



Okaloosa County Infrastructure Surtax Advisory Committee Agenda Request

Date: October 14, 2020
To: Members of the Advisory Committee
From: Steve Schmidt, CPM
Subject: Project List Reconciliation

STATEMENT OF ISSUE:

Review of Project Status.

BACKGROUND:

This latest version of the Projects List Reconciliation updates the current status of the projects and funding through September 30, 2020. Note the deletion of Santa Rosa Blvd. Crosswalks, ST000006, and Fleet Improvements, ST000016, which are now shown as completed projects on the report.

Staff is available to discuss the project updates and reconciliation report.

OPTIONS:

This is an informational item; no action is required by the committee.

RECOMMENDATION:

This is an informational item; no action is required by the committee.

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 some connecting pipes and an unfunded CEI component. Staff considered phasing the construction; however, a phasing plan will require additional engineering and structures, and increased construction costs for completion of the entire project. It would be more efficient and cost effective to allocate funds for the complete project. As part of the FY19/20 CIP budget, \$128,750 was allocated; those funds will be fully utilized prior to seeking additional funding from the surtax budget.

Project Status

The project was tasked to a qualified Engineering consultant for design and permitting, and the design is now 100% complete. The engineer has coordinated the work with all major utilities to resolve myriad conflicts. Because of the complexity and property impacts, additional work has been conducted to assess impacted trees and property improvements, and to add exhibits for public outreach. Additional funding for the complete project will need to be requested, as noted above. The project is expected to go out for bids in fall 2020, with construction expected to begin in the winter.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
\$622,000 Surtax Revenues	\$13,046 Pending	\$615,016 Surtax
\$0 Grant Revenues	\$6,984 Surtax	\$0 Grant
\$128,750 Other Revenues	\$0 Grant	\$118,073 Other
\$750,750 Total Revenues	\$10,678 Other	\$733,088 Total Remaining
	\$17,662 Total Expenses	
 <u>Project Balance</u>	 <u>% Funding Spent</u>	 <u>% Project Complete</u>
\$733,088	2%	14%

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, through a hydrodynamic separator, 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 carried forward to the FY20 budget, leaving \$121,325 in FY20 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 was required to verify options with the proposed outfall area, and there are considerable conflicts with existing utilities. Alternatives will likely have significant impact on median landscaping or roadways. At this point, the project is delayed until staff can conduct appropriate public outreach. Design completion is now anticipated in the spring of 2021.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
\$456,000 Surtax Revenues	\$89 Pending	\$450,456 Surtax
\$0 Grant Revenues	\$5,544 Surtax	\$0 Grant
\$144,513 Other Revenues	\$0 Grant	\$76,969 Other
\$600,513 Total Revenues	\$67,544 Other	\$527,425 Total Remaining
	\$73,088 Total Expenses	
<u>Project Balance</u>	<u>% Funding Spent</u>	<u>% Project Complete</u>
\$527,425	12%	13%

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, together with milling and resurfacing of approximately .6 miles of Commons Drive.

Cost Estimate

Original surtax funding was approved in the amount of \$400,000. Additional funding (\$100,000) for this project was provided by the City of Destin through developer contributed funds. Staff identified paving overlays that are needed adjacent to the intersection on Commons Drive, and an additional \$500,000 was included in the preliminary FY20 budget for the project from gas tax revenues to accomplish that additional work as part of the overall project. After receiving contract bids, it was determined that an additional \$470,000 in surtax funding would be required to complete the project, and the total project cost is now estimated at \$1,470,000.

Project Status

A qualified Engineering consultant completed the plans and the project was bid, with two responsive bidders submitting bids less than .5 percent apart. The County arranged a direct order of the signal mast arms to save on the fabrication and delivery time frame. Based on the bids, additional funding in the amount of \$470,000 was required; that amount was recommended for approval by the Advisory Committee on 12/4/19, and the contract and additional funding was approved by the Board at their regular meeting 12/17/19. The project is complete.

<u>Revenues</u>		<u>Expenditures</u>		<u>Remaining</u>	
\$870,000	Surtax Revenues	\$3,200	Pending	\$55,121	Surtax
\$0	Grant Revenues	\$814,879	Surtax	\$0	Grant
\$600,000	Other Revenues	\$0	Grant	\$0	Other
\$1,470,000	Total Revenues	\$600,000	Total Expenses	\$55,121	Total Remaining
Project Balance		% Funding Spent		% Project Complete	
\$55,121		96%		100%	

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 was approved in separate increments of \$100,000 in February, 2019 and \$450,000 in March, 2019. 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 in the FY19 CIP; \$223,578 of the remaining balance was carried forward to the FY20 budget.

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 have been completed; the consultant and staff are exploring all the stormwater options. Anticipated time for design, right of way acquisition and permitting completion is in fall, 2021 with construction expected to begin in the spring or summer of 2022 to coordinate with completion of the FDOT project on Highway 85.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
\$550,000 Surtax Revenues	\$4,810 Pending	\$521,430 Surtax
\$1,115,000 Grant Revenues	\$28,570 Surtax	\$1,115,000 Grant
\$300,000 Other Revenues	\$0 Grant	\$164,363 Other
\$1,965,000 Total Revenues	\$135,638 Other	\$1,800,792 Total Remaining
	\$164,208 Total Expenses	

Project Balance

\$1,800,792

% Funding Spent

8%

% Project Complete

9%

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 that 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 also includes 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, initially intended to be under a separate project, may end up being included, subject to the status of the southeast corner development timing.

Cost Estimate

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

Project Status

The project was tasked to a qualified Engineering consultant for design and permitting. Survey work is complete, including the R/W donation required from a new development on the southeast corner of Redwood Avenue and SR 20. That development has spurred the addition of lane reconfiguration and additional turn lanes to the current project. Design and permitting completion is now expected to be delayed until late fall or early winter, 2020, with construction to begin in late winter, 2021.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
\$350,000 Surtax Revenues	\$0 Pending	\$308,978 Surtax
\$0 Grant Revenues	\$41,022 Surtax	\$0 Grant
\$0 Other Revenues	\$0 Grant	\$0 Other
\$350,000 Total Revenues	\$41,022 Total Expenses	\$308,978 Total Remaining
<u>Project Balance</u>	<u>% Funding Spent</u>	<u>% Project Complete</u>
\$308,978	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 was estimated at \$820,000, which included \$420,000 in Restore Act grant funds and \$400,000 in sales tax funds, pending final design. After receiving bids, an additional \$400,000 was requested and approved by the Committee at their meeting on May 27, 2020.

Project Status

The project was tasked to a qualified Engineering consultant for design and permitting. The plans are complete, additional survey work is complete and staff has successfully secured all needed easements. One section of pipe has been identified for lining, rather than replacement, though the manhole structures at each end of that section will be replaced. The project has been bid, a contractor selected, and the BCC has approved the agreement for RESTORE Act funding approval and acceptance. Construction is anticipated to begin in October, 2020.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
\$800,000 Surtax Revenues	\$0 Pending	\$692,955 Surtax
\$420,000 Grant Revenues	\$107,045 Surtax	\$420,000 Grant
\$0 Other Revenues	\$0 Grant	\$0 Other
\$1,220,000 Total Revenues	\$107,045 Total Expenses	\$1,112,955 Total Remaining
<u>Project Balance</u>	<u>% Funding Spent</u>	<u>% Project Complete</u>
\$1,112,955	9%	17%

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 was initially allocated for the training center including classrooms, offices, and storage, a firing range with lead trap reclamation system throughout all ranges, and the purchase of adjoining 40 acres of property. An additional \$625,000 has been approved to complete the project.

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 civil and building plans were bid with a bid opening date on 10/23 and the contract was subsequently awarded to the low bidder in the amount of \$1,871,000. Based on the bids and identified additional costs, additional funds in the amount of \$625,000 were required, and were approved by the Committee at their meeting 12/4/19. The contract and additional funding was approved by the Board at their meeting 12/17/19. Construction continues, with site utilities installed, foundation and slab poured and structural steel erected. Building construction continues.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
\$3,025,000 Surtax Revenues	\$172,795 Pending	\$1,180,294 Surtax
\$0 Grant Revenues	\$1,844,706 Surtax	\$0 Grant
\$0 Other Revenues	\$0 Grant	\$0 Other
\$3,025,000 Total Revenues	\$1,844,706 Total Expenses	\$1,180,294 Total Remaining
<u>Project Balance</u>	<u>% Funding Spent</u>	<u>% Project Complete</u>
\$1,180,294	61%	37%

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 \$222,600,000 pending final design and bids; this includes design and construction of the interchange with I-10 by FDOT. Phases I-III design, right-of-way acquisition and construction were partially funded by FDOT LAP and TRIP Grants, which are 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. TRIP 2 grant (Ph. I const.) and Lap 7 & 8-A8 grants (Ph. II & III const. and CEI) are reflected below, as are the County's matching funds for Trip 2. Funding participation through the bonding effort and the Triumph grant is reflected below; the City of Crestview participation will be reflected upon release of those funds to the County.

Project Status

Construction continues on Phases I - III, the widening from SR 85 to Wildhorse Drive. The Phase I-III CEI consultant is holding weekly meetings with the contractor and stakeholders. Staff and the engineering design consultant continue to meet almost weekly to discuss design, ROW acquisition, bid processes, coordinate with with FDOT design consultants, and to facilitate the advancement of the project. The Triumph grant was approved in the amount of \$64.1 million, and the first reimbursement for engineering costs will be submitted soon. Right-of-way acquisition for Phase V and the East-West Connector is sustantially complete, aside from resolution of final costs for parcels acquired by eminent domain. Design for all phases is now complete, permitting with USACE and FDEP is still pending. Phase V and the E-W Connector portions of the project have been bid and selection of the contractor is in process.

<u>Revenues</u>		<u>Expenditures</u>		<u>Remaining</u>	
		\$0	Pending		
\$2,000,000	Surtax Revenues	\$1,357,982	Surtax	\$642,018	Surtax
\$71,558,839	Grant Revenues	\$7,930,977	Grant	\$63,627,862	Grant
\$29,207,926	Other Revenues	\$5,078,109	Other	\$24,129,817	Other
\$102,766,765	Total Revenues	\$14,367,068	Total Expenses	\$88,399,697	Total Remaining

<u>Project Balance</u>	<u>% Funding Spent</u>	<u>% Project Complete</u>
\$88,399,697	14%	18%

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 were initially estimated at \$1,600,000 in total. At its meeting on March 21, 2019, the Infrastructure Surtax Advisory Committee approved the identification of \$688,279 of Surtax funds as the 50% County Incentive Grant Program (CIGP) match for improvements. After discussion at its meeting on March 25, the BCC approved the \$25,000 expense for developing the CIGP grant application and identified the \$688,279 matching amount for the grant as surtax funding to be approved by the Board at such time as it was needed for the grant. In February, 2020 the cost estimate was updated to \$1,743,746 and the grant match was reapproved at \$871,873. A budget transfer was approved for an additional \$15,000 for reapplication and administrative costs.

Project Status

A qualified Engineering consultant prepared the application documents and submitted for the CIGP grant match from FDOT, as approved at the 3/25/19 BCC meeting. Unfortunately, the project was not awarded during the first annual grant application cycle. The consultant and staff have updated the application documents and resubmitted for the next cycle in March, 2020. The consultant has responded to additional questions from FDOT; timing for additional funding and construction is subject to grant award results, which is entirely in FDOT hands.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
\$40,000 Surtax Revenues	\$23,018 Pending Surtax	\$16,982 Surtax
\$0 Grant Revenues	\$0 Grant	\$0 Grant
\$0 Other Revenues	\$0 Other	\$0 Other
<u>\$40,000 Total Revenues</u>	<u>\$23,018 Total Expenses</u>	<u>\$16,982 Total Remaining</u>
 <u>Project Balance</u>	 <u>% Funding Spent</u>	 <u>% Project Complete</u>
\$16,982	58%	14%

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 is nearing completion of the preliminary design (identified as Task 1 of 4 in the grant), has finalized a model based on coordination of a "base storm" condition and calibrated the model based on historic storm events. The consultant has completed seven potential improvements scenarios to ascertain the most effective solution(s).

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
	Pending	
\$0 Surtax Revenues	\$5,093 Surtax	(\$5,093) Surtax
\$250,000 Grant Revenues	\$58,334 Grant	\$191,667 Grant
\$0 Other Revenues	\$0 Other	\$0 Other
<hr/> \$250,000 Total Revenues	<hr/> \$63,426 Total Expenses	<hr/> \$186,574 Total Remaining
 <u>Project Balance</u>	 <u>% Funding Spent</u>	 <u>% Project Complete</u>
\$186,574	25%	5%

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 design. Preliminary design activities have revealed that additional design scope will be necessary to complete plans for permitting and construction.

Project Status

Total Project Cost was estimated at \$1,400,000 pending final design. As part of the FY19 stormwater division budget, \$66,516 was allocated for preliminary design activities, and \$22,195 was carried forward to FY20. The consultant has completed subsurface utility engineering (SUE) and video pipe inspection and is preparing a task order for expanded project limits.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
	\$88 Pending	
\$0 Surtax Revenues	\$3,646 Surtax	(\$3,646) Surtax
\$0 Grant Revenues	\$0 Grant	\$0 Grant
\$66,516 Other Revenues	\$44,456 Other	\$22,060 Other
\$66,516 Total Revenues	\$48,102 Total Expenses	\$18,414 Total Remaining
<u>Project Balance</u>	<u>% Funding Spent</u>	<u>% Project Complete</u>
\$18,414	72%	9%

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 needed right-of-way.

Cost Estimate

As part of the FY19 road division budget, \$39,000 was allocated for preliminary evaluation of right-of-way needs, geotechnical report and preliminary design for the proposed improvement. The balance of funds was carried forward to FY20.

Project Status

The project has been tasked to a qualified Engineering consultant for evaluation of right-of-way needs, geotechnical investigation and preliminary design. A meeting with the preliminary design consultant was held on July 30th; while a tentative corridor alignment has been identified, additional work is required to acquire parcels for realignment.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
	\$3,655 Pending	
\$0 Surtax Revenues	\$3,140 Surtax	(\$3,140) Surtax
\$0 Grant Revenues	\$0 Grant	\$0 Grant
\$39,000 Other Revenues	\$32,895 Other	\$6,105 Other
\$39,000 Total Revenues	\$36,035 Total Expenses	\$2,965 Total Remaining
<u>Project Balance</u>	<u>% Funding Spent</u>	<u>% Project Complete</u>
\$2,965	92%	12%

Title	Category	Project	District
Highway 2 Bridge and Roadway Improvements	Transportation Capacity	ST000014	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; \$95,563.93 was expended in FY19. An amount of \$105,000 was carried forward to FY20. The total project cost is still anticipated to be approximately \$7,500,000, and it is anticipated that the first phase of improvements will be slated for design in early 2020, requiring additional surtax funding.

Project Status

The project was tasked to a qualified Engineering consultant for surveying, geotechnical, bridge evaluation and preliminary design. That work is complete, a phasing plan is being evaluated and responses to a Request for Qualifications (RFQ) for final design has evaluated by committee. Selection of a consultant for final design services for selected phase(s) has occurred, and design work should begin in the winter of 2020. Initial construction on the first phase of the roadway improvements should begin in the summer of 2021.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
\$0 Surtax Revenues	\$3,375 Pending Surtax	(\$3,375) Surtax
\$0 Grant Revenues	\$0 Grant	\$0 Grant
\$200,564 Other Revenues	\$161,544 Other	\$39,020 Other
\$200,564 Total Revenues	\$164,919 Total Expenses	\$35,645 Total Remaining
<u>Project Balance</u>	<u>% Funding Spent</u>	<u>% Project Complete</u>
\$35,645	82%	5%

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 \$1,500,392, which is tentatively indicated as the total amount of a TRIP grant from the Florida Department of Transportation (FDOT). 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. A Surtax component in the amount of \$300,000 to cover the shortfall and administrative costs was recommended by the Committee and approved by the Board on March 17th, 2020.

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). A TRIP grant with a 50%-50% match has been approved by the Board of County Commissioners and FDOT to fund the PD&E study. A Request for Qualifications (RFQ) was prepared by staff, reviewed by FDOT, and three consultants responded. A request for additional surtax funding in the amount of \$300,000 was approved by the Committee and Board to complete the matching for the grant and to cover administrative expenses. A committee recommendation for consultant will go to the board soon for final selection of the consultant.

Revenues

\$300,000 Surtax Revenues
\$750,196 Grant Revenues
\$500,000 Other Revenues
\$1,550,196 Total Revenues

Expenditures

\$0 Pending
\$4,548 Surtax
\$0 Grant
\$0 Other
\$4,548 Total Expenses

Remaining

\$295,452 Surtax
\$750,196 Grant
\$500,000 Other
\$1,545,648 Total Remaining

Project Balance

\$1,545,648

% Funding Spent

0%

% Project Complete

2%

Title
School Resource Officer Support

Category
Public Safety

Project
ST000017

District
All

Project Summary

As part of the School Resource Officer Equipment and Support function, the Sheriff's Office has identified a need for improved communications and mass notification, together with video monitoring and tracking for forty public schools and buses. Initial expenses include electronic equipment and fiber connection to initiate a live stream video system to the Emergency Operations Center. The system should provide significantly faster and more coordinated responses to any safety issues faced by the schools. Recent efforts include the design of the mass notification system infrastructure for each of the schools in the County.

Cost Estimate

The cost of initial equipment was approved by the Board in the amount of \$44,778 at its regular meeting on July 9, 2019. An additional budget transfer of \$1,798,315 was approved by the Board at the meeting on September 3, 2019, FY20 budget transfers were made for Additional Mass Notification System in the amount of \$5,000 (11/14/19), and for K-9 acquisition in the amount of \$72,000 (11/27/19).

Project Status

Purchase of Live Stream Video Equipment has occurred. Ballistic Protection equipment, and K-9 replacement has been accomplished. Work on the Mass Notification System improvements are underway, however it appears that Alertus, the company hired for the work, has been significantly delayed by the pandemic.

Revenues

\$1,920,093 Surtax Revenues
\$0 Grant Revenues
\$0 Other Revenues
\$1,920,093 Total Revenues

Expenditures

\$0 Pending
\$265,243 Surtax
\$0 Grant
\$0 Other
\$265,243 Total Expenses

Remaining

\$1,654,850 Surtax
\$0 Grant
\$0 Other
\$1,654,850 Total Remaining

Project Balance

\$1,654,850

% Funding Spent

14%

% Project Complete

14%

Title	Category	Project	District
Emergency Services Communications Equipment	Public Safety	ST000018	All

Project Summary

The Sheriff's Office has identified a need for improved communications in order to bring the County-wide system up to date with the latest communication reach and technologies.

Cost Estimate

It was determined that hiring a consultant to assist with identifying needs and appropriate communication solutions would be the logical starting point for such a broad technological systems upgrade. The cost for consulting services was estimated at \$110,000.

Project Status

The estimated \$110,000 cost for consulting services was recommended by the infrastructure Surtax Advisory Committee and approved by the BCC at their regular meeting on August 20, 2019. Mission Critical Partners, Inc. has been engaged to assist with the design and selection of the appropriate communications equipment.

Revenues

\$110,000	Surtax Revenues
\$0	Grant Revenues
\$0	Other Revenues
\$110,000	Total Revenues

Expenditures

\$0	Pending
\$50,235	Surtax
\$0	Grant
\$0	Other
\$50,235	Total Expenses

Remaining

\$59,765	Surtax
\$0	Grant
\$0	Other
\$59,765	Total Remaining

Project Balance

\$59,765

% Funding Spent

46%

% Project Complete

11%

Title	Category	Project	District
Meigs Drive Stormwater Improvements	Stormwater	ST000019	2

Project Summary

The low-lying portion of Meigs Drive that runs east-west along the shoreline of unincorporated Shalimar at Lake Vivian is frequently overtopped by storm surges, torrential rains and even by unusually high tides, or wind-driven wave actions. When this occurs, the road is closed, causing disruption for residents and emergency services. This low lying area also serves as a major discharge point for a large portion of Port Dixie's stormwater; the improvement project includes raising the road and improving the stormwater conveyance beneath it.

Cost Estimate

During the design of the project it was determined that the soils under the roadbed are very poor, requiring preloading of the fill material and adding some uncertainty to the cost of construction. While it was initially intended to be funded by \$450,000.00 in Capital Improvement Project (CIP) funds, construction bids exceeded the available funding in the approximate amount of \$325,000, including a modest contingency.

Project Status

A motion to recommend the addition of Meigs Drive Stormwater Improvements to the list of surtax projects and provide surtax funding in the amount of \$325,000 was approved unanimously by the Infrastructure Surtax Advisory Committee at their meeting on December 4th, 2019, and approved by the Board of County Commissioners at their regular meeting December 17, 2019. Construction is underway.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
\$325,000 Surtax Revenues	\$54,196 Pending	\$322,903 Surtax
\$0 Grant Revenues	\$2,097 Surtax	\$0 Grant
\$450,000 Other Revenues	\$0 Grant	\$251,110 Other
\$775,000 Total Revenues	\$198,890 Other	\$574,013 Total Remaining
	\$200,987 Total Expenses	
 <u>Project Balance</u>	 <u>% Funding Spent</u>	 <u>% Project Complete</u>
\$574,013	26%	30%

Title	Category	Project	District
Commons Drive Sidewalk Connection	Transportation Safety	ST000020	5

Project Summary

Commons Drive in the Destin area has experienced significant growth over the past several years, with the development of three apartment complexes, commercial retail and the expansion of the Mattie Kelly Art Center amphitheater. Pedestrian and bicycle traffic has increased significantly over that period of time, and the rate of conflicts between pedestrians and bicycles with the increasing vehicular traffic is on the rise, due in part to the gaps in sidewalk connections. While recently developed apartment complexes located in the Destin city limits were required to install sidewalks as a condition of their developments, older developments outside the city limits were not encumbered by that requirement.

Cost Estimate

Staff proposed the addition of a Surtax Transportation Safety project connecting unattached segments of sidewalk along the County portion of Commons Drive between the Indian Bayou Trail and Matthew Boulevard roundabout, funded in the total amount of \$375,000.00, at the February 20th meeting of the Infrastructure Surtax Advisory Committee. The proposal was approved unanimously for recommendation to the Board; at the Board's regular meeting March 3, 2020, the project was approved unanimously.

Project Status

The project has been tasked to a qualified Engineering consultant. The 100% plan has recently been reviewed by staff, The project should be out for bid by mid November. The current timeline for the project shows completion of construction by early summer, 2021.

Revenues

\$375,000	Surtax Revenues
\$0	Grant Revenues
\$0	Other Revenues
\$375,000	Total Revenues

Expenditures

\$0	Pending
\$37,672	Surtax
\$0	Grant
\$0	Other
\$37,672	Total Expenses

Remaining

\$337,328	Surtax
\$0	Grant
\$0	Other
\$337,328	Total Remaining

Project Balance

\$337,328

% Funding Spent

10%

% Project Complete

12%

Title	Category	Project	District
Dirt to Pave Improvements	Transportation Capacity	ST000021	5

Project Summary

The County currently maintains a significant number of dirt roads, primarily north of Interstate 10, comprised of a combination of County and State Forestry Roads. Dirt roads that belong to the County are about evenly spread between Districts 1 & 3, along with some additional roads that are Forestry owned but maintained by the County. Staff has evaluated the efforts to maintain both paved surfaces and dirt surfaces and have found the cost to be approximately three times the cost per mile for dirt road in comparison to a traditionally paved road. Other factors that contribute to the difficult effort of dirt road maintenance is the lack of good, minable clay, fewer trucks and graders in the fleet, and attrition. As a result, the County has had to think outside the box to search for alternatives to stabilize dirt roads.

The options for improvement range from full paving with hot mix asphalt to simply trying to stabilize the dirt roadway with lime rock (often used as base material for the full paving section) or millings (ground up asphalt milled from partial-depth street resurfacing projects). One option that has provided a reasonable blend of affordability and durability is a combination of lime-rock base followed with a "chip seal." A chip seal consist of a layer of emulsion placed on top of the lime rock with a layer of #89 stone (chips) placed on the emulsion and then capped with another binding layer of emulsion to seal the rock. While it doesn't enjoy the life of a full design section and hot mix pavement roadway, it has proven to be more durable than plain lime-rock or millings, which are often ineffective on their own.

Cost Estimate

The cost of the chip seal application has been estimated to be approximately \$200,000 per mile, including the cost to place and compact the lime-rock base. With a \$1.6 million allocation from Surtax, the County estimates that we will be able to cover approximately 8 miles of dirt road(s), stabilizing them to provide a better driving surface for the citizens and visitors to the area and at the same time helping to prevent sediment from entering our creeks and streams.

Project Status

Staff has solicited bids for optimal placement of lime-rock material on specific roads (to be approved) and will be following up with the chip seal from continuing services contractors about 1 year after placement of the lime-rock. The purpose of the wait is two fold; 1) allow staff to evaluate and address any storm-water concerns that may not be evident at first, and 2) allowing full compaction of lime-rock material for a better driving surface. Chip seal finish on a list of 26 previously stabilized roads is expected to begin soon.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
	\$102 Pending	
\$1,600,000 Surtax Revenues	\$1,453 Surtax	\$1,598,547 Surtax
\$0 Grant Revenues	\$0 Grant	\$0 Grant
\$0 Other Revenues	\$0 Other	\$0 Other
\$1,600,000 Total Revenues	\$1,453 Total Expenses	\$1,598,547 Total Remaining
 <u>Project Balance</u>	 <u>% Funding Spent</u>	 <u>% Project Complete</u>
\$1,598,547	0%	3%

Title	Category	Project	District
Lake Lorraine Stormwater Improvements	Stormwater	ST000022	2

Project Summary

The Lake Lorraine drainage system, constructed in the early-to-late 1970's, consists of secondary conveyance pipes connecting to a primary stormwater piping system that flows north-to-south through the center of the development, with an outfall into a wet detention pond (pond #1). From there, the stormwater flows through a system of weirs and culverts before ultimately discharging to Lake Lorraine. Today, a large portion of the primary conveyance system remains in a permanent tailwater condition. Several of the conveyance pipes are damaged, due to corrosion, root penetrations and some unpermitted connections, such as from roof-drain downspouts. Those penetrations and corroded pipes have contributed to sediment buildup in many of the pipes and have strained the capacity of the system. The tailwater conditions have resulted in localized flooding during peak storm events. Pond #1 contains concrete baffle structures of unknown origin and regularly fills with sediment, which must be partially removed by County staff each year.

Cost Estimate

A qualified Engineering consultant was engaged to perform a comprehensive existing condition and hydraulic assessment, completed several years ago as Phase 1. More recently, the consultant was engaged for Phase 2, completion of a preliminary and final design, together with permitting, in the amount of \$90,850, to resolve the issues identified in the prior studies. Funds for the project have been utilizing the County's stormwater CIP budget.

Project Status

Staff has reviewed and responded to a 60% submittal from the consultant.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
	Pending	
\$0 Surtax Revenues	\$994 Surtax	(\$994) Surtax
\$0 Grant Revenues	\$0 Grant	\$0 Grant
\$90,850 Other Revenues	\$68,925 Other	\$21,925 Other
\$90,850 Total Revenues	\$69,919 Total Expenses	\$20,931 Total Remaining

<u>Project Balance</u>	<u>% Funding Spent</u>	<u>% Project Complete</u>
\$20,931	77%	9%