

Okaloosa County
Sales Surtax Project Reconciliation

Project Revenue and Expense Summary

Category	Revenue Summary			Expense Summary			
	Budget	YTD Collected	% Collected	Budget	Actual / Pending	Balance	% Spent
Surtax Revenues	\$10,521,745	\$5,006,379	48%	\$10,521,745	\$1,042,144	\$9,479,601	10%
Grant Revenues	\$1,801,474	\$250,000	14%	\$1,801,474	\$16,474	\$1,785,000	1%
Other Revenues	\$1,665,107	\$673,263	40%	\$1,665,107	\$205,328	\$1,459,779	12%
Pending					\$99,887	\$99,887	
Total	\$13,988,326	\$5,929,642	42%	\$13,988,326	\$1,363,833	\$12,824,267	10%

Project Summary

Title	Project	Category	Budget	Pending	Actuals	Balance	% Spent	% Complete
6th Street Area Stormwater	ST000001	Stormwater	\$750,750	\$0	\$0	\$750,750	0%	13%
Beachview Drive Drainage	ST000002	Stormwater	\$600,513	\$0	\$18,280	\$582,233	3%	6%
Commons Drive Signalization	ST000003	Transportation Capacity	\$500,000	\$0	\$57,510	\$442,490	12%	14%
John King Road Intersection Improvements	ST000004	Transportation Capacity	\$1,965,000	\$0	\$70,380	\$1,894,620	4%	6%
Redwood Avenue Intersection	ST000005	Transportation Capacity	\$350,000	\$0	\$16,860	\$333,140	5%	5%
Santa Rosa Boulevard Crosswalks	ST000006	Transportation Capacity	\$280,000	\$0	\$32,929	\$247,071	12%	12%
Standish Court Stormwater	ST000007	Stormwater	\$820,000	\$10,387	\$46,828	\$773,172	7%	9%
Sheriff's Office Training Facility	ST000008	Public Safety	\$2,400,000	\$89,500	\$730,794	\$1,669,206	34%	12%
Southwest Crestview Bypass	ST000009	Transportation Capacity	\$2,202,802	\$0	\$274,702	\$1,928,100	12%	3%
Carmel & Beal Intersection Improvements	ST000010	Transportation Safety	\$25,000	\$0	\$13,633	\$11,367	55%	5%
Overbrook Area Stormwater Improvements	ST000011	Stormwater	\$250,000	\$0	\$0	\$250,000	0%	1%
Lloyd Street/Mayflower Area Stormwater Improver	ST000012	Stormwater	\$66,516	\$0	\$2,030	\$64,486	3%	2%
Millside Roadway Improvements	ST000013	Transportation Capacity	\$39,000	\$0	\$0	\$39,000	0%	1%
Highway 2 Bridge and Roadway Improvements	ST000014	Transportation Capacity	\$200,000	\$0	\$0	\$200,000	0%	1%
Northwest Crestview Bypass	ST000015	Transportation Capacity	\$500,000	\$0	\$0	\$500,000	0%	0%
Reserve - Future Capital Outlay		Reserve	\$3,038,745			\$3,038,745		
Expenses by Project			\$13,988,326	\$99,887	\$1,263,946	\$12,724,380		
		Public Safety	\$2,400,000	\$89,500	\$730,794	\$1,669,206	34%	
		Transportation Capacity	\$6,036,802	\$0	\$452,381	\$5,584,421	7%	
		Transportation Safety	\$25,000	\$0	\$13,633	\$11,367	55%	
		Stormwater	\$2,487,779	\$10,387	\$67,138	\$2,420,641	3%	
		Reserve	\$3,038,745	\$0	\$0	\$3,038,745	0%	
Expenses by Category			\$13,988,326	\$99,887	\$1,263,946	\$12,724,380		

Title
6th Street Area Stormwater

Category
Stormwater

Project
ST000001

District
2

Project Summary

Stormwater piping along 6th Street and 9th Avenue in the area of Port Dixie (Shalimar) has exceeded its service life and the overall system is in need of improvements. Corrugated metal pipe that was placed in service over 35 years ago suffers from system-wide degradation resulting in multiple failures. Replacing the pipe with a modern smooth lined high density polyethylene pipe will improve the flow capacity, reduce the amount of sediment carried by stormwater runoff, and prevent the formation of ground level sinks due to vertical erosion.

Cost Estimate

Total Project Cost was originally estimated at \$750,750 pending design; however, that cost only covered pipe replacement on the west side of 6th Street. It's now apparent that pipes on the east side of 6th Street and interconnections are also in need of replacement, along with an unfunded CEI component. Staff considered phasing the construction. A phasing plan will require additional engineering and structures, and increase construction costs for completion of the entire project. Based on the bonding decision for the SW Crestview Bypass, additional funds are available in the near term, and it will be more efficient and cost effective to allocate funds for the complete project. As part of the FY19 CIP budget, \$128,750 was allocated; those funds will be utilized prior to seeking for approval to increase the overall surtax budget.

Project Status

The project was tasked to a qualified Engineering consultant for design and permitting, and the design progress currently stands at 90% complete; however, additional funding for the complete project will need to be considered, as noted above. 100% plan completion is anticipated by mid august, 2019 with construction expected to begin in the fall.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
\$622,000 Surtax Revenues	\$0 Pending	\$622,000 Surtax
\$0 Grant Revenues	\$0 Surtax	\$0 Grant
\$128,750 Other Revenues	\$0 Grant	\$128,750 Other
\$750,750 Total Revenues	\$0 Total Expenses	\$750,750 Total Remaining
<u>Project Balance</u>	<u>% Funding Spent</u>	<u>% Project Complete</u>
\$750,750	0%	13%

Title	Category	Project	District
Beachview Drive Drainage	Stormwater	ST000002	2

Project Summary

When routine rainfall events occur it is not uncommon for stormwater to flood along Eglin Parkway and the northern end of Beachview Drive. There are stormwater collection systems in place; however, the conveyance and treatment of stormwater runoff from this location is inadequate, causing the water to flood the roadways.

This project will include the design and construction of a stormwater system that will properly collect, convey, and treat stormwater from the areas of Eglin Parkway and Beachview Drive to the current discharge point at the southeastern terminus of 3rd Avenue.

Cost Estimate

Total Project Cost is estimated at \$600,513 pending final design. This project was initiated in FY18 with CIP funds; remaining funds were reallocated in the FY19 budget, providing a total of \$144,513 in FY19 CIP for completion of design and initial construction activities.

Project Status

The project has been tasked to a qualified Engineering consultant for design and permitting. Some additional work in verifying the appropriate outfall has been identified by the consultant; therefore, 60% plans are now expected for review by the end of July; design completion is still anticipated in the summer of 2019 with construction to begin in the fall of 2019.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
	\$0 Pending	
\$456,000 Surtax Revenues	\$0 Surtax	\$456,000 Surtax
\$0 Grant Revenues	\$0 Grant	\$0 Grant
\$144,513 Other Revenues	\$18,280 Other	\$126,233 Other
\$600,513 Total Revenues	\$18,280 Total Expenses	\$582,233 Total Remaining
<u>Project Balance</u>	<u>% Funding Spent</u>	<u>% Project Complete</u>
\$582,233	3%	6%

Title	Category	Project	District
Commons Drive Signalization	Transportation Capacity	ST000003	5

Project Summary

Growth in the Destin area has caused the “back roads” to also be subjected to heavy traffic throughout the year. Serving as a secondary east-west road to US 98 on the east side of Destin, Commons Drive has seen significant development along its corridor and is in need of traffic capacity and safety improvements.

Congestion and heavy turning movements at the intersection of Commons Drive and Henderson Beach Drive (behind Wal-Mart) has grown to the point where installation of a traffic signal will bring safety and relief to those passing through. Improvements to turn lanes, intersection approaches, and pedestrian facilities are included as part of the overall project.

Cost Estimate

Project Cost is estimated at \$500,000 pending final design. Part of the funding (\$100,000) for this project is provided by the City of Destin through developer contributed funds. Staff has identified paving overlays that will likely be needed adjacent to the intersection on both Commons Drive and Henderson Beach Blvd. An additional \$500,000 may be added to the project from gas tax revenues to accomplish that additional work as part of the overall project.

Project Status

A qualified Engineering consultant is working on completing the design. The design work is currently 90% complete. Anticipated time for completion of design and permitting is the summer of 2019 with construction to begin in the winter of 2019.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
\$400,000 Surtax Revenues	\$0 Pending	\$400,000 Surtax
\$0 Grant Revenues	\$0 Surtax	\$0 Grant
\$100,000 Other Revenues	\$0 Grant	\$42,490 Other
\$500,000 Total Revenues	\$57,510 Total Expenses	\$442,490 Total Remaining
<u>Project Balance</u>	<u>% Funding Spent</u>	<u>% Project Complete</u>
\$442,490	12%	14%

Title	Category	Project	District
John King Road Intersection Improvements	Transportation Capacity	ST000004	1

Project Summary

The termination of John King Road at SR 85 in Crestview has grown into one of the county's busiest intersections at nearly any time of day. The large number of southbound cars queuing to turn left on John King Road to get to the various residential areas causes a significant delay to the northbound flow of traffic along SR 85. Recent changes have been made to the pavement markings in an effort to reduce potential impacts, but capacity improvements are needed.

Proposed as part of this project is an increase in the number of lanes along John King Road from SR 85 to the intersection with Live Oak Church Road. In conjunction with planned improvements by the FDOT to add turn lanes along SR 85, the additional lanes will allow more cars to access John King Road and significantly reduce the length of the turn arrow – this will, in turn, allow for greater flow capacity along SR 85. Other improvements, such as turn lanes, sidewalks, medians, and intersection controls with Live Oak Church Road will also be considered as part of the overall project design.

Cost Estimate

Total Project Cost is estimated at \$2,280,000 pending final design.

\$550,000 was requested for FY 19. That amount has been approved in separate increments of \$100,000 in February and \$450,000 in March. A CIGP grant of \$1,115,000 is in the FDOT 5-year budget, and staff will attempt to get that moved up to 2021. An additional \$300,000 was budgeted for the project in the FY19 CIP.

Work to be completed under this funding includes:

- Completion of design and coordination with FDOT (supplement to prior approval)
- Acquisition of right of way (including stormwater treatment areas)

Project Status

The project has been tasked to a qualified Engineering consultant for design and permitting and design work is underway. Handling of stormwater needs while minimizing right-of-way impacts is a significant issue. The 30% plans are expected in late summer for staff review. Anticipated time for design, right of way acquisition and permitting completion is the spring of 2020 with construction expected to begin in the spring of 2021.

Revenues	Expenditures	Remaining
\$550,000 Surtax Revenues	\$0 Pending	\$550,000 Surtax
\$1,115,000 Grant Revenues	\$0 Surtax	\$1,115,000 Grant
\$300,000 Other Revenues	\$0 Grant	\$229,620 Other
\$1,965,000 Total Revenues	\$70,380 Other	\$1,894,620 Total Remaining
	\$70,380 Total Expenses	

Project Balance

\$1,894,620

% Funding Spent

4%

% Project Complete

6%

Title	Category	Project	District
Redwood Avenue Intersection	Transportation Capacity	ST000005	5

Project Summary

Located within walking distance of Plew Elementary School and with signalized pedestrian access across SR 20, pedestrian traffic along Redwood Avenue has grown to the point where sidewalks are needed. Segments of sidewalks exist in the area, but linking those sections will dramatically improve pedestrian convenience and safety. Sidewalk improvements will tie into the existing facilities at the signalized intersection on SR 20 and extend south.

Survey information necessary for the design of this project will also include detailed information for future improvements to the Redwood Avenue approach to the intersection with SR 20. Additional improvements proposed as part of the project needs list includes roadway construction (such as turn lanes and lane reconfiguration) at the intersection with SR 20 to improve traffic flow and safety. Development of the roadway improvements will be under a separate project.

Cost Estimate

Sidewalk Improvements are estimated at \$350,000 pending final design.

Project Status

The project has been tasked to a qualified Engineering consultant for design and permitting. The survey work is substantially complete. Anticipated time to design and permitting completion is the fall of 2019 with construction to begin in the spring of 2020.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
\$350,000 Surtax Revenues	\$0 Pending	\$333,140 Surtax
\$0 Grant Revenues	\$16,860 Surtax	\$0 Grant
\$0 Other Revenues	\$0 Grant	\$0 Other
<u>\$350,000 Total Revenues</u>	<u>\$16,860 Total Expenses</u>	<u>\$333,140 Total Remaining</u>
 <u>Project Balance</u>	 <u>% Funding Spent</u>	 <u>% Project Complete</u>
\$333,140	5%	5%

Title
Santa Rosa Boulevard Crosswalks

Category
Transportation Capacity

Project
ST000006

District
2

Project Summary

In 2018 Okaloosa County was able to complete construction of the last three Beach Access Way parks on Okaloosa Island. Improvements provided a paved parking lot, picnic pavilion, restrooms, stormwater management facilities, and rinse/wash down stations as public access points to the beach. Due to the high level of non-vehicular traffic along Okaloosa Island, provisions for pedestrian access from the north side of Santa Rosa Boulevard to the beach access way parks along the south side are warranted for safety.

This particular improvement is one of several improvements proposed along Santa Rosa Boulevard as part of the project needs list.

Cost Estimate

Total Project Cost for all improvements included as part of the Santa Rosa Boulevard Stormwater & Roadway Improvements is estimated at \$2,800,000 pending final design. This particular phase of the project, Pedestrian Crosswalk Safety Improvements at the Beach Access Ways, is estimated at \$280,000 pending final design. LAP funding is earmarked for the design, construction and CEI for the stormwater and roadway portions of the project in FDOT's 5-year budget, and those future funds are not included in this status update.

Project Status

The project has been tasked to a qualified Engineering consultant for design and permitting. Design completion for crosswalks at beach access points is anticipated in summer of 2019 with construction to begin in the winter of 2019. Modifications to the project construction schedule will be considered to minimize impacts to traffic along Santa Rosa Boulevard during the heavy tourism season, while advancing as much work as possible to have safety improvements in place.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
\$280,000 Surtax Revenues	\$0 Pending	\$247,071 Surtax
\$0 Grant Revenues	\$32,929 Surtax	\$0 Grant
\$0 Other Revenues	\$0 Grant	\$0 Other
\$280,000 Total Revenues	\$32,929 Total Expenses	\$247,071 Total Remaining
<u>Project Balance</u>	<u>% Funding Spent</u>	<u>% Project Complete</u>
\$247,071	12%	12%

Title
Standish Court Stormwater

Category
Stormwater

Project
ST000007

District
4

Project Summary

Stormwater discharged into Cinco Bayou in the vicinity of Standish Court and Lafitte Crescent collects runoff from a large number of surrounding roadways and residential properties. Underground systems comprised of pipes that have been in place for decades are failing due to the high levels of flow over the years. Pipe failures at joints and along the length of several pipe runs cause ground level vertical erosion in certain locations and cause the deposition of sediment into Cinco Bayou. Improving the failed system with the installation of a smooth lined high density polyethylene pipe network will mitigate future ground level impacts and prevent the related discharge of sediment into Cinco Bayou.

Implementation of this project as part of the project needs list will augment an already approved allocation from the State of Florida for similar improvements along the same pipe network reaching from Cinco Bayou northward nearly to Mayflower Avenue; largely along Standish Court.

Cost Estimate

Total Project Cost is currently estimated at \$820,000, which includes \$420,000 in Restore Act grant funds and \$400,000 in sales tax funds, pending final design.

Project Status

The project has been tasked to a qualified Engineering consultant for design and permitting. 30% plans are ; however, additional survey work s required to locate improvements and develop needed easements. Design completion is anticipated in late summer of 2019; construction start is subject to resolution of any outstanding issues with the Restore Act grant.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
\$400,000 Surtax Revenues	\$10,387 Pending	\$353,172 Surtax
\$420,000 Grant Revenues	\$46,828 Surtax	\$420,000 Grant
\$0 Other Revenues	\$0 Grant	\$0 Other
\$820,000 Total Revenues	\$46,828 Total Expenses	\$773,172 Total Remaining
<u>Project Balance</u>	<u>% Funding Spent</u>	<u>% Project Complete</u>
\$773,172	6%	9%

Title
Sheriff's Office Training Facility

Category
Public Safety

Project
ST000008

District
3

Project Summary

Sheriff Ashley outlined the needs: a new 10,000 sq/ft facility, the purchase of an adjoining 40 acres of property to prevent future encroachment, develop a driving pad to be used for the Teen Driver Program and the Physical Agility Training Course, and purchase of a new lead trap system, which will eliminate the need to excavate the berms every year for lead reclamation.

Cost Estimate

\$2,400,000 for:
Training center including classrooms, offices, and storage
Firing range with lead trap reclamation system
Purchase of adjoining 40 acres of property

Project Status

\$224,831.25 has been reimbursed for the new lead trap system. \$409,578.50 has been spent on the acquisition of approximately 40 acres together with survey and closing expenses. The 90% building plans were submitted and reviewed; the consultant is completing final revisions and expects to submit plans for DO on the training center by the end of July.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
\$2,400,000 Surtax Revenues	\$89,500 Pending	\$1,669,206 Surtax
\$0 Grant Revenues	\$730,794 Surtax	\$0 Grant
\$0 Other Revenues	\$0 Grant	\$0 Other
<u>\$2,400,000</u> Total Revenues	<u>\$730,794</u> Total Expenses	<u>\$1,669,206</u> Total Remaining
<u>Project Balance</u>	<u>% Funding Spent</u>	<u>% Project Complete</u>
\$1,669,206	30%	12%

Title	Category	Project	District
Southwest Crestview Bypass	Transportation Capacity	ST000009	3

Project Summary

Originally planned as a rural bypass of Crestview, PJ Adams Parkway and Antioch Road have grown to be one of the larger residential hubs in Okaloosa County. Continued growth in the northwest portions of Crestview and Okaloosa County in general have rcreated a need for expansion of the existing roadway along with the development of a new north-south connection. An accepted alignment for that project was approved in 2010 with a PD&E, and portions of the project have already been designed. The City of Crestview and Okaloosa County are also partnering to develop a new east-west corridor between Antioch Road and SR 85 north of Interstate 10. The new alignment, dubbed "Five Prime," will connect from Physician's Drive to the new bypass and from the bypass to Antioch Road at its current connection with Arena Road. Overall planned improvements include:

- Widening of PJ Adams Parkway from 2 lanes to 4 from SR 85 to Interstate 10
 - Construction of a new overpass and interchange with Interstate 10 (performed by FDOT in coordination with Okaloosa County)
 - Construction of a 4 lane roadway from Interstate 10 to Highway 90
 - Construction of an east-west corridor connecting Antioch Road to SR 85 north of Interstate 10
- These improvements will be completed in phases and/or segments.

Cost Estimate

Total Project Cost is estimated at approximately \$220,000,000 pending final design; this includes design and construction of the interchange with I-10 by FDOT. Phases I-III are partially funded by FDOT LAP and TRIP Grants, which are not fully reflected in the revenue and cost summary below. FDOT is designing and constructing the I-10 interchange and its approaches; those funds are also not reflected below. Funding participation through the bonding effort, by the City of Crestview and by Triumph will be reflected below upon release of those funds to the County.

Project Status

Construction bids have been received, and negotiations are commencing for construction and CEI for Phases I - III for the widening from SR 85 to Wildhorse Drive, expected to be underway in early September. Negotiations are ongoing with Triumph for the requested \$64.1 million grant. Staff is continuing full-speed with the design and engineering of the entire project, coordination with FDOT, and the City of Crestview.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
	\$0 Pending	
\$2,000,000 Surtax Revenues	\$201,100 Surtax	\$1,798,900 Surtax
\$16,474 Grant Revenues	\$16,474 Grant	\$0 Grant
\$186,328 Other Revenues	\$57,128 Other	\$129,200 Other
\$2,202,802 Total Revenues	\$274,702 Total Expenses	\$1,928,100 Total Remaining
 <u>Project Balance</u>	 <u>% Funding Spent</u>	 <u>% Project Complete</u>
\$1,928,100	12%	3%

Title
Carmel & Beal Intersection Improvements

Category
Transportation Safety

Project
ST000010

District
4

Project Summary

The intersection between Carmel Drive and Beal Parkway has a commercial presence on the west and residential presence to the east. Capacity through the intersection can be improved with the addition of turn lanes, pavement markings, lane alignments, and potential signal modifications. Proposed modifications to SR 189 by FDOT may include median access changes that could impact the utilization of the existing Carmel & Beal intersection. Additional pedestrian improvements are also proposed along Carmel to improve neighborhood connectivity with nearby retail centers.

Due to the intersection involving a state roadway (Beal Parkway/SR 189) construction of the project is eligible for funding through the County Incentive Grant Program (CIGP) available through the Florida Department of Transportation. Annual applications require an engineering schematic accompany the application narrative.

Cost Estimate

Total Project Costs are to be determined based on the approved schematic, but are estimated at \$1,600,000 in total. The \$25,000 expense for developing the CIGP grant application has been approved.

Project Status

A qualified Engineering consultant has prepared the application documents and submitted for the CIGP grant match from FDOT, as approved at the 3/26 BCC meeting. Timing for additional funding and construction is subject to grant award results.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
\$25,000 Surtax Revenues	\$0 Pending	\$11,367 Surtax
\$0 Grant Revenues	\$13,633 Surtax	\$0 Grant
\$0 Other Revenues	\$0 Grant	\$0 Other
<u>\$25,000 Total Revenues</u>	<u>\$13,633 Total Expenses</u>	<u>\$11,367 Total Remaining</u>
 <u>Project Balance</u>	 <u>% Funding Spent</u>	 <u>% Project Complete</u>
\$11,367	55%	5%

Title
Overbrook Area Stormwater Improvements

Category
Stormwater

Project
ST000011

District
4

Project Summary

Existing stormwater infrastructure does exist in the Overbrook Subdivision but is woefully inadequate. Flooding conditions have been exacerbated over the past decade as surrounding federal, public and private developments have reduced the amount of permeable surface available for stormwater percolation and increased runoff into the Overbrook area. Now, even moderate rainfall events can cause yards to flood to home foundations and into other portions of the home, especially garages that are below finished floor slab heights. In heavier rainfall events, many homes receive floodwater in their living spaces. At times, stormwater runoff is flowing so quickly that some residents open their doors to allow floodwater to flow through their homes. Stormwater eventually enters into the piped stormwater system on Overbrook Drive but it quickly reaches capacity, flooding the entire road. The stormwater system on Overbrook Drive discharges into Overbrook Pond and on to Gap Creek. Overbrook Pond was improved with grant funding a few years ago but the project had no effect on stormwater issues upstream. A general Florida Department of Environmental Protection (FDEP) grant in the amount of \$250,000 was signed on May 5, 2019 for Pre-Design Study, Design and Permitting. The grant does not require a match, and those funds will be used to implement the design phase of the project

Cost Estimate

The total estimated cost of the improvement project is \$1,750,000, including design, engineering and permitting. The design, engineering and permitting should be covered substantially by the FDEP grant. Sales tax funds are anticipated to be needed in the future for any excess engineering costs and construction.

Project Status

The project has been tasked to a qualified Engineering consultant for design and permitting. The consultant has begun gathering information for the preliminary design, identified as Task 1 in the grant. No timeframe for completion of the engineering has currently been set.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
\$0 Surtax Revenues	\$0 Pending	\$0 Surtax
\$250,000 Grant Revenues	\$0 Surtax	\$250,000 Grant
\$0 Other Revenues	\$0 Grant	\$0 Other
<hr/> \$250,000 Total Revenues	<hr/> \$0 Total Expenses	<hr/> \$250,000 Total Remaining
 <u>Project Balance</u> \$250,000	 <u>% Funding Spent</u> 0%	 <u>% Project Complete</u> 1%

Title	Category	Project	District
Lloyd Street/Mayflower Area Stormwater Improvements	Stormwater	ST000012	4

Project Summary

Lloyd Street sits near the middle of a drainage basin area that has experienced poor drainage due to aged stormwater infrastructure and an ineffective outfall. The proposed project will include stormwater modeling, pipe inspection, design and construction of stormwater infrastructure in the drainage basin that includes Lloyd Street and Mayflower Avenue and outfalls to Cinco Bayou.

Cost Estimate

The project has been tasked to a qualified Engineering consultant for geotechnical evaluation, subsurface utility engineering, and preliminary design. Once a preliminary design plan is developed, additional design work will be necessary to complete plans for permitting and construction. Preliminary design completion is anticipated in the fall of 2019.

Project Status

Total Project Cost is estimated at \$1,400,000 pending final design. As part of the FY19 stormwater division budget, \$66,516 was allocated for preliminary design activities.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
\$0 Surtax Revenues	\$0 Pending	\$0 Surtax
\$0 Grant Revenues	\$0 Surtax	\$0 Grant
\$66,516 Other Revenues	\$2,030 Other	\$64,486 Other
\$66,516 Total Revenues	\$2,030 Total Expenses	\$64,486 Total Remaining
 <u>Project Balance</u>	 <u>% Funding Spent</u>	 <u>% Project Complete</u>
\$64,486	3%	2%

Title	Category	Project	District
Millside Roadway Improvements	Transportation Capacity	ST000013	1

Project Summary

Millside Road is an unpaved connector road between State Route 85 and Steel Mill Creek Road, and is one of the roads proposed for paving of unimproved roads within the County. The roadway primarily carries local residential, agricultural and silvicultural vehicles, but could see increased traffic volumes with paving improvements. At one time, Millside Road was considered a logical eastward extension of Highway 2 east of SR 85. The roadway scores near the top of the County's Dirt to Pave matrix. Staff has met with property owners along the roadway and has received positive feedback from residents with willingness to donate any needed right-of-way.

Cost Estimate

As part of the FY19 road division budget, \$39,000 was allocated for preliminary evaluation right-of-way needs, geotechnical report and preliminary design for the proposed improvement.

Project Status

The project has been tasked to a qualified Engineering consultant for evaluation of right-of-way needs, geotechnical investigation and preliminary design.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
	\$0 Pending	
\$0 Surtax Revenues	\$0 Surtax	\$0 Surtax
\$0 Grant Revenues	\$0 Grant	\$0 Grant
\$39,000 Other Revenues	\$0 Other	\$39,000 Other
\$39,000 Total Revenues	\$0 Total Expenses	\$39,000 Total Remaining
 <u>Project Balance</u>	 <u>% Funding Spent</u>	 <u>% Project Complete</u>
\$39,000	0%	1%

Title
Highway 2 Bridge and Roadway Improvements

Category
Transportation Capacity

Project
ST000014

District
1&3

Project Summary

County Road (CR) 2 between State Route 189 and State Route 85 consists of an approximately 20' width of asphalt comprised of 10' travel lanes with no paved shoulders. There is varied evidence of major pavement failure throughout the project limits between State Route 189 and State Route 85. There are two bridges within the project limits, Big Horse Creek Bridge and Yellow River Bridge. The latter was built in 1949, does not meet current design standards, and is currently posted for 31 tons. Funding to widen the existing asphalt width of roadway to 24', resurface from SR 189 to SR 85, and evaluate and upgrade the existing condition of the bridges is proposed with funding from the Infrastructure Surtax. Funds were previously allocated through the FY19 Capital Improvement Plan for preliminary survey and design, evaluation of bridges, geotechnical and other services related to the creation of concept plans for the widening and resurfacing of approximately 9.44 miles of CR 2 in the project area.

Cost Estimate

As part of the FY19 road division budget, \$200,000 was allocated for preliminary evaluation and design activities for both the road and bridges. \$7,500,000 is suggested as a placeholder for the total project cost, pending the preliminary evaluation of bridge conditions and final design.

Project Status

The project has been tasked to a qualified Engineering consultant for surveying, geotechnical, bridge evaluation and preliminary design. Initial surveying and geotechnical work is underway. Based on results of the preliminary evaluation and preliminary design, additional design services could occur in the summer of 2020 with construction to begin in the fall of 2020.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
	\$0 Pending	
\$0 Surtax Revenues	\$0 Surtax	\$0 Surtax
\$0 Grant Revenues	\$0 Grant	\$0 Grant
\$200,000 Other Revenues	\$0 Other	\$200,000 Other
\$200,000 Total Revenues	\$0 Total Expenses	\$200,000 Total Remaining
<u>Project Balance</u>	<u>% Funding Spent</u>	<u>% Project Complete</u>
\$200,000	0%	1%

Title
Northwest Crestview Bypass

Category
Transportation Capacity

Project
ST000015

District
1

Project Summary

Continued growth in the northwest portions of Crestview and Okaloosa County in general have created a need for expansion of existing roadways, along with the development of a new north-south connection. An accepted alignment for the southwest portion of that project was approved for the Southwest Crestview Bypass, and that project is fully underway, with portions of PJ Adams Parkway about to begin construction, and the portion north of PJ Adams, including an I-10 interchange, currently in design. The logical extension of this project is the Northwest Crestview Bypass, which is conceptually planned to follow the right-of-way of Old Bethel Road.

Cost Estimate

The total cost for the Project Development and Environment (PD&E), a preliminary design study, is estimated at approximately \$2,400,000, which is tentatively indicated the total amount of a TRIP grant from the Florida Department of Transportation. That total includes a 50% match from the County. \$500,000 in CIP funding has been allocated to cover a portion of the County's match; the remaining \$700,000 is planned to be funded from Surtax.

Project Status

The first requirement for design of such an ambitious roadway project (and the "environment" portion of PD&E) is to meet the provisions of the National Environmental Policy Act (NEPA). The NEPA study is expected to be out for bid in the fall of 2019.

Revenues

\$0 Surtax Revenues
\$0 Grant Revenues
\$500,000 Other Revenues

\$500,000 Total Revenues

Expenditures

\$0 Pending
\$0 Surtax
\$0 Grant
\$0 Other

\$0 Total Expenses

Remaining

\$0 Surtax
\$0 Grant
\$500,000 Other

\$500,000 Total Remaining

Project Balance

\$500,000

% Funding Spent

0%

% Project Complete

0%