



## Florida Department of Transportation

CHARLIE CRIST  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

STEPHANIE C. KOPELOUSOS  
SECRETARY

August 20, 2010

Secretary Ray LaHood  
U.S. Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave. SE  
Washington, D.C. 20590

Subject: TIGER II Discretionary Grant Application for U.S. Route 331 Multi-laning in Walton County, Florida

Dear Secretary LaHood:

The Florida Department of Transportation (FDOT) is pleased to submit this application for a TIGER II Discretionary Grant from the National Infrastructure Investment funding under Title I of the FY 2010 Appropriations Act (Pub. L. 111-17).

The proposal, U.S. 331 Multi-laning project in Walton County will add two additional travel lanes to a corridor that is critical to the economic development and recovery to the Gulf Coast region. The project improves safety of this rural corridor, which is the only north-south hurricane evacuation route, while providing enhanced access to commercial interests, tourists and residents of this region.

The Department hereby authorizes James. T. Barfield, P.E., District 3 Secretary to apply for and administer this grant.

Sincerely,

Stephanie C. Kopelousos  
Secretary

cc: James. T. Barfield, P.E., District Three Secretary

# TIGER II GRANT APPLICATION

RURAL PROJECT WITH 20% MATCH

## WIDENING OF US 331/SR 83 TO FOUR LANES WALTON COUNTY, FLORIDA

### ENCOURAGING INVESTMENT IN JOB CREATION

August 20, 2010

Project Necessary for

Eglin Air  
Force Base  
Access

Interstate 10 Access

Improved Safety

Northwest FL Beaches  
International Airport

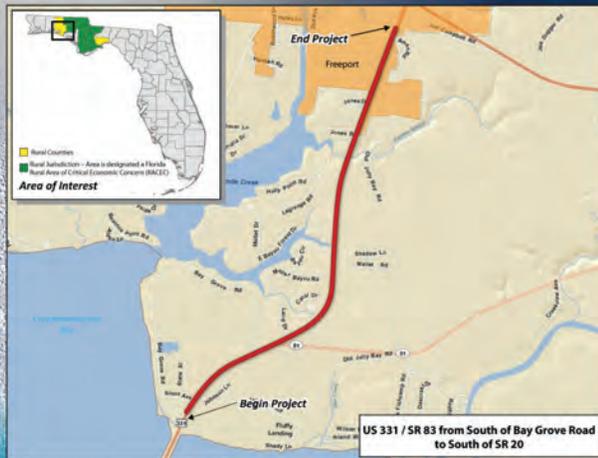
Additional Modes of  
Transportation Connections

Port Panama City  
Closest Port by Distance  
to Panama Canal

Links Communities

North South Hurricane Evacuation Route

Economic Competitiveness Expected:  
Creating Jobs, Industrial and  
Residential Investments



Submitted to:



Submitted by:





**30470**      **Federal Register** / Vol. 75, No. 104 / Tuesday, June 1, 2010 / Notices

**V. Projects in Rural Areas**

For projects located in rural areas the FY 2010 Appropriation Act does not require matching funds.



**The Florida Department of Transportation has secured a 20% match of \$7 million to invest in this rural corridor project.**

**Table 1: Project Data**

<b>Applicant</b>	Florida Department of Transportation
<b>Applicant Type</b>	State Government
<b>Applicant Contact Person</b>	Ralph Yoder
<b>Applicant Telephone No.</b>	850.415.9225
<b>Applicant E-mail Address</b>	ralph.yoder@dot.state.fl.us
<b>Applicant Address</b>	1074 Highway 90, Chipley, Florida 32428
<b>Project Length</b>	4.697 miles
<b>Primary Project Type</b>	Highway: Four-lane widening of US 331/SR 83 from south of Bay Grove Road to south of SR 20 in Walton County, Florida
<b>Secondary Project Types</b>	Multimodal: Bicycle and pedestrian improvements Multimodal: Airport access Safety: Safety enhancements and hurricane evacuation
<b>DUNS</b>	80-939-7102
<b>Total TIGER II Grant Funds Requested</b>	\$27,713,000
<b>Total Project Cost</b>	\$34,713,000
<b>Primary Congressional District</b>	FLORIDA – 1 <sup>st</sup> District
<b>Secondary Congressional District</b>	FLORIDA – 2 <sup>nd</sup> District
<b>Type of Jurisdiction</b>	Rural – Part of Florida’s Great Northwest partnership for economic development Small Town – City of Freeport, (Population 1,427, US Census 2004 estimate)
<b>Economically Distressed Area</b>	Yes





## TABLE OF CONTENTS

I. Project Description .....	1
<input checked="" type="checkbox"/> National, Local, and Regional Significance .....	4
II. Project Parties .....	6
III. Grant Funds and Sources/Uses of Project Funds.....	6
IV. Selection Criteria.....	7
<input checked="" type="checkbox"/> Long-Term Outcomes.....	7
<input checked="" type="checkbox"/> State of Good Repair.....	7
<input checked="" type="checkbox"/> Economic Competitiveness.....	8
<input checked="" type="checkbox"/> Livability .....	11
<input checked="" type="checkbox"/> Sustainability.....	12
<input checked="" type="checkbox"/> Safety .....	12
<input checked="" type="checkbox"/> Quantified Benefits .....	15
<input checked="" type="checkbox"/> Total Quantified Net Benefits: <b>\$175,494,814</b>	
<input checked="" type="checkbox"/> Job Creation and Economic Stimulus.....	17
<input checked="" type="checkbox"/> Innovation.....	18
<input checked="" type="checkbox"/> Partnership.....	18
V. Project Readiness and NEPA.....	19
VI. Federal Wage Rate Certification .....	20
VII. Changes to the Pre-Application Form.....	20
Closing .....	20
Appendix A: Project Parties, Letters of Support	
Appendix B: Collision Data	
Appendix C: Benefit-Cost Analysis (BCA)	
Appendix D: NEPA Documentation	
Appendix E: Detailed Schedule	





## I. PROJECT DESCRIPTION

The successful award of a TIGER II Discretionary Grant is necessary to the transportation infrastructure of Walton County and north Florida. This award will provide widening of US 331/SR 83 from a two-lane roadway to a four-lane divided roadway from south of Bay Grove Road to south of SR 20 (approximately 4.5 miles).

Walton County is located in the center of Florida's Emerald Coast. It is one of the "keystone counties" of the western portion of the panhandle of Florida that runs from the Gulf of Mexico to the Florida-Alabama state line. Over the past several years, it has experienced a spectacular growth rate, as well as steady economic and employment increases.

As a keystone county with a rural and isolated northern region and a vibrant economic development engine along its southern border—the Gulf of Mexico coastline—the needs are decidedly different in the two distinct regions.

Employment along the coast is dominated by resort construction, development, and service sector jobs to serve the needs of resort visitors and residents. Employment in the north region is primarily related to agriculture and a smaller service sector.

The development of resorts and second homes on the coast has caused a significant increase in the cost of living in southern Walton County. Few construction and service sector workers can afford residences within the coastal resort region, leading to a costly commute to work from their place of residence in the north portion of the county.

### US 331/SR 83



- ✓ Rural project with 20% contribution
- ✓ 6.96 Benefit Cost Ratio
- ✓ Rural Area of Critical Economic Concern
- ✓ Major hurricane evacuation route
- ✓ "Shovel-ready"
- ✓ NEPA complete
- ✓ Creates new water and sewer system for City of Freeport (city of critical economic concern)
- ✓ Average annual collision costs = \$5.4 million
- ✓ Total quantified net benefits = \$175,494,814

Due to the extended distance between places of residence and the locations of available employment, a high percentage of residents must travel the corridor during the early morning and evening peak times of use. The rural, hilly configuration of the two-lane roadway provides limited opportunities for passing safely.

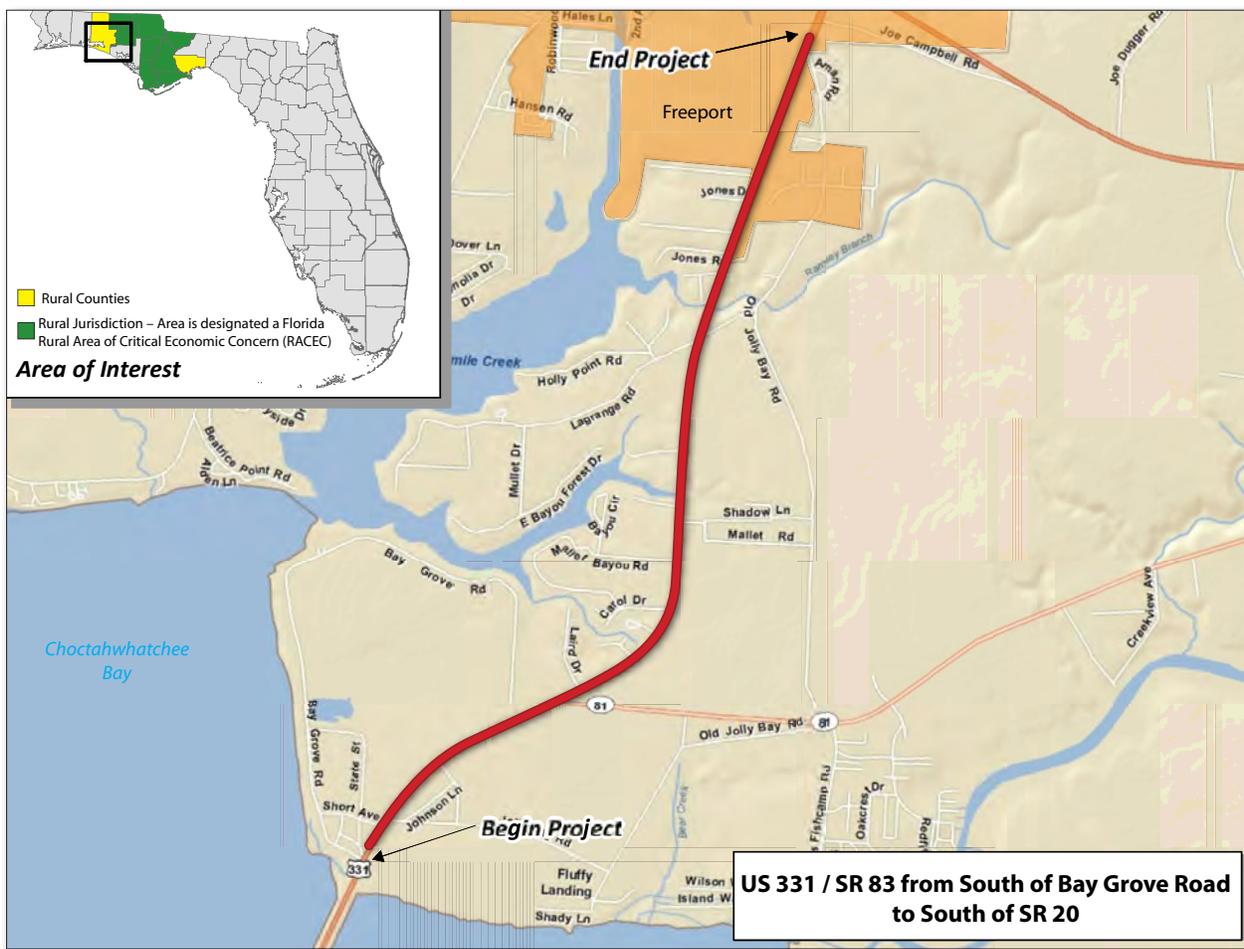




What this bifurcated economy creates is a critical need to maintain and improve the north-south linkage provided by US 331/SR 83. By improving this critical link, the time and expense of the commute to work can be reduced for the very persons that need it most—the lower income workers who reside in the northern region of Walton County but rely on employment in the southern region of the County.

Included in this project is a new water and sewer system for Freeport, a city of critical economic concern.

Evidenced throughout this application is the fact that the US 331/SR 83 project will build infrastructure that will relieve this congested roadway and provide a safe means of transportation. The US 331/SR 83 corridor project will preserve and create jobs leading to economic growth, encourage partnership for sustainable communities, decrease transportation costs, and provide a cleaner environment. This project includes a wide array of accessible, affordable, and interconnected transportation choices that are healthy for people and the environment.



US 331/SR 83 Project Limits





The long-term impact of the infrastructure investment will significantly improve the condition of the existing transportation facilities and systems, foster livable communities, provide sustainability, improve safety, provide quality bicycle and pedestrian facilities, preserve jobs, and stimulate economic activity in a rural area.

This project will assist in offsetting the adverse impact felt in this region with the Deepwater Horizon incident. It falls in line with the direction the Obama Administration laid out for assisting the Gulf Coast region with economic recovery opportunities. **“Communities along the Gulf Coast are facing difficult and uncertain economic times,”** said Brian McGowan, Deputy Assistant Secretary of Commerce for Economic Development.



**“The Obama administration is committed to helping the region regain its economic footing** and these assessments are one important step in the process to get local residents and the economy working again. This effort will help ensure a collaborative recovery process that targets resources and optimizes economic recovery efforts.” **Hotels, restaurants, attractions, and fisheries in the region have suffered losses in excess of \$30 billion (usd) since the spill began on April 20.**

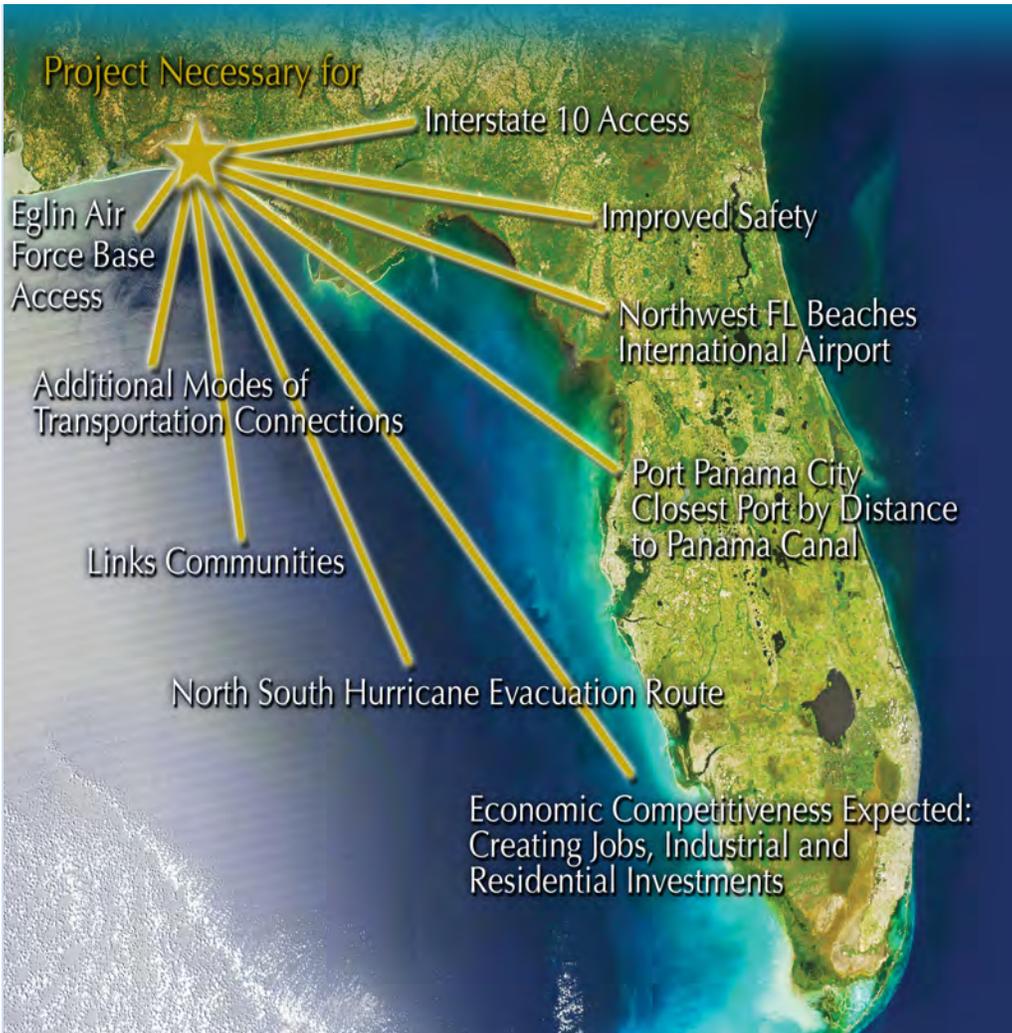
*Award of the US 331/SR 83 project will ensure your investment in infrastructure will have a significant impact on the local region and the nation.*

The US 331/SR 83 corridor project is shovel ready. The award of the US 331/SR 83 corridor project will ensure the federal investment along with the State of Florida’s \$7 million match will have a significant impact on the local and regional economy in the short and long term.





# THINKING NATIONAL



- ✓ Regional transportation connectivity. US 331/ SR 83 is part of Florida's Strategic Intermodal System (SIS). Emphasis has been placed on these facilities as they are identified as intermodal connectors and critical to the economy of Florida and to the nation as a whole.
- ✓ Effects on national economy and protection of Eglin Air Force Base. The proposed improvements will positively affect the national economy by improving interconnectivity between Tyndall Air Force Base and Naval Support Activity-Panama City (CNIC), and Eglin Air Force Base, in Walton County.

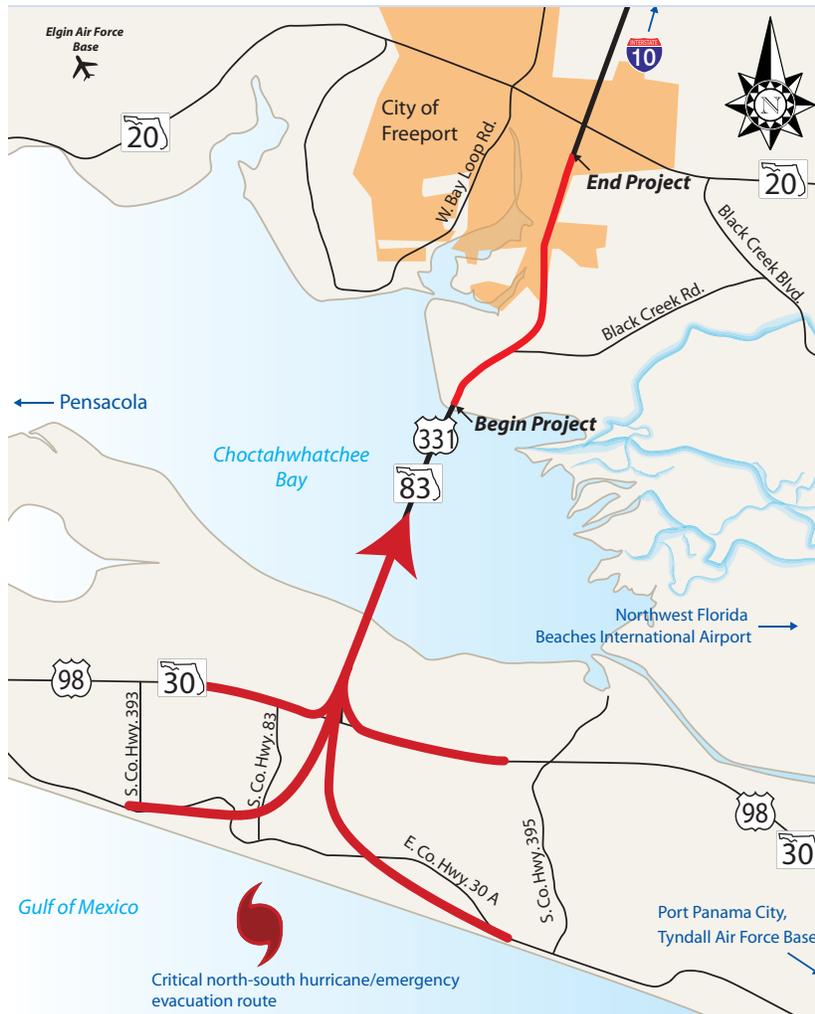
- ✓ Enhances national access to recently opened Northwest Florida Beaches International Airport via SR 20.
- ✓ Expands travel options and connects multiple modes of transportation.
- ✓ Improves the national and regional economic competitiveness of the rural region of Walton County north of Choctawhatchee Bay.
- ✓ Provides mobility and connectivity to air travel and increases transportation options in this rural area and throughout north Florida.

- ✓ Significantly improves the performance of the region's transportation network, providing transportation alternatives for commercial interests, residents, and tourists.
- ✓ Attracts new investment and raises the value of existing properties.
- ✓ Accommodates the movement of significantly more freight.
- ✓ Enhances national access for transportation connections to Northwest Florida Beaches International Airport.





# THINKING LOCAL & REGIONAL



- ✓ Shovel-ready
- ✓ 90-100 short-term construction jobs created or preserved
- ✓ Long-term jobs will be created or preserved
- ✓ 6.96 benefit/cost ratio
- ✓ Relieves congestion
- ✓ Provides additional capacity to this critical hurricane evacuation route
- ✓ Crashes and fatalities will be reduced
- ✓ Enhances regional access to recently opened Northwest Florida Beaches International Airport via SR 20
- ✓ Reduces automotive travel time for commuters

- ✓ Expands travel options and connects multiple modes of transportation
- ✓ Reduces automotive travel dependency by offering a new travel option (transit/bike/pedestrian)
- ✓ Promotes revitalization and economic growth in the City of Freeport
- ✓ Provides mobility and connectivity to air travel and port access and increases transportation options in this rural area and throughout north Florida

- ✓ Accommodates the movement of significantly more freight
- ✓ Markedly improves safety along the corridor
- ✓ Greatly reduces emissions
- ✓ Spurs economic development in a rural area with high unemployment and significant poverty levels adjacent to Washington County, designated by the state of Florida as a Rural Area of Critical Economic Concern (RACEC)





## II. PROJECT PARTIES

The US 331/SR 83 multi-laning corridor project from south of Bay Grove Road to south of SR 20 in Walton County is recognized as necessary to the transportation infrastructure of northwest Florida. Construction of the multi-laning project will provide the necessary capacity to relieve congestion and move additional travelers. It will grow a vibrant and sustainable economy and create nationally and globally competitive advantages for the development of industry, and increased income potential. Improved quality of life and healthy communities will help preserve the natural beauty and resources in this region.

This project has numerous supporters which include:

- Northwest Florida Beaches International Airport
- Port Panama City
- Florida’s Great Northwest
- Opportunity Florida
- Area city and county governmental officials and agencies
  - City of Freeport
  - City of DeFuniak Springs
  - Walton County
  - Walton County Emergency Management Office
- Private investors
- Walton County Tourist Development Council
- Okaloosa Walton TPO, and many others
- Senator George LeMieux, United States Senate
- Senator Bill Nelson, United States Senate



*FDOT, District Three Office*

- Congressman Jeff Miller, Congress of the United States, House of Representatives
- Senator Durell Peaden, Jr., Florida Senate
- Representative Brad Drake, Florida House of Representatives, District Five
- Representative Marti Coley, Florida House of Representatives, District Seven

Letters of support are attached in Appendix A.

## III. GRANT FUNDS & SOURCES/ USES OF PROJECT FUNDS

The \$27,713,000 TIGER II award will be added to the \$7 million set aside in a Construction Reserve Account established by FDOT (as identified in **Table 2** below). Securing the future of this rural county by relieving congestion, enhancing the safety of the corridor, and improving hurricane evacuation routes is the return on investment of \$27,713,000 of the TIGER II Discretionary Grant award.

Funding Source	Amount	Percentage
TIGER II	\$27,713,000	80%
FDOT	\$7,000,000	20%
<b>Total</b>	<b>\$34,713,000</b>	<b>100%</b>





#### IV. SELECTION CRITERIA



##### LONG-TERM OUTCOMES

The US 331/SR 83 project will have significant impact on desirable long-term outcomes for the nation and region. The public benefits that will be generated include:

- State of good repair
- Economic competitiveness
- Livability
- Environmental sustainability
- Safety



##### State of Good Repair

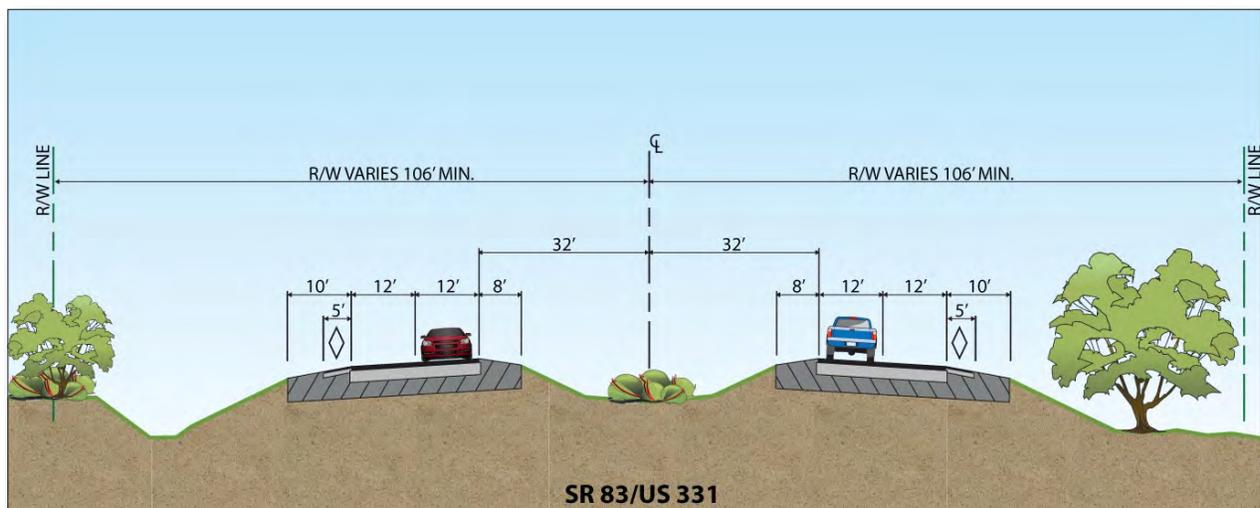
The US 331/SR 83 widening project is shovel-ready. FDOT has secured \$7 million in state contributions demonstrating a significant non-federal financial contribution to this rural project. Ultimately, US 331/SR 83 is to be widened to four lanes for the entire corridor from US 98 in south Walton County to I-10 in north Walton County.

##### Local, State, and Regional Plans

The proposed project is included in the FDOT work program currently scheduled to be let in fiscal year 2015 and is shown in the Okaloosa-Walton TPO (the regional transportation planning agency) transportation improvement plan. This funding request for \$27,713,000 will build a four-lane expansion with road, bridge, utility, drainage, and bicycle facility improvements along US 331/SR 83 as a local access arterial, providing a safer, less-congested corridor. The project replaces, enhances, or develops major utility infrastructure and integrates many environmentally sustainable design features.

##### Capacity and Safety Improvements

To align with the project corridor, the proposed capacity and safety improvements will include a typical rural roadway design widening to a divided section roadway with two 12-foot lanes northbound and southbound, a 5-foot paved shoulder on each side, and a typical grassed swale median 64 feet in width. The 5-foot



Proposed Typical Section





paved shoulder on each side of the roadway will provide a safe location for bicycle travel along the corridor. In addition, by relocating utilities to the outside edges of the widened right-of-way, existing utility poles along the existing two-lane roadway will be relocated outside of the clear zone.

### Life-Cycle Costs

The proposed roadway improvements will markedly reduce the life-cycle costs of this segment of the US 331/SR 83 corridor in the following ways:

- Reconstruction of the roadway will provide a more durable pavement surface. The existing roadway surface will be replaced with asphalt with longer-wearing capabilities. The new base material replaces outdated base materials used on the original alignment; thus allowing the newly widened and surfaced roadway to withstand the expected increase in truck traffic within the region.
- The new road surface will have a minimum design life of 20 years. FDOT will extend the life of the road surface to 40 years by implementing its routine maintenance practices to include only one future need to mill and resurface.
- Bridges, box culverts, and cross drains will be replaced and drainage of storm runoff will be directed in a fashion that will protect the road surface, base, and shoulders from deterioration or erosion.
- Bridge replacements have a design life of 75 years.
- The design will be compatible with best management practices for roadside mowing and maintenance equipment access and use.



### Economic Competitiveness

The western 16 counties of the Florida Panhandle are loosely affiliated in the pursuit of economic development opportunities with Florida's Great Northwest, a clearinghouse of economic development, business, and marketing data and promotional materials. Florida's Great Northwest describes Walton County this way:

*Located in the center of Florida's Emerald Coast, Walton County is known for its beautiful white beaches, world-class beach communities, and spectacular growth rate. Those features help account for an uninterrupted 12-year period of economic and employment increases for local businesses. The county seat is located in DeFuniak Springs.*

*Walton County is a painter's canvas of lifestyle communities that offer unique residential environments. The southern end of the county has been recognized nationally for a return to livable communities. Seaside, a planned community nestled among the pine forests along the Gulf of Mexico, was a national model for new urbanism which integrates planned communities with beachfront living amid environmental preserves, the County's unique dune lakes, and state and national forests. This planned community model has been duplicated all along Scenic Highway 30A and has moved inland. The Freeport area is experiencing this renaissance through developments such as Hammock Bay and The Plantation at Freeport, communities where you can live, work and play without getting into your car—the perfect techie environment!*

*Culture, the arts, and myriad recreational opportunities dominate the Walton County landscape. Tourism is the County's major industry. The unique recreational and cultural offerings created to cater to a high-income tourist*





*profile also provide world-class opportunities for the area's residents to enjoy a wonderful lifestyle.*

*Inland communities feature new industrial sites, modest operating costs, and a wide range of incentives for expanding industrial businesses. Exceptionally easy access to transportation, quality industrial sites, ready-to-use incentives, and livable communities are the main reasons why Walton County businesses are growing at an astounding rate. The County led the state of Florida with the lowest unemployment rate in 2007.*

***Business Environment:*** *Walton County is home to two large Enterprise Zones and a third zone is on the way. When completed, businesses will be able to locate in Enterprise Zones fronting either of two entrances to I-10, or in a community near the Gulf of Mexico. The County is developing a master plan for the south Walton County area to manage growth. The plan proposes a new roadway to provide needed traffic capacity, improved access, and safety for travelers.*

***Labor Force:*** *Walton County experienced a 60.9 percent increase in population since 1997 with a low unemployment rate of 2.9 percent. Located in close proximity to Eglin Air Force Base and the naval base in Panama City Beach, Walton County supports a large population of military and civilian defense personnel including professionals in the engineering and information technology arenas who possess national security clearances.*

***Education:*** *Walton County public schools are recognized among the best school districts in the state of Florida. Northwest Florida State College and OWC Chautauqua Center provide excellent post-secondary education including 2-year and 4-year degrees. Technical education is provided at the Walton County Vocational Technical School.*

***Infrastructure:*** *I-10 bisects the County. The recently opened Highway 331 bypass shortens the driving distance and eliminates turns from Freeport to US 98 in south Walton. The 5.7-mile stretch starts where Highway 331 intersects with SR 20 east in Freeport. Nearby, both Fort Walton Beach Regional Airport and Panama City-Bay County [now Northwest Florida Beaches] International Airport offer commercial passenger and freight service. A municipal airport serves corporate flyers in DeFuniak Springs, and a barge port in the City of Freeport provides access to the Intracoastal Waterway as well as ports worldwide.*

Northwest Florida's Gulf Coast world-class resorts and leisure entertainment facilities are stunning. They are the state's second largest drive-in tourist location after Orlando, which means making roadways with adequate, safe capacity is an essential element of northwest Florida's economic development. Because it is the only major north-south route in Walton County, US 331/SR 83 must be adequately improved in order to fully develop the economic potential of the county and the region.

### **Regional Transportation Connectivity**

US 331/SR 83 is part of Florida's Strategic Intermodal System (SIS). Emphasis has been placed on these facilities as they are identified as intermodal connectors and critical to the economy of Florida and to the nation as a whole. The SIS is a statewide network of high-priority transportation facilities, including the state's largest and most significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, and highways. These facilities are the workhorses of Florida's transportation system, carrying more than 99 percent of all commercial air passengers and cargo, virtually all waterborne freight





and cruise passengers, almost all rail freight, 89 percent of all inter-regional rail and bus passengers, and more than 70 percent of all truck traffic and 55 percent of total traffic on the State Highway System.

By virtue of the US 331/SR 83 designation as one important link in Florida's SIS system, capacity is protected and maintained and capacity improvements should be and are given a higher priority than other roadways in the Florida highway system. As the only major north-south highway in Walton County, capacity must be maintained, improved, and protected in order for Walton County to be competitive in the regional economy. This project is a critical link between US 98 and SR 20, two of only four major east-west highway links in all of Walton County and the primary east-west routes in the south portion of the county.

The Northwest Florida Beaches International Airport, located north of Panama City Beach and approximately ten miles south of SR 20, recently began operations in May 2010. It is the first international airport to be built in the

*The Northwest Florida Beaches International Airport is experiencing a 200 percent increase in passenger travel, adding more demand on capacity and safety within the corridor.*

United States in more than a decade and is the only international airport in northwest Florida, with all other airports in the area being regional facilities. Due to the new international airport and the addition of Southwest Airlines service, passenger travel to the airport is three times higher in June of 2010 than it was at the old airport facility in Panama City (PFN) in June

of 2009. Travelers arriving at Northwest Florida Beaches International Airport destined for areas of Walton County north of Choctawhatchee Bay and south of SR 20 will utilize this segment of US 331/SR 83 adding further demands on capacity and safety needs within the corridor.

*If left unimproved, this corridor will continue to degrade the transportation network.*

### Traffic Projections

Projections from the Northwest Florida Regional Planning Model of the traffic volumes on the US 331/SR 83 corridor show that through 2035, the amount of traffic along the US 331/SR 83 corridor is anticipated to increase from 12,000 annual average daily traffic (AADT) to 23,000 AADT, an increase of 92 percent.

The corridor is expected to degrade the efficiency of the transportation network if left unimproved. The current roadway configuration combined with future traffic projections and surrounding environmental features creates a sub-standard situation for the residents and visitors of Walton County.

### Rural County Designation and Adjacent County Rural Area Critical Economic Concern Designation

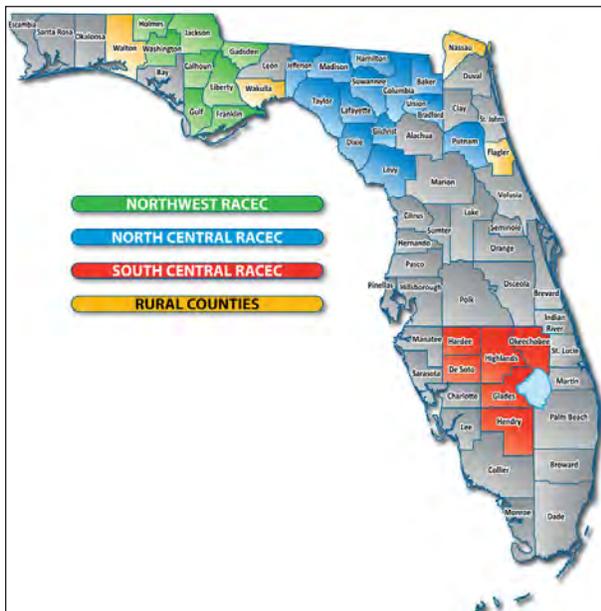
US 331/SR 83 connects both Walton County and adjacent Washington County to the Gulf Coast via SR 20. Walton County is designated as a rural county, however, its sister county to the east, Washington County, has been identified as a Rural Area of Critical Economic Concern (RACEC). The RACEC counties in Florida are provided an extra level of economic development assistance. Enterprise Florida describes their assistance to the RACEC communities this way:





**Rural Economic Development Catalyst Project.** Enterprise Florida, devoted to statewide economic development, is implementing a rural strategic marketing effort to gather economic intelligence and perspectives for each of Florida's Rural Areas of Critical Economic Concern (RACEC). The Florida Legislature has provided funding to help the three rural regions perform economic research, site selection, and marketing to produce a catalytic economic opportunity and a regional site within each RACEC. The Rural Economic Development Catalyst Project will target tomorrow's industries with the goal of creating high value-added jobs, capital investment, and an economic ripple throughout each RACEC.

There are three RACECs within Florida and each of these regions will host at least one catalytic site as a result of the Rural Economic Development Catalyst Project.



RACEC Counties

**Effects on National Economy and Protection of Eglin Air Force Base**

The proposed improvements will positively affect the national economy by improving interconnectivity between Tyndall Air Force Base and Naval Support Activity Panama City (CNIC), and Eglin Air Force Base, in Walton County. US 331/SR 83 runs north-south along the east edge of Eglin Air Force Base while SR 20 runs west along the north shore of Choctawhatchee Bay, essentially along the southern boundary of Eglin from the subject corridor west to Niceville. Protecting US 331/SR 83 as the major north-south route through Walton County is essential to provide an alternate circumferential route around Eglin Air Force Base if a national military emergency forced closure of some or all of the state and federal highways through the base.

The roadway improvements will also provide direct linkage between these bases and locations of residences for personnel who live off-base.

*In no other place on Florida's 9,000 miles of coastline are there beaches and coastal systems equivalent to the northwest Florida Gulf of Mexico coastline.*

✓ **Livability**

In no other place on Florida's 9,000 miles of coastline are there beaches and coastal systems equivalent to the northwest Florida Gulf of Mexico coastline. In Walton County alone, there are 26 uninterrupted miles of snow white sand beaches along which are located some of the premier world-class resorts and locales: Seaside, Seagrave Beach, Rosemary Beach, Alys





Beach, WaterColor and WaterSound, Sandestin, and the beaches of the east Destin area. Each of these communities have demonstrated the virtues, benefits, and conservation techniques of sustainable, neo-traditional new town planning and design and all are recognized in the world as some of the finest coastal destination communities and resorts. The term 30-A—Walton County Highway 30-A, the location of most of these resorts—refers to a corridor that has become synonymous with quality coastal development and is a drive-in destination reached from the north primarily from US 331/SR 83 and its connection to US 98.

This segment of US 331/SR 83 is located within and adjacent to the City of Freeport, which is a small city with an approximate population of 1,427 (US Census estimate 2004). Walton County is a rural county with a total population of approximately 50,324 (US Census estimate 2005).

**Table 2: Walton County Compared to US\***

Factor	Walton County	United States
Mean Travel Time to Work	28.3 minutes	25.3 minutes
Median Household	\$47,453	\$52,175
Family Income	\$58,254	\$63,211

\**www.census.gov American Community Survey 3-Year Estimates 2008*

The US 331/SR 83 corridor improvements proposed are anticipated to decrease the mean travel time to work of 28.3 minutes by adding capacity and easing congestion. By affording better, less congested, and safer commute between home and place of employment, the

quality of life in the community can be positively affected.

In addition, the US 331/SR 83 project award will provide a complete water and sewer system for the City of Freeport, an area of critical economic concern. This investment is significant to the City of Freeport.

**Sustainability**

Right-of-way widths will vary from 110 feet to as much as 250 feet, as needed, for roadside drainage swales and stormwater management facilities. The existing US 331/SR 83 roadway does not presently include stormwater management facilities. However, in addition to new stormwater management swales on the proposed right-of-way, additional stormwater management facilities on separate parcels off the right-of-way will also be constructed to manage storm runoff from the roadway. Incorporating extensive stormwater management facilities will safeguard against excessive runoff and could improve the water quality of runoff from the existing corridor without management facilities.

Recent improvements to US 331/SR 83 have focused on environmental sustainability, with particular attention to managing stormwater runoff and habitat protection. The proposed improvement is also expected to emphasize these conservation features.

**Safety**

The portion of US 331/SR 83 within the project corridor is a rural two-lane roadway with increasing levels of trip demand for early morning and evening peak hour commute. These dawn and dusk periods are also subject to fog and low visibility. In addition, surface drainage





due to rutting and wear of the road surface is sub-standard. Intersection and horizontal curve sight distances should be improved.

### Existing Crash, Injury, and Fatality Data

The following crash, injury, and fatality data (**Table 3: Collision Summary**) for US 331/SR 83 between January 2004 and January 2010 are provided by local law enforcement and compiled by FDOT.

Type of Collision	Number
Total Crashes	123
Property Damage Only	44
Injuries	133
Fatalities	12
<b>Total Economic Loss</b>	<b>\$32,376,001</b>

### Proposed Safety Improvements within the US 331 Corridor

The proposed roadway design will increase user safety by incorporating the following design elements, features, and improvements:

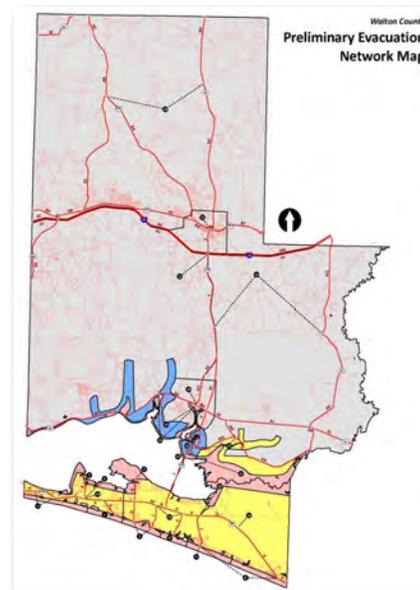
- Median separation
- Bicycle facilities
- Adequate clear zones for accident runoff zones
- Adjustment of driveway and intersection angles of connection
- Paved shoulders for stalled motorist protection
- Limited vegetation near the roadway
- Adequate road skid resistant surface type
- Proper road surface drainage

All of these design and construction elements will decrease the expected number of collisions and injuries along the corridor.

### Hurricane Evacuation

The US 331/SR 83 corridor serves a critical purpose as the only major north-south hurricane evacuation route along the Walton County coastal region. The proposed roadway improvements will facilitate evacuation during emergency or hurricane conditions by providing two northbound lanes. Ultimately when the entire corridor is four-laned to I-10, evacuation will be accelerated by allowing the possibility of reversing the two southbound lanes for short distances and durations.

Award of the TIGER II Discretionary Grant will significantly support Walton County during emergency evacuations. More than 22 percent of Walton County residents exit US 331, and coupled with travelers entering the county to evacuate, this makes traffic extremely congested and potentially unsafe. **Table 4** on the following page reflects the volume of travelers that access this road during emergency situations, as well as the excessive travel times caused in such an event, further highlighting the critical importance of this multi-lane project.



Walton County Evacuation Map





CLEARANCE TIMES WITH MEDIUM RESPONSE CURVE (in hours)							
Bottleneck Location/ Critical Roadway Segment	Evac Dir Svc Vol (Veh/Hr)	Cat 1		Cat 2 / 3		Cat 4 / 5	
		Low Occupancy	High Occupancy	Low Occupancy	High Occupancy	Low Occupancy	High Occupancy
Chocktawhatchee Bay Bridge	1080	9.1	12.6	19.8	26.0	19.8	26.0
US 331 and SR 20 East of Freeport	1080	10.1	13.7	21.2	27.7	21.5	28.1
US 331 to I-10	1280	6.5	9.3	12.4	17.2	14.1	19.1
US 331 Onramp onto I-10 Eastbound	1280	3.0	3.8	4.5	5.9	5.1	6.7
US 331 and US 90 Intersection	1810	5.3	6.7	8.7	11.0	10.9	13.0
US 331 and AL 85 in Florala, Alabama	820	7.1	10.8	12.9	18.2	20.9	26.5
I-10 Eastbound (including SR 81 Traffic)	3240	4.2	5.6	7.1	9.1	11.1	12.5
I-10 Westbound	3240	1.5	1.7	1.8	2.2	2.0	2.3
SR 83 In Gaskin	650	5.8	8.8	10.9	15.3	16.0	20.3
SR 81 at I-10 Eastbound Onramp	650	1.6	2.4	3.1	4.4	3.6	5.0

EVACUATING VEHICLES BY BOTTLENECK / CRITICAL ROADWAY SEGMENT						
Bottleneck Location/Critical Roadway Segment	Cat 1 Evac Vehicles		Cat 2 / 3 Evac Vehicles		Cat 4 / 5 Evac Vehicles	
	Low Occ	High Occ	Low Occ	High Occ	Low Occ	High Occ
Chocktawhatchee Bay Bridge	6,428	9,890	17,197	23,469	17,119	23,392
US 331 and SR 20 East of Freeport	7,660	11,306	18,933	25,495	19,218	25,856
US 331 to I-10	5,401	8,693	12,423	18,208	14,442	20,473
US 331 Onramp onto I-10 Eastbound	1,369	2,365	3,127	4,862	3,936	5,774
US 331 and US 90 Intersection	5,372	7,800	11,090	14,942	14,791	18,426
US 331 and AL 55 in Florala, Alabama	4,831	7,671	9,243	13,346	15,394	19,640
I-10 Eastbound (including SR 81 Traffic)	9,712	13,984	18,581	24,358	30,447	34,864
I-10 Westbound	819	1,424	1,850	2,888	2,278	3,373
SR 83 In Gaskin	3,043	4,857	6,163	8,827	9,239	11,867
SR 81 at I-10 Eastbound Onramp	612	1,057	1,468	2,262	1,810	2,625

EVACUATING VEHICLES FROM ADJOINING COUNTIES / REGION						
From Roadways Entering Walton County	Cat 1 Evac Vehicles		Cat 2 / 3 Evac Vehicles		Cat 4 / 5 Evac Vehicles	
	Low Occ	High Occ	Low Occ	High Occ	Low Occ	High Occ
I-10 Eastbound (Escambia, Santa Rosa, Okaloosa)	9,850	13,500	17,900	22,140	31,470	33,860
SR 285 (Okaloosa)	1,590	2,690	2,950	4,450	4,390	5,890
SR 285 / CR 1087 (Okaloosa)	900	1,440	1,480	2,290	2,230	3,060
SR 85 (Okaloosa)	1,110	1,810	2,120	2,950	4,800	5,720
US 90 Eastbound (Escambia, Santa Rosa, Okaloosa)	1,080	1,690	1,810	2,710	2,870	3,770
US 90 Westbound (Holmes and Bay)	130	300	160	340	290	660
SR 20 Eastbound (Okaloosa)	230	390	440	650	670	880
SR 20 Westbound (Bay)	190	190	510	560	840	910

*Data provided by Walton County Emergency Management*





**QUANTIFIED BENEFITS**  
**Evaluation of Expected Costs and Benefits**

Many of the intrinsic benefits of the project cannot be evaluated in monetary terms; these values include the scenic values of the new corridor, required landscaping, and the difficult-to-evaluate improvements to civic pride. However, tangible monetary benefits have been evaluated and indicate a strong positive benefit to cost ratio for construction of this project.

**Project Costs To Date and Expected Costs to Construct**

The **Table 5** below indicates the costs to date (sunk costs) and expected costs to construct the US 331/SR 83 improvements.

**Benefit-Cost Analysis Methodology**

The benefit-cost analysis (BCA) was performed using the American Association of State

Highway and Transportation Officials (AASHTO) Redbook Wizard software. The Redbook Wizard is an Excel-based program that is centered around on the methodologies contained in AASHTO’s User Benefit Analysis for Highways Manual. This manual is recognized as the preferred method for performing BCAs on highway projects and is accepted by the Federal Highway Administration (FHWA). The Redbook Wizard guides the user through each step in the benefit-cost analysis by prompting the user to input a multitude of values that generally describe the project being analyzed. Some of the variables include roadway characteristics, traffic data, accident data, and economic data.

The baseline for the analysis was 2011 (assumed to be the project start date), and the last year of the analysis period was 2035. All referenced costs are in present day dollars.

<b>Table 5: Costs To Date for Engineering and Design, Environmental Mitigation, Property Acquisition, and Estimated Construction Costs*</b>	
<b>Item</b>	<b>Cost</b>
Environmental	\$8,063,747
Property Acquisition & Right-of-Way	\$60,120,726
Engineering & Design	\$3,376,791
<b>Construction Costs</b>	<b>\$28,949,748</b>
<b>Total</b>	<b>\$100,511,012</b>

*\*Note: The output from the AASHTO Redbook Wizard Methodology is different than the input cost provided by FDOT. Input data can be found in Appendix B.*





**Benefits**

**Table 6** summarizes the net total project benefits.

User Value of Time Benefits	\$59,709,610
User Operating Cost Benefits	\$380,707
User Accident Reduction Benefits	\$150,852,518
Agency Operating Benefits	\$2,630,444
User Benefits from Construction	-\$8,641,884
<b>Total User Benefits</b>	<b>\$204,931,396</b>
Capital Costs	\$29,436,581
<b>Net Benefits</b>	<b>\$175,494,814</b>

In addition to the quantified benefits, there are numerous areas of qualitative benefits that have been outlined in the sections of this application pertaining to each of the long-term criteria including:

- **State of Good Repair.** Reduced maintenance of traffic control devices; user savings from fixing rough roads.
- **Livability.** Health benefits of improved pedestrian network, bike lanes, and shared bike streets.
- **Sustainability.** Benefits of habitat restoration and stormwater quality improvements.
- **Safety.** Reduction in damage and injury claims.

**Benefit-Cost Ratio**

The benefit-cost ratio was calculated to be 6.96 using a seven percent discount rate.

**Evaluation of Project Performance**

FDOT will collect traffic data on an annual basis to evaluate project performance, including average daily traffic volumes along the US 331/

SR 83 corridor. Freight movement data will also be collected. Bicycle counts will be monitored across the corridor and collected as necessary. This data will be analyzed at regular intervals. Collision data will be analyzed annually.

As part of its pavement management program, FDOT will make annual inspections of the US 331/SR 83 corridor. The inspections follow the Pavement Condition Index (PCI) procedure. The PCI method measures the occurrence of several pavement distress types and assigns a pavement condition index based upon the density (area affected) and severity of the observed distress. The pavement management data is used to develop paving priorities, model pavement deterioration and forecast future pavement condition, and estimate the impact of different funding scenarios on the condition of the street network. The performance of the new US 331/SR 83 corridor pavement will be tracked over time using FDOT’s asset management methodology.

*Benefits evaluated annually:*

- *Daily traffic volumes*
- *Pedestrian counts at key intersections*
- *Freight movement data*
- *Housing and employment growth*
- *Collision data*
- *Bicycle counts*
- *Pavement inspections*

The Florida Department of Community Affairs will track growth in housing and employment as well as other rural growth areas that will benefit from improved access provided by the TIGER II Discretionary Grant award. Monitoring of housing and employment is also performed to track progress in meeting the State and region’s growth management targets.





## JOB CREATION AND ECONOMIC STIMULUS

### Present Employment Conditions and Projected Job Creation

The US 331/SR 83 corridor project is shovel-ready with design and environmental activities complete. The successful award of the TIGER II Discretionary Grant is the final piece of the US 331/SR 83 corridor funding package. Award of the TIGER II grant will immediately create short-term jobs and secondary jobs. Jobs are anticipated to last at minimum two years while the project is being constructed. Additionally, the congestion relief, improved access, and enhanced connectivity this project provides will significantly improve the transportation infrastructure in this rural area.

The US 331/SR 83 corridor improvement project is currently scheduled within the FDOT work program for construction within FDOT fiscal year 2015. Provision of this grant funding will allow the project to be let immediately, allowing job creation and preservation in the near-term.

Construction of the US 331/SR 83 corridor improvements will create short-term construction employment demand within the region. Most of these construction-related jobs are expected to be filled by current employees of local and regional road construction contracting firms located in north Florida that are presently facing layoffs. Many of those employed by regional road contracting businesses live within the region and will benefit from the additional employment opportunities. If this project is selected for TIGER II funding and is let to construction within the next year, as many as

90 to 100 primary employment jobs could be created or preserved with as many as three times that amount created and preserved in secondary employment sectors related to road construction. An estimate of the number of workers employed for the US 331/SR 83 corridor project is included in **Table 7**.

Type of Personnel	Minimum Number of Personnel Employed (estimated)
Supervisors	5
Inspectors	5
Dump Truck Operators	12
Motor Grader Operators	3
Pan Operators	2
Bulldozer Operators	4
Roller Operators	2
Paving Crew	10
Sweeper Operators	2
Striping Crew	6
Concrete Work Crew	10
Maintenance/Oiler Crew	10
Maintenance of Traffic, Signs, and Barriers	10
Flagmen	4
Survey Crew	4
<b>Total</b>	<b>89</b>





### Equal Opportunity

FDOT vigorously enforces social equity requirements and equitable contracting practices in our construction contracts. FDOT requires that minority business enterprises be afforded the full opportunity to submit bids. No businesses, employees, or potential employees will be discriminated against because of race, creed, color, national origin, gender, age, marital status, or the presence of any physical, sensory, or mental disability.

FDOT's Standard Specifications for Construction Projects, Sections 7-24 through 7-26 will be enforced for equal opportunity, disadvantage business enterprises, and on-the-job training requirements.



### INNOVATION

The entire US 331/SR 83 corridor from US 98 in Walton County to SR 20 in Freeport and north through Walton County to I-10 is an essential arterial roadway within Walton County. Advancing the construction of this project rather than scheduled construction in five to six years will provide tremendous benefits to the county and region.

Benefits to a fully four-laned US 331/SR 83 link from US 98 in south Walton County to I-10 are numerous and include:

- Providing a safe hurricane evacuation route for the Gulf Coast area of northwest Florida.
- Providing an important direct north-south access for drive-in tourist locations in south Walton County along the Walton County Road 30-A corridor, such as Seaside, WaterColor, Rosemary Beach, Alys Beach, and Seagrove Beach; coastal resorts that are

the life-blood of the tourist economy in Walton County.

- Providing an additional direct route of access to I-10 from Eglin Air Force Base and Naval Support Activity Panama City.
- Providing additional access from the new Northwest Florida Beaches International Airport via SR 79, SR 20, and US 331/SR 83 to areas in north Walton County.
- Incorporating sustainable environmental features into the US 331/SR 83 corridor such as a stormwater management facility designed to store stormwater and provide water quality treatment that currently does not exist.
- Continuing to protect unique natural resources of wildlife habitat areas along the corridor.
- Providing multimodal features along the corridor such as bicycle and pedestrian improvements and connections to trails.



### PARTNERSHIP

Nowhere is it more important to provide investments for smarter and more strategic approaches to transportation than in rural communities. Because the US 331/SR 83 corridor project will significantly relieve congestion, integrates with surrounding areas of economic concern, and provides connections to many valuable opportunities for the region and nation, it has a large group of supporters seeking successful TIGER II Discretionary Grant award for this project. Letters of support from our partners are attached in Appendix A.





## V. PROJECT READINESS AND NEPA

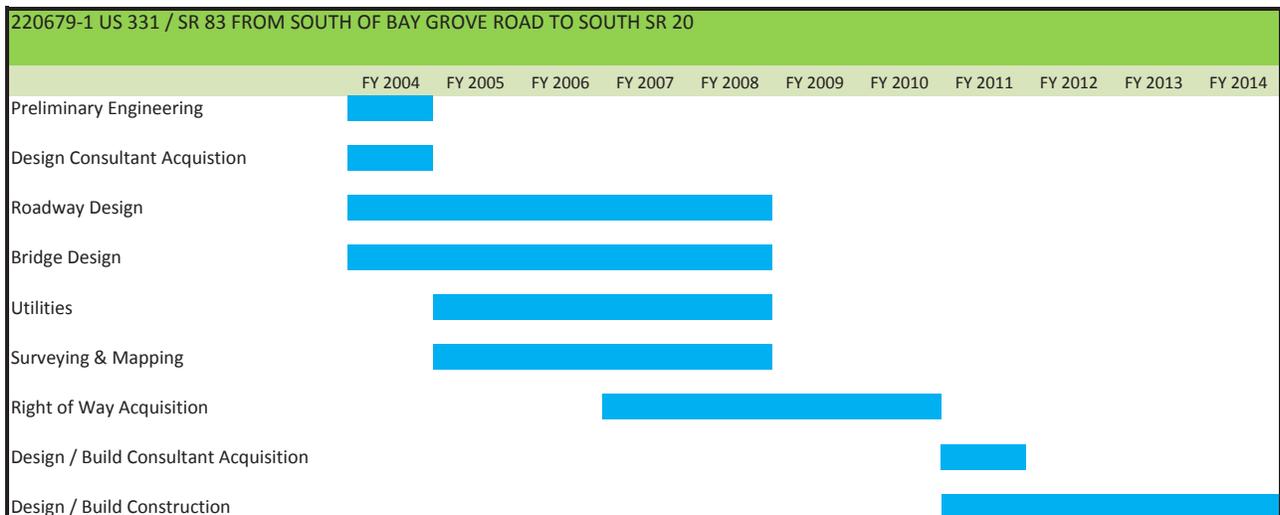
The US 331/SR 83 corridor project is shovel-ready. Advertisement will start as soon as the TIGER II Discretionary Grant is awarded. FDOT has a detailed plan for design-build of this project.

Recognizing the need to relieve congestion and improve access to the US 331/SR 83 corridor, FDOT performed a project development and environment (PD&E) study and the National Environmental Policy Act (NEPA) process. The NEPA documentation process was completed in March 2010. The NEPA certification documents are attached in Appendix D.

 **TECHNICAL FEASIBILITY**  
 The US 331/SR 83 corridor project is shovel-ready. Project will advertise soon after the TIGER II Discretionary Grant funding is approved. FDOT plans to provide a 60-day period for contractors to put

together their bid packages. By moving forward with the project as soon as possible, FDOT expects competitive bids in the current economic climate. The Department has prepared detailed construction plans in order to ensure consistent bids. The construction approach minimizes impacts to users of the corridor and keeps people and goods moving.

 **FINANCIAL FEASIBILITY**  
 The \$27,713,000 TIGER II Discretionary grant request represents the final piece of the puzzle in moving the US 331/SR 83 corridor project to completion. Successful award of the TIGER II funds will allow the FDOT to fully fund the project. The advertisement process will begin immediately. The TIGER II Discretionary Grant investment represents 80 percent of the funding needed for the US 331/SR 83 corridor project. FDOT has secured \$7 million representing the remaining 20 percent.



*A more detailed schedule is included in Appendix E.*





The US 331/SR 83 project impacts Congressional Districts FL-001 and FL-002. The US 331/SR 83 improvements are encouraged and supported by its region's legislative delegation. The US 331/SR 83 rural corridor project was developed as part of a very inclusive and extensive public planning process as well as it is in the State Transportation Improvement Plan.

## **VI. FEDERAL WAGE RATE CERTIFICATION**

A copy of the federal wage certification is included on the following page.

## **VII. CHANGES TO THE PRE-APPLICATION FORM**

The DUNS number was entered as 80-939-71 in the Pre-Application. The correct DUNS number is 80-939-7102.

The applicant address was entered as 1074 Highway 90, Chipley, Florida 32428. The correct address is 605 Suwannee Street, Tallahassee, Florida 32309-0467.

## **CLOSING**

Nowhere is it more important to provide investments for smarter and more strategic approaches to transportation than in rural communities or areas of economic concern such as the City of Freeport. Successful award of the US 331/SR 83 corridor project will relieve congestion, improve safety, and afford this rural area the opportunity for access to jobs, education, and governmental services and added value to communities. As evidenced in this application, it will benefit and increase the connectivity, economic opportunity, and productivity of the region and nation. Your award and investment in this significant transportation infrastructure improvement will support and secure not only the future of this rural community, but also the future of the region and nation.

***We respectfully submit this application for successful award of a TIGER II Discretionary Grant. The safety and benefits this project will bring to our local area, region, and nation are immeasurable. I am confident this project will provide opportunities for generations to come.***

*– James T. Barfield, Secretary, District Three*





## Florida Department of Transportation

CHARLIE CRIST  
GOVERNOR

1074 Highway 90  
Chipley, Florida 32428

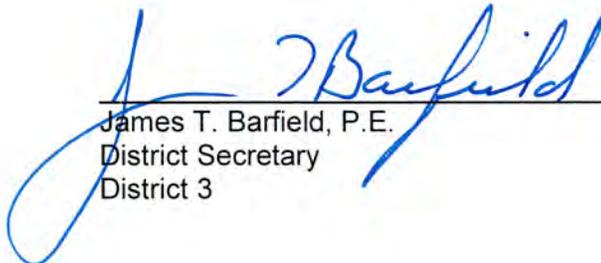
STEPHANIE C. KOPELOUSOS  
SECRETARY

August 13, 2010

### Federal Wage Rate Certification

FPID 220679-1  
S.R. 83 (U.S. 331) from south of Bay Grove Road to south of S.R. 20  
Walton County, Florida

I certify that, if awarded this grant, the Florida Department of Transportation will assure compliance with Federal Prevailing Wage Rate requirements (40 USC Chapter 31, Subchapter IV).

  
James T. Barfield, P.E.  
District Secretary  
District 3



# APPENDIX A

## PROJECT PARTIES, LETTERS OF SUPPORT





---

**PORT PANAMA CITY  
U.S.A.**

August 13, 2010

Honorable Ray LaHood  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

**RE: Port of Panama City Letter of Support for Tiger 2-12 Grant Application  
SR 83 (US 331) from South of Bay Grove Rd to South of SR 20, Walton County**

Dear Secretary LaHood:

Please accept this letter of support on behalf of the Port of Panama City for your consideration and award of a TIGER 2-12 Discretionary Grant for the SR 83 (US 331) from South of Bay Grove Road to South of SR 20 project in Walton County.

The Port of Panama City is a growing port, handling a wide variety of cargo. In recent years the Port has invested over \$50 million in new facilities and equipment, and has committed to another \$35 million in improvements over the next five years.

If awarded, the SR 83 project will significantly benefit our local area, region and Nation in its capacity to move additional travelers faster, grow a vibrant and sustainable economy, create national and globally competitive advantages for the development of industry, increased income, prosperity of work & families while ensuring healthy communities with quality of life that preserve the natural beauty and resources to our region.

Please know the Florida Department of Transportation has my full support in applying for this grant. I hope that your agency will see its way to approve this grant request.

Sincerely,

Charles P. Lewis  
Deputy Director  
Panama City Port Authority  
CPL/clp/L-1023

---

**Panama City Port Authority & Foreign Trade Zone 65**

5321 West Highway 98 Panama City, Florida USA 32401 850/767-3220  
Fax: 850/767-3235  
Website: portpanamacityusa.com



**FLORIDA'S**  
Great Northwest

August 9, 2010

Honorable Ray LaHood  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

**RE: Florida's Great Northwest Support for Tiger 2-12 Grant Application  
SR 83 (US 331) from South of Bay Grove Road to South of SR 20, Walton County**

Dear Secretary LaHood:

Because Florida's Great Northwest recognizes the collective advantages, benefits, regional and national strengths the SR 83 (US 331) project in Walton County will provide, we respectfully ask for your support and award of a TIGER 2-12 Discretionary Grant to District Three, Florida Department of Transportation.

Located in the center of Florida's Emerald Coast, Walton County is known for its beautiful white beaches, world-class beach communities and spectacular 60.9% increase in population since 1997. The SR 83 (US 331) project addresses one of the most critical choke points for the safety of transportation by eliminating the capacity constraints it continues to face if this project is not selected. In addition, it is critical to provide safe transportation during emergency evacuations. This project transforms the potential of unsafe transportation due to capacity constraints and emergency evacuations into one that is safe.

If awarded, the SR 83 (US 331) from South of Bay Grove Road to South of SR 20, Walton County project will significantly benefit Walton County, Florida's Great Northwest as well as our Nation in its capacity to move additional travelers, grow a vibrant and sustainable economy, create national and globally competitive advantages for the development of industry, increased income, prosperity of work & families while ensuring healthy communities with quality of life that preserve the natural beauty and resources to our region.

This project provides the long-term outcomes required to meet or exceed the criteria for its award. Your consideration and support of awarding the Tiger 2-12 Grant for the SR 83 (US 331) project from South of Bay Grove Road to South of SR 20 is greatly appreciated.

Sincerely,

Jeff Helms, P.E.  
Chairman, Board of Directors

850-718-0453  
VOICE

850-482-3590  
FAX

877-467-7352  
TOLL FREE



August 5, 2010

Honorable Ray LaHood  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

RE: **Tiger 2-12 Grant Support for  
SR 83 (US 331) from South of Bay Grove Road to South of SR 20, Walton County**

Dear Secretary LaHood:

On behalf of Opportunity Florida, I respectfully request your consideration and award of a Tiger 2-12 Discretionary Grant to the Florida Department of Transportation, District Three, for the four-lane of SR 83 (US 331) from South of Bay Grove Road to South of SR 20 in Walton County.

An adequate transportation system is critical to providing opportunity for growth as well as ensuring economic viability to any rural area of economic concern. In addition, this project will provide a complete water and sewer system to the critically distressed City of Freeport. Not only will this award provide many short, medium and long range benefits to our region, it will significantly impact the City of Freeport.

SR 83 is designated in Florida's Strategic Intermodal System (SIS), as a statewide network of high priority transportation.

This project provides the long term outcomes required to meet or exceed the necessary criteria for its award. Your consideration and support of awarding the Tiger 2-12 Grant for the SR 83 (US 331) from South of Bay Grove Road to South of SR 20 in Walton County is greatly appreciated.

Sincerely,

Richard Marcum  
Executive Director

# WALTON COUNTY, FLORIDA

## Board of County Commissioners

Scott A. Brannon, District 1, *Chair*

Kenneth Pridgen, District 2

Larry D. Jones, District 3, *Vice-Chair*

Sara Comander, District 4

Cecilia Jones, District 5



P.O. Box 1355  
DeFuniak Springs, FL 32435

Phone: (850) 892-8155  
(850) 892-8156  
Fax: (850) 892-8454

**County Administrator**  
Lyle Seigler

**Assistant Co. Administrator**  
Shirl Williams

August 16, 2010

Honorable Ray LaHood  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

**RE: Tiger 2-12 Grant Support for  
SR 83 (US 331) from South of Bay Grove Road to South of SR 20, Walton County**

Dear Secretary LaHood:

On behalf of Walton County, I respectfully request your consideration and award of a Tiger 2-12 Discretionary Grant to the Florida Department of Transportation, District Three, for the four-lane of SR 83 (US 331) from South of Bay Grove Road to South of SR 20 in Walton County.

An adequate transportation system is critical to providing not only opportunity for economic viability, but more importantly safety to its customers. The SR 83 corridor project addresses one of the most critical choke points for the safety of transportation during emergency evacuations and transforms the potential of unsafe transportation during emergency evacuations into one that is safe. SR 83 is the only evacuation route for South Walton and is currently among the highest evacuation timeframes for the entire state. As well, it addresses the capacity constraints the corridor will continue to face if this project is not selected.

In addition, this project will provide a complete water and sewer system to the critically distressed City of Freeport. Not only will this award provide many short, medium and long range benefits to our local area and region, it will significantly impact the City of Freeport.

SR 83 is designated in Florida's Strategic Intermodal System (SIS), as a statewide network of high priority transportation. This project provides the long term outcomes required to meet or exceed the necessary criteria for its award.

Your consideration and support of awarding the Tiger 2-12 Grant for the SR 83 (US 331) from South of Bay Grove Road to South of SR 20 in Walton County is greatly appreciated.

Sincerely,

A handwritten signature in blue ink that reads "Scott Brannon". The signature is fluid and cursive, with the first name "Scott" being more prominent than the last name "Brannon".

Scott Brannon, Chairman  
Walton County, Florida



# MICHAEL A. ADKINSON, JR., SHERIFF

## Office of the Sheriff, Walton County

---

August 5, 2010

Honorable Ray LaHood  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

**RE: Walton County Emergency Management Tiger 2-12 Grant Support for  
SR 83 (US 331) from South of Bay Grove Road to South of SR 20, Walton County**

Dear Secretary LaHood:

On behalf of Walton County Emergency Management, I respectfully request your consideration and award of a Tiger 2-12 Discretionary Grant to the Florida Department of Transportation, District Three, for the four-lane of SR 83 (US 331) from South of Bay Grove Road to South of SR 20 in Walton County.

An adequate transportation system is critical to providing safe transportation. If awarded, the SR 83 corridor project addresses one of the most critical choke points for the safety of transportation during emergency evacuations and transforms the potential of unsafe transportation during emergency evacuations into one that is safe.

SR 83 is designated in Florida's Strategic Inter-modal System (SIS), as a statewide network of high priority transportation. This project provides the long-term outcomes required to meet or exceed the criteria for its award. This project is necessary to assist Walton County Emergency Management in providing safety to its citizens both daily and in emergency situations.



**MICHAEL A. ADKINSON, JR., SHERIFF**

**Office of the Sheriff, Walton County**

---

Your consideration and support of awarding the Tiger 2-12 Grant for the SR 83 (US 331) from South of Bay Grove Road to South of SR 20 in Walton County is greatly appreciated.

Sincerely,

A handwritten signature in purple ink, appearing to read "Jeffery M. McVay".

Jeffery M. McVay  
Emergency Management Coordinator

Cc: Lieutenant Joe Preston, Emergency Management Director



August 16, 2010

Honorable Ray LaHood  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

**RE: Tiger 2-12 Grant Support for  
SR 83 (US 331) from South of Bay Grove Road to South of SR 20, Walton County**

Dear Secretary LaHood:

On behalf of the City of Freeport, I respectfully request your consideration and award of a Tiger 2-12 Discretionary Grant to the Florida Department of Transportation, District Three, for the four-lane of SR 83 (US 331) from South of Bay Grove Road to South of SR 20 in Walton County.

Our city is of critical concern. This project will provide a complete water and sewer system to our critically distressed City of Freeport. Not only will this award provide many short, medium and long range benefits to our local area and region, it is necessary and will significantly impact the City of Freeport.

An adequate transportation system is critical to providing not only opportunity for economic viability, but more importantly safety to its customers. The SR 83 corridor project addresses one of the most critical choke points for the safety of transportation during emergency evacuations and transforms the potential of unsafe transportation during emergency evacuations into one that is safe. As well, it addresses the capacity constraints the corridor will continue to face if this project is not selected.

SR 83 is designated in Florida's Strategic Intermodal System (SIS), as a statewide network of high priority transportation. This project provides the long term outcomes required to meet or exceed the necessary criteria for its award.

Your consideration and support to award the Tiger 2-12 Grant for the SR 83 (US 331) from South of Bay Grove Road to South of SR 20 in Walton County is greatly appreciated.

Sincerely,

Mickey Marse  
Mayor

# City of DeFuniak Springs

Post Office Box 685  
71 U.S. Highway 90 West  
Phone: (850) 892-8500



Fax: (850) 892-8506  
TDD: (850) 892-8504  
[www.defuniaksprings.net](http://www.defuniaksprings.net)

DeFuniak Springs, FL 32435

August 5, 2010

Honorable Ray LaHood  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

**RE: Tiger 2-12 Grant Support for  
SR 83 (US 331) from South of Bay Grove Road to South of SR 20, Walton County**

Dear Secretary LaHood:

On behalf of the City of DeFuniak Springs, I respectfully request your consideration and award of a Tiger 2-12 Discretionary Grant to the Florida Department of Transportation, District Three, for the four-lane of SR 83 (US 331) from South of Bay Grove Road to South of SR 20 in Walton County.

While this project may not significantly impact the economic viability of our city, short term, it will benefit our region and local area which in turn will provide economic opportunity for our city. More importantly for our citizens, the SR 83 corridor project addresses one of the most critical choke points for the safety of transportation during emergency evacuations and transforms the potential of unsafe transportation during emergency evacuations into one that is safe.

SR 83 is designated in Florida's Strategic Intermodal System (SIS), as a statewide network of high priority transportation. This project provides the long term outcomes required to meet or exceed the necessary criteria for its award.

Your consideration and support of awarding the Tiger 2-12 Grant for the SR 83 (US 331) from South of Bay Grove Road to South of SR 20 in Walton County is greatly appreciated.

Sincerely,

Kim Kirby  
City Manager



63 South Centre Trail  
Santa Rosa Beach, FL 32459  
PHONE (850) 267-0683  
FAX (850) 267-0603

95 Circle Drive  
DeFuniak Springs, FL 32435  
PHONE (850) 892-3191  
FAX (850) 892-9688

August 16, 2010

Honorable Ray LaHood  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

**RE: Tiger 2-12 Grant Support for  
SR 83 (US 331) from South of Bay Grove Road to South of SR 20, Walton County**

Dear Secretary LaHood:

On behalf of the Walton County Area Chamber of Commerce, I respectfully request your consideration and award of a Tiger 2-12 Discretionary Grant to the Florida Department of Transportation, District Three, for the four-lane of SR 83 (US 331) from South of Bay Grove Road to South of SR 20 in Walton County.

An adequate transportation system is critical to providing not only opportunity for economic viability, but more importantly safety to its customers. The SR 83 corridor project addresses one of the most critical choke points for the safety of transportation during emergency evacuations and transforms the potential of unsafe transportation during emergency evacuations into one that is safe. As well, it addresses the capacity constraints the corridor will continue to face if this project is not selected.

In addition, this project will provide a complete water and sewer system to the critically distressed City of Freeport. Not only will this award provide many short, medium and long range benefits to our local area and region, it will significantly impact the City of Freeport.

SR 83 is designated in Florida's Strategic Intermodal System (SIS), as a statewide network of high priority transportation. This project provides the long term outcomes required to meet or exceed the necessary criteria for its award.

Your consideration and support of awarding the Tiger 2-12 Grant for the SR 83 (US 331) from South of Bay Grove Road to South of SR 20 in Walton County is greatly appreciated.

Sincerely,

*Kelley Whitney*



Gene Valentino  
Chairman

P. C. Wu  
Vice Chairman

P.O. Box 11399 • 32524-1399 Pensacola, FL • Street Address: 4081 E. Olive Road, Suite A, 32514  
P: 850.332.7976 • 1.800.226.8914 • F: 850.637.1923 • www.wfrpc.org

August 19, 2010

Honorable Ray LaHood  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

**RE: Tiger 2-12 Grant Support for SR 83 (US 331) from South of Bay Grove Road to  
South of SR 20, Walton County**

Dear Secretary LaHood:

This letter is to request your support and award for a Tiger II grant for the four-lane of SR 83 (US 331) in Walton County. The construction of this project could significantly benefit our region by improving the existing transportation system and minimize life cycle costs, by providing economic competitiveness in our region short term, medium and long term. It will foster livability in our communities. One example of this is it will provide the City of Freeport a complete water and sewer system for a critically distressed area. Our region will benefit from substantially faster travel speeds, greater capacity which is necessary during emergency evacuations, as well as improve safety and reduce emissions.

At the August 18, 2010 meeting, the Northwest Florida Regional Transportation Planning Organization (RTPO) authorized a letter of support for any and all Transportation Investment Generating Economic Recovery Grant applications for transportation projects in Escambia, Santa Rosa, Okaloosa and Walton Counties in Northwest Florida.

Your support of awarding the Tiger 2-12 Grant for the SR 83 (US 331) four-lane project in Walton County will significantly benefit our region. Your review of this project and consideration for award is greatly appreciated.

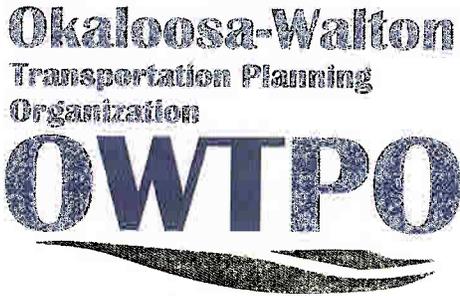
Sincerely,

A handwritten signature in blue ink that reads "Gene Valentino".

Gene Valentino  
Chairman



"...a regional partnership serving Escambia, Santa Rosa, Okaloosa, and Walton Counties..."



Sara Comander  
Chairman

James T. Wood, Jr.  
Vice Chairman

P.O. Box 11399 • 32524-1399 Pensacola, FL • Street Address: 4081 E. Olive Road-Suite A • 32514  
P: 850.332.7976 • 1.800.228.8914 • F: 850.637.1923 • www.wftrpc.org

August 18, 2010

Honorable Ray LaHood  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

**RE: Tiger 2-12 Grant Support for  
SR 83 (US 331) from South of Bay Grove Road to South of SR 20, Walton County**

Dear Secretary LaHood:

The Okaloosa-Walton Transportation Planning Organization respectfully requests your support and award for a Tiger 2-12 grant for the four-lane of SR 83 (US 331) in Walton County. The construction of this project could significantly benefit our region by improving the existing transportation system and minimize life cycle costs, by providing economic competitiveness in our region short term, medium and long term. It will foster livability in our communities. One example of this is it will provide the City of Freeport a complete water and sewer system for a critically distressed area. Our region will benefit from substantially faster travel speeds, greater capacity which is necessary during emergency evacuations, as well as improve safety and reduce emissions.

Your support of awarding the Tiger 2-12 Grant for the SR 83 (US 331) four-lane project in Walton County will significantly benefit our region. Your review of this project and consideration for award is greatly appreciated.

Sincerely,

  
Sara Comander  
Chair



Gene Valentino  
Chairman

P. C. Wu  
Vice Chairman

**Transportation Planning Organization**

P.O. Box 11399 • 32524-1399 Pensacola, FL • Street Address: 4081 E. Olive Road-Suite A • 32514  
P: 850.332.7976 • 1.800.226.8914 • F: 850.637.1923 • www.wfrpc.org

August 19, 2010

To Whom It May Concern;

At the August 18, 2010 meeting, the Northwest Florida Regional Transportation Planning Organization (RTPO) authorized this letter of support for any and all National Infrastructure Investments (TIGER II) grant applications for transportation projects in Escambia, Santa Rosa, Okaloosa and Walton Counties in Northwest Florida. Transportation improvements are greatly needed in our four county region to increase mobility, promote economic opportunity and enhance the health, safety and welfare of our citizens.

Your positive review of TIGER II Grant applications for projects in Escambia, Santa Rosa, Okaloosa and Walton Counties is greatly appreciated.

Sincerely,

A handwritten signature in blue ink, appearing to read "Gene Valentino", is written over a blue horizontal line.

Gene Valentino  
Chair



Staff to RTPO

"...a regional partnership serving Escambia, Santa Rosa, Okaloosa, and Walton Counties..."



United States Senate

WASHINGTON, DC 20510-0905

BILL NELSON  
FLORIDA

August 12, 2010

The Honorable Ray LaHood  
Department of Transportation  
1200 New Jersey Avenue, Southeast  
Washington, District of Columbia 20590

**RE: TIGER II: US 331**

Dear Secretary LaHood:

I am pleased to provide this letter in support of the Florida Department of Transportation, District Three's efforts to obtain a federal grant. The goal of their proposed project, US 331, is to continue to serve as a major north-south corridor for a growing population. I respectfully request your consideration of this organization's application for federal funding.

Quality transportation programs that promote economic competitiveness and development are important to me as a U.S. Senator. In rural Northwest Florida, Walton County is among the ten fastest growing counties in the State of Florida. Its population has expanded by one third since the 2000 Census. If funded, U.S. 331 will continue to serve as the community lifeline as well as serve as a primary hurricane evacuation route.

Again, I encourage your consideration of this worthy cause. If I can be of further assistance in this matter, please do not hesitate to contact me at the address below.

Sincerely,

BN/ut

CC: Ms. Lynn Bannister, Regional Director, U. S. Senator Bill Nelson

JEFF MILLER  
1ST DISTRICT, FLORIDA

COMMITTEE ON ARMED SERVICES  
SUBCOMMITTEE ON TERRORISM,  
UNCONVENTIONAL THREATS AND CAPABILITIES  
RANKING MEMBER

SELECT COMMITTEE ON INTELLIGENCE  
SUBCOMMITTEE ON  
OVERSIGHT AND INVESTIGATIONS  
RANKING MEMBER

COMMITTEE ON VETERANS' AFFAIRS

Congress of the United States  
House of Representatives  
Washington, DC 20515

WASHINGTON OFFICE:  
2439 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-4136

DISTRICT OFFICES:  
4300 BAYOU BOULEVARD  
SUITE 13  
PENSACOLA, FL 32503  
(850) 479-1183

348 S.W. MIRACLE STRIP PARKWAY  
SUITE 24  
FORT WALTON BEACH, FL 32548  
(850) 684-1286

<http://jeffmiller.house.gov>  
Toll Free: 1-866-367-1614

August 12, 2010

The Honorable Ray LaHood  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington D.C. 20590

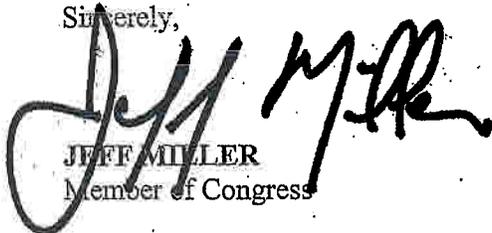
Dear Secretary LaHood:

I am writing in strong support of the Florida Department of Transportation's pending grant application that was recently submitted for a TIGER II Discretionary Grant under the Consolidated Appropriation Act, 2010. It is my sincere hope that the Department will give every possible consideration to FDOT's efforts to enhance their transportation infrastructure to keep up with growing needs and improve safety for the many tourists and residents in the area. I strongly support the application of the Florida Department of Transportation for TIGER II funds for the following activities:

- Four-lane widening of State Road 83,
- Bicycle and pedestrian improvements,
- Safety enhancements and hurricane evacuation, and

As the Department considers funding under the TIGER II Discretionary Grant Program, I would appreciate your full and fair consideration of the Florida Department of Transportation's transportation priorities. Please do not hesitate to contact me if I can answer any questions or provide any additional information.

Sincerely,



JEFF MILLER  
Member of Congress

JM/ygh



## THE FLORIDA SENATE

Tallahassee, Florida 32399-1100

### COMMITTEES:

Health and Human Services Appropriations,  
*Chair*  
Agriculture  
Commerce  
Commerce and Industry - Policy and Steering  
Judiciary  
Military Affairs and Domestic Security  
Ways and Means - Policy and Steering

**SENATOR DURELL PEADEN, JR.**

2nd District

August 6, 2010

The Honorable Raymond H. LaHood  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary LaHood:

I have been informed of the Florida Department of Transportation's intend to submit grant applications for two projects under the "TIGER II Discretionary Grants" program.

One project involves U.S. Highway 331 from south of Bay Grove Road to south of State Road 20 in Walton County. The other involves State Road 79 from Strickland Road to north of Mill Branch Road Bridge in Washington County.

Please know that the Florida Department of Transportation has my full support in applying for these funds. I hope that your agency will see its way to approve these grant requests.

Sincerely,

A handwritten signature in cursive script, appearing to read "Durell Peaden".

Durell Peaden, M.D., J.D.  
State Senator, District Two

DP/rr

### REPLY TO:

- 598 North Ferdon Boulevard, Crestview, Florida 32536-2753 (850) 689-0556
- 744 East Burgess Road, Suite E-103, Pensacola, Florida 32504 (850) 484-9898
- 406 Senate Office Building, 404 South Monroe Street, Tallahassee, Florida 32399-1100 (850) 487-5000

Senate's Website: [www.flsenate.gov](http://www.flsenate.gov)

**JEFF ATWATER**  
President of the Senate

**MIKE FASANO**  
President Pro Tempore



# Florida House of Representatives

## *Representative Brad Drake*

### District 5

**District Office:**  
NWFSC - Chautauqua Campus #205  
908 Hwy. 90 W  
DeFuniak Springs, FL 32433  
(850) 892-8431  
(850) 892-8433 (fax)

**Tallahassee Office:**  
313 House Office Building  
402 South Monroe Street  
Tallahassee, FL 32399  
(850) 488-4726

[brad.drake@myfloridahouse.gov](mailto:brad.drake@myfloridahouse.gov)

August 17, 2010

The Honorable Raymond H. LaHood  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary LaHood,

Please accept this letter as my support for the Florida Department of Transportation's TIGER II Grant application for SR 83 (US 331) From South of Bay Grove Rd To South of SR 20 (Walton County).

The Florida Department of Transportation is seeking to widen this existing stretch of highway from two lanes to four lanes. This will help Highway 331 become a Strategic Intermodal System (SIS) Facility and will relieve congestion in this key tourism corridor.

Currently, Highway 331 is the only north/south route into southern Walton County and serves as the primary hurricane evacuation route for coastal residents living in Walton County. If funded, this project will help complement a significant investment into this corridor.

This project promotes and maintains necessary and vital public safety for the people of Walton County, and I am pleased to offer my full support.

Sincerely,

A handwritten signature in black ink, appearing to read "Brad Drake".

**Brad Drake,**  
Representative District 5

### Committees:

Government Accountability Act Council  
Joint Legislative Sunset Committee  
Public Safety & Domestic Security Policy Committee  
State Universities & Private Colleges Appropriations Committee  
State Universities & Private Colleges Policy Committee



# Florida House of Representatives

## Representative Marti Coley

District 7

Reply to:

- 3094 Indian Circle  
Room 186  
Marianna, Florida 32446  
(850) 718-0047 Fax (850) 718-0062
- 319 Capitol  
402 South Monroe Street  
Tallahassee, Florida 32399-1300  
(850) 488-2873 Fax (850) 922-7755

- \*Chair, Joint Administrative Procedures Committee
- \*Vice Chair, Education Policy Committee
- \*PreK-12 Appropriations Committee
- \*PreK-12 Education Policy Committee
- \*Select Committee on Seminole Indian Compact Review

Marti.Coley@myfloridahouse.gov

The Honorable Raymond H. LaHood  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

I am pleased to lend my support to the Florida Department of Transportation's application for funding for U.S. 331 in Walton County, Florida, through the FY 2010 Appropriations Act: "TIGER II Discretionary Grants."

Located in rural Northwest Florida, Walton County is among the ten fastest growing counties in the state. Because the county depends heavily on the tourism industry, the economy has been greatly impacted from the Deepwater Horizon incident. Making the beaches more easily accessible will help this community attract those tourists once again.

The U.S. 331 corridor is a lifeline for the community and visitors to the Beaches of South Walton. For a growing population of year-round residents, many of whom use it daily to commute to their jobs, U.S. 331 is a major north-south corridor. In emergency events, the U.S. 331 corridor is the only north-south evacuation route in Walton County for the residents and visitors along the coast. This improved corridor will substantially improve the safety of the traveling public.

The U.S. 331 corridor is critical to the economic recovery and development for Northwest Florida. This project will enhance the region by improving the connection to commercial, residential and cultural venues.

The application of this grant by the Florida Department of Transportation has my full support. Thank you for your consideration and please do not hesitate to call on me if you have questions.

Sincerely,

A handwritten signature in cursive script that reads "Marti Coley".

Marti Coley



# APPENDIX B

## COLLISION DATA



REPORT...CARPJ13-01  
 DATE...07/29/2010  
 TIME...16:46:21

FLORIDA - DEPARTMENT OF TRANSPORTATION  
 C A R - CRASH ANALYSIS REPORTING SYSTEM  
 CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS  
 CODE SHEET

PAGE NO: 1  
 USERID: PL330KB  
 I/O.... CAROL13

CRASH NUMBER: THE 9 DIGIT CRASH REPORT NUMBER	12 - COLL. W/ BICYCLE (BIKE LANE)	77 - ALL OTHER 88 - UNKNOWN
ROADWAY ID: THE 8 DIGIT NUMBER THAT IDENTIFIES THE PART OF THE STATE ROAD SYSTEM ON WHICH THE CRASH OCCURRED	13 - COLLISION WITH MOPED	TRAFFIC CONTROL: TRAFFIC CONTROL AT SITE OF CRASH, AS REPORTED BY OFFICER
COUNTY: THE FIRST TWO DIGITS OF THE ROADWAY ID ARE THE NUMERIC D.O.T. CODE FOR COUNTY	14 - COLLISION WITH TRAIN	00 - UNKNOWN/NOT CODED
SECTION: THE THIRD, FOURTH AND FIFTH DIGITS OF THE ROADWAY ID ARE THE SECTION OF THE STATE ROAD SYSTEM, WITHIN COUNTY, ON WHICH THE CRASH OCCURRED	15 - COLLISION WITH ANIMAL	01 - NO CONTROL
SUBSECTION: THE SIXTH, SEVENTH AND EIGHTH DIGITS OF THE ROADWAY ID IDENTIFY THE SUBDIVISION OF THE PRIMARY SECTION ON WHICH THE CRASH OCCURRED	16 - HIT SIGN/SIGN POST	02 - SPECIAL SPEED ZONE
MILEPOST: THE MILEPOST IDENTIFIES THE EXACT POINT ON THE ROADWAY ID WHERE THE CRASH HAS OCCURRED	17 - UTILITY/LIGHT POLE	03 - SPEED CONTROL SIGN
NEAREST NODE: THE NEAREST NODE IS THE CLOSEST NODE (A DEFINED POINT ON THE STATE ROAD SYSTEM) TO THE LOCATION OF THE CRASH	18 - HIT GUARDRAIL	04 - SCHOOL ZONE
STATE ROAD: THE STATE ROAD IS THE ROUTE NUMBER ASSIGNED TO THE ROADWAY ID	19 - HIT FENCE	05 - TRAFFIC SIGNAL
AVERAGE DAILY TRAFFIC: THE AVERAGE NUMBER OF VEHICLES PER DAY PASSING THE MILE POINT WHERE CRASHES OCCURRED	20 - HIT CONC. BARRIER WALL	06 - STOP SIGN
YEAR: THE YEAR IN WHICH THE CRASH OCCURRED (FINAL TWO DIGITS)	21 - HIT BRIDGE/PIER/ABUTMENT/RAIL	07 - YIELD SIGN
MONTH: THE MONTH OF THE CRASH DAY: THE DAY OF THE MONTH ON WHICH THE CRASH OCCURRED	22 - HIT TREE/SHRUBBERY	08 - FLASHING LIGHT
HOUR: THE TIME AT WHICH THE CRASH OCCURRED, MILITARY TIME	23 - COLL. W/CONSTRUCTION BARRICADE/SIGN	09 - RAILROAD SIGNAL
CRASH RATE CLASS CATEGORY: THIS FIVE-LETTER/NUMBER CODE IS A COMBINATION OF RURAL/URBAN/SUBURBAN CLASSIFICATION, NUMBER OF LANES, DIVIDED/UNDIVIDED CODE, TYPE OF MEDIAN AND SUBSECTION	24 - COLL. W/TRAFFIC GATE ATTENUATORS	10 - OFFICER/GUARD/FLAGMAN
	25 - COLL. W/CRASH	11 - POSTED NO U-TURN
	26 - COLL. W/FIXED OBJECT ABOVE ROAD	12 - NO PASSING ZONE
	27 - HIT OTHER FIXED OBJECT	77 - ALL OTHER
	28 - COLL. W/MOVEABLE OBJECT ON ROAD	ROAD CONDITNS: ROAD CONDITIONS AT TIME AND LOCATION OF CRASH, AS REPORTED BY OFFICER
	29 - RAN IN DITCH/CULVERT	00 - UNKNOWN/NOT CODED
	30 - RAN OFF RD INTO WATER	01 - NO DEFECTS
	31 - OVERTURNED	02 - OBSTRUCTION W/ WARNING
	32 - OCCUPANT FELL FROM VEH	03 - OBSTRUCTION WO WARNING
	33 - JACKKNIFED	04 - ROAD UNDER REPAIR/ CONSTRUCTION
	34 - FIRE	05 - LOOSE SURFACE MATERIAL
	35 - EXPLOSION	06 - SHLDR - SOFT/LOW/HIGH
	36 - DOWNHILL RUNAWAY	07 - HOLES/RUTS/UNSAFE PAVED EDGES
	37 - CARGO LOSS OR SHIF	08 - STANDING WATER
	38 - SEPARATION OF UNITS	09 - WORN/POLISHED RD SURF
	39 - MEDIAN CROSSOVER	77 - ALL OTHER (EXPLAIN)
	77 - ALL OTHER (EXPLAIN)	SITE LOCATION: D.O.T. SITE LOCATION AS CODED BY SAFETY OFFICE
	LIGHTING: LIGHTING CONDITIONS AT TIME OF CRASH, AS REPORTED BY OFFICER	01 - NOT AT INTERSECTION/ RRXING/BRIDGE
	01 - DAYLIGHT 02 - DUSK	02 - AT INTERSECTION
	03 - DAWN	03 - INFLUENCED BY INTERSECTION
	04 - DARK (STREET LIGHT)	04 - DRIVEWAY ACCESS
	05 - DARK (NO STREET LIGHT)	05 - RAILROAD CROSSING
	88 - UNKNOWN	06 - BRIDGE
	WEATHER: WEATHER CONDITIONS AT TIME OF CRASH, AS REPORTED BY OFFICER	07 - ENTRANCE RAMP
	01 - CLEAR 02 - CLOUDY	08 - EXIT RAMP
	03 - RAIN 04 - FOG	09 - PARKING LOT (PUBLIC)
	77 - ALL OTHER 88 - UNKNOWN	10 - PARKING LOT (PRIV)
	RD SURF: ROAD SURFACE CONDITIONS AT TIME OF CRASH, AS REPORTED BY OFFICER	11 - PRIVATE PROPERTY
	01 - DRY 02 - WET	12 - TOLL BOOTH
	03 - SLIPPERY 04 - ICY	13 - PUBLIC BUS STOP ZONE
		77 ALL OTHER

ROAD SD: SIDE OF ROAD, AS REPORTED BY FLORIDA DEPT OF TRANSPORTATION SAFETY OFFICE FOR FIRST POINT OF IMPACT IN CRASH  
 E - END OF STATE ROAD  
 I - INTERSECTION  
 L - LEFT  
 M - MEDIAN  
 R - RIGHT  
 S - SIDE ROAD RIGHT  
 T - SIDE ROAD LEFT  
 U - UNKNOWN  
 ACC LN #: ACCIDENT LANE LOCATION, AS REPORTED BY FLORIDA DEPT OF TRANSPORTATION SAFETY OFFICE FOR FIRST POINT OF IMPACT IN CRASH  
 A - ACCEL/MERGE LANE  
 B - TOLL PLAZAS  
 C - CROSSWALK  
 E - END OF STATE ROAD  
 H - ISLAND AREA  
 K - SERVICE/ACCESS ROAD  
 L - LEFT TURN LANE  
 M - MEDIAN  
 P - PARKING LANE  
 R - RIGHT TURN LANE  
 S - SIDE OF THE ROAD  
 T - CONTINUOUS TURN LANE (CENTER)  
 U - UNKNOWN  
 V - BICYCLE LANE  
 X - RAMP  
 1 - 9 THROUGH-LANE (NUMBERED FROM CENTER)  
 VEHICLE TYPE 1 OR 2: VEHICLE TYPE FOR FIRST OR SECOND VEHICLE, AS REPORTED BY THE OFFICER  
 00 - UNKNOWN/NOT CODED  
 01 - AUTOMOBILE  
 02 - PASSENGER VAN  
 03 - PICKUP/LIGHT TRUCK (2 REAR TIRES)  
 04 - MEDIUM TRUCK (4 REAR TIRES)  
 05 - HEAVY TRUCK (2 OR MORE REAR AXLES)  
 06 - TRUCK TRACTOR (CAB)

VEH DIR1 OR DIR 2: VEHICLE DIRECTION FOR FIRST OR SECOND VEHICLE, AS REPORTED BY THE OFFICER  
 E - EAST N - NORTH  
 S - SOUTH U - UNKNOWN  
 W - WEST  
 POINT OF IMPACT 1 OR 2: POINT OF IMPACT FOR FIRST OR SECOND VEHICLE, AS REPORTED BY THE OFFICER  
 00 - NOT APPLICABLE  
 01 - FRONT END  
 02 - RIGHT FRONT CORNER  
 03 - RIGHT FRONT QTR PANEL  
 04 - RIGHT FRONT DOOR  
 05 - RIGHT REAR DOOR  
 06 - RIGHT REAR QTR PANEL  
 07 - RIGHT REAR CORNER  
 08 - REAR END  
 09 - LEFT REAR CORNER  
 10 - LEFT REAR QTR PANEL  
 11 - LEFT REAR DOOR  
 12 - LEFT FRONT DOOR  
 13 - LEFT FRONT QTR PANEL  
 14 - LEFT FRONT CORNER  
 15 - HOOD  
 16 - ROOF  
 17 - TRUNK  
 18 - UNDERCARRIAGE  
 19 - OVERTURN  
 20 - WINDSHIELD  
 21 - TRAILER  
 88 - UNKNOWN  
 CONTRIB CAUSE 1 OR 2: DRIVER CONTRIBUTING CAUSE FOR FIRST OR SECOND VEHICLE DRIVER, AS REPORTED BY THE OFFICER  
 00 - UNKNOWN/NOT CODED  
 01 - NO IMPROPER DRVNG/ACT  
 02 - CARELESS DRIVING  
 03 - FAILED TO YIELD  
 04 - IMPROPER BACKING  
 05 - IMPROPER LANE CHANGE  
 06 - IMPROPER TURN  
 07 - ALCHOL-UNDER INFL  
 08 - DRUGS-UNDER INFLUENCE  
 09 - ALC & DRUGS-UNDER INFL  
 10 - FOLLOWED TOO CLOSELY  
 11 - DISREGARDED TRAFF SGNL  
 12 - EXCEEDED SAFE SPD LMT

13 - DISREGARDED STOP SIGN  
 14 - FAILED TO MAINTAIN EQUIPMENT/VEHICLE  
 15 - IMPROPER PASSING  
 16 - DROVE LEFT OF CENTER  
 17 - EXCEEDED STATED SPD LMT  
 18 - OBSTRUCTING TRAFFIC  
 19 - IMPROPER LOAD  
 20 - DISREGARDED OTHER TRAFFIC CONTROL  
 21 - DRIVING WRONG SIDE/WAY  
 22 - FLEEING POLICE  
 23 - VEHICLE MODIFIED  
 24 - DRIVER DISTRACTION  
 77 - ALL OTHER (EXPLAIN)  
 DRIVER/PED AGE 1 OR 2: DRIVER OR PEDESTRIAN AGE FOR FORM SECTION 1 OR 2, AS REPORTED BY THE OFFICER  
 # VEHCLS: TOTAL NUMBER OF VEHICLES INVOLVED IN THE CRASH. IF THE NUMBER IS HIGHER THAN 9 THEN THIS FIELD WILL DISPLAY AN ASTERISK (\*).  
 # KILLED: TOTAL NUMBER OF FATALITIES AS A RESULT OF THE CRASH. IF THE NUMBER IS HIGHER THAN 9 THEN THIS FIELD WILL DISPLAY AN ASTERISK (\*).  
 NUMBER INJURED: TOTAL NUMBER OF INJURIES AS A RESULT OF THE CRASH. IF THE NUMBER IS HIGHER THAN 99 THEN THIS FIELD WILL DISPLAY ASTERISKS(\*\*).  
 Y: THE "Y" THAT SOMETIMES APPEARS BETWEEN THE COLUMNS FOR CRASH NUMBER AND ROADWAY ID, IS A FLAG THAT IDENTIFIES CRASHES THAT ARE ON OTHER SR'S OR ON NON-MAINTAINED SIDE ROADS. THESE CRASHES ARE OCCURRING WITHIN 250 FEET OF THE QUERIED SR AND ARE CLASSIFIED AS INFLUENCED CRASHES. CRASHES ON OTHER ROADWAYS WHICH ARE AT THE INTERSECTION WITH THE QUERIED SR WILL ALWAYS BE REPORTED AND WILL NOT SHOW THIS FLAG.









FOR YEAR	FATAL CRASH STATISTICS		INJURY CRASH STATS		PROPERTY DAMAGE ONLY CRASHES	TOTALS		INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS AT INT. INFL AREA		
	CRASHES	FATALITIES	CRASHES	INJURIES		CRASHES	FATALITIES		INJURIES	
2004	0	0	10	21	5	15	0	21	3	0
2005	2	2	11	17	6	19	2	22	3	1
2006	2	5	12	20	7	21	5	26	2	1
2007	1	1	7	14	5	13	1	15	1	0
2008	1	1	11	20	6	18	1	21	2	0
2009	2	2	14	16	11	27	2	21	3	1
2010	1	1	5	6	4	10	1	7	2	0
TOTAL	9	12	70	114	44	123	12	133	16	3

NOTE: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

REPORT...CARP113-01  
 DATE...07/29/2010  
 TIME...16:46:21

FLORIDA - DEPARTMENT OF TRANSPORTATION  
 C A R - CRASH ANALYSIS REPORTING SYSTEM  
 CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS  
 \*\*\* REPORT TOTALS \*\*\*

PAGE NO: 6  
 USERID: PL330KB  
 I/O.... CAR113

CUMULATIVE TOTALS FOR ALL LOCATIONS SUBMITTED - OVERLAPPING OR INTERSECTING LOCATIONS MAY RESULT IN CRASHES COUNTED MORE THAN ONCE

FOR YEAR	FATAL CRASH STATISTICS		INJURY CRASH STATS		PROPERTY DAMAGE ONLY CRASHES	TOTALS		INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS AT INT. INFL AREA		
	CRASHES	FATALITIES	CRASHES	INJURIES		CRASHES	FATALITIES		INJURIES	
2004	0	0	10	21	5	15	0	21	3	0
2005	2	2	11	17	6	19	2	22	3	1
2006	2	5	12	20	7	21	5	26	2	1
2007	1	1	7	14	5	13	1	15	1	0
2008	1	1	11	20	6	18	1	21	2	0
2009	2	2	14	16	11	27	2	21	3	1
2010	1	1	5	6	4	10	1	7	2	0
TOTAL	9	12	70	114	44	123	12	133	16	3

NOTE: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE

<p>MOST OF THE FIELDS ON THIS SUMMARY OUTPUT ARE SELF-EXPLANATORY, BUT THE HEADINGS AT THE TOP OF EACH PAGE (BEGINNING AROUND ROW 12) MAY REQUIRE FURTHER DEFINITION.</p> <p>DST: THIS IS THE MANAGING DISTRICT</p> <p>CO: THIS IS THE 2-DIGIT DOT CODE FOR THE COUNTY, WHEN COMBINED WITH THE "SEC" AND "SUB" (BELOW) IT FORMS THE ROADWAY ID FOR THE ROAD THAT IS BEING ANALYZED</p> <p>SEC: THIS IS THE 3-DIGIT CODE FOR THE ROADWAY SECTION, WHEN COMBINED BETWEEN THE "CO" (ABOVE) AND "SUB" (BELOW) IT FORMS THE ROADWAY ID FOR THE ROAD THAT IS BEING ANALYZED</p> <p>SUB: THIS IS THE 3-DIGIT CODE FOR THE ROADWAY SUBSECTION, WHEN COMBINED WITH THE "CO" AND "SEC" (ABOVE) IT FORMS THE ROADWAY ID FOR THE ROAD THAT IS BEING ANALYZED</p> <p>BEG-MP: THIS IS THE BEGINNING MILE-POINT OF THE SEGMENT OR RADIUS THAT IS BEING ANALYZED</p> <p>END-MP: THIS IS THE ENDING MILE-POINT OF THE SEGMENT OR RADIUS THAT IS BEING ANALYZED</p> <p>ROUTE ID: THIS IS THE ROUTE IDENTIFIER FOR THE FIRST CRASH ON THE ROADWAY BEING ANALYZED, THIS WILL DISPLAY THE LOWEST-NUMBERED "SR" FOR THE ROADWAY</p> <p>LENGTH: FOR SEGMENT ANALYSIS THIS IS THE ACTUAL CENTERLINE MILEAGE OF THE SEGMENT BEING ANALYZED AND FOR INTERSECTION ANALYSIS IT IS THE LINEAR LENGTH (I.E. TWICE THE RADIUS) OF THE</p>	<p>ANALYSIS. THIS WILL NORMALLY REFLECT THE RESULT OF THE END MILE-POINT OF THE SEGMENT MINUS THE BEGIN MILE-POINT</p> <p>CATG: THIS IS THE 2-DIGIT CODE FOR THE CRASH RATE CLASS CATEGORY OF THE ROADWAY BEING ANALYZED. THIS IS A CLASSIFICATION THAT COMBINES NUMBER OF LANES, MEDIUM TYPE AND URBAN/ SUBURBAN/ RURAL CLASSIFICATION. "URBAN" IS CURB &amp; GUTTER, "SUBURBAN" IS OPEN DRAINAGE INSIDE CITY OR URBAN AREA, "RURAL" IS OPEN DRAINAGE OUTSIDE CITY AND URBAN AREA. "RASD" MEANS A RAISED MEDIAN. "PAVD" MEANS A PAVED OR PAINTED MEDIAN</p> <p>01 INTERSTATE URBAN          02 INTERSTATE RURAL          03 TOLL ROAD URBAN          04 TOLL ROAD RURAL          05 URBAN OTHER LIMITED ACCESS          06 RURAL OTHER LIMITED ACCESS          07 RAMP URBAN          08 RAMP RURAL          10 URBAN 2-3LN 2WY DIVD RASD          11 URBAN 2-3LN 2WY DIVD PAVD          12 URBAN 2-3LN 2WY UNDIVD          13 SUBURBAN 2-3LN 2WY DIVD RASD          14 SUBURBAN 2-3LN 2WY DIVD PAVD          15 SUBURBAN 2-3LN 2WY UNDIVD          16 RURAL 2-3LN 2WY DIVD RASD          17 RURAL 2-3LN 2WY DIVD PAVD          18 RURAL 2-3LN 2WY UNDIVD          20 URBAN 4-5LN 2WY DIVD RASD          21 URBAN 4-5LN 2WY DIVD PAVD          22 URBAN 4-5LN 2WY UNDIVD          23 SUBURBAN 4-5LN 2WY DIVD RASD          24 SUBURBAN 4-5LN 2WY DIVD PAVD          25 SUBURBAN 4-5LN 2WY UNDIVD          26 RURAL 4-5LN 2WY DIVD RASD          27 RURAL 4-5LN 2WY DIVD PAVD          28 RURAL 4-5LN 2WY UNDIVD          30 URBAN 6+LN 2WY DIVD RASD          31 URBAN 6+LN 2WY DIVD PAVD          32 URBAN 6+LN 2WY UNDIVD</p>	<p>ADT: THIS IS THE AVERAGE DAILY TRAFFIC FOR THE SEGMENT OR FOR THE INTERSECTION AREA. THIS FIGURE IS TAKEN FROM THE ROADWAY CHARACTERISTICS INVENTORY (RCI) AND WEIGHTED ACCORDING TO THE LENGTH (SEGMENT ANALYSIS) OR NUMBER OF LEGS (INTERSECTION ANALYSIS). THE FIGURE SHOWN IS THE AVERAGE NUMBER OF VEHICLES PER DAY (AND PER MILE FOR SEGMENT ANALYSIS) AT THE LOCATION</p> <p>ACTUAL: THIS IS THE ACTUAL CRASH RATE FOR THE SEGMENT OR INTERSECTION AREA THAT IS BEING ANALYZED. THE NUMBER GIVES THE NUMBER OF CRASHES PER MILLION VEHICLE MILES ("MVM" - FOR SEGMENT RATE ANALYSIS) OR PER MILLION ENTERING VEHICLES ("MEV" - FOR INTERSECTION RATE ANALYSIS). TO DETERMINE THIS FIGURE, MULTIPLY THE LISTED ADT TIMES THE NUMBER OF DAYS IN THE DATE RANGE AND TIMES THE LENGTH OF THE SEGMENT FOR SEGMENT ANALYSIS OR TIMES THE NUMBER OF LEGS FOR INTERSECTION ANALYSIS. THIS WILL GIVE THE MVM OR MEV USED TO DETERMINE THE RATE. DIVIDE THE NUMBER OF CRASHES BY THE MVM OR MEV AND THE RESULTING FIGURE IS THE ACTUAL CRASH RATE.</p>	<p>33 SUBURBAN 6+LN 2WY DIVD RASD          34 SUBURBAN 6+LN 2WY DIVD PAVD          35 SUBURBAN 6+LN 2WY UNDIVD          36 RURAL 6+LN 2WY DIVD RASD          37 RURAL 6+LN 2WY DIVD PAVD          38 RURAL 6+LN 2WY UNDIVD          40 URBAN ONE WAY          41 SUBURBAN ONE WAY          42 RURAL ONE WAY          77 UNDEFINED</p>	<p>AVERAGE: THE AVERAGE CRASH RATE IS FOUND IN THE SAME WAY AS THE ACTUAL CRASH RATE EXCEPT THAT THE ANALYSIS IS PERFORMED FOR ALL ROADWAYS OF THE SAME CRASH RATE CLASS CATEGORY (DEFINED ABOVE) WITHIN THE STATE, DISTRICT OR COUNTY. THE CURRENT (2003) STANDARD IS STATEWIDE.</p> <p>%CONF: THIS IS THE STATISTICAL CONFIDENCE THAT THE STATEMENT "THIS LOCATION HAS AN ABNORMALLY HIGH CRASH RATE" IS TRUE. IT IS DETERMINED VIA POISSON'S RATE QUALITY CONTROL FORMULA, USING THE ACTUAL RATE, THE AVERAGE RATE AND THE TRAFFIC VOLUME (MVM OR MEV).</p> <p>#FTL: THIS IS THE NUMBER OF TRAFFIC FATALITIES (INJURY SEVERITY = 5) THAT HAVE OCCURRED WITHIN THE AREA AND DATE-RANGE BEING ANALYZED.</p> <p>#INJ: THIS IS THE NUMBER OF INJURIES (INJURY SEVERITY = 2, 3 OR 4) THAT HAVE OCCURRED WITHIN THE AREA AND DATE-RANGE BEING ANALYZED.</p> <p>#PDO: THIS IS THE NUMBER OF CRASHES THAT HAVE OCCURRED WITHIN THE AREA AND DATE-RANGE BEING ANALYZED WHICH THERE WERE NO TRAFFIC-RELATED INJURIES OR FATALITIES.</p> <p>ECON LOSS: THIS IS THE TOTAL ECONOMIC LOSS FOR ALL CRASHES WITHIN THE AREA AND DATE RANGE OF ANALYSIS, BASED ON THE AVERAGE TOTAL INJURIES COST PER CRASH FOR THE CATEGORY OF ROAD.</p>
--	--	--	---	---

CCCCCCCCC  
 CCCCCCCCCC  
 CCCCCCCCCC  
 AAA  
 AAAAAAAA  
 AAAAAAAA  
 AAA  
 AAA  
 RRRRRRRR  
 RRRRRRRRRR  
 RRR  
 RRR



RANGES AND GET A DETAILED ANALYSIS OF EACH SMALLER RANGE. WHEN ANALYSIS CANNOT BE PERFORMED, THE VALUE "N/A" WILL BE DISPLAYED.

REPORT..CARPJ12-1  
 DATE.....2010-07-29  
 TIME.....16:46:22:5  
 COMMENT:  
 FROM: 01/01/2004 TO 07/29/2010  
 FROM CO/SEC/SUB: 60 040 000  
 TO CO/SEC/SUB: 60 040 000  
 MP: 004.000  
 MP: 009.700

FLORIDA - DEPARTMENT OF TRANSPORTATION  
 (CAR) CRASH ANALYSIS REPORTING SYSTEM  
 CRASH LOCATION SUMMARY FOR STATE ROADS  
 \*\*\* SEGMENT RATES SELECTED \*\*\*  
 RAMP INCL OVRDRIDE VALUES: MAX # OF BREAKS => 6  
 INFL INCL CRASH RATE CATEGORY =>  
 CR/OS INCL AVG DAILY TRAFFIC =>

DST CO SEC SUB BEG-MP END-MP ROUTE ID LENGTH CATG CRASHES ADT ACTUAL AVERAGE %CONF #FTL #INJ #PDO ECON LOSS  
 N/A N/A ALL N/A N/A N/A 123 N/A \*\*\*\*\* \*\*\*\*\* 12 133 44 \*\*\*\*\*

CRASHES PER MONTH		10 FEBRUARY		14 MARCH		7 APRIL		8 MAY		11 JUNE			
15 JULY		10 AUGUST		11 SEPTEMBER		11 OCTOBER		11 NOVEMBER		5 DECEMBER			
#	%	CRASHES PER HARMFUL EVENT	1ST	CRASHES PER DAY AND HOUR	MON	TUE	WED	THU	FRI	SAT	SUN	TOT	%
4	3.25	UNKNOWN/NOT CODED	** AM **	1	1	1	1	1	2	1	1	4	3.25
42	34.14	COLL. W/MV IN TRANS. REAR-END	MIDNT - 1:59	1	1	1	1	1	2	1	1	4	1.62
6	4.87	COLL. W/MV IN TRANS. HEAD-ON	2:00 - 3:59	1	1	1	1	1	2	1	1	2	2.43
18	14.63	COLL. W/MV IN TRANS. ANGLE	4:00 - 5:59	1	1	1	1	1	5	1	1	13	10.56
11	8.94	COLL. W/MV IN TRANS. LFT-TURN	6:00 - 7:59	1	1	1	1	1	2	2	2	9	7.31
2	1.62	COLL. W/MV IN TRANS. RGT-TURN	8:00 - 9:59	1	1	1	1	1	2	2	3	14	11.38
4	3.25	COLL. W/MV IN TRANS. SIDESWIP	10:00 - 11:59	1	1	1	1	1	2	2	3	14	11.38
1	0.81	COLL. W/MV IN TRANS. BAKD INTO	AM TOTAL	6	8	2	2	8	11	5	5	45	36.58
2	1.62	COLL. W/PARKED CAR	** PM **	1	1	1	1	1	2	1	1	2	7.31
1	0.81	COLLISION WITH MV ON ROADWAY	NOON - 1:59	1	1	1	1	1	2	1	1	2	7.31
1	0.81	COLL. W/ PEDESTRIAN	2:00 - 3:59	3	5	1	1	1	6	3	5	23	18.69
0	0.00	COLL. W/ BICYCLE	4:00 - 5:59	2	4	4	4	1	4	3	2	20	16.26
0	0.00	COLL. W/ BICYCLE (BIKE LANE)	6:00 - 7:59	1	2	1	1	1	1	1	3	9	7.31
0	0.00	COLL. W/ MOPED	8:00 - 9:59	1	2	2	2	2	2	3	3	10	8.13
2	1.62	COLL. W/ TRAIN	10:00 - 11:59	1	1	1	1	1	1	1	4	6	4.87
0	0.00	COLL. W/ ANIMAL	PM TOTAL	7	12	10	10	10	11	17	10	77	62.60
2	1.62	MV HIT SIGN/SIGN POST	UNKNOWN	13	20	12	12	18	22	23	15	123	100.00
3	2.43	MV HIT UTILITY POLE/LIGHT POLE	** TOTAL **	10.56	16.26	9.75	14.63	17.88	17.88	18.69	12.19	100.00	
1	0.81	MV HIT GUARDRAIL	** % **	71.54	80.48	71.54	71.54	71.54	71.54	71.54	71.54	71.54	
0	0.00	MV HIT CONCRETE BARRIER WALL	CRASHES BY LIGHTING CONDITION	88	99	88	88	88	88	88	88	88	
0	0.00	MV HIT BRIDGE/PIER/ABUTMNT/RAIL	DESCRIPTION	3	0	3	3	3	3	3	3	3	
0	0.00	MV HIT TREE/SHRUBBERY	TOTAL	1	2	1	1	1	1	1	1	1	
0	0.00	MV HIT W/CONSTRUCTN BARRICDE/SGN	%	10.56	16.26	9.75	14.63	17.88	17.88	18.69	12.19	100.00	
0	0.00	COLL. W/TRAFFIC GATE	CRASHES BY ROAD SURFACE CONDITION	88	99	88	88	88	88	88	88	88	
0	0.00	COLL. W/CRASH ATTENUATORS	DESCRIPTION	3	0	3	3	3	3	3	3	3	
0	0.00	COLL. W/FIXED OBJCT ABOVE ROAD	TOTAL	1	2	1	1	1	1	1	1	1	
1	0.81	MV HIT OTHER FIXED OBJECT	%	71.54	80.48	71.54	71.54	71.54	71.54	71.54	71.54	71.54	
2	1.62	COLL. W/MOVEABLE OBJCT ON ROAD	CRASHES BY WEATHER CONDITION	88	99	88	88	88	88	88	88	88	
0	0.00	MV RAN INTO DITCH/CULVERT	DESCRIPTION	3	0	3	3	3	3	3	3	3	
9	7.31	MV RAN OFF ROAD INTO WATER	TOTAL	1	2	1	1	1	1	1	1	1	
1	0.81	RV OFF ROAD INTO WATER	%	10.56	16.26	9.75	14.63	17.88	17.88	18.69	12.19	100.00	
3	2.43	OVERTURNED	CRASHES BY LIGHTING CONDITION	88	99	88	88	88	88	88	88	88	
0	0.00	OCCUPANT FELL FROM VEHICLE	DESCRIPTION	3	0	3	3	3	3	3	3	3	
1	0.81	TRACTOR/TRAILER JACKKNIFED	TOTAL	1	2	1	1	1	1	1	1	1	
0	0.00	FIRE	%	10.56	16.26	9.75	14.63	17.88	17.88	18.69	12.19	100.00	
0	0.00	EXPLOSION	CRASHES BY ROAD SURFACE CONDITION	88	99	88	88	88	88	88	88	88	
0	0.00	DOWNHILL RUNAWAY	DESCRIPTION	3	0	3	3	3	3	3	3	3	
0	0.00	CARGO LOSS OR SHIFT	TOTAL	1	2	1	1	1	1	1	1	1	
0	0.00	SEPARATION OF UNITS	%	10.56	16.26	9.75	14.63	17.88	17.88	18.69	12.19	100.00	
0	0.00	MEDIAN CROSSOVER	CRASHES BY WEATHER CONDITION	88	99	88	88	88	88	88	88	88	
1	0.81	ALL OTHER (EXPLAIN)	DESCRIPTION	3	0	3	3	3	3	3	3	3	
8	6.50	ALL OTHER (EXPLAIN)	TOTAL	1	2	1	1	1	1	1	1	1	
			%	10.56	16.26	9.75	14.63	17.88	17.88	18.69	12.19	100.00	

1



FLORIDA - DEPARTMENT OF TRANSPORTATION  
(CAR) CRASH ANALYSIS REPORTING SYSTEM  
CRASH LOCATION SUMMARY FOR STATE ROADS

I/O... CAR0112

\*\*\* SEGMENT RATES SELECTED \*\*\*  
RAMP INCL OVERRIDE VALUES: MAX # OF BREAKS => 6  
INFL INCL  
CR/OS INCL

FORMAT: 2 - TOP LINE ALL BREAKS  
CRASH RATE CATEGORY =>  
AVG DAILY TRAFFIC =>

REPORT... CARPJ12-1  
DATE... 2010-07-29  
TIME... 16:46:22:5  
COMMENT:  
FROM: 01/01/2004 TO 07/29/2010  
MP: 004.000  
FROM CO/SEC/SUB: 60 040 000  
TO CO/SEC/SUB: 60 040 000

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON	LOSS
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	123	N/A	*****	*****	*****	*****	*****	12	133	44	*****	*****

VEHICLE MOVEMENT (PER VEHICLE)

TOTAL	%	DESCRIPTION	1ST	%	2ND	%	3RD	DESCRIPTION
119	50.42	STRAIGHT AHEAD	225	95.33	0	0.00	0	NO DEFECTS
55	23.30	SLOWING/STOPPED/STALLED	1	0.42	0	0.00	0	DEFECTIVE BRAKES
34	14.40	MAKING LEFT TURN	1	0.42	0	0.00	0	WORN/SMOOTH TIRES
0	0.00	BACKING	0	0.00	0	0.00	0	DEFECTIVE/IMPROPER LIGHTS
9	3.81	MAKING RIGHT TURN	1	0.42	0	0.00	0	PUNCTURE/BLOWOUT
1	0.42	CHANGING LANES	0	0.00	0	0.00	0	STEERING MECH.
0	0.00	ENTERING/LEAVING PARKING SPACE	0	0.00	0	0.00	0	WINDSHIELD WIPERS
1	0.42	PROPERLY PARKED	0	0.00	0	0.00	0	EQUIPMENT/VEHICLE DEFECT
0	0.00	IMPROPERLY PARKED	8	3.38	0	0.00	0	ALL OTHER
4	1.69	MAKING U-TURN	0	0.00	0	0.00	0	UNKNOWN
6	2.54	PASSING	0	0.00	0	0.00	0	
0	0.00	DRIVERLESS OR RUNAWAY VEH.	0	0.00	0	0.00	0	
7	2.96	ALL OTHERS	0	0.00	0	0.00	0	
0	0.00	UNKNOWN	0	0.00	0	0.00	0	

VEHICLE SPEED (BEFORE CRASH)

TOTAL	%	DESCRIPTION	1ST	%	2ND	3RD	DESCRIPTION
37	15.67	UNKNOWN	2	223	234	0	UNKNOWN/NOT CODED
25	10.59	STOPPED	112	0	0	0	NO IMPROPER DRIVING/ACTION
13	5.50	0-5	40	2	0	0	CARELESS DRIVING
23	9.74	6-10	25	1	0	0	FAILED TO YIELD RIGHT OF WAY
13	5.50	11-15	0	0	0	0	IMPROPER BACKING
4	1.69	16-20	3	0	0	0	IMPROPER LANE CHANGE
9	3.81	21-30	11	1	0	0	IMPROPER TURN
23	9.74	31-40	6	6	0	0	ALCOHOL-UNDER INFLUENCE

RESIDENCE (DRIVER AND PEDESTRIAN)

TOTAL	%	DESCRIPTION	1ST	%	2ND	3RD	DESCRIPTION
139	58.89	CNTY OF CR	10	0	0	0	ALCOHOL-UNDER INFLUENCE
44	18.64	ELSEWHERE	1	0	0	0	ALCOHOL DRUGS-UNDER INFLUENCE
38	16.10	NON-RES	1	0	0	0	FOLLOWED TOO CLOSELY
2	0.84	FOREIGN	1	0	1	0	DISREGARDED TRAFFIC SIGNAL
14	5.93	UNKNOWN	0	0	0	0	EXCEEDED SAFE SPEED LIMIT

SAFETY EQUIPMENT IN USE (PER PERSON)

1ST	%	2ND	%	DESCRIPTION
11	2.54	290	66.97	UNKNOWN
105	24.24	0	0.00	NOT IN USE
299	69.05	0	0.00	SEAT BELT/SHOULDER HARNESS
10	2.30	11	2.54	CHILD RESTRAINT
0	0.00	48	11.08	AIR BAG - DEPLOYED
3	0.69	84	19.39	AIR BAG - NOT DEPLOYED
5	1.15	0	0.00	SAFETY HELMET
0	0.00	0	0.00	EYE PROTECTION
0	0.00	0	0.00	OTHER

CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN

1ST	%	2ND	3RD	DESCRIPTION
2	223	234	0	UNKNOWN/NOT CODED
112	0	0	0	NO IMPROPER DRIVING/ACTION
40	2	0	0	CARELESS DRIVING
25	1	0	0	FAILED TO YIELD RIGHT OF WAY
0	0	0	0	IMPROPER BACKING
3	0	0	0	IMPROPER LANE CHANGE
11	1	0	0	IMPROPER TURN
6	6	0	0	ALCOHOL-UNDER INFLUENCE
0	0	0	0	ALCOHOL DRUGS-UNDER INFLUENCE
10	0	0	0	FOLLOWED TOO CLOSELY
1	0	0	0	DISREGARDED TRAFFIC SIGNAL
1	0	1	0	EXCEEDED SAFE SPEED LIMIT
0	0	0	0	DISREGARDED STOP SIGN
0	0	0	1	FAILED TO MAINTAIN EQUIP/VEH
3	0	0	0	IMPROPER PASSING
3	2	0	0	DROVE LEFT OF CENTER
0	0	0	0	EXCEEDED STATED SPEED LIMIT
0	0	0	0	OBSTRUCTING TRAFFIC
0	0	0	0	IMPROPER LOAD
0	0	0	1	DISREGARDED OTHER TRAFFIC CO
0	0	0	0	DRIVING WRONG SIDE/WAY
0	0	0	0	FLEEING POLICE
0	0	0	0	VEHICLE MODIFIED
3	0	0	0	DRIVER DISTRACTION
17	1	0	0	ALL OTHER (EXPLAIN)

13

TOTAL # OF VEHICLES: 236 TOTAL # OF DRIVERS: 236 TOTAL # OF PEDESTRIANS: 1  
TOTAL # OF PERSONS (PEDESTRIANS, DRIVERS, PASSENGERS): 433

PAGE NO: 5  
USERID: PL330KB  
I/O..... CARO112

FLORIDA - DEPARTMENT OF TRANSPORTATION  
C A R - CRASH ANALYSIS REPORTING SYSTEM  
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

REPORT...CARPJ12-01  
DATE...07/29/2010  
TIME...16:46:22

COMMENT:  
FROM: 01/01/2004 TO 07/29/2010  
FROM CO/SEC/SUB: 60 040 000  
TO CO/SEC/SUB: 60 040 000

RAMPS INCL  
INFL INCL  
CR/OS INCL  
MP: 004.000  
MP: 009.700

FOR YEAR	FATAL CRASH STATISTICS		INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS		INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWS AT INT. INFL AREA		
	CRASHES	FATALITIES	CRASHES	INJURIES		CRASHES	FATALITIES		INJURIES	
2004	0	0	10	21	5	15	0	21	3	0
2005	2	2	11	17	6	19	2	22	3	1
2006	2	5	12	20	7	21	5	26	2	1
2007	1	1	7	14	5	13	1	15	1	0
2008	1	1	11	20	6	18	1	21	2	0
2009	2	2	14	16	11	27	2	21	3	1
2010	1	1	5	6	4	10	1	7	2	0
TOTAL	9	12	70	114	44	123	12	133	16	3

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

PAGE NO: 6  
USERID: PL330KB  
I/O..... CARO112

FLORIDA - DEPARTMENT OF TRANSPORTATION  
C A R - CRASH ANALYSIS REPORTING SYSTEM  
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

REPORT...CARPJ12-01  
DATE...07/29/2010  
TIME...16:46:22

\*\*\* REPORT TOTALS \*\*\*

CUMULATIVE TOTALS FOR ALL LOCATIONS SUBMITTED - OVERLAPPING OR INTERSECTING LOCATIONS MAY RESULT IN CRASHES COUNTED MORE THAN ONCE

FOR YEAR	FATAL CRASH STATISTICS		INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS		INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWS AT INT. INFL AREA		
	CRASHES	FATALITIES	CRASHES	INJURIES		CRASHES	FATALITIES		INJURIES	
2004	0	0	10	21	5	15	0	21	3	0
2005	2	2	11	17	6	19	2	22	3	1
2006	2	5	12	20	7	21	5	26	2	1
TOTAL	9	12	70	114	44	123	12	133	16	3

14

2007	1	1	1	7	14	5	13	1	15	1	0
2008	1	1	1	11	20	6	18	1	21	2	0
2009	2	2	5	14	16	11	27	2	21	3	1
2010	1	1	1	5	6	4	10	1	7	2	0
TOTAL	9	12	19	70	114	44	123	12	133	16	3

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.



# APPENDIX C

## BENEFIT-COST ANALYSIS (BCA)



August 2003

# USER BENEFIT ANALYSIS FOR HIGHWAYS



American Association of State Highway and Transportation Officials

## **Benefit-Cost Analysis**

### *Methodology*

The benefit-cost analysis was performed using the American Association of State Highway and Transportation Officials (AASHTO) Redbook Wizard software. The Redbook Wizard is an Excel based program that is based on the methodologies contained in AASHTO's *User Benefit Analysis for Highways Manual*. This manual is recognized as the preferred method for performing benefit-cost analyses on highway projects and is accepted by FHWA. The Redbook Wizard guides the user through each step in the benefit-cost analysis by prompting the user to input a multitude of values that generally describe the project being analyzed. Some of the variables include: roadway characteristics, traffic data, accident data and economic data.

The baseline for the analysis was 2011 (project start date) and the last year of the analysis period was 2035. It was assumed that the project would be open to traffic by 2012. All referenced costs are in present day dollars.

### *Benefits*

The following table summarizes the total project benefits.

<b>Summary of Project Benefits</b>	
User Value of Time Benefits	\$59,709,610
User Operating Cost Benefits	\$380,707
User Accident Reduction Benefits	\$150,852,518
Agency Operating Benefits	\$2,630,444
User Benefits from Construction	-\$8,641,884
<b>Total User Benefits</b>	<b>\$204,931,396</b>
Capital Costs	\$29,436,581
<b>Net Benefits</b>	<b>\$175,494,814</b>

### *Benefit-Cost Ratio*

The benefit-cost ratio was calculated to be 6.96 using a 7% discount rate.

## **AASHTO Redbook Wizard Entry Values for SR 83**

Year Construction Begins – 2011

Year Operation Begins – 2012

Last Year of Analysis Period – 2035

Base Year – 2010

Vehicle Occupancy (Cars) – 1.4

Vehicle Occupancy (Trucks) – 1.4

Value of Time (Cars) - \$21.30/hr

Value of Time (Trucks) - \$27.66/hr

Fuel Cost (Cars) - \$2.78/gal

Fuel Cost (Trucks) - \$2.93/gal

Fuel cost as % of operating cost – 69%

Real discount rate – 7%

Inflation rate – 3%

Financing rate – 0%

Financing term – 1 year

Issuance cost – 0%

General traffic growth rate – 2.7%

Annual Growth of Value of time – 2%

Truck load value - \$17,774

Market interest rate – 3.25%

Accident costs (Property damage only) \$4,800

Accident costs (Injury) - \$51,000

Accident costs (Fatal) - \$4,200,000

Project costs - \$34,713,000

Peak hour, peak direction traffic volume – 1,260

Peak direction capacity – 1,120

Free-flow speed – 65mph

Improved case traffic data – 2,415

Improved case peak direction capacity – 3,130

Free-flow speed – 65mph

K factor – 14.88

D factor – 70.02

Weekday-to-week expansion factor – 6

Week-to-month expansion factor – 4.35

Seasonality factor – 1.1



# APPENDIX D

## NEPA DOCUMENTATION



**STATUS OF ENVIRONMENTAL CERTIFICATION**

Financial Project ID: 220679-1  
Proposal/Contract ID: \_\_\_\_\_  
Federal Aid No.: \_\_\_\_\_  
Project Description: SR 83 (US 331) from N end of the Choctawhatchee Relief  
Bridge to 0.5 miles S of SR 20; Walton County

This project is a Categorical Exclusion under 23 C.F.R. 771.117:

This project is a Type I Categorical Exclusion under {23 CFR 771.117(c)} effective November 27, 1987 as determined on \_\_\_\_\_, and the determination remains valid.

This project is a Programmatic Categorical Exclusion per FHWA, FTA, and FDOT Agency Operating Agreement executed on January 15, 2003 as determined on \_\_\_\_\_, and the determination remains valid.

The environmental document for this project was a:

- A Type 2 Categorical Exclusion under 23 C.F.R. 771.117(d) approved on 02/07/2000,  
 A Finding of No Significant Impact under 23 C.F.R. 771.121 approved on \_\_\_\_\_, or  
 A Final Environmental Impact Statement under 23 C.F.R. 771.125 approved on \_\_\_\_\_.

A reevaluation in accordance with 23 C.F.R. 771.129 was:

- Approved on 03/01/2010.  
 Not required.

Blair L. Martin  
Blair L. Martin, District Environmental Management Engineer

3/1/2010  
Date

Florida Department of Transportation  
PROJECT REEVALUATION FORM

I. GENERAL INFORMATION (originally approved document)

- a. Reevaluation Phase: Construction
- b. Document Type and Date of Approval: Type 2 Categorical Exclusion - Approved 02/07/2000; Design Reevaluation - Approved 02/25/2002; R/W Reevaluation - Approved 08/12/2003; Construction Reevaluation - Approved 02/05/2005; R/W Reevaluation - Approved 11/30/2006; Construction Reevaluation - Approved 12/03/2007; Design Reevaluation - Approved 10/24/2008; R/W Reevaluation - Approved 09/08/2009
- c. Project Numbers
- |                       |                                      |
|-----------------------|--------------------------------------|
| Financial Project ID: | <u>220657-1 and 220665-1</u>         |
| Federal Project ID:   | <u>XA-061-1 (10) and XA-061-A(1)</u> |
| Work Program (Old):   | <u>3119137 and 3119145</u>           |
| State Job (Old):      | <u>60040-1541 and 60050-1513</u>     |
| County:               | <u>Walton</u>                        |
- d. Project Local Name, Location, and Limits: SR 83 (US 331) from SR 30 (US 98) to SR 8 (I-10)
- e. Segments of Highway Being Advanced: 220679-1; SR 83 (US 331) from N end of the Choctawhatchee Relief Bridge to 0.5 miles S of SR 20
- f. Name of Analyst: Amanda Marshall, FDOT District 3 Environmental Specialist

II. CONCLUSION AND RECOMMENDATION

The above environmental document has been reevaluated as required by 23 CFR 771 and the Project Development and Environment Manual of FDOT, and it was determined that no substantial changes have occurred in the social, economic, or environmental effects of the proposed action that would significantly affect the quality of the human environment. Therefore, the original Administrative Action remains valid.

It is recommended that the project identified herein be advanced to the next phase of project development.

Blair L. Martin  
District Environmental Management Engineer

3/1/10  
Date

On 03/01/2010 consultation between Pritesh Mehta, FHWA Area Engineer and Amanda Marshall, District 3 Environmental Specialist, took place. This resulted in a determination that no major changes have taken place on this project since the last major approval and that the project may move forward.



# APPENDIX E

## DETAILED SCHEDULE





Activity ID	Activity Name	Original Duration	Total Float	Start	Finish	2010	2011	2012	2013	2014	2015
220679-1	TIGER II US 331 / SR 83 FROM SOUTH BAY GROVE ROAD T...	3012	0	10-Jun-03 A	24-Dec-14						
	ADD LANES & RECONSTRUCT	3012	0	10-Jun-03 A	24-Dec-14						
	Preliminary Engineering	103		10-Jun-03 A	03-Nov-03 A						
297010	PREPARE P.E. BEGIN ESTIMATE	5		10-Jun-03 A	10-Jun-03 A						
250010	PRELIMINARY ENGINEERING BEGIN	1		16-Jun-03 A	16-Jun-03 A						
164010	PREPARE CONCEPT / DRAFT SCOPE	35		17-Jun-03 A	04-Aug-03 A						
224010	CLEARINGHOUSE EARLY NOTICE - N/A	40		15-Jul-03 A	15-Jul-03 A						
241010	SAFETY RECOMMENDATIONS	1		15-Jul-03 A	15-Jul-03 A						
329010	ENVIRONMENTAL REVIEW - N/A	5		15-Jul-03 A	15-Jul-03 A						
236010	BIKE / PED RECOMMENDATIONS	1		04-Aug-03 A	04-Aug-03 A						
164020	CONCEPT / DRAFT SCOPE COMPLETED	1		05-Aug-03 A	05-Aug-03 A						
295010	PREPARE ENVIRONMENTAL DOCUMENT - N/A	60		15-Aug-03 A	15-Aug-03 A						
197010	PAVEMENT DESIGN	5		11-Sep-03 A	11-Sep-03 A						
223010	MAJOR / NON-MAJOR STATEMENT - N/A	5		15-Sep-03 A	15-Sep-03 A						
153010	PERFORM PAVEMENT SURVEY	7		06-Oct-03 A	03-Nov-03 A						
	Design Consultant Acquisition	180		03-Sep-03 A	02-Mar-04 A						
232010	CONSULTANT ADVERTISE	1		03-Sep-03 A	03-Sep-03 A						
401010	CONSULTANT SHORTLIST	1		06-Oct-03 A	06-Oct-03 A						
230010	CONSULTANT SCOPE MEETING	1		21-Oct-03 A	21-Oct-03 A						
402010	CONSULTANT FINAL SELECTION	1		24-Nov-03 A	24-Nov-03 A						
233010	P.E. CONSULTANT CONTRACT EXECUTED	1		02-Mar-04 A	02-Mar-04 A						
	Roadway Design	1849	374	01-Mar-04 A	18-Aug-11						
256010	DESIGN TRAFFIC	86		01-Mar-04 A	28-Jun-04 A						
113010	KICK-OFF MEETING	1		15-Mar-04 A	15-Mar-04 A						
106010	DESIGN SURVEY	86		22-Mar-04 A	19-Jul-04 A						
131010	ROADWAY SOILS SURVEY - PHASE 1	64		21-Apr-04 A	19-Jul-04 A						
132010	ROADWAY SOILS REPORT - PHASE 1	30		20-Jul-04 A	30-Aug-04 A						
113020	PREPARE PH I (30%) DESIGN PLANS	79		20-Jul-04 A	16-Nov-04 A						
338030	REEV. FOR DESIGN - N/A	65		13-Aug-04 A	13-Aug-04 A						
106020	REVIEW DESIGN SURVEY	402		31-Aug-04 A	15-Mar-06 A						
339010	VE 30% PLANS REVIEW - 0500306	7		15-Nov-04 A	18-Nov-04 A						
301010	REVIEW PH I (30%) DESIGN PLANS	20		17-Nov-04 A	17-Dec-04 A						
339020	VALUE ENGINEERING REVIEW MEETING	1		24-Nov-04 A	24-Nov-04 A						
247010	LOCAL GOVERNMENT AGREEMENT	643		15-Dec-04 A	15-Oct-07 A						
113030	PREPARE PH II (60%) DESIGN PLANS	140		20-Dec-04 A	13-Jul-05 A						
290010	COMMUNITY AWARENESS PLAN (LEVEL 3)	75		15-Feb-05 A	15-Jun-05 A						
333032	PH 32 CULTURAL RESOURCES ASSESSMENT SURVEY	60		15-Apr-05 A	13-May-05 A						
131020	ROADWAY SOILS SURVEY - PHASE 2	49		26-Apr-05 A	01-Jul-05 A						

Data Date: 30-Jul-10

Page 1 of 5

ALL SCHEDULES ARE PRELIMINARY AND SUBJECT TO CHANGE.

Run: 19-Aug-10 12:30

© Primavera Systems, Inc.

Activity ID	Activity Name	Original Duration	Total Float	Start	Finish	2010	2011	2012	2013	2014	2015
267010	R/R CONTACT - N/A	1		13-May-05 A	13-May-05 A						
132020	ROADWAY SOILS REPORT - PHASE 2	15		04-Jul-05 A	22-Jul-05 A						
302010	REVIEW PH II (60%) DESIGN PLANS	21		14-Jul-05 A	11-Aug-05 A						
235020	BIKE / PED REVIEW	1		20-Jul-05 A	20-Jul-05 A						
292020	PUBLIC INFORMATION WORKSHOP	1		11-Aug-05 A	11-Aug-05 A						
113050	PREPARE PH III (90%) DESIGN PLANS	381		12-Aug-05 A	28-Jan-07 A						
292030	PUBLIC INFORMATION MEETING	1		16-Dec-05 A	16-Dec-05 A						
130010	ROADWAY GEOTECHNICAL CONCURRENCE	95		19-Dec-05 A	28-Apr-06 A						
294010	PROCESS EXCEPTIONS / VARIANCES	1		14-Apr-06 A	14-Apr-06 A						
238010	PH II (60%) REVIEW INTERIM CONSULTANT EVALUATION	1		15-Aug-06 A	15-Aug-06 A						
303010	REVIEW PH III (90%) DESIGN PLANS	20		29-Jan-07 A	23-Feb-07 A						
113060	PREPARE PH IV (100%) DESIGN PLANS	65		26-Feb-07 A	05-Mar-08 A						
292010	PUBLIC INFOR. MEETING	1		06-Mar-07 A	06-Mar-07 A						
297020	PREPARE DESIGN END ESTIMATE	5		25-May-07 A	25-May-07 A						
310010	REVIEW PH IV (100%) DESIGN PLANS	19		05-Mar-08 A	28-Mar-08 A						
113070	PREPARE FINAL DESIGN PLANS	20		30-Apr-08 A	14-Jul-08 A						
238010	PH IV (100%) REVIEW INTERIM CONSULTANT EVALUATION	1		24-Jun-08 A	24-Jun-08 A						
323010	MITIGATION	160	989	30-Jul-10	10-Mar-11						
145010	PERMITS	275	872	30-Jul-10	18-Aug-11						
<b>Bridge Design</b>											
169010	REQUEST FOR PRELIMINARY GEOTECH	1	1056	15-Mar-04 A	20-Mar-09 A						
270010	BRIDGE SURVEY	91		15-Mar-04 A	15-Mar-04 A						
133010	PHASE I GEOTECH FIELD INVESTIGATIONS	65		22-Mar-04 A	26-Jul-04 A						
116010	PHASE I GEOTECH LAB TESTING	62		20-Apr-04 A	19-Jul-04 A						
271010	PHASE I GEOTECH EVALUATION	40		07-May-04 A	02-Aug-04 A						
274010	BRIDGE HYDRAULICS REPORT / CONCURRENCE	88		03-Aug-04 A	27-Sep-04 A						
277010	BRIDGE DEVELOPMENT REPORT / CONCURRENCE	185		13-Aug-04 A	03-Dec-04 A						
274020	APPROVED BRIDGE LENGTH	1		18-Oct-04 A	18-Oct-04 A						
133020	PHASE 2 GEOTECH FIELD INVESTIGATIONS	35		27-Oct-04 A	07-Dec-04 A						
115010	PREPARE PH I (90%) BRIDGE PLANS	69		27-Oct-04 A	31-Jan-05 A						
116020	PHASE 2 GEOTECH LAB TESTING	15		08-Dec-04 A	28-Dec-04 A						
118010	REVIEW PH I (90%) BRIDGE PLANS	20		01-Feb-05 A	28-Feb-05 A						
271020	PHASE 2 GEOTECH ANALYSIS & REPORT	109		01-Feb-05 A	01-Jul-05 A						
115020	PREPARE PH III (90%) BRIDGE PLANS	406		01-Mar-05 A	25-Aug-06 A						
271040	PHASE 3 GEOTECH ANALYSIS	20		04-Jul-05 A	29-Jul-05 A						
182010	REQUEST BRIDGE NUMBER	1		19-Dec-05 A	19-Dec-05 A						
183010	BEGIN BRIDGE LOAD RATING	1		27-Mar-06 A	27-Mar-06 A						
271030	BRIDGE GEOTECHNICAL CONCURRENCE	183		20-Sep-06 A	20-Mar-09 A						

Data Date: 30-Jul-10

Run: 19-Aug-10 12:30

Page 2 of 5

ALL SCHEDULES ARE PRELIMINARY AND SUBJECT TO CHANGE.

© Primavera Systems, Inc.

Activity ID	Activity Name	Original Duration	Total Pivotal	Start	Finish	2010	2011	2012	2013	2014	2015
118020	REVIEW PH III (90%) BRIDGE PLANS	15		25-Jan-07 A	23-Feb-07 A						
184010	SUBMIT BRIDGE LOAD RATING	1		28-Jan-07 A	29-Jan-07 A						
115030	PREPARE PH IV (100%) BRIDGE PLANS	60		05-Mar-07 A	05-Mar-08 A						
186010	REVIEW BRIDGE LOAD RATING	15		23-Mar-07 A	23-Mar-07 A						
188010	BRIDGE LOAD RATING APPROVED	1		30-Mar-07 A	30-Mar-07 A						
118030	REVIEW PH IV (100%) BRIDGE PLANS	20		05-Mar-08 A	28-Mar-08 A						
	<b>Utilities</b>	<b>945</b>		<b>17-Nov-04 A</b>	<b>03-Jun-08 A</b>						
284010	UTILITY CONTACT	1		17-Nov-04 A	17-Nov-04 A						
265010	UTILITY PRE-DESIGN CONFERENCE	1		12-Jul-06 A	12-Jul-06 A						
126010	UTILITY RELOCATION SCHEDULES	30		28-Jan-07 A	02-Feb-07 A						
851010	UTILITY DEPENDANT TIME TO PROJECT MANAGER	10		12-Mar-07 A	12-Mar-07 A						
126020	REVISE UTILITY RELOCATION SCHEDULES	69		13-Mar-07 A	21-Feb-08 A						
266010	UTILITIES RECERTIFIED	1		03-Jun-08 A	03-Jun-08 A						
	<b>Surveying &amp; Mapping</b>	<b>949</b>		<b>16-Mar-04 A</b>	<b>07-Nov-07 A</b>						
300010	R/W SURVEY	100		16-Mar-04 A	30-Jul-04 A						
324010	PREPARE R/W MAINTENANCE MAPS-N/A	1		02-Aug-04 A	02-Aug-04 A						
324020	R/W MAINTENANCE MAPS COMPLETED-N/A	1		02-Aug-04 A	02-Aug-04 A						
300020	R/W SURVEY COMPLETED	1		02-Aug-04 A	02-Aug-04 A						
315010	PREPARE R/W CONTROL MAPS	90		06-Dec-04 A	05-Aug-05 A						
315020	R/W CONTROL MAPS COMPLETED	1		08-Aug-05 A	08-Aug-05 A						
298010	R/W ESTIMATE UPDATE	80		21-Sep-05 A	21-Sep-05 A						
321010	DEED SEARCH	1		12-Oct-05 A	12-Oct-05 A						
138010	PREPARE PRELIMINARY R/W REQUIREMENTS	30		14-Oct-05 A	24-Nov-05 A						
207010	NAME SEARCH	1		24-Nov-05 A	24-Nov-05 A						
142010	SUBMIT PRELIMINARY R/W REQUIREMENTS	1		25-Nov-05 A	25-Nov-05 A						
336010	REV. FOR R/W	57		28-Nov-05 A	29-Sep-06 A						
146010	TITLE SEARCH	202		01-Feb-06 A	16-May-06 A						
210010	REVIEW / MEETING PRELIMINARY R/W REQ	10		02-Feb-06 A	02-Feb-06 A						
151010	PREPARE FINAL R/W REQUIREMENTS	37		03-Feb-06 A	27-Mar-06 A						
319010	SUBMIT FINAL R/W REQUIREMENTS	1		27-Mar-06 A	27-Mar-06 A						
320010	REVIEW FINAL R/W REQUIREMENTS	24		28-Mar-06 A	06-Jun-06 A						
322010	APPROVE FINAL R/W REQUIREMENTS	1		07-Jun-06 A	07-Jun-06 A						
139010	PREPARE 90% FINAL R/W MAPS	117		08-Jun-06 A	02-Nov-06 A						
144010	INSTRUMENTS PREP	236		08-Jun-06 A	03-Nov-06 A						
168010	R/W MAPS FIELD REVIEW MEETING	1		14-Jun-06 A	14-Jun-06 A						
139030	PREPARE 100% FINAL R/W MAPS	1		03-Nov-06 A	03-Nov-06 A						
139040	REVIEW 100% FINAL R/W MAPS	1		03-Nov-06 A	03-Nov-06 A						
139020	REVIEW 90% FINAL R/W MAPS	1		03-Nov-06 A	03-Nov-06 A						

Activity ID	Activity Name	Original Duration	Total Foot	Start	Finish	2010	2011	2012	2013	2014	2015	2016
157010	APPROVE FINAL RW MAPS	1		03-Nov-06 A	03-Nov-06 A							
268010	DOCUMENTS TO RW (1st Submittal Parcels)	1		06-Nov-06 A	06-Nov-06 A							
268020	DOCUMENTS TO RW (2nd Submittal Parcels)	1		15-Mar-07 A	15-Mar-07 A							
268030	DOCUMENTS TO RW (3rd Submittal Parcels)	1		15-Jun-07 A	15-Jun-07 A (s)							
268040	DOCUMENTS TO RW (4th Submittal Parcels)	1		07-Nov-07 A	07-Nov-07 A (al Parcels)							
<b>Right of Way Acquisition</b>												
351020	FEDERAL AUTHORIZATION FOR RW-NIA	10	980	10-Mar-06 A	23-Mar-11							
124010	NEEDS ASSESSMENT SURVEY	20		01-Aug-06 A	17-Aug-06 A							
349010	4B RW SERVICE CONTRACT EXECUTED (FY 07)	1		15-Aug-06 A	15-Aug-06 A							
121010	NEGOTIATIONS	477		20-Nov-06 A	24-Jun-09 A							
122010	CONDEMNATION	400		31-Jan-07 A	24-Jun-09 A							
129010	RELOCATION WORK	400		31-Jan-07 A	31-Aug-09 A							
127907	RW CONSULTANT CONTRACT EXECUTED (FY 07)	1		12-Feb-07 A	12-Feb-07 A (07)							
243010	ALL RW CLEARED	1	167	30-Jul-10	30-Jul-10							
298100	CERTIFIED RW ESTIMATE UPDATE	60	1089	30-Jul-10	21-Oct-10							
253010	RW CERTIFIED	1	0	23-Mar-11	23-Mar-11							
<b>CEI Consultant Acquisition</b>												
405010	CEI CONSULTANT ADVERTISE	1	117	27-Sep-10	08-Mar-11							
406010	CEI SHORTLIST	1	0	27-Sep-10*	27-Sep-10							
403010	CEI SCOPE MEETING	1	0	25-Oct-10	25-Oct-10*							
407010	CEI FINAL SELECTION	1	0	15-Nov-10	15-Nov-10*							
408010	CEI CONTRACT EXECUTED	1	0	27-Dec-10	27-Dec-10*							
203010	CEI ENCUMBERED	1	13	07-Mar-11	07-Mar-11*							
<b>Design / Build</b>												
252032	PROGRAM PH 52 W/FHWA (FEDERAL)	1	1128	30-Aug-10	24-Dec-14							
600005	CENTRAL OFFICE D/B APPROVAL	10	7	30-Aug-10*	30-Aug-10							
333052	PH 52 CULTURAL RESOURCES ASSESSMENT SURVEY	20	25	30-Aug-10*	24-Sep-10							
450052	PH 52 TIP / STIP AMENDMENT	30	12	31-Aug-10	11-Oct-10							
252042	WORK PROGRAM AMENDMENT	30	12	31-Aug-10	11-Oct-10							
107090	PREPARE D/B RFP PACKAGE	15	7	13-Sep-10	01-Oct-10							
460010	RFP TO FHWA REVIEW	10	7	04-Oct-10	15-Oct-10							
296010	ENVIRONMENTAL CERTIFICATION TO PM	1	7	18-Oct-10	18-Oct-10							
461010	FHWA RFP APPROVAL	1	7	18-Oct-10	18-Oct-10							
452010	PH 52 DESIGN BUILD AUTHORIZATION	1	7	19-Oct-10	19-Oct-10							
452020	PH 52 DESIGN ENCUMBRANCE	1	7	20-Oct-10	20-Oct-10							
232052	ADVERTISE DESIGN / BUILD	1	0	01-Nov-10*	01-Nov-10							
459052	LETTERS OF INTEREST DUE	1	0	12-Nov-10	12-Nov-10							
401052	RFP TO SHORTLISTED FIRMS	1	0	22-Nov-10	22-Nov-10							

Data Date: 30-Jul-10  
 Run: 19-Aug-10 12:30  
 Page 4 of 5  
 ALL SCHEDULES ARE PRELIMINARY AND SUBJECT TO CHANGE.  
 © Primavera Systems, Inc.

