control (IA), Audit and Accountability (AU), Identification and Authentication (IA), and System and Communications (SC).

5. RESPONSIBILITIES.

a. FEMA's responsibilities under this ISAA are as follows:

i. Share with the CITY the NFIP policyholder data found in Appendix A of this agreement.

ii. Transmit the NFIP policyholder data and related information listed in Appendix A to the CITY in password protected format via encrypted email.

iii. Ensure that NFIP policyholder data is accurate, complete, and up-to-date as reasonably necessary.

iv. FEMA shall not take any adverse action or limit any of its Federal benefits as a result of this sharing of information.

b. The CITY's responsibilities under this ISAA are as follows:

i. Use and maintain the NFIP policyholder PII under this ISAA only to review NFIP policy and claims information for properties within its jurisdiction under Routine Uses (O), (R), and (T). The NFIP policyholder PII provided by FEMA under this ISAA may not be used for any other purpose.

ii. Instruct all individuals with access to NFIP policyholder PII regarding the confidential nature of the information, the safeguard requirements of this Agreement, and the criminal penalties and civil remedies specified in

federal and state laws against unauthorized disclosure of NFIP policyholder PII covered by this Agreement.

iii. Employ appropriate administrative, technical, and/or physical safeguards to secure any and all NFIP policyholder PII shared under the provisions of this ISAA, whether in physical or electronic form, and store PII only in places and in a manner, that are safe from access by unauthorized persons or for unauthorized use.

iv. Limit access to NFIP policyholder PII provided by FEMA under this ISAA only to the authorized CITY personnel to review NFIP policy and claims information for properties within its jurisdiction Routine Uses (O), (R), and (T) on behalf the CITY. This includes all entities and individuals listed in paragraphs 6 and 7.

v. The CITY will not further disclose NFIP policyholder PII provided by FEMA to outside third parties without the express consent of FEMA or the NFIP policyholder(s) to whom the PII pertains including, as applicable, requests by third parties under state open access and freedom of information laws.

vi. The CITY shall ensure no computer matching will occur for the purpose of establishing or verifying eligibility or compliance as it relates to cash or in-kind assistance or payments under federal benefit programs unless a separate CMA is in place.

vii. The CITY will, in a timely manner, take appropriate action with regard to any request made by FEMA for access, additions, changes, deletions, or corrections of PII. In addition, the CITY will, in a timely manner, notify FEMA of any data errors that it discovers.

viii. The CITY will retain the NFIP data for only as long as is necessary to fulfill the purposes stated in Section 1. In no instance will the retention period for NFIP data exceed five years from date of receipt or the maximum period permissible by applicable legal and regulatory requirements or official retention policies.

6. CONSENT TO THIRD PARTY ACCESS TO NFIP POLICYHOLDER PII:

At this time, CITY does not intend to share NFIP policyholder PII with third party contractors.

7. POINTS OF CONTACT.

a. The FEMA points of contact are as follows:

Monique Crewes
Acting Chief, Insurance Analytics and Policy, FIMA
202-655-8573
Monique.Crewes@fema.dhs.gov

Scott McAfee
GIS Analyst, FIMA
202-236-3255
Scott.Mcafee@fema.dhs.gov

FEMA Region IV POC
Dewana Davis, CFM
Regional Flood Insurance Liaison, FEMA RIV Mitigation Division
Desk: 770-220-5420
Dewana.Davis@fema.dhs.gov

b. The CITY points of contact are as follows: (No more than five POCs)

Michael Burgess, MS, PH, CSM, CFM
Director of Public Works, Emergency Manager & Floodplain Administrator
850-837-6869
mburgess@cityofdestin.com

8. SEVERABILITY. Nothing in this ISAA is intended to conflict with current law, regulation, or FEMA directives. If a term of this ISAA is inconsistent with such authority, then that term shall be invalid, but the remaining terms and conditions of this ISAA shall remain in full force and effect.

9. NO PRIVATE RIGHT. This ISAA is an internal agreement between FEMA and the CITY. It does not create nor confer any right or benefit that is substantive or procedural, enforceable by any third party against the Parties, the United States, or other officers, employees, agents, or associated personnel thereof. Nothing in this ISAA is intended to restrict the authority of either party to act as provided by law, statute, or regulation, or to restrict any party from administering or enforcing any laws within its authority or jurisdiction. Accordingly, the terms of this Agreement do not constitute or imply the grant, by the United States of America, of any other consent, accord, satisfaction, advice, or waiver of its rights, power or authority.

10. FUNDING. This ISAA is not an obligation or commitment of funds, nor a basis for transfer of funds. Each party shall bear its own costs in relation to this ISAA. Expenditures by each party will be subject to its budgetary processes and to availability of funds pursuant to applicable laws, regulations, and policies. The parties expressly acknowledge that this in no way implies that Congress will appropriate funds for such expenditures.

11. ISSUE RESOLUTION. FEMA and the CITY understand that during the course of this ISAA, they may have to resolve issues such as: scope, interpretation of provisions, unanticipated technical matters, and other proposed modifications. Both parties agree to appoint their respective points of contact to work in good faith towards resolution of such issues.

12. USE OF CONTRACTOR WITH ACCESS TO NFIP POLICYHOLDER PII. When the CITY utilizes a contractor in connection with its performance of its obligations under the ISAA and the CITY provides such contractor with access to NFIP policyholder PII, the CITY shall provide FEMA with prompt notice of the identity of such contractor and the extent of the role that such contractor will play in connection with the purpose of this ISAA. Moreover, all such contractors given access to any NFIP policyholder PII must agree to: (a) abide by the conditions set forth herein, including, without limitation, its provisions relating to compliance with minimum standards for the protection of NFIP policyholder PII and Notice of Security and/or Privacy Incident; (b) restrict use of NFIP policyholder PII only to the performance of services to CITY in connection with CITY performance of its obligations under the ISAA, and (c) certify in writing, upon completion of the performance of services by a contractor, that the contractor has immediately un-installed, removed, and/or destroyed all copies of NFIP policyholder PII within 30 days of the contractor's performance of services to the CITY.

13. RETURN OR DESTRUCTION OF NFIP POLICYHOLDER PII. If at any time during the term of the ISAA any part of NFIP policyholder PII, in any form, that the CITY obtains from FEMA ceases to be required by the CITY for the performance of the purpose under the ISAA, or upon termination of the ISAA, whichever occurs first, CITY shall, within fourteen (14) days thereafter, promptly notify FEMA and securely return the NFIP policyholder PII to FEMA, or, at FEMA's written request destroy, un-install and/or remove all copies of such NFIP policyholder PII in the CITY's possession or control, and certify to FEMA that such tasks have been completed.

14. ENTIRE AGREEMENT. This ISAA constitutes the entire agreement between the parties with regard to information sharing.

15. MODIFICATION. This ISAA may be modified upon the mutual written consent of the parties.

16. COUNTERPARTS. This ISAA, when executed in any number of counterparts and by different parties on separate counterparts, each of which counterparts when so executed and delivered shall be deemed to be an original, and all of which counterparts taken together shall constitute but one and the same Agreement.

17. EFFECTIVE DATE, **DURATION AND TERMINATION.** This ISAA will become effective upon the signature of both parties and will remain in effect for three years. Either party may terminate this agreement upon written notice to the other party.

18. NOTICE OF PRIVACY INCIDENT. If the CITY, or its contractors, suspect, discover or are notified of a suspected or confirmed privacy incident relating to NFIP policyholder PII, the CITY shall immediately, but in no event later than twenty-four (24) hours from suspicion, discovery or notification of the suspected or confirmed privacy incident, notify the FEMA Privacy Officer at (202) 212-5100 or FEMA-Privacy@fema.dhs.gov.

19. PRIVACY INCIDENT HANDLING. In the event of a privacy incident emanating from this ISAA, FEMA will investigate the incident pursuant to DHS standard procedures and will consult CITY to diagnose, mitigate and manage the privacy incident. The CITY will be responsible for carrying out all necessary measures to remedy the effects of the privacy incident.

20. REPORTING. This ISAA covers several routine uses outlined in Paragraph 3 (d) and (e). Each time a record is requested under this ISAA, CITY will indicate the specific purpose and use of the record and the specific routine use under which the record is being requested. FEMA will keep a record of the date, nature, and purpose of each disclosure of a record under this ISAA. The Parties will coordinate to prepare a report/audit summarizing compliance with the privacy, redress, and security requirements set forth in this Agreement.

21. INDEMNIFICATION. The CITY shall bear all costs, losses and damages to the extent resulting from CITY breach of the ISAA. CITY agrees to release, defend, indemnify, and hold harmless FEMA for claims, losses, penalties and damages and reasonable attorneys' fees and costs to the extent arising out of CITY's, or its contractor's, negligence, unauthorized use or disclosure of NFIP policyholder PII and/or CITY's, or its contractor's, breach of its obligations under the ISAA. CITY

shall inform all of its principals, officers, employees, agents and contractors assigned to handling NFIP policyholder PII under the ISAA of the obligations contained in the ISAA.

22. PENALTIES. The CITY understands that if it or one of its employee/agents willfully discloses any such PII to a third party not authorized to receive it, FEMA will revoke the CITY's access to NFIP policyholder PII.

APPROVED BY:

FEDERAL EMERGENCY MANAGEMENT AGENCY

_____ _____

[NAME] Date
[Federal Insurance Directorate Assistant Administrator]
DHS/FEMA/Resilience/FIMA

THE CITY OF DESTIN, FLORIDA

_____ _____

Lance A. Johnson Date
City Manager
The City of Destin, Florida

Appendix A – NFIP Data Description

The following lists the NFIP policyholder PII data elements that may be shared by FEMA with the CITY. The CITY will only receive the PII data, or data when combined with other data could lead to PII, necessary to meet the routine use:

- Property Address
- Date of Loss
- Building Characteristics
- Coverages (building, contents)
- Premium and fees
- Claims amount paid (building, contents, ICC)
- Non-PII data elements as necessary, requested, and available

NFIP System of Records Notices (SORNs) Routine Uses

A	To the Department of Justice (DOJ), including Offices of the U.S. Attorneys, or other federal agency conducting litigation or in proceedings before any court, adjudicative, or administrative body, when it is relevant or necessary to the litigation and one of the following is a party to the litigation or has an interest in such litigation: 1. DHS or any component thereof; 2. Any employee or former employee of DHS in his/her official capacity; 3. Any employee or former employee of DHS in his/her individual capacity when DOJ or DHS has agreed to represent the employee; or 4. The U.S. or any agency thereof.
B	To a congressional office from the record of an individual in response to an inquiry from that congressional office made at the request of the individual to whom the record pertains.
C	To the National Archives and Records Administration (NARA) or General Services Administration pursuant to records management inspections being conducted under the authority of 44 U.S.C. 2904 and 2906.
D	To an agency or organization for the purpose of performing audit or oversight operations as authorized by law, but only such information as is necessary and relevant to such audit or oversight function.
E	To appropriate agencies, entities, and persons when: 1. DHS suspects or has confirmed that the security or confidentiality of information in the system of records has been compromised; 2. DHS has determined that as a result of the suspected or confirmed compromise, there is a risk of identity theft or fraud, harm to economic or property interests, harm to an individual, or harm to the security or integrity of

	this system or other systems or programs (whether maintained by DHS or another agency or entity) that rely upon the compromised information; and 3. The disclosure made to such agencies, entities, and persons is reasonably necessary to assist in connection with DHS's efforts to respond to the suspected or confirmed compromise and prevent, minimize, or remedy such harm.
F	To contractors and their agents, grantees, experts, consultants, and others performing or working on a contract, service, grant, cooperative agreement, or assignment for DHS, when necessary to accomplish an agency function related to this system of records. Any individuals provided information under this routine use are subject to the same Privacy Act requirements and limitations on disclosure as are applicable to DHS officers and employees.
G	To an appropriate federal, state, tribal, local, international, or foreign law enforcement agency or other appropriate authority charged with investigating or prosecuting a violation or enforcing or implementing a law, rule, regulation, or order, when a record, either on its face or in conjunction with other information, indicates a violation or potential violation of law, which includes criminal, civil, or regulatory violations and such disclosure is proper and consistent with the official duties of the person making the disclosure.
H	To Write Your Own insurance companies as authorized under 44 CFR 62.23 to administer flood insurance in partnership with FEMA.
I	To federal, state, local, and tribal government agencies, insurance companies, and established voluntary organizations in order to determine eligibility for benefits, verify non-duplication of benefits following a flooding event or another disaster, and provide needs unmet by NFIP claims payouts within their jurisdictions and service areas.
J	To state government agencies in order to provide GFIP certificates for carrying out the purposes of the NFIP within its jurisdiction.
K	To property loss reporting bureaus, state insurance departments, and insurance companies to investigate fraud or potential fraud in connection with claims, subject to the approval of the DHS Office of the Inspector General.
L	To state, local, and tribal government agencies to ascertain the degree of financial burdens they expect to assume in the event of a flooding disaster within its jurisdiction.
M	To state, local, and tribal government agencies to further NFIP outreach and education activities within their jurisdiction.
N	To state, local, and tribal government agencies that provide names, addresses of policyholders within their jurisdictions, and a brief general description of their plan for acquiring and relocating their flood prone properties for the purpose of ensuring that communities engage in floodplain management, improved real property acquisitions, and relocation projects that are consistent with the NFIP. This is contingent upon the Federal Insurance Mitigation Administration determining that the use furthers the flood plain management and hazard mitigation goals of the agency.
O	To the Army Corps of Engineers and federal, state, local, and tribal government agencies to review NFIP policy and claims information for properties within its

	jurisdiction in order to assist in hazard mitigation and floodplain management activities, and in monitoring compliance with the floodplain management measures adopted by the community.
P	To lending institutions and mortgage servicing companies for purposes of assisting with lender compliance.
Q	To current owners of properties for the purpose of providing the dates and dollar amounts of past loss payments made to the said property.
R	To federal, state, local, and tribal government agencies to conduct research, analysis, and feasibility studies of policies and claims within its jurisdiction.
S	To financial institutions for purposes of providing referral or cooperative reimbursement payments to insurance agents to share marketing and advertising costs between NFIP and entities participating in the NFIP.
T	To community officials and representatives to provide repetitive loss records of properties within that community.
U	To OMB in for purposes related to the review of private relief legislation in accordance with OMB Circular No. A-19.
V	To private reinsurers, private capital firms, and financial institutions for the purposes of preparing NFIP assumption of risk proposals.
W	To the news media and the public, with the approval of the Chief Privacy Officer in consultation with counsel, when there exists a legitimate public interest in the disclosure of the information, when disclosure is necessary to demonstrate the accountability of DHS's officers, employees, or individuals covered by the system, except to the extent the Chief Privacy Officer determines that release of the specific information in the context of a particular case would constitute an unwarranted invasion of personal privacy.

https://www.gpo.gov/fdsys/pkg/FR-2014-05-19/html/2014-11386.htm

ITEM # 2020-2750

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: September 8, 2020
TYPE OF AGENDA ITEM: Action Item

TO: City Council

THRU: Lance Johnson, City Manager

FROM: Kimberly Kopp, Land Use Attorney
Joey Forgione, Code Compliance Manager

DATE: August 31, 2020

SUBJECT: Special Magistrate for Code Compliance- Proposed Contract for Casey P. Waterhouse

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I. BACKGROUND: Attached for consideration by the City Council is a proposed contract for a new special magistrate for City Code Compliance hearings. The City is currently down from three code compliance special magistrates in 2018, to one, in 2020. The special magistrates work on a rotating basis.

The proposed contract is identical to that of the outgoing special magistrate.

II. DISCUSSION:

A. Link to Strategic Goals / Objectives:

B. Effect on Budget (EOB): The proposed special magistrate would replace an outgoing magistrate at the same hourly rate and with an identical contract. Special magistrates are paid only for hours worked. The estimated annual maximum cost is covered in account number 0152442-531000 Code Compliance-Professional Services.

C. Level of Service (LOS):

III. CONCLUSION: Staff recommends approval of the special magistrate contract for Casey P. Waterhouse, Esq.

IV. RECOMMENDED MOTION:

Attachments:

1. CPW Resume for Special Magistrate

2. WATERHOUSE SPECIAL MAGISTRATE CONTRACT

Casey P. Waterhouse

995 Airport Road, Unit 17, Destin, Florida 32541 · (850) 541-8000

caseywaterhouse@outlook.com

Bar Membership: Florida State Bar - admitted September 2010

Education:

Barry University School of Law Orlando, FL Juris Doctor, May 2010

- Awards: Book Award for Drafting Wills, Trusts, and Estates
- Activities: Kaplan/PMBR representative, 2008-2010; American Association for Justice member, 2007-2010; Barry Women Lawyers Association member, 2007-2008

Fayetteville State University Fayetteville, NC

Bachelor of Arts, History, December 2004

- Cumulative G.P.A.: 4.0
- Honors: Alpha Lambda Delta, 2001-2003; Dean's List, 2001-2002; National Dean's List, 2003-2004; Collegiate American Scholar, 2001-2004

*Significant course work transferred from Piedmont College, Demorest, Georgia

Legal Experience:

Waterhouse Law Firm, P.A. Shalimar, FL

Owner 4/17-present

- Manage caseload of matters consisting of dissolution of marriage, timesharing, child support, modifications of existing timesharing and/or child support, establishment and disestablishment of paternity, and domestic violence/repeat violence injunctions
- Prepare for and attend multiple hearings, mediations, depositions, and final hearings for dissolution of marriage, paternity, and modification of timesharing and/or child support matters
- Prepare for and attend numerous domestic violence and repeat violence injunction hearings
- Draft motions related to timesharing, support, contempt, and property rights
- Assess, analyze, and draft discovery for all dissolution of marriage and modification actions
- Draft marital settlement agreements, shared parenting plans, timesharing plans, prenuptial, and postnuptial agreements
- Train and manage staff, manage and reconcile trust and operating accounting, and solely responsible for handling all aspects of running business

Harrison Sale McCloy, P.A. Destin, FL
Associate Attorney 3/16-4/17

- Independently developed and built Family Law practice for firm, managed all aspects of the Family Law practice and handled all Family Law matters on behalf of the firm
- Manage my personal caseload of matters consisting of dissolution of marriage, timesharing, child support, modifications of existing timesharing and/or child support, establishment and disestablishment of paternity, and domestic violence/repeat violence injunctions
- Prepare for and attend multiple hearings, mediations, depositions, and final hearings for dissolution of marriage, paternity, and modification of timesharing and/or child support matters
- Prepare for and attend numerous domestic violence and repeat violence injunction hearings
- Draft motions related to timesharing, support, contempt, and property rights
- Assess, analyze, and draft discovery for all dissolution of marriage and modification actions
- Draft marital settlement agreements, shared parenting plans, timesharing plans, prenuptial, and postnuptial agreements

Fleet & Smith, P.A. f/k/a Fleet, Spencer & Kilpatrick, P.A. Shalimar, FL
Associate Attorney 12/12-11/15

- Independently developed and built Family Law practice for firm, managed all aspects of the Family Law practice and handled all Family Law matters on behalf of the firm
- Developed and maintained extensive case management for dissolution of marriage, timesharing, child support, modifications of existing timesharing and/or child support, establishment/disestablishment of paternity and domestic violence/repeat violence injunctions
- Prepared for and attended final hearings, and mediations for dissolution of marriage and modification of timesharing and/or child support matters
- Prepared for and attended numerous domestic violence and repeat violence injunction hearings
- Drafted marital settlement agreements, shared parenting plans, timesharing plans, prenuptial, and postnuptial agreements
- Drafted numerous motions related to timesharing, support, contempt, and property rights
- Conducted extensive discovery on multiple dissolution of marriage and modification matters
- Maintained caseload for probate cases – summary and formal administration
- Conducted extensive legal research for complicated issues related to family law, business law, and probate matters

Dowd Law Firm, P.A. Ft. Walton Beach, FL
Associate Attorney 6/11-12/12

- Managed diverse caseload consisting of mortgage foreclosure defense, mortgage foreclosures, homeowner/condominium lien foreclosures, residential and commercial evictions, BP oil spill claims, drafting simple wills and advance directives, summary and formal administration of estates, breach of contract matters, and simple dissolutions of marriage
- Attended and participated in numerous mediations for mortgage foreclosure matters
- Drafted all pleadings related to caseload including, but not limited to complaints, counterclaims, answers, affirmative defenses, and replies in avoidance
- Drafted numerous motions including, but not limited to summary judgments and motions to dismiss
- Attended hearings on multiple issues to include arguing in support of client motions and in opposition to adverse party motions
- Conducted and managed all discovery related to caseload
- Implemented new procedures for retaining client contracts for services, new procedures for declining or terminating representation, and new procedures for opening and closing files in accordance with the Florida Bar Rules of Professional Conduct

Certifications:

- Florida Supreme Court Certified County Court Mediator 2009-2011

Professional and Charitable Associations:

- Okaloosa Florida Association of Women Lawyers (2014-present)
  - Treasurer (2015-2019)
- First Judicial Circuit Bench and Bar Professionalism Committee member (2012-present)
  - Chair of Communications Subcommittee (2012-2015)
- Okaloosa County Guardian ad Litem volunteer (2012-2015)
- Okaloosa County Bar Association (f/k/a Okaloosa Walton Bar Association) -Young Lawyer Division (2011-2015)
  - President (2013-2014); Vice-President (2012-2013)
- Okaloosa County Bar Association (f/k/a Okaloosa Walton Bar Association) member (2011-present)
- American Bar Association member (2010-present)

AGREEMENT

THIS AGREEMENT made and entered into this ____ day of September, 2020, by and between the City of Destin, 4200 Indian Bayou Trail, Destin, Florida, 32541 hereinafter referred to as "**City**", and Casey Waterhouse, Esq. of Waterhouse Law Firm, P.A., 51 3rd Ave, Bldg 8, Shalimar, FL 32579, hereinafter referred to as "**Special Magistrate**".

1. Purpose of Agreement. The purpose of this Agreement is to set forth the continuing terms and conditions under which Special Magistrate shall provide magistrate services to the city.

2. Scope of Services. Special Magistrate agrees to perform and conduct Special Magistrate services for quasi-judicial matters, initially limited to code enforcement proceedings pursuant to Chapter 162, Florida Statutes and Chapter 14, Article III, City Code.

3. Compenstation. Special Magistrate will be compensated $200.00 per code enforcement hearing session. Special Magistrate shall bear his own or her own costs and expenses for travel to and from the site of hearings and incidental work outside hearing sessions.

A. If the Special Magistrate is requested to review files, briefing material or legal memoranda in advance of more complex code enforcement actions, then the Special Magistrate shall bill the City at the rate of $200.00 per hour for those services.

4. If requested by the Special Magistrate, then an armed Okaloosa County Sheriff's Deputy shall be provided for security, on a hearing by hearing basis.

5. Throughout the term of this agreement, Special Magistrate shall;

(1) Be an active member in good standing of the Florida Bar.

(2) Reside in Okaloosa or Walton County, Florida.

(3) Not be an employee of the City or hold any office with the city government.

(4) Comply with the Code of Ethics of the State of Florida.

6. Term. This Agreement contemplates a continuing and ongoing relationship between City and Special Magistrate. This Agreement shall continue in full force and effect, subject to agreed upon amendments, unless and until terminated upon thirty (30) days notice by the City Manager or Special Magistrate.

7. Billing. Special Magistrate shall provide monthly invoices for services rendered to the City. The City's City Manager shall have statement payment approval authority.

8. Other Agreements. No prior or present agreements or representations shall be binding upon City or Special Magistrate unless included in this Agreement. No modification or change to this Agreement shall be binding upon the parties unless in writing and executed by the party or parties to be bound thereby.

9. Client File Control. Special Magistrate is authorized to dispose of the files relating to Special Magistrate services to City at the expiration of seven (7) years from the date of completion of a hearing.

10. Assignment. The Special Magistrate shall not enter into any agreements with third parties to delegate any or all of the responsibilities, duties, or rights herein set forth.

11. Independent Contractor. The Special Magistrate shall perform the conditions of this Agreement as an independent contractor and nothing contained herein shall be construed to be inconsistent with this relationship or status. The Special Magistrate shall be responsible for any and all federal, state and local required deductions and/or taxes on the compensation paid under this agreement and complete and furnish the City with an IRS Form W-9, *Request for Taxpayer Identification Number and Certi fication*.

12. Binding Effects. This Agreement shall be binding upon the parties hereto and upon their successors and assigns.

13. Governing Law and Venue. The parties intend that this Agreement and the relationship of the parties shall be governed by the laws of the State of Florida. Venue for any action arising out of this Agreement between the parties shall be exclusively in Okaloosa County, Florida and nowhere else.

14. JURY TRIAL WAIVER. THE PARTIES TO THE AGREEMENT AGREE TO WAIVE THEIR RIGHTS TO A TRIAL BY JURY REGARDING ANY LAWSUIT INVOLVING THE INTERPRETATION, CONSTRUCTION, ENFORCEMENT OR GOVERNANCE OF THIS AGREEMENT.

15. Public Records.

A. IF THE SPECIAL MAGISTRATE HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119 , FLORIDA STATUTES, TO THE SPECIAL MAGISTRATE' S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT THE OFFICE OF THE CITY CLERK, (850)837-4242, 4200 INDIAN BAYOU DRIVE, DESTIN, FLORIDA 32541, rbailey@cityofdestin.com. Specifically, the SPECIAL MAGISTRATE must:

1. Upon request from the City' s custodian of public records, provide the City with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes, or as otherwise provided by law.
11. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed

except as authorized by law for the duration of the contract term and following completion of the contract if the Special Magistrate does not transfer the records to the public agency.

111. Upon completion of the contract, transfer, at no cost to the City, all public records in possession of the Special Magistrate or keep and maintain public records required by the City to perform the service. All records stored electronically must be provided to the City, upon request from the City' s custodian of public records, in a format that is compatible with the information technology systems of the City.

IN WITNESS WHEREOF, the parties of this Agreement have set their hands and seals on the say and year first above written.

CITY OF DESTIN

_____

Lance Johnson, City Manager

CASEY WATERHOUSE
WATERHOUSE LAW FIRM, P.A.

_____

Casey Waterhouse, Esq.
Waterhouse Law Firm, P.A.
51 3rd Ave, Bldg 8
Shalimar, FL 32579
Telephone: (850) 424-1651
Email: casey@waterhouselawfirm.com

ITEM # 2020-2752

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: September 8, 2020
TYPE OF AGENDA ITEM: Action Item

TO: City Council

THRU: Lance Johnson, City Manager
Webb Warren, Deputy City Manager

FROM: Kyle Bauman, City Attorney

DATE: September 1, 2020

SUBJECT: Extensions 20 and 21 to the Amended COVID-19 Declaration of State of Emergency

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I. BACKGROUND: On July 7, 2020, Governor DeSantis issued Executive Order 20-166, extending the statewide state of emergency another 60 days from July 7, 2020.

II. DISCUSSION: To ensure compliance with the law, the Extensions should be executed weekly. Because of Memorial Day, the City Council meeting scheduled for the first Monday in September (9/7) was moved to the following Tuesday (9/8). Extension 20 was due to be executed on the first Monday (9/7). In an abundance of caution, the City Manager will likely execute Extension 20 on the September 7. The Council may now choose to ratify that action.

Extension 21 is due to be executed on September 14 and the Council may choose to authorize and direct the City Manager to execute Extension 21.

A. Link to Strategic Goals / Objectives:
B. Effect on Budget (EOB):
C. Level of Service (LOS):

III. CONCLUSION: To ensure the City maintains maximum flexibility to respond to the unpredictable COVID-19 virus, the City Council should ratify the execution of Extension 20 and authorize and direct the City Manager to issue Extension 21 on September 14.

IV. RECOMMENDED MOTION: I move to ratify the City Manager's execution of Extension Number 20 and authorize and direct the City Manager to issue

Extension Number 21 if the City Manager determines an emergency still exists on September 14, 2020.

Attachments:

1. COVID 19 Declaration - Extension 20
2. COVID 19 Declaration - Extension 21

EXTENSION NO. 20 – FIRST AMENDED DECLARATION OF STATE OF EMERGENCY – NOVEL CORONAVIRUS, COVID-19
CITY OF DESTIN, FLORIDA

WHEREAS, on March 1, 2020, Governor Ron DeSantis issued Executive Order No. 20-51 directing the Florida Department of Health to issue a Public Health Emergency, which direction was followed by the appropriate agencies; and

WHEREAS, on March 9, 2020, Governor Ron DeSantis issued Executive Order No. 20-52 declaring a State of Emergency for every county in Florida for COVID-19; and

WHEREAS, on March 18, 2020, the Mayor and City Manager of the City of Destin, Florida (the "City") jointly issued a Declaration of a State of Emergency (the "COVID-19 Declaration") in response to COVID-19; and

WHEREAS, there is law potentially limiting the COVID-19 Declaration's effect to a period of only seven (7) days; and

WHEREAS, the conditions continue to exist requiring the extension of the COVID-19 Declaration; and

WHEREAS, on March 25, 2020, the Mayor and City Manager jointly issued Extension Number 1 to the COVID-19 Declaration;

WHEREAS, on April 1, 2020, the COVID-19 Declaration and Extension Number 1 thereto were duly ratified and approved by the Destin City Council; and

WHEREAS, on April 1, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 2 to the COVID-19 Declaration; and

WHEREAS, on April 6, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 3 to the COVID-19 Declaration if the City Manager determines that the emergency continues to exist on April 8, 2020; and

WHEREAS, on April 6, 2020 the Destin City Council authorized and directed the City Manager to issue Extension Number 4 to the COVID-19 Declaration if the City Manager determines that the emergency continues to exist on April 15, 2020; and

WHEREAS, on April 20, 2020, the Destin City Council authorized and directed the City Manager to issue the First Amended Declaration of State of Emergency relating to the novel coronavirus, COVID-19; and

WHEREAS, on April 20, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 1 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on April 27, 2020; and

WHEREAS, on April 20, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 2 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on May 4, 2020; and

WHEREAS, on May 4, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 3 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist of May 11, 2020; and

WHEREAS, on May 4, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 4 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on May 18, 2020; and

WHEREAS, on May 18, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 5 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on May 25, 2020; and

WHEREAS, on May 18, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 6 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on June 1, 2020; and

WHEREAS, on June 1, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 7 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on June 8, 2020; and

WHEREAS, on June 1, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 8 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on June 15, 2020; and

WHEREAS, On June 15, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 9 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on June 22, 2020; and

WHEREAS, on June 15, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 10 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on June 29, 2020; and

WHEREAS, on July 6, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 11 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on July 6, 2020; and

WHEREAS, on July 6, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 12 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on July 13, 2020;

WHEREAS, on July 20, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 13 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on July 20, 2020;

WHEREAS, on July 20, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 14 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on July 27, 2020; and

WHEREAS, on August 3, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 15 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on August 3, 2020; and

WHEREAS, on August 3, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 16 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on August 10, 2020; and

WHEREAS, on August 17, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 17 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on August 17, 2020; and

WHEREAS, on August 17, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 18 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on August 24, 2020; and

WHEREAS, on August 17, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 19 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on August 31, 2020; and

WHEREAS, on September 7, 2020, the City Manager determined that the emergency continues to exist and duly issued Extension Number 20 to the Amended COVID-19 Declaration.

NOW THEREFORE, in consideration of the recitals above, all of which are incorporated herein below by reference, the City Manager hereby extends the Amended COVID-19 Declaration, and further states:

Section 1. COVID-19 Declaration Extended.

1. The COVID-19 Declaration is hereby extended for the maximum amount of time allowed by law or until the City Council determines that a state of emergency no longer exists. However, this the state of emergency shall not exceed any Executive Order from the Governor revoking or withdrawing Executive Order 20-52 and if Executive Order 20-52 is revoked or withdrawn, then this State of Emergency shall terminate automatically and without further action by the City Manager or City Council.

DULY EXECUTED this 7th day of September, 2020.

_____
Lance Johnson, City Manager

Date:_____

Attest:

_____
Rey Bailey, City Clerk
Date:_____

Approved as to form and legal sufficiency:

_____
Kyle Bauman, City Attorney
Date:_____

EXTENSION NO. 21 – FIRST AMENDED DECLARATION OF STATE OF EMERGENCY – NOVEL CORONAVIRUS, COVID-19
CITY OF DESTIN, FLORIDA

WHEREAS, on March 1, 2020, Governor Ron DeSantis issued Executive Order No. 20-51 directing the Florida Department of Health to issue a Public Health Emergency, which direction was followed by the appropriate agencies; and

WHEREAS, on March 9, 2020, Governor Ron DeSantis issued Executive Order No. 20-52 declaring a State of Emergency for every county in Florida for COVID-19; and

WHEREAS, on March 18, 2020, the Mayor and City Manager of the City of Destin, Florida (the "City") jointly issued a Declaration of a State of Emergency (the "COVID-19 Declaration") in response to COVID-19; and

WHEREAS, there is law potentially limiting the COVID-19 Declaration's effect to a period of only seven (7) days; and

WHEREAS, the conditions continue to exist requiring the extension of the COVID-19 Declaration; and

WHEREAS, on March 25, 2020, the Mayor and City Manager jointly issued Extension Number 1 to the COVID-19 Declaration;

WHEREAS, on April 1, 2020, the COVID-19 Declaration and Extension Number 1 thereto were duly ratified and approved by the Destin City Council; and

WHEREAS, on April 1, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 2 to the COVID-19 Declaration; and

WHEREAS, on April 6, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 3 to the COVID-19 Declaration if the City Manager determines that the emergency continues to exist on April 8, 2020; and

WHEREAS, on April 6, 2020 the Destin City Council authorized and directed the City Manager to issue Extension Number 4 to the COVID-19 Declaration if the City Manager determines that the emergency continues to exist on April 15, 2020; and

WHEREAS, on April 20, 2020, the Destin City Council authorized and directed the City Manager to issue the First Amended Declaration of State of Emergency relating to the novel coronavirus, COVID-19; and

WHEREAS, on April 20, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 1 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on April 27, 2020; and

WHEREAS, on April 20, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 2 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on May 4, 2020; and

WHEREAS, on May 4, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 3 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist of May 11, 2020; and

WHEREAS, on May 4, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 4 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on May 18, 2020; and

WHEREAS, on May 18, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 5 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on May 25, 2020; and

WHEREAS, on May 18, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 6 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on June 1, 2020; and

WHEREAS, on June 1, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 7 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on June 8, 2020; and

WHEREAS, on June 1, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 8 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on June 15, 2020; and

WHEREAS, On June 15, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 9 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on June 22, 2020; and

WHEREAS, on June 15, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 10 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on June 29, 2020; and

WHEREAS, on July 6, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 11 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on July 6, 2020; and

WHEREAS, on July 6, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 12 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on July 13, 2020;

WHEREAS, on July 20, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 13 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on July 20, 2020;

WHEREAS, on July 20, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 14 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on July 27, 2020; and

WHEREAS, on August 3, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 15 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on August 3, 2020; and

WHEREAS, on August 3, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 16 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on August 10, 2020; and

WHEREAS, on August 17, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 17 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on August 17, 2020; and

WHEREAS, on August 17, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 18 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on August 24, 2020; and

WHEREAS, on August 17, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 19 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on August 31, 2020; and

WHEREAS, on September 7, 2020, the City Manager determined that the emergency continues to exist and duly issued Extension Number 20 to the Amended COVID-19 Declaration; and

WHEREAS, on September 8, 2020, Extension Number 20 was duly ratified and approved by the Destin City Council; and

WHEREAS, on September 8, 2020, the Destin City Council authorized and directed the City Manager to issue Extension Number 21 to the Amended COVID-19 Declaration if the City Manager determines that the emergency continues to exist on September 14, 2020.

NOW THEREFORE, in consideration of the recitals above, all of which are incorporated herein below by reference, the City Manager hereby extends the Amended COVID-19 Declaration, and further states:

Section 1. COVID-19 Declaration Extended.

1. The COVID-19 Declaration is hereby extended for the maximum amount of time allowed by law or until the City Council determines that a state of emergency no longer exists. However, this the state of emergency shall not exceed any Executive Order from the Governor revoking or withdrawing Executive Order 20-52 and if Executive Order 20-52 is

revoked or withdrawn, then this State of Emergency shall terminate automatically and without further action by the City Manager or City Council.

DULY EXECUTED this 14th day of September, 2020.

_____
Lance Johnson, City Manager

Date:_____

Attest:

_____
Rey Bailey, City Clerk
Date:_____

Approved as to form and legal sufficiency:

_____
Kyle Bauman, City Attorney
Date:_____

ITEM # 2019-1622

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: September 8, 2020
TYPE OF AGENDA ITEM: Consent Agenda

TO: City Council

THRU: Lance Johnson, City Manager
Webb Warren, Deputy City Manager
Krystal Strickland, Finance Director
Kyle Bauman, City Attorney

FROM: Michael Burgess, Public Services Director

DATE: 08/11/2020

SUBJECT: Resolution 20-15, Authorization to renew FDOT Right-of-Way Maintenance Agreement with Ferrovial Services Infrastructure, Inc.

I. BACKGROUND: The City for the past several years has contracted with Ferrovial Services to provide enhanced right-of-way maintenance on US98. The City, through our continuing services median maintenance contractor, provides litter pickup and edging/sweeping services for frequently than FDOT or Ferrovial would normally provide. Approval of this item will continue that partnership for an additional year.

II. DISCUSSION: Ferrovial Services Infrastructure, Inc. is currently contracted by the FDOT to provide landscape maintenance of the FDOT ROW's located within the Destin City Limits (Highway 98 corridor). For many years, the City has desired the aesthetics of these ROWs to be maintained to a higher standard than what would normally be provided by the FDOT or their contractor, therefore; the City has entered into a contract with Ferrovial assuming the responsibility for performing litter removal and edging/sweeping functions on the FDOT ROW's within the City limits. In return for the City providing these services on their behalf, Ferrovial reimburses the City for a portion of the costs incurred in the amount of $21,163.32 . The City, in turn, has contracted with ZIIC Outdoors, Inc. to provide the contracted services in the FDOT ROW's located within the Destin City Limits.

A. Link to Strategic Goals / Objectives: from FY20 Strategic Plan:

High Quality of Life and Safety for Residents

from FY20-FY24 Strategic Goal Table
Goal #2: A Green and Sustainable Environment
Goal #6: Effective, Efficient and Aesthetically Pleasing Infrastructure

B. Effect on Budget (EOB): Ferrovial will reimburse the City $21,163.32 in accordance with the contract to help offset the City's expense in providing this enhanced level of service.

C. Level of Service (LOS): Enhanced aesthetics for the Hwy 98 corridor from the Marler Bridge to the County Line.

III. CONCLUSION: The City has made a substantial investment in maintaining the Hwy 98 medians to a higher standard that would normally be provided by FDOT. Renewal of the contract with Ferrovial will continue to give the City the ability to provide a more aesthetically pleasing driving experience for our residents and visitors as they travel the Highway 98 corridor and to recoup some of the associated costs.

IV. RECOMMENDED MOTION: I move that Council adopt Resolution 20-15, and authorize the City Manager to execute the contract.

Attachments:

1. ATT1: Ferrovial Median Contract 2020 2021
2. ATT2: 20-15 Ferrovial FDOT ROW Resolution

FERROVIAL SERVICES INFRASTRUCTURE, INC. ("Ferrovial")

MASTER CONTRACT

CONTRACT No.: 4600003522

This Master Contract ("Contract") is between the City of Destin, with a principal place of business at 4200 Indian Bayou Trail, Destin, FL 32541 ("Contractor"), & Ferrovial Services Infrastructure, Inc. ("Ferrovial") effective as of 8/1/2020 (the "Effective Date").

1. **Scope of the Contract**. The Contract sets forth the terms and conditions for the following work:

   Right of Way Maintenance within Destin City Limits**.**

2. **Background.** Right of Way Maintenance, City of Destin in Okaloosa County to be performed from August 1, 2020 through July 31, 2021.

3. **Documents**. The Contract consists of the following documents:
   a. Master Contract
   b. Attachment A: General Contract Terms and Conditions Level I
   c. Attachment B: Scope of Work, including Special Provisions
   d. Attachment C: Contractor's Request for Proposal Response and Quotation
   e. Attachment D: Deliverables, Milestones and Payment Schedule
   f. Attachment E: Change Order Form
   g. Attachment F: Lane Closure Restrictions
   h. Attachment G: MBE/WBE/DBE/HUB Business
   i. Attachment H: Equipment Certification
   j. Attachment I: FDOT Contract Requirements

   These parts will be read as one document, the contents of which, in the event and to the extent of conflict between the parts, will be given precedence in the order above, except that Attachment B shall have precedence over Attachment A.

4. **Term of Contract**. This Contract shall continue in effect for one (1) year from the Effective Date, unless terminated in accordance with the provisions of this Contract.

5. **Notice.** Any correspondence or notice given by either party to the other is served, if delivered in person or if deposited in the mail, properly stamped, and addressed as shown below. Notices may be addressed as follows:

If to Contractor:	**If to Ferrovial:**
Attn:	Attn: Jessi Allen
	3050 Copter Road
	Pensacola, FL 32514
Phone:	
Email:	Jessi.Allen@ferrovialservices.com
With Copy to:	**With Copy to: Justin Whipple**
	Justin.Whipple@ferrovialservices.com

6. **Entire Agreement.** This Contract and the Attachments hereto, shall constitute the entire agreement between the parties hereto with respect to the subject matter of this Contract and supersedes any and all previous agreements between the parties, whether written or oral, with respect to its subject matter. All negotiations, representations, warranties and agreements made between the parties are merged herein; and the making, execution, and delivery of this Contract by the parties has not been induced by any representations, statements, warranties, or agreements that are not expressed fully herein. Neither of the parties shall be bound by any conditions, definitions, warranties, or representations with respect to the subject matter of this Contract unless expressly provided in this Contract. No term or provision of this Contract may be varied or modified by any prior or subsequent statement, conduct, or act of either of the

parties, provided that hereafter the parties hereto may amend this Contract by written instrument specifically referring to, and executed in the same manner as, this Contract.

7. **Authority**. This Contract shall be binding on and shall inure to the benefit of the parties hereto and their heirs, personal representatives, successors, and assigns (as the case may be), except as otherwise provided for herein. A corporate officer signing this document on behalf of the Contractor warrants that he/she has full authority to sign this document.

In witness whereof, the parties have caused this Master Contract to be signed effective as of the Effective Date above.

CONTRACTOR:

City of Destin	**FERROVIAL SERVICES INFRASTRUCTURE, INC.**
_____	_____
PRINT NAME	PRINT NAME
_____	_____
TITLE	TITLE
_____	_____
SIGNATURE/DATE	SIGNATURE/DATE

ferrovial
services

ATTACHMENT A

GENERAL CONTRACT TERMS AND CONDITIONS

LEVEL I

A. PERFORMANCE OF WORK

1. **INDEPENDENT CONTRACTOR**: Contractor is an independent contractor with respect to the work supplied by Contractor for Ferrovial, and neither Contractor nor anyone used or employed by Contractor shall be deemed for any purpose to be an agent or employee of Ferrovial. Ferrovial shall have no direction or control over of Contractor or its employees except in the results to be obtained from the work. Contractor shall be solely responsible for the withholding or payment of all Federal, State and local Personal Income Taxes, Social Security, Unemployment and Sickness Disability Insurance and other payroll taxes with respect to its employees, including contributions from them when as and required by law.

2. **BACKGROUND:** This work shall consist of right of way maintenance along roadways managed by Ferrovial Services and outlined in the scope in Attachment B. This work shall be performed during the period of August 1, 2020 through July 31, 2021.

3. **STANDARD OF CARE:** The Contractor shall perform the work or provide the goods and/or services specified in this Contract in accordance with all generally accepted industry standards and practices, in a workmanlike manner and in full compliance with all terms and conditions of this Contract.

4. **DEFINITIONS:**
   FLORIDA DEPARTMENT OF TRANSPORTATION is hereinafter referred to as FDOT or DOT.

5. **WORK PROGRESS:** Contractor agrees to perform the work identified in the Scope of Work, Attachment B, as provided for in Contractor's Request for Proposal Response and Quotation, Attachment C. Contractor agrees to meet the deliverables and deadlines as defined in Attachment D to this Contract. In the event work is not completed and fully accepted by the due date, liquidated damages as further defined in this Contract shall apply. The Contractor shall perform work in a continuous and expeditious manner. Failure to do so may constitute unsatisfactory progress.

6. **EXAMINATION OF WORK SITE AND CONTRACT DOCUMENTS:** It is the Contractor's responsibility to examine the site of the work and all documents comprising the Contract before submitting a bid. The submission of a bid and execution of this Contract will be considered evidence that the Contractor has inspected and is aware of all conditions which could affect the work, understands the meaning and intent of the contract documents, and has included appropriate amounts in its bid to cover the cost of the prescribed work. All manuals, specifications, standards and related written materials referenced in this contract are available for review and coping at Ferrovial's offices.

7. **LABOR, MATERIALS AND EQUIPMENT:** The Contractor shall furnish all labor, materials, equipment, machinery, supplies, equipment, tools, appliances, transportation, fuel, power/energy, supervision, traffic barriers, traffic control, including Law Enforcement supports, incidentals, and any other items or incidentals as required to start-up and complete full performance of the Scope of Work. Contractor is responsible for all mobilizations and demobilizations required for the project.

8. **COORDINATION OF WORK:** The Contractor shall coordinate work activities with any others which may be underway in the vicinity of the work site(s). The Contractor may, for the purpose of coordination, request a meeting with any other party responsible for such activities. The Contractor shall attend any and all meetings when requested to do so by Ferrovial. Contractor shall be required to

participate in meetings between Ferrovial and FDOT concerning matters pertaining to Contractor, its work or the coordination of its work with other contractors, provided that all direction to such Contractor shall be provided by Ferrovial, and provided further that nothing in this Section shall limit authority of FDOT to give such direction or take such action as in its opinion is necessary to remove an immediate and present threat to the safety of life or property.

9. **WORK SCHEDULE:** Work shall be performed as designated in Scope of Work, unless otherwise approved by the Ferrovial Project Manager. The Contractor shall schedule work to minimize inconvenience to the users of the highway. No work shall be performed when the visibility is less than 1500 feet without the written approval of Ferrovial.

10. **TIME ADJUSTMENTS:** An extension of the Contract or Work Order time may be allowed when a major item of work is delayed for reasons beyond the control of the Contractor. The Contractor is not entitled to additional compensation as a result of such an extension. Extensions will not be granted for foreseeable delays or delays caused by the Contractor.

11. **CONTRACTOR'S PERSONNEL:** The Contractor shall at all times have on the work site, as his/her agent, a competent English-speaking Project Manager and Superintendent capable of thoroughly interpreting the Contract documents and experienced in the type of work being performed. The Project Manager or the Superintendent shall have full authority to perform the work, execute the orders or directions of Ferrovial and to supply promptly any materials, tools, equipment, labor, incidentals, etc. which may be required to perform the work.

12. **CONTRACTOR'S EQUIPMENT:** The Contractor shall have available and in good working order, prior to the start of work under this Contract, all necessary equipment for this work which shall be of sufficient size, type and quantity as selected and supplied, at the sole discretion of the Contractor, to complete the work.

    The Contractor's trucks and/or other road-going equipment shall have the company's name prominently and legibly displayed on the truck or equipment.

    The Contractor may park equipment within 30 feet of the right-of-way line and the contractor may park equipment on the right-of-way overnight as close to the right-of-way line as possible with prior approval of the Ferrovial Project Manager. Contractor's equipment shall not be parked overnight in the median regardless of the width of the median. The Ferrovial Project Manager shall approve all staging areas on the right-of-way. Contractors choosing to park equipment on right-of-way do so at their sole risk. Neither DOT nor Ferrovial shall be liable for any loss, including but not limited to damage, theft, vandalism, etc.

13. **WAIVER OF CONTRACT TERMS AND CONDITIONS:** Any waiver, or non-enforcement of any contract terms and conditions by Ferrovial shall not constitute approval or be considered as a precedent for the future waiver of the same contract terms and conditions. A waiver of any contract terms and conditions shall not render any other portion of the Contract to be unenforceable by Ferrovial.

14. **DEPARTMENT STANDARDS**: Unless otherwise approved by the Ferrovial Project Manager, work performed and material used under this Contract shall conform to the latest version of all FDOT manuals. Standards, specifications, statewide special specifications, policies, procedures and their addenda, as they may be amended, supplemented or updated. These include, but are not limited to the following:

    A. Standards and Specifications including all supplemental specifications and special provisions in the specifications workbook.

    B. Standard Specification for Road and Bridge Construction (in last edition)

    C. Design Manual

    D. MUTCD

    E. Standard Maintenance Special Provisions

    F. Maintenance Activity Standards

    G. Workbook of Implemented Modifications in the Standard Specifications

    H. Qualified Products List

I. The attached Special Provisions

J. Design Standards for Design, Construction, Maintenance and Utility Operations.

B. CONTROL OF WORK

1. **EXECUTION OF CONTRACT:** Contractor shall execute and return the necessary Contract documents within five (5) calendar days of award. No bid award will be considered binding upon Ferrovial until the execution of the Contract by Ferrovial.

   Failure of the Contractor to execute and/or provide all required documents within the time limits specified may result in award to another Contractor.

2. **AUTHORITY OF THE PROJECT MANAGER:** The administration of this project for Ferrovial shall be through its Project Manager ("Ferrovial Project Manager"), who may act either directly or through duly authorized representatives. The Ferrovial Project Manager will inspect and evaluate the work of the Contractor for general conformity to the Contract. All work shall be done to the satisfaction of the Ferrovial Project Manager

   The Ferrovial Project Manager will decide all questions which may arise as to 1) the quality and acceptability of work performed; 2) the rate of progress of the work; 3) the interpretation of the Contract; and 4) the acceptable fulfillment of the Contract on the part of the Contractor. The Ferrovial Project Manager shall have the authority to alter work priorities in order to address special needs of Ferrovial or to enforce and make effective such decisions and orders as deemed necessary if the Contractor fails to diligently carry out the work in accordance with these Contract documents.

   Work shall be subject to periodic daily inspection. The quality and acceptance of workmanship will be determined during these inspections. Areas that are determined to be unacceptable shall be re-worked by the Contractor at no additional cost to Ferrovial. The Ferrovial Project Manager will use reasonable judgment when evaluating completed work and any decision as to acceptance or rejection will be final.

   During the performance of the work, the Ferrovial Project Manager may have the right, but not the obligation to suspend the work, wholly or in part, due to failure of the Contractor to 1) correct conditions unsafe for the workers, or the general public 2) for failure to carry out provisions of this Contract 3) failure of the Contractor to suspend operations due to unsuitable weather 4) and other conditions or reasons deemed to be in the public's interest. Suspension of work under this provision shall not be grounds for additional compensation to the Contractor.

   Ferrovial reserves the right to perform any type of highway maintenance within the limits of the work, including concurrent work by Ferrovial or other Ferrovial Contractors. Concurrent work may include the type of work noted in these Contract documents.

3. **COMMENCEMENT OF WORK:** The Ferrovial Project Manager will issue a Work Order notifying the Contractor to proceed with the work. The Contractor shall begin work no later than fourteen (14) calendar days after the issue date of the initial Work Order or as otherwise specified in Attachment D. The Contractor shall begin work no later than five (5) calendar days after the issue date of subsequent Work Orders, or as otherwise specified in Attachment D.

   If the Contractor begins work prior to the limits noted above, Work Order completion time will begin to accrue when the Contractor begins work.

   The Ferrovial Project Manager will schedule a Pre-Work conference to review the work to be done and the requirements of the Contract prior to issuing the initial Work Order. At the pre-work or earlier, the Contractor shall submit to the Ferrovial Project Manager for review two (2) copies of the Contractor's proposed work plan and methods for performing the required work including a listing of equipment and anticipated personnel.

4. **REPORTING:** Contractor shall provide progress reports to Ferrovial appropriate for the type of work Contractor is performing sufficient to enable Ferrovial to provide reports it is required to furnish. The format and frequency of reports will be agreed upon between Contractor's Project Manager and the Ferrovial Project Manager.

5. **CHANGE ORDERS:** Changes to the work as defined in the Scope of Work will be documented and approved by the following process. Contractor shall prepare a Change Order Form, Attachment E, and submit to the Ferrovial Project Manager for review. If approved, the Ferrovial Project Manager will route internally as required for financial and procurement approvals. The executed Change Order Form will be provided to the Contractor for authorization to proceed. Any resulting changes to the lump sum amount shall be

reflected in an Amendment to the Contract. No changes shall commence without a fully executed Change Order. Ferrovial will not be liable for any costs incurred by Contractor due to unauthorized changes.

6. **LIQUIDATED DAMAGES:** Liquidated damages of $250/Calendar Day (subject to adjustment, see the Special Provisions) may be charged against the Contractor for each calendar day beyond that provided in the Work Order, in which the work remains incomplete. These charges are not a penalty, but both parties agree, fairly represent the cost of administration, engineering, supervision, inspection, and other Ferrovial expenses related to the Contract.

   If the Contractor fails to meet the performance standards identified in the Contract, in addition to the liquidated damages, the Contractor will be responsible for any penalties imposed by DOT on Ferrovial resulting from these failures. In addition, Ferrovial may take steps to have the work corrected. Once the Contractor is notified that Ferrovial is taking corrective action, the Contractor shall refrain from performing work on the item in question unless approved by the Ferrovial Project Manager. The costs associated with these measures will be at the Contractor's sole cost and expense and will be deducted from any monies due the Contractor, if any, or repaid to Ferrovial, by the Contractor, within 20 days.

7. **WORK ACCEPTANCE:** Upon completion of the assigned work, the Contractor will notify the Ferrovial Project Manager or his or her designee that the work is complete and the work quantities and quality were accomplished in accordance with the Contract Work Order. The Work Order will be reviewed and signed by both the Contractor and Ferrovial on the day the work is completed. All completed work will be reviewed to verify quality and quantity, prior to accepting the Contractor's work and signing the Work Order. The Contractor will submit a copy of the signed Work Order with its invoice for payment. The Contractor shall execute the Contract "Close-out and Release Form", as part of final payment procedure, or annual renewal.

   The Contractor agrees that Ferrovial's inspection, review, acceptance, approval, or payment for the Contractor's work shall not relieve the Contractor of the Contractor's (or Sub-Contractor's of any tier) sole responsibility for the work, including latent defects in material and/or application, workmanship, use, quality, or Contractor's negligent acts, errors, omissions, or Contractor's improperly performing or improperly failing to perform the work under this contract.

8. **MATERIALS:** All materials shall conform to applicable sections of the Florida Department of Transportation (FDOT) Standard Specifications for Road and Bridge Construction (Latest edition), as amended and supplemented, unless otherwise specified in the Special Provisions.

   Used, reconditioned, or remanufactured supplies shall not be utilized unless otherwise specified or approved in writing by the Ferrovial Project Manager.

   Any and all salvageable materials within the limits of each work site shall be utilized in that work site at no additional cost. If not used, the material becomes the property and responsibility of the Contractor.

9. **TRAFFIC CONTROL:** The Contractor is responsible for work site safety and work zone traffic control. The Contractor shall perform all work, including the operation of equipment, in a manner which will not endanger the life or safety of individuals at the work site or the users of the facility. All traffic control devices shall conform to and be placed in accordance with the requirements of Part VI of the U.S. DOT Manual on Uniform Traffic Control Devices (MUTCD). For operations requiring closure of travel lane(s), Contractor shall comply with the, Worksite Traffic Supervisor, Florida Department of Transportation Standard Index 600 series of the Roadway & Traffic Design Standards, latest edition.

   Ferrovial will fully enforce all Traffic control provisions; no deviations from the manual are expected or will be permitted unless otherwise approved in writing by the Ferrovial Project Manager.

   The Contractor shall furnish any traffic control devices, including law enforcement supports when required, and temporary sign panels, necessary to perform this work and shall be responsible for their cost, placement, proper maintenance, and removal.

   In addition to mainline signing, proper signs shall be displayed on all affected ramps prior to the start of operations in interchange areas.

   For Work Orders requiring maintenance of traffic, the Contractor shall submit to the Ferrovial Project Manager for review, prior to beginning work, two (2) copies of their proposed traffic and safety plan. The Contractor's safety and traffic plan shall show the proposed methods of ensuring safety and minimum interference with the normal flow of traffic. Submission of the Contractor's safety and traffic plan(s) shall not relieve the Contractor of its sole responsibility and/or liability for injury to persons or damage to property caused by or attributed to the Contractor.

Any necessary mainline, primary, and/or, service road, lane and/or ramp/interchange/intersection closures must be requested by Contractor and approved by the Ferrovial Project Manager at **least two weeks** prior to the closure.

C. OTHER REQUIREMENTS

1. **CONTRACTOR REGISTRATION:** The Contractor must furnish Ferrovial proof of authorization to do business in the State and where required of licensure in any political jurisdictions in which the work is to be performed. Any required profession or trade license shall also be required.

2. **LAW AND VENUE:** The Contractor shall comply with all applicable Federal, State and Local statutes, laws, ordinances, rules and regulations. This Contract shall be construed under the laws of the State of Florida. The venue of any judicial proceeding arising from this Contract shall be Okaloosa County, Florida. The Contractor waives any and all defenses to a change of venue based upon forum non convenience or any other procedural theory.

3. **PERMITS, FEES AND NOTIFICATIONS:** The Contractor shall secure and pay fees associated with all permits required to perform the work. The Contractor will properly display, at or near the worksite, all required permits.

4. **PRESERVATION OF PROPERTY:** The Contractor shall exercise care to avoid damage to all public and private property and facilities. Any damage to property shall immediately be restored to the previously existing condition. Ferrovial shall make no payment for such restorative work.

   Damage to essential signs (stop, yield, one-way, etc.) shall be reported immediately. Ferrovial will repair essential signs at the Contractor's expense. Should any non-essential sign suffer damage, the Ferrovial Project Manager, or designated representative, shall be notified no later than the end of that workday.

   The Contractor may repair or replace damaged non-essential signs; delineators, etc. within 7 days if approved by the Ferrovial Project Manager, or Ferrovial may repair or replace damaged non- essential signs, delineators, etc. at the Contractor's expense. The Contractor shall take care not to damage wildflower plantings, planted trees or shrubs. The Contractor shall replant or replace, at the Contractor's expense any damage to such plantings.

   The Contractor shall use suitable precautions to prevent damage to underground and overhead structures and signs, including but not limited to: pipes, conduits, poles, wires, cables, roadway signs, delineators, fence, guardrail, land monuments, etc.

5. **UTILITIES:** The Contractor shall be responsible for the maintenance, protection and continuance of service for any utilities encountered in the performance of their work within the project limits for the duration of the Contract.

   The Contractor shall notify SUNSHINE ONE CALL prior to digging within the right of way which could be affected by the work in accordance with the Underground Utility Damage Prevention Act, and all other applicable rules, laws and regulations.

6. **INDEMNITY:** To the fullest extent permitted by law, the Contractor shall indemnify, defend and hold harmless the Florida Department of Transportation (FDOT) and Ferrovial, it's agents and employees from and against all injuries, claims, damages, losses and expenses, including but not limited to attorney's fees, arising directly or indirectly out of the obligations herein undertaken or resulting out of operations conducted by the Contractor, the Contractor's Subcontractors, anyone directly or indirectly employed by them or anyone for whose acts they may be liable, regardless of whether or not such injury, claim, damage, loss or expenses is caused in part, by a party indemnified hereunder, except claims or litigation caused by or resulting from the sole negligence of the party indemnified hereunder.

   The parties agree that 1% of the total compensation to the Contractor is the specific consideration from Ferrovial for the Contractor's indemnity agreement and the parties further agree that 1% is included in the contract amount.

7. **INSURANCE REQUIREMENTS:** Without any way limiting contractor's liability under this Contract, the Contractor, prior to execution of the Contract by Ferrovial, shall furnish evidence to Ferrovial that the Contractor has in force during the duration of the Contract the types and amounts of insurance noted below. Failure of the Contractor to continuously maintain all required insurance in force for the duration of the Contract shall be grounds for Contract termination. All insurance must be provided by companies authorized to do business in the State of Florida and with an A.M Best "rating" of A.

   GENERAL LIABILITY: The Contractor shall have Commercial General Liability Insurance. The limits of coverage shall be no less than $1,000,000. DOT and Ferrovial is to be named additional insured with respect to General Liability Coverage.

   WORKER'S COMPENSATION: The Contractor shall have Worker's Compensation and Employers Liability Insurance in accordance with

the laws of the State of Florida in amounts and limits required under State law, sufficient to secure the benefits of the Florida Worker's Compensation Law for all Contractor's employees as required by Statute. The Contractor shall ensure that the employees of all sub-contractors of any tier are covered by Worker's Compensation Insurance, in accordance with the Laws of the State of Florida.

A certified copy of the Contractor's current Workers Compensation Insurance Experience Modification Factor (EMF) shall be submitted to Ferrovial along with proof of insurance.

VEHICLE LIABILITY: The Contractor shall have vehicle liability insurance with limits of coverage shall be no less than $500,000 Combined Single Limit. FDOT and Ferrovial are to be named as additional insurance with respect to vehicle liability coverage. The Contractor shall ensure its vehicles are properly registered in Florida, if applicable.

All policies shall contain waiver of subrogation clause in favor of Ferrovial and DOT.

The policy shall provide for "following form" under the Contractor's primary insurance coverage.

The Certificate of Insurance shall provide that the coverage evidenced therein may not be cancelled or materially changed without at least 30 days written notice in advance to Ferrovial.

8. **SAFETY AND HEALTH STANDARDS:** The Contractor shall have in effect a formal, documented safety program which meets or exceeds the Federal Occupational Safety and Health Act (OSHA) regulations and/or Florida State specifications, whichever is more restrictive.

Each vehicle involved in the operations (including those vehicles used for supervision) shall be equipped with a rotating or high intensity amber strobe light, visible from all directions. These lights shall be used only when required in the course of the work and shall not be used when traveling to and from the job site.

The Contractor shall perform all work, including the operation of equipment, in a manner which will not endanger the health, life or safety of individuals at the work site or the users of the highway facility. The Contractor shall also comply with applicable sections of OSHA regulations and Department of Transportation Accident Prevention Procedures Handbook (latest edition). In circumstances of conflict with the Federal Safety and Health Standards, the more restrictive requirements will apply.

While working on Ferrovial projects, the Contractor's employees and Subcontractor's employees of any tier, including supervisory employees, shall wear, as a minimum, American National Standards Institute (ANSI) Z 89.1 approved hard hats, approved reflective vests or equivalent high visibility (and reflective if working after dark) clothing, and if appropriate, ANSI Z 41.1991 approved footwear. Contractor shall also use any other appropriate personal protective equipment which may be required for specific tasks.

Ferrovial Mandatory Safety Rules (MSR's) are as follows:

- Always verify and tag or lock all energy isolations
- Never remove another person's Danger Tag or Personal Lock without written authorization
- Always operate equipment and machinery within defined limits
- Never begin a skilled task or operate equipment and machinery unless qualified
- Always obtain authorization before entering a confined space
- Always protect against falling where you can fall more than 6 feet/ 2 meters
- Never work or travel under a suspended load
- Always wear seatbelts when a vehicle is in motion
- Never consume or be under the influence of alcohol or illicit drugs while at work
- Always wear proper safety gear
- Always safety plan the work

The MSR's are a requirement of this Contract and Contractor agrees that it, its employees, agents, and subcontractors will abide by each of these MSR's. Contractor agrees that these MSR's will be included and made part of each and every subcontract for work performed under this Contract. Contractor further agrees that any breach of the MSR's, subject to the findings of an investigation by Ferrovial, may result in a default and termination by Ferrovial of this Contract, at the sole discretion of Ferrovial. Contractor agrees to cooperate with, and participate in Ferrovial's investigation of any breach or alleged breach of these MSR's and to promptly report any breach or alleged breach of these MSR's to Ferrovial Project/Contract Manager. Any questions regarding these MSR's should be directed to the Ferrovial Project/Contract Manager.

9. **ENVIRONMENTAL, EROSION AND SEDIMENT CONTROL REGULATIONS:** The Contractor shall be aware of and conform to all Federal, State and Local statutes, laws, rules, regulations and requirements concerning environmental permits and erosion and sediment plans and the proper construction of same. The Contractor shall be especially aware of the following requirements:

   A. Discharges of any kind into waters, wetlands, or floodplains are not permitted, unless those discharges are properly permitted or certified to meet water quality standards.

   B. Discharges of lead based paint into the atmosphere or onto the ground are not permitted. A waste removal system certified by an Industrial Hygienist shall be utilized. This is required in the *Environmental Protection* and *Disposal of Material* payment items if included in the Special Provisions.

   C. Silt fencing shall be erected as required around all areas prior to where the land will be disturbed.

   D. Check dams, sediment basins, and/or hay bale filters as required are to be utilized to prevent silt and sediment from leaving the work area.

   E. Disturbed areas shall be restored as soon as possible.

   F. Containment or collection systems are required, when performing any concrete work over water.

   G. Additional actions may be necessary depending on the extent of work, weather and local conditions.

   H. Proper manifests and/or receipts from certified landfills shall be submitted for all waste materials removed from the site.

   I. When the Contractor's operations encounter or expose any abnormal condition which may indicate the presence of a hazardous substance, toxic waste, or pollutants, such operations shall be discontinued in the vicinity of the abnormal condition and Ferrovial shall be notified immediately. The presence of tanks or barrels; discolored earth, metal, wood, groundwater, etc.; visible fumes; abnormal odors; excessively hot earth; smoke; vapors; asbestos; or other conditions which appear abnormal may be indicators of hazardous or toxic wastes or pollutants and shall be treated with extraordinary caution.

   If the need for any remediation of the work site becomes apparent while the contract work is underway and such work items are not specifically included in the Special Provisions, the Contractor shall immediately notify Ferrovial. Ferrovial may solicit a price, and if accepted, issue a Supplemental Agreement prior to commencement of needed remediation work.

9. **ASSIGNMENT:** The Contractor shall not sublet, sell, transfer, assign or otherwise dispose of the Contract, in whole or in part, or of any right, title or interest therein without the express written authorization from Ferrovial.

10. **KEY PERSONNEL:** The Contractor shall provide a list of Key Personnel who will oversee performance of the work, including but not limited to a Project Manager, Superintendent, Supervisors, and Safety Manager. The Key Personnel list shall contain phone numbers, fax numbers, cell phone number and pager numbers. This list may also be provided to DOT, as appropriate.

11. **WARRANTY**:

   A. With respect to goods furnished, including fabricated goods, under the Contract, Contractor warrants that the goods will: (i) strictly conform to the drawings, specifications, and sample (if any), and other requirements provided by Ferrovial to Contractor; (ii) conform with all applicable laws, ordinances, codes and regulations; (iii) be free from defects in materials, performance, operation, and workmanship for a period of ____ years after delivery and installation of the goods.

   B. With respect to services provided under this Contract, Contractor warrants and agrees that: (i) Contractor's work will meet all specifications and drawings provided by Ferrovial to Contractor; (ii) Contractor possesses all necessary expertise to perform the work in compliance with all applicable standards and other requirements, whether express or implied by law; (iv) the work will be performed in accordance with this Contract and all applicable laws, statues, ordinances, regulations, rules, standards (government and industry), and codes (government and industry); and (iv) the work will be free from defects for a period of ____ years after performance.

C. Upon notice by Ferrovial of a warranty claim, Contractor will promptly repair, replace or resupply the work in question (including removal, re-fabrication, reinstallation, access, shipping, labor costs, etc.) at no cost to Ferrovial. If Contractor fails after reasonable notice to proceed promptly and complete the repair, replacement or resupply of the defective work, Ferrovial may repair, resupply or replace the work and charge all related costs to Contractor without voiding the warranties herein, and without Ferrovial waiving any other rights or remedies it may have under this Contract. Such costs will be payable by Contractor to Ferrovial on demand.

13. COMMUNICATION WITH FDOT: Neither the Contractor nor any of its representatives may communicate directly with DOT or any of its employees, agents or representatives regarding the work, without the prior written approval of Ferrovial. All contact, communication and dealings with DOT and its employees, agents or representatives by the Contractor shall be solely through Ferrovial or its designated representative. The Contractor will utilize its best efforts to refer inadvertent inquiries from DOT to Ferrovial.

14. TERMINATION OR SUSPENSION: Ferrovial reserves the right to terminate or suspend the Contract, in whole or in part, because of unsatisfactory work, work progress, non-responsiveness, unsafe conditions, failure to comply with Contract provisions, for convenience of Ferrovial, due to termination by convenience, due to a Force Majeure Event, or FDOT default or when it is deemed in the best interests of Ferrovial. In any such termination event, Contractor agrees to hold harmless Ferrovial and FDOT from any liability for Contractor's indirect or consequential loss, lost profits and/or business opportunity.

Ferrovial may terminate the Contract (with written notice and time to cure), should the Contractor fail to perform. Ferrovial may award the work to another subcontractor without notice if the work is of an urgent nature. Ferrovial's use of other subcontractors to complete the contracted work may result in Ferrovial back-charging the Contractor.

The Contractor may terminate the contract only for non-payment, with fifteen (15) day Notice to Cure, provided there is no dispute of the amount due the Contractor.

15. CONTRACTOR LIENS: All liens, claims, and charges against Ferrovial shall not attach to any interest of DOT's Transportation Facilities.

16. ANTI-DISCRIMINATION CLAUSE: The Contractor shall (1) comply with all federal and state statutes, local laws, rules, regulations and ordnances applicable to the work or payment for work thereof, and will not discriminate on the grounds of race, color, religion, gender, national origin, age, disability or other protected categories in the performance of work under this Contract; and (2) shall include a similar clause in every subcontract, except subcontracts for standard commercial supplies or raw materials.

17. MINIMUM WAGE: The Contractor shall affirm that all its employees, contract labor and subcontractor employees of any tier will be paid not less than the State/Federal Minimum Wage set forth in 29 CFR paragraph 206; and/or if applicable the current Davis-Bacon Act or Service Contract Act Wages (and benefits).

18. NOTIFICATION OF CRIME CONVICTION: The Contractor shall notify Ferrovial within thirty (30) days after conviction of a violation of state or federal antitrust laws with respect to a public contract or any violation of any state or federal law involving fraud, bribery, collusion, conspiracy, or material misrepresentation with respect to a public contract ("Contract Crime") applicable to any of its officers, directors, executives, shareholders active in management, employees or agents of its affiliates as further provided for in Section 287.117 F.S.

19. COMPLIANCE WITH LAWS:

A. The Contractor agrees that it shall make no statements, press or publicity releases concerning this Contract or its subject matter or otherwise disclose or permit to be disclosed any data or other information obtained or furnished in compliance with this Contract, or any particulars thereof, during the period of the Contract, without first notifying the Ferrovial Project Manager and receiving written consent. The Contractor also agrees that it shall not publish, copyright or patent any of the ideas, or data developed under this Contract, it being understood that such ideas, data or information is a "work for hire" and the property of the FDOT and/or Ferrovial.

B. The Contractor agrees that it and its employees shall be bound by the standards of conduct provided in applicable Florida Statutes as they relate to work performed under this Contract. The Contractor further covenants and agrees that if the Contractor employs a former state employee, the Contractor shall require that strict adherence by the former state employee to Florida Statutes, is a condition of employment for said former state employee. The Contractor agrees to incorporate the provisions of this paragraph in any subcontract into which it might enter with reference to the work performed pursuant to this

Contract.

C. Ferrovial shall consider the employment by any contractor of unauthorized aliens a violation of Section 274A(e) of the Immigration and Nationality Act. If the Contractor knowingly employees unauthorized aliens, such violation shall be cause for unilateral cancellation of this Contract.

20. CONTRACTOR STANDING: Contractor must declare in writing, if Contractor, a sub-consultant, or any person associated therewith in the capacity of owner, partner, director, officer or any position involving the administration of federal funds:

A. Is currently under suspicion, debarment, voluntary exclusion or determination of ineligibility by any federal agency.

B. Has been suspended, debarred, voluntarily excluded or determined ineligible by any federal agency within the past three years.

C. Does have a proposed debarment pending; or has been indicted, convicted or had a civil judgment rendered against it, or them by a court of competent jurisdiction in any matter involving fraud, or official misconduct in the past three years.

Any of the above conditions will not necessarily result in denial of award, but will be considered in determining offer or responsibility. For any condition noted, indicate to whom it applies, initiating agency, and dates of action. Providing false information may result in criminal prosecution or administrative sanctions.

21. **PROFESSIONAL ETHICS:** Any person who is employed by Contractor and is licensed by the Department of Business and Professional Regulation and who, through the course of his employment, has knowledge to believe that any person has violated the provisions of state licensing laws or rules shall submit a complaint about the violations to the Department of Business and Professional Regulation. Failure to submit a complaint about the violations may be grounds for disciplinary action pursuant to Chapter 455, F.S. and the state licensing law applicable to that licensee. The complaint shall be confidential. Any confidential information submitted to the Department of Business and Professional Regulation shall remain confidential pursuant to Chapter 455, F.S. and applicable state law.

22. PUBLIC RECORDS: IF CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT THE OFFICE OF THE CITY CLERK, (850)837-4242, 4200 INDIAN BAYOU DRIVE, DESTIN, FLORIDA 32541, rbailey@cityofdestin.com. Specifically, the CONTRACTOR must:

i. Upon request from the City's custodian of public records, provide the City with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in this FS Chapter 119 or as otherwise provided by law.

ii Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of the contract if Contractor does not transfer the records to the public agency.

iii Upon completion of the contract, transfer, at no cost, to the City all public records in possession of Contractor or keep and maintain public records required by the City to perform the service. All records stored electronically must be provided to the City, upon request from the City's custodian of public records, in a format that is compatible with the information technology systems of the City.

23. DEPARTMENT SUCCESSION: This contract is fully assignable to DOT, including the benefit of all Contractor warranties, indemnities, guarantees, and professional responsibilities. Should this contract be assigned to DOT then the Contractor agrees that:

A. It will maintain usual and customary books and records for the type and scope of operations of business in which it is engaged (e.g., constructor, service provider).

B. It will permit audit by Ferrovial and provide progress reports to Ferrovial appropriate for the type of subcontract it is performing sufficient to enable Ferrovial to provide the reports it is required to furnish DOT.

C. It will allow DOT to assume the benefit of Ferrovial's subcontract rights and the work performed thereunder with liability only for those remaining obligations accruing after the date of assumption.

24. CONFIDENTIALITY: In connection with the work provided under this Contract, one party may disclose ("Disclosing Party") to the other party ("Receiving Party"), either orally, in writing, or by inspection, certain information related to Disclosing Party's business,

operations, or future business that is either non-public, confidential, proprietary in nature and which could facilitate the work ("Confidential Information"). The parties agree as follows:

A. The disclosure of any Confidential Information has been and will be solely for performing the work. The Receiving Party agrees that it will keep the Confidential Information confidential and will not, without the prior written consent of the Disclosing Party, disclose the Information to any other third party. Neither the Receiving Party nor any of its Representatives (defined herein) will use the Confidential Information for any purpose other than in performance of the work, except that the Receiving Party may disclosure Confidential Information solely to its employees, directors, officers, attorneys, accountants and financial advisors ("Representatives") as are necessary to perform the work, and only provided that such Representatives are informed of the and agree to abide by the terms of this Contract. The Receiving Party will be responsible for any violations of this Contact by their Representatives and shall use its best efforts to restrain their Representatives from unauthorized use or disclosure of the Confidential Information. Confidential Information shall not apply to information which (i) is or becomes generally available to the public other than as a result of disclosure by the Receiving Party or its Representatives in breach of this Contract; or (ii) is or becomes available to the Receiving Party on a non-confidential basis from another source not bound by duty of nondisclosure to Disclosing Party with respect to such information.

B. All Confidential Information furnished by Disclosing Party shall remain the property of the Disclosing Party. Following completion of the work, or at any time upon request, the Receiving Party will either destroy or return the Confidential Information and all portions or copies, notations, extracts and summaries or analyses thereof, whether they include or are based on the Confidential Information; provided that the Receiving Party may retain its own documents to evidence compliance with policies and due diligence. The Receiving Party shall, at the Disclosing Party's request, certify in writing that it has complied with such request.

C. Notwithstanding the provisions of this Section, in the event the Receiving Party or its Representatives becomes compelled by applicable law, or any applicable government or regulatory body to disclose any of the Confidential Information, the Receiving Party will provide the Disclosing Party with prompt written notice thereof and the Disclosing Party may seek a protective order or other appropriate remedy or waive compliance with the provisions of this Contract. In the event such protective order is not obtained, or the Disclosing party waives compliance with the provisions of this Contract, the Receiving Party will provide only that portion of the Confidential Information which is legally required and will cooperate to obtain confidential treatment for such Confidential Information disclosed.

25. RECORDS RETENTION AND AUDIT: Contractor shall maintain books, records, documents and other evidence of procedures and practices which sufficiently and properly reflect all costs and performance of work under this Contract, including financial records, personnel records, policies, training records, drug test results, change order files, etc., related to the performance of work and to Contractor's compliance with the terms and conditions of this Contract. Such records shall be maintained for a period of five (5) years after the expiration or termination of this Contract. All such records shall be subject at reasonable times and upon prior notice, to examination, inspection, copying, or audit by personnel authorized by Ferrovial or FDOT. Delivery of and access to such documents shall be at no cost to Ferrovial. Contractor shall be responsible for any audit exceptions or disallowed costs.

26. **JURY TRIAL WAIVER:** CONTRACTOR AND CITY AGREE TO WAIVE THEIR RIGHTS TO A TRIAL BY JURY REGARDING ANY LAWSUIT INVOLVING THE INTERPRATION, CONSTRUCTION, ENFORCEMENT, OR GOVERNANCE OF THIS AGREEMENT.

D. COMPENSATION AND PAYMENT

1. CONTRACT AMOUNT: The Contract Amount is defined as the summation of the products of the estimated quantities or the lump sum identified in Attachment C to this Contract. Unless otherwise specified in this Contract, no other costs or reimbursable amounts are allowed.

2. INVOICES: Invoices for work performed in accordance with the Contract shall be submitted to: Tiinvoices@ferrovialservices.com with a CC to Jessi.Allen@ferrovialservices.com. Invoices will contain the following information: Ferrovial Purchase Order number, Contract Name and Effective Date, Project Number (if applicable), Product Name, Item #, Quantity and Price (if applicable), Hours Worked by Contractor employees, Rate/Hour, specific Milestone Achievement, % Completion and payment amount pursuant to Attachment D. Equipment, freight, materials, third party items, taxes (if applicable) and any other charges as allowed in this Contract shall be identified as separate line items on each invoice.

The Contractor's invoices must be accompanied by supporting documentation and shall contain sufficient detail for post-audit and

match the final approved Work Order, including Hours worked by each Contractor employee and Miles Driven by each Contractor employee per Day. Failure to attach such supporting documentation will result in non-payment. Upon submittal of the final invoice, Contractor represents that the work under the Scope of Work is clear of all claims, liens, encumbrances, and security interests. Ferrovial owns and holds title to all work, whether materials are in process or finalized.

3. **CONTRACTOR PAYMENT AND WORK CERTIFICATION:** The Contractor shall submit certification that all labor, materials vendors, public utility or other services, suppliers, subcontractors, and equipment rental vendors involved in the work invoiced have been or will be promptly paid their proportional share of the invoice; that all work has been completed in compliance with this contract and all applicable industry standards including these specifications. The Contractor is required to report monthly with its invoicing - on forms provided by Ferrovial – if it is a DBE/MBE/WBE/HUB zone, its minority status, the actual payments received, less retainage and the work type etc.; including the DBE/MBE/WBE/HUB zone status of its, subcontractors, suppliers and material, as applicable. The Contractor's invoice will not be processed for payment until this certification and the signed Work Order is received.

4. **PAYMENT:** Payment will be made pursuant to the requirements and schedule in Attachment D. Payment shall be considered full compensation for providing any and all labor, supervision, equipment, materials, supplies, erosion control, traffic control, incidentals, etc. necessary to perform the work. Payment terms for all Contractor invoices shall be net due forty-five (45) days after receipt of a correct invoice. No work shall be performed without prior approval from the Ferrovial Project Manager.

   Invoices shall be submitted to Ferrovial in a timely manner for work completed. Ferrovial is not obligated to pay any invoice, nor is Ferrovial obligated under any legal or equitable theory to pay for work reflected in an invoice, that is not received by Ferrovial within ninety (90) days after completion of the work. Notwithstanding anything else to the contrary in this Contract, and without prejudice to any other right it may have, Ferrovial reserves the right at any time to set-off any amounts it owes to Contractor under this Contract against any amount payable by Contractor to Ferrovial.

   No payment will be made for unsatisfactory work, extra work not approved in writing through a Change Order or work not performed. Payment may be withheld for failure to comply with terms of the Contract, for damages or delays caused by the Contractor, or for work identified in claims filed with Ferrovial by subcontractors/members of the public, etc. against the Contractor.

E. MISCELLANEOUS

1. **SURVIVING CLAUSES**: The provisions of this Contract related to Warranty, Indemnity, Audit, and Confidentiality will survive its termination.

2. **AMENDMENT**: Any purported amendment to this Contract without prior written consent of Ferrovial and FDOT shall be null and void.

ATTACHMENT B

SCOPE OF WORK: Right of Way Maintenance

The work shall be done in or about the city limits of Destin, on SR 30 (US98) at Destin Bridge (MP 17.430) to SR 30 (US98) (MP20.820) and SR30 (US98) (MP20.820) to Walton County Line (MP 24.620) within the DOT right of way.

541 Roadside Litter Removal: Further described as cleaning roadways and roadsides of debris, such as cans, bottles, paper, trash, and roadkill. This work shall be done concurrently with 471 Large Machine Mowing.

545 Edging and Sweeping: Further described as the removal of vegetation and debris from the curb gutter and sidewalk.

ATTACHMENT C

CONTRACTOR'S REQUEST FOR PROPOSAL RESPONSE AND LUMP SUM QUOTATION

Description	**Quantity**	**Unit of Measure**	**Unit Cost**	**Total**
Litter Pickup and Disposal	1,581.6	Acre	$6.45	$10,201.32
Edging and Sweeping	60.9	Curb Mile	$180.00	$10,962.00
				$21,163.32

ATTACHMENT D

DELIVERABLES, MILESTONES AND PAYMENT SCHEDULE

ATTACHMENT E

CHANGE ORDER FORM

Ferrovial

Project:_____ Contractor:_____

Ferrovial Contract No.:_____ Change Order No.:_____

Date of Request:_____ Purchase Order No.:_____

Upon full execution of this Change Order Form, Contractor is directed to make the following changes to the referenced Contract.

Reason for Change Request:

Description of Costs (attach documentation as appropriate)	**No. of Units or Man-Hours**	**Add/Deduct Amount per Unit or Man-Hour**	**Total Line Item Amount**

Original Contract Amount:	$
Net Change by Previously Authorized Change Orders	$
Contract Sum Prior to this Change Order	$
Amount of this Change Order	$
New Contract Sum including this Change Order	$
Original Contract Date of Completion	
New Date of Completion with this Change Order	

This Change Order is not valid until signed by Ferrovial. Signature of Contractor indicates agreement to the changes on this Change Order Form.

Accepted by Contractor:

_____

Name:_____

Title:_____

Date: _____

Accepted by Ferrovial Project Manager:

_____

Name:_____

Title:_____

Date:_____

ATTACHMENT F

Lane Closure Restrictions

Okaloosa County

No Daytime = No Lane Closures from 6:00am to 8:00pm.

Non-Peak = No Lane Closures from 6:00am to 9:00am AND from 3:00pm to 6:00pm.

State Road 4 (Santa Rosa County Line to Baker)……	No Restrictions
State Road 4 (Baker to SR 10)(US 90)Milligan……	Non-Peak
State Road 8 (I-10) Interstate…….	Non-Peak
State Road 10 (US 90) Santa Rosa Co. Line to Walton Co. Line……	Non-Peak
State Road 20 / State Road 85……	No Daytime
State Road 30 (US 98) Santa Rosa Co. Line to Walton Co. Line……	No Daytime
State Road 85 (SR 20/85 Niceville to Old Bethel Road/Airport Rd.)…….	No Daytime
State Road 85 (Old Bethel Road/Airport Road to Walton Co. Line)…….	Non-Peak
State Road 123 (Roger J. Clary Highway)……	No Daytime
State Road 145 (Perry) SR 30 (Florida Place, First St)……....	No Daytime
State Road 188 (Racetrack Road) Beal Parkway to Eglin Parkway……..	No Daytime
State Road 189 (N Okaloosa Co) From Baker to State Line……..	Non-Peak
State Road 189 (S Okaloosa Co) Lewis Turner/Beal Parkway……..	No Daytime
State Road 190 (From SR 85 to SR 397) …….	Non-Peak
State Road 285 (From SR 20 to Walton Co. Line)……..	Non-Peak
State Road 293 (Mid Bay Bridge Rd/Danny Wuerffel Way)……..	No Daytime
State Road 393 (Mary Esther Cutoff) SR 30 to SR 189……..	No Daytime

ATTACHMENT G

DISADVANTAGED, MINORITY AND WOMEN BUSINESS ENTERPRISES
HISTORICALLY UNDERUTILIZED BUSINESS

POLICY

It is the policy of VMS, Inc. that disadvantaged, minority and women business enterprises as well as historically under-utilized business enterprises shall have the maximum opportunity to participate in the performance of our contracts.

OBLIGATION

The Contractor and any subsequent Subcontractor shall ensure that minority and women business enterprises as well as historically under-utilized business enterprises have the maximum opportunity to participate in the performance of the work included in this contract. The Contractor and any subsequent Subcontractor shall take all necessary and reasonable steps to ensure that minority and women business enterprises, historically under-utilized enterprises have the maximum opportunity to compete for and perform a portion of the work included in this contract. Failure on the part of the Contractor to carry out the reporting requirements set forth herein shall constitute a breach of contract and after proper notification may result in termination of the contract.

GOALS

Due to the nature of work in this contract, specific goals for participation by historically underutilized business enterprises are not established.

REPORTS

The Contractor shall submit the attached statement within 10 days after contract award to report all projected DBE/MBE/ WBE/HUB participation on the project**. This participation includes the Prime Contractor as well as Sub-Contractors**. The contractor shall submit the same statement with the final invoice to report all actual DBE/MBE/WBE/HUB participation on the project. In the event the Contractor had no DBE/MBE/WBE/HUB participation on the project, he is still required to submit a statement with the final invoice reporting no participation. Where participation is from DBEE/MBE/WBE/HUB Material Suppliers or Manufacturers, the statement shall indicate the appropriate percentage (60% for regular dealers, and 100% for manufacturers) of expenditures to be reported.

THE CONTRACTORS STATEMENT OF MBE AND WBE PARTICIPATION MUST BE DELIVERED TO VMS, INC. IN ORDER FOR THE FINAL INVOICE TO BE PROCESSED FOR PAYMENT

LISTING OF MBE/WBE PARTICIPATION

(to include all Prime Contractor and Sub Contractor participation)

Contract No.: _____ Contract Description:_____

Company Name and Address	MBE or WBE	Item No.:	Item Description/Units	Unit Price*	Total $ Volume of Sublet Work

TOTAL $ OF WBE PRIME & SUBCONTRACTORS: _____

WBE PERCENTAGE OF TOTAL CONTRACT: _____

TOTAL $ OF MBE PRIME & SUBCONTRACTORS: _____

MBE PERCENTAGE OF TOTAL CONTRACT: _____

*$THE DOLLAR VOLUME SHOWN HERE SHALL BE THE ACTUAL PRICE AGREED UPON BETWEEN THE PRIME CONTRACTOR
AND THE SUBCONTRACTOR

ATTACHMENT H

EQUIPMENT CERTIFICATION

PURPOSE: All contractors responding to this invitation for bid are required to complete this certification.

Contract Number:_____

1. Name of Firm: _____

2. Type of Business (Check One):
_____ Proprietorship _____ Partnership _____ Corporation

3. Name of Owner or Chief Executive Officer: _____

4. How many years has the firm been in the business of providing the services called for in this bid ? _____

5. How many employees will be allocated to perform the services required in this bid? _____

6. List below the equipment (Make, Model, Year, HP if applicable) which will be used in performing the services required in this bid:

_____

_____

_____

_____

_____

_____

_____

_____

_____

7. Is this equipment presently in the firm's equipment inventory ? _____

8. If no, which firm do you intend to Rent/Buy from? _____

RESOLUTION 20-15

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DESTIN, FLORIDA, ACCEPTING AND ADOPTING THE 2020 - 2021 FDOT RIGHT-OF-WAY MAINTENANCE CONTRACT BETWEEN THE CITY OF DESTIN AND FERROVIAL SERVICES INFRASTRUCTURE, INCORPORATED; PROVIDING FOR AN EFFECTIVE DATE; AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE CONTRACT FOR AND ON BEHALF OF THE CITY OF DESTIN.

WHEREAS, Ferrovial Services Infrastructure, Inc. is contracted by the State of Florida to maintain the Florida Department of Transportation (FDOT) right-of-way landscaping within the Destin City Limits; and

WHEREAS, the City desires the FDOT right-of-way within the Destin City Limits to be maintained to a higher standard than is required by the State of Florida contract with Ferrovial Services Infrastructure, Inc.; and

WHEREAS, Ferrovial Services Infrastructure, Inc. is allowed to subcontract the FDOT right-of-way landscape maintenance with the City of Destin; and

WHEREAS, Ferrovial Services Infrastructure, Inc. has agreed to reimburse the City of Destin $21,163.32 for performing the landscape maintenance within the FDOT right-of-ways;

NOW, THEREFORE, BE IT RESOLVED that the City of Destin, by and through its Council, formally accepts and adopts the contract between the City of Destin and Ferrovial Services Infrastructure, Inc. for routine landscape maintenance of FDOT right-of-ways within the Destin City Limits, effective for a twelve month period ending July 31, 2021.

BE IT FURTHER RESOLVED that the City Manager of the City of Destin is formally authorized to execute the contract for and on behalf of the City of Destin, which contract is attached and made a part hereof.

ADOPTED THIS 8th DAY OF SEPTEMBER 2020
BY:

_____
Gary Jarvis, Mayor

ATTEST:

_____
Rey Bailey, City Clerk

The form and content of the above Resolution is hereby approved for legal sufficiency_____
Kyle Bauman, City Attorney

BASKERVILLE-DONOVAN, INC.
Engineering the South
SINCE 1927

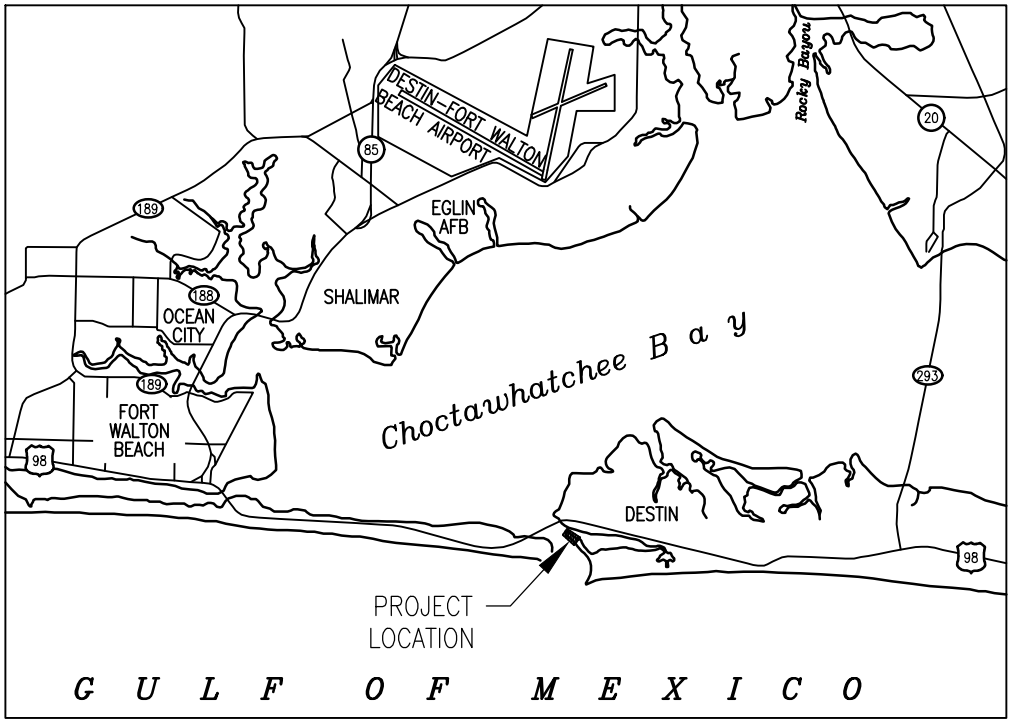
449 WEST MAIN STREET
PENSACOLA, FLORIDA 32502 (850) 438-9661
ENGINEERING BUSINESS: EB-0000340

SPECIFIC PURPOSE SURVEY

PREPARED FOR: THE CITY OF DESTIN
CERTIFIED TO: THE BOARD OF TRUSTEES OF THE INTERNAL IMPROVEMENT TRUST FUND OF THE STATE OF FLORIDA

PROJECT:	48202.01
FIELD SURVEY DATE:	8/7/20
SECTION:	N/A
TOWNSHIP:	2 SOUTH
RANGE:	22 WEST
COUNTY:	OKALOOSA

VICINITY MAP
NOT TO SCALE



SURVEYOR'S NOTES:

1. NORTH AND THE SURVEY DATUM SHOWN HEREON ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NORTH AMERICAN DATUM OF 1983 (NAD83) AND EXISTING FIELD MONUMENTATION.

2. NO TITLE SEARCH, TITLE OPINION, OR ABSTRACT WAS PERFORMED BY NOR PROVIDED TO THIS FIRM FOR THE SUBJECT PROPERTY. THERE MAY BE DEEDS OF RECORD, UNRECORDED DEEDS, EASEMENTS, RIGHTS-OF-WAY, BUILDING SETBACKS, RESTRICTIVE COVENANTS OR OTHER INSTRUMENTS WHICH COULD AFFECT THE BOUNDARIES OR USE OF THE SUBJECT PROPERTY.

3. THIS IS A SPECIFIC PURPOSE SURVEY, PREPARED FOR THE PURPOSE OF DESCRIBING A SUBMERGED LAND EASEMENT.

4. THIS IS A FIELD SURVEY SHOWN HEREON, PERFORMED JULY-AUGUST, 2020 AND RECORDED IN FIELD BOOK 20-02, PAGES 62-65, AND FIELD BOOK 20-04 PAGE 10.

5. THE MEAN HIGH WATER LINE SHOWN HEREON, IS BASED ON THE PUBLISHED ELEVATION OF 0.72 FEET (NAVD88), WAS FIELD LOCATED ON 7-16-20, AND 8-7-20. INFORMATION OBTAINED FROM THE NOAA.GOV WEB SITE.

REVISIONS			
NO.	BY	DESCRIPTION	DATE

The survey shown hereon was prepared in compliance with the Minimum Standards of Practice set forth by the Florida Board of Professional Land Surveyors and Mappers in Chapter 5J-17 of the Florida Administrative Code, pursuant to Section 472.027 Florida Statutes to the best of my knowledge and belief.
FOR: BASKERVILLE DONOVAN, INC, CORPORATE NUMBER 0340

Robert S. Mills
ROBERT S. MILLS
PROFESSIONAL SURVEYOR AND MAPPER
LICENSE NO. 5509

8/26/20
DATE

ROBERT SCOTT MILLS CERTIFICATE NUMBER 5509 STATE OF FLORIDA LICENSED SURVEYOR AND MAPPER PROFESSIONAL SURVEYOR & MAPPER
NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA

CHECKED BY:	RSM
SCALE:	AS STATED
F.B.	20-02 PAGE 62-65
DRAWN BY:	AKP
SHEET:	1 OF 11

BASKERVILLE-DONOVAN, INC.
Engineering the South
SINCE 1927

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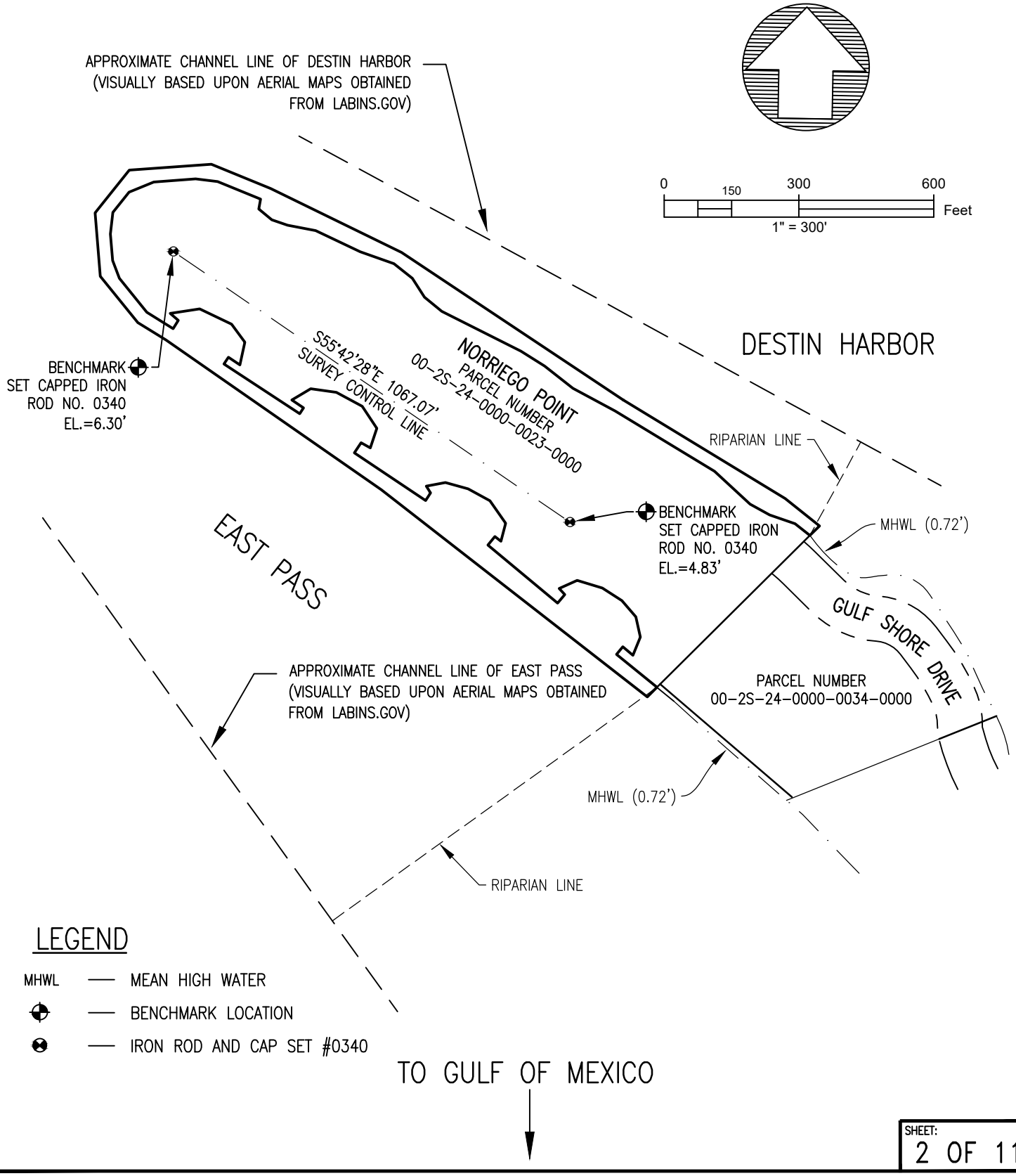
FIELD SURVEY DATE:	8/7/20
SECTION:	N/A
TOWNSHIP:	2 SOUTH
RANGE:	22 WEST
COUNTY:	OKALOOSA

OVERALL MAP



LEGEND

MHWL — MEAN HIGH WATER
⊕ — BENCHMARK LOCATION
⊗ — IRON ROD AND CAP SET #0340

TO GULF OF MEXICO

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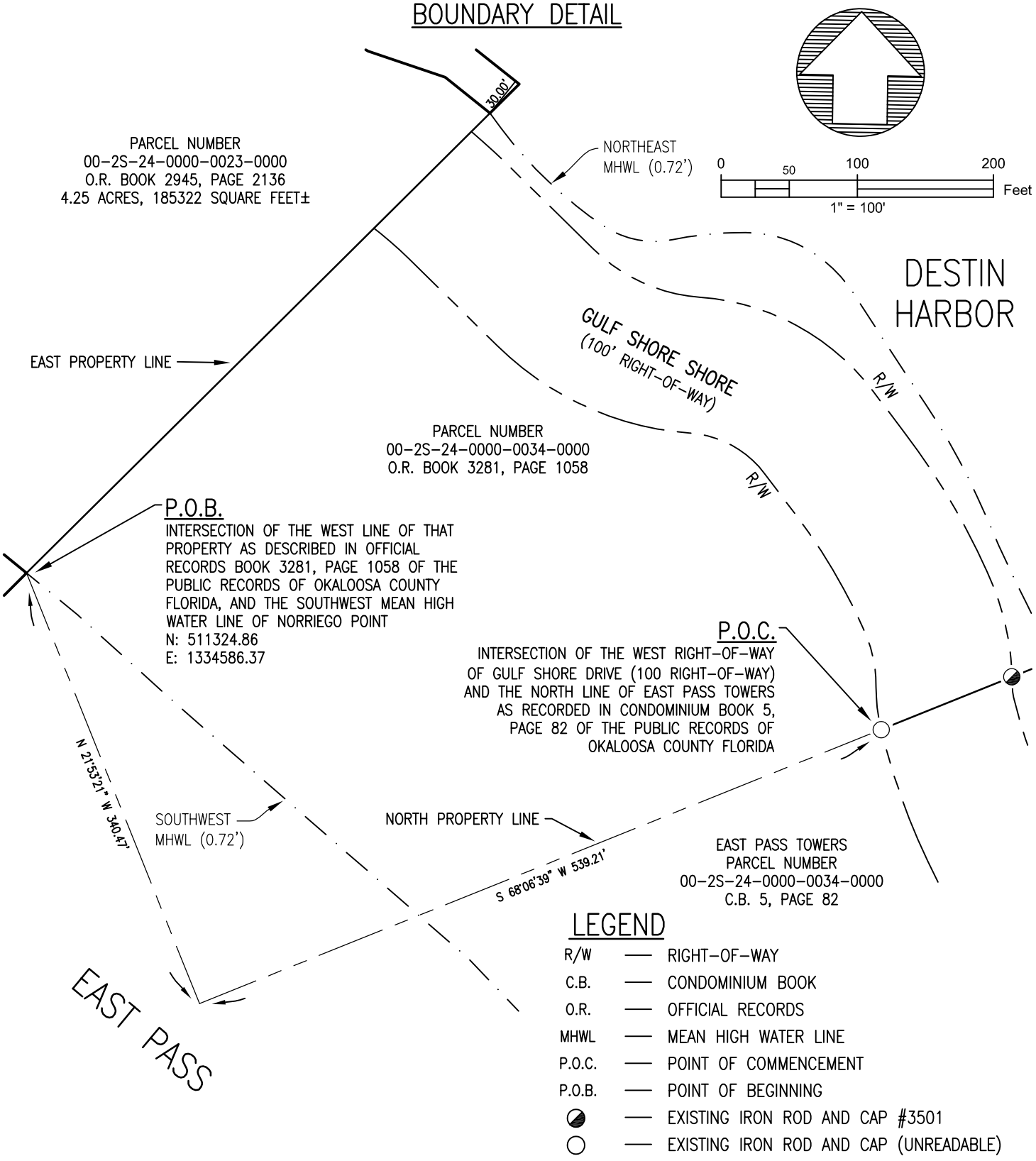
BOUNDARY DETAIL



LEGEND

R/W	—	RIGHT-OF-WAY
C.B.	—	CONDOMINIUM BOOK
O.R.	—	OFFICIAL RECORDS
MHWL	—	MEAN HIGH WATER LINE
P.O.C.	—	POINT OF COMMENCEMENT
P.O.B.	—	POINT OF BEGINNING
◍	—	EXISTING IRON ROD AND CAP #3501
○	—	EXISTING IRON ROD AND CAP (UNREADABLE)

BASKERVILLE-DONOVAN, INC.
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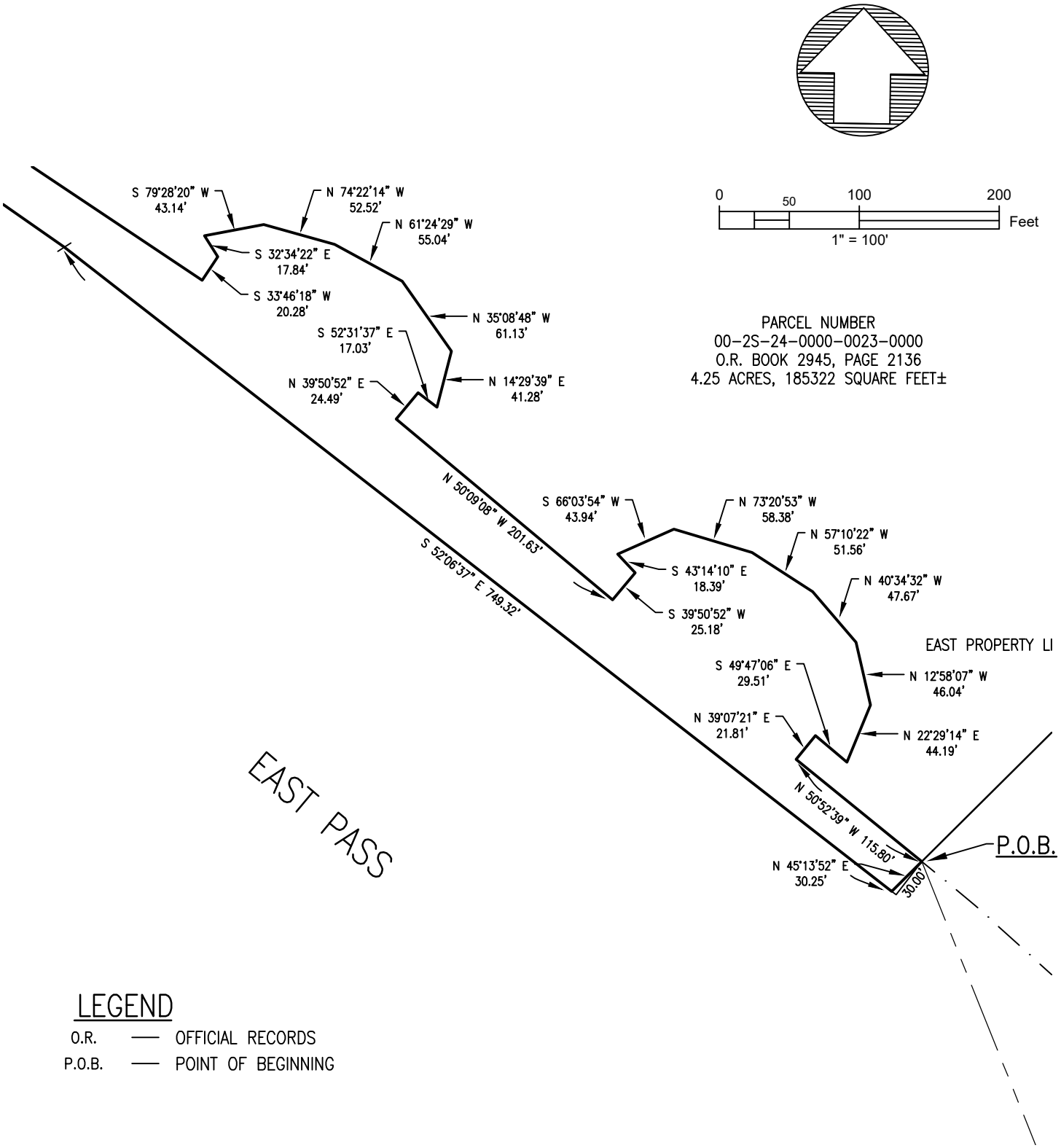
BOUNDARY DETAIL



PARCEL NUMBER
00-2S-24-0000-0023-0000
O.R. BOOK 2945, PAGE 2136
4.25 ACRES, 185322 SQUARE FEET±

LEGEND

O.R. — OFFICIAL RECORDS
P.O.B. — POINT OF BEGINNING

BASKERVILLE-DONOVAN, INC.
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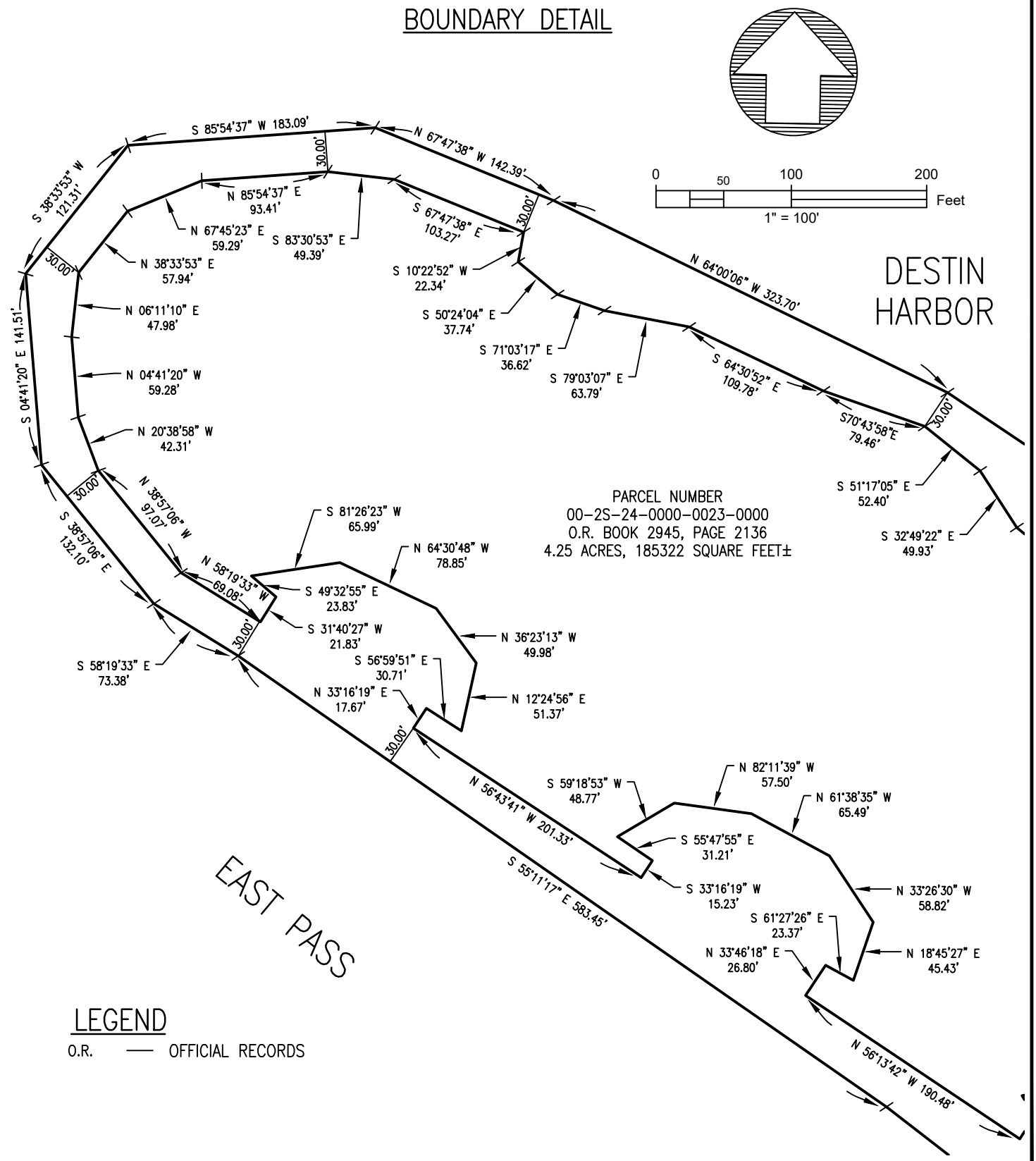
BOUNDARY DETAIL



PARCEL NUMBER
00-2S-24-0000-0023-0000
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LEGEND

O.R. — OFFICIAL RECORDS

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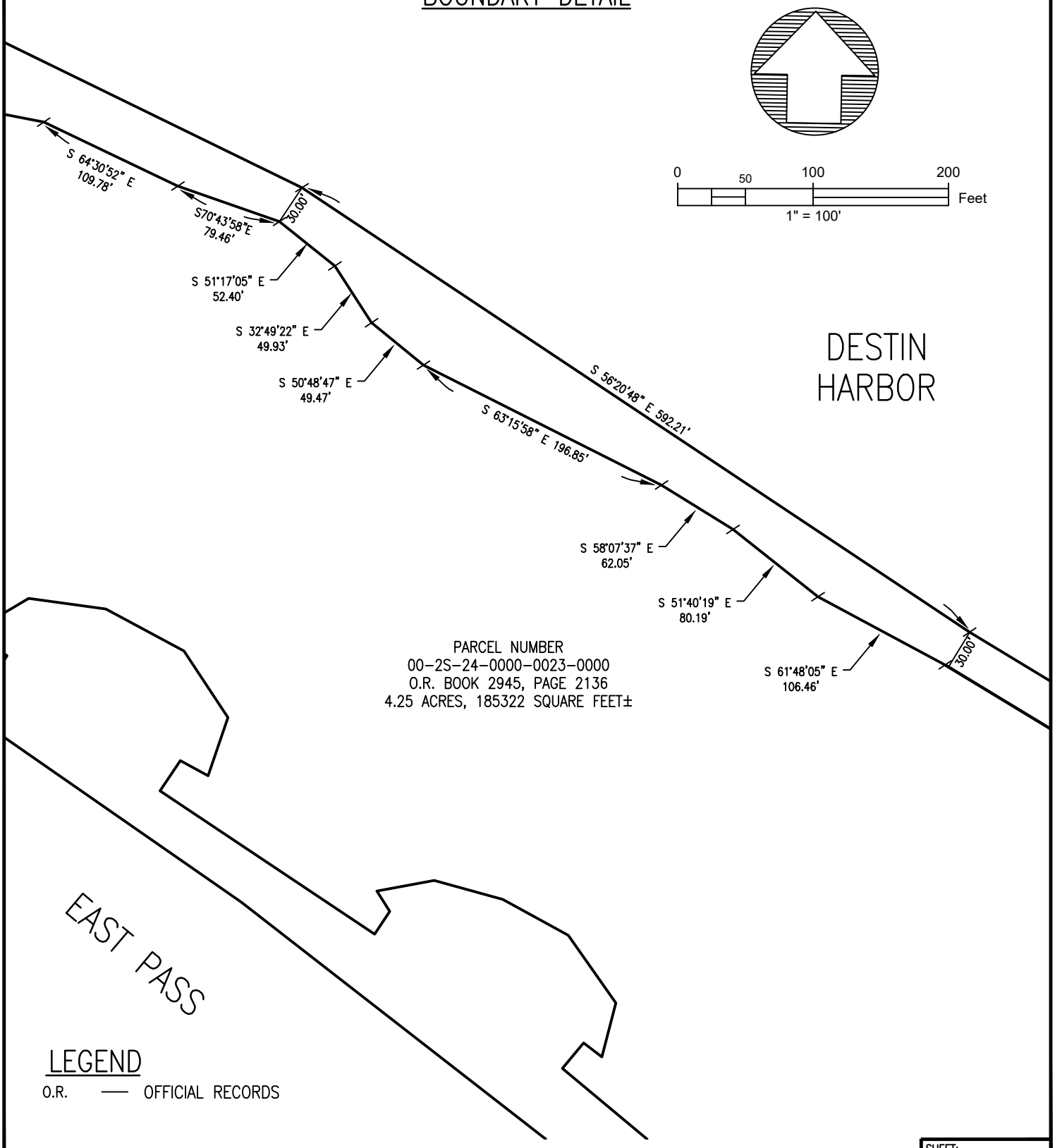

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4.25 ACRES, 185322 SQUARE FEET±

LEGEND

O.R. — OFFICIAL RECORDS

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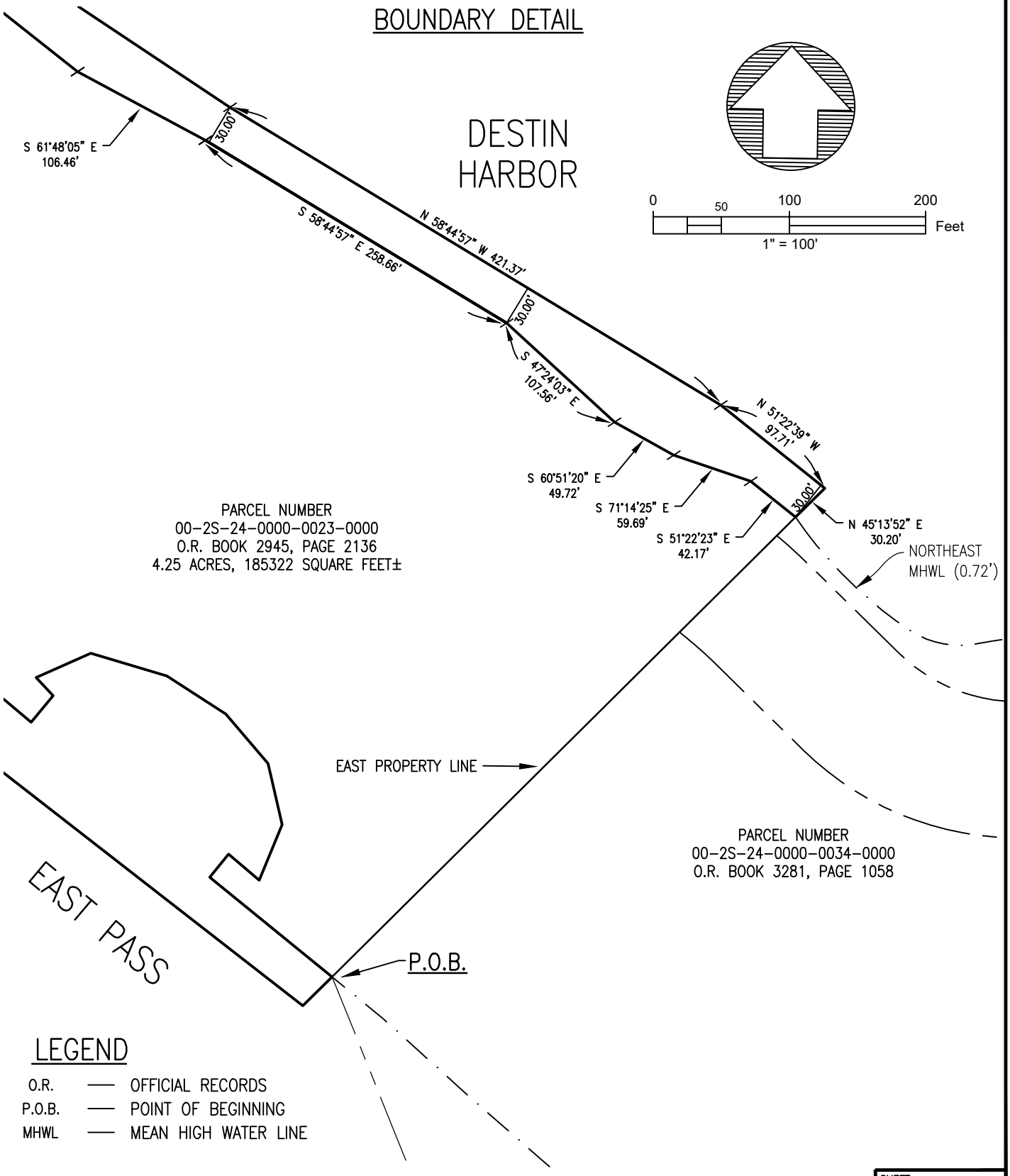

LEGEND

O.R. — OFFICIAL RECORDS
P.O.B. — POINT OF BEGINNING
MHWL — MEAN HIGH WATER LINE

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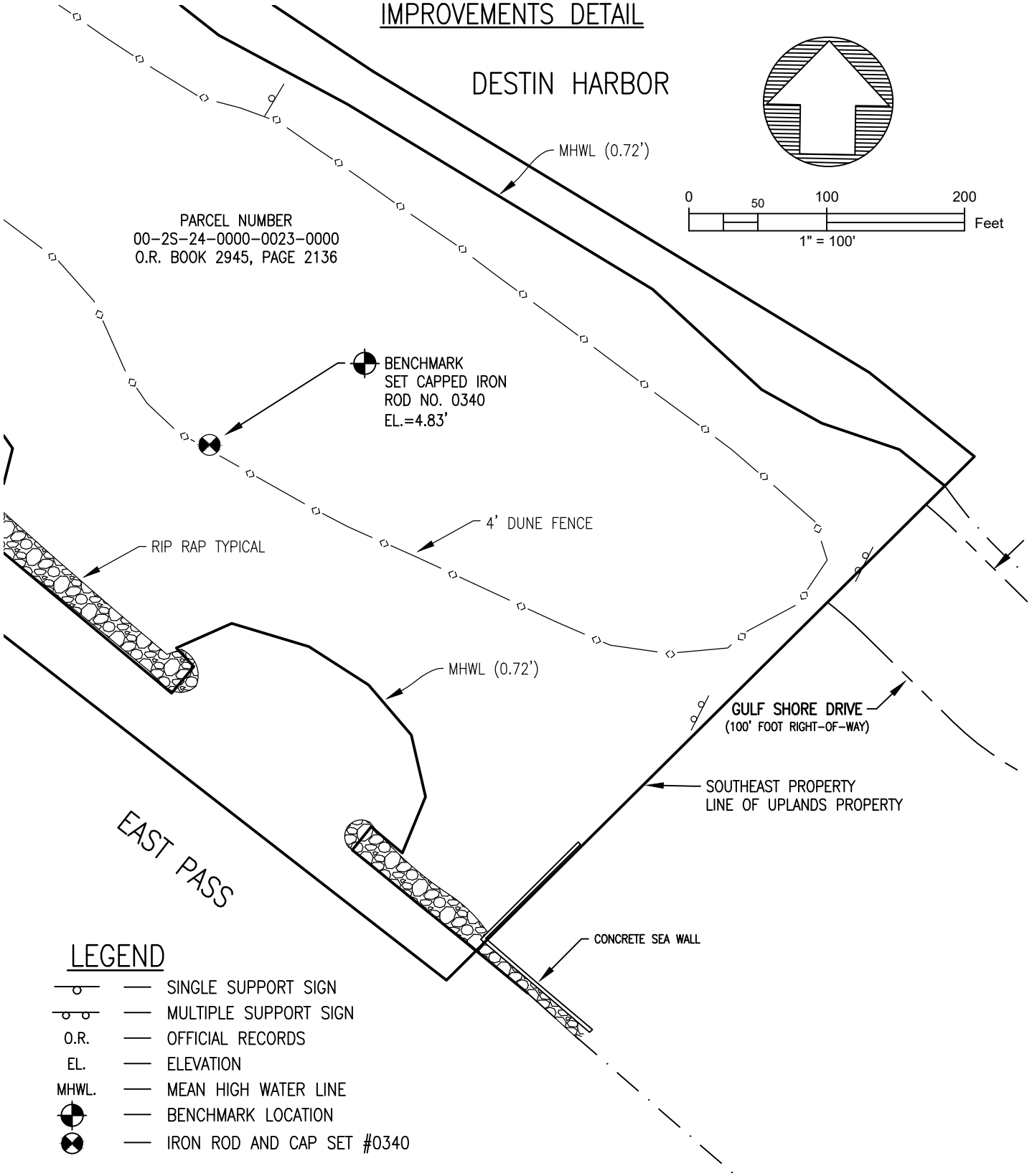
IMPROVEMENTS DETAIL



LEGEND

	—	SINGLE SUPPORT SIGN
	—	MULTIPLE SUPPORT SIGN
O.R.	—	OFFICIAL RECORDS
EL.	—	ELEVATION
MHWL.	—	MEAN HIGH WATER LINE
	—	BENCHMARK LOCATION
	—	IRON ROD AND CAP SET #0340

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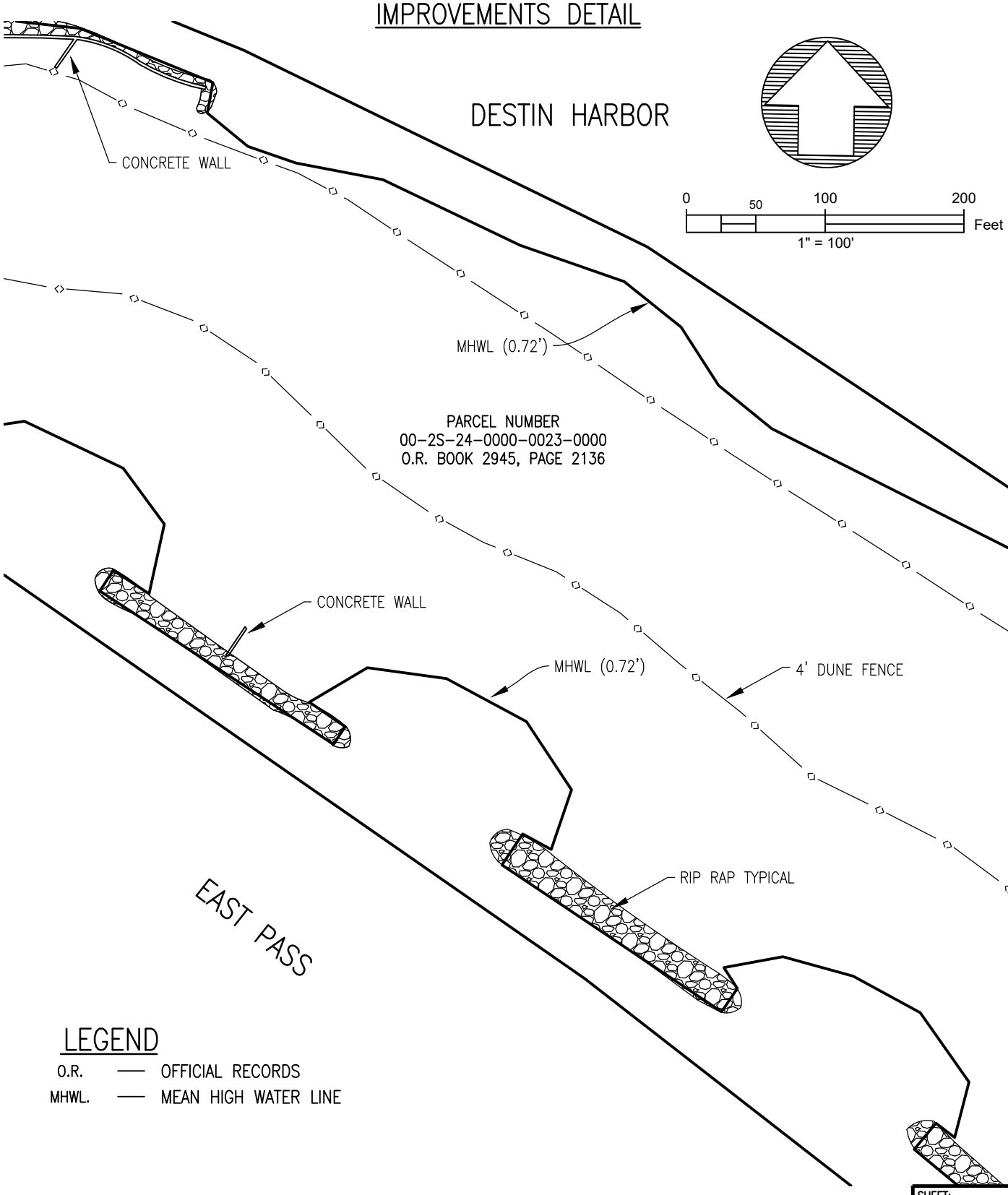

LEGEND

O.R. — OFFICIAL RECORDS
MHWL. — MEAN HIGH WATER LINE

BASKERVILLE-DONOVAN, INC.
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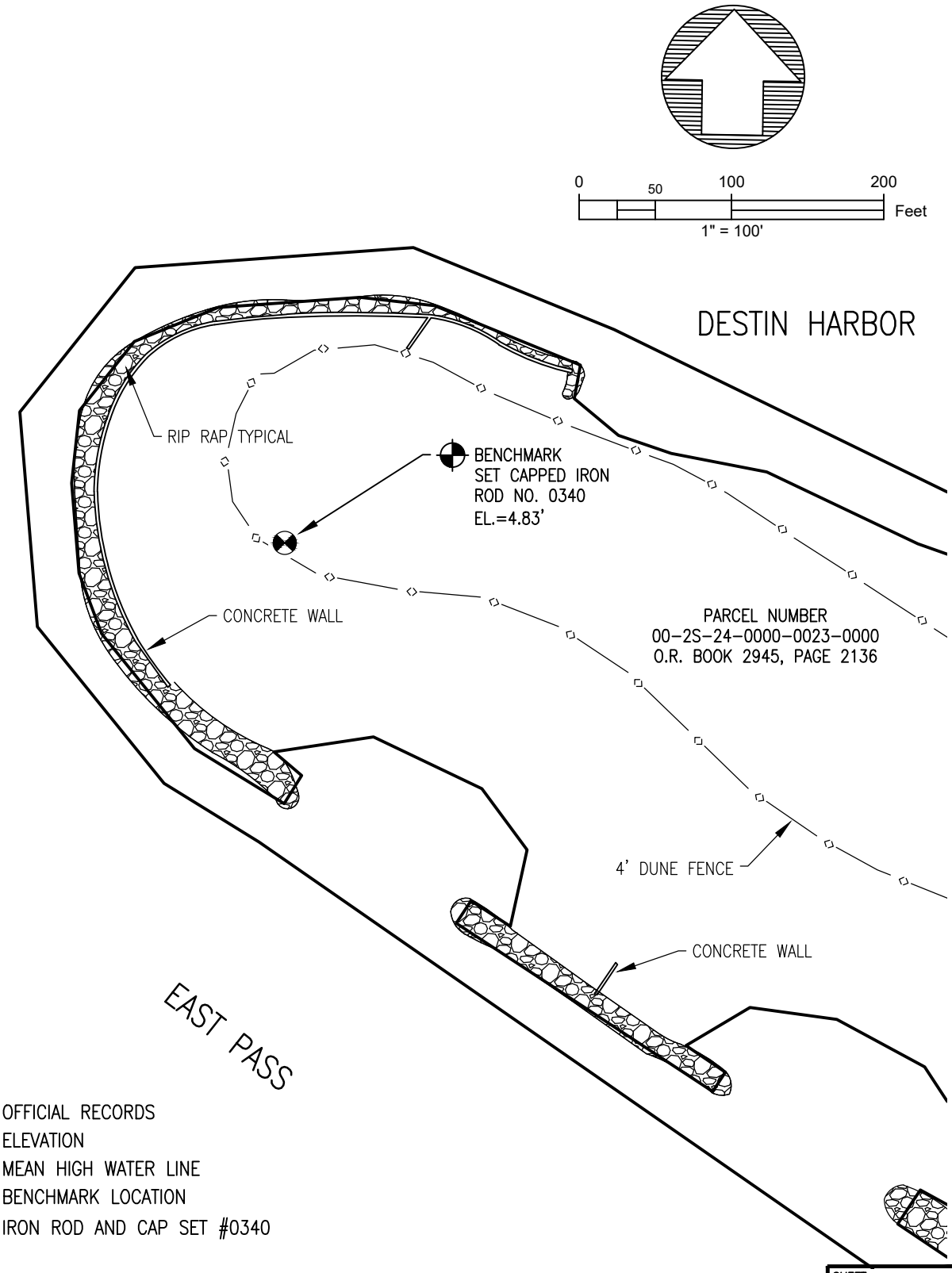

LEGEND

O.R. — OFFICIAL RECORDS
EL. — ELEVATION
MHWL. — MEAN HIGH WATER LINE
— BENCHMARK LOCATION
— IRON ROD AND CAP SET #0340

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DESCRIPTION – 30' WIDE SUBMERGED LAND LEASE OF NORRIEGO POINT
(AS PREPARED BY BASKERVILLE–DONOVAN, INC.)

COMMENCE AT THE INTERSECTION OF THE WEST RIGHT–OF–WAY LINE OF GULF SHORE DRIVE (100 FOOT RIGHT–OF–WAY) AND THE NORTH LINE OF EAST PASS TOWERS, A CONDOMINIUM AS RECORDED IN CONDOMINIUM BOOK 5, PAGE 82 OF THE PUBLIC RECORDS OF OKALOOSA COUNTY FLORIDA; THENCE PROCEED SOUTH 68 DEGREES 06 MINUTES 39 SECONDS WEST ALONG SAID NORTH LINE AND AN EXTENSION THEREOF A DISTANCE OF 539.21 FEET; THENCE PROCEED NORTH 21 DEGREES 53 MINUTES 21 SECONDS WEST A DISTANCE A DISTANCE OF 340.47 FEET TO THE INTERSECTION OF THE EAST LINE OF THAT PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 2945, PAGE 2136, OF THE PUBLIC RECORDS OF THE AFORESAID COUNTY, AND THE SOUTHWESTERLY MEAN HIGH WATER LINE OF NORRIEGO POINT, SAID POINT BEING THE POINT OF BEGINNING AND HAVING FLORIDA STATE PLANE COORDINATES OF N: 511324.86 AND E: 1334586.37; THENCE MEANDER ALONG SAID MEAN HIGH WATER LINE THE FOLLOWING CALLS NORTH 50 DEGREES 52 MINUTES 39 SECONDS WEST A DISTANCE OF 115.80 FEET; THENCE PROCEED NORTH 39 DEGREES 07 MINUTES 21 SECONDS EAST A DISTANCE OF 21.81 FEET; THENCE PROCEED SOUTH 49 DEGREES 47 MINUTES 06 SECONDS EAST A DISTANCE OF 29.51 FEET; THENCE PROCEED NORTH 22 DEGREES 29 MINUTES 14 SECONDS EAST A DISTANCE OF 44.19 FEET; THENCE PROCEED NORTH 12 DEGREES 58 MINUTES 07 SECONDS WEST A DISTANCE OF 46.04 FEET; THENCE PROCEED NORTH 40 DEGREES 34 MINUTES 32 SECONDS WEST A DISTANCE OF 47.67 FEET; THENCE PROCEED NORTH 57 DEGREES 10 MINUTES 22 SECONDS WEST A DISTANCE OF 51.56 FEET; THENCE PROCEED NORTH 73 DEGREES 20 MINUTES 53 SECONDS WEST A DISTANCE OF 58.38 FEET; THENCE PROCEED NORTH 66 DEGREES 03 MINUTES 54 SECONDS WEST A DISTANCE OF 43.94 FEET; THENCE PROCEED SOUTH 43 DEGREES 14 MINUTES 10 SECONDS EAST A DISTANCE OF 18.39 FEET; THENCE PROCEED SOUTH 39 DEGREES 50 MINUTES 52 SECONDS WEST A DISTANCE OF 25.18 FEET; THENCE PROCEED NORTH 50 DEGREES 09 MINUTES 08 SECONDS WEST A DISTANCE OF 201.63 FEET; THENCE PROCEED NORTH 39 DEGREES 50 MINUTES 52 SECONDS EAST A DISTANCE OF 24.49 FEET; THENCE PROCEED SOUTH 52 DEGREES 31 MINUTES 37 SECONDS EAST A DISTANCE OF 17.03 FEET; THENCE PROCEED NORTH 14 DEGREES 29 MINUTES 39 SECONDS EAST A DISTANCE OF 41.28 FEET; THENCE PROCEED NORTH 35 DEGREES 08 MINUTES 48 SECONDS WEST A DISTANCE OF 61.13 FEET; THENCE PROCEED NORTH 61 DEGREES 24 MINUTES 29 SECONDS WEST A DISTANCE OF 55.04 FEET; THENCE PROCEED NORTH 74 DEGREES 22 MINUTES 14 SECONDS WEST A DISTANCE OF 52.52 FEET; THENCE PROCEED SOUTH 79 DEGREES 28 MINUTES 20 SECONDS WEST A DISTANCE OF 43.14 FEET; THENCE PROCEED SOUTH 32 DEGREES 34 MINUTES 22 SECONDS EAST A DISTANCE OF 17.84 FEET; THENCE PROCEED SOUTH 33 DEGREES 46 MINUTES 18 SECONDS WEST A DISTANCE OF 20.28 FEET; THENCE PROCEED NORTH 56 DEGREES 13 MINUTES 42 SECONDS WEST A DISTANCE OF 190.48 FEET; THENCE PROCEED NORTH 33 DEGREES 46 MINUTES 18 SECONDS EAST A DISTANCE OF 26.80 FEET; THENCE PROCEED SOUTH 61 DEGREES 27 MINUTES 26 SECONDS EAST A DISTANCE OF 23.37 FEET; THENCE PROCEED NORTH 18 DEGREES 45 MINUTES 27 SECONDS EAST A DISTANCE OF 45.43 FEET; THENCE PROCEED NORTH 33 DEGREES 26 MINUTES 30 SECONDS WEST A DISTANCE OF 58.82 FEET; THENCE PROCEED NORTH 61 DEGREES 38 MINUTES 35 SECONDS WEST A DISTANCE 65.49 FEET; THENCE PROCEED NORTH 82 DEGREES 11 MINUTES 39 SECONDS WEST A DISTANCE OF 57.50 FEET; THENCE PROCEED SOUTH 59 DEGREES 18 MINUTES 53 SECONDS WEST A DISTANCE OF 48.77 FEET; THENCE PROCEED SOUTH 55 DEGREES 47 MINUTES 55 SECONDS EAST A DISTANCE OF 31.21 FEET; THENCE PROCEED SOUTH 33 DEGREES 16 MINUTES 19 SECONDS WEST A DISTANCE OF 15.23 FEET; THENCE PROCEED NORTH 56 DEGREES 43 MINUTES 41 SECONDS WEST A DISTANCE OF 201.33 FEET; THENCE PROCEED NORTH 33 DEGREES 16 MINUTES 19 SECONDS EAST A DISTANCE OF 17.67 FEET; THENCE PROCEED SOUTH 56 DEGREES 59 MINUTES 51 SECONDS EAST A DISTANCE OF 30.71 FEET; THENCE PROCEED NORTH 12 DEGREES 24 MINUTES 56 SECONDS EAST A DISTANCE OF 51.37 FEET; THENCE PROCEED NORTH 36 DEGREES 23 MINUTES 13 SECONDS WEST A DISTANCE OF 49.98 FEET; THENCE PROCEED NORTH 64 DEGREES 30 MINUTES 48 SECONDS WEST A DISTANCE 78.85 FEET; THENCE PROCEED SOUTH 81 DEGREES 26 MINUTES 23 SECONDS WEST A DISTANCE OF 65.99 FEET; THENCE PROCEED SOUTH 49 DEGREES 32 MINUTES 55 SECONDS EAST A DISTANCE OF 23.83 FEET; THENCE PROCEED SOUTH 31 DEGREES 40 MINUTES 27 SECONDS WEST A DISTANCE OF 21.83 FEET; THENCE PROCEED NORTH 58 DEGREES 19 MINUTES 33 SECONDS WEST A DISTANCE OF 69.08 FEET; THENCE PROCEED NORTH 38 DEGREES 57 MINUTES 06 SECONDS WEST A DISTANCE OF 97.07 FEET; THENCE PROCEED NORTH 20 DEGREES 38 MINUTES 58 SECONDS WEST A DISTANCE OF 42.31 FEET; THENCE PROCEED NORTH 04 DEGREES 41 MINUTES 20 SECONDS WEST A DISTANCE OF 59.28 FEET; THENCE PROCEED NORTH 06 DEGREES 11 MINUTES 10 SECONDS EAST A DISTANCE OF 47.98 FEET; THENCE PROCEED NORTH 38 DEGREES 33 MINUTES 53 SECONDS EAST A DISTANCE OF 57.94 FEET; THENCE PROCEED NORTH 67 DEGREES 45 MINUTES 23 SECONDS EAST A DISTANCE OF 59.29 FEET; THENCE PROCEED NORTH 85 DEGREES 54 MINUTES 37 SECONDS EAST A DISTANCE OF 93.41 FEET; THENCE PROCEED SOUTH 83 DEGREES 30 MINUTES 53 SECONDS EAST A DISTANCE OF 49.39 FEET; THENCE PROCEED SOUTH 67 DEGREES 47 MINUTES 38 SECONDS EAST A DISTANCE OF 103.27 FEET; THENCE PROCEED SOUTH 10 DEGREES 22 MINUTES 52 SECONDS WEST A DISTANCE OF 22.34 FEET; THENCE PROCEED SOUTH 50 DEGREES 24 MINUTES 04 SECONDS EAST A DISTANCE OF 37.74 FEET; THENCE PROCEED SOUTH 71 DEGREES 03 MINUTES 17 SECONDS EAST A DISTANCE OF 36.62 FEET; THENCE PROCEED SOUTH 79 DEGREES 03 MINUTES 07 SECONDS EAST A DISTANCE OF 63.79 FEET; THENCE PROCEED SOUTH 64 DEGREES 30 MINUTES 52 SECONDS EAST A DISTANCE OF 109.78 FEET; THENCE PROCEED SOUTH 70 DEGREES 43 MINUTES 58 SECONDS EAST A DISTANCE OF 79.46 FEET; THENCE PROCEED SOUTH 51 DEGREES 17 MINUTES 05 SECONDS EAST A DISTANCE OF 52.40 FEET; THENCE PROCEED SOUTH 32 DEGREES 49 MINUTES 22 SECONDS EAST A DISTANCE OF 49.93 FEET; THENCE PROCEED SOUTH 50 DEGREES 48 MINUTES 47 SECONDS EAST A DISTANCE OF 49.47 FEET; THENCE PROCEED SOUTH 63 DEGREES 15 MINUTES 58 SECONDS EAST A DISTANCE OF 196.85 FEET; THENCE PROCEED SOUTH 58 DEGREES 07 MINUTES 37 SECONDS EAST A DISTANCE OF 62.05 FEET; THENCE PROCEED SOUTH 51 DEGREES 40 MINUTES 19 SECONDS EAST A DISTANCE OF 80.19 FEET; THENCE PROCEED SOUTH 61 DEGREES 48 MINUTES 05 SECONDS EAST A DISTANCE OF 106.46 FEET; THENCE PROCEED SOUTH 58 DEGREES 44 MINUTES 57 SECONDS EAST A DISTANCE OF 258.66 FEET; THENCE PROCEED SOUTH 47 DEGREES 24 MINUTES 03 SECONDS EAST A DISTANCE OF 107.56 FEET; THENCE PROCEED SOUTH 60 DEGREES 51 MINUTES 20 SECONDS EAST A DISTANCE OF 49.72 FEET; THENCE PROCEED SOUTH 71 DEGREES 14 MINUTES 25 SECONDS EAST A DISTANCE OF 59.69 FEET; THENCE PROCEED SOUTH 51 DEGREES 22 MINUTES 23 SECONDS EAST A DISTANCE OF 42.17 FEET TO THE INTERSECTION OF THE NORTHEASTERLY MEAN HIGH WATER LINE OF NORRIEGO POINT AND THE AFORESAID EAST LINE OF THAT PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 2945, PAGE 2136 OF THE PUBLIC RECORDS OF THE AFORESAID COUNTY; THENCE DEPARTING SAID MEAN HIGH WATER LINE PROCEED NORTH 45 DEGREES 13 MINUTES 52 SECONDS EAST ALONG THE PROJECTION OF SAID EAST LINE A DISTANCE OF 30.20 FEET; THENCE PROCEED NORTH 51 DEGREES 22 MINUTES 39 SECONDS WEST A DISTANCE OF 97.71 FEET; THENCE PROCEED NORTH 58 DEGREES 44 MINUTES 57 SECONDS WEST A DISTANCE OF 421.37 FEET; THENCE PROCEED NORTH 56 DEGREES 20 MINUTES 48 SECONDS WEST A DISTANCE OF 592.21 FEET; THENCE PROCEED NORTH 64 DEGREES 00 MINUTES 06 SECONDS WEST A DISTANCE OF 323.70 FEET; THENCE PROCEED NORTH 67 DEGREES 47 MINUTES 38 SECONDS WEST A DISTANCE OF 142.39 FEET; THENCE PROCEED SOUTH 85 DEGREES 54 MINUTES 37 SECONDS WEST A DISTANCE 183.09 FEET; THENCE PROCEED SOUTH 38 DEGREES 33 MINUTES 53 SECONDS WEST A DISTANCE OF 121.31 FEET; THENCE PROCEED SOUTH 04 DEGREES 41 MINUTES 20 SECONDS EAST A DISTANCE OF 141.51 FEET; THENCE PROCEED SOUTH 38 DEGREES 57 MINUTES 06 SECONDS EAST A DISTANCE OF 132.10 FEET; THENCE PROCEED SOUTH 58 DEGREES 19 MINUTES 33 SECONDS EAST A DISTANCE OF 73.38 FEET; THENCE PROCEED SOUTH 55 DEGREES 11 MINUTES 17 SECONDS EAST A DISTANCE OF 583.45 FEET; THENCE PROCEED SOUTH 52 DEGREES 06 MINUTES 37 SECONDS EAST A DISTANCE OF 749.32 FEET TO A PROJECTION OF THE AFORESAID EAST LINE OF THAT PROPERTY AS DESCRIBED IN O.R. BOOK 2945, PAGE 2136 OF THE PUBLIC RECORDS OF THE AFORESAID COUNTY; THENCE PROCEED NORTH 45 DEGREES 13 MINUTES 52 SECONDS EAST ALONG SAID PROJECTED EAST LINE A DISTANCE OF 30.25 FEET TO THE POINT OF BEGINNING.

LYING IN AND BEING A PART OF UNSECTIONALIZED TOWNSHIP 2 SOUTH, RANGE 22 WEST, OKALOOSA COUNTY FLORIDA, AND CONTAINING 4.25 ACRES OR 185322 SQUARE FEET MORE OR LESS.

Filing # 81960499 E-Filed 12/11/2018 03:42:35 PM

IN THE CIRCUIT COURT IN AND FOR OKALOOSA COUNTY, FLORIDA

WILLIAM C. CARTER,

Plaintiff,

v.

CASE NO: 2016-CA-003085
DIVISION: F

ROBERT GLEN LEVERETT and
ENCLAVE COMMUNITY PROPERTY
ASSOCIATION, INC., a Florida Corporation,
and CITY OF DESTIN,

Defendants.

EMERGENCY MOTION BY DEFENDANT, ENCLAVE COMMUNITY PROPERTY ASSOCIATION, INC. FOR PERMISSION TO REMOVE FOLIAGE

COMES NOW, Defendant, ENCLAVE COMMUNITY PROPERTY ASSOCIATION, INC. ("Enclave"), by and through its undersigned counsel, and hereby moves for an Order permitting the Enclave to remove foliage without admitting ownership or control of same, and as grounds therefore states as follows:

1. This case concerns an accident that occurred on November 7, 2015, when Plaintiff was struck by a vehicle while riding his bicycle.

2. Specifically, the accident occurred where the pedestrian/bicycle pathway that runs along U.S. Scenic Highway 98 intersected the entrance road to the Enclave Condominium Community.

3. Plaintiff has claimed that the accident was caused, in part, by the fact that bushes and shrubs present at this intersection were allowed to grow to a height that obstructed the vision of motorists using the entrance road and bicyclists and pedestrians utilizing the pathway. (See Amended Complaint, ¶¶ 13, 24, Filing # 65545929 E-Filed 12/18/2017 05:13:51 PM).

4. Plaintiff has asserted negligence claims against the Enclave and the City of Destin alleging in the alternative that each Defendant had the duty to maintain the foliage located at the intersection. (See Amended Complaint).

5. The issue of who had the duty to maintain is contested in this case, with both the Enclave and the City of Destin denying ownership and/or control of the subject foliage.

6. While the subject foliage was trimmed down after the accident, the Enclave has become aware that it has grown back to a height that could present a potential danger to persons utilizing the intersection.

7. The Enclave desires to avoid future accidents occurring at the intersection; however, it is concerned that removal of the subject foliage would be admissible to prove ownership and/or control in this case. See § 90.407, Fla. Stat.

8. Accordingly, in the interests of protecting the public from any potential hazard presented by the subject foliage, the Enclave requests an Order from this Court permitting removal of the foliage by the Enclave. The Enclave further requests the Order stipulate that evidence of removal of the foliage by the Enclave will not be admissible as evidence of ownership or control.

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that a copy of the foregoing has been provided to the following by Florida Courts E-Filing Portal on this 11th day of December 2018:

Michael A. Jones MATTHEWS & JONES, LLP 323 E. John Sims Parkway Post Office Box 947 Niceville, FL 32588-0947 mjones@destinlaw.com jshanor@destinlaw.com *Attorney for Plaintiff*	Mark J. Upton DANIEL, UPTON, & PERRY, P.C. 30421 Highway 181 Daphne, Alabama 36527 mju@dupm.com leanne@dupm.com holly@dupm.com *Attorney for Defendant Robert Glen Leverett*
Timothy M. Warner William G. Warner Alicia D. Carothers WARNER LAW FIRM, P.A. P.O. Box 1820 Panama City, Florida 32402 pleadings@warnerlaw.us *Attorney for Defendant City of Destin*	

E. Nicole Palmer
Florida Bar No.: 15554
WADE, PALMER & SHOEMAKER, P.A.
14 North Palafox Street
P.O. Box 13510
Pensacola, FL 32591-3510
(850) 429-0755
Primary: npalmer@wpslawyers.com
Secondary: cschreiner@wpslawyers.com
Secondary: ssmith@wpslawyers.com
Attorney for Defendant, Enclave Community Property Association

Filing # 83069959 E-Filed 01/09/2019 11:21:17 AM

IN THE CIRCUIT COURT IN AND FOR OKALOOSA COUNTY, FLORIDA

WILLIAM C. CARTER,

Plaintiff,

v.

CASE NO: 2016-CA-003085
DIVISION: F

ROBERT GLEN LEVERETT and ENCLAVE COMMUNITY PROPERTY ASSOCIATION, INC., a Florida Corporation, and CITY OF DESTIN,

Defendants.

ORDER DENYING DEFENDANT, ENCLAVE COMMUNITY PROPERTY ASSOCIATION, INC.'S EMERGENCY MOTION FOR PERMISSION TO REMOVE FOLIAGE

THIS CAUSE came on to be heard upon the Defendant, Enclave Community Property Association, Inc.'s Emergency Motion for Permission to Remove Foliage and the Court having considered the Motion and heard argument from counsel, and being otherwise fully advised by the Parties, it is hereby:

ORDERED and ADJUDGED Defendant's Motion is DENIED.

In cases wherein one party is unrepresented (*pro se*), it is the responsibility of the sole attorney in the case to serve within five business days this order upon any *pro se* party who does not have access to nor is a registered user of the Florida Courts e-Filing Portal.

DONE AND ORDERED in chambers at Fort Walton Beach, Okaloosa County, Florida this ___ day of _____, 2019.

eSigned by CIRCUIT COURT JUDGE JOHN JAY GONTAREK in 2016 CA 003085 F on 01/09/2019 10:21:01 ReD1KaYw

Copies to:
-E. Nicole Palmer
-Michael Jones
-Mark Upton
-Timothy Warner

COUNSELING REPORT

Employee Name: XX Dept: XX Date: XX/XX/XXXX

Circle Item(s) that require Corrective Action:

Attendance	Carelessness	Insubordination
Lateness/leave early	Failure to follow instructions	Violations of safety rule(s)
Rude to co-workers/citizens	Willful damage to City property	Working on personal matters
Unsatisfactory work quality	Violation of policies/procedures	Other:

Previous Attempts at Corrective Action:

(date)	Oral		Written	By Whom
1st Warning: XX/XX/XXXX	X	OR	X	XXXX
2nd Warning:				
3rd Warning:				

Employer Statement: Incident Date: xx/xx/xxxx Time: xx:xx

(Provide specific details to include personnel involved and rule(s) violated. Also identify and define the area(s) needing improvement and inform the employee how the improvements can be achieved and the expected date of improvement.)

XX, on Monday, XX XX, 2019 did / did not XX...

Additionally, within the same week XX....

XX's position is the primary XX...

XX, causes additional burden on the City. Therefore, an employee shall be expected to make every effort to XX.. (REFERENCE PRR Section XX OR XX POLICY)

The employee shall be expected to XXX. (REFERENCE PRR Section XX OR XX POLICY)

Employee Statement: ( ) I Agree ( ) I disagree with Employer's Statement

Consequence(s) should incident occur again:

Further disciplinary action based upon Personnel Rules and Regulation's up to and including ...

I have read this document and have been provided a copy.

_____ ____/____/____

Signature of Employee Date

_____ ____/____/____

Signature of Supervisor Date

_____ ____/____/____

Signature of Department Head Date

FORWARD ORIGINAL OF THIS FORM TO HUMAN RESOURCES

HR: _____

CM: _____

BASKERVILLE-DONOVAN, INC.
Innovative Infrastructure Solutions

Michael D. Langston, PE
449 West Main St.
Pensacola, Florida 32502
Phone: 850.438.9661

August 31, 2020

Michael Burgess, MS, PH, CSM, CFM
Director of Public Services & Emergency Manager
City of Destin, Florida
4200 Indian Bayou Trail
Destin, FL 32541

Re: Re-alignment of 4th Street at 1st Street Intersection
Destin, FL

Dear Mr. Burgess:

Baskerville-Donovan, Inc is pleased with the opportunity to provide this proposal for the re-alignment of the referenced intersection. We have reviewed your concept plan which re-aligns the intersection of 4th Street and 1st Street. It appears that only work on 4th Street is needed with the exception of pavement removal, sidewalk repairs and right-of-way restoration.

We offer to perform a right-of-way survey of the intersection, referenced to State Plane coordinates and vertical controls based on NAVD 88 datum. Above ground utilities will be located and approximate right-of-way lines will be established. Design services will include a demolition plan for the existing intersection, erosion and sedimentation controls, re-alignment of the road in accordance with the Florida Green Book and pavement design based on standard FDOT criteria for a residential road. We have not included geotechnical investigations as the existing road pavement appears to have adequate structural capacity for the intended level of service. An optional base group will be specified to achieve a comparable pavement section with a stabilized subgrade. Pavement markings will be in accordance with the MUTCD and FDOT standards. Restoration will include sodding of the areas where the existing pavement is removed and not replaced. Stormwater and utility permitting is not expected and not included. Bidding and construction administration services can be provided on an hourly basis, if requested.

We can perform this work for a lump sum fee of $23,025 and can complete the work within 90 days of receipt of a Notice to Proceed.

Please contact me should you wish to discuss our professional services proposal.

Sincerely,

BASKERVILLE-DONOVAN, INC.

Michael D. Langston, PE
Sr. Project Manager

K:\482 City of Destin\48200.00\Market Proposals\1st-4th Street Re-alignment\Burgess Ltr 8-31-2020.docx

SHARED PARKING AGREEMENT

This Shared Parking Agreement entered into this 18 day of Dec, 2012 and to become effective on the 1st day of March, 2013 between PRI, LLC, a limited corporation, whose address is 400 Emery Drive, Suite 200, Hoover, Alabama 35244, its heirs and assigns, hereinafter referred to as "PRI" and The Protestant Episcopal Church in the Diocese of the Central Gulf Coast, Inc., c/o St. Andrews By The Sea Episcopal Church, 307 Harbor Drive, Destin, Florida 32541-2383, its heirs and assigns, hereinafter referred to as "the Diocese."

WHEREAS, PRI is the owner of a marina in Destin known as East Pass Marina which has approximately (33) boat slips that it leases out on a monthly basis to various tenants, and

WHEREAS, the City of Destin Land Development Code currently requires that PRI have available more parking spaces per slip than the amount of parking available on the East Pass Marina Property, and

WHEREAS, to satisfy the need for additional parking, PRI is acquiring additional parking located on the Diocese's property which is in close proximity to PRI's East Pass Marina.

WHEREAS, the parties are entering into this Shared Parking Agreement pursuant to the City of Destin's Land Development Code Section 8.06.12 D 2.

NOW, THEREFORE, for valuable consideration, the amount of which is set forth in a separate agreement executed by the parties of even date herewith, paid and to be paid by PRI as directed by the Diocese, the Parties agree as follows:

1. The parties have entered into a land lease in which PRI is leasing the property as shown in Exhibit "A" hereto from the Diocese, which property includes a parking lot for use by PRI. The parties recognize that PRI is the owner of East Pass Marina in Destin, Florida, and has approximately (33) boat slips for rent for PRI's various tenants. The parties agree at least 60 parking spaces on the premises will be available to PRI at all times excluding Sundays till after 2:00 p.m. Central Standard Time and during scheduled and unscheduled church services of St. Andrews By the Sea Episcopal Church and Calvary Chapel and also during the Saturday and Sunday of the Destin Seafood Festival.

2. This Shared Parking Agreement shall be recorded in the public record of Okaloosa County, Florida.

3. This Shared Parking Agreement shall continue in full force and effect until such time as any of the following terminating events occurs: (a) this Agreement is terminated by either party in their sole discretion at any time and for any reason or is otherwise rendered ineffective, (b) PRI obtains approval from the City of Destin for additional on-site parking at East Pass Marina that will satisfy the requirements of the City of Destin Land Development Code, (c) PRI is no longer required to provide such parking due to amendment of the City's code requirements relating to parking, (d) PRI has secured additional shared parking by either purchase or lease from another or an additional land owner, (e) PRI ceases the use for which the parking is required, or (f) the property subject to the Agreement is sold or transferred to a new owner, unless the terms of the sale or transfer provide otherwise.

4. That the Parties understand that this Shared Parking Agreement must be submitted and approved by the City of Destin prior to the approval of PRI obtaining either a development order or Business Tax Receipt which requires parking not located at East Pass Marina.

RECORDING INFO →

Instr # 2824820 BK: 3072 PG:3017,Page 1 of 4
Recorded 01/03/2013 at 02:13 PM,
RECORDING: $19.50 RECORDING ARTICLE V: $16.00

DEPUTY CLERK JHELMS
DON W. HOWARD,CLERK OF COURTS, OKALOOSA COUNTY, FL

SHARED PARKING AGREEMENT

This Shared Parking Agreement entered into this 5 day of Dec., 2012 and to become effective on the 1st day of March, 2013 between PRI, LLC, a limited corporation, whose address is 400 Emery Drive, Suite 200, Hoover, Alabama 35244, its heirs and assigns, hereinafter referred to as "PRI" and The Protestant Episcopal Church in the Diocese of the Central Gulf Coast, Inc., c/o St. Andrews By The Sea Episcopal Church, 307 Harbor Drive, Destin, Florida 32541-2383, its heirs and assigns, hereinafter referred to as "the Diocese."

WHEREAS, PRI is the owner of a marina in Destin known as East Pass Marina which has approximately (33) boat slips that it leases out on a monthly basis to various tenants, and

WHEREAS, the City of Destin Land Development Code currently requires that PRI have available more parking spaces per slip than the amount of parking available on the East Pass Marina Property, and

WHEREAS, to satisfy the need for additional parking, PRI is acquiring additional parking located on the Diocese's property which is in close proximity to PRI's East Pass Marina.

WHEREAS, the parties are entering into this Shared Parking Agreement pursuant to the City of Destin's Land Development Code Section 8.06.12 D 2.

NOW, THEREFORE, for valuable consideration, the amount of which is set forth in a separate agreement executed by the parties of even date herewith, paid and to be paid by PRI as directed by the Diocese, the Parties agree as follows:

1. The parties have entered into a land lease in which PRI is leasing the property as shown in Exhibit "A" hereto from the Diocese, which property includes a parking lot for use by PRI. The parties recognize that PRI is the owner of East Pass Marina in Destin, Florida, and has approximately (33) boat slips for rent for PRI's various tenants. The parties agree at least 60 parking spaces on the premises will be available to PRI at all times excluding Sundays till after 2:00 p.m. Central Standard Time and during scheduled and unscheduled church services of St. Andrews By the Sea Episcopal Church and Calvary Chapel and also during the Saturday and Sunday of the Destin Seafood Festival.

2. This Shared Parking Agreement shall be recorded in the public record of Okaloosa County, Florida.

3. This Shared Parking Agreement shall continue in full force and effect until such time as any of the following terminating events occurs: (a) this Agreement is terminated by either party in their sole discretion at any time and for any reason or is otherwise rendered ineffective, (b) PRI obtains approval from the City of Destin for additional on-site parking at East Pass Marina that will satisfy the requirements of the City of Destin Land Development Code, (c) PRI is no longer required to provide such parking due to amendment of the City's code requirements relating to parking, (d) PRI has secured additional shared parking by either purchase or lease from another or an additional land owner, (e) PRI ceases the use for which the parking is required, or (f) the property subject to the Agreement is sold or transferred to a new owner, unless the terms of the sale or transfer provide otherwise.

4. That the Parties understand that this Shared Parking Agreement must be submitted and approved by the City of Destin prior to the approval of PRI obtaining either a development order or Business Tax Receipt which requires parking not located at East Pass Marina.

5. This Shared Parking Agreement shall constitute a covenant running with land until such time as this Agreement is lawfully terminated upon the occurrence of a terminating event, and shall be binding upon all successors in title.

6. A detailed site plan containing the property boundary lines with adjacent right of ways, the parking area and number of parking spaces that will be provided to PRI, along with adjacent improvements, sidewalks, landscaping areas and drainage swales is attached hereto as Exhibit "A."

7. Except as provided herein above, the parking spaces that are the subject of the Shared Parking Agreement shall be for the exclusive use of PRI, and its employees, lessees, tenants, guests, customers, and business invitees at East Pass Marina, which shall include the employees, customers, guests, and business invitees of any of PRI's boat slip tenants at East Pass Marina.

8. The parties understand and acknowledge that, during the time this Agreement is in effect, it is a violation of the City of Destin Land Development Code to cause or permit said parking area and the required parking spaces to become unavailable to PRI in its operation of East Pass Marina. Such violation may result in the revocation or suspension of any development order or approval issued in reliance upon this agreement, and may result in code enforcement action.

9. The parties hereby agree that the Diocese is solely responsible for maintenance of the area subject to this Shared Parking Agreement, said area being shown in Exhibit "A" attached hereto.

10. This Agreement may be amended only in a manner that is consistent with the requirements of the City of Destin Land Development Code and any such amendment is not effective until approved in writing by the City of Destin.

11. Notice. For purposes of giving notice pursuant to Section 3(a), sixty (60) days written notice shall be required and such notice shall be deemed given when placed in the U.S. Mail with proper postage affixed and also sent certified mail return receipt requested, to the address listed for the party to whom notice is being given in this Agreement. Thereafter on the sixty-first (61) day from the date of the notice, this Agreement shall be terminated. The City of Destin shall also be given a copy of said notice at the time it is mailed to the other party. Parties may change the address to which notice is to be provided under this section by providing the other party with the new address provided such change of address is given in writing (U.S. Mail and certified mail) and references this Agreement and this Paragraph 10.

12. Insurance. Insurance shall be maintained as follows: (a) PRI, at PRI's own cost and expense, shall keep the property insured against loss or damage by fire or other casualty, in the name of PRI; (b) at PRI's own cost and expense, shall provide and keep in force a comprehensive General Public Liability Insurance policy with an insurance company satisfactory to the Diocese and in standard form with minimum limits of liability in an amount of $1,500,000.00 with respect to any one occurrence and $500,000.00 with respect to damage of property. The required Comprehensive General Public Liability insurance policy to be obtained by PRI shall include the parking area as designated in Exhibit "A" and ingress and egress areas over which PRI has an easement for the benefit of PRI's employees, guests and invitees. St. Andrews and the Diocese shall also be named as additional insureds on the above policy.

13. Indemnity. PRI agrees to indemnify, defend and hold harmless the Diocese and St Andrew's By the Sea Episcopal Church from and against any and all claims, demands, fines, lawsuits, actions, proceedings, orders, decrees, and judgment of any kind or nature by or in favor of anyone whomsoever and from and against any and all costs and expenses, including attorneys' fees resulting from or in connection with loss of, from, or on account of any occurrence in, on, at or from the parking area or occasioned wholly or in part through the use and occupancy of the parking area or any improvements

therein or appurtenances thereto, or by any act or omission of PRI or any of its employees or any sub-lessee, concessionaire, trustees, guest or licensee of PRI.

EXECUTED at Jefferson County, Al., on the 21 day of Dec 2012.

Witness: Rachel S. Wilson
(Signature)
Rachel S. Wilson
(Print)
Witness: Heather White
(Signature)
Heather White
(Print)

W. T. Porter
PRI, LLC
By: WILLIAM T. PORTER, as Managing Partner

STATE OF FLORIDA
COUNTY OF

BEFORE ME, the undersigned authority, this day personally came and appeared WILLIAM T. PORTER, Managing Partner of PRI, LLC, ☑ personally known to me or ☐ who produced a driver's license as proof of identity, who being first duly sworn deposes and says that the information provided in the above and foregoing document is true to the best of his knowledge, information and belief.

Signed, this 21st day of December, 2012.

A Garland Culbreath
NOTARY PUBLIC
My Commission Expires: My Commission Expires 12/11/2013

EXECUTED at Escambia County, FL, on the 18th day of Dec, 2012.

Witness: Vince Cannon
(Signature)
Vincent Cannon, Jr.
(Print)
Witness: Jennifer J Barnard
(Signature)
Jennifer J Barnard
(Print)

The Protestant Episcopal Church in the Diocese of the Central Gulf Coast, Inc., a Florida Corporation

By: Phillip Duncan
Its: President and Bishop

NOTARY PUBLIC STATE OF FLORIDA
OFFICIAL NOTARY SEAL
MARY R POSS
COMMISSION NUMBER
DD 883767
expires April 26, 2013

STATE OF FLORIDA
COUNTY OF

BEFORE ME, the undersigned authority, this day personally came and appeared PHILLIP DUNCAN, President of The Protestant Episcopal Church in the Diocese of the Central Gulf Coast, Inc., a Florida Corporation, ☐ personally known to me or ☐ who produced a driver's license as proof of identity, who being first duly sworn deposes and says that the information provided in the above and foregoing document is true to the best of his knowledge, information and belief.

Signed, this 18th day of Dec., 2012.

Mary R Poss
NOTARY PUBLIC
My Commission Expires:

Google earth feet 200 meters 80

PARKING AREA INDICATED BY ////

EXHIBIT
tabbies
A

SHARED PARKING AGREEMENT

THIS SHARED PARKING AGREEMENT is entered into this 28th day of Sept, 2016, to become effective on the 1st day of _____, 2016, between Claude F. Perry, Sr., whose address is 732 Harbor Boulevard, Destin, Florida, 32541, his heirs and assigns. hereinafter referred to as "Perry" and The Protestant Episcopal Church in the Diocese of the Central Gulf Coast. Inc.. c/o St. Andrews By The Sea Episcopal Church, 307 Harbor Drive, Destin, Florida 32541-2383, its heirs and assigns. hereinafter referred to as "the Diocese."

WHEREAS, Perry is the owner of the property identified as the "Marler Property" on Exhibit "B" hereto, including four (4) buildings identified on said Exhibit "B" ("the Buildings"), in Destin that Perry leases out, or intends to lease out, to various tenants on a mid to long term basis after remodeling and improving the same pursuant to Development Orders issued by the City of Destin ("the Buildings"), and

WHEREAS, the City of Destin Land Development Code may require that Perry have available more parking spaces for the Buildings as approved than the amount of parking available on the Marler Property, and

WHEREAS, to satisfy the need for additional parking, Perry is acquiring additional parking located on the Diocese's property which is in close proximity to the Marler Property.

WHEREAS. the parties are entering into this Shared Parking Agreement pursuant to the City of Destin's Land Development Code Section 8.06.12 D 2.

NOW, THEREFORE, for valuable consideration, the amount of which is set forth in a separate agreement executed by the parties of even date herewith, paid and to be paid by Perry as directed by the Diocese, the Parties agree as follows:

1. The parties have entered into this land lease in which Perry is leasing the property as shown in Exhibit "A" hereto from the Diocese, which property includes a parking lot for use by Perry. The parties recognize that Perry is the owner of Marler Property in Destin, Florida, and the Buildings located thereon, and the parties agree at least 20 parking spaces on the premises will be available to Perry at all times excluding Sundays till after 2:00 p.m. Central Standard Time and during scheduled and unscheduled church services of St. Andrews By the Sea Episcopal Church and also during the Saturday and Sunday of the Destin Seafood Festival.

2. This Shared Parking Agreement shall be recorded in the public record of Okaloosa County, Florida.

3. This Shared Parking Agreement shall continue in full force and effect until such time as any of the following terminating events occurs: (a) this Agreement is terminated by either party in their sole discretion at any time and for any reason or is otherwise rendered ineffective, (b) Perry obtains approval from the City of Destin for additional on-site parking at the Marler Property that will satisfy the requirements of the City of Destin Land Development Code, (c) Perry is no longer required to provide such parking due to amendment of the City's code requirements relating to parking, (d), Perry has secured additional shared parking by either purchase or lease from another or an additional land owner, (e) Perry ceases the use for which the parking is required or (f) the property subject to the Agreement is sold or transferred to a new owner, unless the terms of the sale or transfer provide otherwise.

4. This Shared Parking Agreement shall constitute a covenant running with the land until such time as this Agreement is lawfully terminated upon the occurrence of a terminating event, and shall be binding upon all successors in title.

5. A detailed site plan containing the property boundary lines with adjacent right of ways, the parking area and number of parking spaces that will be provided to Perry along with adjacent improvements, sidewalks. landscaping areas and drainage swales is attached hereto as Exhibit "A."

6. Except as provided herein above, the parking spaces that are the subject of the Shared Parking Agreement shall be for the exclusive use of , Perry, and its employees, lessees, tenants, guests, customers. and business invitees at the Marler Property, which shall include the employees, customers, guests, and business invitees of any of Perry's tenants.

7. The parties understand and acknowledge that, during the time this Agreement is in effect, it is a violation of the City of Destin Land Development Code to cause or permit said parking area and the required parking spaces to become unavailable to Perry in its operation of the Marler Property. Such violation may result in the revocation or suspension of any development order or approval issued in reliance upon this agreement, and may result in code enforcement action.

8. The parties hereby agree that the Diocese is solely responsible for maintenance ofthe area subject to this Shared Parking Agreement, said area being shown in Exhibit "A" attachedhereto.

9. This Agreement may be amended only in a manner that is consistent with the requirements of the City of Destin Land Development Code and any such amendment is not effective until approved in writing by the City of Destin.

10. Notice. For purposes of giving notice pursuant to Section 3(a), sixty (60) days written notice shall be required and such notice shall be deemed given when placed in the U.S. Mail with proper postage affixed and also sent certified mail return receipt requested, to the address listed for the party to whom notice is being given in this Agreement. Thereafter on the sixty-first (61) day from the date of the notice, this Agreement shall be terminated, the City of Destin shall also be given a copy of said notice at the time it is mailed to the other party. Parties may change the address to which notice is to be provided under this section by providing the other party with the new address provided such change of address is given in writing (U.S. Mail and certified mail) and references this Agreement and this Paragraph 11.

11. Insurance. Insurance shall be maintained as follows: (a} Perry, at Perry's own cost and expense, shall keep the parking area insured against loss or damage by fire or other casualty in the parking area caused by Perry, and it employees, lessees, tenants, guests, customers and business invitees at the Marler Property, which shall include the employees, customers, guests and business invitees of any of Perry's tenants at the Marler property, in the name of Perry; (b) at Perry's own cost and expense, shall provide and keep in force a comprehensive General Public Liability Insurance policy with an insurance company satisfactory to the Diocese and in standard form with minimum limits of liability in an amount of $1,500,000.00 with respect to any one occurrence and $200,000.00 with respect to damage of property. The required Comprehensive General Public Liability insurance policy to be obtained by Perry shall include the parking area as designated in Exhibit "A" and ingress and egress areas over which Perry has an easement for the benefit of Perry's employees, guests and invitees, St. Andrews and the Diocese shall also be named as additional insureds on the above policy.

13. Indemnity. Perry agrees to indemnify, defend and hold harmless the Diocese and StAndrew's By the Sea Episcopal Church from and against any and all claims, demands, fines, lawsuits, actions, proceedings, orders, decrees, and judgment of any kind or nature by or in favor of anyone whomsoever and from and against any and all costs and expenses, including attorneys' fees resulting from or in connection with loss of, from, or on account of any occurrence in. on, at or from the parking area or occasioned wholly or in part through Perry's use and occupancy of the parking area or any improvements 's theirin or appurtenances thereto, or by any act or omission of Perry or any of its employees, or any sublessee, concessionaire, trustees, guest or licensee of Perry.

EXECUTED at Okaloosa County, Florida, on the 28th day of Sept., 2016.

Claude F Perry, Sr (SEAL)

Witness: _____
(Signature)
Ana Maria Saldivar Smith
(Print)

Witness: E. Mitchell
(Signature)
Emerald Mitchell
(Print)

STATE OF FLORIDA
COUNTY OF OKALOOSA

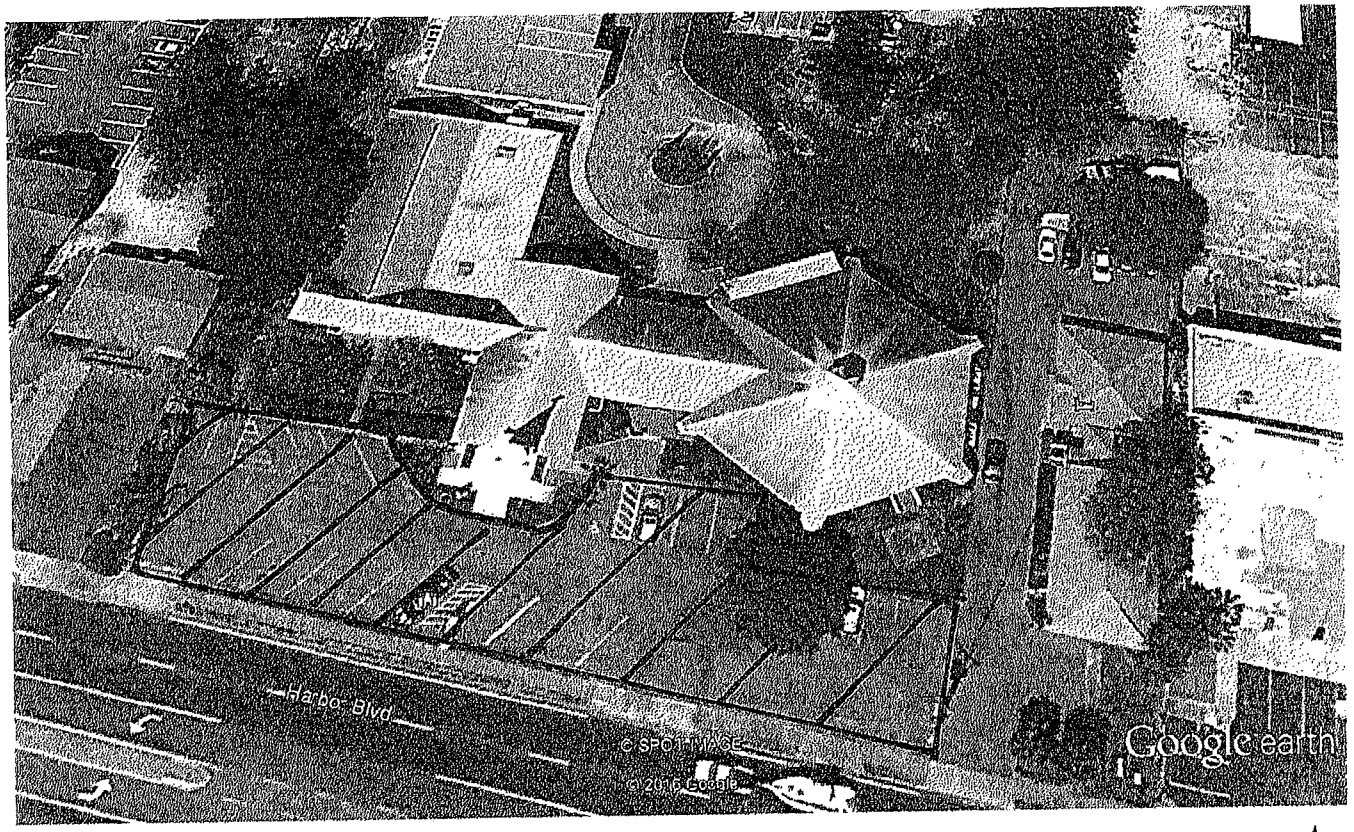
BEFORE ME, the undersigned authority, this day personally came and appeared **CLAUDE F PERRY, SR.** ( ) who is personally known to me or ( ) who produced Florida Drivers License #P600-101-37-214-0 proof of identity, who first being duly sworn, deposes and says that the information provided in the above and foregoing document is true to the best of his knowledge, information and belief.

Signed this 28 day of SEPT, 2016

NOTARY PUBLIC
My Commission Expires:

MY-NGUYEN TRAN
MY COMMISSION # FF 949932
EXPIRES: February 8, 2020
Bonded Thru Notary Public Underwriters

EXECUTED at Escambia County, Florida, on the ____ day of _____, 2016.



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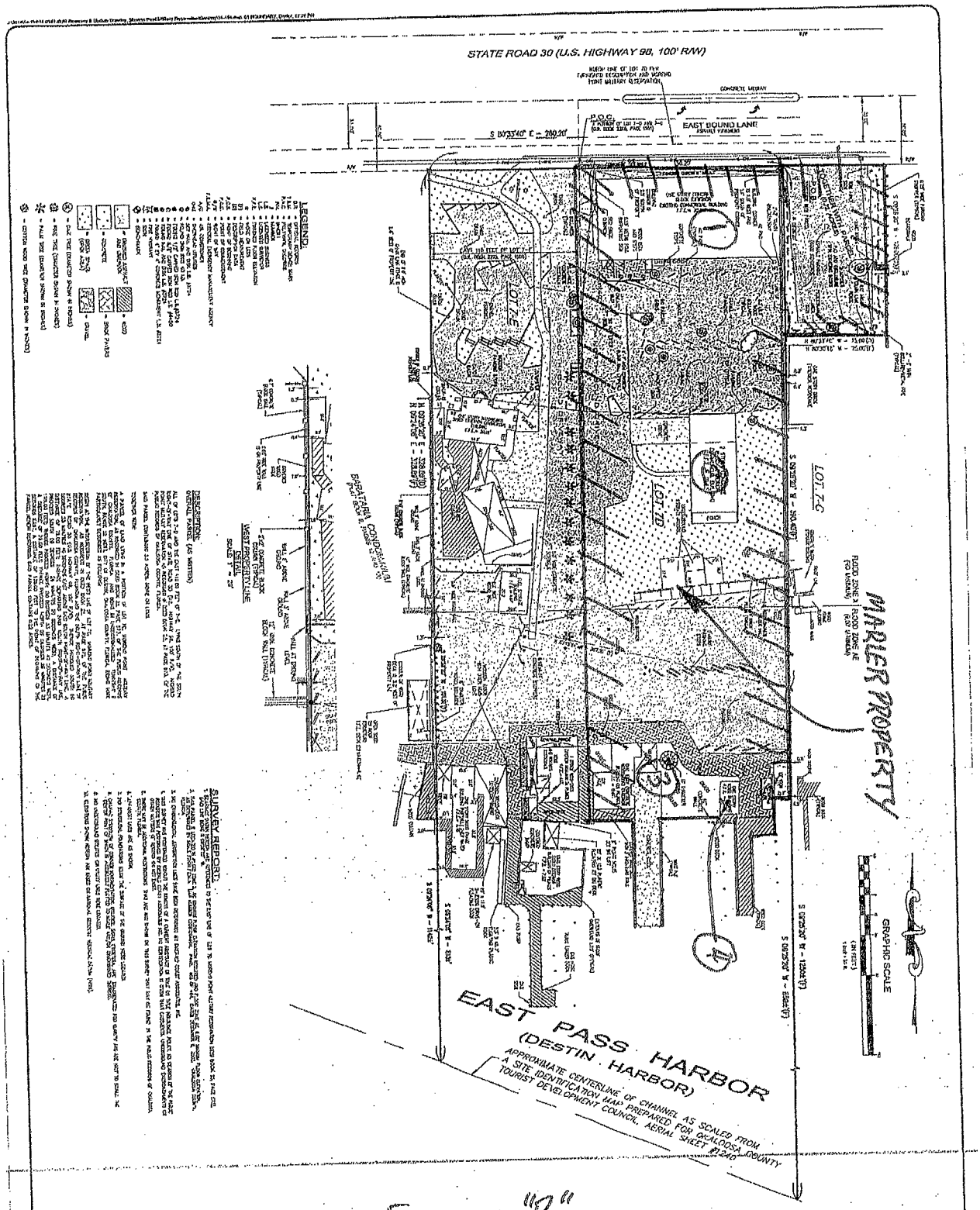

EXHIBIT "B"

PROJECT: 14-194

SHEET 1 of 1

BOUNDARY SURVEY

A PARCEL OF LAND LOCATED IN TOWNSHIP 2 SOUTH, RANGE 22 WEST, OKALOOSA COUNTY, FLORIDA.

PREPARED FOR: MARLER PORT

DANIEL E.W. BURGHS
FLORIDA LICENSED SURVEYOR AND MAPPER # 4960
EMERALD COAST ASSOCIATES, INC. / L.B. #3724

DATE

Emerald Coast Associates Inc.
Land Planning • Engineering • Surveying
Since 1979
179 COUNTY HIGHWAY 393 SOUTH
SANTA ROSA BEACH, FLORIDA 32459
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EXECUTED at _____ County, Florida, on the _____ day of _____ 2016.

The Protestant Episcopal Church in
The Diocese of the Central Gulf Coast
Inc., a Florida Corporation

Witness_____ _____

(Signature) J. Russell Kendrick

_____ Its: President/Bishop

(Print)

Witness_____

(Signature)

_____

(Print)

STATE OF FLORIDA

COUNTY OF

BEFORE ME, the undersigned authority, this day personally came and appeared J. Russell Kendrick, President of the The Protestant Episcopal Church in the Diocese of the Central Gulf Coast, Inc., a Florida Corporation, personally known to me or who produced a driver's license as proof of identity, who being first duly sworn deposes and says that the information provided in the above and forgoing document is true to the best of his knowledge, information and belief.

Signed, this_____day of _____2016.

_____

NOTARY PUBLIC

My Commission Expires:

MINUTES
REGULAR MEETING
DESTIN CITY COUNCIL
FEBRUARY 18, 2020
CITY HALL ANNEX COUNCIL CHAMBERS
6:00 PM

The Council of the City of Destin met in regular session with the following members and staff present:

Destin City Council

Mayor Gary Jarvis
Councilmember Steven Menchel
Councilmember Cyron Marler
Councilmember Prebble Ramswell
Councilmember Parker Destin
Councilmember Skip Overdier
Councilmember Rodney Braden
Councilmember Chatham Morgan

Destin City Staff

City Manager Lance Johnson
Public Info Manager Catherine Card
Code Compliance Manager Joey Forgione
Parks/Recreation Director Lisa Firth
Community Dev Director Louis Zunguze
Public Services Director Michael Burgess
City Land Use Attorney Kimberly Kopp
City Clerk Rey Bailey
Deputy City Manager Webb Warren
HR Manager Karen Jankowski
Building Official Noell Bell
Finance Director Bragg Farmer
City Attorney Kyle Bauman

CALL TO ORDER, INVOCATION AND PLEDGE OF ALLEGIANCE

Mayor Gary Jarvis called the meeting to order at 6:00 PM; which was then followed by the recitation of the Pledge of Allegiance.

AGENDA APPROVAL

Motion by Councilmember Destin, seconded by Councilmember Marler, to approve the agenda passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

1. APPROVAL OF MINUTES

A. Approval of minutes of January 27, 2020 Special City Council Workshop

Motion by Councilmember Marler, seconded by Councilmember Overdier to approve minutes of January 27, 2020 Special City Council Workshop passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

2. PROCLAMATIONS / RECOGNITIONS / **SPECIAL PRESENTATIONS / ANNOUNCEMENTS

A. 2020 Mayor's State of the City

Mayor Jarvis delivered the annual State of the City Address**:**

Good evening. I am Mayor Gary Jarvis and I would like to welcome everyone to the 2020 State of the City.

[Recognize officials in attendance]

- *City Council:*
  - *Councilman Rodney Braden*
  - *Councilman Parker Destin*
  - *Councilman Skip Overdier*
  - *Councilman Cyron Marler*
  - *Councilman Steven Menchel*
  - *Councilman Chatham Morgan*
  - *Councilwoman Prebble Ramswell*
- *City Staff*

As I reflect upon 2019, I am extremely thankful for my family and for the opportunity to serve as your mayor of this great city. I truly appreciate the dedication of my fellow council members as well as our employees. Cities across the nation recognize the importance of developing a ***brand*** *to help stimulate investment, promote business opportunities, quality development, tourism, and a quality of life for residents and future generations. This takes careful thought, consideration, and a vision. So, I ask the question,* ***"What is our brand?"*** *Is it our beaches? Our world class fishing? Our parks? Our quality of life? Tourism? It is all the above and more.*

Some say that a ***Brand is "setting an expectation and delivering upon it."*** *My fellow city council members go to great lengths to listen and understand the* ***EXPECTATIONS*** *of our residents, businesses and visitors and what they* ***EXPECT*** *our great city to be. From this feedback, City Council established a long-term vision for our city. We also developed a strategic plan to ensure we deliver upon that long-term vision and* ***brand*** *for our city. With community input, we are managing this city with clear goals and expectations for the future. The objectives we have in place will contribute greatly to the quality of life for generations to come. The council's vision statement is* ***Destin is a family - oriented beach and fishing community where people want to live, work and play and where guests are welcomed to respectively enjoy our community and its resources.***

City Council has identified three key groups that are our priority: The first priority group is our year-round residents. Followed by our Destin-based businesses and of course our visitors. Council has a clear vision and unified approach for quality development and revitalization as well as improved mobility and connectivity throughout our city. We as a council are thinking forward in prioritizing our goals as a city. We have many services, programs, and projects underway to fulfill our mission and continue to make Destin a great place to live, work, play and visit. We will continue these efforts well into 2020 and beyond. The city hosted a strategic visioning session in October of 2019. Council and senior city staff members met to discuss our achievements, where we are as an organization and possible paths forward into the future. During this strategic visioning session, City Council identified key objectives and projects for staff to focus on in 2020. These objectives and projects, help form the city's overall strategic plan. This strategic plan is critical to help guide elected officials and staff in their day-to-day activities as well as long term planning. It also provides our residents, businesses and visitors transparency into the City of Destin's planning and operations. ***We have provided this strategic plan as a flyer to all participants here tonight and I would like to invite our video viewing audience to access it online at our website, www.cityofdestin.com/strategicplan****.*

I would like to update everyone on a few of our top Council Objectives for FY20, which is part of the strategic plan.

Beach Acquisition: We have identified multiple funding sources for beach acquisition and are moving forward to secure potential properties in 2020 and beyond.

We have made great progress with Gulf Power, and their parent company NextEra, to work on finalizing a new franchise agreement as well as find innovative ways to underground utilities for our city.

Community Development and our council has worked diligently with our residents and business community to continue to improve our Short-Term Rental regulations which will provide a higher quality of life for our residents and more enjoyable experience for our visitors.

We have successfully hired an experienced Projects and Grant Manager to help the city maximize external funding opportunities for city projects as well as help to ensure our projects are managed as efficiently as possible.

We are working with our community partners to ensure our sheriff services are properly funded for Destin.

Discussions continue to be held in public meetings regarding the viability of a multi-use community and events center in our Town Center Community Redevelopment District.

As we move into the next decade, we have made technology a top priority to further improve our business process, organizational efficiency, and customer service. Our City Council and staff have made a firm commitment to implement a comprehensive municipal management software package. Staff established a software implementation team with representatives from the Community Development, Code Compliance, Public Services, Information Technology and Finance Departments. The goal was to collaborate and find an innovative solution to improve organizational efficiency in permitting, review, inspection, code compliance and financial processes. This goal has now become a reality.

The City of Destin is now implementing a software solution – Energov, of Tyler Technologies, Inc. This is one of the largest and most comprehensive projects the city has ever undertaken. During the implementation process, ***IT*** *worked with software deployment engineers to make the system available and user friendly to the city staff who will be using the new program. Through this software development, our departments are streamlining business processes. Everyone is very excited to have a new tool that will help serve the City of Destin better, more efficiently, and improve communication with the citizens of Destin. We are leaving no stone unturned as we enter 2020, the city's financial software received a major upgrade, which was completed by IT, with great success. Another major undertaking by IT was the coordination of the scanning and digitization of the Building and Planning division files. This process, as it continues into 2020, will help the city move to a paperless system and provide greater access to documents.*

Council is proud of all our departments and the many other accomplishments they have made in the last year.

Code Compliance *has two top priority management objectives with the goal to strengthen community outreach and gain voluntary compliance through education and awareness of our city ordinances. With a mixture of proactive, reactive and enforcement education we have seen positive results. All code vehicles have been striped to promote visibility, light bars have been added for safety, and with support from IT, in-car computers and printers now allow our officers to be more efficient in responding to citizen concerns and spend more time engaging our citizens and visitors on our local ordinances. Community service and education is now the key focus of our code compliance department to improve the quality of life in our city.*

Assisting the City Council to implement Land Use policies that enhance the quality of life and promote the economic growth of the city, is the cornerstone of the work of the Department of ***Community Development****. One of management's top priority objectives, is to align the comp plan with the Land Development Code. Consistent with that goal, over the past year, the Community Development Department completed a year-long effort of aligning the Future Land Use Map (FLUM) and the Zoning Map to provide both synergy and clarity to the City Land Use policies and regulations. Now the department is turning its efforts to updating the City's Land Use Regulations to be consistent with the alignment.*

Through the acquisition of new development review software, the department's planning, permitting, licensing and citizen requests will be automated and connected with a view to streamlining workflow, improving communication, and increased productivity from the office to the field operations. We are thankful for the patience and cooperation shown by the public as this system is being implemented.

*Finally, notwithstanding these major system changes, the department is proud to announce that in 2019 it continued to provide the community a high level of service. The department processed a total of **53** major plan reviews, **3007** permits issued, **1602** Business Tax Receipts issued, and **4564** inspections (1677 Commercial and 2877 Residential) performed to further the growth and redevelopment of the city.*
For a city to run smoothly you must have a dedicated staff. One of the City's top management priorities is to balance staffing resources with expectations.

*The city's **Human Resources Department** was extremely busy conducting recruitment efforts, orientations and benefits enrollment. This year we replaced 17 employees due to retirements and turnover. HR has hosted team building events to boost morale, promote teamwork, and foster the core values of our organization. Focusing on employee's health HR held an annual employee health fair and partnered with entities like Fort Walton Beach Medical Center and Walgreens to cover flu shots and medical screenings for our employees and their spouses. Thus, keeping our medical costs low and our workforce healthy. Our HR department also initiated an eight-week leadership training course to our supervisory staff thanks to the partnership with the City of Fort Walton Beach and Northwest Florida State College.*

As a city our strategic focus is to operate with a transparent and equitable governance of our city's finances. Council has made it a priority to ensure that we operate in a fiscally sound manner and continue to keep our millage rate as one of the lowest in the State of Florida. I want to thank our council and all our staff for their continuing attention, assistance, and cooperation regarding the financial operations of the city.

*Our **Public Services Team** has done another remarkable job this year. Under their new leadership, they have been working diligently to map processes and memorialize procedures, not only to improve internal efficiencies, but also in advance of seeking Departmental Accreditation from the American Public Works Association. Public Works' Staff completed several infrastructure assessments this year to include our pavement, sidewalks, pavement markings, signage and drainage systems.*

Thanks to a 3.6 million-dollar Gulf Environmental Benefit Fund grant, the City was able to complete all initially identified storm water projects which have worked to improve the water quality in and aquatic habitat of our City's waterways, as well as mitigating those areas historically susceptible to flooding. Public Services continues to work with the National Fish and Wildlife Foundation to use the remaining grant funds to complete two additional projects to mitigate non-point source pollution and improve drainage from two existing outfalls that discharge into the Marler Bayou and Choctawhatchee Bay.

In addition, Public Services oversaw the recertification of our Community Rating System Program that rewards our citizens with a 20% discount on their flood insurance premiums based on a combination of factors, particularly our higher building standards, stormwater management program and drainage system maintenance.

Five major paving projects were completed this year. Gulf Shore Drive, Mattie M. Kelly Boulevard, Stahlman Avenue, Restaurant Row and a portion of Scenic 98 were all resurfaced and restriped. Scores of sections of damaged sidewalk were repaired as well.

Public Services works to keep Destin beautiful every day. This dedicated staff administers our revitalized citywide Adopt-a-Street program which has welcomed several new volunteer groups, manages our right-of-way maintenance contract, regularly operates its street sweeper, conducts an annual city-wide tree-trimming effort, is responsible for removing derelict vessels in the Destin Harbor and Joe's Bayou, maintains the harbor pumping station (which ran flawlessly this year), assists in community events and so much more. Kudo's to the employees for their can-do attitude.

*Now, moving on to the **City Clerk's Office**, who provided administrative support for 128 meetings to include City Council and 9 city committees and boards in 2019. They responded to approximately 550 public records requests and is charged with the maintenance of our records dating back to 1984 when the city was incorporated. As it pertains to the maintenance, retention, and destruction of our public records, the clerk's office does an excellent job of maintaining a viable records management program.*

*Our **Parks and Recreation Department** are highly valued in our city. This department and everything that they do reflects upon the quality of life of our community, contributes to our economy, our environmental well-being*

and ensures the health of our youth, adults and seniors. In 2019, staff installed a lighting alert system and resurfaced the walking track at Morgan Sports Complex. Tennis court renovations were completed at Buck Destin Park. Destin's first NFL youth flag football season was a success and the city hosted 18 sports tournaments. And, after many years, the original bleachers at the community center were replaced.

Not only do they bring our community together by providing programs for all age groups year-round, they provide wonderful contributions to our city, which makes our home a desirable place to live.
Our staff is working incredibly hard to bring our parks online for our residents and visitors to enjoy. The city has approximately $8.5 million earmarked for our public beach initiative to secure permanent public beach parks and we will continue our efforts for more financial funding well into 2020. We are thinking big and going to aim high to provide as much public beach access as possible. The best kept secret is our parks along the bay. Once work is completed and these parks are open to the public, we will have an unprecedented number of water-front parks for a city of our size to enjoy. Progress is moving forward with the new Captain Leonard Destin Park and we look forward to the park opening sometime in the spring. We hope the renovations and repairs to our existing bay side parks like Joe's Bayou Recreation Area will be completed sometime in 2020.

*Our **Library** is where the love of learning takes place and where citizens young and old can come together to learn new things. In 2019, the library received 55,000 visitors. Through the year, the library hosted various reading programs, continued with its STEAM curriculum for middle school students, and during the summer, offered weekly STEAM programs for grades 1 – 5 and code camps for teens. Our summer reading program was a great success with more than 1500 patrons attending 54 programs, and special events. The staff focused on community outreach by making trips to Destin Elementary School, Destin Middle School, and Fort Walton Beach High School on orientation days to registered students for library cards and distribute information about our library services.*

My heartfelt thanks go to our first responders. Whether on the road, on the sand or on the water, they truly are the lifeline for all of us in Destin. Every day they ensure Destin remains a place of peace and unity. They sacrifice weekends, holidays, and time away from their families to protect ours – and for that, I am forever grateful. Thank you to the Okaloosa County Sheriff's Office and the Destin Fire Control District for your partnership, for your friendship, and caring about the citizens we serve.

*I would like to close by recognizing our city staff. They are creative, resourceful, and every day we see the results of their commitment to delivering excellent services to our residents and visitors. Most of their efforts are not seen by the public and their dedication to serve this community is sometimes taken for granted and in most cases goes un- noticed. **So, I want to extend to them a great big thank you**. Thank you for what you do every day for Destin. Thank you to all our boards and committee members who give their time willingly because they care and are committed to our community. Our strength comes from you and your involvement is what makes Destin special.*

Thank you, God bless you, and God bless the City of Destin

B. Certificate of Achievement for Code Compliance Officers Danny Sullivan and Sean Donaldson

Mayor Jarvis presented the Certificate of Achievement to Code Compliance Officers Danny Sullivan and Sean Donaldson for their courage under pressure and quick response while on duty, rendering first aid to an injured citizen.

C. Joint Proclamation of the Florida House of Representatives, the Board of County Commissioners of Okaloosa County and the City of Destin proclaiming April 20th through 24th "Beach Trash Awareness Week"

Mayor Jarvis presented the Joint Proclamation of the Florida House of Representatives, the Board of County Commissioners of Okaloosa County and the City of Destin designating the week of April 20-24, 2020, as "Beach Trash Awareness Week."

D. Water quality standards Mr. Alan Osborne

Mr. Alan Osborne, a Walton County resident, spoke of water quality standards not being enforced by Walton County; stating that Choctawhatchee Bay water quality is a concise summary of the problems faced in Walton County, specifically with the Sandestin Development of Regional Impact (DRI). He noted that he lives within the boundaries of the Sandestin DRI. It is an exception to the County's comprehensive plan with specific requirements that are not optional. He continued that that the Sandestin DRI was first approved in 1976 and was in violation by 1982. In 1984, the County passed County Resolution 84-24 and adopted an updated Master in order to settle the compliance issues. He presented the City Council several documents which he states support his argument. He also stated that Walton County water quality problems will soon become Okaloosa County problems, and that any delays in addressing these issues will ultimately cost more money to fix. He asked the City Council to adopt a resolution requesting the Governor's Office to have the Department of Economic Opportunity issue a notice of violation on the offenders.

It was the consensus of the Council to instruct the City Attorney to obtain and review all documentation provided by Mr. Osborne pertaining to this issue and bring back some recommendations for Council's consideration.

E. Sunday parking at Marler Street Parking Lot

Mr. Joe Gholston, representing St. Andrews by the Sea Episcopal Church, informed the Council that St. Andrews Episcopal Church, Coastline Calvary and Grace Lutheran Church will soon be holding Sunday services at different times between 9 AM and 11 AM. All three services will take place at the combined campus located at 307 Harbor Blvd. and 310 Mountain Drive, which is adjacent to the Marler St. Parking Lot. The combined congregations of the three churches are approximately 600 persons. While there will be arrivals and departures throughout the 8 AM to 1 pm period, additional parking is needed to ensure orderly flow of church members. He asked the Council to provide free access to the Marler Street Parking Lot on Sunday mornings form 8 AM to 1 PM for church attendees, except during special event weekends such as the Seafood Festival.

Councilmember Destin stated he is open to the idea of allowing the churches the use of the parking lot on Sundays; however, they should not make an official decision until after the City's attorneys conduct due diligence to make sure they do not violate any agreement that exist on the property. He also recommends allowing everyone to park in the parking lot for free during the specified time frame so that they do not violate any constitutional law.

Councilmember Braden noted that several pontoon boat rental companies apparently have a contract with the church to be able to use their parking lot for their overflow businesses year-round.

Mr. Gholston stated it was his understanding they currently have contracts with several establishments to rent parking spaces; and that all the rental spaces are at the front lot in Bldg. 8; but personally, he had never seen any vehicles in the parking lot from those establishments.

Councilmember Menchel asked how they should handle a situation where they allow the churches the use of the parking lot and then another entity made a similar request. They would not want to be accused of discrimination by approving one and denying the other.

The Land Use Attorney noted that before anything could happen at this parking lot, the Community Development Department staff would have to determine what parking agreement, if any, exist on the property and how they could be affected by this proposal. She added that the Marler Street Parking Lot would have to be opened to all and not just for the church congregations.

Councilmember Destin moved to direct City staff, Land Use Attorney and City Attorney to contact the church representatives and review with staff any parking agreement that exist on the property and how it will be affected with what is being proposed. Councilmember Braden provided a second to the motion.

The Mayor asked if any member of the public wishes to provide a comment relating to this subject.

Ms. Carrie Harbarger, a Destin resident, expressed concern about businesses leasing church parking spaces; adding that these are mostly illegal businesses that are creating havoc with the small businesses in the community.

Councilmember Morgan stated there is a deficiency in their City code that allows pontoon boats parking on other parcels such as church parking lots. On paper they have to show they have a parking agreement with other property owners even though they do not use the parking lot. He added this is a problem that they would need to address separately.

Having no further comments from the public, the Mayor called for a vote on the motion.

Motion passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

3. PUBLIC COMMENTS ON AGENDA ITEMS THAT ARE NOT PUBLIC HEARINGS AND ANY OTHER MATTERS NOT ON THE AGENDA

Ms. Betty Letcher, a Walton County resident, stated that the bay is dying; and that the drain off from all the golf courses at Sandestin and the developments that are not following the rules are mostly to blame. She added that the City of Destin would soon be affected the same way as the Walton County residents.

4. CITY MANAGER REPORTS

A. Sibert Avenue Parking Area Improvements

According to the City Manager, Council has previously authorized construction of two crushed concrete/gravel parking lots on City-owned property located at 104 and 112 Sibert Avenue. Council subsequently authorized construction of a third parking lot on City-owned property located at 108 Sibert Avenue and capped the funding applied towards this project at $40,000. A quote was received from of the City's continuing services provider for this project in the amount of $60,292.50. Lighting will also be required for this project. After the grading is completed, solar LED parking lot fixtures attached to Hurricane resistant poles will be installed. Staff requests that Council raise the cap for the project to $67,000. Staff has budgeted $75,000 in FY 20 for this project to be taken from proceeds of the half-cent sales tax revenue.

Councilmember Destin moved to authorize the City Manager to execute an agreement with the City's continuing services contractor, H&T Contractors, LLC to construct a consolidated public parking area on Sibert Avenue in an amount not to exceed $67,000; seconded by Councilmember Marler. Motion passed 6-1 (Council members Morgan, Destin, Marler, Overdier, Menchel and Ramswell voted "yes"; Councilmember Braden voted "no").

B. Development Review System Software Update

The Deputy City Manager provided an update on the Municipal Software Project. He stated that City staff continues to work hard in preparation for the EnerGov Project. They continue the effort of reviewing and streamlining all development review processes, application forms and workflow project critical paths, in preparation for the EnerGov Software Implementation Process. They had very productive sessions with EnerGov staff in the preceding months and will continue to provide updates to the Council as the project progress. This will be a challenging project for staff, but they are prepared to move forward and have a target date for substantial completion of this phase of the community development portion of EnerGov in January 2021.

C. Approval of Resolution 20-3 opposing the Short-Term Rental legislation proposed at the State level (SB 1128/HB 1011)

According to the City Manager, the Council previously directed the City Land Use Attorney to prepare a resolution opposing pending State legislation that would usurp municipal home rule powers and negatively impact the City's ability to regulate short-term rentals. Resolution 20-03 is now before the Council in this regard.

Motion by Councilmember Overdier, seconded by Councilmember Ramswell, to approve Resolution 20-3 and direct the City Clerk to distribute the Resolution according to Section 4 of the Resolution passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

D. Discretionary Half-Cents Sales Tax Direction

The City Manager noted that on January 27, 2020, The City Council held a workshop to discuss options for spending the new discretionary half-cent sales tax. It is estimated that approximately $12,800,000 will be available form this tax over the next 9 years. Council reached

general consensus at the workshop that the funds could be spent between for different pots as listed below. Based on allocation amounts discussed at the workshop, staff has drafted the following percentage allocations for discussion purposes. Staff is looking for direction on how much of the discretionary sales tax should be allocated to the 4 designated categories.

1. Beach Acquisition – 75% - $9,600,000
2. Underground Utilities – 10% - $1,280,000
3. Public Works/Safety Committee identified projects – 10% - $1,280,000
4. Other projects as designated by the Council – 5% - $640,000

Councilmember Overdier moved to allocate portions of half-cent sales tax revenues as follows:

- **75% towards beach acquisitions**
- **10% towards undergrounding utilities**
- **10% towards Public Works/ Public Safety Committee initiated projects**
- **5% towards other projects**

Councilmember Menchel provided a second to the motion, which passes 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

E. Beach Acquisition Agent

According to the City Manager, public beach acquisition is the top priority for the City Council. Staff is recommending an independent third party to assist with negotiations and property acquisition to help expedite the beach acquisition project. The Trust for Public Land (TPL) is a 501(c)(3) organization that has worked with the City on past and present projects, such as Leonard Destin Park and Royal Melvin Heritage Park. Partnering with the TPL will also provide additional transparency and an experienced acquisition manager to work with staff during this process. Staff can work with the TPL to pursue supporting grants and assist in project management to ensure the acquisition process moves forward in a transparent, cost-efficient and proactive manner. Staff has communicated with Ms. Kate Brown, a TPL representative concerning their availability for this project. If Council approves, the TPL is ready to move forward on this project as soon as possible. No contract is necessary for the City to utilize the TPL and their expertise to negotiate and facilitate the acquisition process.

Councilmember Menchel moved to authorize the City Manager to work with the Trust for Public Land to negotiate beach acquisition opportunities and bring individual properties back to Council for consideration in accordance with State Statutes. Councilmember Ramswell seconded the motion.

The Mayor noted that the TPL was established by the State for this purpose and he, along with the City Manager and Deputy City Manager, believe this would be the best and the most practical route for the City to take because the costs of the projects involve millions of dollars.

Councilmember Braden requested an update on the Eglin property located on the west side of the Marler Bridge, which the City was interested in pursuing.

The Mayor noted that Commissioner Kelly Windes had asked if the City was still interested in pursuing that particular piece of property with the Air Force as a joint venture for the County and the City. They informed Commissioner Windes that the City, along with other members of the public, has had prior discussions about pursuing that property. Commissioner Windes would be bringing that issue before the Board of County Commission for discussion and that the City will be informed as to the result of that discussion.

Councilmember Braden noted that the City Council has previously directed the City's Parks and Recreation Committee to take this matter up and make recommendations to Council.

According to the Parks and Recreation Director Lisa Firth, they have contacted Eglin representatives about this issue and that an application has been provided for their review.

According to the Land Use Attorney, the Parks and Recreation Committee will be asked to make recommendations with regards to information to include in the application, and then it will go before the City Council for further direction.

The Mayor noted he has a scheduled meeting in March with the Eglin AFB commander, and that this is one of the issues he plans to discuss with him. He will also ask Commissioner Windes to provide the City Council an update on the path the County Commission wish to explore so they could move along the same path.

The Mayor called for a vote on the motion, which passes 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes")

F. Land Development Code (LDC) Update Overview

The Community Development Director Louis Zunguze provided the following Land Development Code update overview:

- Philosophy: "How we develop and where we develop matters. An adopted Comprehensive Plan and Land Development Code are the community's guiding framework for attaining a community's vision – for growth, redevelopment and investment."
- The Issue:
  - The City's Land Development Code is not consistent with the City's adopted Comprehensive Plan
  - It is time for a thorough article by article evaluation
- Guiding Principles
  - Simplicity
  - Easy to Navigate
  - Enhance Liability Elements of City's Planning Areas
  - Implement the City's Development Policies
- The Approach
  - Focus on LDC Article 8 – Transportation

        - To bring LDC Chapter 8 requirements into conformity with Comprehensive Plan policies Chapter 2 – Transportation Element
        - Set the tone – Provide requirements and process for a safe, convenient and cost-effective multimodal transportation system and roadway network that optimizes access for current and future development
    - ❖ Three Part Approach
        - Evaluate the applicability and consistency of existing LDC provisions with the Comprehensive Plan 2020 Goals, Objectives and Policies
        - Reorganize the existing provisions into a logical sequence of elements addressing transportation corridors and facility design, access management, on-site transportation and community parking strategies
        - Update and draft new provisions to implement the Transportation Element of the Comprehensive Plan
- ➢ Benefits of the Land Development Code Update
    - ❖ Deliver customer-oriented development review service to residents of the development community
    - ❖ Enhance quality of life and showcase investment opportunities in the City
    - ❖ Enable Council and administration to guide current and future development towards the City's vision
- ➢ Vision 2035
    - ❖ DESTIN IS A FAMILY-ORIENTED BEACH AND FISHING COMMUNITY WHERE PEOPLE WANT TO LVE, WORK & PLAY AND WEHRE GUESTS ARE WELCOMED TO RESPECTFULLY ENJOY OUR COMMUNITY AND ITS RESOURCES

Motion by Councilmember Menchel, seconded by Councilmember Overdier, to direct staff to proceed with updates to the Land Development Code as outlined passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

G. Construction Noise Limitations

The City Manager noted that the Council instructed staff to bring back some recommendations for amending the construction noise limitation in the Code of Ordinances. Staff proposes that the Council amends the code as follows:

<u>All Zoning Districts</u>

1. Construction activity shall not be allowed on any Federal Holiday
2. Limit construction activities to Monday – Friday from 7:00 a.m. to 7:00 p.m. only
3. Limit construction activities on weekends (Saturday and Sunday) from 9:00 a.m. – 5:00 p.m. only

Councilmember Marler expressed concern regarding construction activities in residential areas on weekends; stating that people working all week long should be able to spend a quiet weekend at home.

The Mayor suggests limiting construction activities to 9:00 a.m. – 4:00 p.m. on weekends rather than banning it completely as sometimes the weather is bad all week-long limiting construction activities and some work had to be done on weekends to catch up. He asked if they have received comments from the construction community on issues relating to the pouring of concretes which is ideally done in cooler temperature.

According to the City's Building Official Noell Bell, they have not received many comments relating to pouring of concrete, which is currently allowable starting at 3:00 a.m.; adding that the Council would need to decide if they want to continue with this schedule.

The Mayor suggests instituting stricter guidelines but making provisions for special waivers for which construction companies would have to apply and meet certain standards.

According to the Land Use Attorney, they have not addressed the issue relating to the pouring of concrete because based on her discussion with the Building Official and Community Development Director, if they start to restrict when the concrete can be poured, it could stall the entire construction project.

Mr. Zunguze stated that they are currently reviewing this situation. They are trying to strike a balance between getting something done as efficiently as possible while also not creating a degradation of the quality of life for residents. He continued that the longer it takes for construction to be completed, the longer complaints will carry on. In those cases where concrete or heavy equipment is being used, they could require additional notification or special provision to take place.

Councilmember Menchel moved to direct the City Land Use Attorney to proceed with preparation of an ordinance to implement staff's recommended changes; seconded by Councilmember Marler.

Councilmember Braden stated he does not understand the reason concrete had to be poured at 3:00 a.m. other than people just do not want to do it under the hot sun. In which case, they could hire more people to get it done quickly. He added he has been involved in construction business for several years. They never had to pour concrete at 3:00 a.m. and still completed their projects on schedule. He asked staff to conduct further analysis as to the reason the placement of concrete must occur at 3:00 a.m.

Motion passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

H. Announcements

The City Manager announced the City Council Workshop scheduled for Monday, February 24th, beginning at 6:00 p.m. to discuss the proposed Destin Community Events Center.

5. PUBLIC HEARINGS

A. Second reading of Ordinance 20-02-LC, amending Articles 6, 7, 8, 11 and 12 of the Land Development Code to delete all references to the tiered land use system pursuant to the City's Comprehensive Plan.

The City Attorney read proposed Ordinance 20-02-LC by title, and then presented the ordinance to the City Council on second reading.

> AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA AMENDING ARTICLES 6, 7, 8, 11 AND 12 OF THE LAND DEVELOPMENT CODE TO DELETE ALL REFERENCES TO THE TIERED LAND USE SYSTEM PURSUANT TO THE CITY'S COMPREHENSIVE PLAN; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR INCORPORATION INTO THE LAND DEVELOPMENT CODE; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

The Mayor opened a public hearing to receive comments for or against the proposed ordinance. Having none, the Mayor closed the public hearing portion and sent the matter over to the City Council for their discussion and consideration.

Councilmember Overdier moved to approve proposed Ordinance 20-02-LC on second reading; seconded by Councilmember Menchel. Motion passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

B. Second reading of Ordinance 20-03-LC, amending Article 2 of the Land Development Code, amending procedures for lot splits and lot line adjustments.

The City Attorney read proposed ordinance 20-03-LC by title, and then presented it to the City Council on second reading.

> AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA AMENDING ARTICLE 2 OF THE LAND DEVELOPMENT CODE; AMENDING PROCEDURES FOR LOT SPLITS AND LOT LINE ADJUSTMENTS; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR INCORPORATION INTO THE LAND DEVELOPMENT CODE; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

The Mayor opened a public hearing to receive comments for or against the proposed ordinance. Having none, the Mayor closed the public hearing portion and sent the matter over to the City Council for their discussion and consideration.

Councilmember Overdier moved to approve proposed Ordinance 20-03-LC on second reading; seconded by Councilmember Marler. Motion passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

CONSENT AGENDA

A. Request approval for a marine construction project at 3813 Indian Trail. The project, located on Choctawhatchee Bay, includes ±70 LF of dock, a boathouse and two (2) catwalks. The total project footprint is ± 1000 sq. feet.

B. Draft Minutes of Standing Committee/Board Meetings

C. Memorandum of Understanding between Marine Forces Special Operations Command and The City of Destin, Florida

Motion by Councilmember Destin, seconded by Councilmember Overdier, to approve Consent Agenda items 6A thru 6C, as printed above, passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

7. COMMENTS/PRESENTATIONS FROM MAYOR, COUNCIL, LAND USE ATTORNEY AND CITY ATTORNEY

A. Councilmember Braden

Councilmember Braden would like to spearhead Council's effort to get involved with FDOT's planned redesign of US Hwy 98, to include landscaping. This improvement project will cost millions of dollars.

Councilmember Destin moved to appoint Councilmember Braden to the OW-TPO Board, seconded by Councilmember Marler. Motion passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

Councilmember Braden inquired as to the status of hiring a City Engineer.

The City Manager stated the position has been re-advertised at several locations and they have already received two applications.

Councilmember Braden asked for an update on Capt. Royal Melvin Heritage Park construction.

The City Manager replied the project is currently out to bid. Bids are initially due by the end of this month; however, it would need to be extended as they are about to issue an addendum and give the contractors time to amend their bids, if necessary.

B. Councilmember Ramswell

Councilmember Ramswell would like to have the Beach Advisory Group review the Wheeled Vehicle on the Beach ordinance and provide recommendations before it comes back to the Local Planning Agency. She stated that several individuals have contacted her expressing concern about the ordinance, and she feels the Beach Advisory Group is perfect for this task because of its makeup.

There were no objections from other members of the Council.

Councilmember Destin would like the meeting to occur soon and to invite some of the stakeholders if possible. He added that all the issues have to be resolved before the season gets in full swing.

Councilmember Ramswell asked if the Council feels the Events Center Workshop scheduled for February 24th is still necessary since they already had two different meetings in trying to establish their priorities and the Events Center does not seem to have the support of the Council.

According to Councilmember Braden, he has heard people say an event center is a good thing but not for the City of Destin.

The Mayor stated it is an initiative that he is promoting, and it is something that he feels the City ought to consider. There are hundreds of millions of dollars available for economic improvement for the communities through the Triumph fund; and that an event center would not only serve the community 365 days a year, but it would also create an economic driver and create the intent of the Town Center CRA when it was formed. It will be a transformational project where none correctly exists.

Councilmember Overdier stated that he supports going forward with the workshop. The group that will make the presentation will provide input and solicit input from the Council in terms of what they want out of this facility. The group can also recommend other sources for funding, in addition to Triumph, and that it is an opportunity that may never come around again.

C. Councilmember Menchel

Councilmember Menchel stated that the State of the City was delivered tonight and it has been the most poorly attended State of the City he has ever attended; adding that people seem to only care when there is something on their agenda. He added that one item that was not covered during the State of the City presentation involved the Sheriff's Office. The total calls for service for 2019 was 35,477, and that there were 142 city ordinance violations. He added they need to keep these figures in mind when they start asking for the additional 10 percent funding from the TDC for the Sheriff's Office next year.

Councilmember Menchel requested that the contact phone number for the Code Compliance Officer on night shift duty be advertised on the City's website.

Councilmember Menchel announced that the City Manager is looking into expediting the re-painting of the center line on Dolphin Street and replacing raise pavement markers on Scenic Hwy 98. He stated that Dolphin Street is widely used, and it has a very narrow street and the lines at the center of the street are virtually non-existent. Also, many of the raise pavement markers on Scenic Hwy 98 are missing.

Councilmember Menchel noted that earlier in the meeting, the Mayor mentioned something about having a meeting with the Eglin AFB commander. He asked if the information gathered from this meeting are shared with the City Council.

The Mayor explained that the Base Commander requested this meeting to find out how his people are being perceived in the community, how they live and to inform him on upcoming troop movements. He plans to discuss different issues with the Base Commander, and if there are issues that come out of the meeting that require Council's attention or approval, he fully intends to bring them before the Council.

Councilmember Menchel asked the Mayor to make a courtesy announcement when he plans to meet with any public officials in the event any member of the Council has a discussion point they could bring to the Mayor's attention to discuss at the meeting.

D. Councilmember Overdier

E. Councilmember Marler

F. Councilmember Destin

Councilmember Destin moved to amend the RFP that solicits services for the undergrounding design and engineering work to also include the services for the streetscape redesign component of the project at least from Airport Road to the Marler Bridge; seconded by Councilmember Braden. Motion passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

Councilmember Destin stated that with the absence of a City Engineer, he would not want several projects being delayed, such as the continued pursuit of right-of-way vacation or simple redesign of the crosstown connector. He would like to see projects such as this to continue moving forward.

Councilmember Destin moved to direct staff, City Attorney and Land Use Attorney to obtain an hourly rate quote within a week from one of the City's continuing services contractor for the right-of-way vacation and simple redesign of the crosstown connector to keep these processes moving forward. Councilmember Marler provided a second to the motion. Motion passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

Councilmember Destin requested an update on a firehouse potentially being located at the Clement Taylor Park.

According to the City Manager, the Destin Fire District's last discussion with the City Council was to wait until the City gets final approval from the Treasury Department and the funding is ready to be distributed before making an additional move on the property.

G. Councilmember Morgan

H. Mayor Gary Jarvis

I. Land Use Attorney

1) Request to call executive session pursuant to section 286.011(8), Florida Statutes, in the cases of Pointe Mezzanine, LLC v. City of Destin, Okaloosa County Court Case No. 2019-CA004010 F, and Pointe Mezzanine, LLC v. City of Destin, Okaloosa County Court Case No. 2019CA003733 F.

Councilmember Overdier moved to schedule the executive session pursuant to the above litigation; seconded by Councilmember Braden.

Councilmember Marler announced he would abstain from voting as he is employed by an entity involved in the litigation.

Motion passed 6-0 (Council members Morgan, Destin, Overdier, Menchel, Ramswell and Braden voted "yes"; Councilmember Marler abstained from voting).

The Land Use Attorney announced the executive session will be held on Monday, March 2nd, at 5:30 PM**.**

J. City Attorney

The City Attorney announced that the East Pass is ready to be dredged starting the end of this month.

8. PUBLIC COMMENTS

ADJOURNMENT:

Having no further business at this time, the meeting was adjourned at 8:35 PM.

_____

Gary Jarvis, Mayor

ATTEST:

_____

Rey Bailey, City Clerk