

Okaloosa County
**NORTHWEST
CRESTVIEW
BYPASS**

**OKALOOSA
COUNTY**

WELCOME
to the
**Okaloosa County
Northwest Crestview Bypass
Alternative Corridor Evaluation
Public Meeting**

November 17, 2022

Florida Department of Transportation (FDOT) Number: 438139-1-24-01
Efficient Transportation Decision Making (ETDM) Number: 14450

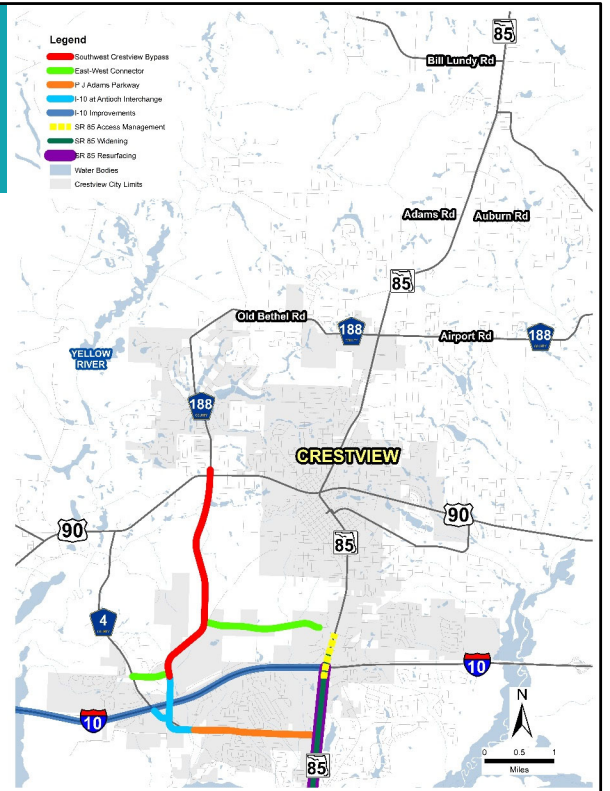
[welcome screen]



We Are Making Progress!

- **P.J. Adams Parkway, Southwest Bypass, and new I-10 interchange** are substantially underway, after many years of planning and preparation.

2 of 32



After many years of planning and preparation, we are making progress with construction of P.J. Adams Parkway and the Southwest Bypass, including the new I-10 interchange.

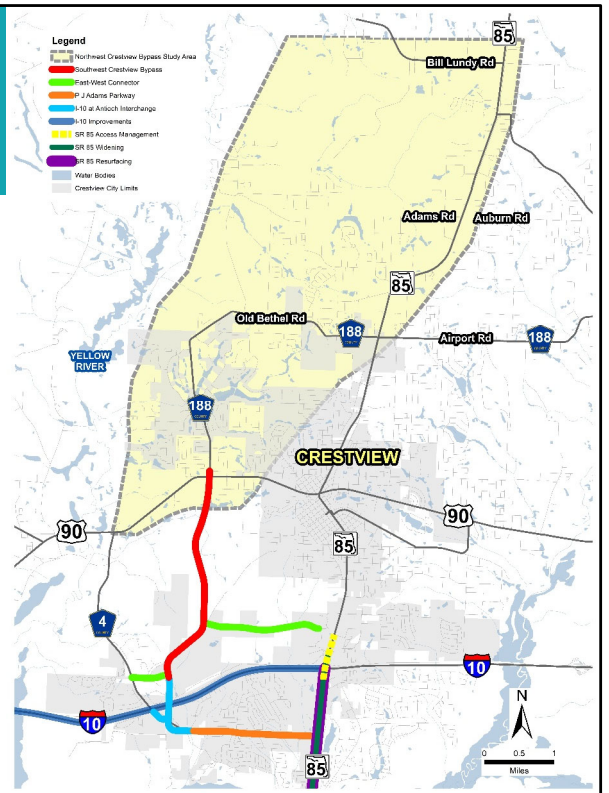


We Are Making Progress!

- **P.J. Adams Parkway, Southwest Bypass, and new I-10 interchange** are substantially underway, after many years of planning and preparation.
- We are now planning for next phase: **Northwest Bypass**

Funded by **Okaloosa County Surtax** dollars, and a Florida Department of Transportation grant.

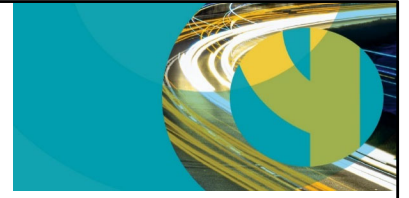
3 of 32



We are now planning for the Northwest Bypass continuation, made possible by Okaloosa County half-cent Surtax funds, and grant funding from the Florida Department of Transportation.



Agenda



- **Objective** of the Northwest Bypass project
- **Purpose** of an alternate northwest corridor
- **Process** to evaluate corridors
- **Results** of corridor evaluation
- **What's next?**

This project is being developed by **Okaloosa County**, in coordination with the **City of Crestview**, and the **Florida Department of Transportation (FDOT)**.

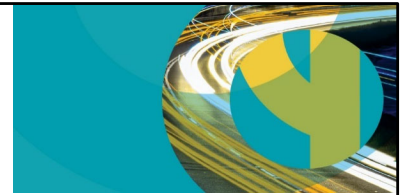
4 of 32

At this public meeting, we will look at the objective and purpose of the Northwest Bypass project, describe the process and results, and discuss what's next.

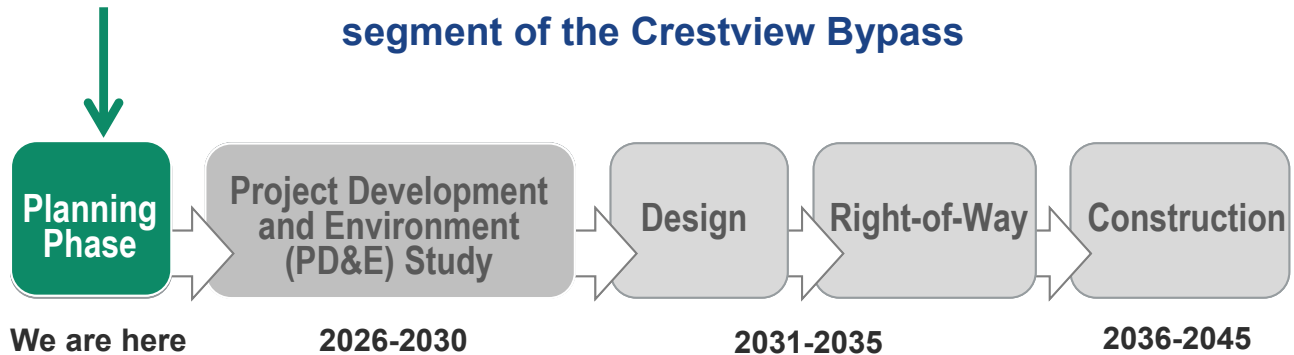
This project is being developed by Okaloosa County, in coordination with the City of Crestview, and the Florida Department of Transportation.



Objective and Overall Process



Multi-phase process to determine alignment of the northwest segment of the Crestview Bypass



Future phases are not funded.

Timeframes based on the Okaloosa-Walton Transportation Planning Organization (O-W TPO) 2045 Long-Range Transportation Plan.

5 of 32

The Northwest Crestview Bypass Alternative Corridor Evaluation Study is a high-level planning study that is in the first phase of a multi-phase process. The overall objective of the study is to determine the feasibility and potential location for the northwest segment of the Crestview Bypass.

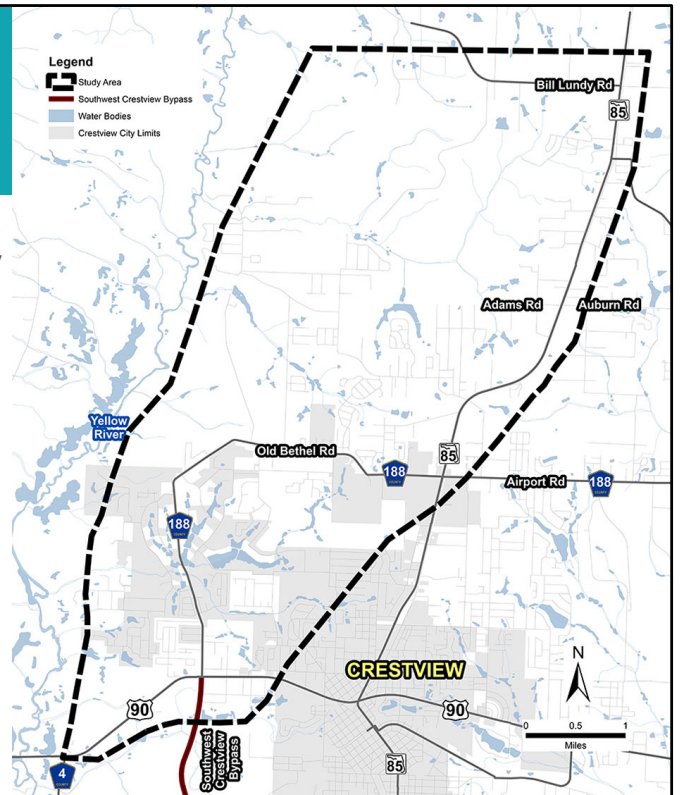
By the end of this study, we will have gathered enough information to determine which corridor should proceed to a more detailed phase of analysis, called a Project Development and Environment – or PD&E – Study.

Future phases are not yet funded but are anticipated in the 2045 Long Range Transportation Plan of the Okaloosa-Walton Transportation Planning Organization.



Purpose of Project

- **Improve regional connectivity by providing:**
 - Alternative to State Road (S.R.) 85
 - Northwestern bypass around Crestview
 - Consistent with plans
 - Connection to Southwest Bypass under construction
- **Study area from U.S. 90 to S.R. 85 north of Crestview**



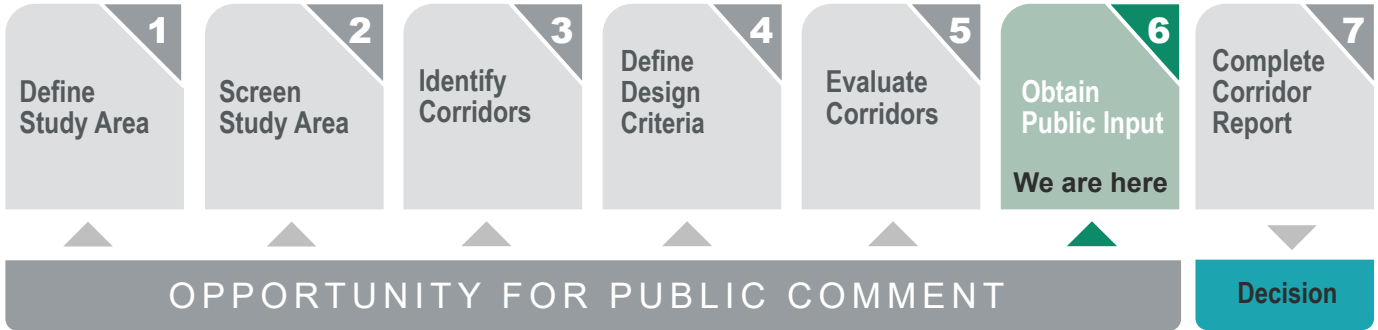
6 of 32

The purpose of this study is to provide regional connectivity as an alternative to State Road 85, completing the Northwestern Bypass around the City of Crestview, consistent with local plans, and connecting with the Southwest Bypass currently under construction.

The study area is from US Highway 90 West James Lee Boulevard, to State Road 85 North Ferdon Boulevard, with the northern extent at Bill Lundy Road, on State Road 85.



Alternative Corridor Evaluation (ACE) Process



The ACE Process allows the recommended corridor(s) to advance to the next phase, consistent with FDOT guidance.

7 of 32

The study is currently in the planning phase and is following a process developed by the Florida Department of Transportation known as an Alternative Corridor Evaluation or ACE.

The ACE process identifies and evaluates reasonable corridor alternatives through a structured process. The ACE advances a recommended corridor to the next study phase and eliminates the remaining alternatives.

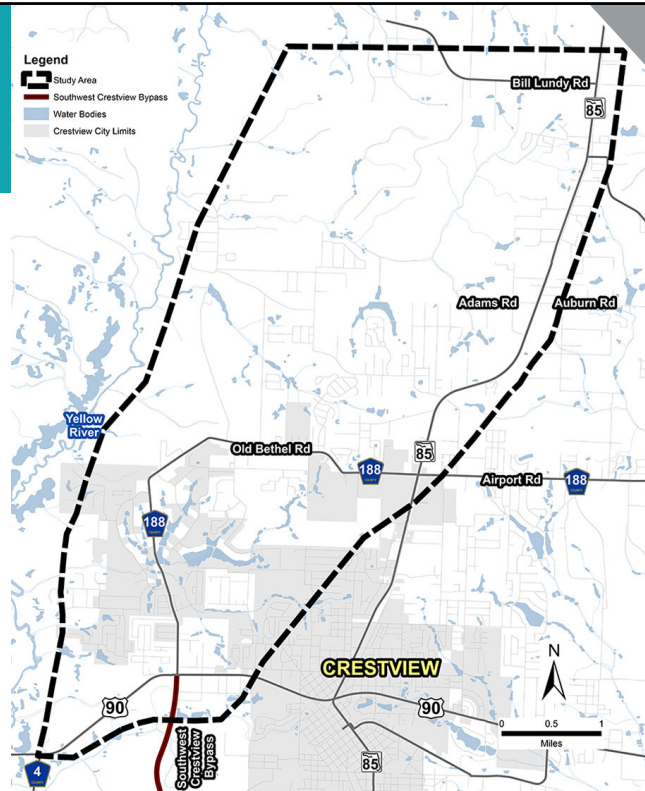
We will walk through the primary steps.



Step 1: Define Study Area

Study area defined by:

- Okaloosa County
- City of Crestview
- Okaloosa-Walton Transportation Planning Organization 2045 Long-Range Transportation Plan



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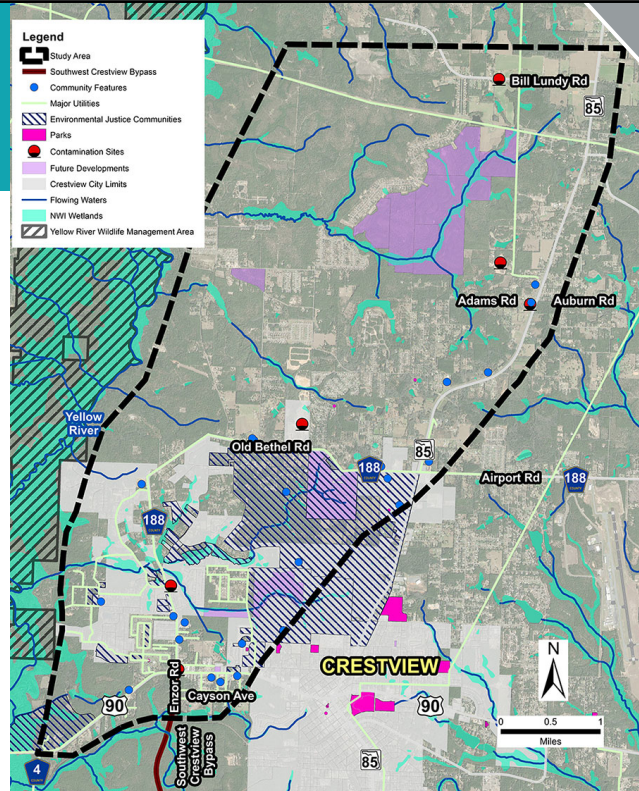
8 of 32

In Step 1, the study area was defined based on input from Okaloosa County, the City of Crestview, and the Okaloosa-Walton Transportation Planning Organization 2045 Long Range Transportation Plan.



Step 2: Screen Study Area

- Neighborhoods
- Community features
- Natural resources
- Yellow River
- Parks / recreation areas
- Farmland
- Utilities
- Future growth



9 of 32

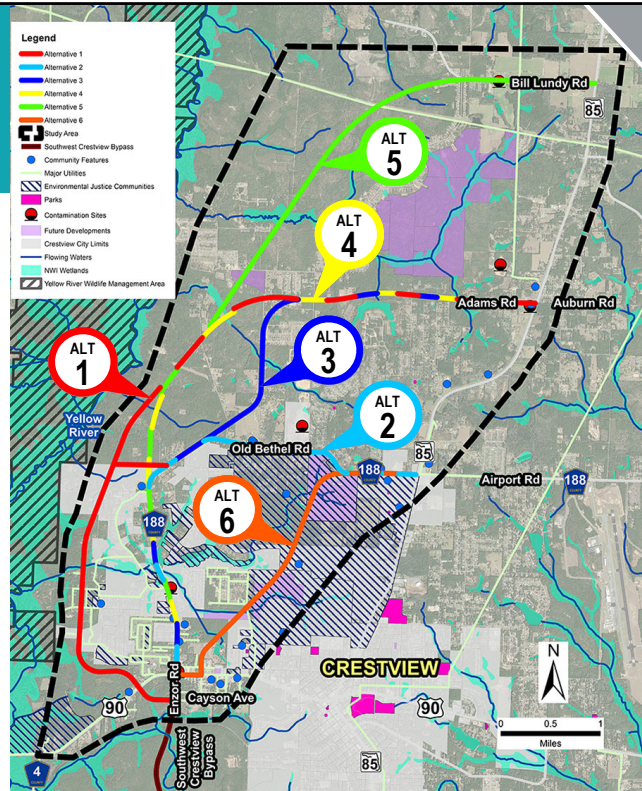
In Step 2, the study area was reviewed for existing and future conditions that would constrain corridor development, such as existing and planned neighborhoods, community features such as churches and cemeteries, natural resources including the Yellow River, parks and recreational areas, farmland, utilities, and areas identified for future growth.



Step 3: Identify Corridors

- Six initial corridors identified
- Builds on previous studies
- Considers Southwest Bypass under construction
- Considers potential future Eastern Bypass

We will look at each corridor on the following slides



3

10 of 32

In Step 3, after giving consideration to past studies and following the screening process, six initial corridors were identified within the study area. The corridors connect with the Southwest Bypass under construction and give consideration to a potential future Eastern Bypass which is currently beyond the planning horizon of this study.

We will look at each corridor on the following slides.

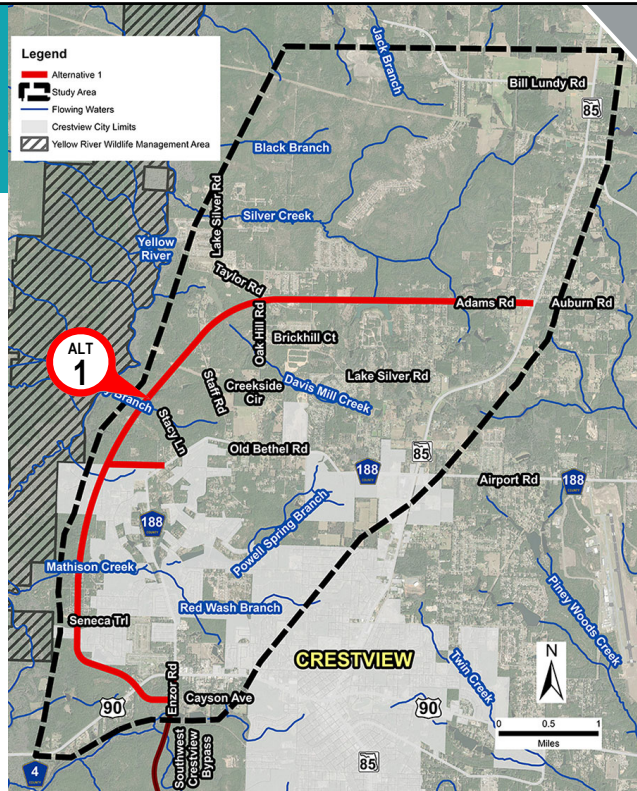


Step 3: Identify Corridors

3

Alternative 1

- Enzor Road northwest along Yellow River to Adams Road at Auburn Road
- 8.7 miles



11 of 32

Alternative 1 begins at Enzor Road and travels northwest alongside the Yellow River with a connection to Old Bethel Road. It then travels easterly to Adams Road at Auburn Road on State Road 85.

Alternative 1 is 8.7 miles.

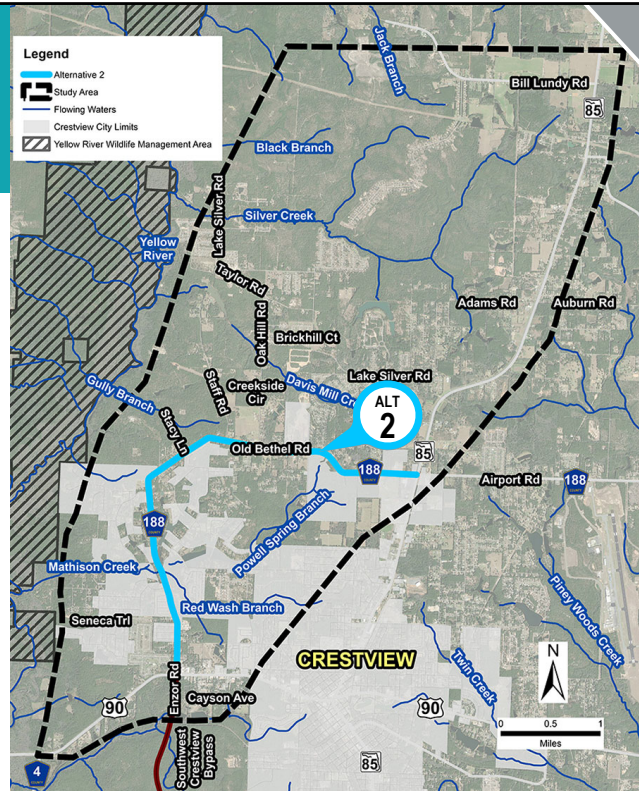


Step 3: Identify Corridors

3

Alternative 2

- Capacity improvements on Old Bethel Road (County Road 188) from U.S. 90 to Airport Road
- 4.9 miles



12 of 32

Alternative 2 consists of capacity improvements to Old Bethel Road County Road 188, from the intersection with US 90 to the intersection with Airport Road on State Road 85.

Alternative 2 is 4.9 miles.

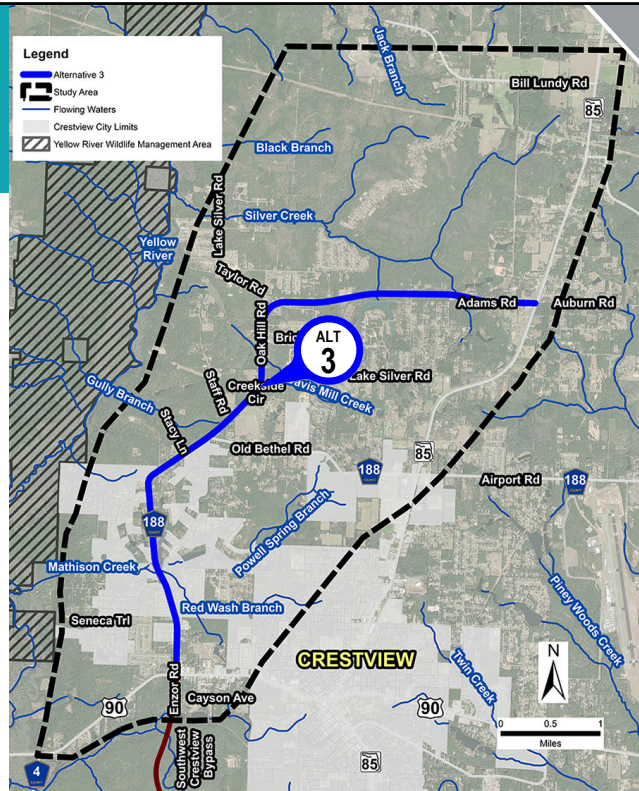


Step 3: Identify Corridors

3

Alternative 3

- Begins along Old Bethel Road (County Road 188)
- Extends northeast to Adams Road at Auburn Road
- 6.9 miles initial
- 7.7 miles refined



13 of 32

Alternative 3 begins on Old Bethel Road, like Alternative 2, but extends northeasterly to Adams Road and Auburn Road on State Road 85.

The initial distance of Alternative 3 was 6.9 miles, but it was later refined to avoid resources and is now 7.7 miles.

The refined path is shown.



Step 3: Identify Corridors

3

Alternative 4

- Begins along Old Bethel Road (County Road 188)
- Extends north to Adams Road at Auburn Road
- 7.1 miles initial
- 7.2 miles refined



14 of 32

Alternative 4 also begins on Old Bethel Road, like Alternative 3, but curves back to the northwest before connecting to Adams Road and Auburn Road on State Road 85.

The initial distance of Alternative 4 was 7.1 miles, but it was later refined to avoid resources and is now 7.2 miles.

The refined path is shown.

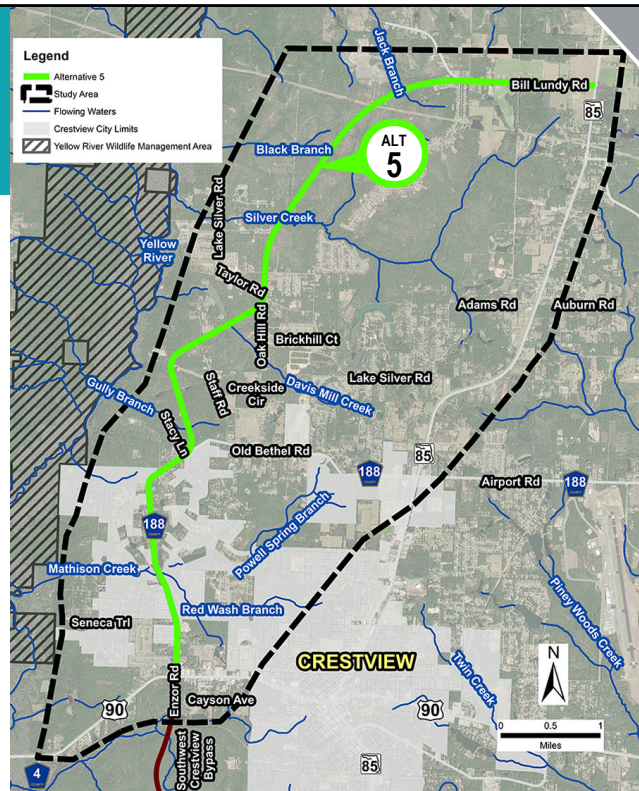


Step 3: Identify Corridors

3

Alternative 5

- Begins along Old Bethel Road
- Extends north to Bill Lundy Road
- 8.8 miles initial
- 9.2 miles refined



15 of 32

Alternative 5 also begins on Old Bethel Road, like Alternative 4, but navigates north and east through mostly undeveloped land until reaching Bill Lundy Road on State Road 85.

The initial distance of Alternative 5 was 8.8 miles, but it was later refined to avoid resources and is now 9.2 miles.

The refined path is shown.



Step 3: Identify Corridors

3

Alternative 6

- Begins at U.S. 90 and Old Bethel Road
- Connects to Old Bethel Road at Airport Road at S.R. 85
- 3.6 miles



16 of 32

Alternative 6 begins at the intersection of US 90 and Old Bethel Road at Enzor Road and travels east along US 90 to Cayson Avenue where it travels north and east on new alignment past Bob Sikes Elementary School to Old Bethel Road, and then to State Road 85 at Airport Road.

Alternative 6 is 3.6 miles.



Step 4: Define Design Criteria

4

- 45 – 55 mph design speed
- 250-ft corridor
 - provides flexibility in developing alignments
 - allows for multi-modal accommodation

**A 250-ft corridor was used for screening.
Future right-of-way will be less than 250 feet
(100-ft to 130-ft anticipated).**

17 of 32

For Step 4, design criteria were developed which assume a four-lane arterial roadway, with a design speed of 45 to 55 miles per hour.

For the purposes of evaluation, a 250-foot wide corridor was assumed. However, the actual roadway right-of-way would be less, and is anticipated to range from 100 to 130 feet.

The roadway configuration and future right-of-way will be determined in the next study phase and subject to additional public input.



Step 5: Evaluate Corridors



Purpose & Need

- Regional route
- Connectivity
- Consistent with plans

Alternatives that do not pass are eliminated from consideration.



Social, Cultural & Natural Environment

- Relocations
- Community Facilities
- Low Income / Minority Communities
- Historic & Archaeological Sites
- Parks & Recreational Lands
- Conservation Lands
- Water Quality
- Wetlands
- Wildlife and Habitat



Engineering & Cost

- Access Management
- Traffic Operations
- Utilities
- Drainage
- Costs

Step 5 is the evaluation of the corridors based on three categories:

- (1) purpose and need,
- (2) social, cultural, and environmental factors, and
- (3) engineering and cost considerations.

The initial screening is based on the *primary* purpose and need, which, among other factors, include the need to provide regional connectivity, and to be consistent with the Okaloosa County and City of Crestview plans.

Alternatives that do not meet the primary Purpose and Need Screening are eliminated from further consideration.



Step 5: Evaluate Corridors

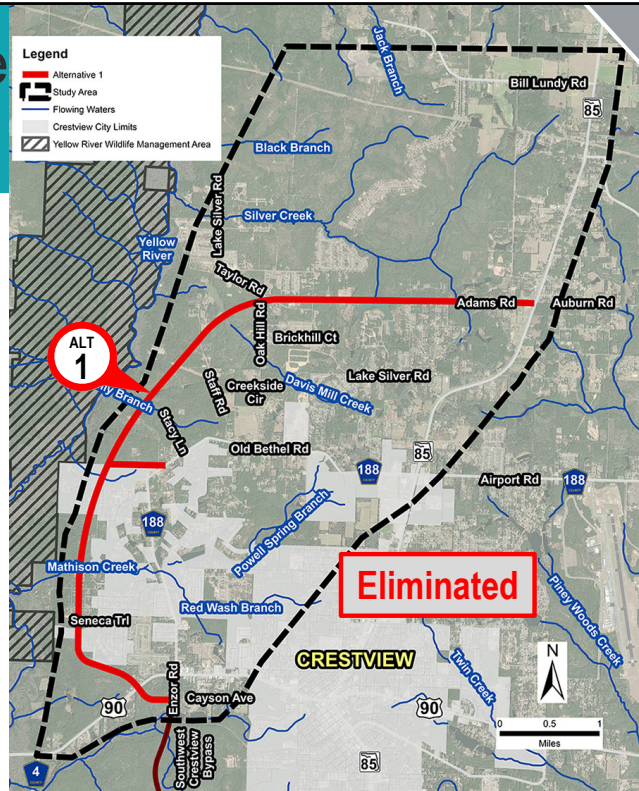
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Alternative 1

- Incompatible with County River Protection Zone



Alternative 1 was eliminated from further consideration.



19 of 32

Based on the purpose and need evaluation, Alternative 1 was eliminated from further consideration.

Alternative 1 was found to be incompatible with the County River Protection Zone in the County Comprehensive Plan.



Step 5: Evaluate Corridors

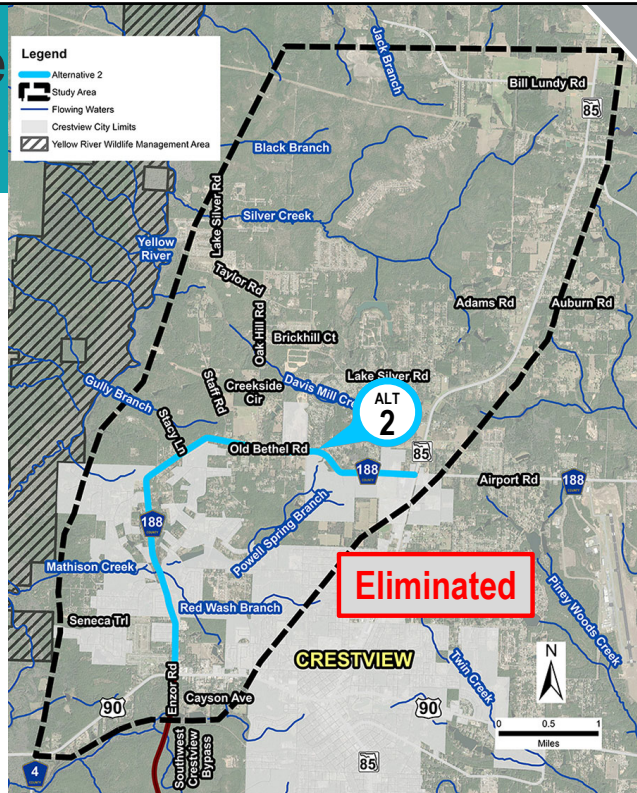
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Alternative 2

- Does not improve regional connectivity



Alternative 2 was eliminated from further consideration.



20 of 32

Based on the purpose and need evaluation, Alternative 2 was also eliminated from further consideration.

Alternative 2 does not improve new regional connectivity, serve regional trips, or support anticipated new growth.



Step 5: Evaluate Corridors

5



Purpose & Need

- Regional route
- Connectivity
- Consistent with plans



Social, Cultural & Natural Environment

- Relocations
- Community Facilities
- Low Income / Minority Communities
- Historic & Archaeological Sites
- Parks & Recreational Lands
- Conservation Lands
- Water Quality
- Wetlands
- Wildlife and Habitat



Engineering & Cost

- Access Management
- Traffic Operations
- Utilities
- Drainage
- Costs

22 of 32

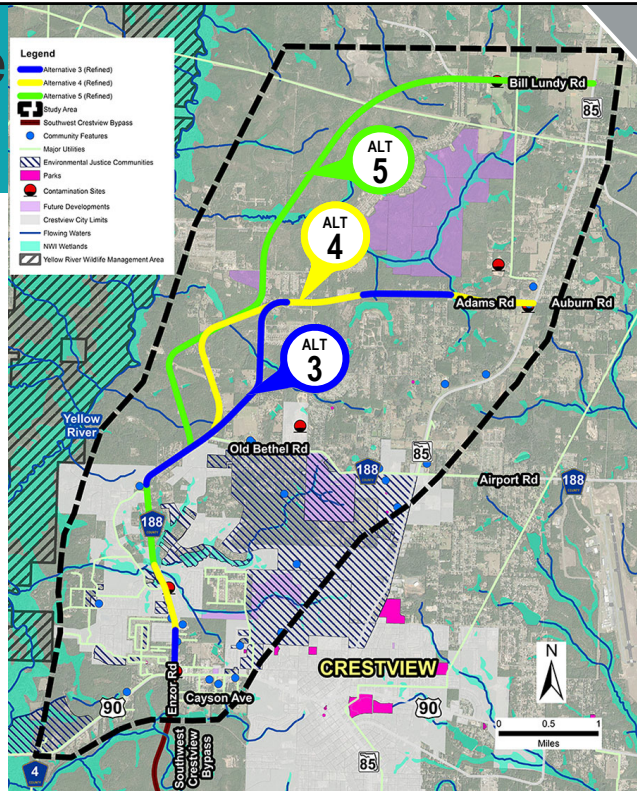
The three remaining alternatives were refined and further evaluated based on social, cultural, and natural considerations; and engineering and cost considerations.



Step 5: Evaluate Corridors

- Alternatives 3, 4 and 5 were refined to minimize impacts to people and resources

We will look at each refined corridor on the following slides.



5

23 of 32

As the study progressed, Alternatives 3, 4, and 5 were refined to minimize impacts to people and resources.

We will look at each refined corridor on the following slides.



Step 5: Evaluate Corridors

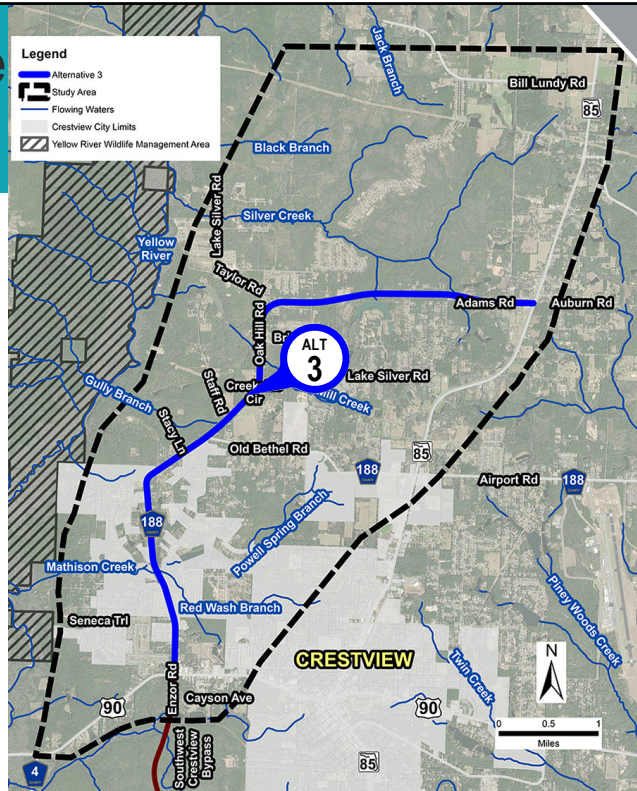
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Alternative 3

- Expands regional connectivity and provides for new network options by creating a new northerly connection to Adams / Auburn Road at S.R. 85.



Alternative 3
remains under consideration.



24 of 32

Based on the evaluation factors, Alternative 3 remains under consideration as it expands regional connectivity, and provides for new network options to connect with Adams Road and Auburn Road at State Road 85.



Step 5: Evaluate Corridors

5

Alternative 4

- Expands regional connectivity and provides for new network options by creating a new northerly connection to Adams / Auburn Road at S.R. 85.



Alternative 4
remains under consideration.



25 of 32

Based on the evaluation factors, Alternative 4 also remains under consideration as it expands regional connectivity, and provides for new network options to connect with Adams Road and Auburn Road at State Road 85.



Step 5: Evaluate Corridors

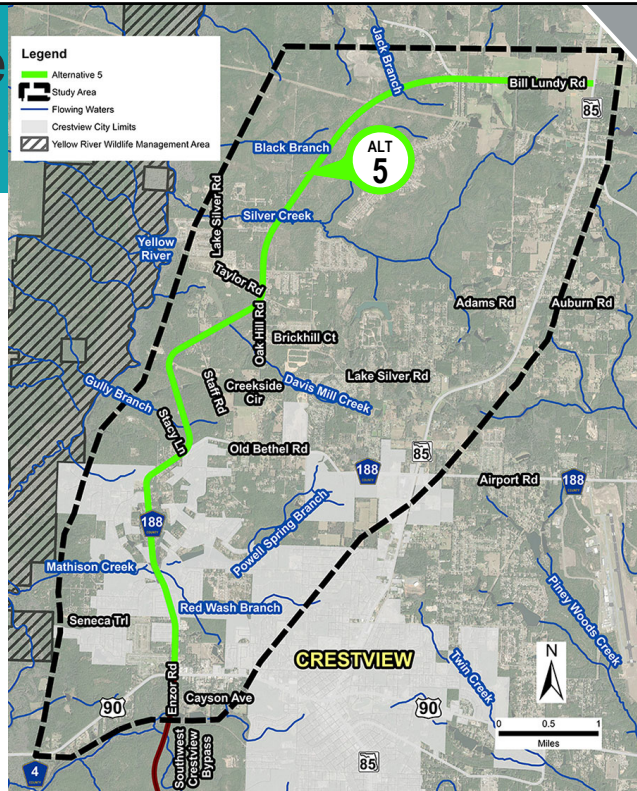
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Alternative 5

- Expands regional connectivity and provides for new network options by creating a new northerly connection to Bill Lundy Road at S.R. 85.



Alternative 5
remains under consideration.



26 of 32

Based on the evaluation factors, Alternative 5 also remains under consideration as it expands regional connectivity, and provides for new network options to connect further north with Bill Lundy Road at State Road 85.



Step 5: Evaluate Corridors



Alternative Corridor	Purpose and Need Score		Evaluation Criteria Scores				Total Score	Recommended for Further Consideration
	Primary	Secondary	Environmental Impacts	Engineering Performance	Public Support	Cost		
Alternative 1	N							Eliminated based on primary purpose and need
Alternative 2	N							Eliminated based on primary purpose and need
Alternative 3	Y	4	25	4		4		TBD
Alternative 4	Y	5	28	6		5		TBD
Alternative 5	Y	7	36	12		9		TBD
Alternative 6	N							Eliminated based on primary purpose and need

*A lower score is more beneficial

Scores are only one factor to help the County reach a final decision. Public, agency, and local government input will be considered to reach an overall decision by Okaloosa County.

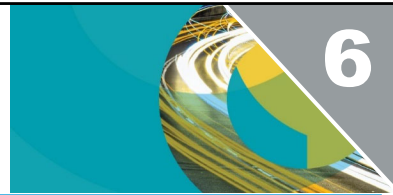
The Alternative Corridor Evaluation Report provides detailed analysis of each of these categories. Each of the three remaining corridors for Alternatives 3, 4, and 5, were evaluated and received a ranking score, where a lower score is more favorable.

It is important to note that the final decision is not based only on the score. The scores are only one factor to help the County reach a final decision.

Public, agency, and local government input will be considered to reach an overall decision by Okaloosa County, which will be documented in the final Alternative Corridor Evaluation Report.



Step 6: Obtain Agency and Public Input



Environmental agencies had most concerns with Alternative 1.

A higher Degree of Effect score was assigned to Alternative 1 based on proximity to the Yellow River.

	Social and Economic						Cultural and Tribal	Natural			Physical			Special Designations				
	Social	Economic	Land Use Changes	Mobility	Aesthetic Effects	Relocation Potential	Section 4(f) Potential Historic and Archeological Sites Recreational and Protected Lands	Wetlands and Surface Waters	Water Resources	Floodplains	Protected Species and Habitat	Coastal and Marine	Noise		Air Quality	Contamination	Infrastructure	Navigation
Alternative 1 From: Enzor Road To: Auburn Rd and SR 85 Published: 10/04/2021 Reviewed from 05/27/2021 to 07/11/2021	3	1	2	1	3	3	2	2	4	4	3	3	2	3	2	3	2	N/A/N/A
Alternative 2 From: US 90 To: SR 85 Published: 10/04/2021 Reviewed from 05/27/2021 to 07/11/2021	3	1	2	1	3	3	2	2	1	2	3	3	3	3	2	3	2	N/A/N/A
Alternative 3 From: US 90 To: Auburn Rd. and SR 85 Published: 10/04/2021 Reviewed from 05/27/2021 to 07/11/2021	3	1	2	1	3	3	2	2	1	3	3	3	3	2	3	2	3	N/A/N/A
Alternative 4 From: US 90 To: Auburn Rd. and SR 85 Published: 10/04/2021 Reviewed from 05/27/2021 to 07/11/2021	3	1	2	1	3	3	2	2	1	3	3	3	3	2	3	2	3	N/A/N/A
Alternative 5 From: US 90 To: Billy Lundy Rd. and SR 85 Published: 10/04/2021 Reviewed from 05/27/2021 to 07/11/2021	3	1	2	1	3	3	2	2	1	3	3	3	3	2	3	2	3	N/A/N/A
Alternative 6 From: US 90 To: Old Bethel Rd. and SR 85 Published: 10/04/2021 Reviewed from 05/27/2021 to 07/11/2021	3	1	2	1	3	3	2	2	1	2	3	2	3	2	3	2	3	N/A/N/A

28 of 32

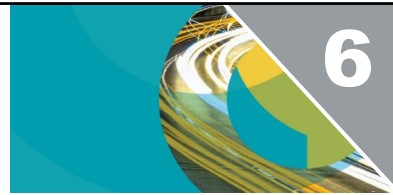
Step 6 involves agency and public input.

The environmental resource agencies were afforded an opportunity to review and comment on all corridors through the FDOT Efficient Transportation Decision Making, or E – T – D – M, process.

In summary, the environmental agencies had the most concern with Alternative 1 due to proximity to the Yellow River floodplain, and environmental resources.

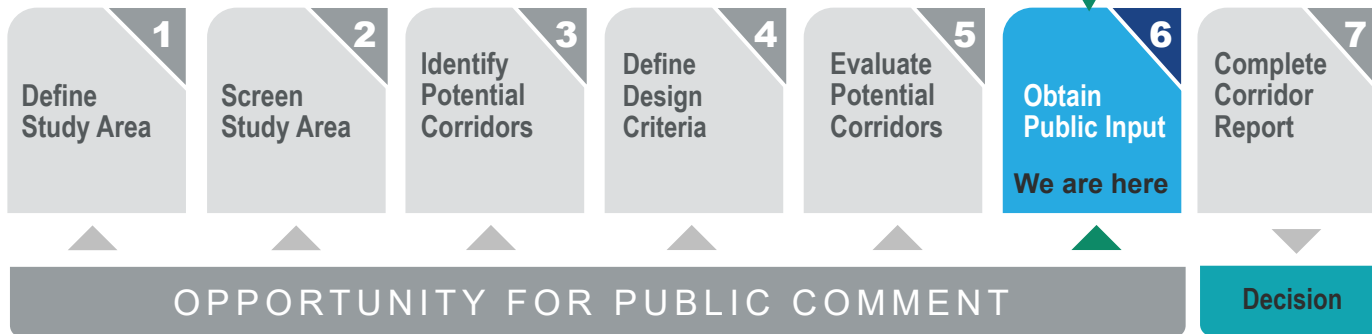


Step 6: Obtain Agency and Public Input



Okaloosa County Project Manager
Okaloosa County Public Works

Stephen Blalock, P.E.
(850) 683-6259 | NWCB@myokaloosa.com



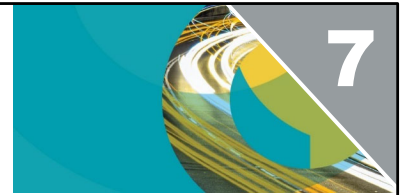
29 of 32

The purpose of this meeting is to seek public input on the corridors so that Okaloosa County can make an informed decision.

Public comment can be provided at this meeting by comment form, or by e-mail to the Okaloosa County project manager, Stephen Blalock at: [N W C B at my okaloosa dot com.](mailto:NWCB@myokaloosa.com)

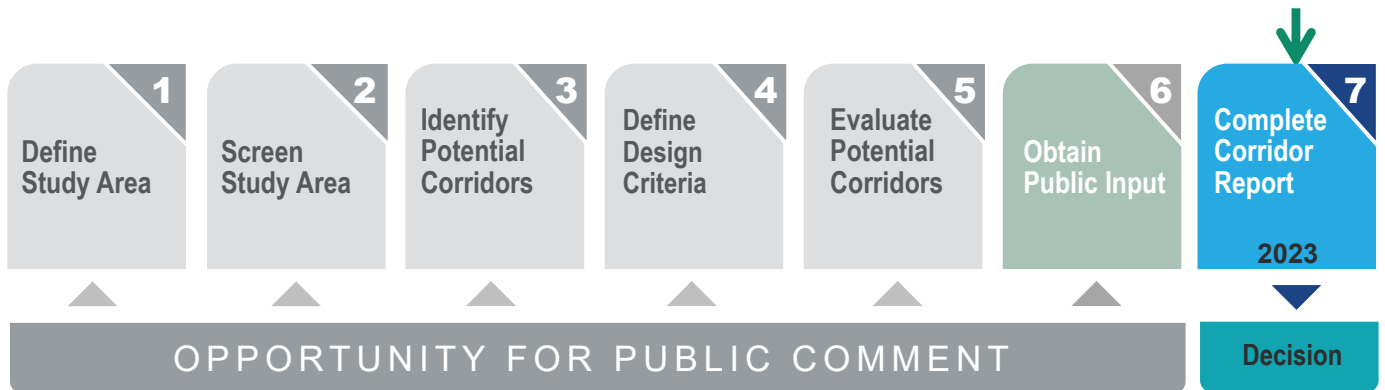


Step 7: Complete Corridor Report



Okaloosa County Project Manager
Okaloosa County Public Works

Stephen Blalock, P.E.
(850) 683-6259 | NWCB@myokaloosa.com



30 of 32

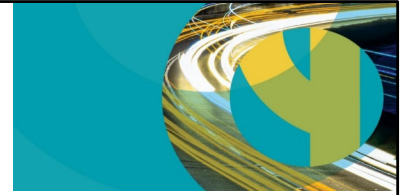
Step 7 is the final step which is to complete the report considering all public comment received.

We anticipate completion of the report in 2023.

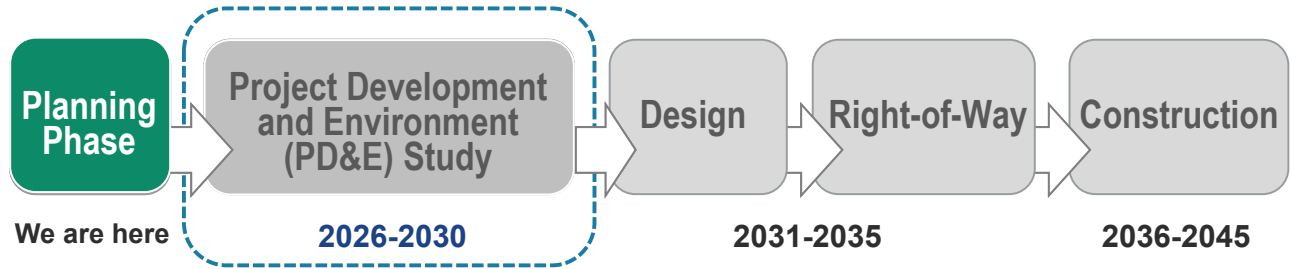
This will allow the County to work with the Florida Department of Transportation to advance the recommended alternative to the next study phase, which is a Project Development and Environment, or P – D – and – E, study.



What's Next?



Project Development and Environment (PD&E) Study is anticipated in 2026-2030 timeframe. Future phases are not yet funded, but each phase will include public involvement as the project progresses.



Future phases are not funded.

Timeframes based on the Okaloosa-Walton Transportation Planning Organization (O-W TPO) 2045 Long-Range Transportation Plan.

31 of 32

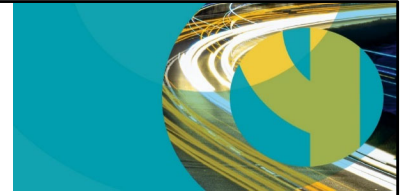
The next study phase is anticipated in the 2026-2030 timeframe.

Remember that future phases such as design, right-of-way, and construction, are not funded at this time.

Each future phase will include opportunities for public input.



Contact Us



Stephen Blalock, P.E.

Project Manager

Okaloosa County Public Works

(850) 683-6259

NWCB@myokaloosa.com

Thank You

Comment period closes Friday, December 2, 2022.

32 of 32

The comment period closes Friday, December 2, 2022.

Please provide all comments to Stephen Blalock, the project manager with Okaloosa County, by the contact information presented on this slide.

Thank you for attending, and we look forward to hearing from you.