



Alternative Corridor Evaluation Report

March 2024 Final

FPID: 438139-1-24-01; ETDM No.: 14450

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration (FHWA) and FDOT.

This planning product may be adopted into the environmental review process, pursuant to Title 23 USC § 168(4)(d), or the state project development process.



Alternative Corridor Evaluation Report

Final

Florida Department of Transportation

District 3

Northwest Crestview Bypass

Project Limits: US 90 between County Road 4 and Old Bethel Road, northeasterly to SR 85

Location: Okaloosa County, Florida, and City of Crestview

FPID: 438139-1-24-01

ETDM No.: 14450

Date: March 2024

Prepared by: Okaloosa County (HDR Engineering)

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration (FHWA) and FDOT.

This planning product may be adopted into the environmental review process, pursuant to Title 23 USC § 168(4)(d), or the state project development process.



Contents

Contents	ii
Figures.....	iv
Tables.....	v
Appendices	vi
Acronyms and Abbreviations.....	vii
Executive Summary	ix
1.0 Introduction	1-1
1.1 Purpose of the Alternative Corridor Evaluation Report	1-1
1.2 Project Background.....	1-1
1.2.1 ETDM Screening	1-1
1.2.2 Project Status	1-1
1.3 Project Description.....	1-2
1.3.1 Other Related Studies and Projects	1-7
2.0 Purpose and Need	2-1
2.1 Purpose	2-1
2.2 Need	2-1
3.0 Existing and Future Conditions.....	3-1
3.1 Roadway and Environmental	3-1
3.2 Traffic and Safety.....	3-1
4.0 Alternative Evaluation Methodology.....	4-1
5.0 Initial Corridors and Alternatives.....	5-1
5.1 Design Controls	5-3
5.2 Description of Alternative Corridors.....	5-5
5.2.1 Alternative 1.....	5-5
5.2.2 Alternative 2.....	5-5
5.2.3 Alternative 3.....	5-8
5.2.4 Alternative 4.....	5-8
5.2.5 Alternative 5.....	5-11
5.2.6 Alternative 6.....	5-11
6.0 Alternatives Evaluation	6-1
6.1 Primary Purpose and Need Evaluation	6-1
6.2 Alternative Corridor Refinement.....	6-4
6.2.1 Alternative 3.....	6-4
6.2.2 Alternative 4.....	6-6
6.2.3 Alternative 5.....	6-8
6.3 Secondary Purpose and Need Evaluation.....	6-10
6.4 Environmental Evaluation	6-11
6.4.1 Social and Economic Evaluation	6-13
6.4.2 Cultural Resources Evaluation.....	6-20
6.4.3 Natural Resources Evaluation.....	6-21
6.4.4 Physical Resources Evaluation	6-24
6.4.5 Environmental Factors Summary	6-26
6.5 Engineering Evaluation	6-27
6.5.1 Utilities	6-27
6.5.2 Bridges and Structures	6-30

Northwest Crestview Bypass Alternative Corridor Evaluation Report



6.5.3	Drainage and Stormwater	6-34
6.5.4	Engineering Factors Summary	6-36
6.6	Estimated Costs Evaluation	6-36
6.7	Summary Alternative Corridor Evaluation	6-37
7.0	Public Involvement and Agency Coordination	7-1
7.1	Agency Coordination	7-1
7.1.1	Summary of ETDM Comments	7-3
7.2	Public Comments	7-5
8.0	Narrative Assessment by Corridor	8-1
8.1	Alternative 3	8-1
8.1.1	Corridor Analysis Results	8-1
8.1.2	Public Feedback	8-2
8.1.3	Agency Feedback	8-2
8.1.4	Alternative 3A	8-3
8.1.5	Comparative Evaluation of Alternatives 3 and 3A	8-5
8.1.6	Conclusion	8-6
8.2	Alternative 4	8-7
8.2.1	Corridor Analysis Results	8-7
8.2.2	Public Feedback	8-7
8.2.3	Agency Feedback	8-8
8.2.4	Conclusion	8-8
8.3	Alternative 5	8-8
8.3.1	Corridor Analysis Results	8-8
8.3.2	Public Feedback	8-9
8.3.3	Agency Feedback	8-9
8.3.4	Alternative 5A	8-10
8.3.5	Comparative Evaluation of Alternatives 5 and 5A	8-12
8.3.6	Conclusion	8-13
8.4	Alternative 7	8-14
8.4.1	Evaluation of Alternative 7	8-18
8.4.2	ETAT Review of Alternative 7	8-19
8.5	Westerly Routes	8-21
9.0	Recommendations	9-1
9.1	Alternatives Eliminated (Prior to Public Meeting)	9-1
9.2	Modifications in Response to Public Meeting Comments	9-2
9.3	Welannee Watershed Forest	9-3
9.4	Alternative Corridor Recommended for PD&E Study	9-4
10.0	Appendices	10-1
Appendix A	Existing and Future Conditions Report	10-1
Appendix B	Traffic Analysis Report and Methodology Memorandum	10-1
Appendix C	Approved Methodology Memorandum	10-1
Appendix D	Cultural Resources Desktop Analysis	10-1
Appendix E	Public Involvement Summary Report	10-1



Figures

Figure ES-1 Decision Summary	xi
Figure 1-1 Study Area Overview	1-3
Figure 1-2 Project Study Area	1-4
Figure 1-3 Alternative Corridors	1-6
Figure 1-4 Overview of Regional Projects	1-9
Figure 5-1 Opportunities and Constraints Map	5-2
Figure 5-2 Initial Corridor Roadway Typical Section (45 mph)	5-4
Figure 5-3 Initial Corridor Bridge Typical Section	5-4
Figure 5-4 Alternative 1	5-6
Figure 5-5 Alternative 2	5-7
Figure 5-6 Alternative 3	5-9
Figure 5-7 Alternative 4	5-10
Figure 5-8 Alternative 5	5-12
Figure 5-9 Alternative 6	5-13
Figure 6-1 Alternative Corridors and Local Plans	6-3
Figure 6-2 Alternative 3 (Refined)	6-5
Figure 6-3 Alternative 4 (Refined)	6-7
Figure 6-4 Alternative 5 (Refined)	6-9
Figure 6-5 Existing Land Use	6-15
Figure 6-6 Community Facilities	6-16
Figure 6-7 Neighborhoods	6-17
Figure 6-8 Minority and Low-Income Populations	6-18
Figure 6-9 Prime Farmland	6-19
Figure 6-10 Natural Resources	6-23
Figure 6-11 Contaminated Sites	6-25
Figure 6-12 Utilities	6-29
Figure 6-13 Bridge and Box Culvert Locations at Alternative Corridor 3	6-31
Figure 6-14 Bridge and Box Culvert Locations at Alternative Corridor 4	6-32
Figure 6-15 Bridge and Box Culvert Locations at Alternative Corridor 5	6-33
Figure 6-16 Drainage Basins	6-35
Figure 7-1 ETAT Degree of Effect Results	7-4
Figure 8-1 Typical Section 1 (Modified)	8-3
Figure 8-2 Location of Alternatives 3 and 3A	8-4
Figure 8-3 Location of Alternatives 5 and 5A	8-11
Figure 8-4 Recommended Alternative 7	8-15
Figure 8-5 Typical Section 2	8-16
Figure 8-6 Typical Section 3	8-16
Figure 8-7 Alternative 7 Typical Section Limits	8-17
Figure 8-8 Western Routes Considered, but Eliminated	8-22



Tables

Table 5-1 Design Criteria for 45 mph Typical Section.....	5-3
Table 5-2 Alternative 1 Segments	5-5
Table 5-3 Alternative 2 Segments	5-5
Table 5-4 Alternative 3 Segments	5-8
Table 5-5 Alternative 4 Segments	5-8
Table 5-6 Alternative 5 Segments	5-11
Table 5-7 Alternative 6 Segments	5-11
Table 6-1 Primary Purpose and Need Evaluation.....	6-2
Table 6-2 Alternative 3 Segments	6-4
Table 6-3 Alternative 4 Segments	6-6
Table 6-4 Alternative 5 Segments	6-8
Table 6-5 Secondary Purpose and Need Evaluation	6-10
Table 6-6 GIS Data Layers.....	6-11
Table 6-7 Social Resources Evaluation.....	6-14
Table 6-8 Cultural Resources Evaluation	6-20
Table 6-9 Natural Resources Evaluation	6-22
Table 6-10 Physical Resources Evaluation	6-24
Table 6-11 Environmental Evaluation Summary.....	6-26
Table 6-12 Utilities	6-28
Table 6-13 Summary of Bridges and Box Culverts	6-34
Table 6-14 Stormwater Management Needs	6-34
Table 6-15 Engineering Considerations	6-36
Table 6-16 Estimated Costs Comparison	6-36
Table 6-17 Summary of Comparative Evaluation	6-37
Table 7-1 Agency and Tribal Coordination	7-2
Table 8-1 Alternative 3 Corridor Evaluation Summary.....	8-2
Table 8-2 Comparative Environmental Evaluation for Alternative 3A.....	8-5
Table 8-3 Comparative Engineering Evaluation for Alternative 3A	8-6
Table 8-4 Comparative Cost Evaluation for Alternative 3A	8-6
Table 8-5 Alternative 4 Corridor Evaluation Summary.....	8-7
Table 8-6 Alternative 5 Corridor Evaluation Summary.....	8-9
Table 8-7 Comparative Environmental Evaluation for Alternative 5A.....	8-12
Table 8-8 Comparative Engineering Evaluation for Alternative 5A	8-13
Table 8-9 Comparative Cost Evaluation for Alternative 5A	8-13
Table 8-10 Environmental Evaluation for Alternative 7	8-18
Table 8-11 Engineering Evaluation for Alternative 7	8-18
Table 8-12 Stormwater Management Needs for Alternative 7	8-19
Table 8-13 Summary of Bridges and Box Culverts for Alternative 7	8-19
Table 8-14 Cost Evaluation for Alternative 7	8-19



Appendices

- Appendix A | Existing and Future Conditions Report
- Appendix B | Traffic Analysis Report and Methodology Memorandum
- Appendix C | Approved Methodology Memorandum
- Appendix D | Cultural Resources Desktop Analysis
- Appendix E | Public Involvement Summary Report



Acronyms and Abbreviations

ACE	Alternative Corridor Evaluation
ACER	Alternative Corridor Evaluation Report
ACS	American Community Survey
AFB	Air Force Base
BEBR	Bureau of Economic and Business Research
CAR	FDOT Crash Analysis Reporting System
CFR	Code of Federal Regulations
CR	County Road
EFH	Essential Fish Habitat
EST	Environmental Screening Tool
ETAT	Environmental Technical Advisory Team
ETDM	Efficient Transportation Decision Making
FDEO	Florida Department of Economic Opportunity
FDOS	Florida Department of State
FDOT	Florida Department of Transportation
FDEP	Florida Department of Environmental Protection
FEMA	Federal Emergency Management Agency
FGDL	Florida Geographic Data Library
FHWA	Federal Highway Administration
FNAI	Florida Natural Areas Inventory
FPID	Financial Project Identification
FWC	Florida Fish and Wildlife Conservation Commission
GIS	Geographic Information System
LOS	Level of Service
LRE	Long Range Estimate
MM	Methodology Memorandum
NEPA	National Environmental Policy Act
NRHP	National Register of Historic Places
NMFS	National Marine Fisheries Service
NPS	National Park Service
NRCS	Natural Resources Conservation Service
NWFWMD	Northwest Florida Water Management District
NWI	National Wetlands Inventory
OEM	Office of Environmental Management
O-W TPO	Okaloosa-Walton Transportation Planning Organization
PD&E	Project Development and Environment
RCRA	Resource Conservation and Recovery Act
SDR	Sociocultural Data Report
SHPO	State Historic Preservation Officer
SR	State Road
TRIP	Transportation Regional Incentive Program
TWLTL	Two way left turn lane
USACE	United State Army Corps of Engineers
USC	United States Code

Northwest Crestview Bypass Alternative Corridor Evaluation Report



USCG	United States Coast Guard
USDA	United States Department of Agriculture
USEPA/EPA	United States Environmental Protection Agency
USFWS/FWS	United States Fish and Wildlife Service
V/MSV	Volume to maximum service volume ratio



Executive Summary

Okaloosa County is evaluating transportation corridor alternatives for the northwest segment of a bypass around the City of Crestview in Okaloosa County, Florida. The project, known as the Northwest Crestview Bypass, will connect with the Southwest Crestview Bypass near the intersection of US 90 and Old Bethel Road and will terminate at State Road (SR) 85 (North Ferdon Boulevard) north of Crestview. Corridor options considered potential future connections to a potential eastern Crestview bypass, which has been considered in multiple studies.

This project is being developed by Okaloosa County, in partnership with the FDOT District 3, and the City of Crestview. FDOT is providing state funding assistance through the Transportation Regional Incentive Program (TRIP). County matching funds are provided through county surtax and gas tax revenue. The study process is following the FDOT Alternative Corridor Evaluation (ACE) process and was reviewed through the FDOT Efficient Transportation Decision Making (ETDM) process as project #14450.

Section 4.0 of the report describes the evaluation methodology, which is based on the approved Methodology Memorandum in Appendix C. The evaluation process began with an assessment of each corridor's ability to meet the project's primary purpose and need (as explained in Section 6.1). Alternatives failing to meet the primary purpose and need were eliminated from further consideration and the evaluation process continued only for those alternatives that met the primary purpose and need. The remaining viable corridors were refined (as explained in Section 6.2) and evaluated based on secondary purpose and need (explained in Section 6.3), and then using environmental (explained in Section 6.4), engineering (explained in Section 6.5), and cost considerations (explained in Section 6.6).

Six alternatives were initially evaluated, and later refined to add Alternative 7. This process is further explained below and summarized in **Figure ES-1**. The primary purpose and need evaluation resulted in elimination of Alternative Corridors 1, 2, and 6 from further consideration.

- Alternative Corridor 1 (Alternative 1) does not meet the consistency with local plans criteria because it encroaches on the floodplains and wetlands of the Yellow River and hence is incompatible with the Okaloosa County 2020 Comprehensive Plan River Protection Zone Conservation Element Policies 7.1 – 7.5.
- Alternative Corridor 2 (Alternative 2) does not meet the criteria to improve regional connectivity as it would utilize only an existing local road (Old Bethel Road) and would function as a local or parallel route to SR 85 through reliance on the existing road network even when the roadway is widened. Alternative 2 would not serve regional trips nor support potential new growth areas outside the City of Crestview.
- Alternative Corridor 6 (Alternative 6) does not meet any of the primary purpose and need criteria. Alternative 6 does not improve regional connectivity within the western parts of the county as it would function more as a local or parallel route to SR 85. Based on its



proximity to SR 85, Alternative 6 would mostly serve local trips between US 90 and Old Bethel Road. Alternative 6 does not provide direct linkage with the Southwest Crestview Bypass since it would utilize part of US 90 to connect to the Southwest Crestview Bypass. Additionally, Alternative 6 is inconsistent with local plans because it would not support four developments noted by the City of Crestview.

All remaining viable corridors were evaluated using environmental, engineering, and cost. Evaluation scores were assigned where 1 represents the corridor having the best performance (least impact, most benefit, etc.) and the highest score represents the alternative performing the worst. The highest score corresponds to the total number of alternatives analyzed. Alternatives with equal impacts or benefits (alternatives that are tied) were scored the same. When an alternative did not involve a criterion, it was assigned a score of zero. Following the evaluation of all the criteria in an evaluation category, the criteria scores for each corridor were summed within each category to determine the corridor's overall evaluation category score for each category. A corridor having the best overall performance had the lowest total score.

Okaloosa County developed and refined three alternative corridors, and presented the draft findings in an in-person public meeting on November 17, 2022. All meeting materials were also uploaded on the Okaloosa County website including the presentation. The complete public meeting summary report is provided as **Appendix E** which documents the noticing, materials, and resolution of comments. Public comments provided during the comment period were evaluated. Two overall themes emerged: (1) concern for neighborhood and residential impacts along Old Bethel Road, and (2) desire for a more northerly bypass connection modified to utilize undeveloped property to the west. In response to public comments, additional analysis, and local government coordination, Okaloosa County refined the alternative corridors within the study area as follows:

- Revised Alternative Corridor 3 (Alternative 3) as Alternative 3A, narrowing the typical section along the southern portion of Old Bethel Road to reduce potential neighborhood impacts and refining the alignment north of Old Bethel Road to better use undeveloped property identified through the public involvement process.
- Revised Alternative Corridor 5 (Alternative 5) as Alternative 5A, narrowing the typical section along the southern portion of Old Bethel Road to reduce potential neighborhood impacts and refining the alignment north of Old Bethel Road to better utilize undeveloped property identified through the public involvement process.
- Eliminated Alternative 4 to address public comment requesting better utilization of undeveloped land west of Staff Road and Oak Hill Road. Incorporating this comment would make Alternative 4 redundant to Alternative 3A.
- Developed a modified corridor alternative which combines sections of Alternatives 5A and 3A, identified as Alternative 7, providing network connectivity to SR 85 at both Adams Road and Bill Lundy Road, reducing the typical section along the southern

Northwest Crestview Bypass Alternative Corridor Evaluation Report



portion of Old Bethel Road while retaining four travel lanes, and reducing the typical section north of Old Bethel Road from four lanes to two lanes.

After considering all factors, including public input, Okaloosa County recommends Alternative 7 as the Recommended Alternative for further evaluation in the Project Development and Environment (PD&E) phase, eliminating all other alternatives. A flow chart illustrating the evolution of alternatives appears in **Figure ES-1** below.

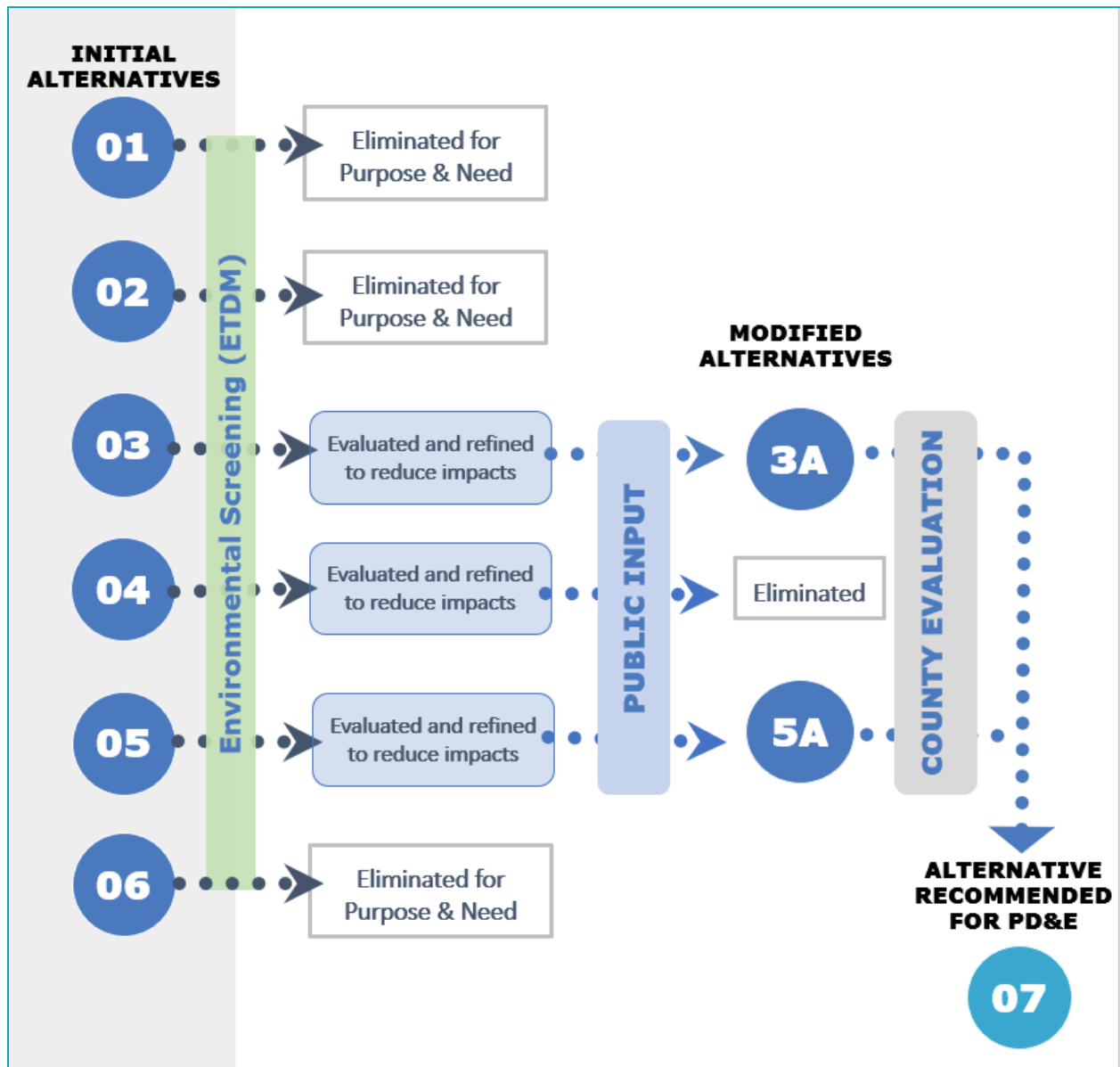


Figure ES-1 | Decision Summary



1.0 Introduction

1.1 Purpose of the Alternative Corridor Evaluation Report

The Alternative Corridor Evaluation (ACE) process, as defined in the Project Development and Environment (PD&E) Manual and the Efficient Transportation Decision Making (ETDM) Manual, meets the intent of the Code of Federal Regulations (CFR), Title 23, Part 450 (Planning Regulations) and 23 U.S. Code (USC) §168 (Integration of Planning and Environmental Review) of streamlining the planning and environmental review process. It is the intent to conduct the ACE for the Northwest Crestview Bypass so that planning decisions can be adopted or incorporated by reference into the National Environmental Policy Act (NEPA) process. The goal of the ACE is to identify, evaluate, and eliminate alternatives based on consideration of meeting the project purpose and need, avoidance and/or minimization of potential impacts to environmental resources, engineering feasibility, a narrative assessment of the corridors, and agency / public input. The ACE process ensures that all viable alternatives are evaluated consistently.

1.2 Project Background

1.2.1 ETDM Screening

The ETDM Programming Screen for ETDM #14450 [Northwest Crestview Bypass from US 90 (SR 10) to SR 85] was initiated on May 7, 2021 with the Preliminary Programming Screen Summary Report published on October 4, 2021. Six alternatives were screened to help identify sensitive resources and other fatal flaws that should be avoided. The naming of each alternative identified in the ETDM Screening will remain consistent throughout the ACE process and be carried through the PD&E phase. A summary of the agency input is found in Section 8.0 of this report.

1.2.2 Project Status

The Northwest Crestview Bypass project is identified as a non-Strategic Intermodal System priority #6 for the Okaloosa-Walton Transportation Planning Organization (O-W TPO) to provide four lanes of capacity as FPID 438139-1.¹ The Northwest Crestview Bypass is included in the O-W TPO 2045 Cost Feasible Plan for Project Development and Environment (PD&E) in fiscal years 2026 – 2030, Design in fiscal years 2031 – 2035, and Construction beyond fiscal years 2036 - 2045. The PD&E phase for the Northwest Crestview Bypass is not currently included in the O-W TPO Transportation Improvement Program or the FDOT State Transportation Improvement Program.

¹ The Adopted FY25-29 O-W TPO Non-SIS Priorities (August 17, 2023) places the project at priority rank 8 for P&DE funding.



The Okaloosa County Comprehensive Plan includes the Northwest Crestview Bypass. Policy 1.3.2 in Chapter 2.2 Transportation states, “Coordinate with the Okaloosa – Walton TPO in the development of the Crestview Bypass, a parallel 4-lane roadway, to reduce traffic congestion on SR 85 and to foster interstate commerce.”

The City of Crestview Comprehensive Plan does not specifically discuss a bypass but contains multiple objectives and policies aimed to address congestion on SR 85. Objective 8.A.6 states, “The City shall continually take steps and actions designed to relieve congestion on area roadways, especially SR 85”. Policy 8.A.2.2 states, “The City shall continue to use funds from various sources so as to complete the improvements listed in Table 14-1-T, thereby providing relief to SR-85.” Policy 13.A.2.8 states, “The City will also participate in regional efforts to develop and implement other transportation demand management strategies to reduce peak travel demand on SR 85.”

The City of Crestview Strategic Plan (June 2019) does not specifically discuss a bypass but contains a Goal to “Provide safe, efficient and accessible means for mobility.”

1.3 Project Description

Okaloosa County is evaluating transportation corridor alternatives for the northwest segment of a bypass around the City of Crestview in Okaloosa County, Florida. An overview of the study area is provided in **Figure 1-1**. The project, known as the Northwest Crestview Bypass, will connect with the Southwest Crestview Bypass (currently under construction) near the intersection of US 90 and Old Bethel Road (CR 188) and will terminate at State Road (SR) 85 (North Ferdon Boulevard) north of Crestview. The project will consider improvements to the existing Old Bethel Road from US 90 to SR 85 as well as alternative new corridors. The project study area is shown in **Figure 1-2**. The project study area was established through coordination with Okaloosa County and the City of Crestview, by considering logical termini of the proposed bypass and avoidance/minimization of potential environmental impacts. The Northwest Crestview Bypass would begin along US 90 between County Road (CR) 4 and Old Bethel Road, then extend northeasterly to terminate at existing intersections along SR 85. The western study area boundary was set to avoid or minimize impacts to the Yellow River Wildlife Management Area. The northern boundary was set to include potential east-west streets that could provide a logical end point of the bypass at SR 85 and potentially connect to a future eastern Crestview bypass, which has been considered in multiple planning studies.

Northwest Crestview Bypass Alternative Corridor Evaluation Report



This project is being developed by Okaloosa County, in partnership with the FDOT District 3, and the City of Crestview. FDOT is providing state funding assistance through the Transportation Regional Incentive Program (TRIP). County matching funds are provided through county surtax and gas tax revenue. The Project Development and Environment, or NEPA process, will follow approval of the FDOT ACE.

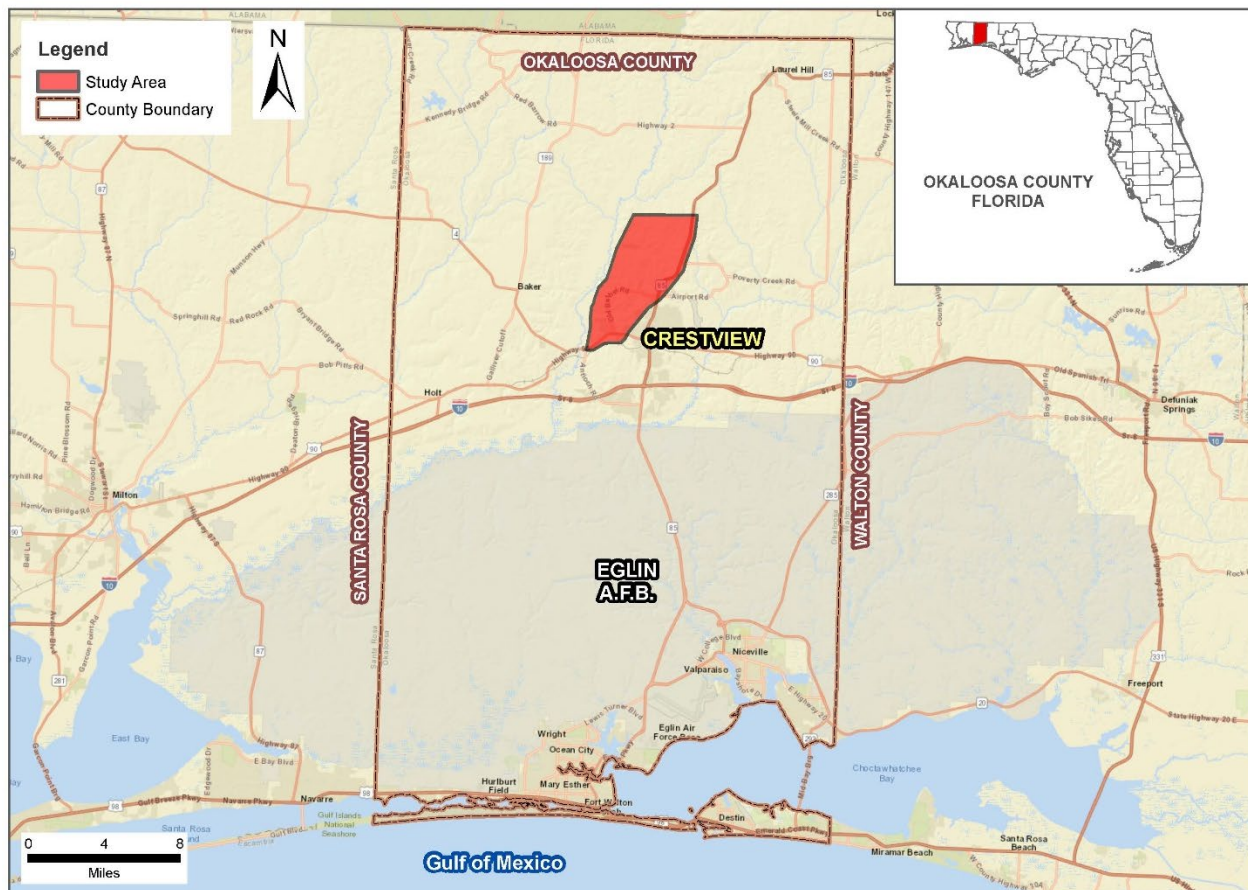


Figure 1-1 | Study Area Overview

Northwest Crestview Bypass Alternative Corridor Evaluation Report

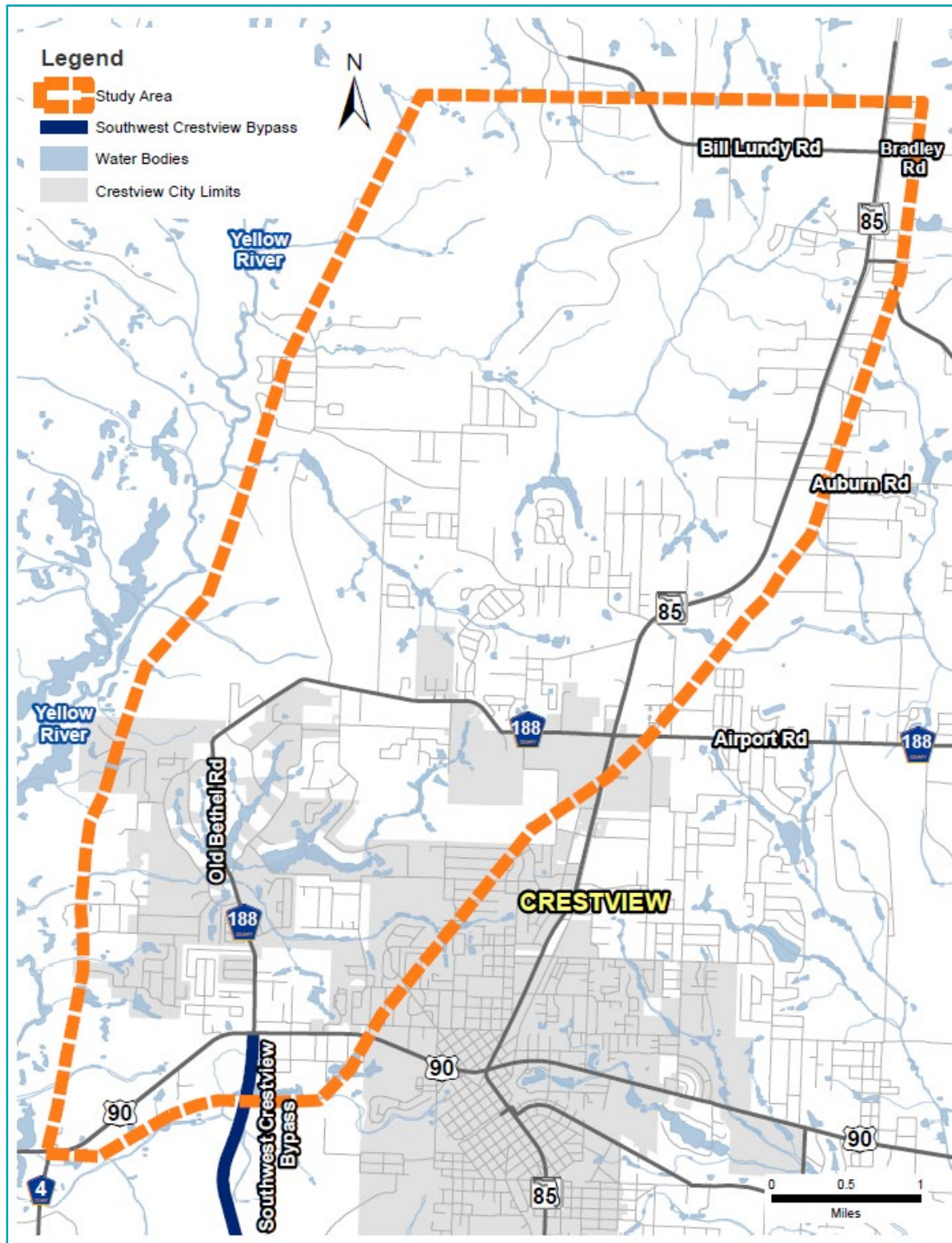


Figure 1-2 | Project Study Area

Northwest Crestview Bypass Alternative Corridor Evaluation Report



The project initially considered six alternatives, which are generally described as follows and shown on **Figure 1-3**:

- Alternative 1: New alignment from the intersection of Enzor Road and Cayson Avenue bearing northwest to the boundary of the Yellow River Wildlife Management Area and then north and east to the intersection of SR 85 and Adams/Auburn Road.
- Alternative 2: Capacity improvements to Old Bethel Road from its intersection with US 90 to its intersection with SR 85 near Airport Road.
- Alternative 3: Capacity improvements to Old Bethel Road from its intersection with US 90 to west of Staff Road, and new alignment north and east to the intersection of Adams/Auburn Road and SR 85.
- Alternative 4: Capacity improvements to Old Bethel Road from its intersection with US 90 to south of Seminole Drive, and new alignment north and east to the intersection of Adams/Auburn Road and SR 85.
- Alternative 5: Capacity improvements to Old Bethel Road from its intersection with US 90 to south of Seminole Drive, and new alignment north and east to the intersection of Bill Lundy Road and SR 85.
- Alternative 6: Follow US 90 from the intersection of Old Bethel Road and US 90 to the intersection of US 90 and Cayson Avenue, then north and east on new alignment to the intersection of Old Bethel Road and SR 85.

Northwest Crestview Bypass Alternative Corridor Evaluation Report

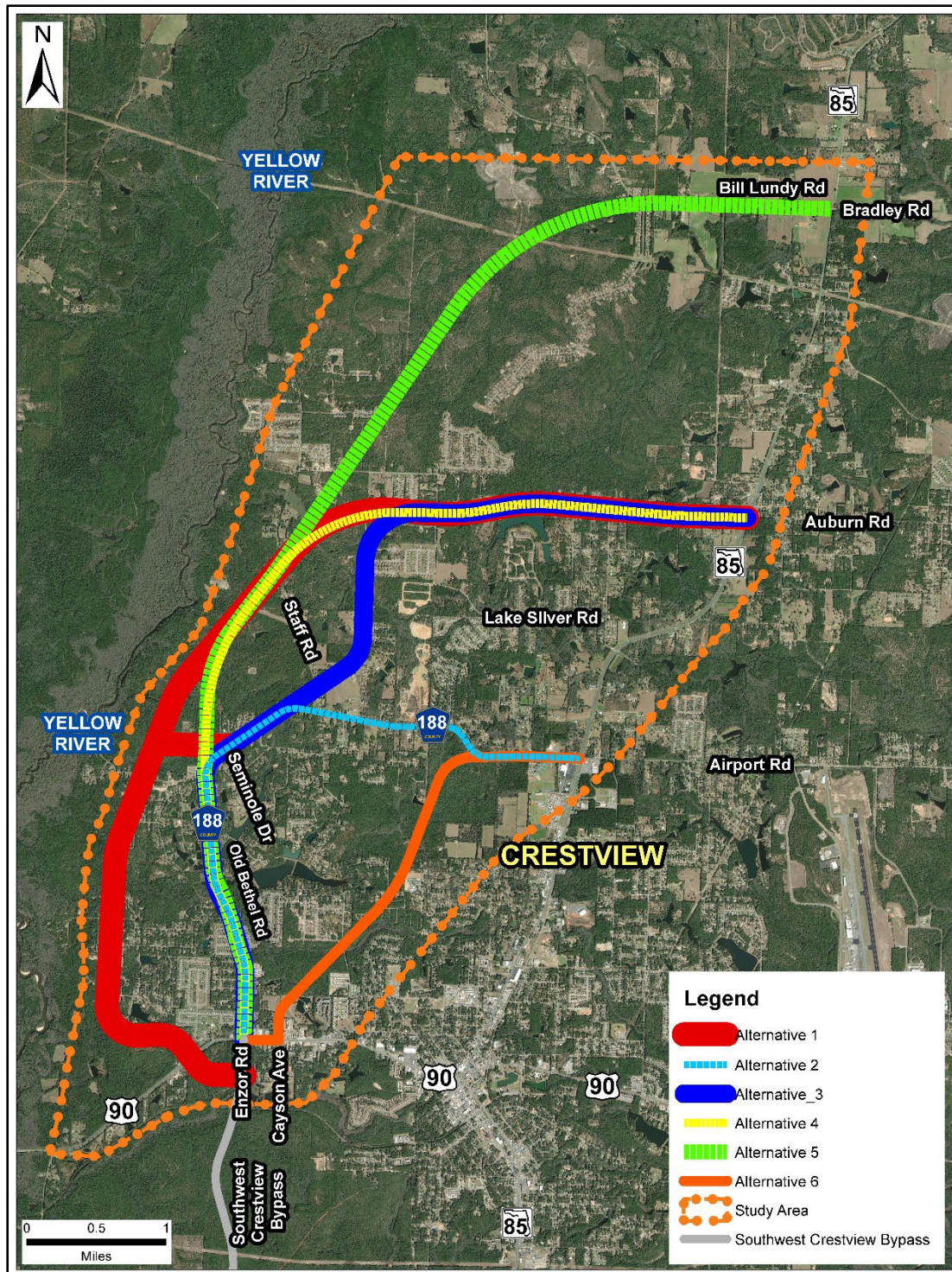


Figure 1-3 | Alternative Corridors



1.3.1 Other Related Studies and Projects

A Crestview bypass was first evaluated in a feasibility study completed in 2004. The 2004 Feasibility Study considered three corridors including a western bypass, an eastern bypass east of Shoal River and an eastern bypass further east near the Shoal River Ranch Development of Regional Impact. During the feasibility study, Eglin identified unacceptable mission impacts for all options traversing Eglin Air Force Base (AFB) in the southeast quadrant of I-10 and SR 85 and recommended a corridor west of SR 85. Ultimately, an eastern corridor that incorporated improvements to I-10 and SR 85 and avoided Eglin impacts was included for further study. The three corridors went through FDOT's Efficient Transportation Decision Making planning screen (#2891). The western bypass moved into the programming screen; however, the eastern bypasses did not.

The O-W TPO 2035 Needs Plan included an Eastern and Western Crestview Bypass. In the 2040 Long Range Transportation Plan, the O-W TPO removed the Eastern Crestview Bypass with the intent of focusing on the Western Crestview Bypass options. In December 2017, O-W TPO passed Resolution 17-17 to begin the process to amend the 2040 Long Range Transportation Plan to also include an Eastern Crestview Bypass and restarted the process of evaluating a bypass focusing east of Crestview. The Eastern Crestview Bypass is included in the O-W TPO 2045 Needs Plan.

FDOT completed a Feasibility Study for a SR 85 Eastern Crestview Bypass in July 2019. The project limits began along SR 85 north of Shoal River, extended north with SR 85 as the western boundary, Shoal River and Bob Sikes Airport as the eastern boundary, and finished at Airport Road as the northern terminus. Three build alternatives and a no build alternative were analyzed. Through the desktop planning level analysis of the proposed impacts associated with the three build alternatives, it was determined that the project would not result in a significant enough reduction in congestion along SR 85 to justify the social, environmental, construction, and right-of-way costs associated with the three build alternatives. The feasibility study recommended to continue with the PD&E Studies for a Western Crestview Bypass and the capacity improvements along SR 85 shown currently within the O-W TPO Cost Feasible Plan. As these ongoing projects advance to stages where operational improvements can be analyzed, further coordination should continue with local planning partners to determine if the regional traffic concerns are addressed by these existing projects, or if a more detailed traffic analysis related to the Eastern Crestview Bypass should be completed.

Northwest Crestview Bypass Alternative Corridor Evaluation Report



The Western Crestview Bypass consists of the Northwest Crestview Bypass (north of US 90) and the Southwest Crestview Bypass (South of US 90). The Southwest Crestview Bypass will route around Crestview to the southwest beginning at Wild Horse Drive and P.J. Adams Parkway and ending at US 90 and County Road (CR) 188. The Southwest Crestview Bypass project is underway through several projects which include P.J. Adams Parkway Widening from Crab Apple Avenue to Wildhorse Drive [Financial Project Identification (FPID) 421997-9], I-10 at Antioch Road Interchange (FPID 407918-5), and the Southwest Crestview Bypass from I-10 to US 90. All three segments are under construction.

Other regional projects include I-10 Improvements from the Santa Rosa County line to SR 85 (FPIDs 413062-5 & 441038 -1, -2, -3, -4), SR 85 Resurfacing from SR 123 to I-10 (FPID 441548-1), SR 85 Access Management Project from Southcrest Drive to Hospital Drive (FPID 443672-1), and SR 85 Widening from SR 123 to Mirage Avenue (FPID 220171-2). The I-10 Improvements and SR 85 Widening projects are currently in the Design Phase. The SR 85 Access Management project is currently in the design phase. The SR 85 Resurfacing Project has completed design and will be bid for construction.

An overview of regional projects is shown in **Figure 1-4**.

Northwest Crestview Bypass Alternative Corridor Evaluation Report

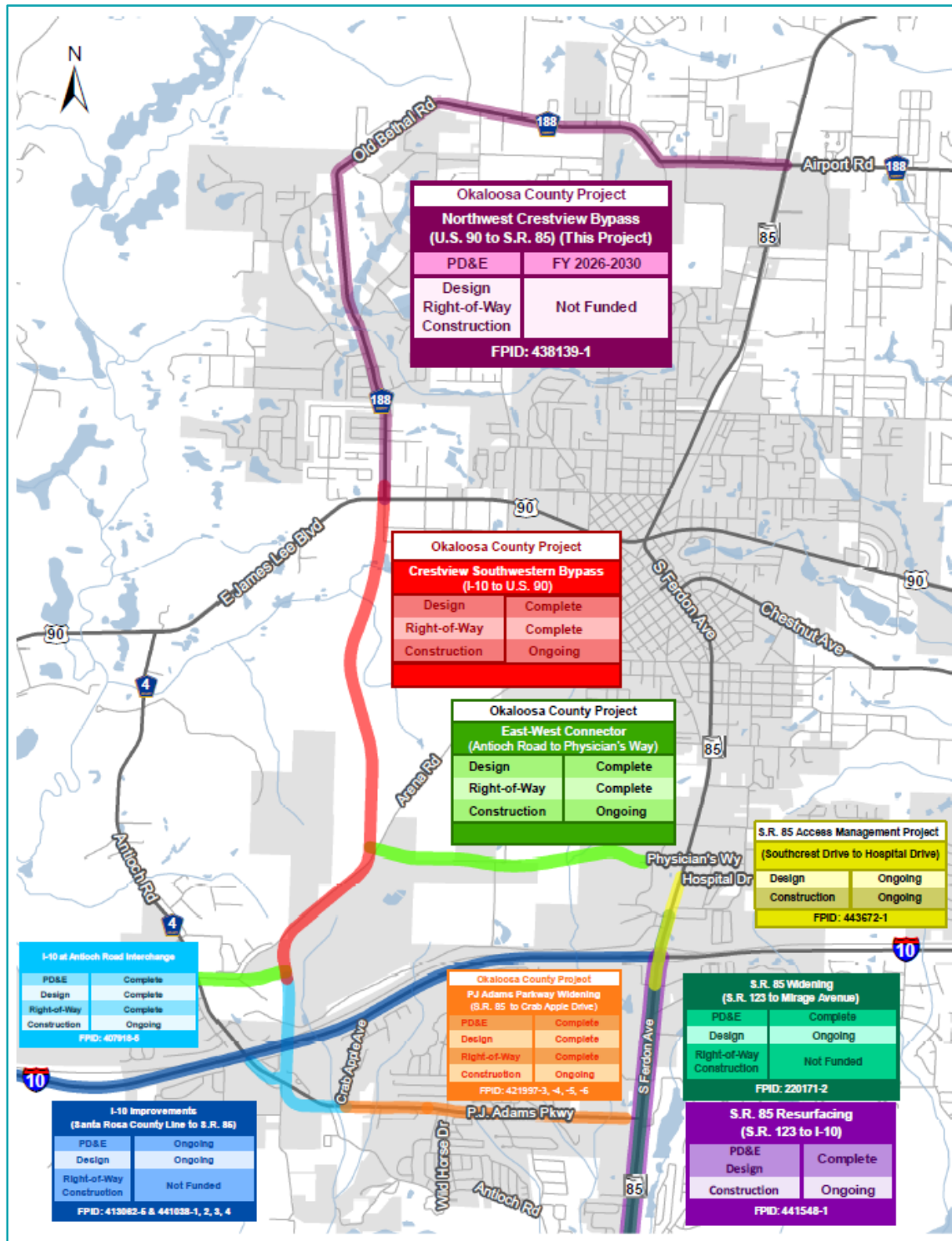


Figure 1-4 | Overview of Regional Projects



2.0 Purpose and Need

2.1 Purpose

The primary purpose of the Northwest Crestview Bypass project is to provide regional system connectivity to improve mobility through and around the City of Crestview by providing an alternative to SR 85 and completing the Western Bypass around the City of Crestview, consistent with local plans. The secondary purposes are to address safety and hurricane evacuation, support anticipated growth, and improve mobility in Okaloosa County.

2.2 Need

The project is needed to improve regional connectivity, mobility, safety, and hurricane evacuation.

Project Status

The Northwest Crestview Bypass project is identified as a Need in the Okaloosa-Walton Transportation Planning Organization 2045 Long Range Transportation Plan and Cost Feasible Plan for development of the next phase, which is a Project Development and Environment Study. Section 1.2.2 provides an update of status.

System Linkage

Providing safe and efficient mobility through and around the City of Crestview is critical not only to the City and Okaloosa County, but to the region as a whole which will better serve critical components of the northwest Florida economy such as the Bob Sikes Airport, Eglin Air Force Base (AFB), Hurlburt and Duke Fields, and tourism.

The Southwest Crestview Bypass currently under construction will terminate at US 90. To continue north, vehicles would have to travel along US 90 and then north on SR 85 through the City of Crestview. Currently, the segment of SR 85 through the City of Crestview and the segment of US 90 from Antioch Road to SR 85 are operating at level of service (LOS) F. Regional traffic from the coastal communities of Okaloosa County and Eglin AFB currently rely heavily on SR 85 which is the only north-south corridor in Okaloosa County directly connecting these communities to the region north of I-10. Thus, there is a need to complete the Western Crestview Bypass to provide an alternative route to SR 85 that would enhance the transportation network's connectivity and relieve SR 85 and US 90 from both regional and local traffic.

Northwest Crestview Bypass Alternative Corridor Evaluation Report



Additionally, the Florida Division of Emergency Management's Regional Evacuation Study Program Evacuation Transportation Analysis, Volume 4-1 (covering West Florida Region) recommended that the state and local counties continue developing north-south evacuation routes to reduce evacuation clearance times. Thus, completion of the Western Crestview Bypass will improve the evacuation process by providing evacuees with an alternative route to heavily congested SR 85.

Capacity

Segments of SR 85 within the City of Crestview currently experience severe congestion and queuing that routinely backs up for several miles. The 2040 deficiency analysis in the O-W TPO 2040 LRTP shows SR 85 from 77th Special Forces Way to Airport Road as very congested (with higher than a 1.3 volume to capacity ratio), and US 90 from Antioch Road to SR 85 as congested (with 1.0 to 1.3 volume to capacity ratios).

Furthermore, the congestion analysis conducted for roadways within the study area supports the need for improved mobility within and around the City of Crestview. The 2018 Minor Update of the O-W TPO's Congestion Management Process Plan shows that the SR 85 segments from Antioch Road to I-10 and from I-10 to US 90 are very congested and have operated at LOS F since 2007. These segments are projected to continue to operate with LOS F through 2027 if no capacity improvements are made. The segment from US 90 to Airport Road/CR 188 is shown as LOS C and projected to continue as LOS C through 2027. Traffic analysis performed for the Eastern Crestview Bypass Feasibility Study published in July 2019 shows the segment of SR 85 from US 90 to 3rd Avenue failing (LOS E or worse) in 2030. Thus, there is a need to provide alternative routes to SR 85 which would enhance movement of people and goods in and around the City of Crestview.

Transportation Demand

A factor contributing to the amount of traffic on the roadway network is population growth in Okaloosa County. Okaloosa County has grown from 180,822 residents in 2010 to approximately 201,514 residents in 2019, an average annual increase of approximately 1.3 percent. The Bureau of Economic and Business Research (BEBR) medium estimate projects a population of 242,300 by 2045.

Northwest Crestview Bypass Alternative Corridor Evaluation Report



The study area is within Okaloosa County's Planning Area 32536 (Crestview/Auburn). The Okaloosa County Planning Area 32536 Crestview/Auburn Profile (2018) shows a higher growth rate for the period from 2010-2017 for this area (19.18%) than the county (8.11%). The study area is expected to continue to grow as is evidenced by the BEBR estimates and the county's future land use maps which plan for additional residential lands compared to what is existing. Residential development is planned where there are currently upland forests. The expected growth will continue to increase the demand to use both major arterial and local roads in the project study area.

Safety

Analysis of crashes in the State Safety Office Geographic Information System indicated that there were 857 crashes reported on state and local roadways within and adjacent to the study area from 2014 to 2018. Of these, there were seven (7) fatal crashes and 30 incapacitating injury crashes. The top three crash types in the study area were rear end, angle and sideswipe crashes. The majority of crashes were located on SR 85 with the highest concentration at the US 90 intersection. The crash rates per million vehicle miles traveled for suburban and rural sections of SR 85 are 3.200 and 6.458, respectively. The average statewide crash rate for suburban arterials is 1.722 and for rural arterials is 0.831, which are substantially lower than the actual crash rates. Thus, there is a need for transportation improvements to increase overall safety in the area.



3.0 Existing and Future Conditions

3.1 Roadway and Environmental

An Existing Conditions Report was prepared for this study in January 2021 and is included in **Appendix A** of this document. The report documents roadway characteristics, drainage systems, traffic and safety, and structures for state roads and selected local roads within the study area. SR 85 and US 90 (SR 10) are the only state roads in the study area. The following local roads were selected for review: Old Bethel Road, CR 4, Lake Silver Road, Enzor Road, Adams Road, and Bill Lundy Road.

The Existing Conditions Report also documents existing environmental characteristics for the study area. Of note, several tributaries of the Yellow River and associated wetlands and floodplains are within the study area (**Figure 6-10**). Existing environmental features are shown in the figures in Section 6.4 Environmental Evaluation. Future conditions were considered through review of the City of Crestview and Okaloosa County future land use plans, and coordination with the city and county. Future land use plans anticipate additional residential development in the study area, including west and north of Old Bethel Road.

Please refer to the Existing Conditions Report in **Appendix A** for more information.

3.2 Traffic and Safety

An ACE Traffic Analysis Report documenting existing and future traffic and safety conditions was prepared for this study and is included in **Appendix B**. Note that existing traffic and safety conditions were previously discussed in Section 2.2.

Traffic analysis was conducted to determine the traffic operational performance for no build conditions and six alternative corridors. Analysis results show that some sections of SR 85 are anticipated to operate below the FDOT LOS target with or without the Northwest Crestview Bypass in place in opening year 2035. However, sections of SR 85 north of I-10 and north of US 90, as well as US 90 west of SR 85 are anticipated to improve in volume to maximum service volume ratios (v/MSV) with the Northwest Crestview Bypass in place compared to the No Build scenario.

In design year 2055, the LOS target is not anticipated to be met on SR 85 south of Live Oak Church Road, and north of I-10. In addition, PJ Adams Parkway west of SR 85 and the Southwest Crestview Bypass (Shown in **Figure 1-4**) are anticipated to operate below LOS targets in 2055. The v/MSV results show an improvement with the Northwest Crestview Bypass in place on SR 85 north of US 90, and US 90 west of SR 85 compared to the No Build scenario.

Northwest Crestview Bypass Alternative Corridor Evaluation Report



An existing safety analysis was conducted utilizing crash data from January 1st, 2014 to December 31st, 2018 obtained from FDOT Crash Analysis Reporting (CAR) system and Signal Four Analytics. Signal Four Analytics data was used to assess if there were any recent significant change in total crash trends. Safety analysis results showed on SR 85, 3.8 percent of the crashes were fatal or incapacitating injury; on US 90, 4.3 percent of the crashes were fatal or incapacitating injury; and on Old Bethel Road, 3.6 percent of the crashes were fatal or incapacitating injury.

Future conditions safety analysis was completed for the study roadways (US 90 from Antioch Road to SR 85, SR 85 from US 90 to Bill Lundy Road/Bradley Road, and Old Bethel Road from US 90 to SR 85) plus the Northwest Crestview Bypass. The future conditions crash analysis was conducted using the Highway Safety Manual (HSM) Predictive Method for the study area roadways and the proposed Northwest Crestview Bypass alternative corridors for 2035 and 2055 for conditions. Overall, the results showed that the safety performance of the study area roadways was directly proportional to the forecasted volumes in 2035 and 2055. In other words, the number of crashes increased or decreased when the volumes increased or decreased respectively.

Please refer to the Traffic Analysis Report in **Appendix B** for more information.



4.0 Alternative Evaluation Methodology

The alternative evaluation methodology is documented in detail in the Methodology Memorandum (MM) included in **Appendix C**. The MM proposed to evaluate corridors based on consideration of meeting the project purpose and need, avoidance and/or minimization of potential impacts to environmental resources, engineering feasibility, a narrative assessment of the corridors, and agency/public input. The evaluation process began with an assessment of each corridor's ability to meet the project's primary purpose and need. Any alternative failing to meet the project's primary purpose and need was eliminated from further consideration and the evaluation process continued only for those alternatives that meet the project's primary purpose and need. All remaining viable corridors were evaluated using environmental, engineering, and cost considerations.

The evaluation score for secondary purpose and need, engineering and environmental impacts were developed based on traffic analysis, safety analysis, and the order of magnitude impact estimates from the typical section width centered on the full corridor centerline. Because there are different scenarios on how a criterion may be evaluated and scored, for clarity and comparative purposes, the evaluation criteria were converted to a numerical score. **A score of 1 represents the corridor having the best performance (least impact, most benefit, etc.) and the highest score represents the alternative performing the worst.** The highest score corresponds to the total number of alternatives analyzed. Alternatives with equal impacts or benefits (alternatives that are tied) were scored the same. When an alternative did not involve a criterion, it was assigned a score of zero. Following the evaluation of all the criteria in an evaluation category, the criteria scores for each corridor were summed to determine the corridor's overall evaluation category score. A corridor having the **best overall performance** (least impact, most benefit, etc.) had the **lowest total score**.

The MM was provided to the ETAT and public to review beginning December 27, 2021. The ETAT indicated they understood the MM and some members provided comments. The MM was approved by the Office of Environmental Management (OEM) on January 25, 2022. The MM is provided in **Appendix C**.



5.0 Initial Corridors and Alternatives

Six alternative corridors were developed. The corridors begin along US 90 between County Road (CR) 4 and Old Bethel Road, providing a connection to the Southwest Crestview Bypass. Various intersections along SR 85 were considered to provide a logical end point of the bypass. GIS data and aerial imagery were used to avoid and minimize impacts to existing infrastructure and environmentally sensitive features to the extent possible. An opportunities and constraints map, shown in **Figure 5-1**, was prepared and reviewed with the County to develop the initial alternative corridors.

These initial six corridors were developed for initial agency coordination. Refinement of the initial corridors is further discussed in Section 6.0 of this report.

Northwest Crestview Bypass Alternative Corridor Evaluation Report

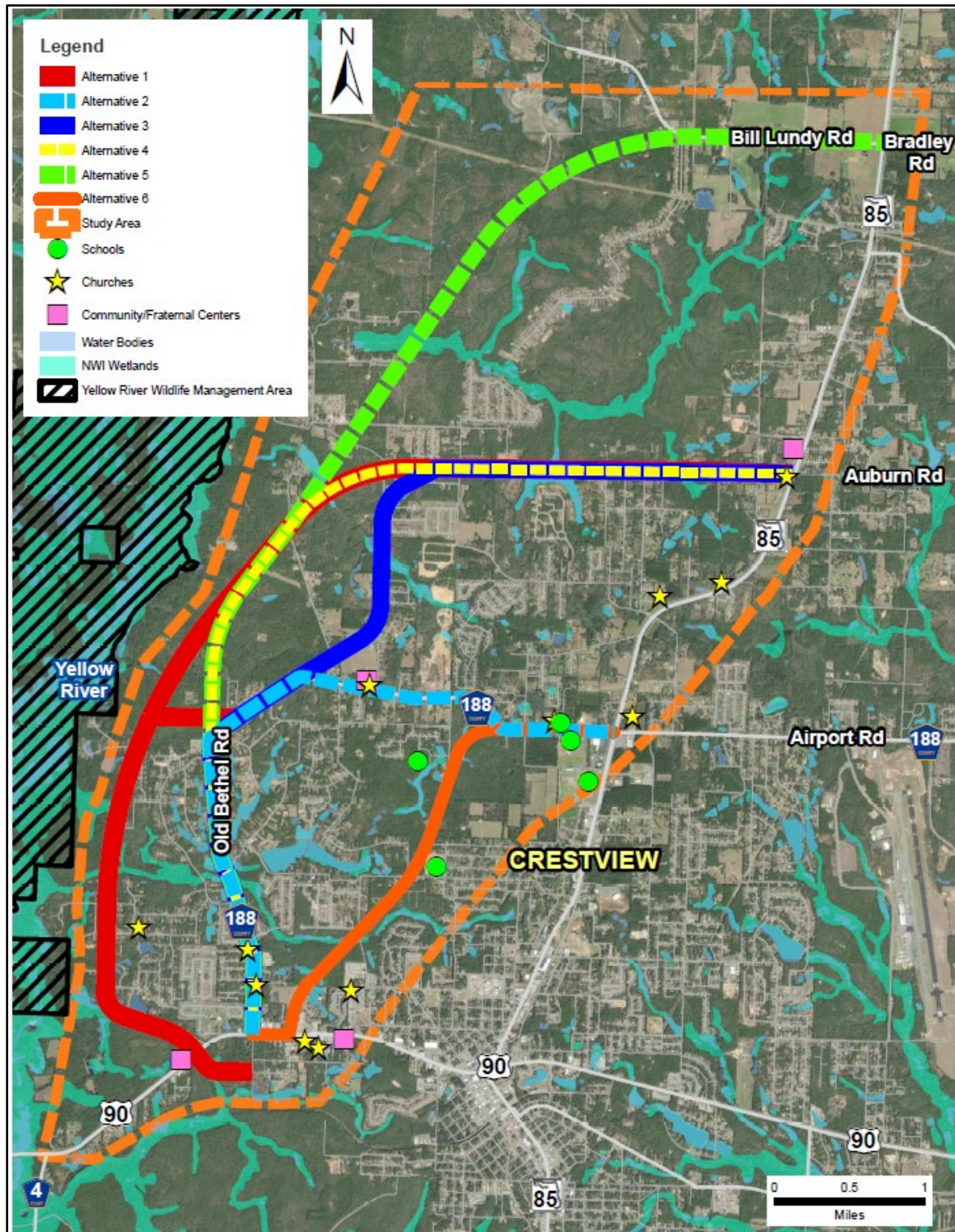


Figure 5-1 | Opportunities and Constraints Map



5.1 Design Controls

Alternative corridors were developed using design criteria outlined in the Florida Greenbook (2018) and FDOT Design Manual (2021). For this level of study, the typical section designs to be applied to each corridor alternative were based on consistency with the Southwest Crestview Bypass projects under construction and projected traffic demand. Consistent with the Southwest Crestview Bypass projects under construction, a four-lane divided typical section with a 45 mph design speed was developed. A corridor width of 250 feet was used for flexibility in developing proposed alignments that avoid potential constraints. The corridor width also allows for multimodal accommodations including sidewalks, bike lanes, recreational trail, and transit, as applicable in urbanized areas. The context classification, design speed, and design standards will be further defined or developed in the PD&E Study. The PD&E Study may consider 55 mph in rural sections, which could be accommodated within the corridor width of 250 feet.

Table 5-1 summarizes the typical section criteria used for this analysis.

Table 5-1 | Design Criteria for 45 mph Typical Section

Element	Criteria	Source
Functional Classification	Minor Arterial	Florida Greenbook, Table 1-1
Context Classification	C3R	Florida Greenbook, Figure 1-1
Design Speed	45 mph	Florida Greenbook, Table 3-1
Number of Travel Lanes	4	Typical Section
Lane Width	11 ft	Florida Greenbook, Table 3-20
Median Width	22 ft	Florida Greenbook, Table 3-23
Bike Lanes	7 ft	FDM, Table 223.2.1.1
Sidewalk Width	5 ft	FDM, Table 222.2.1
Minimum Horizontal Curve Length	675 ft	Florida Greenbook, Table 3-8
Maximum Superelevation (e)	0.05	Florida Greenbook, Section 3.C.4.c.2

The typical section design criteria summarized above resulted in the roadway typical section shown in **Figure 5-2**, and bridge typical section shown in **Figure 5-3**.

Northwest Crestview Bypass Alternative Corridor Evaluation Report



Figure 5-2 | Initial Corridor Roadway Typical Section (45 mph)

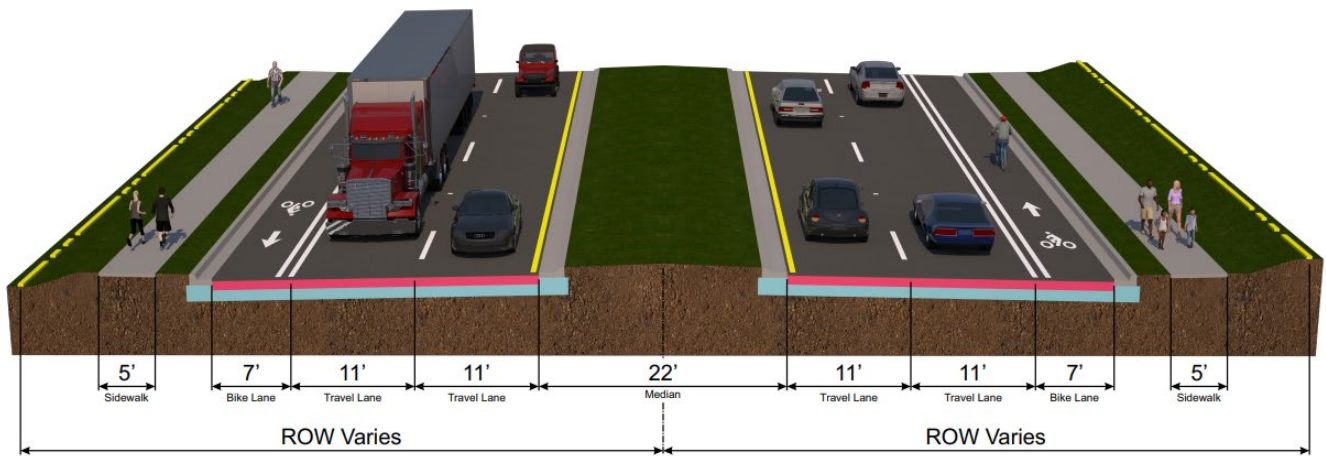
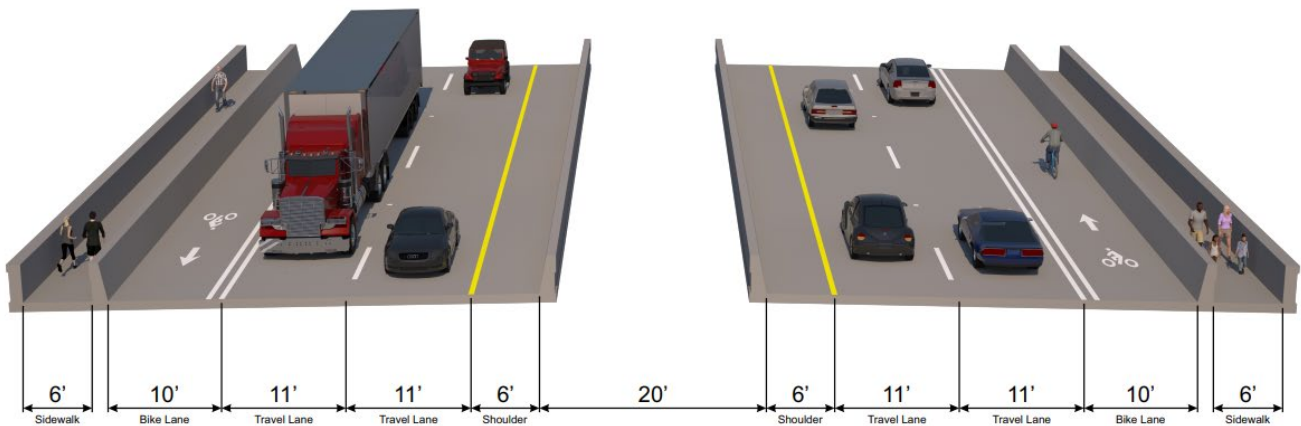


Figure 5-3 | Initial Corridor Bridge Typical Section





5.2 Description of Alternative Corridors

5.2.1 Alternative 1

Alternative 1 begins at the intersection of Enzor Road and Cayson Avenue and travels northwest around residential areas. The southern terminus was set at Cayson Avenue for Alternative 1 to avoid using US 90 and impacting existing residences in the northwest quadrant of the US 90 intersection. Before the boundary of the Yellow River Wildlife Management Area and near the western terminus of Seneca Trail, Alternative 1 curves to travel north. A connection to Old Bethel Road is provided. After crossing Mathison Creek, Alternative 1 travels northeast through mostly undeveloped areas. Around Lake Silver Road, Alternative 1 travels east on new alignment until reaching Adams Road. Alternative 1 includes capacity improvements along Adams Road to SR 85. The total distance of Alternative 1 is 8.7 miles. Alternative 1 is displayed in **Figure 5-4**.

Table 5-2 | Alternative 1 Segments

Segment	Roadway Utilized	Length (mi)
Enzor Road to Adams Road	New Alignment	7.65
Section tying into Old Bethel Road	New Alignment	0.56
Adams Road to SR 85	Adams Road	0.49
Alternative 1 Overall Length		8.7

5.2.2 Alternative 2

Alternative 2 consists of capacity improvements to Old Bethel Road from its intersection with US 90 to its intersection with SR 85. The total distance of Alternative 2 is 4.91 miles. Alternative 2 is displayed in **Figure 5-5**.

Table 5-3 | Alternative 2 Segments

Segment	Roadway Utilized	Length (mi)
US 90 to SR 85	Old Bethel Road	4.91
Alternative 2 Overall Length		4.91

Northwest Crestview Bypass Alternative Corridor Evaluation Report

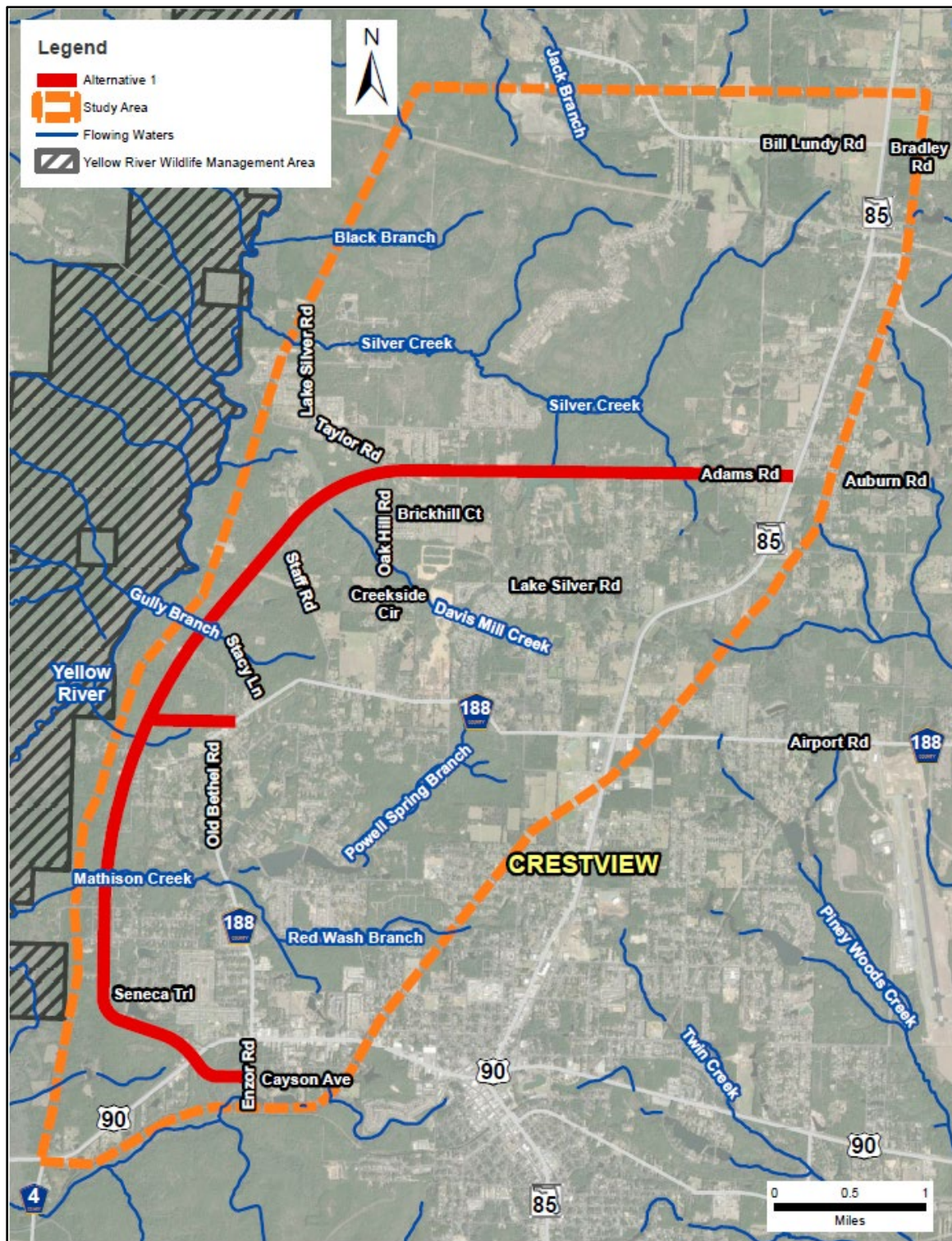


Figure 5-4 | Alternative 1

Northwest Crestview Bypass Alternative Corridor Evaluation Report

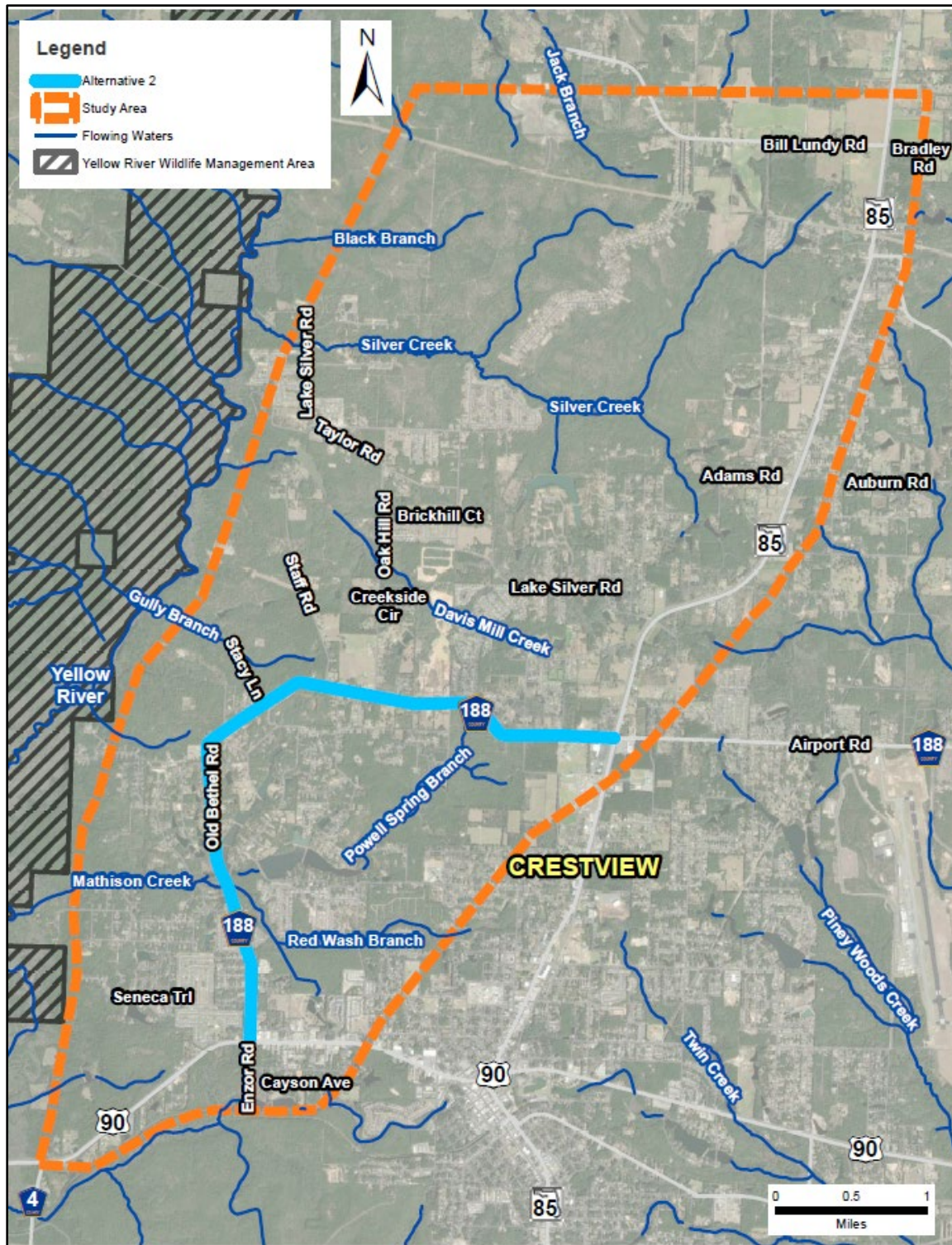


Figure 5-5 | Alternative 2



5.2.3 Alternative 3

Alternative 3 includes capacity improvements to Old Bethel Road from its intersection with US 90 to approximately 1,000 feet west of Staff Road. From west of Staff Road, Alternative 3 travels north and east on new alignment until reaching Oak Hill Road near Creekside Circle. It then includes capacity improvements along Oak Hill Road heading north. Near Brick Hill Court, Alternative 3 travels east on new alignment until reaching Adams Road. Alternative 3 includes capacity improvements along Adams Road to SR 85. The total distance of Alternative 3 is 6.96 miles. Alternative 3 is displayed in **Figure 5-6**.

Table 5-4 | Alternative 3 Segments

Segment	Roadway Utilized	Length (mi)
US 90 to west of Staff Road	Old Bethel Road	2.75
West of Staff Road to Oak Hill Road	New Alignment	0.72
Oak Hill Road to Brick Hill Court	Oak Hill Road	0.59
Brick Hill Court to Adams Road	New Alignment	2.41
Adams Road to SR 85	Adams Road	0.49
Alternative 3 Overall Length		6.96

5.2.4 Alternative 4

Alternative 4 includes capacity improvements to Old Bethel Road from its intersection with US 90 to the location where Old Bethel Road curves northeast (west of Seminole Drive). From there, Alternative 4 travels north and east until reaching Taylor Road where it curves to travel east. Alternative 4 then travels east on new alignment until reaching Adams Road. Alternative 4 includes capacity improvements along Adams Road to SR 85. The total distance of Alternative 4 is 7.06 miles. Alternative 4 is displayed in **Figure 5-7**.

Table 5-5 | Alternative 4 Segments

Segment	Roadway Utilized	Length (mi)
US 90 to west of Seminole Drive	Old Bethel Road	2.02
West of Seminole Drive to Adams Road	New Alignment	4.55
Adams Road to SR 85	Adams Road	0.49
Alternative 4 Overall Length		7.06

Northwest Crestview Bypass Alternative Corridor Evaluation Report

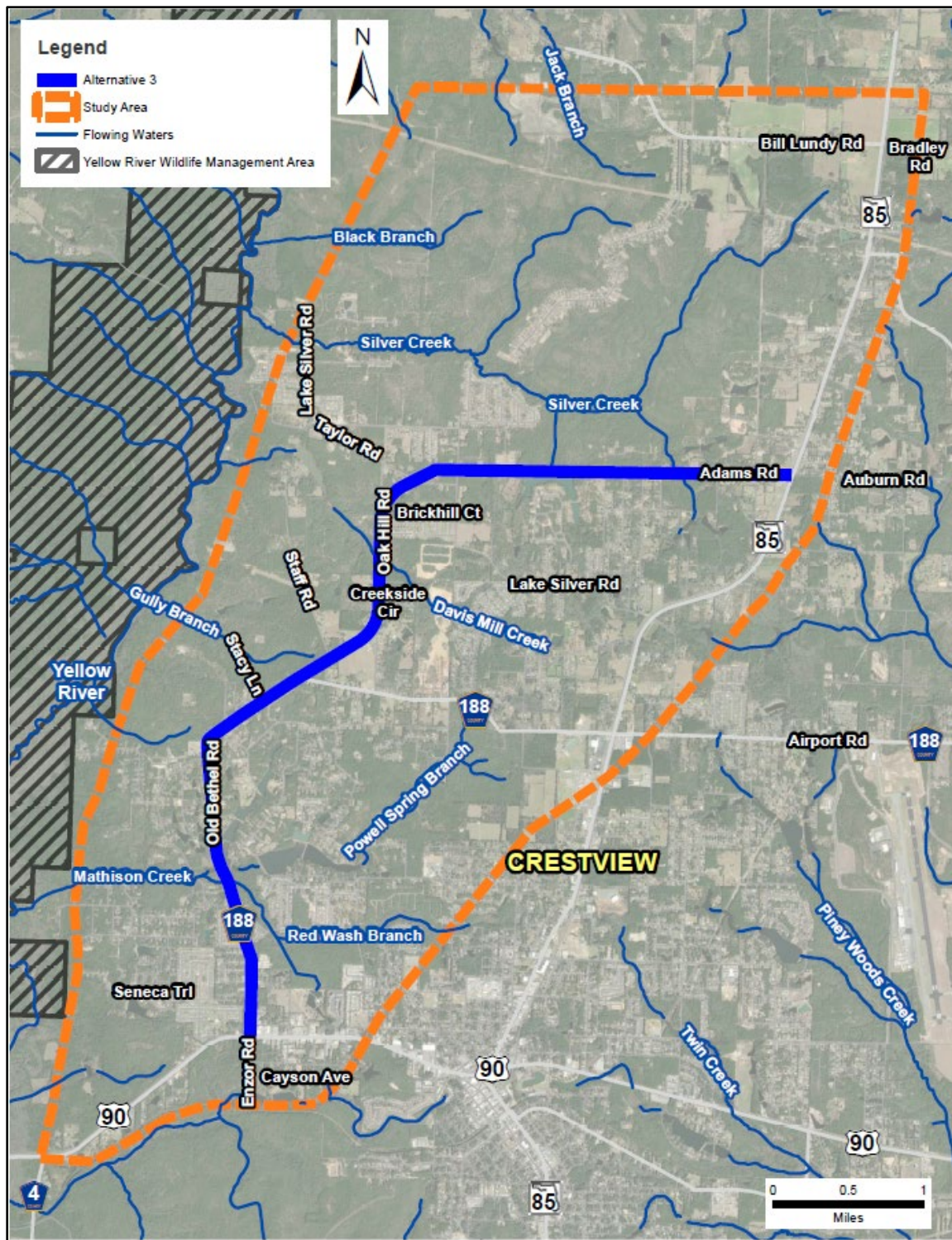


Figure 5-6 | Alternative 3

Northwest Crestview Bypass Alternative Corridor Evaluation Report

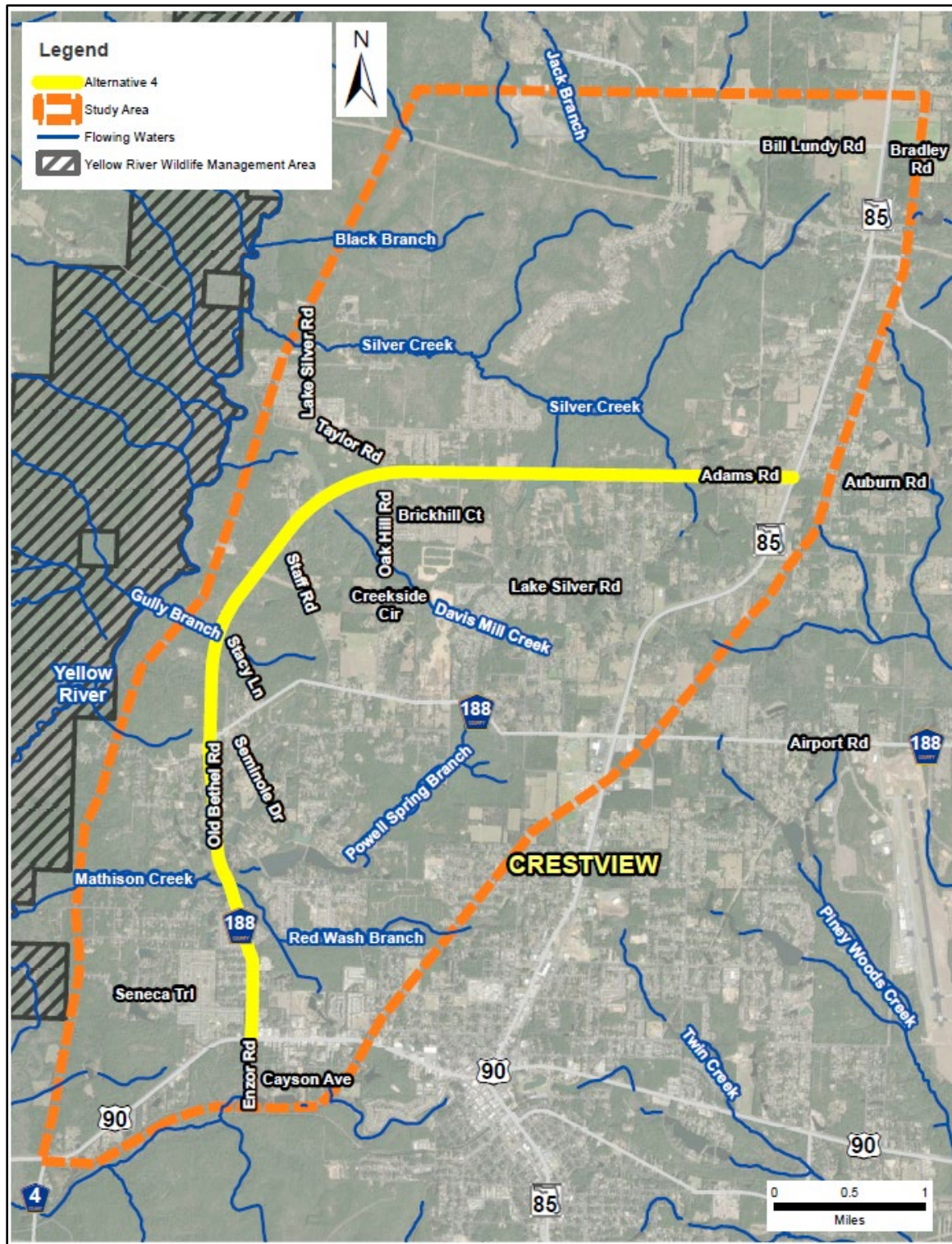


Figure 5-7 | Alternative 4



5.2.5 Alternative 5

Alternative 5 includes improvements to Old Bethel Road from its intersection with US 90 to the location where Old Bethel Road curves northeast (west of Seminole Drive). From there, Alternative 5 travels on new alignment north and east past the west side of a private airstrip through mostly undeveloped land until reaching Bill Lundy Road near Owens Road. Alternative 5 includes capacity improvements along Bill Lundy Road to SR 85. The total distance of Alternative 5 is 8.76 miles. Alternative 5 is displayed in **Figure 5-8**.

Table 5-6 | Alternative 5 Segments

Segment	Roadway Utilized	Length (mi)
US 90 to west of Seminole Drive	Old Bethel Road	2.01
West of Seminole Drive to Bill Lundy Road	New Alignment	5.48
Bill Lundy Road to SR 85	Bill Lundy Road	1.27
Alternative 5 Overall Length		8.76

5.2.6 Alternative 6

Alternative 6 begins at the intersection of US 90 and Old Bethel Road and travels east along US 90 to Cayson Avenue where it travels north and east on new alignment. On new alignment, Alternative 6 travels between two established neighborhoods and through a platted but undeveloped area. Alternative 6 then passes immediately west of Bob Sikes Elementary School and through undeveloped land to Old Bethel Road. Alternative 6 utilizes Old Bethel Road, with capacity improvements, to travel east to its terminus at SR 85. The total distance of Alternative 6 is 3.6 miles. Alternative 6 is displayed in **Figure 5-9**.

Table 5-7 | Alternative 6 Segments

Segment	Roadway Utilized	Length (mi)
Old Bethel Road to Cayson Avenue	US 90	0.25
Cayson Avenue to Old Bethel Road	New Alignment	2.6
Old Bethel Road to SR 85	Old Bethel Road	0.75
Alternative 6 Overall Length		3.6

Northwest Crestview Bypass Alternative Corridor Evaluation Report

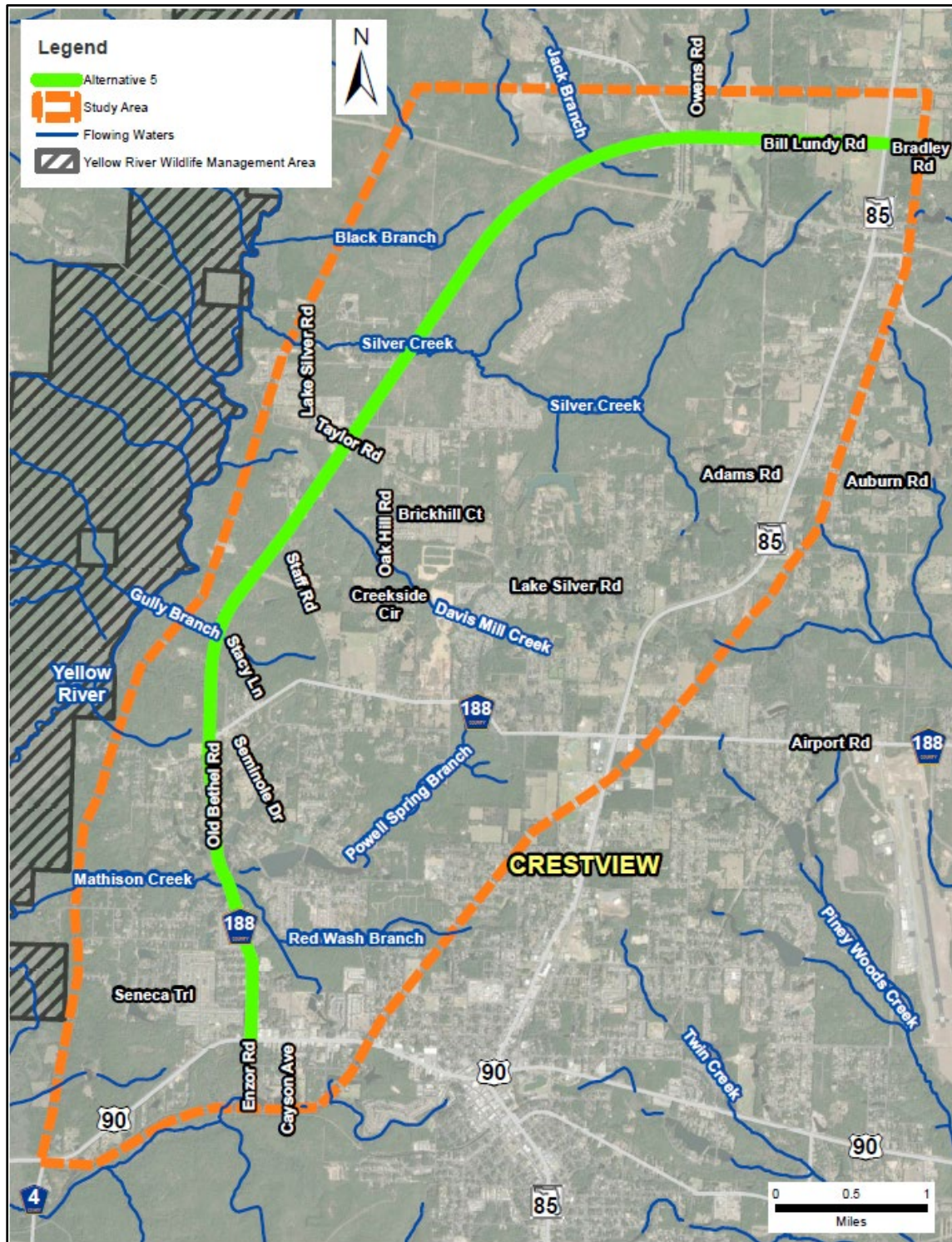


Figure 5-8 | Alternative 5

Northwest Crestview Bypass Alternative Corridor Evaluation Report

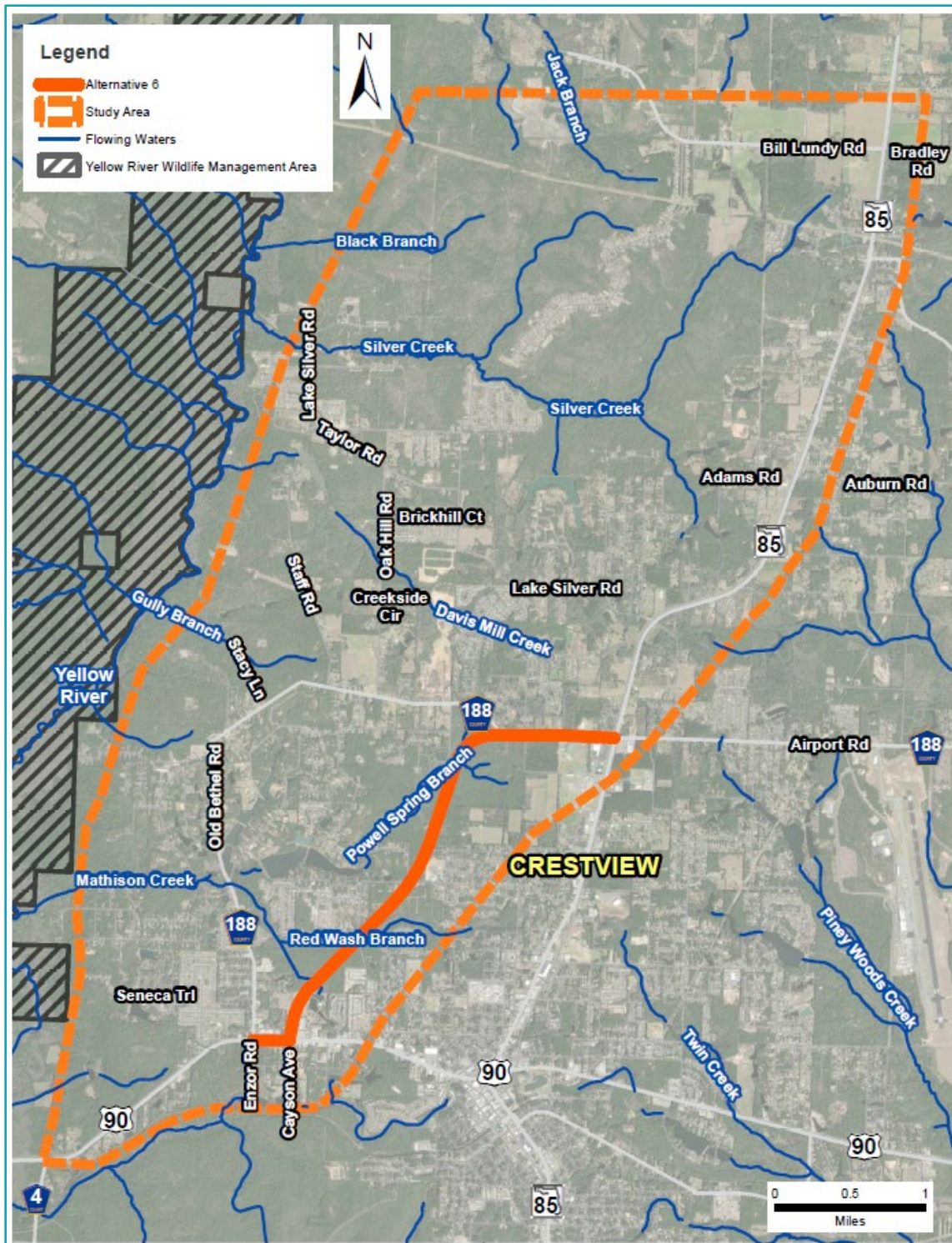


Figure 5-9 | Alternative 6



6.0 Alternatives Evaluation

In accordance with the approved Methodology Memorandum, the evaluation of the alternative corridors required a comparative analysis of each alternative's involvement with a variety of factors, grouped into evaluation categories, that characterize the relevant issues associated with the study area. In instances where the appropriate measurement for a criterion was qualitative rather than quantitative (or vice versa), both measures were provided.

The project alternatives were evaluated for their involvement with five evaluation categories:

- Primary Purpose and Need;
- Secondary Purpose and Need;
- Environmental Considerations;
- Engineering Considerations; and
- Estimated Costs.

The evaluation began with an assessment of each corridor's ability to meet the primary project's purpose and need. Any alternative failing to meet the project's primary purpose and need was documented and eliminated from further consideration as part of the evaluation process.

6.1 Primary Purpose and Need Evaluation

Following agency review, alternative corridors were initially screened on their ability to meet the primary purpose and need, based on the following:

- Provide improved connectivity within the western parts of Okaloosa County, with the ability to function as a regional route.
- Provide direct connection with the Southwest Crestview Bypass.
- Be consistent with the Okaloosa County Comprehensive Plan and City of Crestview Comprehensive Plan. Comprehensive Plan evaluation included both the Transportation Element and Conservation Element of the Comprehensive Plan.

Regional connectivity was evaluated considering the Okaloosa County transportation circulation plan west of SR 85. The Okaloosa County Future Transportation Map adopted in May 2000 is incorporated in the County's 2020 Comprehensive Plan. The County indicated that the Map is being revised to add the Southwest Crestview Bypass. An update is anticipated in 2023. By focusing on regional connectivity, neither Alternative 2 nor Alternative 6 meet the primary purpose and need.

Northwest Crestview Bypass Alternative Corridor Evaluation Report



- Alternative 2 does not improve regional connectivity as it would utilize an existing local road and would function as a local, parallel route to SR 85 through reliance on the existing road even when the roadway is widened. Alternative 2 would not serve regional trips nor support potential new growth areas outside the City of Crestview.
- Alternative 6 does not improve regional connectivity within the western parts of the county as it would function more as a local or parallel route to SR 85. Based on its proximity to SR 85, Alternative 6 would mostly serve local trips between US 90 and Old Bethel Road.

With respect to route directness of the bypass, Alternative 6 does not provide direct linkage with the Southwest Crestview Bypass since it would utilize part of US 90 to connect to the Southwest Crestview Bypass.

Evaluation of alternative corridors consistency with local plans showed Alternative 1 and Alternative 6 were incompatible with the local plans.

- Alternative 1 was found to be incompatible with the County's River Protection Zone (River Protection Zone Conservation Element Policies 7.1 – 7.5) because it encroaches on the floodplains and wetlands of the Yellow River, as shown in **Figure 6-1**. Shifting Alternative 1 to the east to avoid this encroachment would require impacting existing residences.
- The City of Crestview noted several developments in various stages of consideration which would not be supported by Alternative 6 (**Figure 6-1**). These developments include:
 - Freedom Walk Subdivision (530 lots), Parcels 32-4N-23-0000-0029-0020, 05-3N-23-0000-0006-0000, and 05-3N-23-0000-0004-0000
 - Adams Estates (167 lots), Parcel 07-3N-23-0000-0001-0000
 - Phillips Energy Truck Stop (4,000 sq. ft. bldg.), Parcel 18-3N-23-0340-0000-0100
 - Pandora Drive apartments on 21 acres, Parcels 07-3N-23-0000-0013-0000 and 07-3N-23-0000-0005-0260.

The results of the primary purpose and need evaluation are presented in **Table 6-1**.

Table 6-1 | Primary Purpose and Need Evaluation

Category	Criteria	Measure (Yes or No)	Alternative Meets Primary Purpose and Need (Y/N)					
			1	2	3	4	5	6
Primary Purpose and Need	Improved connectivity with the western part of Okaloosa County	Y/N	Y	N	Y	Y	Y	N
	Provide a direct connection to the Southwest Crestview Bypass	Y/N	Y	Y	Y	Y	Y	N
	Consistency with local plans	Y/N	N	Y	Y	Y	Y	N
Screening Summary: Eliminate Alternatives 1, 2, and 6			N	N	Y	Y	Y	N

Northwest Crestview Bypass Alternative Corridor Evaluation Report

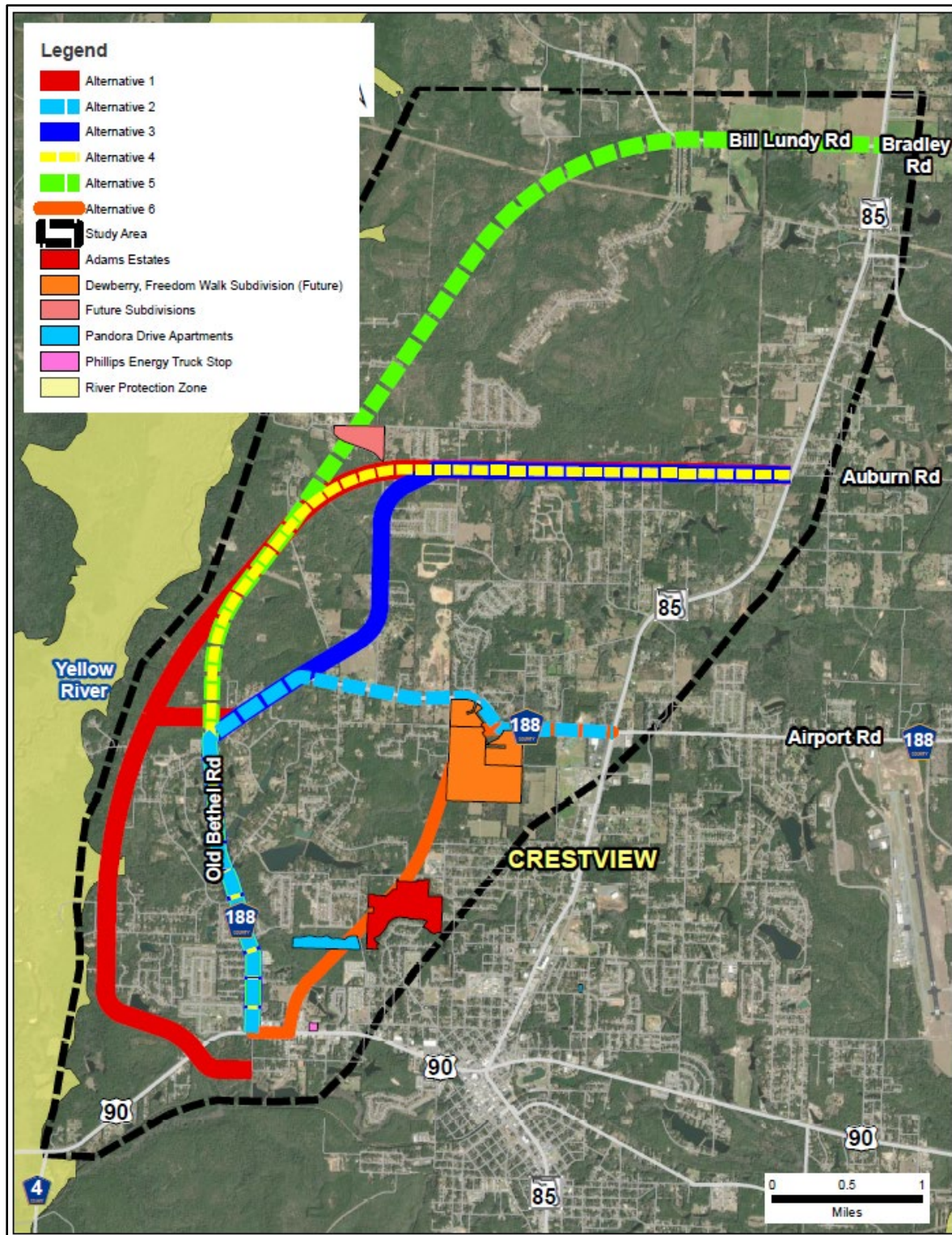


Figure 6-1 | Alternative Corridors and Local Plans



Alternative corridors that failed to meet the primary purpose and need were eliminated from further consideration. Alternative corridors that met the primary purpose and need were refined to minimize potential impacts to environmental resources through desktop and field reviews before they were evaluated in detail with respect to the secondary purpose and need, environmental, engineering, and cost criteria.

Based on the primary purpose and need evaluation, Alternatives 1, 2, and 6 were eliminated by Okaloosa County from further consideration and are not carried through the remaining screening.

6.2 Alternative Corridor Refinement

Alternatives carried forward for detailed evaluation were first refined before their performance, potential impacts and relative costs were compared. Based on Environmental Technical Advisory Team (ETAT) commentary from the ETDM Programming Screen, and input from Okaloosa County, features identified as important considerations include but are not limited to Yellow River which is a habitat for freshwater mussels and sturgeon, wetlands, stream systems and their crossings, minority and low-income populations, archaeological and historic resources (including Old Bethel Church and cemetery), and infrastructure facilities such as the water tower and dam at the Nature Lake subdivision. Alternative corridors passing the primary purpose and need evaluation were refined to avoid and minimize impacts to these features. The refined alternative corridors were used for the remainder of the analysis.

6.2.1 Alternative 3

Minor adjustments were made to Alternative 3 but no major route changes. The intersection with Staff Road was adjusted to avoid the water tower on Staff Road. Between Lake Silver Road and Dogwood Drive, Alternative 3 was shifted to the north to avoid impact to the Nature Lake Subdivision and dam west of Dogwood Drive. Adjusted segmentation for the refined Alternative 3 is shown in **Table 6-2**. **Figure 6-2** shows the refined Alternative 3.

Table 6-2 | Alternative 3 Segments

Segment	Roadway Utilized	Length (mi)
US 90 to west of Staff Road	Old Bethel Road	3.58
West of Staff Road to Oak Hill Road	New Alignment	0.53
Oak Hill Road to Brick Hill Court	Oak Hill Road	0.59
Brick Hill Court to Adams Road	New Alignment	2.52
Adams Road to SR 85	Adams Road	0.49
Alternative 3 Overall Length		7.71

Northwest Crestview Bypass Alternative Corridor Evaluation Report



Figure 6-2 | Alternative 3 (Refined)



6.2.2 Alternative 4

Alternative 4 was refined to include capacity improvements on Old Bethel Road for an additional 0.71 miles to the location where Old Bethel Road curves to the east (west of Staff Road) to avoid the new water tower on Old Bethel Road. From there, Alternative 4 ties into and co-locates with Staff Road. From Staff Road, Alternative 4 follows a similar route to the initial corridor but was shifted southeast to minimize impacts to Davis Mills Creek. Between Oak Hill Road and Taylor Road, Alternative 4 was modified to minimize impacts to homes. Between Lake Silver Road and Adams Road, Alternative 4 was shifted to avoid impact to a Nature Lake Subdivision dam. Adjusted segmentation for the refined Alternative 4 is shown in **Table 6-3**. **Figure 6-3** shows the refined Alternative 4.

Table 6-3 | Alternative 4 Segments

Segment	Roadway Utilized	Length (mi)
US 90 to Old Bethel Road	Old Bethel Road	2.73
Leg tying into Staff Road	New Alignment	0.45
Staff Road	Staff Road	0.47
Staff Road to Adams Road	New Alignment	3.09
Adams Road to SR 85	Adams Road	0.49
Alternative 4 Overall Length		7.23

Northwest Crestview Bypass Alternative Corridor Evaluation Report

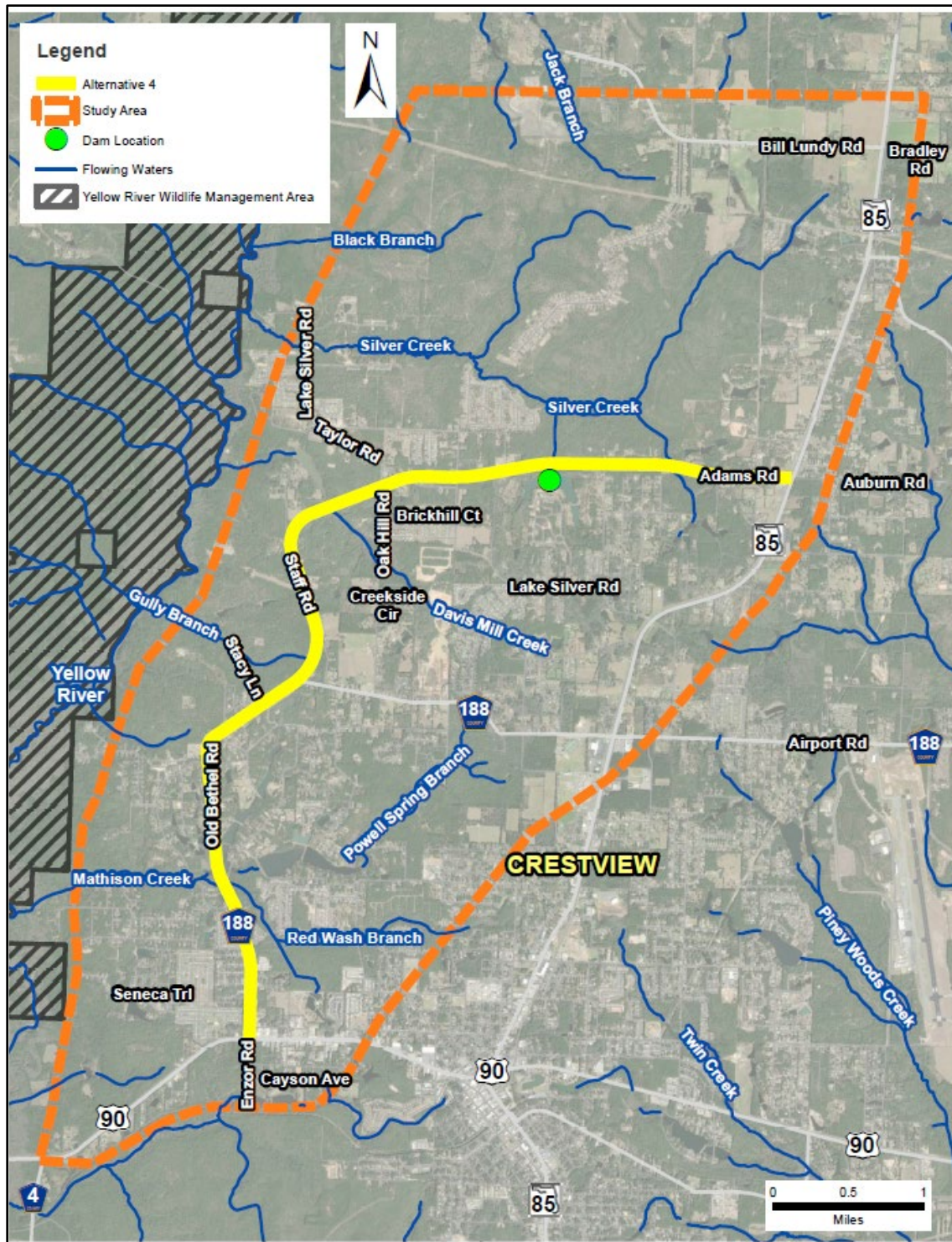


Figure 6-3 | Alternative 4 (Refined)



6.2.3 Alternative 5

Alternative 5 was refined to include capacity improvements on Old Bethel Road for an additional 0.43 miles (east of Stacy Lane) to avoid the new water tower. From there, Alternative 5 travels on new alignment north and slightly west to avoid an airstrip and then northeast towards Staff Road. Between Staff Road and Taylor Road, Alternative 5 was shifted southeast to minimize impacts to Davis Mills Creek. Between Taylor Road and Silver Creek, Alternative 5 was shifted to minimize impact to a new platted subdivision. Adjusted segmentation for the refined Alternative 5 is shown in **Table 6-4**. **Figure 6-4** shows the refined Alternative 5.

Table 6-4 | Alternative 5 Segments

Segment	Roadway Utilized	Length (mi)
US 90 to east of Stacy Lane	Old Bethel Road	2.44
East of Stacy Lane to Bill Lundy Road	New Alignment	5.46
Bill Lundy Road to SR 85	Bill Lundy Road	1.27
Alternative 5 Overall Length		9.17

Northwest Crestview Bypass Alternative Corridor Evaluation Report

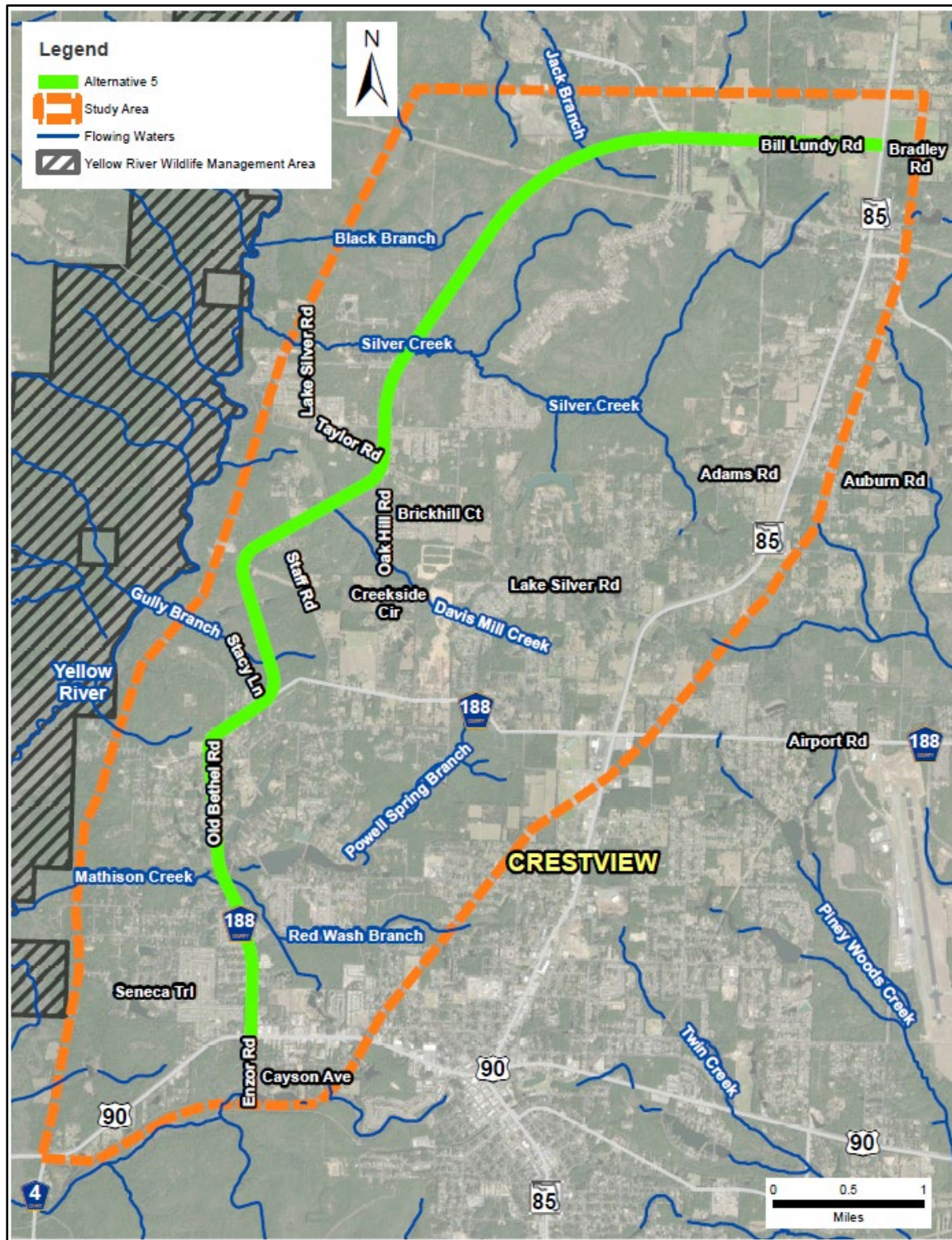


Figure 6-4 | Alternative 5 (Refined)



6.3 Secondary Purpose and Need Evaluation

The remaining alternatives were screened on their ability to meet the secondary purpose and need with respect to the following factors.

- Improve safety
- Reduce demand
- Improve mobility

The following describes how each criterion was evaluated. Based on the evaluation, scores were assigned where 1 represents the corridor having the best performance (e.g., least impact, most benefit) and 3 represents the alternative performing the worst. A lower score in the secondary purpose and need evaluation indicates a better performance.

Safety is measured by the total number of predicted crashes in the study area for year 2055. Demand is measured by the reduction in traffic (AADT) along SR 85 north of US 90 when compared with the No Build in 2055. Mobility is measured by the number of state road segments in the study area operating at LOS E or F in 2055. Traffic analysis to determine operational and safety performance of each corridor is documented in the Traffic Analysis Report which is provided in **Appendix B**. Both Alternatives 3 and 4 are the same in terms of number of segments operating at LOS E or F in 2055. Alternatives 3 and 4 are the most favorable in terms of reducing demand on SR 85, as compared to the No Build in 2055. Alternative 5 reduces demand the least.

In order to provide a relative comparison of the networkwide safety performance, the number of predicted crashes in 2055 for each alternative was compared with no build conditions. It should be noted that the trend in crashes directly correlates to the daily traffic forecasted in the study area. As such, it is expected that new corridors will be predicted to have more crashes than no build conditions. Alternative 3 performed most favorably in terms of predicted number crashes in 2055. Alternative 5 is predicted to have the highest number of crashes because a combination of traffic volumes and length of the corridor.

The results of the secondary purpose and need evaluation are presented in **Table 6-5**.

Table 6-5 | Secondary Purpose and Need Evaluation

Category	Criteria	Unit of Measure (Year 2055)	Alternative 3		Alternative 4		Alternative 5	
			Quantity	Score	Quantity	Score	Quantity	Score
Secondary Purpose and Need	Improve safety	Number of Crashes	125.0	1	128.3	2	135.5	3
	Reduce demand	Demand	-4000	1	-4000	1	-2500	3
	Improve mobility	LOS*	4	2	4	2	3	1
Secondary Purpose and Need Score				4		5		7

Table note: Methodology used to determine scores is described in Section 4.0 and the basis for the measures is described in Section 6.3 above. *LOS is number of State Roads operating at Level of Service (LOS) E or F in 2055.



6.4 Environmental Evaluation

The potential environmental effects were considered for each alternative corridor that meets the project's purpose and need. Because a study area's environment encompasses numerous issues, most with more than one criterion to be evaluated, separate evaluation matrices were developed for each of the four environmental evaluation categories: social and economic, cultural resources, natural, and physical. The matrices were populated using quantifiable data from the applicable GIS layers identified in **Table 6-6** using the refined alternative corridors. GIS data sources included datasets from the Florida Geographical Data Library (FGDL), the Northwest Florida Water Management District (NFWFMD), the Florida Fish and Wildlife Conservation Commission (FWC), the Florida Natural Areas Inventory (FNAI), the National Park Service (NPS), the Federal Emergency Management Agency (FEMA), the U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS), the Florida Department of Environmental Protection (FDEP), the National Wetland Inventory (NWI), U.S. Census American Community Survey (ACS), Okaloosa County, and the City of Crestview.

Potential environmental impacts were calculated using a centerline with a 125-foot buffer (250-foot total width). Actual impacts should be less since the 250-foot corridor provides space in which to shift alignments to avoid and/or minimize impacts.

In instances where the project would be involved with a resource that was not quantifiable, it is qualitatively discussed in the narrative assessment. The rankings of each of the four environmental evaluation categories were summed to provide an overall environmental score and corresponding rank in **Table 6-6**.

Table 6-6 | GIS Data Layers

GIS Data Layer	Source	Year
Social and Economic		
Public and Private Schools	FGDL	2020
Religious Centers	FGDL	2015
Health Facility Parcels	FGDL	2010
Fire Department and Emergency Facilities	FGDL	2018
Government Buildings	FGDL	2016
Law Enforcement Facilities	FGDL	2018
Cemeteries	FGDL	2019
Minority and Low-Income Population	US Census ACS 2019 5-Year Estimates and Census 2020	2019 & 2020
Farmland	FGDL	2018
Existing Land Use	Okaloosa County/City of Crestview	2021
Future Land Use	Okaloosa County/City of Crestview	2021
Public Lands	FGDL	2011

Northwest Crestview Bypass Alternative Corridor Evaluation Report



GIS Data Layer	Source	Year
Cultural Resources		
Florida State Parks	FGDL/ FDEP	2019
American Indian Lands	FGDL	2017
Historic Sites, Railroads, Structures and Districts	FGDL/ Bureau of Archaeological Research	2021
Parks and Recreational Facilities Boundaries in Florida	FGDL	2019
National Register of Historic Places	NPS	2021
State Historic Preservation Officer (SHPO) Bridges	FGDL/ Bureau of Archaeological Research	2021
SHPO Cemeteries	FGDL/ Bureau of Archaeological Research	2021
SHPO Resource Groups	FGDL/ Bureau of Archaeological Research	2021
SHPO Structures	FGDL/ Bureau of Archaeological Research	2021
Soils	NRCS	2020
Trails	FGDL	2019
Natural Environment		
Aquatic Preserve Boundaries	FGDL/FDEP	2019
Bald Eagle Nesting Territories	FGDL/FDEP	2017
Bear Kill Locations	FGDL/FWC	2018
FDEP Ecosystem Management Areas	FGDL/FDEP	1999
FDEP Mitigation Banks	FDEP	2021
FEMA Flood Hazard Zones	FGDL/FEMA	2020
FNAI Managed Conservation Areas	FGDL/FNAI	2020
Gulf Sturgeon Critical Habitat	USFWS	2003
Red Cockaded Woodpecker Habitat	FGDL/FFWCC	2005
Outstanding Florida Waters	FDEP	2019
Wetlands	NWI	2020
Wetlands and Water Land Uses	FGDL/FDEP	2018
Wildlife Observations	FGDL/FFWCC	2015
Physical Environment		
Brownfields	FGDL	2019
Environmental Protection Agency (EPA) Resource Conservation and Recovery Act (RCRA) Regulated Facilities	FGDL	2020
Hazardous Materials Generator Sites	FDEP	2021
Landfills	Okaloosa County/FGDL	2021



GIS Data Layer	Source	Year
Petroleum Contamination Monitoring Sites	FGDL	2020
Solid Waste Facilities	FGDL	2021
Storage Tanks Contamination Monitoring	FGDL	2021
Superfund Sites	FGDL	2020

6.4.1 Social and Economic Evaluation

Social and economic criteria evaluated include incompatible land use, relocations, community facilities, community cohesion, special populations, and farmlands impacts. The following describes how each criterion was evaluated. Based on the evaluation, scores were assigned where 1 represents the corridor having the best performance (e.g., least impact, most benefit) and 3 represents the alternative performing the worst. **Table 6-7** tabulates the results of the evaluation.

- **Land Use:** The land use criterion specifically refers to *incompatible* land use. Any area with new corridor was considered an incompatible land use. The land use criterion is measured by miles of new corridor alignment where no road currently exists. **Figure 6-5** shows the existing land use with the alternative corridors overlaid.
- **Potential Residential Displacements:** Potential residential displacements were calculated using Okaloosa County parcel data downloaded in December 2021. Parcels within the corridor with a use of residential and not marked as vacant parcels were counted.
- **Potential Business Displacements:** Potential business displacements were calculated using Okaloosa County parcel data downloaded in December 2021. Parcels within the corridor with a use of commercial were counted.
- **Community Facilities:** Community facilities in the study area included churches, cemeteries, schools, public buildings, and community centers. Potential involvement with these facilities was measured as the number of community facilities within or immediately adjacent to an alternative corridor that could be affected by displacement, change in access, noise, or visual impact. Community facilities potentially affected by the alternative corridor include churches and the Old Bethel Cemetery, as shown in **Figure 6-6**.
- **Community Cohesion:** The community cohesion criterion measures the potential effect to residential connectivity and social interaction by the number of neighborhoods split by the corridor. Neighborhoods were defined using the Okaloosa County subdivision GIS layer downloaded in December 2021, as shown in **Figure 6-7**.
- **Potential Impact to Special Populations:** Special populations were those under-represented populations protected by Title VI of the Civil Rights Act of 1964 and Executive Order 12898, Environmental Justice. For this study, the analysis was limited to low income and minority populations. Minority populations were identified as Census blocks with 50

Northwest Crestview Bypass Alternative Corridor Evaluation Report



percent or greater minority derived from Census 2020 Table P2. Low-income populations were determined from census block groups with greater than 20 percent of households below poverty (defined as low-income community by 15 U.S. Code 689) according to 2019 American Community Survey (Census 2020 data not available for this topic). This criterion was measured by the number of special populations crossed by the corridor, as shown in **Figure 6-8**.

- **Prime Farmland:** The prime farmland criterion was measured by the acres of potential prime farmlands, including farmlands of local importance, as defined by the Farmland Protection Policy Act (FPPA) of 1981, within the corridor. **Figure 6-9** displays prime farmlands overlaying lands designated for agricultural use.

Table 6-7 | Social Resources Evaluation

Category	Criteria	Unit of Measure	Alternative 3		Alternative 4		Alternative 5	
			Quantity	Score	Quantity	Score	Quantity	Score
Social	Land use	Miles	3.35	1	3.57	2	5.23	3
	Potential residential displacements	Number	115	3	113	2	107	1
	Potential business displacements	Number	4	1	4	1	4	1
	Community facilities	Number	3	2	3	2	2	1
	Community cohesion	Number	2	1	2	1	2	1
	Potential impact to special populations	Number	2	1	2	1	2	1
	Prime farmland	Acres	9.7	2	7.65	1	22.21	3
Social Resources Score				11		10		11

Table note: Methodology used to determine scores is described in Section 4.0 and the basis for the measures is described in Section 6.4.1.

Northwest Crestview Bypass Alternative Corridor Evaluation Report

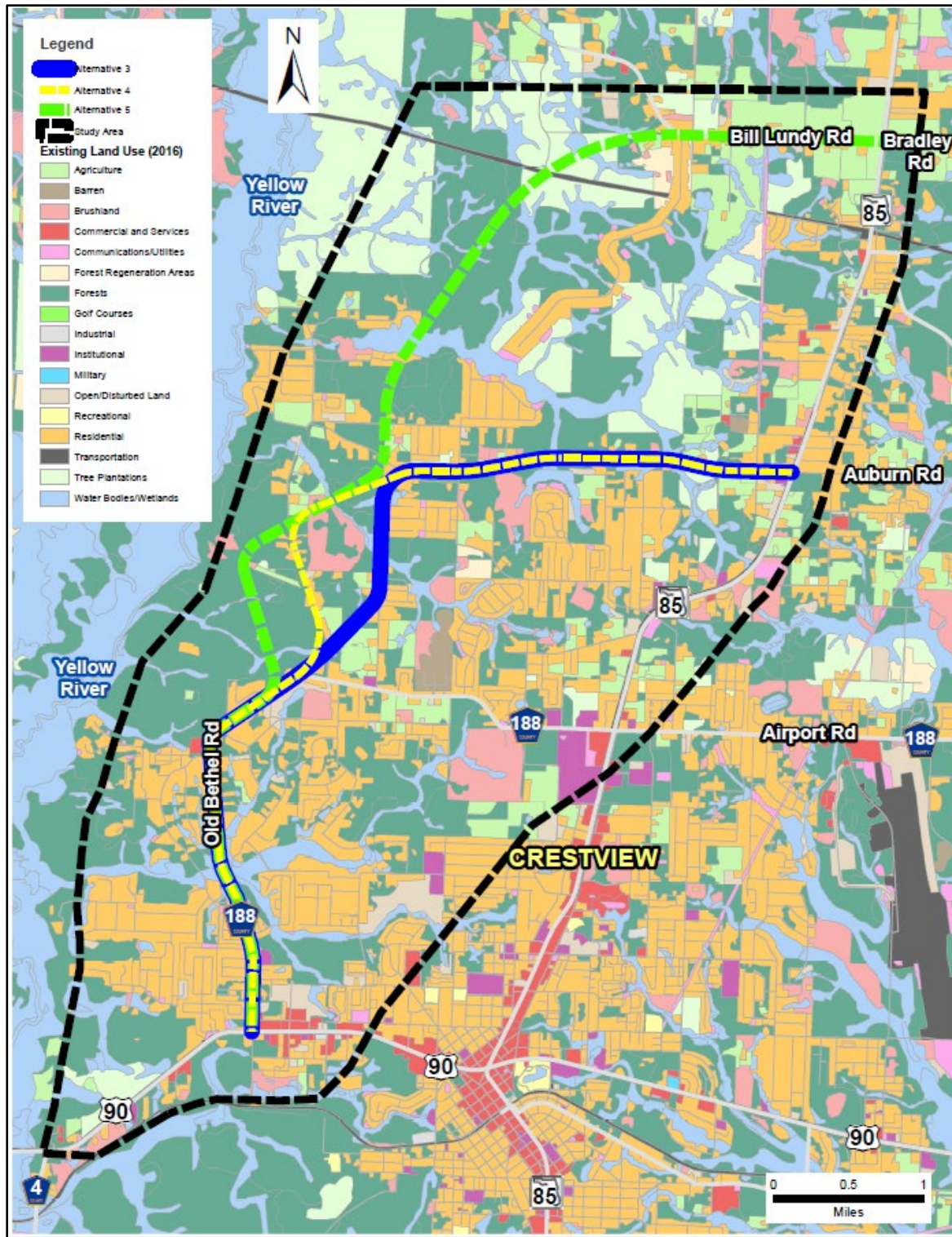


Figure 6-5 | Existing Land Use

Northwest Crestview Bypass Alternative Corridor Evaluation Report

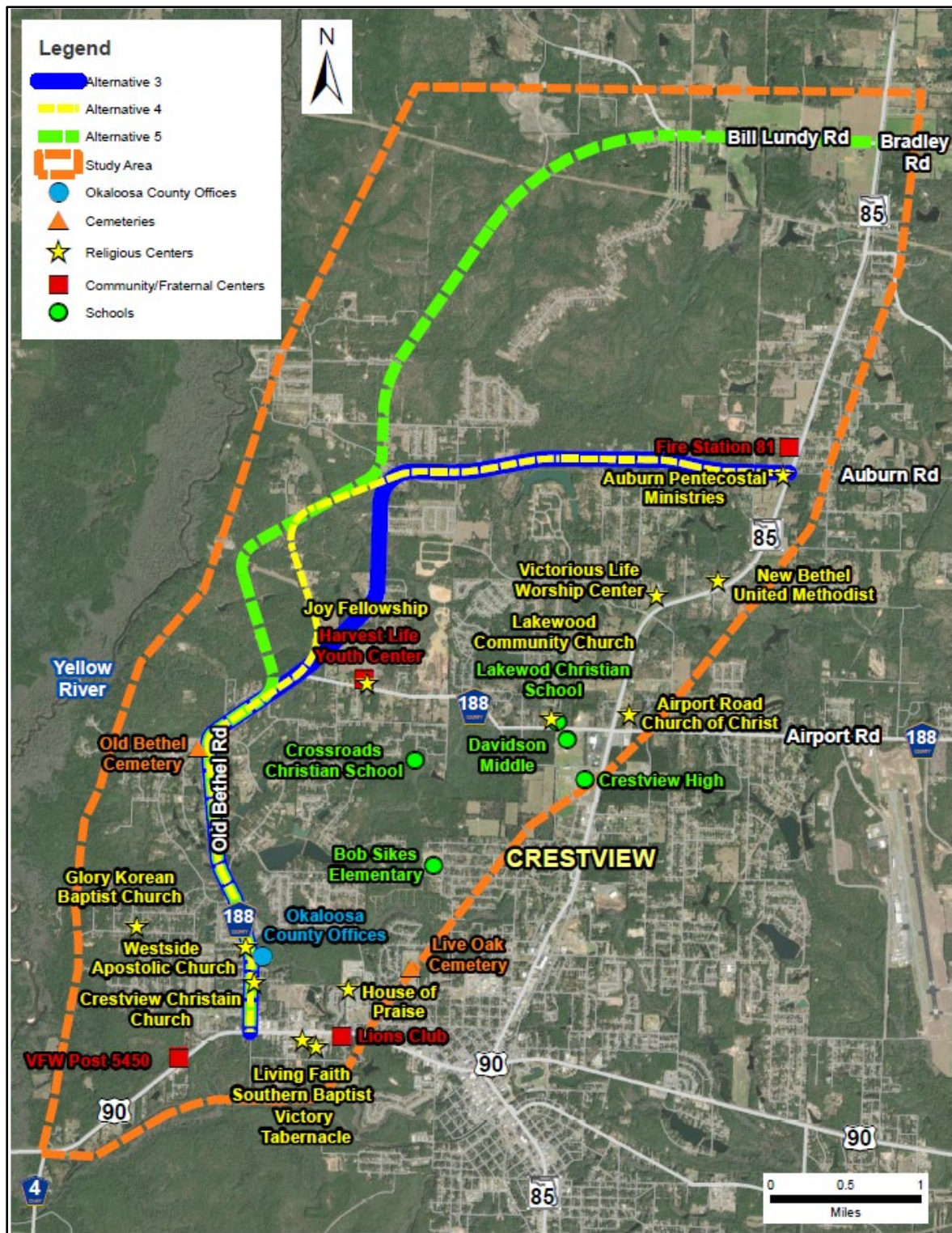


Figure 6-6 | Community Facilities

Northwest Crestview Bypass Alternative Corridor Evaluation Report

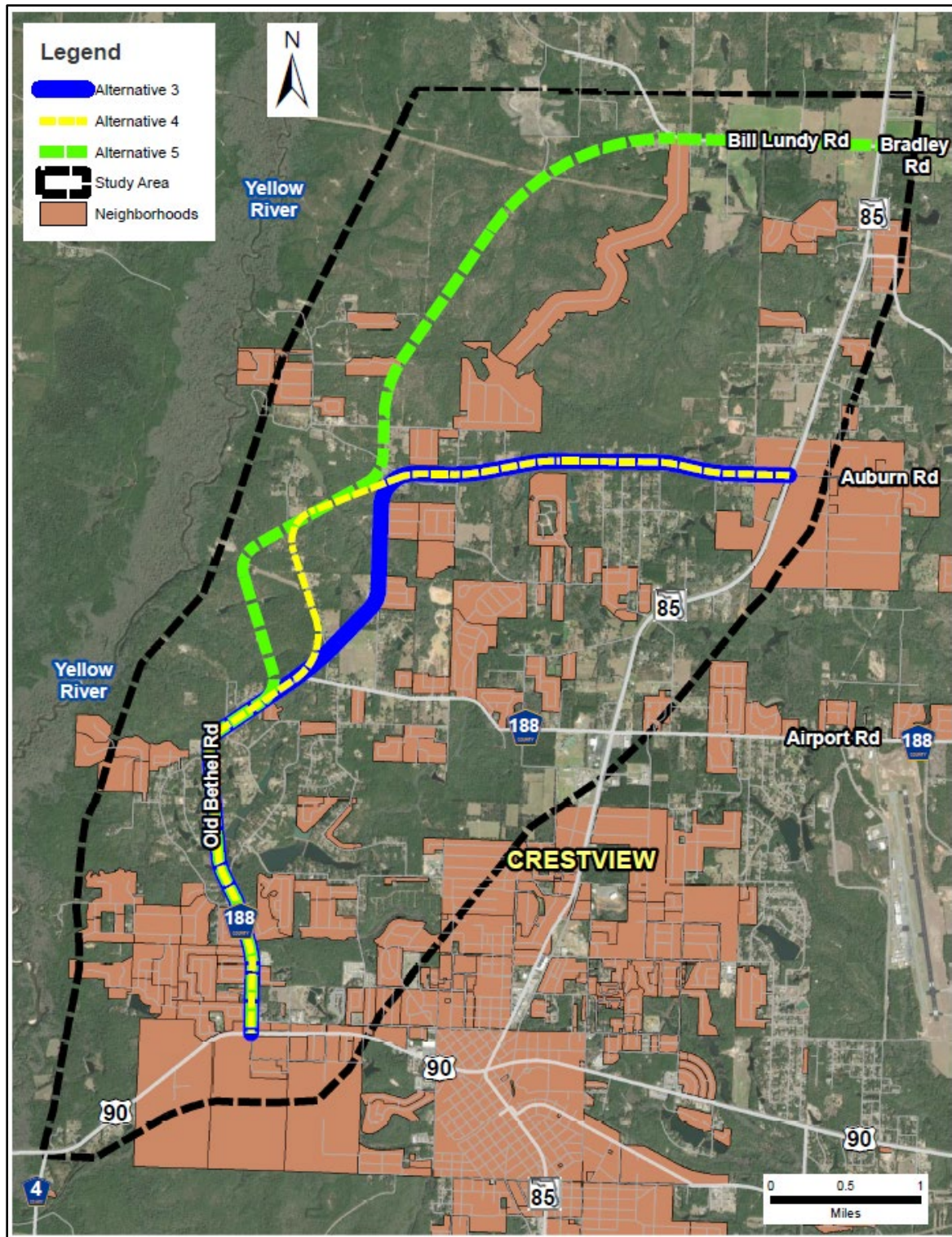


Figure 6-7 | Neighborhoods

Northwest Crestview Bypass Alternative Corridor Evaluation Report

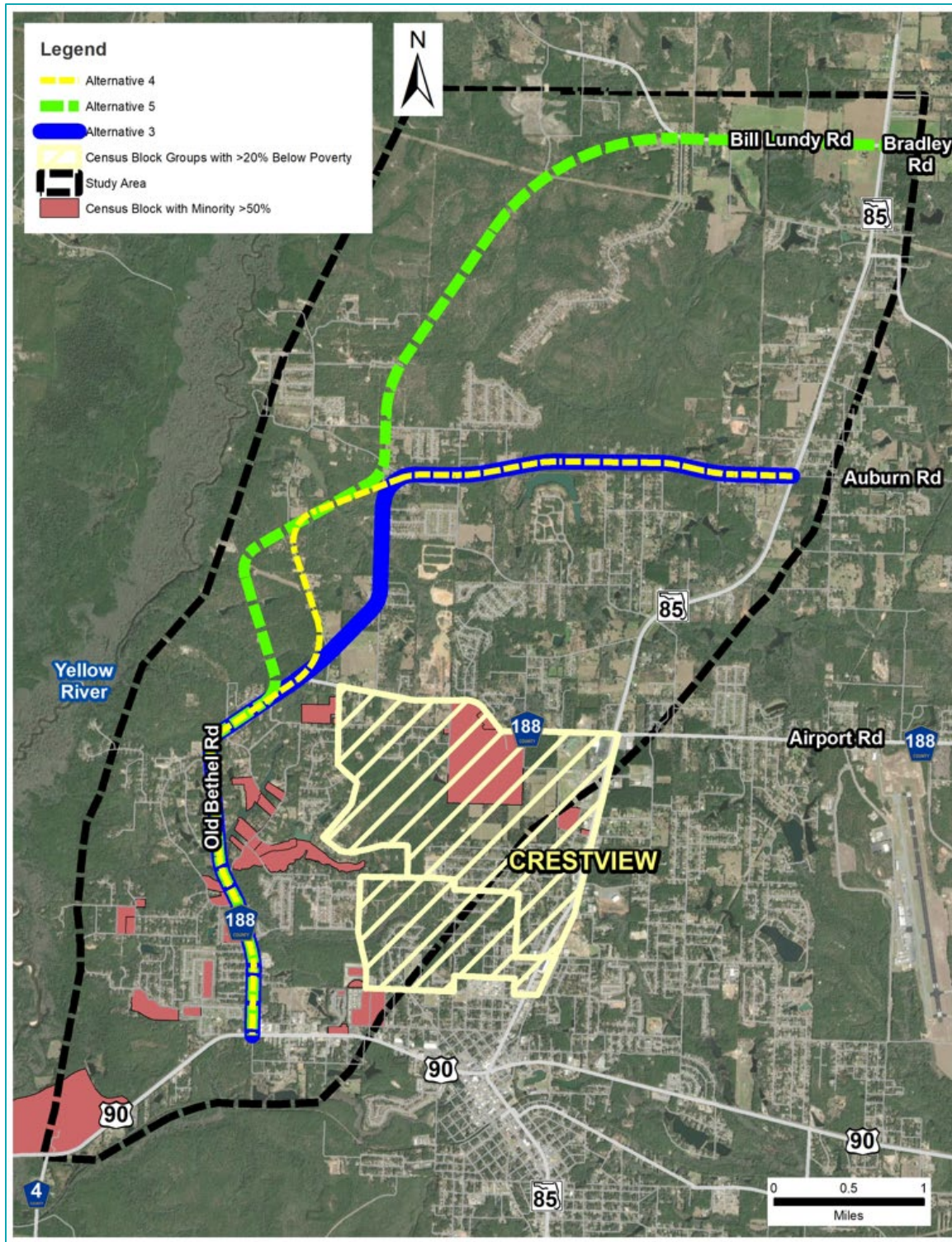


Figure 6-8 | Minority and Low-Income Populations

Northwest Crestview Bypass Alternative Corridor Evaluation Report

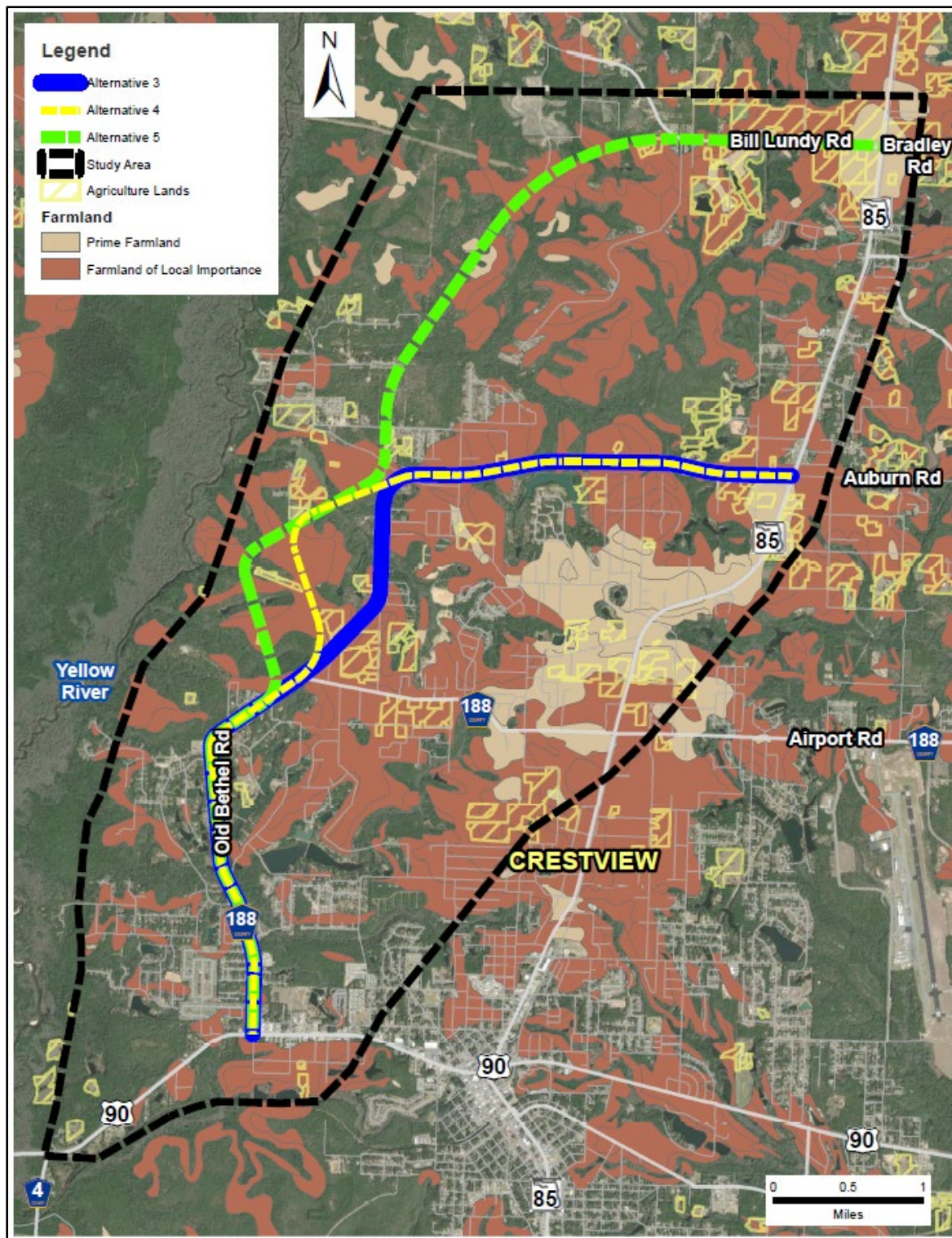


Figure 6-9 | Prime Farmland



6.4.2 Cultural Resources Evaluation

Cultural resources evaluated included archaeological and historic sites, recreational areas, and potential resources protected by Section 4(f) of the Department of Transportation Act of 1966. The following describes how each criterion was evaluated. Based on the evaluation, scores were assigned where 1 represents the corridor having the best performance (e.g., least impact, most benefit) and 3 represents the alternative performing the worst. **Table 6-8** tabulates the results of the evaluation. **Appendix D** provides the desktop analysis of the cultural resources screening.

- **Archaeological Sites:** Archaeological sites potentially protected under Chapter 267, F.S. were reviewed using the Florida Master Site File (FMSF) database and various environmental conditions. No sites within any of the alternative corridors were identified.
- **Historic Sites:** The historic sites criterion was measured by the number of historic sites potentially protected under Chapter 267, F.S. within the alternative corridors plus a 328-foot (100-meter) buffer. Potentially historic sites were identified using the FMSF database and Okaloosa County Property Appraiser's GIS database to determine if parcels containing structures constructed prior to 1978 were within the study area.
- **Recreational Areas:** The recreational areas criterion was measured by the number of such lands falling within the corridor. One recreational resource was identified in the study area, US 90 Connector Trail (Florida National Scenic Trail and Shared Use Nonmotorized Network) which is within all alternatives.²
- **Potential Section 4(f) Resources:** The Section 4(f) criterion was measured by the number of recreational areas within the alternative corridors. Archaeological and historic sites were not evaluated for section 4(f) for this high-level study. Thus, Section 4(f) has the same quantities and scores as recreational areas.

Table 6-8 | Cultural Resources Evaluation

Category	Criteria	Unit of Measure	Alternative 3		Alternative 4		Alternative 5	
			Quantity	Score	Quantity	Score	Quantity	Score
Cultural	Archaeological sites	Number	0	0	0	0	0	0
	Historic sites	Number	42	2	43	3	38	1
	Recreational areas	Number	1	1	1	1	2	3
	Potential Section 4(f) resources	Number	1	1	1	1	1	1
Cultural Resources Score				4		5		5

Table note: Methodology used to determine scores is described in Section 4.0 and the basis for the measures is described in Section 6.4.2.

² Some GIS data layers show Lake Silver Park. Okaloosa County, as the Official with Jurisdiction, confirmed on April 11, 2022 that this parcel does not function as, and is not managed as, a public park or recreation area. While the parcel is owned by the county, it was a former surface water impoundment, but no longer serves any purpose. The entire parcel is undeveloped and not accessible to the public. The county may use it for future stormwater management facility, however, there is no identified future use.



6.4.3 Natural Resources Evaluation

Natural resources evaluated water quality, floodplains, wetlands, species, conservation/managed lands, and habitat. The following describes how each criterion was evaluated. Based on the evaluation, scores were assigned where 1 represents the corridor have in the best performance (e.g., least impact, most benefit) and 3 represents the alternative performing the worst. **Table 6-9** tabulates the results of the evaluation of these environmental parameters. **Figure 6-10** displays the resources in relation to the alternative corridors.

- Water Quality: The water quality criterion was measured by the length of roadway crossing flowing and surface waters. Flowing waters in the study area include Davis Mill Creek, Bully Branch, Jack Branch, Mathison Creek/Red Wash Branch, Powell Spring Branch, Pump Branch and Silver Creek.
- 100-Year Floodplain: The 100-year floodplain criterion was measured by the acres of 100-year floodplain within the corridor.
- Wetlands: Wetlands were measured by the acres of wetlands within the corridor.³
- Listed Species Occurrence Potential: The listed species occurrence potential criterion was measured qualitatively by desktop review of USFWS Information for Planning and Consultation Species List, FNAI Biodiversity Matrix, water crossings, and habitat along the corridors. Three federal listed species were identified as potentially present in the study area: red-cockaded woodpecker, eastern indigo snake and wood stork. Five state listed species were identified as potentially present in the study area: gopher tortoise, Florida pine snake, blackmouth shiner, bluenose shiner, and the Florida bog frog. Although direct impacts are not expected, Alternative Corridor 5 crosses tributaries draining to the Yellow River which is designated critical habitat for the Atlantic (gulf) sturgeon and four federal listed mollusks. Each corridor was given a rank of low, medium, or high.
 - Low: Species documented within Okaloosa County, but with a low likelihood to occur within the study area due to the limited presence of suitable habitat.
 - Medium: Species documented within Okaloosa County and for which suitable habitat was present within the study area; however, no documented occurrences exist.
 - High: Species likely to occur within the project study area based on known habitat ranges and existence of suitable habitat. Species known to occur within or adjacent to the study area or have been documented within the vicinity of the project.

³ This represents a minor change from the approved Methodology Memorandum which included High Quality and Low to Moderate Quality Wetlands evaluated separately; whereas, here they are evaluated together.

Northwest Crestview Bypass Alternative Corridor Evaluation Report



- Conservation/Managed Lands: The conservation/managed lands criterion was measured by the acres of conservation/managed lands within the corridor.
- Designated Critical Habitat or Habitat Suitable for Listed Species: The designated critical habitat or habitat suitable for listed species criterion was measured by the number of acres of critical habitat as determined by USFWS GIS layers, within the corridor.

Table 6-9 | Natural Resources Evaluation

Category	Criteria	Units	Alternative 3		Alternative 4		Alternative 5	
			Quantity	Score	Quantity	Score	Quantity	Score
Natural	Water Quality (crossing surface and flowing waters)	Miles	0.37	1	0.41	2	0.48	3
	100-year floodplain	Acres	7.97	1	7.97	1	13.71	3
	Wetlands	Acres	7.96	1	8.04	2	19.88	3
	Listed species occurrence potential	Degree	Low	1	Mod.	2	High	3
	Conservation/managed lands	Acres	0	1	0	1	6.74	3
	Designated critical habitat or habitat suitable for listed species	Acres	0	-	0	-	0	-
Natural Resources Score				5		8		15

Table note: Methodology used to determine scores is described in Section 4.0 and the basis for the measures is described in Section 6.4.3.

Northwest Crestview Bypass Alternative Corridor Evaluation Report

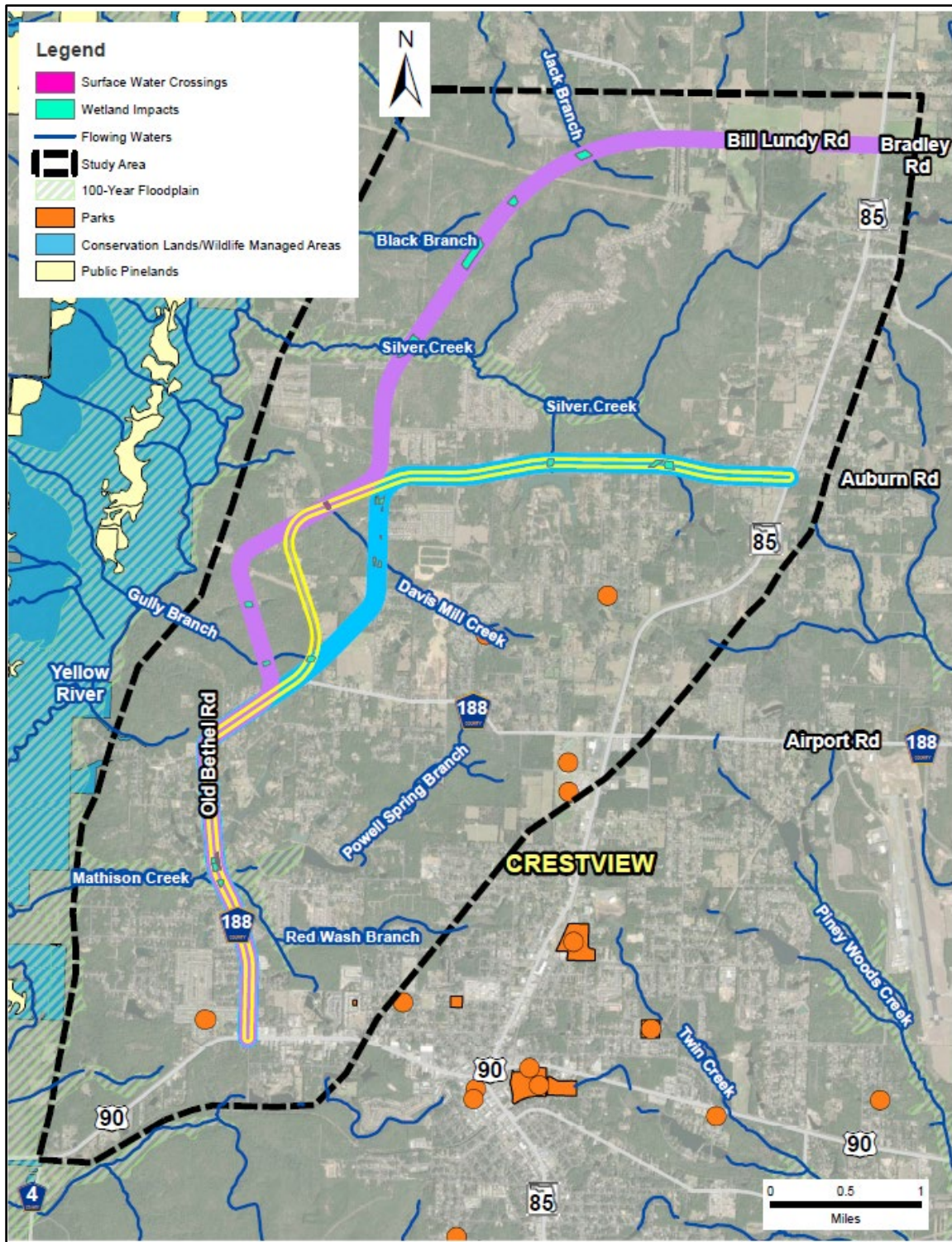


Figure 6-10 | Natural Resources



6.4.4 Physical Resources Evaluation

Physical criteria evaluated include noise and contamination. The following paragraphs describe how each criterion was evaluated. Based on the evaluation, scores were assigned where 1 represents the corridor have in the best performance (e.g., least impact, most benefit) and 3 represents the alternative performing the worst. **Table 6-10** tabulates the results of the evaluation.

- **Potential Contamination Sites:** Contamination sites were identified using the FDEP Oculus website. The number of potentially contaminated sites within the appropriate buffer distances (recommended in the FDOT PD&E Manual) were counted. **Figure 6-11** displays the contaminated sites in relation to the alternative corridors. Buffer distances are as follows:
 - 500 feet from the right-of-way line for petroleum, drycleaners, and non-petroleum sites
 - 1,000 feet from the right-of-way line for non-landfill solid waste sites (such as recycling facilities, transfer stations, and debris placement area)
 - 1/2-mile from the right-of-way line for Comprehensive Environmental Response, Compensation, and Liability Act National Priorities List Superfund sites, or Landfill sites
- **Potential Noise Sensitive Sites:** The potentially noise sensitive sites criterion was measured by the number of sites within 200 feet of the centerline. Potentially noise sensitive sites included recreational resources, Old Bethel Cemetery, and residences adjacent to but not within the corridor.

Table 6-10 | Physical Resources Evaluation

Category	Criteria	Unit of Measure	Alternative 3		Alternative 4		Alternative 5	
			Quantity	Score	Quantity	Score	Quantity	Score
Physical	Potential contamination sites	Number	5	3	4	2	3	1
	Potential noise sensitive sites	Number	50	1	54	2	56	3
Physical Resources Score				4		4		4

Table note: Methodology used to determine scores is described in Section 4.0 and the basis for the measures is described in Section 6.4.4.

Northwest Crestview Bypass Alternative Corridor Evaluation Report

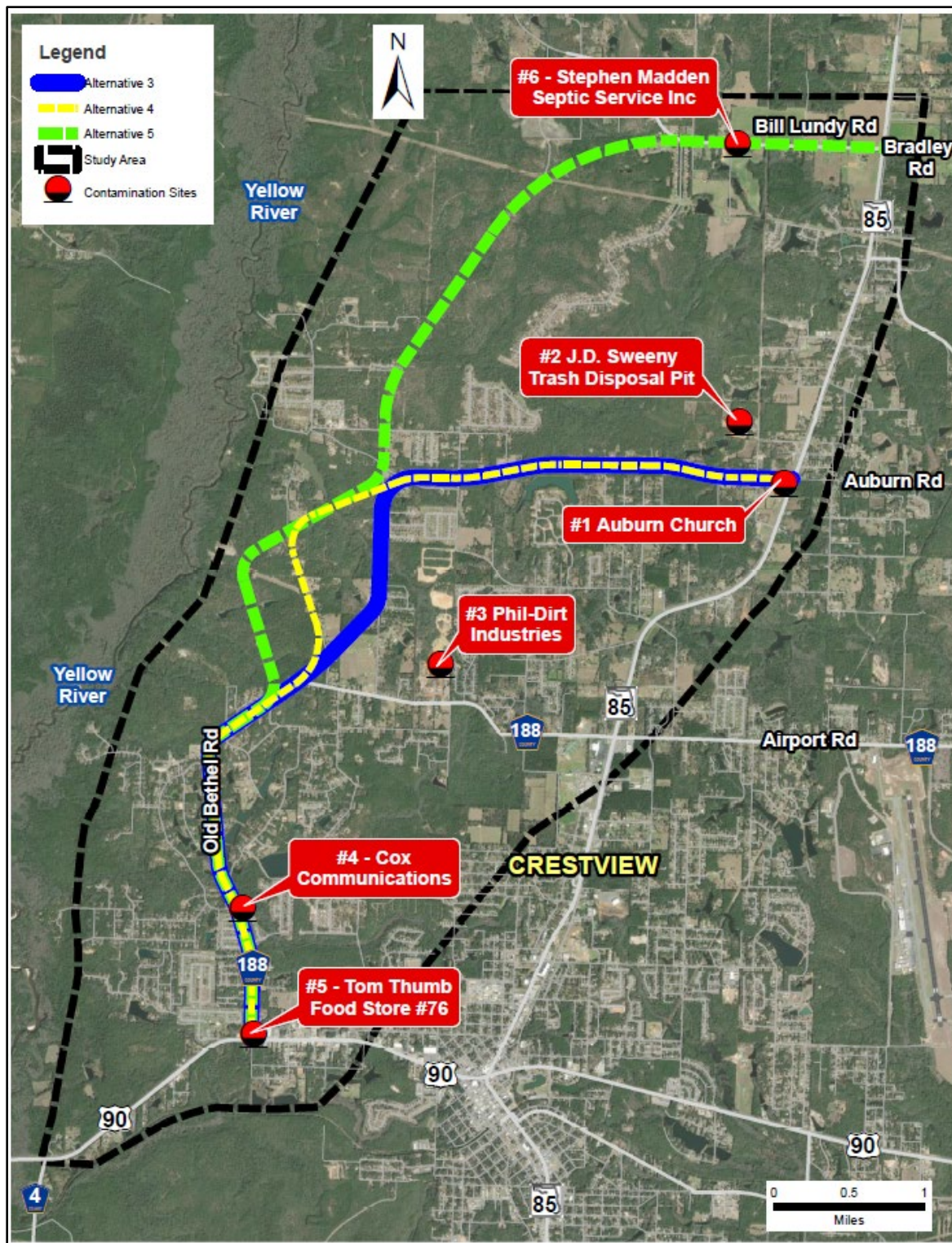


Figure 6-11 | Contaminated Sites



6.4.5 Environmental Factors Summary

A summary of environmental factors is presented in **Table 6-11**. In terms of environmental factors, Alternative 3 is the most favorable alternative, followed closely by Alternative 4. Alternative 5 is the least favorable alternative.

Table 6-11 | Environmental Evaluation Summary

Category	Score		
	Alternative 3	Alternative 4	Alternative 5
Social and Economic	11	10	11
Cultural	4	5	5
Natural	5	8	15
Physical	4	4	4
Environmental Total Score	24	27	35

Table note: These scores are summary roll-up from Table 6-7 (Social), Table 6-8 (Cultural), Table 6-9 (Natural), and Table 6-10 (Physical).



6.5 Engineering Evaluation

Engineering evaluation was based on the following criteria:

- Major utility conflicts
- Bridge involvement
- Drainage basins
- Stormwater ponds

6.5.1 Utilities

The impacts to utilities were based on identifying locations and determining the number of potential major utility impacts by each alternative corridor. These are areas where extensive coordination would be required in the next phases of the project development process. Utility data available at the time of this analysis included electric power transmission lines, natural gas pipelines, and Okaloosa County water mains. Additionally, there is a water tower with a wellhead protection zone. Alternative Corridor 5 is the only alternative that crosses the electric power transmission line and natural gas pipeline. All alternative corridors have conflicts with Okaloosa County eight-inch and 10-inch water mains along Old Bethel Road. All alternative corridors are within the wellhead protection zone but avoid the water tower. **Figure 6-12** displays major utilities in relation to the alternative corridors. Potential conflicts with major utilities are documented in **Table 6-15**.

A Sunshine One-Call was initiated to identify additional utilities present in each alternative corridor and support future phases. Utility agency owners in the area include AT&T Distribution, Auburn Water System, Centurylink, Chelco, City of Crestview, Cox Communications, Florida Power and Light – Northern, Okaloosa Gas, Okaloosa County Water and Sewer, and Uniti. Responses from the utility agency owners are documented in **Table 6-12**. This report will be updated prior to approval by OEM to document any additional responses received.

Northwest Crestview Bypass Alternative Corridor Evaluation Report



Table 6-12 | Utilities

Utility Agency Owner	Potential Conflicts		
	Alternative 3	Alternative 4	Alternative 5
Chelco	Potential for relocation of Phase 3 overhead lines along Oak Hill Road, the crossings at Taylor Road and Lake Silver Road, and at the intersection of Adams Road and SR 85.	Potential for relocation of Phase 3 overhead lines at the crossing of Taylor Road and the intersection of Adams Road and SR 85.	Potential for relocation of Phase 3 overhead lines at the intersection of Oak Hill Road and Taylor Road and along Bill Lundy Road.
Florida Power and Light	Potential for relocation of overhead lines along Old Bethel Road up to the water tower adjacent to Seminole Drive.	Potential for relocation of overhead lines along Old Bethel Road up to the water tower adjacent to Seminole Drive.	Potential for relocation of overhead lines along Old Bethel Road up to the water tower adjacent to Seminole Drive.
Okaloosa County Water and Sewer	Potential for relocation of 8" and 12" water main along Old Bethel Road from SR 10 to Staff Road.	Potential for relocation of 8" and 12" water main along Old Bethel Road from SR 10 to Staff Road.	Potential for relocation of 8" and 12" water main along Old Bethel Road from SR 10 to Staff Road.
Uniti	Potential for relocation of aerial and underground fiber along Old Bethel Road from SR 10 to Staff Road.	Potential for relocation of aerial and underground fiber along Old Bethel Road from SR 10 to Staff Road.	Potential for relocation of aerial and underground fiber along Old Bethel Road from SR 10 to Staff Road. Potential for relocation of underground fiber along Bill Lundy Road.

Northwest Crestview Bypass Alternative Corridor Evaluation Report

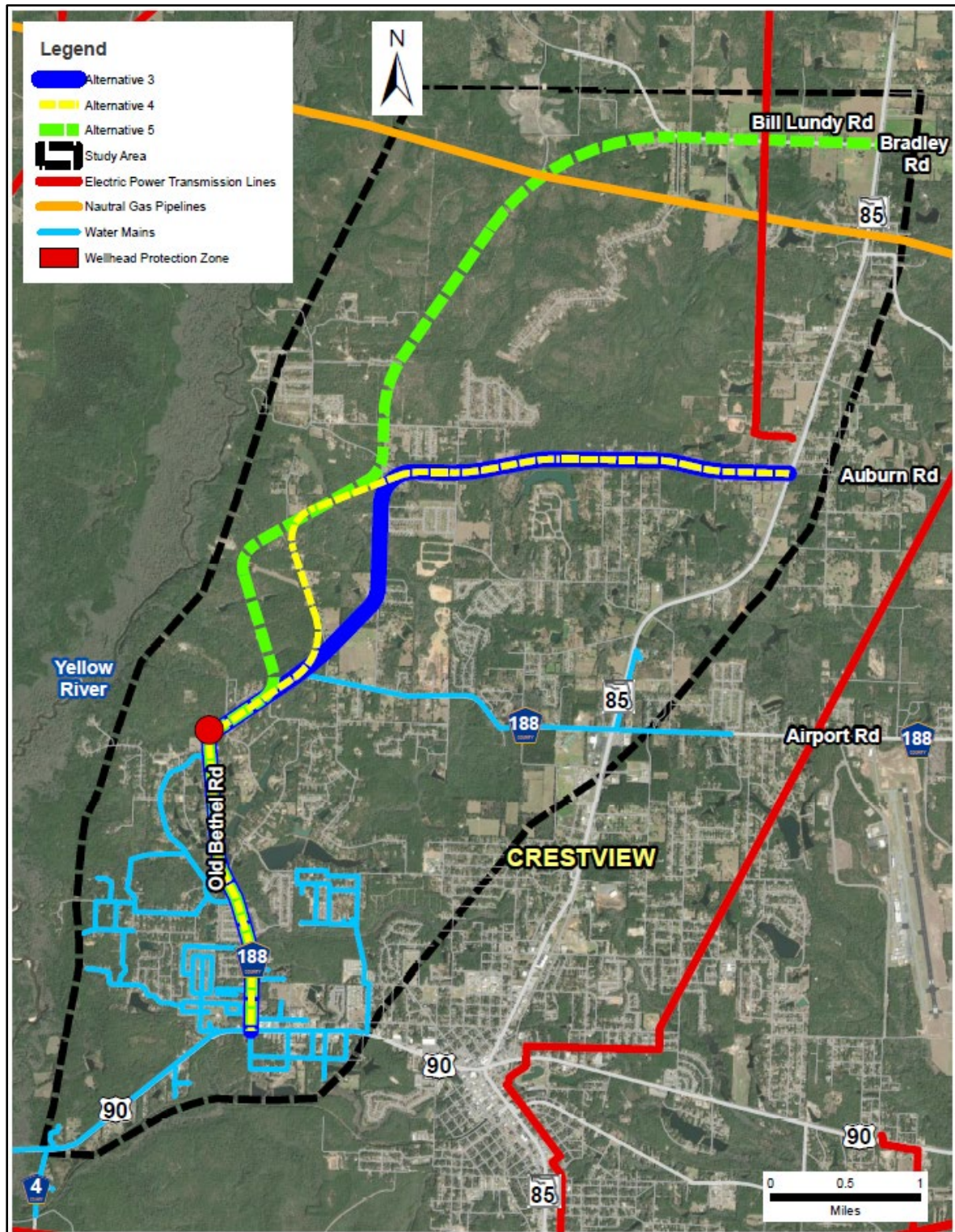


Figure 6-12 | Utilities



6.5.2 Bridges and Structures

A review of each alternative was conducted to determine locations where bridges and box culverts would be needed for each alternative corridor. The review only looked at locations where the corridors cross existing creeks and wetlands. A field review was conducted to evaluate existing creek crossing structures for both type and size. Similar structure types and sizes were recommended for alternative corridors that cross the same creek.

For this analysis, an urban four-lane typical section (**Figure 5-2**) was used to determine the width of proposed bridges and the length of proposed box culverts. Based on this typical section, a single bridge structure such as one shown in FDM Figure 260.1.4 with a total width of 102-feet would be used. For box culverts, a length of 104-feet was utilized which would place the box outside the limits of the sidewalk.

The FDOT Long Range Estimate (LRE) system was utilized to determine the average cost per square foot for the bridges. For this analysis, a cost of \$210 per square foot has been used to determine bridge cost. The FDOT LRE system was also used for each box culvert cost based on the size of each box opening with a total length of 104-feet. Cost estimates were updated in August 2023 and include 20% contingency. New costs are based on FDOT LRE system and cost per square foot increase.

The proposed locations of each bridge and box culvert are shown on Figure 6-13 through **Figure 6-15** and a summary of the cost for each option in **Table 6-13**.

Northwest Crestview Bypass Alternative Corridor Evaluation Report

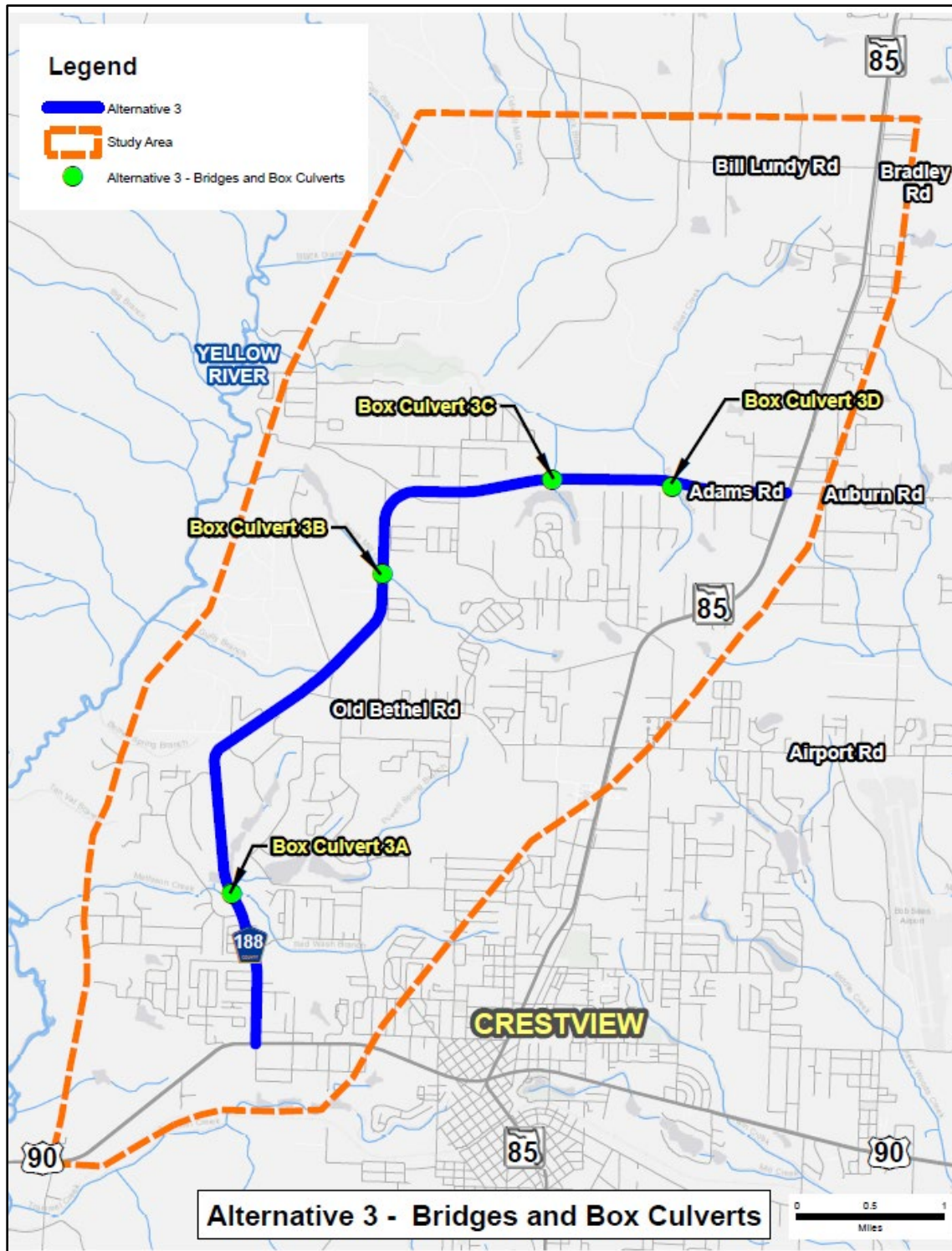


Figure 6-13 | Bridge and Box Culvert Locations at Alternative Corridor 3

Northwest Crestview Bypass Alternative Corridor Evaluation Report

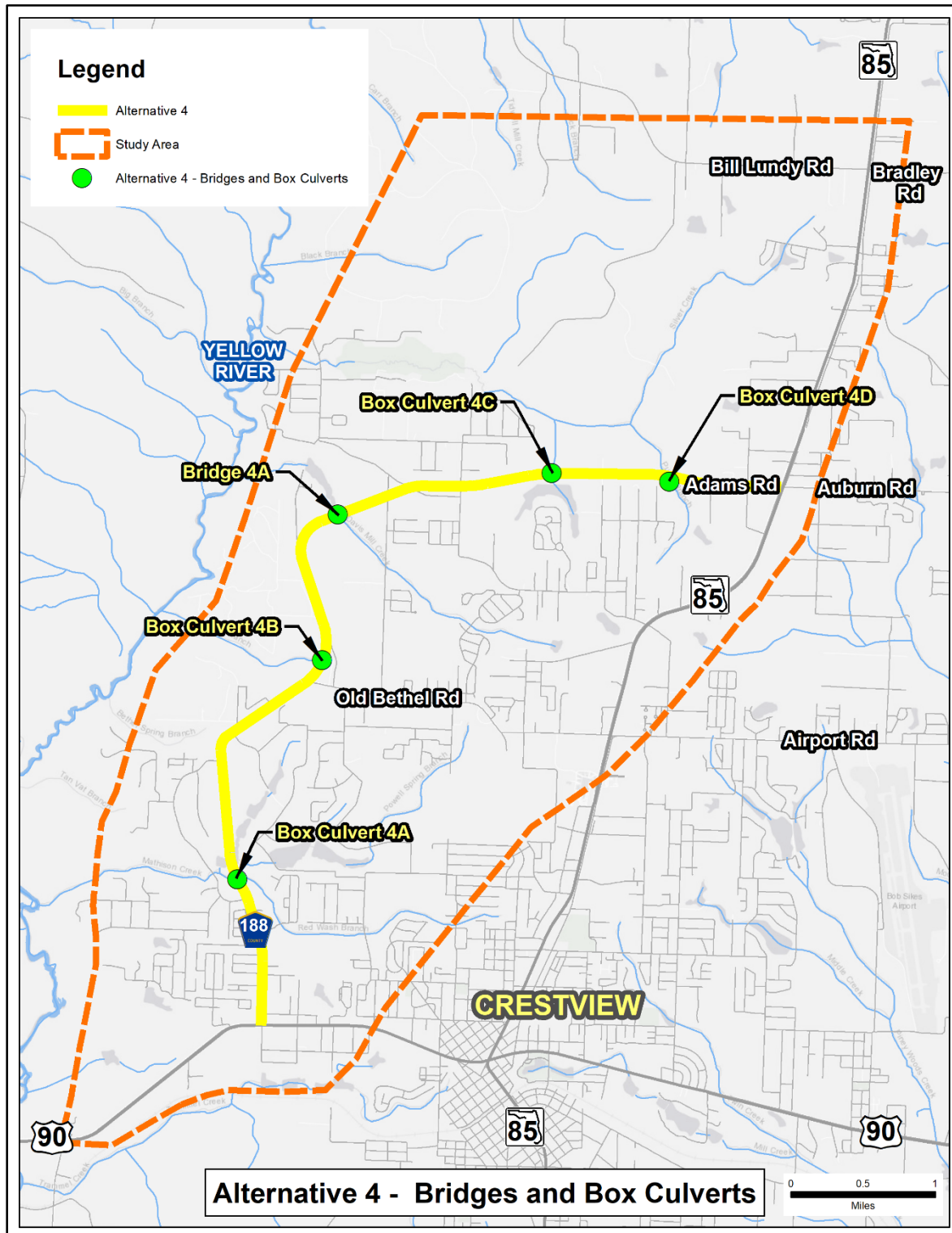


Figure 6-14 | Bridge and Box Culvert Locations at Alternative Corridor 4

Northwest Crestview Bypass Alternative Corridor Evaluation Report

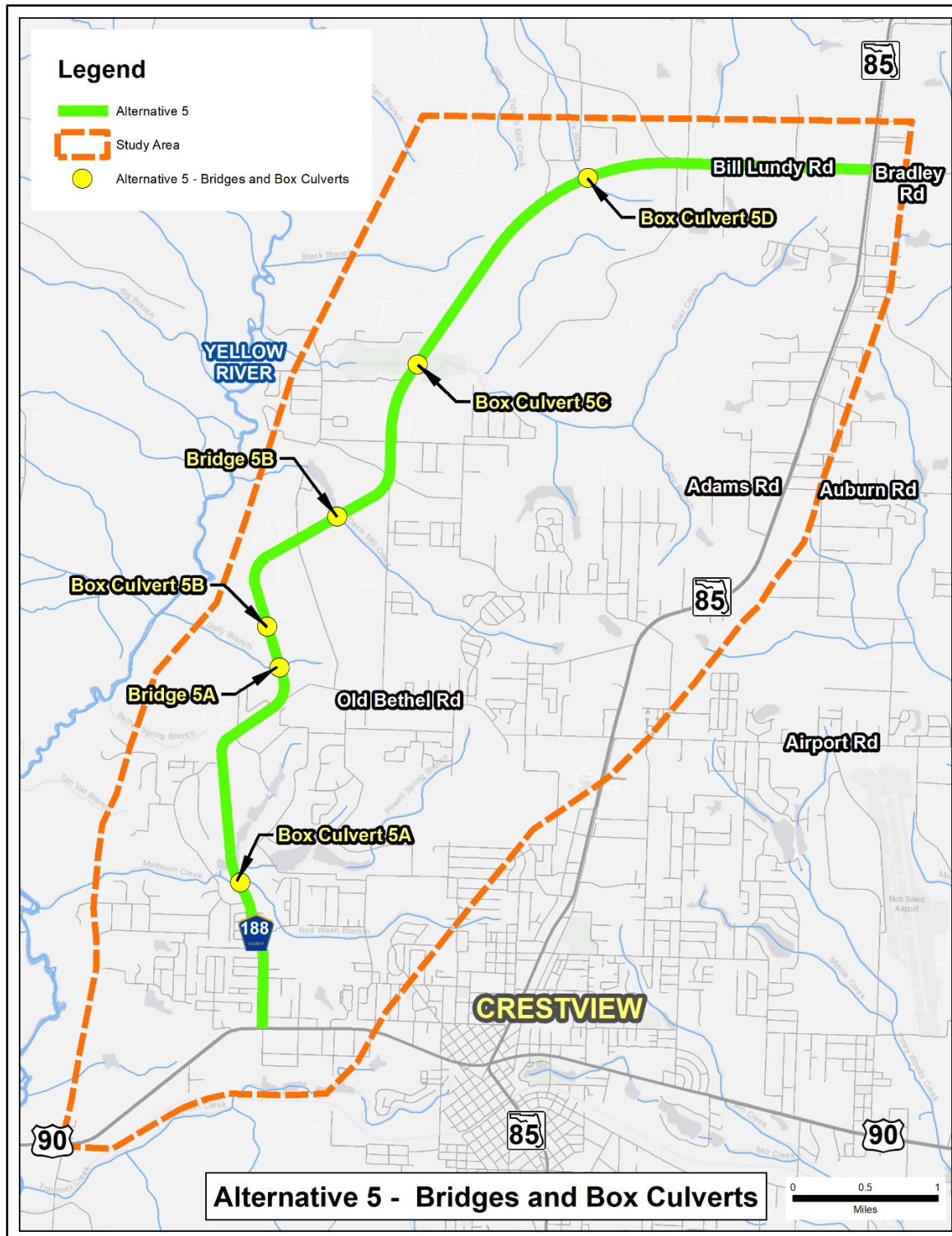


Figure 6-15 | Bridge and Box Culvert Locations at Alternative Corridor 5



Table 6-13 | Summary of Bridges and Box Culverts

Alternative Corridor	Structure Type	Width / Box Size	Length (ft)	Estimated Cost	Estimated Sum Cost
Alternative 3	Box Culvert 3A	Dbl. 12x10	104'	\$2,500,000	\$6,400,000
	Box Culvert 3B	12x8	104'	\$1,300,000	
	Box Culvert 3C	12x8	104'	\$1,300,000	
	Box Culvert 3D	12x8	104'	\$1,300,000	
Alternative 4	Box Culvert 4A	Dbl. 12x10	104'	\$2,500,000	\$10,400,000
	Box Culvert 4B	12x8	104'	\$1,300,000	
	Bridge 4A	102'	200'	\$4,000,000	
	Box Culvert 4C	12x8	104'	\$1,300,000	
	Box Culvert 4D	12x8	104'	\$1,300,000	
Alternative 5	Box Culvert 5A	Dbl. 12x10	104'	\$2,500,000	\$25,800,000
	Box Culvert 5B	12x8	104'	\$1,300,000	
	Bridge 5A	102'	160'	\$3,500,000	
	Bridge 5B	102'	400'	\$15,900,000	
	Box Culvert 5C	12x8	104'	\$1,300,000	
	Box Culvert 5D	12x8	104'	\$1,300,000	

6.5.3 Drainage and Stormwater

Each corridor was evaluated based on the number of basins (**Figure 6-16**) crossed and the acreage of stormwater ponds needed to meet permit requirements. The stormwater attenuation storage required for each alternative corridor was determined based on the location and length of the alternative, soil conditions, existing land use, and proposed roadway typical section.

Table 6-14 shows attenuation volumes, drainage area and estimates of pond sizes.

Table 6-14 | Stormwater Management Needs

Alternative Corridor	Drainage Area (Ac.)	Pond Size (Ac.)	Attenuation Volume (Ac-Ft)
Alternative 3	135.09	17.00	36.81
Alternative 4	138.90	19.20	44.22
Alternative 5	173.65	25.00	56.72

Northwest Crestview Bypass Alternative Corridor Evaluation Report

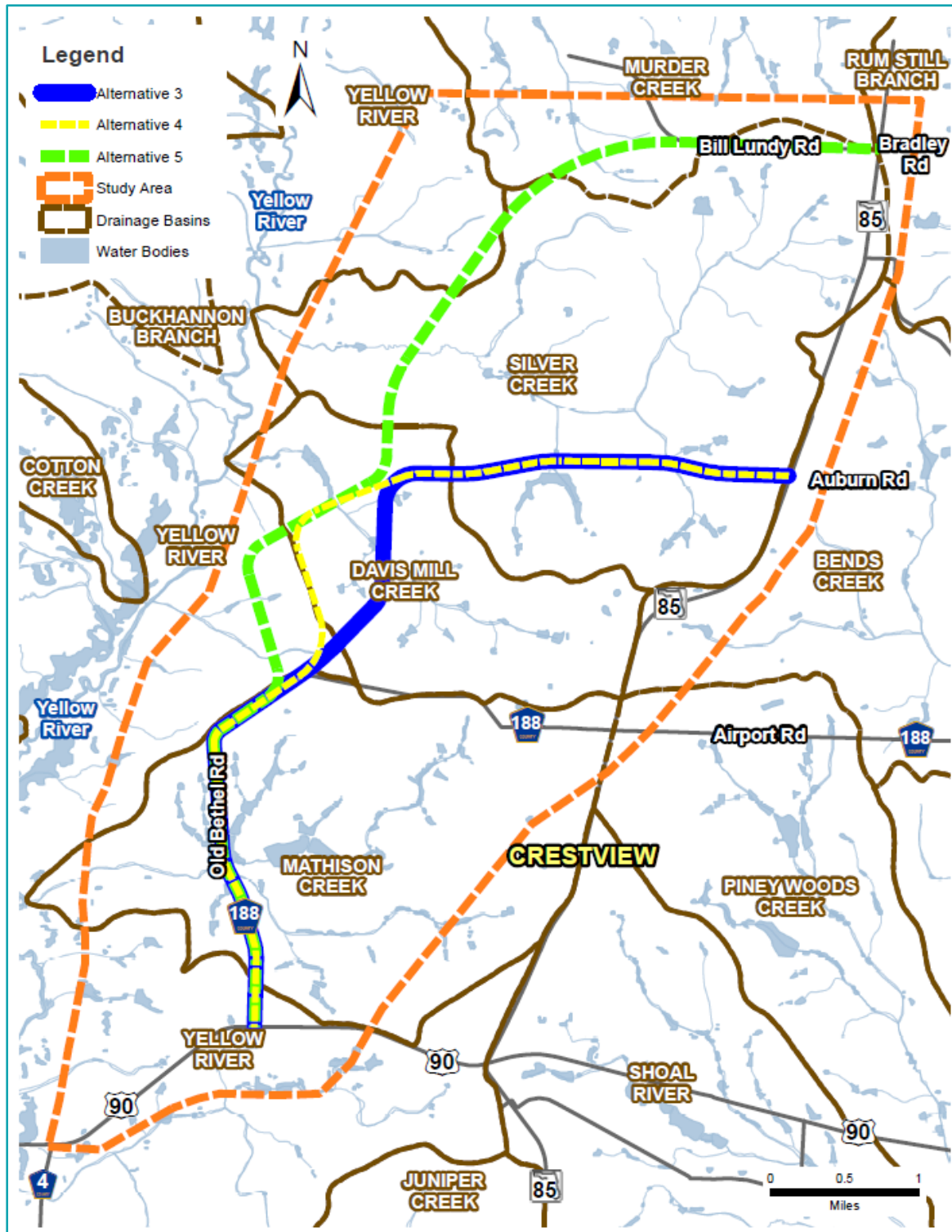


Figure 6-16 | Drainage Basins

Northwest Crestview Bypass Alternative Corridor Evaluation Report



6.5.4 Engineering Factors Summary

A summary of engineering factors is presented in **Table 6-15**. Based on the evaluation of criteria documented in Sections 6.5.1 through 6.5.3, scores were assigned where 1 represents the corridor having the best performance (e.g., least impact, most benefit) and 3 represents the alternative performing the worst. In terms of engineering factors, Alternative 3 is the most favorable and Alternative 5 is the least favorable alternative corridor.

Table 6-15 | Engineering Considerations

Category	Criteria	Unit of Measure	Alternative 3		Alternative 4		Alternative 5	
			Quantity	Score	Quantity	Score	Quantity	Score
Engineering	Major utility conflicts	Number	1	1	1	1	3	3
	Bridge involvement	Number	4	1	5	2	6	3
	Drainage basins	Number	4	1	4	1	5	3
	Stormwater ponds	Acres	17	1	19.2	2	25	3
Engineering Score				4		6		12

Table note: Methodology used to determine scores is described in Section 4.0 and the basis for the measures is described in Sections 6.5.1 through 6.5.3.

6.6 Estimated Costs Evaluation

The estimated costs include construction, wetland mitigation and right-of-way cost listed in **Table 6-16**. Construction costs were estimated based on FDOT generic cost / mile models using the length of the project, typical section used and whether the corridor will be a new alignment or will utilize existing alignment. Cost estimates were updated in August 2023 and include 20% contingency. New costs are based on FDOT LRE system and cost per square foot increase. The cost also includes bridge and box culverts. Wetland mitigation costs are based price per acre of each wetland impacted that are published in the FDOT Work Program. Right-of-way costs were estimated based on cost per mile derived from the PJ Adams Parkway Project (FPID 421997-3, 421997-8, 421997-9). Right-of-way costs are not based on an appraisal of values. Engineering design, subsurface data collection, and coordination of utility conflicts with utility owners to minimize impacts is needed to estimate the cost of potential utility relocations. Therefore, the cost of utility relocations was not considered and will be determined in future phases.

Table 6-16 | Estimated Costs Comparison

Category	Criteria	Unit of Measure	Alternative 3		Alternative 4		Alternative 5	
			Quantity	Score	Quantity	Score	Quantity	Score
Costs	Construction Cost	USD	\$103,053,000	1	\$109,193,000	2	\$154,061,383	3
	Wetland Mitigation	USD	\$99,000	1	\$1,000,000	2	\$2,460,000	3
	Right-of-Way	USD	\$16,340,000	2	\$16,310,000	1	\$19,730,000	3
Costs Score				4		5		9

Table note: Methodology used to determine scores is described in Section 4.0 and the basis for the measures is described in Section 6.6 above.



6.7 Summary Alternative Corridor Evaluation

Prior to the public meeting, an overall performance score was calculated by summing the scores in each evaluation category for each alternative corridor. A summary comparative evaluation matrix reflecting how the alternative corridors performed in each category prior to the November 17, 2022 public meeting is shown in **Table 6-17**. Since Alternatives 1, 2, and 6 did not meet the primary purpose and need and did not qualify for further evaluation, their rows are greyed out.

Table 6-17 | Summary of Comparative Evaluation

Alternative Corridor	Purpose and Need Scores		Evaluation Criteria Scores			
	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	24	4	See Section 7	4
Alternative 4	Y	5	27	6		5
Alternative 5	Y	7	35	12		9
Alternative 6	N	Eliminated based on primary purpose and need				

Note: Lower score = better



7.0 Public Involvement and Agency Coordination

7.1 Agency Coordination

Agency coordination started during the initial stages of the project's development and continued through the ACE process. Throughout development and evaluation of the corridors, the project team involved and coordinated with Okaloosa County and the City of Crestview. This coordination helped to introduce the project, obtain background information, set expectations for the project, present existing conditions, discuss analysis findings, refine alternative corridors, and obtain feedback.

Early agency coordination was also obtained through the Efficient Transportation Decision Making (ETDM) process with the Environmental Technical Advisory Team (ETAT). ETAT members and the public had the opportunity to provide input regarding a project's potential effects on the natural, physical, cultural, and community resources throughout the planning phase of project delivery.

For this study, the ETAT included representatives from the following agencies:

- FDEO (Florida Department of Economic Opportunity)
- FHWA (Federal Highway Administration)
- USEPA (US Environmental Protection Agency)
- NRCS (Natural Resources Conservation Service)
- NPS (National Park Service)
- FDOS (Florida Department of State)
- NMFS (National Marine Fisheries Service)
- FDEP (Florida Department of Environmental Protection)
- NFWFMD (Northwest Florida Water Management District)
- USFWS (US Fish and Wildlife Service)
- USACE (US Army Corps of Engineers)
- FWC (Florida Fish and Wildlife Conservation Commission)
- USCG (US Coast Guard).

For this study, Tribal coordination was initiated in parallel with the agency notification. The Advance Notification package was sent to the federally-recognized tribes by certified mail on June 2, 2021, or as otherwise notified by e-mail in accordance with protocol established between individual tribes and the FDOT Office of Environmental Management.

The following project milestones were met, and coordination meetings held, as listed in **Table 7-1**.

Northwest Crestview Bypass Alternative Corridor Evaluation Report



Table 7-1 | Agency and Tribal Coordination

Date	Organization	Topic
November 20, 2020	Okaloosa County, FDOT	Project initiation meeting to clarify scope and schedule
January 14, 2021	Okaloosa County, FDOT, City of Crestview	Project coordination meeting. Existing conditions discussion, traffic methodology discussion, and discussion to identify four preliminary corridors.
February 25, 2021	Okaloosa County, FDOT, City of Crestview	Project coordination meeting. Six potential corridors were refined in preparation for initial agency review in ETDM.
May 19, 2021	FDOT, Okaloosa County, ETAT	Advance Notification process initiated for ETDM Project Number 14450.
June 2, 2021	Okaloosa County	Certified mail to federally-recognized Tribes.
June 10, 2021	Seminole Nation	Reply by Seminole Nation (no concerns).
July 7, 2021	Muscogee (Creek) Nation	Reply by Muscogee (Creek) Nation for request to review Cultural Resources Survey when available. No other Tribal input received.
July 12, 2021	Okaloosa County, FDOT, City of Crestview	Project coordination meeting. Traffic forecast and analysis discussed. Initial agency review input discussed based on ETDM review in progress. Environmental methodology memorandum reviewed.
October 4, 2021	FDOT, Okaloosa County	ETDM 14450 Preliminary Programming Screen Summary Report published. Degree of Effect determinations finalized for the six corridors.
December 27, 2021	FDOT, Okaloosa County, ETAT	ETAT review of Methodology Memorandum initiated.
January 26, 2022	FDOT, Okaloosa County	ETAT review of Methodology Memorandum completed.
February 17, 2022	Okaloosa County, FDOT, City of Crestview	Project coordination meeting. ETDM Programming Screen results reviewed. Preliminary screening results discussed: purpose and need, environmental, engineering, and cost. Okaloosa County and City of Crestview concurred with preliminary screening results and Alternatives 1, 2, and 6 to be recommended for elimination.
March 25, 2022	Okaloosa County	Refinement of Alternatives 3, 4, and 5.
June 1, 2022	Okaloosa County	Town Hall noticed public meeting with Commissioners Mixon (District 1) and Boyles (District 3).
August 25, 2022	Okaloosa County, FDOT, ETAT	Agency review of draft Alternative Corridor Evaluation Report in ETDM.
August 25, 2022	FDOT, Okaloosa County.	Approval of draft Alternative Corridor Evaluation Report.
November 17, 2022	Okaloosa County.	Public meeting on draft Alternative Corridor Evaluation Report
May 11, 2023	FDOT	Coordination with FDOT Office of Environmental Management
August – October 2023	FDOT, Okaloosa County	Agency review of final Alternative Corridor Evaluation Report
November 16 – December 16, 2023	ETAT	Agency review of final Alternative Corridor Evaluation Report
February 8, 2024	Okaloosa County	New information received regarding Ward Family Ranch
TBD	FDOT	Approval of Alternative Corridor Evaluation Report and ETDM publication of Final Programming Screen Summary Report with Alternatives Eliminated.



7.1.1 Summary of ETDM Comments

ETAT members used the ETDM Environmental Screening Tool to review project information, identify potential project effects, and submit comments as part of the ETDM Programming Screen on the six corridors. The Preliminary Programming Screen Summary Report was published on October 4, 2021. This report summarizes the results of the ETAT review of the six corridor alternatives, provides details concerning agency comments about potential effects to the natural, cultural, and community resources; and provides additional documentation of activities related to future development of the project. The report included a Degree of Effect chart (**Figure 7-1**) that summarized the potential impact of each alternative, as well as the response to each Degree of Effect finding. A lower Degree of Effect was considered more favorable (fewer impacts).

Northwest Crestview Bypass Alternative Corridor Evaluation Report



Figure 7-1 | ETAT Degree of Effect Results

NA 1 2 3 4 5	Not Applicable Enhanced Minimal Moderate Substantial Dispute	Social and Economic							Cultural and Tribal			Natural					Physical					Special Designations
		Social	Economic	Land Use Changes	Mobility	Aesthetic Effects	Relocation Potential	Farmlands	Section 4(f) Potential	Historic and Archaeological 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	3	2	2	1	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	3	2	2	1	2	3	3	3	2	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	3	2	2	1	3	3	3	3	2	3	2	3	2	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	3	2	2	1	3	3	3	3	2	3	2	3	2	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	3	2	2	1	3	3	3	3	2	3	2	3	2	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	2	3	2	2	1	2	3	2	3	2	3	2	3	2	N/A	N/A

The highest Degree of Effect score (4) was assigned in the Natural Environment category relating to water resources and wetlands for Alternative 1, due to physical proximity to the Yellow River and the Wildlife Management Areas associated with the Yellow River floodplain.

The USFWS expressed concern for Alternatives 1 and 5 due to potential for environmental impacts with undeveloped areas and the Yellow River floodplain and proximity to the Yellow River which is designated Critical Habitat for several federally-protected species of freshwater mussels. The FWC expressed concern for Alternatives 4 and 5 due to potential environmental impacts with undeveloped areas.

Following the ETAT review of the initial six corridor alternatives, Alternatives 1, 2, and 6 were eliminated from further consideration as noted in Section 6.1.



7.2 Public Comments

Most of the public input was received through the November 17, 2022 public meeting and the subsequent comment period. The three eliminated alternatives (Alternatives 1, 2, and 6), and the three alternatives carried forward for further consideration (Alternatives 3, 4, and 5) were presented at the meeting. The public meeting was an open house format, with a project overview looping presentation, and display boards. The same public meeting materials were uploaded on the Okaloosa County web site starting the day of the meeting. The Public Involvement Summary Report is attached as **Appendix E** which explains and documents the procedural aspects of the meeting such as advertisement, noticing, the materials presented at the meeting, and the comments and response letters. Direct mail notices were sent to property owners / occupants within 300 feet of each of the six alternatives. Elected and other officials were noticed through direct mail, e-mail, and briefings to the Crestview City Council (November 14, 2022) and the Okaloosa County Commission (November 15, 2022). Approximately 200 people attended the in-person meeting including five local elected officials and a representative of Senator Scott's office. Local media coverage included the *Crestview News Bulletin*, and the *Northwest Florida Daily News*. Within the post-meeting comment period, 80 written comment forms were received. Written responses were provided by Okaloosa County Public Works Director and are included in the Public Involvement Summary Report. The following describes general comment themes from the public input. Resolution as it relates to refinement of the alternatives is discussed in **Section 8**.

- Concern for residential and neighborhood impacts along the southern portion of Old Bethel Road.
 - Concern for impacts at Auburn Pentecostal Church.
 - Notable support for a more northerly connection to Bill Lundy Road with modifications to utilize undeveloped parcels to the west of Alternatives 4 and 5.
- Request to consider more westerly routes outside of the study area to provide a true northwest bypass.



8.0 Narrative Assessment by Corridor

As part of the alternative corridor evaluation, a narrative assessment of each corridor alternative is provided in compliance with elements and issues contained in 23 U.S.C. 168(c). These narratives provide a discussion of the affected environment and the advantages and disadvantages of each alternative corridor, and highlight any specific factors that may result in an unreasonable corridor. Public and agency input, such as input received from the ETAT, local government, and the public, is also summarized in the narrative. The narratives are not an exhaustive discussion of each corridor but instead summarize the main characteristics of each alternative corridor that led to a determination of feasibility and a recommendation of whether the alternative should be further studied during a future PD&E phase.

8.1 Alternative 3

8.1.1 Corridor Analysis Results

Alternative 3 would provide capacity improvements to Old Bethel Road from its intersection with US 90 to west of Staff Road and continue on new alignment north and east to the intersection of Adams/Auburn Road and SR 85, a distance of 7.71 miles. Alternative 3 would enhance the existing transportation network and would improve overall Okaloosa County network connectivity by providing alternative routes around the City of Crestview. Alternative 3 meets the primary purpose and need and was therefore further evaluated for secondary purpose and need, environmental, engineering, and cost considerations.

The advantages and disadvantages from the Alternative 3 corridor analysis are summarized in **Table 8-1**.

Northwest Crestview Bypass Alternative Corridor Evaluation Report



Table 8-1 | Alternative 3 Corridor Evaluation Summary

Alternative 3	
Advantages	Disadvantages
Provides for the greatest reduction in traffic demand on SR 85 north of US 90.	Could have unavoidable right-of-way impacts to residential development, including relocations to residential development along Old Bethel Road.
Expected to have the least total crashes on SR 85.	Potential for proximity impacts to Old Bethel Church and Cemetery which could be avoided during design.
Requires the least number of stormwater ponds and least number of waterway crossings.	May result in the greatest number of potential residential relocations.
Requires the lowest anticipated wetlands mitigation.	Attract the least amount of traffic to the Northwest Crestview Bypass.
Estimated to have the lowest construction cost.	Has the greatest length of conflict with water mains on Old Bethel Road.
Provides the lowest environmental impacts when compared to Alternative 4 and Alternative 5.	
Has the least right-of-way needs compared to Alternative 4 and Alternative 5.	

8.1.2 Public Feedback

No public input was received as part of the ETDM Advance Notification review. Notable public comments received from the November 17, 2022 public meeting that informed refinement of Alternative 3 include concerns for neighborhood and residential impacts along the southern portion of Old Bethel Road, and potential impact to Auburn Pentecostal Church at Adams Road and SR 85.

8.1.3 Agency Feedback

Agency feedback was obtained through the ETDM Advance Notification process for project # 14450, as documented in the Preliminary Programming Screen Summary Report, published on October 4, 2021. Overall, Alternatives 3, 4, and 5 were equally considered the third most favorable overall among the initial six alternatives considered by the ETAT due to reliance on the existing roadway network and avoiding new development where none currently exists closer to the Yellow River floodplain and Wildlife Management Area. Agency concerns were identified for potential disruption to established neighborhoods and the potential for disproportionate impacts to minority and low-income communities with the study area.

Northwest Crestview Bypass Alternative Corridor Evaluation Report



8.1.4 Alternative 3A

Following evaluation, public comment, and local government coordination, Alternative 3 was modified as Alternative 3A to reduce impacts and address public concerns as follows:

- Modify the typical section along the southern portion of Old Bethel Road to narrow the roadway from a four-lane divided section with a 22-ft raised grass median to a five-lane undivided section with a center 12-ft two way left turn lane (TWLTL), reducing potential impacts to the Old Bethel Road community (**Figure 8-1**).
- Create Alternative 3A by refining Alternative 3 north of Old Bethel Road and incorporating Taylor Road to provide an east / west connection to SR 85 at Adams Road / Auburn Road intersection and reduce potential property impacts (**Figure 8-2**). Alternative 3A includes an alignment adjustment east of Taylor Road to minimize potential impacts to a future subdivision being planned north of the Nature Lake subdivision.

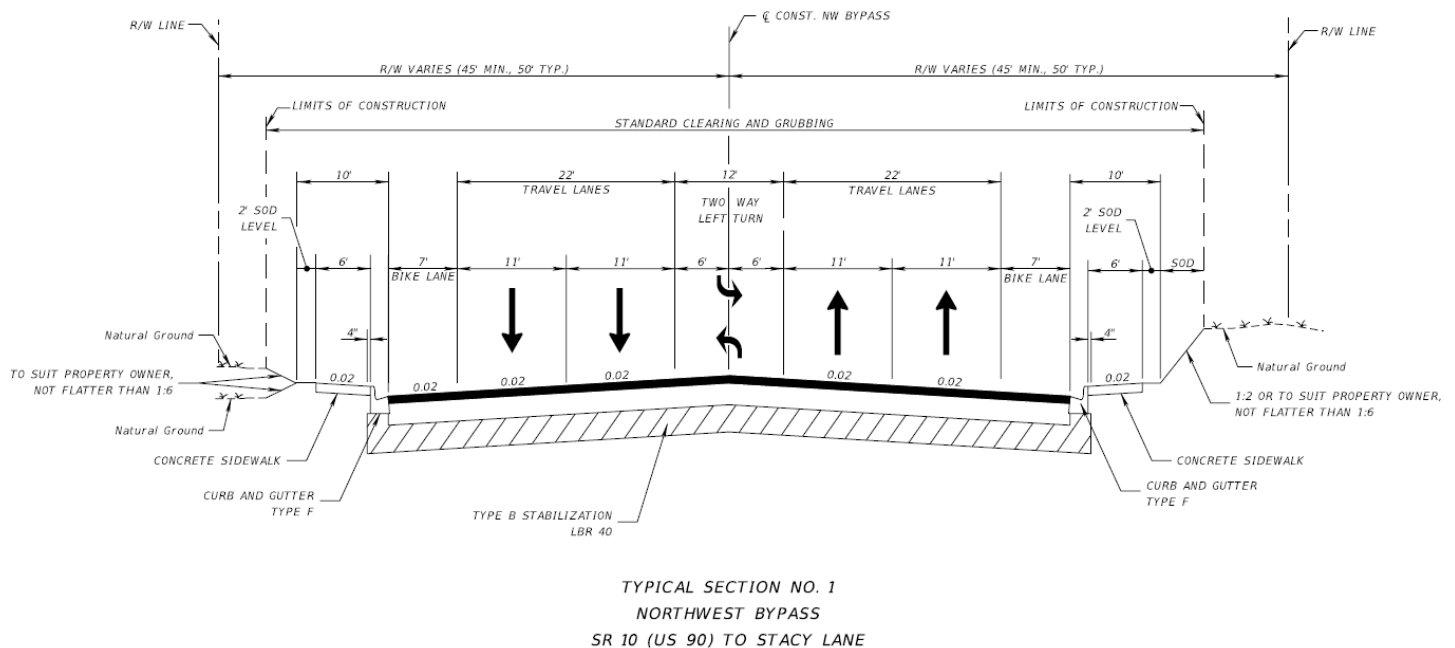


Figure 8-1 | Typical Section 1 (Modified)

Northwest Crestview Bypass Alternative Corridor Evaluation Report

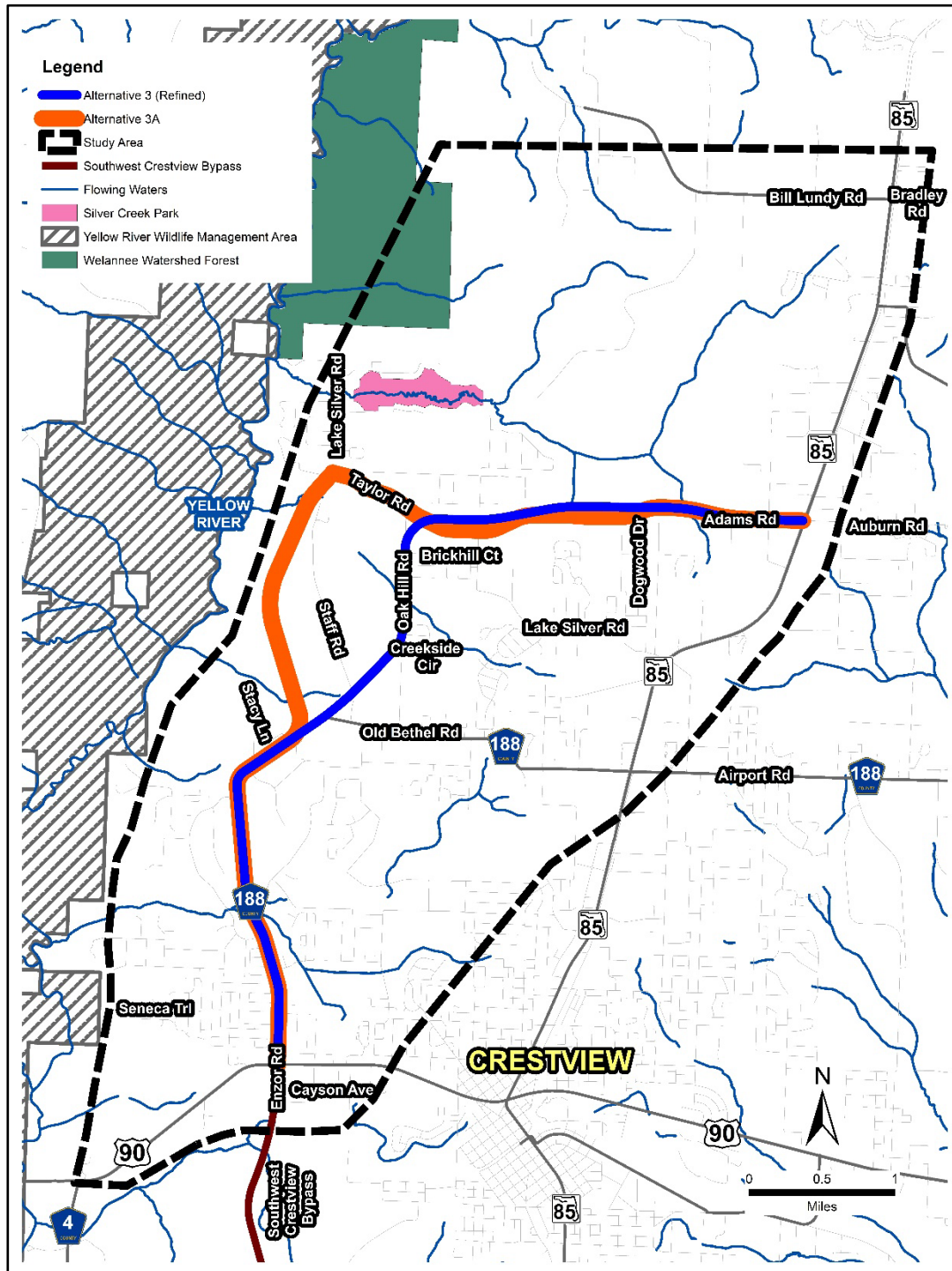


Figure 8-2 | Location of Alternatives 3 and 3A



8.1.5 Comparative Evaluation of Alternatives 3 and 3A

Following the modifications, the environmental, engineering, and cost criteria were evaluated for Alternative 3A and compared to Alternative 3. **Table 8-2** displays the comparative environmental evaluation results. Most of the results are similar between Alternatives 3 and 3A. However, there are notable differences which include:

- Alternative 3A intersects more potential historic sites than Alternative 3. Historical and architectural surveys and the eligibility of these sites for listing in the *National Register of Historic Places* (NHRP) will be further evaluated in the PD&E Phase for the recommended alternative.
- Alternative 3A intersects less wetlands and floodplains than Alternative 3. Wetland delineation survey will be conducted in the PD&E Phase for the recommended alternative.

Table 8-2 | Comparative Environmental Evaluation for Alternative 3A

Category	Criteria	Unit	Alternative 3	Alternative 3A
			Quantity	Quantity
Social	Land use	Miles	3.35	3.74
	Potential residential displacements	Number	115	110
	Potential business displacements	Number	4	4
	Community facilities	Number	3	3
	Community cohesion	Number	2	2
	Potential impact to special populations	Number	2	2
	Prime farmland	Acres	9.7	8.99
Cultural	Archaeological sites	Number	0	0
	Historic sites	Number	42	51
	Recreational areas	Number	1	1
	Potential Section 4(f) resources	Number	1	1
Natural	100-year floodplain	Acres	7.97	2.7
	Wetlands	Acres	7.96	4.54
	Listed species occurrence potential	Degree	Low	Low
	Conservation/managed lands	Acres	0	0
	Designated critical habitat or habitat suitable for listed species	Acres	0	0
Physical	Potential contamination sites	Number	5	4
	Potential noise sensitive sites	Number	50	50

Table 8-3 displays the comparative engineering evaluation. Alternative 3A involves fewer bridges but more drainage basins. However, Alternative 3A requires fewer acres of stormwater ponds than Alternative 3.

Northwest Crestview Bypass Alternative Corridor Evaluation Report



Table 8-3 | Comparative Engineering Evaluation for Alternative 3A

Criteria	Unit of Measure	Alternative 3	Alternative 3A
		Quantity	Quantity
Major utility conflicts	Number	1	1
Bridge involvement	Number	4	2
Drainage basins	Number	4	6
Stormwater ponds	Acres	17	10
Length	Miles	7.71	7.81

Table 8-4 displays the comparative cost evaluation. Alternative 3A is longer and thus has higher construction and right-of-way costs. Alternative 3A has fewer wetland impacts and thus has lower wetland mitigation costs.

Table 8-4 | Comparative Cost Evaluation for Alternative 3A

Criteria	Unit of Measure	Alternative 3	Alternative 3A
		Quantity	Quantity
Construction cost	USD	\$103,053,000	\$117,163,400
Wetland mitigation	USD	\$986,000	\$562,000
Right-of-way	USD	\$16,335,000	\$17,850,000

8.1.6 Conclusion

Alternative 3 has been modified as Alternative 3A to reduce wetland and floodplain impacts, and address public comments associated with impacts to neighborhoods adjacent to Old Bethel Road.



8.2 Alternative 4

8.2.1 Corridor Analysis Results

Alternative 4 would provide capacity improvements to Old Bethel Road from its intersection with US 90 to west of Staff Road and continue on a new alignment north and east to the intersection of Adams/Auburn Road and SR 85, a distance of 7.23 miles. Alternative 4 follows a route similar to Alternative 3 but utilizes a more westerly corridor between CR 188 Old Bethel Road and the connection to Adams Road. Alternative 4 meets the primary purpose and need and was therefore further evaluated for secondary purpose and need, environmental, engineering, and cost considerations. The advantages and disadvantages from the Alternative 4 corridor analysis are summarized in **Table 8-5**.

Table 8-5 | Alternative 4 Corridor Evaluation Summary

Alternative 4	
Advantages	Disadvantages
Provides for the greatest reduction in traffic demand on SR 85 north of US 90.	Could have unavoidable right-of-way impacts to residential development, including relocations to residential development along Old Bethel Road.
Provides for a moderate number of predicted crashes (less than Alternative 5, but greater than Alternative 3).	Potential for proximity impacts to Old Bethel Church and Cemetery which could be avoided during design.
Enhances regional connectivity and provides for new network options by creating a new northerly connection to Adams Road.	May result in a moderate number of potential residential relocations (less than Alternative 3, but greater than Alternative 5).
Provides for moderate environmental impacts (less than Alternative 5, but greater than Alternative 3).	Attract the least amount of traffic to the Northwest Crestview Bypass.
Requires the second-most number of stormwater ponds (less than Alternative 5, but greater than Alternative 3).	Provides for an increase in environmental impacts including wetlands and species over Alternative 3, due to closer proximity to the Yellow River.
Provides for a moderate anticipated construction cost (less than Alternative 5, but greater than Alternative 3).	Have the greatest length of conflict with water mains on Old Bethel Road.
Provides for the lowest right-of-way needs (less than either Alternative 3 or Alternative 5).	Public comment received with concern over utilization of Staff Road with recommendation to utilize undeveloped property to the west.

8.2.2 Public Feedback

No public input was received as part of the ETDM Advance Notification review. Notable comments received from the November 17, 2022 public meeting that informed the refinement of Alternative 4 include concerns for neighborhood and residential impacts along the southern portion of Old Bethel Road, and potential impacts to Auburn Pentecostal Church at Adams Road and SR 85. Additionally, public comments expressed concerns over utilization of Staff Road with recommendations to utilize undeveloped property to the west instead of Staff Road to avoid potential impacts to residences.



8.2.3 Agency Feedback

Agency feedback was obtained through the ETDM Advance Notification process for project # 14450, as documented in the Preliminary Programming Screen Summary Report, published October 4, 2021. Overall, Alternatives 3, 4, and 5 were equally considered the third most favorable overall among the initial six alternatives considered by the ETAT due to reliance on the existing roadway network and avoiding new development where none currently exists closer to the Yellow River floodplain and Wildlife Management Area. However, the FWC did not favor Alternative 4 due to new alignment through undeveloped areas. Agency comments also included a concern for potential disruption to established neighborhoods which may create disproportionate impacts to minority and low-income communities.

8.2.4 Conclusion

Alternative 4 follows a similar alignment to Alternative 3 but uses Staff Road for a portion (approximately 1 mile) of the alignment instead of Oak Hill Road. Public input requested the County to better utilize undeveloped land to the west in this area to reduce impacts to both Staff Road and Oak Hill Road residences. Okaloosa County refined Alternative 3 to Alternative 3A to address these comments, as described in **Section 8.1**. Therefore, there is no benefit to carrying Alternative 4 forward as the alignments south and east of the refined area are identical, and the ACE recommendation for Alternative 4 is to eliminate Alternative 4.

8.3 Alternative 5

8.3.1 Corridor Analysis Results

Alternative 5 would provide capacity improvements to Old Bethel Road from its intersection with US 90 to east of Stacy Lane, and continue on a new alignment north and east to the intersection of Adams Road and SR 85, a distance of 9.17 miles. Alternative 5 meets the primary purpose and need and was, therefore, further evaluated for environmental, engineering, and cost considerations.

The advantages and disadvantages from the Alternative 5 corridor analysis are summarized in **Table 8-6**.

Northwest Crestview Bypass Alternative Corridor Evaluation Report



Table 8-6 | Alternative 5 Corridor Evaluation Summary

Alternative 5	
Advantages	Disadvantages
Alternative 5 would expand regional connectivity by providing a new northerly connection to Bill Lundy Road.	Could have unavoidable right-of-way impacts to residential development, including relocations to residential development along Old Bethel Road.
Reduces potential for community and neighborhood impacts compared to Alternative 3 and Alternative 4 as it traverses undeveloped lands north of Old Bethel Road.	Potential for proximity impacts to Old Bethel Church and Cemetery which could be avoided during design.
Shorter distance of utility conflicts on Old Bethel Road compared to Alternative 3 and Alternative 4.	Provides the least reduction in traffic demand on SR 85 north of US 90 compared to Alternative 3 and Alternative 4.
Has the least number of potential residential relocations compared to Alternative 3 and Alternative 4.	Would result in the most predicted crashes Compared to Alternative 3 and Alternative 4.
Best accommodates future growth beyond Crestview compared to Alternative 3 and Alternative 4.	Is anticipated to have the most environmental impacts compared to Alternative 3 and Alternative 4 due to its greater length and the amount of corridor on new alignment.
The alignment has been shifted to the west to avoid potential future development in the Lake Silver Road area, to better utilize undeveloped properties.	Has the highest anticipated construction cost compared to Alternative 3 and Alternative 4.
	Improves operational performance on SR 85 north of I-10 the least.
	Crosses an electric power transmission line and a gas transmission line.

8.3.2 Public Feedback

No public input was received as part of the ETDM Advance Notification review. Public input received during the November 17, 2022 public meeting and the subsequent comment period supported Alternative 5 due to a need for a more northerly connection to Bill Lundy Road. Additionally, Alternative 5 received comments similar to Alternative 4 to utilize the undeveloped property to the west and avoid potential impact to residences.

8.3.3 Agency Feedback

Agency feedback was obtained through the ETDM Advance Notification process for project # 14450, as documented in the Preliminary Programming Screen Summary Report, published in October 4, 2021. Overall, Alternatives 3, 4, and 5 were equally considered the third most favorable overall among the initial six alternatives considered by the ETAT due to reliance on the existing roadway network and avoiding new development where none currently exists closer to the Yellow River floodplain and Wildlife Management Area. However, the USFWS commented that the Yellow River and its associated species (mussels and sturgeon) and habitats are their primary concern in this area. The further away from the river development



occurs, fewer impacts are anticipated as a result. Because of this, the USFWS preferred shorter alignment farther away from the river that does not extend beyond the existing fringe of development. Likewise, the FWC did not favor Alternative 5 due to the westerly shift toward the Yellow River. Agency concerns were identified for potential disruption to established neighborhoods which may create disproportionate impacts to minority and low-income communities.

8.3.4 Alternative 5A

Following evaluation, public comment, and local government coordination, Alternative 5 was modified to reduce potential impacts and address public concerns as follows:

- Modify the typical section along the southern portion of Old Bethel Road to narrow the roadway from a four-lane divided section with a 22-ft grass median to a five-lane undivided section with a center 12-ft TWLTL, reducing impacts to the Old Bethel Road community. The Typical Section is shown in **Figure 8-1**.
- Create Alternative 5A by refining Alternative 5 north of Old Bethel Road to provide a northerly connection to SR 85 at Bill Lundy Road intersection that better utilizes undeveloped property and avoids crossing Silver Creek Park. Alternative 5A has been located to avoid Welannee Watershed conservation lands area. The Welannee Watershed is a regional partnership that identifies over 8,000 acres under consideration for conservation acquisition by the Florida Forever Program along the Yellow River.⁴ A comparison of the Alternative 5 and Alternative 5A locations is shown in **Figure 8-3**.

⁴ [Florida Forever 5-Year Plan || Welannee Watershed Forest \(floridadep.gov\)](#)

Northwest Crestview Bypass Alternative Corridor Evaluation Report

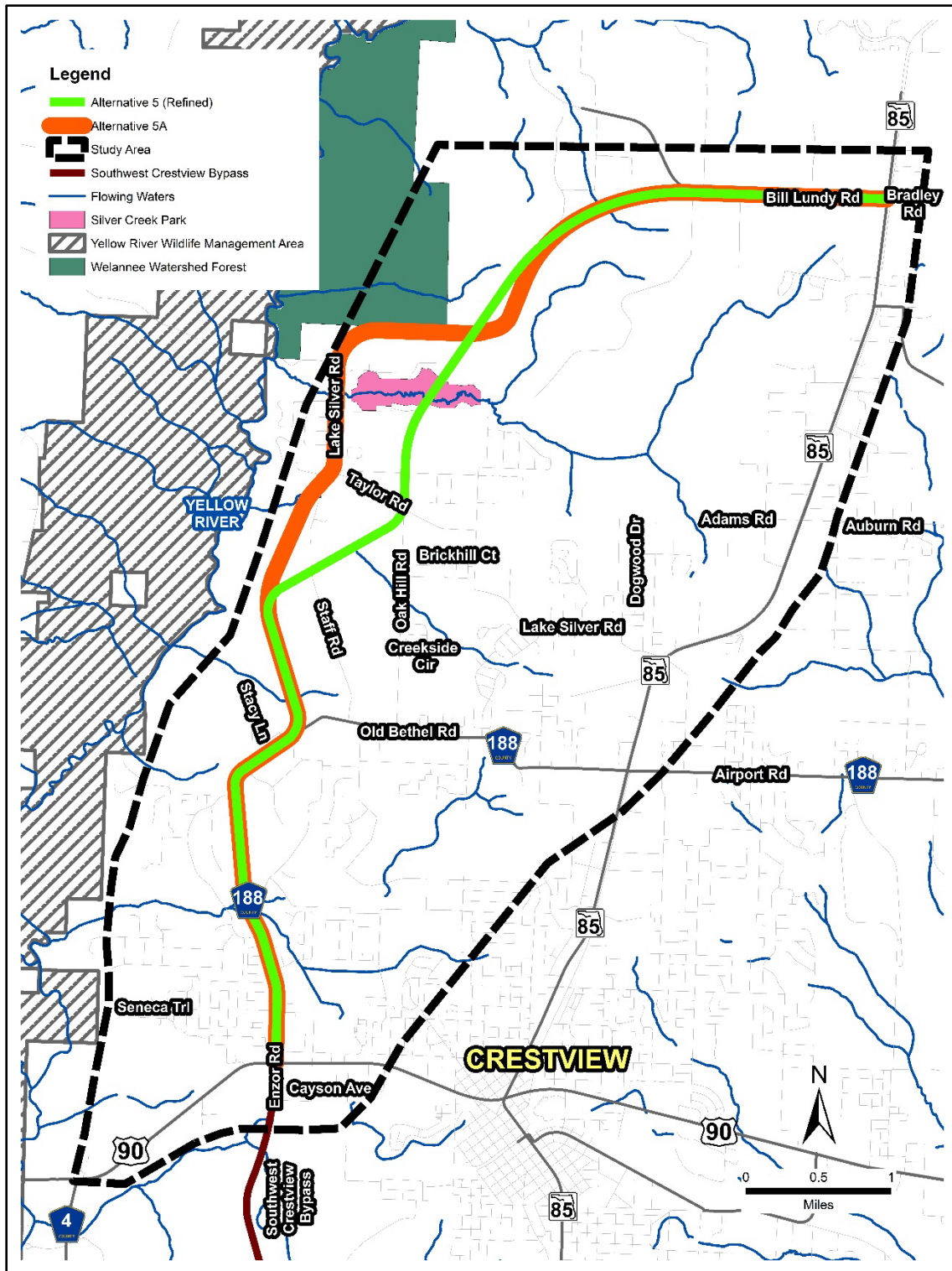


Figure 8-3 | Location of Alternatives 5 and 5A



8.3.5 Comparative Evaluation of Alternatives 5 and 5A

Following the modifications, the environmental, engineering, and cost criteria were calculated for Alternative 5A and compared to Alternative 5. **Table 8-7** displays the comparative environmental evaluation. Most of the results are similar between Alternative 5 and 5A. However, there are notable differences which include:

- Alternative 5A intersects more potential historic and archeological sites than Alternative 5. Historical and architectural surveys and the eligibility of these sites for listing in the NHRP will be further evaluated in the PD&E Phase for the recommended alternative.
- Alternatives 5A intersects less wetlands and floodplains than 5. Wetland analysis will be conducted in the PD&E Phase for the recommended alternative.
- Alternative 5A does not intersect any conservation lands.

Table 8-7 | Comparative Environmental Evaluation for Alternative 5A

Category	Criteria	Unit	Alternative 5	Alternative 5A
			Quantity	Quantity
Social	Land use	Miles	5.23	5.23
	Potential residential displacements	Number	107	107
	Potential business displacements	Number	4	4
	Community facilities	Number	2	2
	Community cohesion	Number	2	2
	Potential impact to special populations	Number	2	2
	Prime farmland	Acres	22.21	22.21
Cultural	Archaeological sites	Number	0	2
	Historic sites	Number	38	53
	Recreational areas	Number	2	1
	Potential Section 4(f) resources	Number	1	1
Natural	100-year floodplain	Acres	13.71	4.23
	Wetlands	Acres	19.88	2.54
	Listed species occurrence potential	Degree	High	High
	Conservation/ managed lands	Acres	6.74	0
	Designated critical habitat or habitat suitable for listed species	Acres	0	0
Physical	Potential contamination sites	Number	3	4
	Potential noise sensitive sites	Number	56	63

Northwest Crestview Bypass Alternative Corridor Evaluation Report



Table 8-8 displays the comparative engineering evaluation. Alternative 5A involves fewer bridges but more drainage basins. Alternative 5A requires two more acres of stormwater ponds than Alternative 5.

Table 8-8 | Comparative Engineering Evaluation for Alternative 5A

Criteria	Unit of Measure	Alternative 5	Alternative 5A
		Quantity	Quantity
Major utility conflicts	Number	3	3
Bridge involvement	Number	6	5
Drainage basins	Number	5	9
Stormwater ponds	Acres	25	27
Length	Miles	9.17	9.54

Table 8-9 displays the comparative cost evaluation. Alternative 5A is longer and thus has higher construction and right-of-way costs. Alternative 5A has fewer wetland impacts and thus has lower wetland mitigation costs.

Table 8-9 | Comparative Cost Evaluation for Alternative 5A

Criteria	Unit of Measure	Alternative 5	Alternative 5A
		Quantity	Quantity
Construction cost	USD	\$154,061,000	\$130,951,000
Wetland mitigation	USD	\$2,462,000	\$314,000
Right-of-way	USD	\$19,725,000	\$21,900,000

8.3.6 Conclusion

Alternative 5 has been modified as Alternative 5A to reduce impacts to wetlands, floodplains, and conservation lands, address public comments requesting better utilization of undeveloped property to the west, to eliminate conflict with Silver Creek Park, and reduce impacts to neighborhoods adjacent to Old Bethel Road.



8.4 Alternative 7

Considering the evaluation criteria, public input, input from City and County officials, and regional transportation needs, Okaloosa County recognized the need for new connections to SR 85 at both Bill Lundy Road and Adams Road to improve connectivity and meet future demand. In this regard, Okaloosa County recommends a combination of Alternative 5A and Alternative 3A as the new Alternative 7, a length of 12.91 miles, as shown in **Figure 8-4**. Combining elements of Alternatives 5A and 3A allows traffic to be served with fewer travel lanes north and east of Taylor Road and provides better network connectivity in the northwest area of Okaloosa County. The Alternative 7 is described as follows:

- Utilize the alignment of Alternative 5A from US 90 to Bill Lundy Road, combined with an east/west connector along a portion of Alternative 3A connecting the intersection of Alternative 5A at Taylor Road to SR 85 at Adams Road / Auburn Road intersection (**Figure 8-4**).
- Modify the typical section along the southern portion of Old Bethel Road (from US 90 to Stacy Lane) to narrow the proposed roadway from a four-lane divided section with a 22-ft grass median to a five-lane undivided section with a center 12-ft TWLT, reducing potential impacts to properties adjacent to Old Bethel Road (**Figure 8-1**).
- Utilize a four-lane divided section with a 22-ft grass median from Stacy Lane to the intersection of Alternative 5A and Taylor Road (**Figure 8-5**).
- Along the east/west connector to SR 85 and Adams Road, narrow the typical from a four-lane divided section to a two-lane undivided section, minimizing potential impacts along Taylor Road and planned development, and avoiding impact to the Auburn Pentecostal Church (**Figure 8-6**).
- Along the section of Alternative 5A north of Taylor Road, narrow the typical section from a four-lane divided section to a two-lane undivided section to minimize potential property impacts (**Figure 8-6**).

The limits of four-lane and two-lane typical sections are shown on **Figure 8-7**.

A comparison of lane miles was also considered. The Alternative 7 would require 33.8 lane miles, compared with Alternative 5A which would require 38.6 lane miles and 20.5 lane miles for Alternative 3A. Alternative 7 has fewer lane miles of pavement compared to Alternative 5A due to the incorporation of two-lane sections made possible by the traffic split along two routes.

Northwest Crestview Bypass Alternative Corridor Evaluation Report

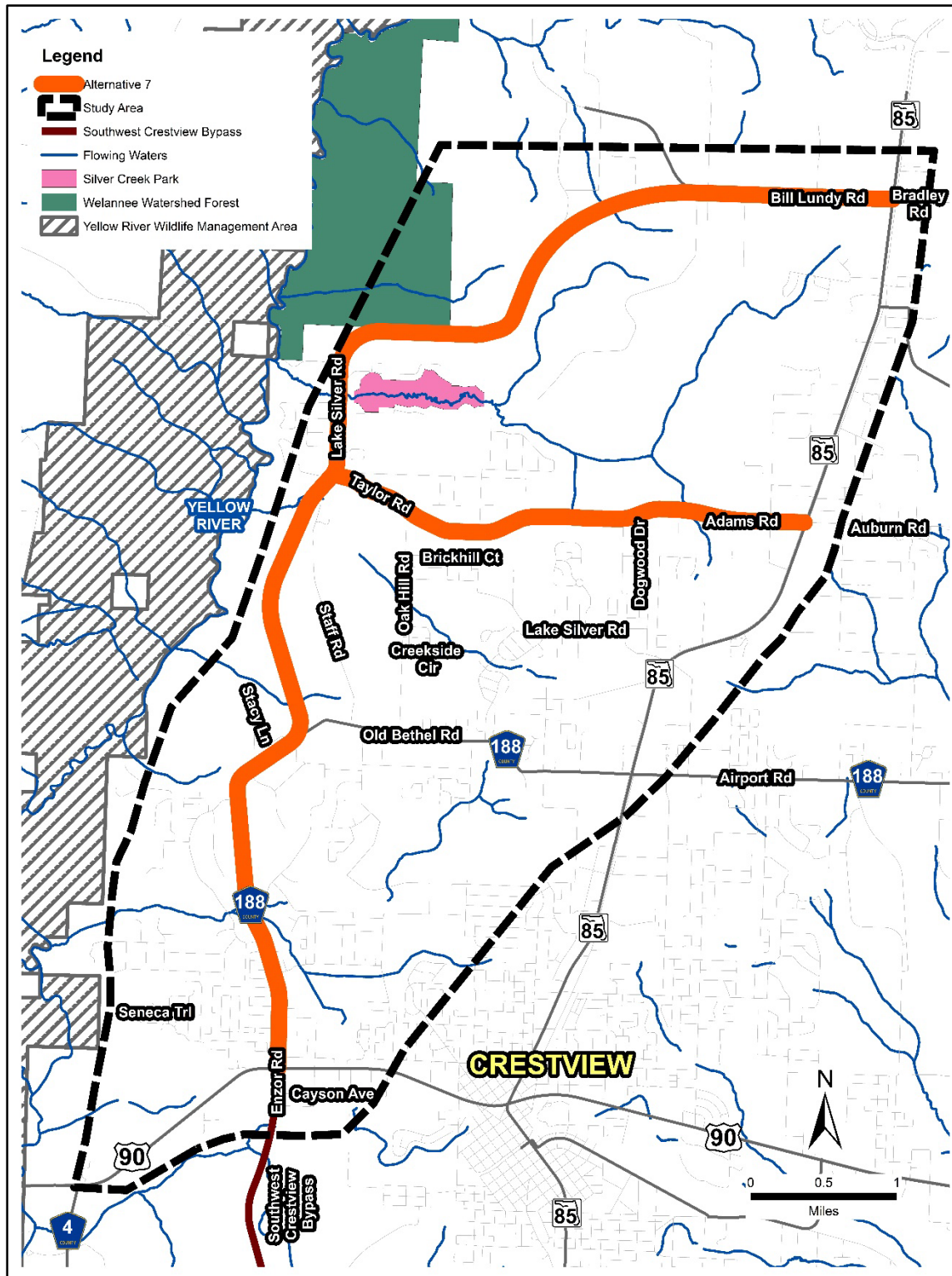


Figure 8-4 | Recommended Alternative 7

Northwest Crestview Bypass Alternative Corridor Evaluation Report

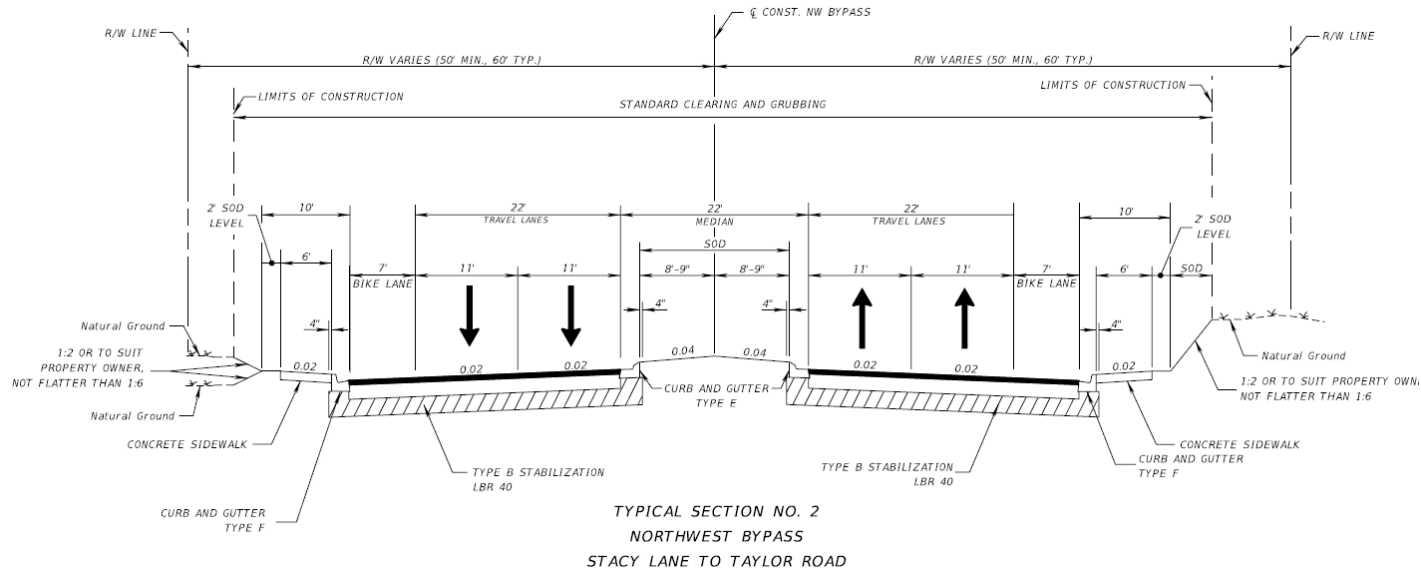


Figure 8-5 | Typical Section 2

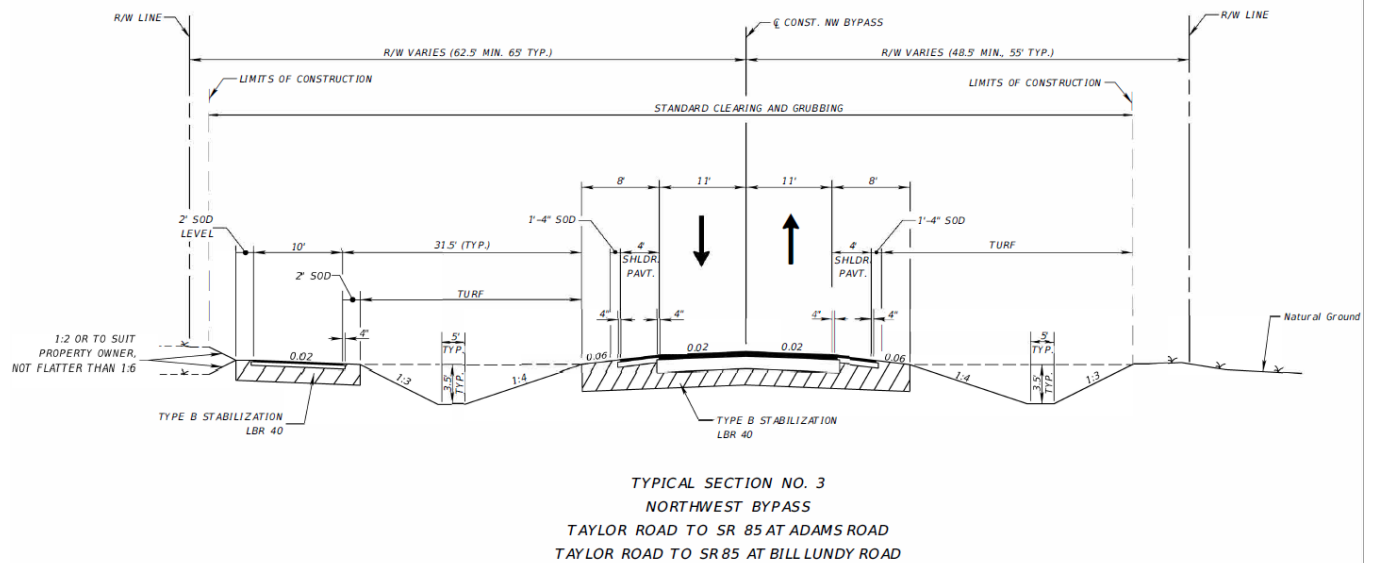


Figure 8-6 | Typical Section 3

Northwest Crestview Bypass Alternative Corridor Evaluation Report

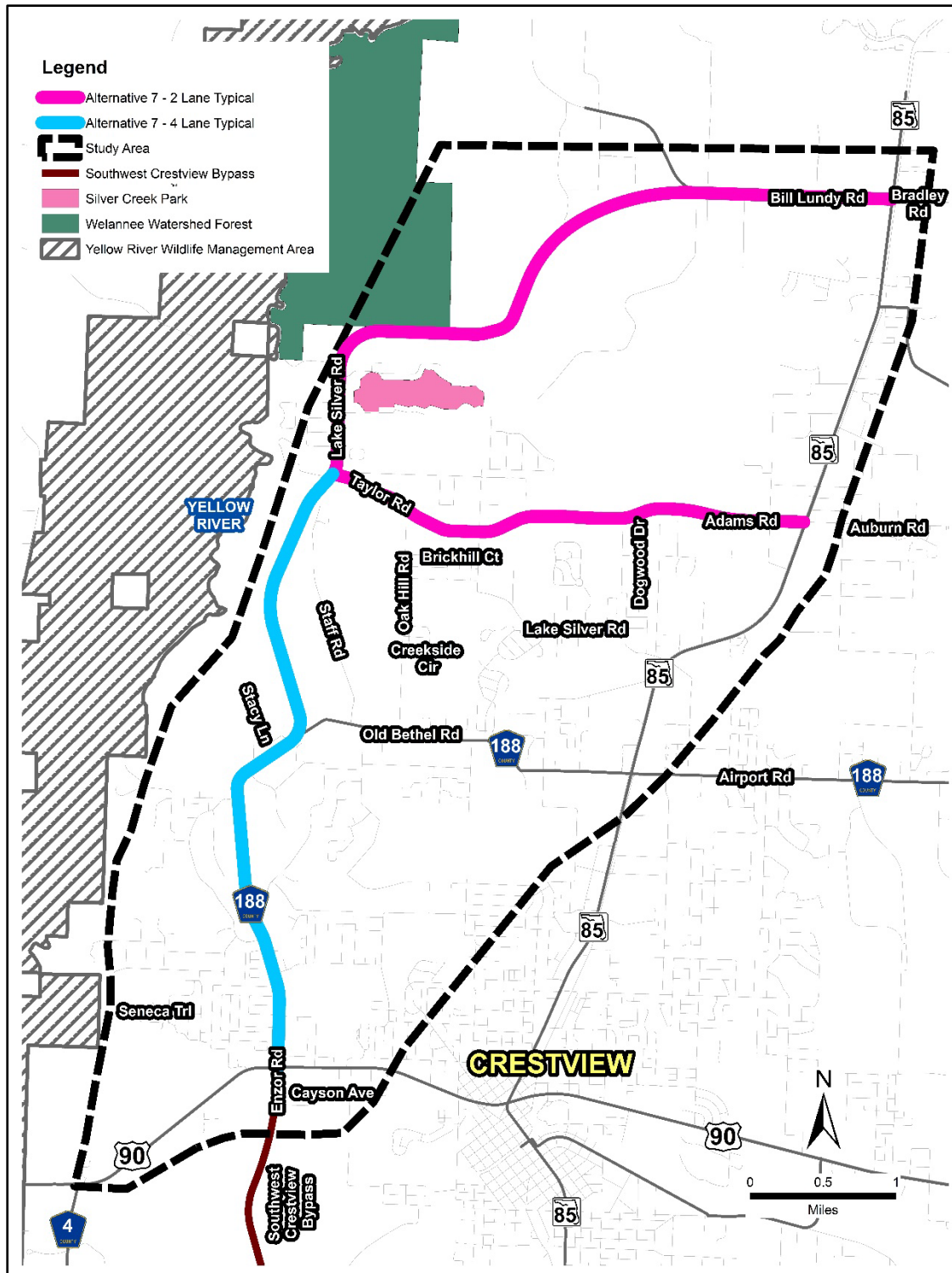


Figure 8-7 | Alternative 7 Typical Section Limits

Northwest Crestview Bypass Alternative Corridor Evaluation Report



8.4.1 Evaluation of Alternative 7

The environmental, engineering, and cost criteria were calculated for Alternative 7. **Table 8-10** displays the environmental evaluation. **Table 8-11** displays the engineering evaluation. **Table 8-12** displays stormwater evaluation. **Table 8-13** displays the structural costs. **Table 8-14** displays the cost evaluation.

Table 8-10 | Environmental Evaluation for Alternative 7

Category	Criteria	Unit	Alternative 7
			Quantity
Social	Land use	Miles	7.03
	Potential residential displacements	Number	143
	Potential business displacements	Number	4
	Community facilities	Number	3
	Community cohesion	Number	2
	Potential impact to special populations	Number	2
	Prime farmland	Acres	28.98
Cultural	Archaeological sites	Number	2
	Historic sites	Number	62
	Recreational areas	Number	1
	Potential Section 4(f) resources	Number	1
Natural	100-year floodplain	Acres	4.23
	Wetlands	Acres	4.75
	Listed species occurrence potential	Degree	High
	Conservation/managed lands	Acres	0
	Designated critical habitat or habitat suitable for listed species	Acres	0
Physical	Potential contamination sites	Number	4
	Potential noise sensitive sites	Number	69

Table 8-11 | Engineering Evaluation for Alternative 7

Criteria	Unit of Measure	Alternative 7
		Quantity
Major utility conflicts	Number	3
Bridge involvement	Number	6
Drainage basins	Number	7
Stormwater ponds	Acres	36
Length	Miles	12.9

Northwest Crestview Bypass Alternative Corridor Evaluation Report



Table 8-12 | Stormwater Management Needs for Alternative 7

Drainage Area (Ac.)	Pond Size (Ac.)	Attenuation Volume (Ac-Ft)
261.02	36.00	80.07

Table 8-13 | Summary of Bridges and Box Culverts for Alternative 7

Structure Type	Width / Box Size	Length (ft)	Estimated Cost	Estimated Sum Cost
Box Culvert 7A (5A)	Dbl. 12x10	104	\$ 2,500,000	\$15,390,000
Bridge 7A (5A)	102'	160	\$ 8,010,000	
Box Culvert 7B (5B)	12x8	104	\$ 1,220,000	
Box Culvert 7C (5D)	12x8	104	\$ 1,220,000	
Box Culvert 7D (3C)	12x8	104	\$ 1,220,000	
Box Culvert 7E (3D)	12x8	104	\$ 1,220,000	

Table 8-14 | Cost Evaluation for Alternative 7

Criteria	Unit of Measure	Alternative 7
		Quantity
Construction cost	USD	\$ 111,691,000
Wetland mitigation	USD	\$ 588,000
Right-of-way	USD	\$ 29,895,000

8.4.2 ETAT Review of Alternative 7

The ETAT was provided an opportunity to review the final ACER including Alternative 7 from November 16, 2023 through December 16, 2023. The following are the comments received and responses provided by Okaloosa County. The ETAT review did not change the final recommendation as discussed in Section 9.0.

- The Florida Department of Environmental Protection commented that Alternative 3 would be the preferred alternative due to reduced environmental impacts to wetlands and surface waters. Okaloosa County responded that as noted in the ACER Section 8.1.4, Alternative 3 was modified as Alternative 3A to reduce wetland and floodplain impacts, and address public comments associated with impacts to neighborhoods adjacent to Old Bethel Road. However, Alternative 3A does not provide the broader regional network connections provided by Alternative 7. Okaloosa County retains Alternative 7 as the Recommended Alternative for further evaluation in the PD&E phase.



- The Florida Department of Agriculture and Consumer Services commented that Alternative 7 appears to be preferable, but also results in increased impacts and requested consideration of capacity improvements on SR 85, selecting a No-Build alternative for the bypass. Okaloosa County responded that the ACE has considered all options, and the county remains focused on the Purpose and Need to improve regional connectivity, mobility, and safety. Traffic analysis performed for this study, and the Eastern Crestview Bypass, both support the need to provide alternative routes to SR 85 for system connectivity. Okaloosa County retains Alternative 7 as the Recommended Alternative for further evaluation in the PD&E phase which will include a No-Build Alternative.
- The Florida Department of State agrees with the recommendation for a PD&E Study.
- The Florida Fish and Wildlife Conservation Commission noted the status of several state-listed species has changed and provided updated information regarding the current listing of all federal and state-listed species. Okaloosa County acknowledges and the updated information and will incorporate the updated listing status in the PD&E Study.
- The National Marine Fisheries Service finds the final ACER satisfactory.
- The Northwest Florida Water Management District acknowledged the final ACER.
- The U.S. Army Corps of Engineers did not express concern with Alternative 7.
- The U.S. Environmental Protection Agency did not express concern with Alternative 7 and anticipates further coordination as the project advances to the PD&E Study.
- The U.S. Fish and Wildlife Service recommended evaluation of impacts to the tricolored bat (*Perimyotis subflavus*) as the project advances to the PD&E Study. Okaloosa County will incorporate the requested evaluation in the PD&E Study.



The following are the benefits of Alternative 7:

- Minimizes impacts to residences adjacent to Old Bethel Road by utilizing a reduced five-lane typical section.
- Adequately serves future traffic with two-lane typical sections north and east of Taylor Road, reducing potential impacts to properties and environmental resources.
- Provides the most significant improvement to the regional roadway network by proposing two connections to SR 85, supporting a logical integration of arterial roadways in the northwest area of Okaloosa County.
- Addresses public comments requesting better utilization of undeveloped properties west and north of Staff Road.
- Addresses public comment regarding potential impact to the Auburn Pentecostal Church by reducing the number of lanes on Adams Road from four-lanes to two-lanes.
- Avoids Silver Creek Park, previously a County recreational site, and better utilizes existing transportation corridors in the Lake Silver Road area.
- Avoids the Welannee Watershed conservation area.

The following are the disadvantages of Alternative 7:

- Increased costs due to greater distance.
- More land use conversion to transportation use due to greater distance.
- More residential parcel impacts due to greater distance.
- Increased prime farmland impacts.

8.5 Westerly Routes

In response to the public comments to consider more westerly routes outside of the study area, Okaloosa County considered corridor options west of the Yellow River (outside of the Study Area) along Old River Road, SR 4, and SR 189 as shown in **Figure 8-8**. These routes would not reduce congestion on SR 85 due to the much greater distance from SR 85 or support the regional transportation network within the study area. Therefore, these options do not meet the Purpose and Need and are not carried forward for further consideration.

Northwest Crestview Bypass Alternative Corridor Evaluation Report

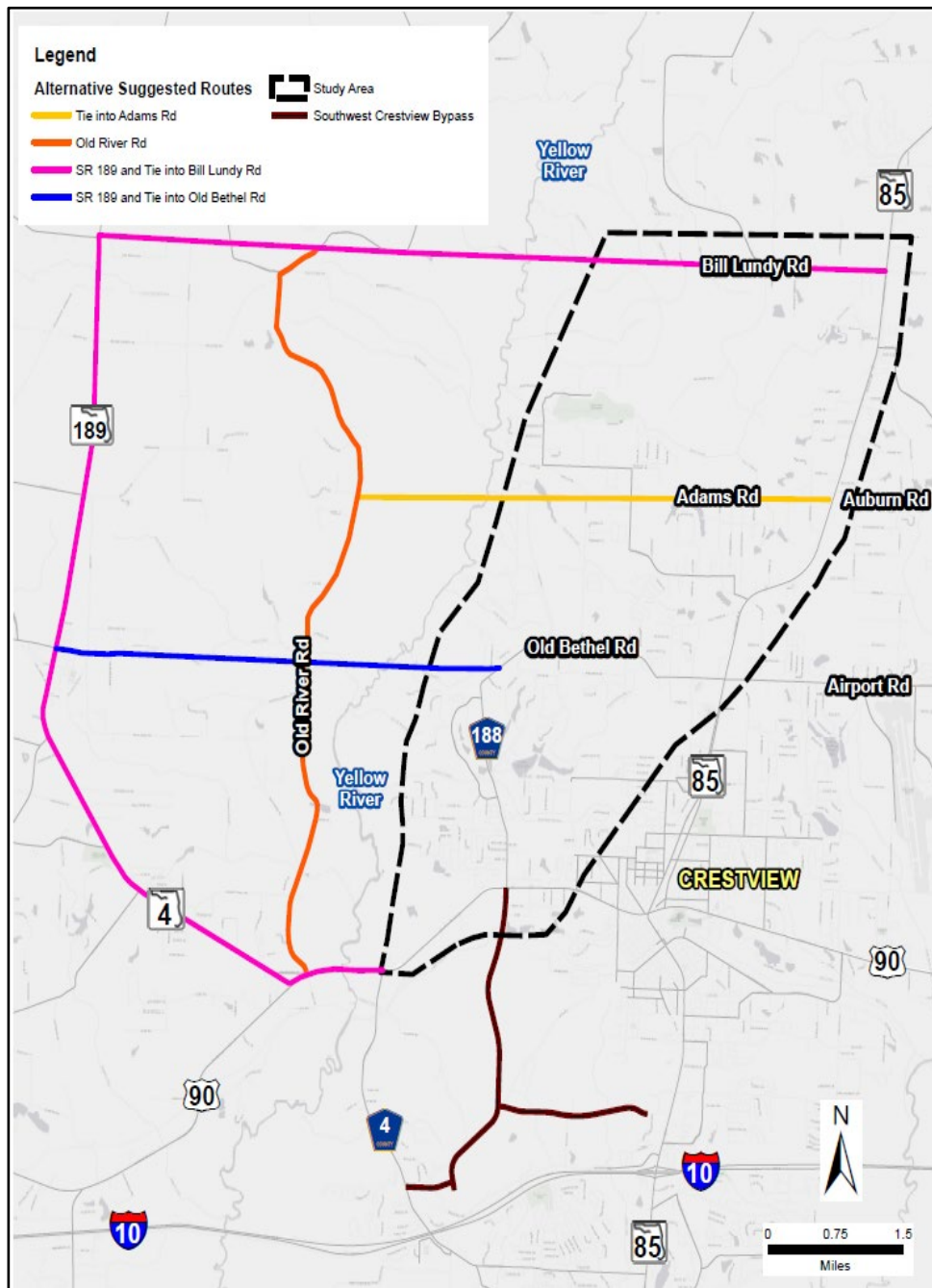


Figure 8-8 | Western Routes Considered, but Eliminated



9.0 Recommendations

9.1 Alternatives Eliminated (Prior to Public Meeting)

The primary purpose and need evaluation resulted in elimination of Alternative 1, 2, and 6 from further consideration.

- Alternative 1 does not meet the consistency with local plans criterion because it encroaches the floodplains and wetlands of the Yellow River and hence is incompatible with the Okaloosa County 2020 Comprehensive Plan River Protection Zone Conservation Element Policies 7.1 – 7.5.
- Alternative 2 does not meet the criterion to improve regional connectivity as it would utilize only an existing local road (Old Bethel Road) and would function as a local or parallel route to SR 85 through reliance on the existing road network even when the roadway is widened. Alternative 2 would not serve regional trips nor support potential new growth areas outside the City of Crestview.
- Alternative 6 does not meet any of the primary purpose and need criteria. Additionally, Alternative 6 does not improve regional connectivity within the western parts of the county as it would function more as a local or parallel route to SR 85. Based on its proximity to SR 85, Alternative 6 would mostly serve local trips between US 90 and Old Bethel Road. Alternative 6 does not provide direct linkage with the Southwest Crestview Bypass since it would utilize part of US 90 to connect to the Southwest Crestview Bypass. Additionally, Alternative 6 is inconsistent with local plans because it would not support four developments noted by the City of Crestview.



9.2 Modifications in Response to Public Meeting Comments

Section 7 describes the overall public comment themes resulting from the November 2022 public meeting. In considering the public comments, Okaloosa County made the following revisions to alternative corridors presented at the public meeting:

- In response to the concern regarding residential and neighborhood impacts along the southern portion of Old Bethel Road, Okaloosa County has modified the typical section along Old Bethel Road from US 90 to Stacy Lane to narrow the roadway from a four-lane divided section with a 22-ft grass median to a five-lane undivided section with a center 12-ft TWLTL.
- Okaloosa County created Alternative 3A by refining Alternative 3 north of Old Bethel Road and incorporating Taylor Road to provide an east-west connection to SR 85 at Adams Road / Auburn Road intersection. Alternative 3A includes an alignment adjustment east of Taylor Road to minimize potential impacts to a subdivision being planned north of Nature Lake subdivision.
- In response to the public comments that support for alternatives providing a connection to Bill Lundy Road with alignment modifications, Okaloosa County created Alternative 5A by modifying Alternative 5 to incorporate a more westerly route utilizing undeveloped parcels recommended through public input. Modifications to Alternative 5 were also made to avoid the floodplain area of former Lake Silver (known as Silver Creek Park). Alternative 5A is located such that it avoids Welannee Watershed conservation lands.
- Revising Alternatives 3 and 5 eliminated the need for Alternative 4 from further consideration.
- Okaloosa County proposed Alternative 7 that combines elements of Alternative 5A and Alternative 3A. Alternative 7 adequately serves traffic north and east of the intersection of Alternative 5A and Taylor Road with a two-lane typical section, minimizing potential property impacts, improving the regional roadway network in the northwest area of the county, and avoiding impact to Auburn Pentecostal Church.



9.3 Welannee Watershed Forest

On February 8, 2024, the owners of two parcels (Parcel IDs: 36-4N-24-0000-0001-0010, and 36-4N-24-0000-0001-0010) involving Alternative 7 informed Okaloosa County that the parcels were added to the Welannee Watershed Forest Florida Forever Project Boundary at the December 8, 2023 meeting of the FDEP Acquisition and Restoration Council.⁵

The 2024 Florida Forever Priority List was subsequently updated to include Welannee Watershed Forest project as priority rank 29 out of 36 on the Partnerships and Regional Incentives list, with a Work Plan Priority category of Low. The two additional parcels currently remain under private ownership and are not in conservation easement.

Okaloosa County will continue to monitor changes in status relating to acquisition of the parcels as part of the Welannee Watershed Forest and consider additional avoidance and minimization measures during the PD&E Study phase.

⁵ <https://floridadep.gov/lands/environmental-services/content/december-7-8-2023-acquisition-and-restoration-council-meeting>



9.4 Alternative Corridor Recommended for PD&E Study

In considering all factors, Okaloosa County recommends Alternative 7 as the Recommended Alternative for further evaluation in the PD&E phase, eliminating all other alternatives. The location of the Recommended Alternative is shown in **Figure 8-4**. The three typical sections of the Recommended Alternative are shown in **Figure 8-1** (Typical Section 1), **Figure 8-4** (Typical Section 2), and **Figure 8-6** (Typical Section 3).

Okaloosa County and FDOT will use the completed report to advance the next study phase, the PD&E Study.

- The PD&E Study will refine the recommended alternative, including typical sections, and propose a best-fit roadway alignment.
- Okaloosa County will further develop traffic analysis of the recommended alternative for incorporation into the PD&E Study to inform roadway and intersection design.
- Stormwater management will be further developed in the PD&E Study along with the standard engineering and environmental technical evaluation reports to support the PD&E study.
- Okaloosa County will determine how and when to incorporate the recommended corridor into the comprehensive plan and land development code to provide for corridor right-of-way protection taking into account access management, street network connectivity, and multi-modal standards.



10.0 Appendices

Appendix A | Existing and Future Conditions Report

**Appendix B | Traffic Analysis Report and Methodology
Memorandum**

Appendix C | Approved Methodology Memorandum

Appendix D | Cultural Resources Desktop Analysis

Appendix E | Public Involvement Summary Report



Appendix A |

Existing and Future Conditions Report



Existing Conditions Report

FPID: 438139-1-24-01; ETDM 14450

January 2021

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration (FHWA) and the Florida Department of Transportation (FDOT).

This planning product may be adopted into the environmental review process, pursuant to Title 23 USC § 168(4)(d), or the state project development process.



CONTENTS

CONTENTS.....	i
FIGURES.....	ii
TABLES.....	ii
ACRONYMS AND ABBREVIATIONS	iii
1.0 Introduction	1
1.1 Purpose of this Report	1
1.2 Project Description.....	1
1.2.1 Local, Regional and State Transportation Plans.....	3
1.2.2 Other Regional Projects	3
2.0 Existing Conditions.....	6
2.1 Existing Roadway Characteristics.....	6
2.1.1 Roadway Classifications, Posted Speed, and Typical Sections.....	6
2.1.2 Multimodal Facilities.....	7
2.1.3 Utilities	7
2.1.4 Soil Conditions.....	8
2.2 Drainage	8
2.2.1 Floodplain Crossings	8
2.2.2 Drainage Systems in Place	11
2.3 Existing Traffic and Safety.....	11
2.3.1 Existing Traffic Conditions.....	11
2.3.2 Crash Data	13
2.3.3 Intelligent Transportation Systems.....	15
2.4 Existing Structures.....	15
2.5 Existing Environmental Characteristics	16
2.5.1 Social and Economic.....	16
2.5.2 Cultural Resources	25
2.5.3 Natural Resources	28
2.5.4 Physical.....	33
3.0 References	35

Existing Conditions Report



FIGURES

Figure 1-1 Project Study Area	2
Figure 1-2 Overview of Regional Projects	5
Figure 2-1 Soils Map	9
Figure 2-2 100-Year Floodplain	10
Figure 2-3 FTO 2019 AADT	12
Figure 2-4 Crashes in the Study Area	13
Figure 2-5 Crash Heatmap	14
Figure 2-6 Community Facilities	19
Figure 2-7 Existing Land Uses	21
Figure 2-8 Future Land Uses	22
Figure 2-9 Prime Farmland and Agricultural Land Use	24
Figure 2-10 Recreation Areas	27
Figure 2-11 Natural Resources	32

TABLES

Table 2-1 Roadway Classifications and Posted Speed	6
Table 2-2 Roadway Typical Section Features	7
Table 2-3 Estimate of Utility Owners	7
Table 2-4 FTO 2019 AADTs	11
Table 2-5 Crash Types	14
Table 2-6 Crash Injury Severity	15
Table 2-7 Existing Bridges Summary	15
Table 2-8 Existing Bridges Health Data	16
Table 2-9 Demographic Characteristics	17
Table 2-10 Community Facilities	17
Table 2-11 Existing Land Uses in the Study Area	20
Table 2-12 Previously Identified Cultural Resources in the Study Area	25
Table 2-13 Protected Species	29
Table 2-14 WMD Wetlands	31

Existing Conditions Report



ACRONYMS AND ABBREVIATIONS

AADT	Annual Average Daily Traffic
AFB	Air Force Base
AOI	Area of Interest
CCTV	Closed Circuit Television
CR	County Road
EPA	U.S. Environmental Protection Agency
FDOT	Florida Department of Transportation
FDEP	Florida Department of Environmental Protection
FLUCCS	Florida Land Use and Land Cover Classification System
FPID	Financial Project Identification
FTO	Florida Traffic Online
FWC	Florida Fish and Wildlife Conservation Commission's
IPaC	Information for Planning and Consultation
ITS	Intelligent Transportation System
NWFWMD	Northwest Florida Water Management District
NWI	National Wetlands Inventory
O-W TPO	Okaloosa-Walton Transportation Planning Organization
PD&E	Project Development and Environment
SDR	Sociocultural Data Report
SR	State Road
SSOGis	State Safety Office Geographic Information System
WMA	Wildlife Management Area
WMD	Water Management District
USFWS	United States Fish and Wildlife Service
WBID	Water Body Identification

Existing Conditions Report



1.0 Introduction

1.1 Purpose of this Report

The purpose of this report is to document existing engineering and environmental conditions within the study area. Existing conditions will inform development of potential corridors. These existing conditions may be expanded in future phases of the project as corridors are defined and the study area(s) narrowed.

1.2 Project Description

Okaloosa County is evaluating transportation corridor alternatives for the northwest segment of a bypass around the City of Crestview in Okaloosa County, Florida. The project, known as the Northwest Crestview Bypass, will integrate with the Southwest Crestview Bypass near the intersection of US 90 and Old Bethel Road to the west and will connect to State Road (SR) 85 at the northern end of Crestview. The project length is approximately five miles. The project will consider improvements to the existing Old Bethel Road from US 90 to SR 85N (North Ferdon Boulevard) as well as alternative corridors. The study area is shown in **Figure 1-1**. This study is being developed by Okaloosa County as the Lead Agency, in partnership with the FDOT District 3, and the City of Crestview as a Participating Agency. FDOT is providing state funding assistance through the Transportation Regional Incentive Program. County matching funds are provided through County surtax and gas tax revenue. The study process will follow the FDOT Alternative Corridor Evaluation process to maintain federal funding eligibility.

Existing Conditions Report

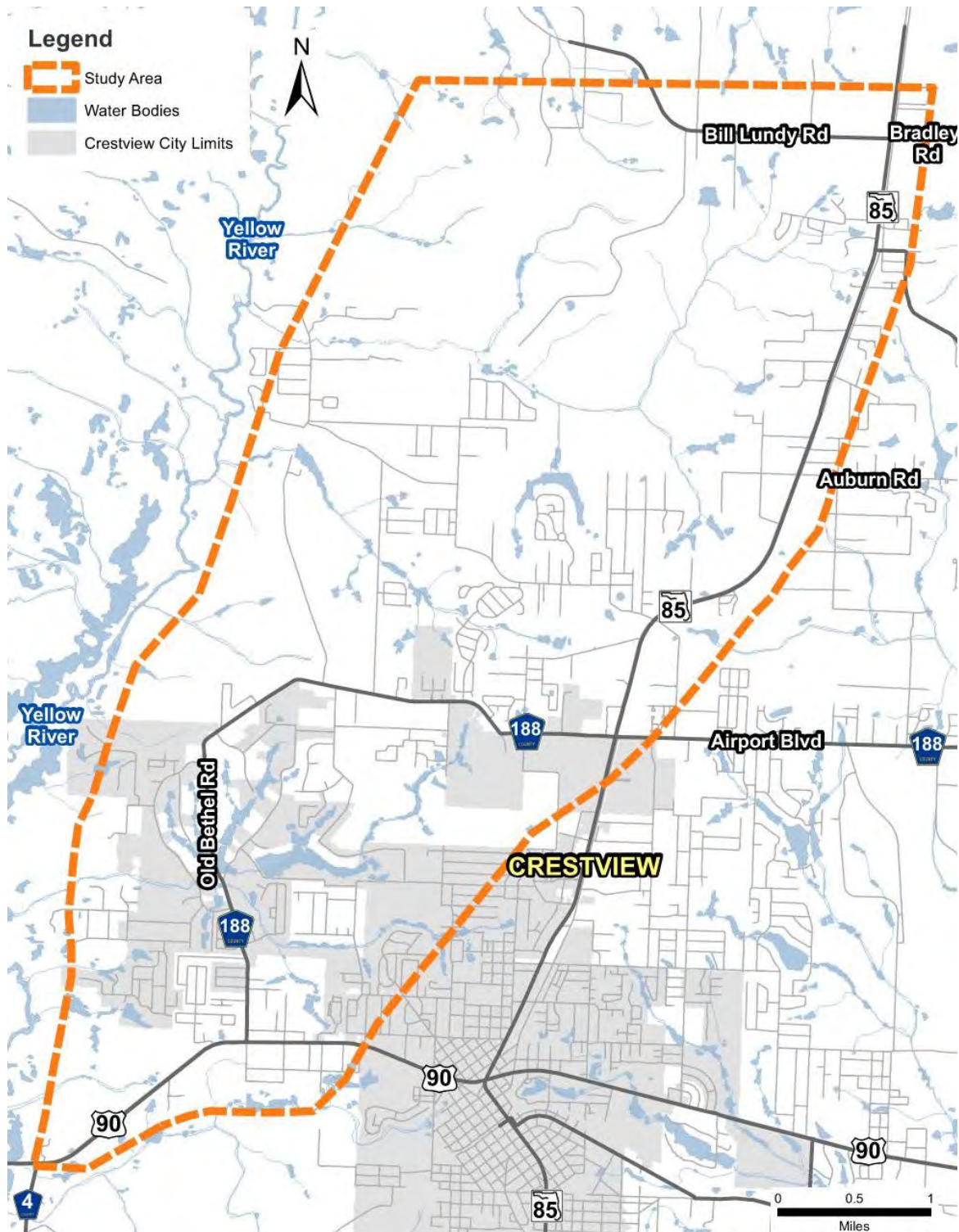


Figure 1-1 | Project Study Area

Existing Conditions Report



1.2.1 Local, Regional and State Transportation Plans

The Northwest Crestview Bypass from US 90 to SR 85 North is included in the Okaloosa- Walton Transportation Planning Organization (O-W TPO) 2040 Cost Feasible Plan for Project Development and Environment (PD&E) in fiscal years 2021 – 2025 and Design in fiscal years 2026 – 2030. The Western Crestview Bypass, which includes this corridor, was also shown in the 2030 and 2035 Needs Plans. The Crestview Bypass West project (design phase) is identified as a non-Strategic Intermodal System priority #8 for the O-W TPO to provide four lanes of capacity as FPID 438139-1.

The project is not currently included in the O-W TPO Transportation Improvement Program or the FDOT State Transportation Improvement Program.

The Okaloosa County Comprehensive Plan includes the Crestview Bypass. Policy 1.3.2 in Chapter 2.2 Transportation states, “Coordinate with the Okaloosa – Walton TPO in the development of the Crestview Bypass, a parallel 4-lane roadway, to reduce traffic congestion on SR 85 and to foster interstate commerce.”

The City of Crestview Comprehensive Plan does not specifically discuss a bypass but contains multiple objectives and policies aimed to address congestion on SR 85. Objective 8.A.6 states, “The City shall continually take steps and actions designed to relieve congestion on area roadways, especially SR 85”. Policy 8.A.2.2 states, “The City shall continue to use funds from various sources so as to complete the improvements listed in Table 14-1-T, thereby providing relief to SR-85.” Policy 13.A.2.8 states, “The City will also participate in regional efforts to develop and implement other transportation demand management strategies to reduce peak travel demand on SR 85.”

The City of Crestview Strategic Plan (June 2019) does not specifically discuss a bypass but contains a Goal to “Provide safe, efficient and accessible means for mobility.”

1.2.2 Other Regional Projects

The Crestview Bypass was first evaluated in a Feasibility Study completed in 2004. The 2004 Feasibility Study considered three corridors including western, middle and eastern alignments. The three corridors went through FDOT’s Efficient Transportation Decision Making planning project (#2891). During the study, Eglin identified unacceptable mission impacts for all options traversing Eglin Air Force Base (AFB) in the southeast quadrant of I-10 and SR 85 and recommended a corridor west of SR 85. Ultimately, an eastern route that incorporated improvements to I-10 and SR 85 and avoided Eglin impacts was selected for further study.

The O-W TPO 2035 Needs Plan included an Eastern and Western Crestview Bypass. In the 2040 Long Range Transportation Plan, the O-W TPO removed the Eastern Crestview Bypass with the intent of focusing on the Western Bypass options. In December 2017, O-W TPO passed Resolution 17-17 to begin

Existing Conditions Report



the process to amend the 2040 Long Range Plan to include an Eastern Crestview Bypass and restarted the process of evaluating a bypass focusing east of Crestview.

FDOT completed a Feasibility Study for a SR 85 Eastern Crestview Bypass in July 2019. The project limits began along SR 85 north of Shoal River, extended north with SR 85 as the western boundary, Shoal River and Bob Sikes Airport as the eastern boundary, and finished at Airport Road as the northern terminus. Three build alternatives and a no build alternative were analyzed. Through the desktop planning level analysis of the proposed impacts associated with the three build alternatives, it was determined that the project would not result in a significant enough reduction in congestion along SR 85 to justify the social, environmental, construction, and right-of-way costs associated with the three build alternatives. The feasibility study recommended to continue with the PD&E Studies for a Western Crestview Bypass and the capacity improvements along SR 85 shown currently within the O-W TPO Cost Feasible Plan. As these ongoing projects advance to stages where operational improvements can be analyzed, further coordination should continue with local planning partners to determine if the regional traffic concerns are addressed by these existing projects, or if a more detailed traffic analysis related to the Eastern Crestview Bypass should be completed.

The Southwest Crestview Bypass will around Crestview to the southwest beginning at Wild Horse Drive and P.J. Adams Parkway and ending at US 90 and County Road (CR) 188. The Southwest Crestview Bypass project is underway through several projects which include P.J. Adams Parkway Widening from Crab Apple Avenue to Wildhorse Drive [Financial Project Identification (FPID) 421997-9], I-10 at Antioch Road Interchange (FPID 407918-5), and the Southwest Crestview Bypass from I-10 to US 90. FPIDs 421997-9 and 407918-5 make up the Southwest Crestview Bypass from Wild Horse Drive to I-10 which is included in the 2040 O-W TPO Cost Feasible Plan for Construction 2031 - 2040. Construction of P.J. Adams Widening from Crab Apple Avenue to Wildhorse Drive and design of I-10 at Antioch Road Interchange are currently ongoing. The Southwest Crestview Bypass from I-10 to US 90 is included in the O-W TPO Cost Feasible Plan for Design phase 2021 – 2025 and Right of Way phase 2026 – 2030.

Other regional projects include I-10 Improvements from the Santa Rosa County line to SR 85 (FPIDs 413062-5 & 441038 -1, -2, -3, -4), SR 85 Resurfacing from SR 123 to I-10 (FPID 441548-1), SR 85 Access Management Project from Southcrest Drive to Hospital Drive (FPID 443672-1), and SR 85 Widening from SR 123 to Mirage Avenue (FPID 220171-2). The I-10 Improvements and SR 85 Widening projects are currently in the PD&E Phase. The SR 85 Resurfacing and SR 85 Access Management projects are currently in the design phase.

An overview of regional projects is shown in **Figure 1-2**.

Existing Conditions Report

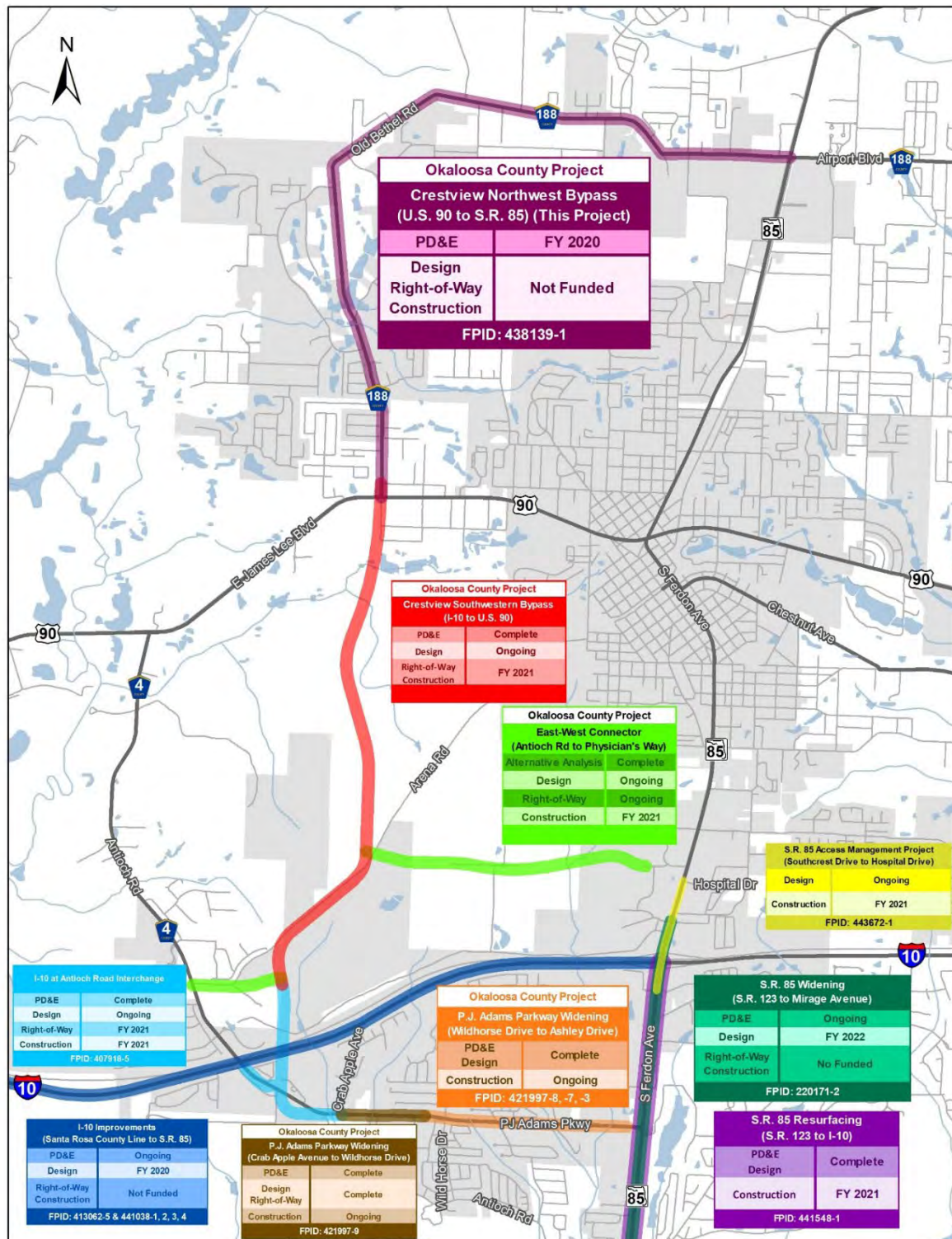


Figure 1-2 | Overview of Regional Projects

Existing Conditions Report



2.0 Existing Conditions

The following sections describe the existing engineering and environmental conditions within the project study area.

2.1 Existing Roadway Characteristics

2.1.1 Roadway Classifications, Posted Speed, and Typical Sections

In the study area for the Northwest Crestview Bypass, seven existing roadway corridors were selected for further study: SR 85, US 90 (SR 10/ James Lee Boulevard), CR 188 (Old Bethel Road), CR 4 (Antioch Road), Lake Silver Road, Enzor Road, Auburn Road, and Bill Lundy Road (CR 85A). SR 85 is a major north-south arterial in the study area and US 90 is a major east-west arterial in the study area. CR 188 and CR 4 were selected since they are existing roadway corridors within proposed alignments for the bypass. Finally, Lake Silver Road, Enzor Road, and Auburn Road were selected for study due to interest from Okaloosa County in potentially including the roadway in a proposed bypass. Roadway classifications and posted speed limits are provided in **Table 2-1**. Details for each roadway's typical section is provided in **Table 2-2**.

Table 2-1 | Roadway Classifications and Posted Speed

Roadway	Functional Classification ¹	Access Management Classification ¹	Context Classification ¹	Posted Speed (mph)
SR 85	Urban Principal Arterial	6 (S of CR 188) 3 (N of CR 388)	C3C (S of CR 188) C2 (N of CR 388)	45 (S of CR 188) 55 (N of CR 188)
US 90 (SR 10)	Urban Minor Arterial	6	C3C	45
CR 188 (Old Bethel Road)	Local Road	N/A	C2T	25/30
CR 4 (Antioch Road)	Local Road	N/A	C2T	45
Lake Silver Road	Local Road	N/A	C2T	30
Enzor Road	Local Road	N/A	C2	40
Auburn Road	Local Road	N/A	C2T	40
Bill Lundy Road	Local Road	N/A	C2	45

¹Roadway classification information of State Roads and U.S. Routes was obtained from the roadway's straight line diagram. All other roadway classification information was determined using the descriptions provided in the Florida Design Manual Section 200.

Existing Conditions Report



Table 2-2 | Roadway Typical Section Features

Roadway	Number of Lanes	Divided or Undivided	Shoulder Treatment	Sidewalks	Bike Lanes
SR 85	4	Divided	Flush Shoulder	SB direction, S of CR 188	Not provided
US 90 (SR 10)	5	Undivided	Curb and Gutter	Provided on Both Sides	Not provided
CR 188 (Old Bethel Road)	2	Undivided	Flush Shoulder	Not provided	Not provided
CR 4 (Antioch Road)	2	Undivided	Flush Shoulder	Not provided	Not provided
Lake Silver Road	2	Undivided	Flush Shoulder	Not provided	Not provided
Enzor Road	2	Undivided	Flush Shoulder	Not provided	Not provided
Auburn Road	2	Undivided	Flush Shoulder	Not provided	Not provided
Bill Lundy Road	2	Undivided	Flush Shoulder	Not provided	Not provided

2.1.2 Multimodal Facilities

Limited multimodal facilities exist within the study area for the Northwest Crestview Bypass. Of the four roadways previously listed, only US 90 and SR 85 have sidewalks. None of the roadways contain bicycle lanes or shared use paths. Okaloosa County's transit service, Emerald Coast Rider, provides transit service within the study area; however, the only active route is along SR 85 and terminates at the intersection of SR 85 and US 90. No other routes overlap with existing roadways identified as part of the proposed bypass. An existing railroad crossing, owned by Florida Gulf & Atlantic, is located on CR 4 approximately 0.5 miles south of US 90, outside the study area.

2.1.3 Utilities

A utility design ticket will be submitted at a later phase of project development. However, previous projects within the vicinity of the study area were reviewed to compile a list of utility owners operating within the study area. **Table 2-3** displays the utility owners.

Table 2-3 | Utility Owners

Utility Owner Name	Utility Owner Name
AT&T Florida	Okaloosa Gas
AT&T Transmission	Okaloosa IT
Centurylink	Okaloosa Traffic
Cox Communications	Okaloosa Water & Sewer
City of Crestview	Uniti Fiber

Existing Conditions Report



Utility Owner Name	Utility Owner Name
Gulf Power	Verizon (Sprint/MCI)
Florida Power and Light	

2.1.4 Soil Conditions

A multitude of soil types are present within the study area. An approximation of the in-situ soil types and locations is displayed in **Figure 2-1**. Soils in the study area are comprised primarily of Lakeland soils on the southern end of the study area, Troup soils throughout the study area, and Kinston soils on the northern end of the study area. Lakeland and Troup soils are characterized by their excessive drainage, rapid permeability, and slow runoff. Kinston soils are characterized by their poor drainage, moderate permeability, and slow runoff.

2.2 Drainage

2.2.1 Floodplain Crossings

The study area is within the Federal Emergency Management Agency Digital Flood Insurance Rate Map panels 12091C0155H, 12091C0160H, 12091C0165H, and 12091C0170H. Within the study area, there are 219 acres (3.3 percent) in flood zone A and 34.8 acres (0.5 percent) in flood zone AE. Flood zones A and AE are both within the 100-year floodplain. Flood zone A does not have base flood elevations determined and flood zone AE does have base flood elevations determined. The majority of the 100-year floodplain surrounds the Yellow River, which is a regulatory floodway. However, a section of the floodplain stemming from Mathison Creek extends into the center of the study area. The rest of the study area is outside the 100-year floodplain. The 100-year floodplain is displayed in **Figure 2-2**.

Existing Conditions Report

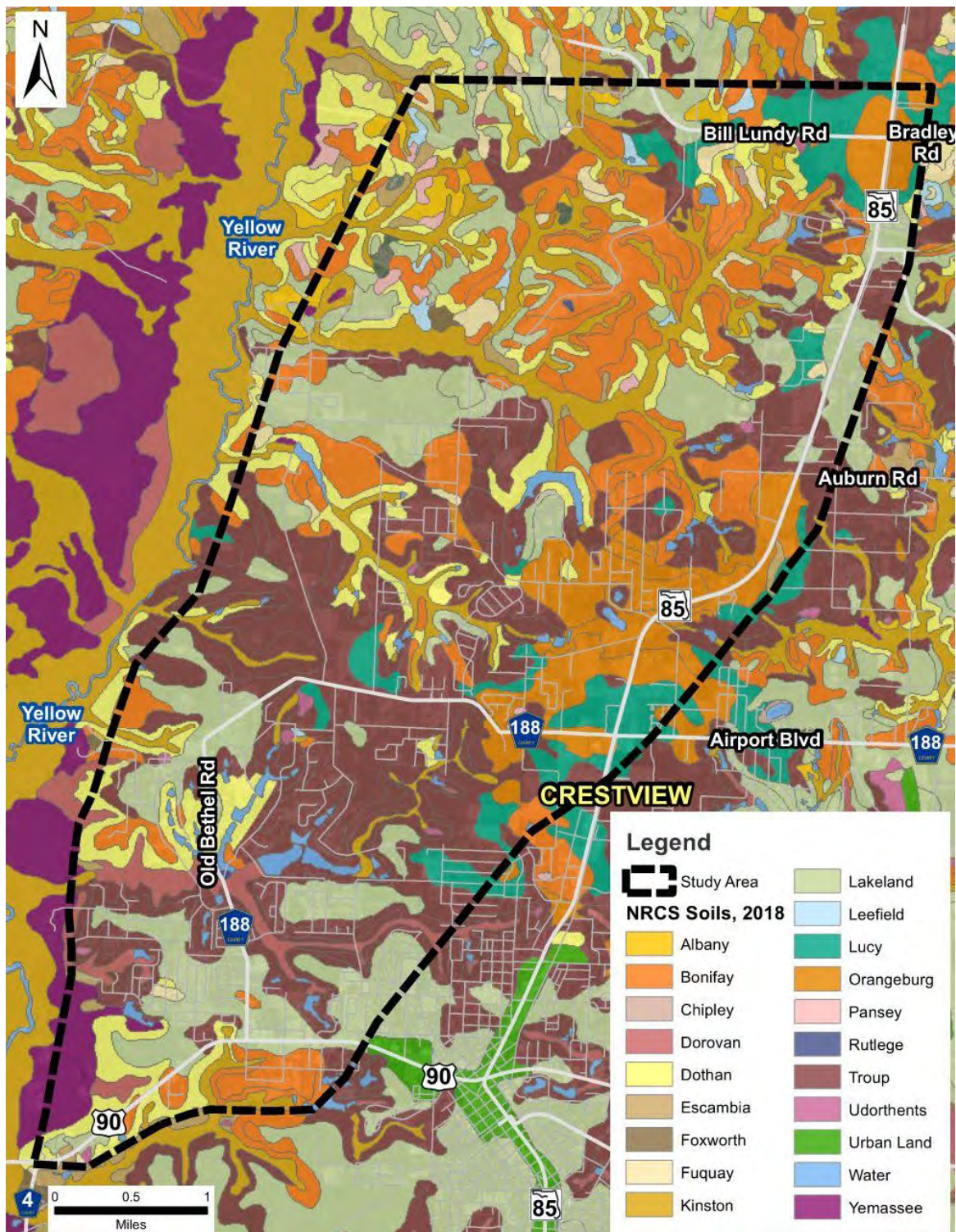


Figure 2-1 | Soils Map

Existing Conditions Report

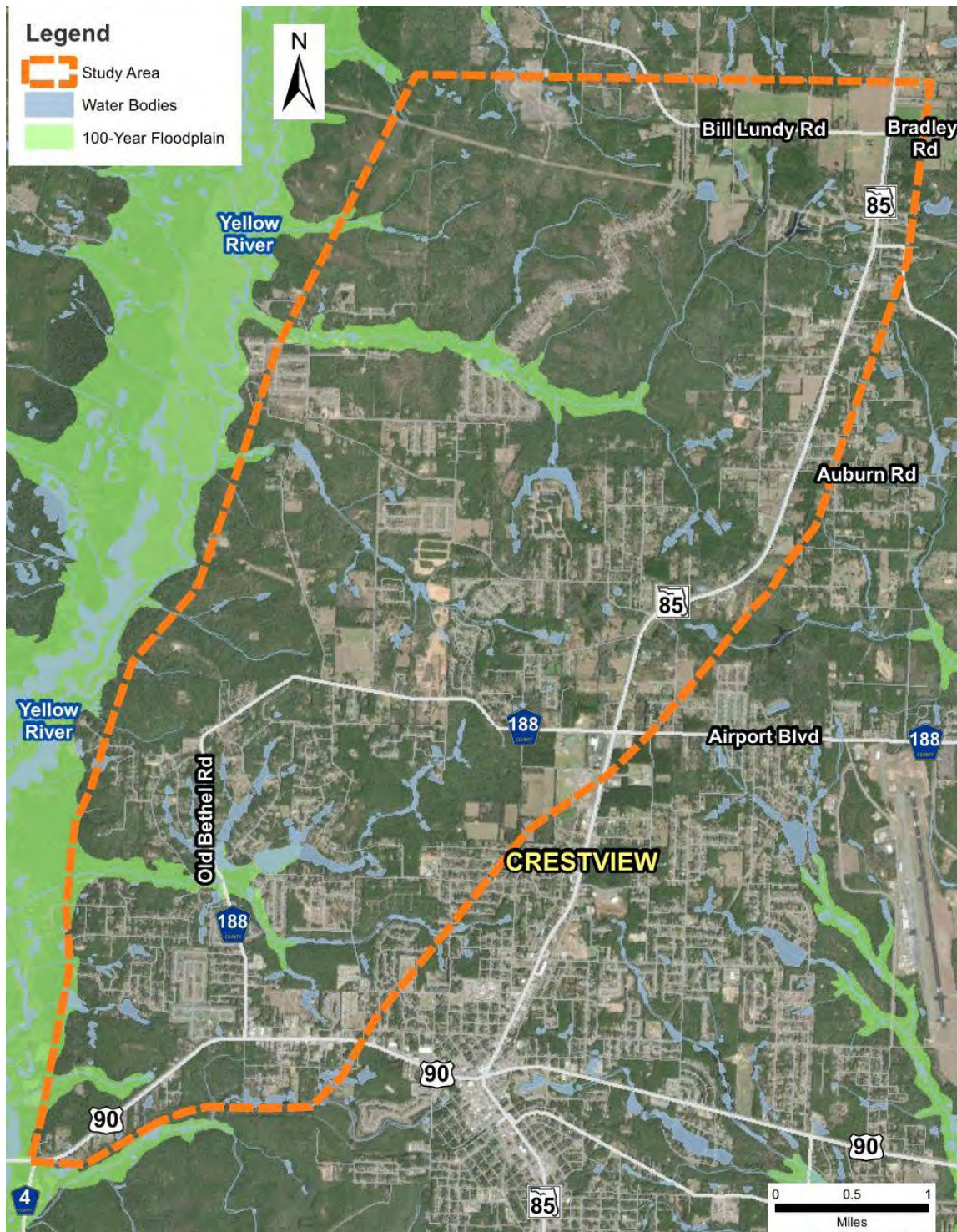


Figure 2-2 | 100-Year Floodplain

Existing Conditions Report



2.2.2 Drainage Systems in Place

Within the study area, SR 85 has a divided typical section where stormwater runs off to median and roadside ditches. CR 188, CR 4, Lake Silver Road, Enzor Road, Auburn Road, and Bill Lundy Road have rural typical sections where stormwater runs off to roadside ditches. US 90 has a rural typical section west of CR 188. In this section, stormwater runs off to roadside ditches on both the north and south sides of US 90. East of CR 188, US 90 transitions to an urban typical section, utilizing curb and gutter and inlets to convey stormwater runoff. Several box culverts are also present in the study area. On CR 4, box culverts are used to convey flow from Gully Branch and Trammel Creek under the roadway. On CR 188, a box culvert is used to convey flow from Red Wash Branch underneath the roadway.

2.3 Existing Traffic and Safety

2.3.1 Existing Traffic Conditions

FDOT 2019 Florida Traffic Online (FTO) Data was used to determine the existing (2019) average annual daily traffic (AADT) volumes for roadways in the study area, which are shown in **Figure 2-4**. The 2019 AADT for the four existing roadway corridors selected for further study are shown in **Table 2-4**.

Table 2-4 | FTO 2019 AADTs

Roadway	2019 AADT
SR 85	10,000 – 25,500
US 90 (SR 10)	21,000
CR 188 (Old Bethel Road)	6,400
CR 4 (Antioch Road)	9,600
Lake Silver Road	N/A
Enzor Road	N/A
Auburn Road	N/A
Bill Lundy Road	550

Existing Conditions Report

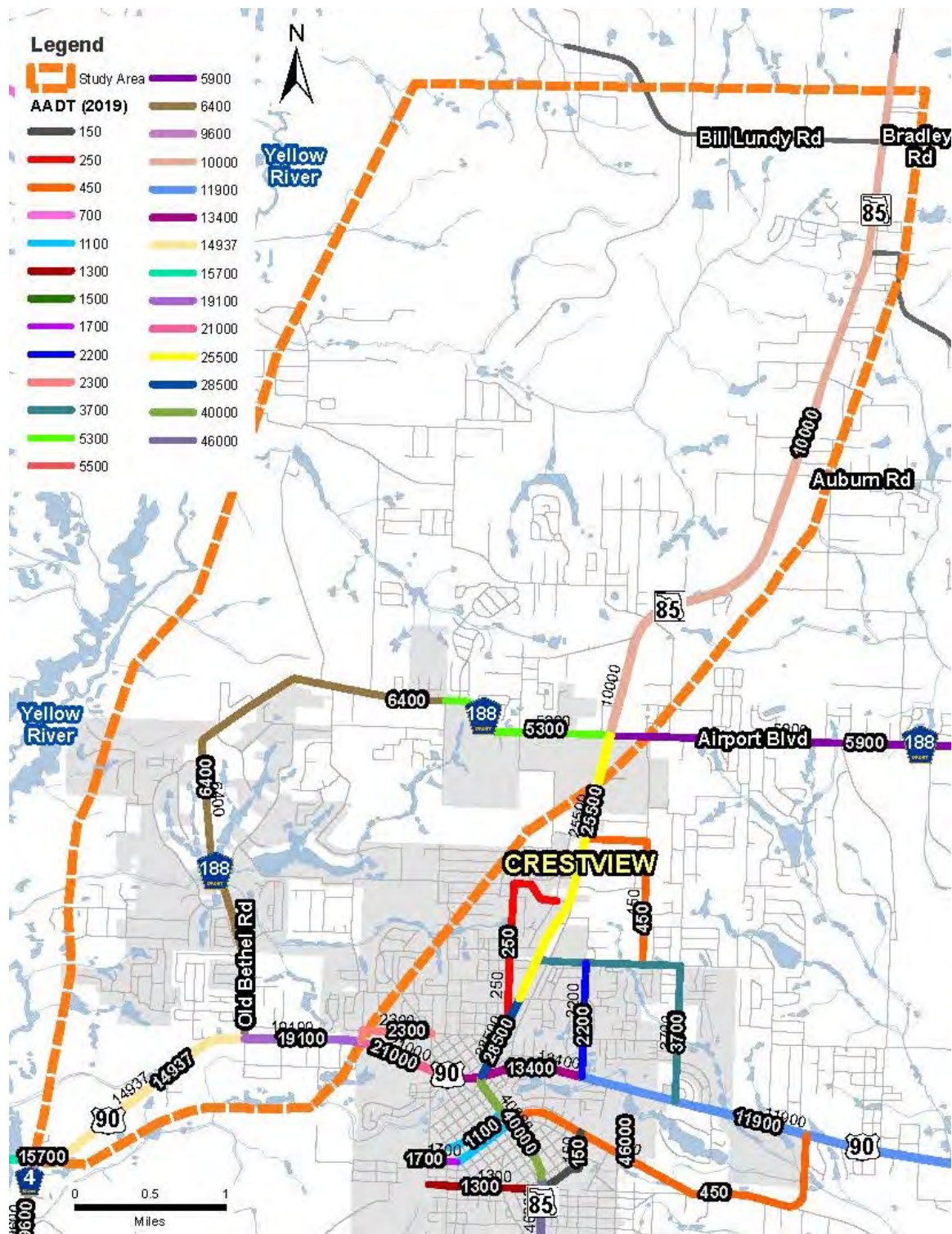


Figure 2-3 | FTO 2019 AADT

Existing Conditions Report



2.3.2 Crash Data

The State Safety Office Geographic Information System (SSOGIS) Crash Query Tool was utilized to query crash data for the study area. As shown in **Figure 2-4** there were 1489 crashes in the study area. The heatmap for crashes in the area shows the highest concentration of crashes was at the US 90 (SR 10) / SR 85 intersection and along SR 85, as shown in **Figure 2-5**.

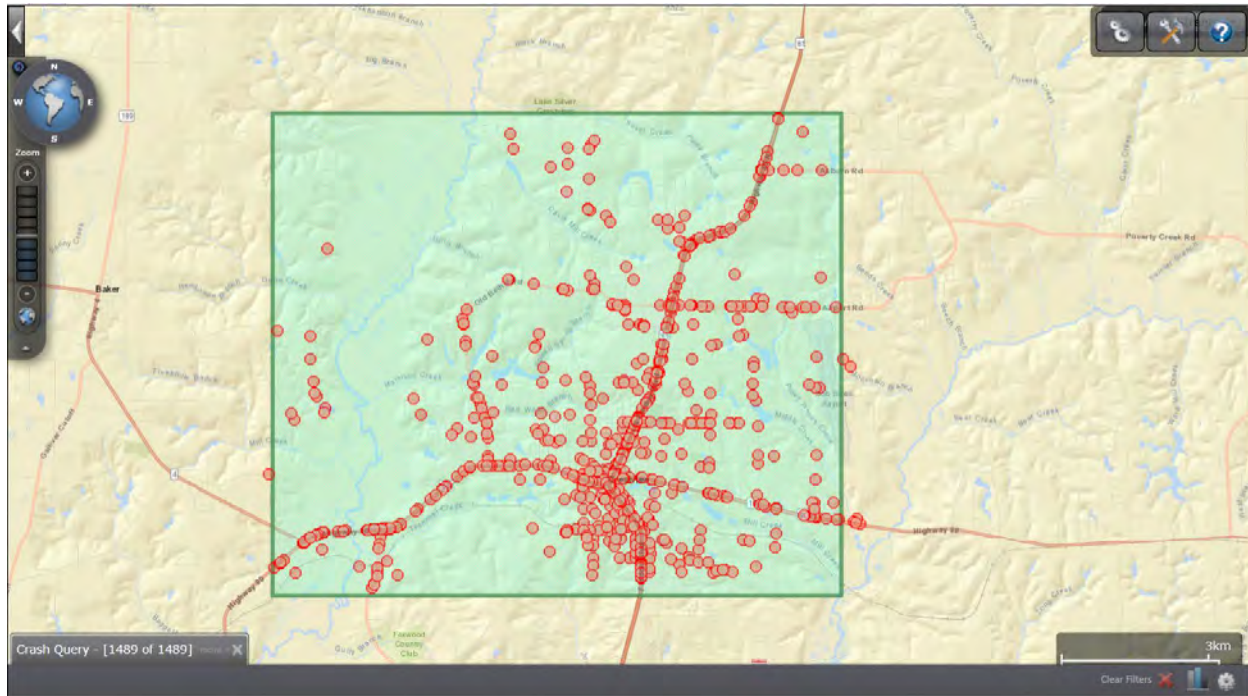


Figure 2-4 | Crashes in the Study Area

Existing Conditions Report

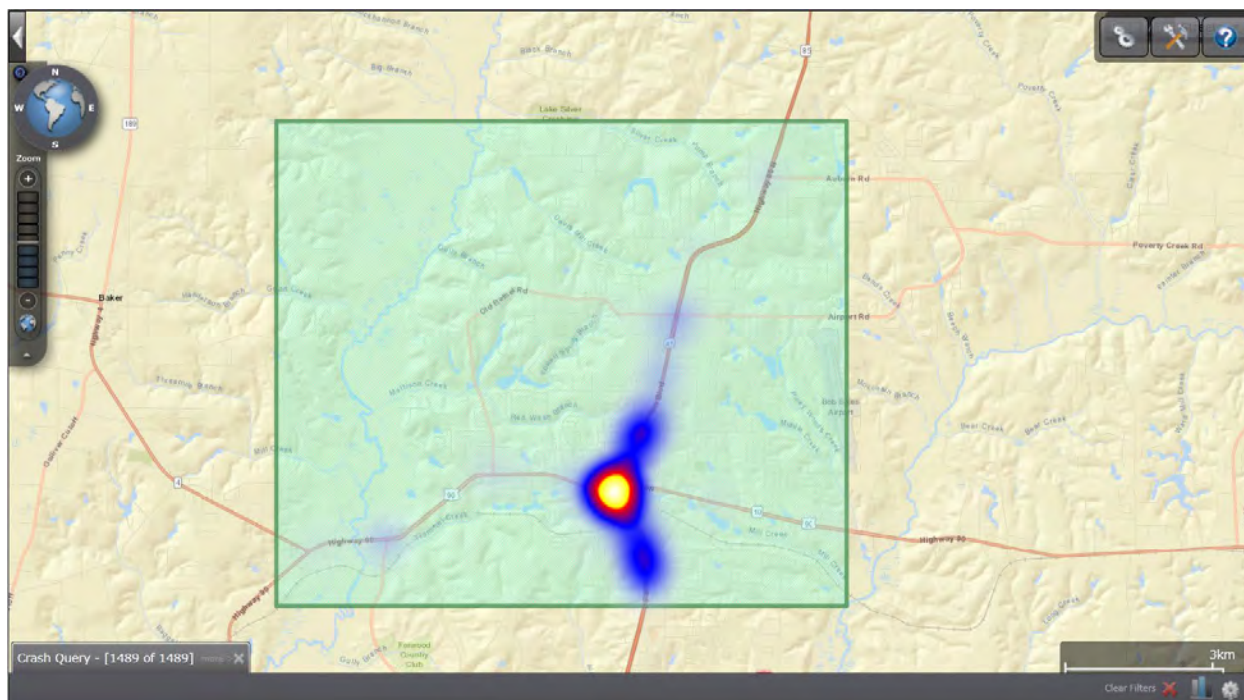


Figure 2-5 | Crash Heatmap

Table 2-5 and **Table 2-6**, show the crashes by type and by crash injury severity. The top three crash types in the area were rear ends, angle and sideswipe crashes. There were 18 fatal crashes 57 incapacitating injury crashes, 221 non-incapacitating crashes, 272 possible crashes and 862 no injury crashes.

Table 2-5 | Crash Types

Year	Rear End	Angle	Sideswipe, Same Direction	Head On	Sideswipe, Opposite Direction	Rear to Side	Rear to Rear	Other	Unknown	Not Coded	Total
2014	96	78	29	15	5	5	4	91	4	0	327
2015	101	85	22	15	16	5	1	84	8	0	337
2016	76	72	15	16	6	2	1	87	2	0	277
2017	75	61	16	13	2	3	1	85	3	1	260
2018	68	100	21	18	3	1	0	77	0	0	288
Total	416	396	103	77	32	16	7	424	17	1	1489

Existing Conditions Report



Table 2-6 | Crash Injury Severity

Year	Fatal	Incapacitating	Non-Incapacitating	Possible	No Injury	Unknown	Total
2014	3	22	32	48	214	8	327
2015	4	9	44	48	221	11	337
2016	2	8	58	51	148	10	277
2017	7	14	42	50	135	12	260
2018	2	4	45	75	144	18	288
Total	18	57	221	272	862	59	1489

2.3.3 Intelligent Transportation Systems

According to the “Regional Intelligent Transportation Systems Plan 2019 Progress Report on Implementation” adopted by the Okaloosa-Walton TPO on September 16, 2010, through Resolution O-W 10-27, Okaloosa County has an extensive Intelligent Transportation System (ITS) already in place. More specifically there are 13 Closed Circuit Televisions (CCTV) in the Crestview area as of 2019. According to the Regional ITS Plan, Okaloosa County would benefit from additional fiber optic cable, CCTVs, and dynamic messaging signs.

2.4 Existing Structures

A desktop survey was conducted to obtain a representative sample of existing bridges within the study area. Each of the selected bridges reviewed crossed a waterbody. Of the four bridges, only Bridge 574001 (along Old Bethel Road) is functionally obsolete. None of the bridges are structurally deficient. A summary of the bridges identified in the survey is provided in **Table 2-7** and **Table 2-8**.

Table 2-7 | Existing Bridges Summary

Bridge No.	Route Carried	Facility Crossed	Year Built	Year Modified
570172	US 90 (SR 10)	Yellow River	2015	N/A
570015	Old River Road	Mill Creek	1957	N/A
574001	Old Bethel Road	Mathison Creek	1976	N/A
574134	Lake Silver Road	Silver Creek	1998	N/A

Existing Conditions Report



Table 2-8 | Existing Bridges Health Data

Bridge No.	Health Index	Sufficiency Rating	Functionally Obsolete	Structurally Deficient
570172	99.45	96.7	N/A	N/A
570015	66.60	95.3	N/A	N/A
574001	92.32	77.5	F.O.	N/A
574134	83.23	94.3	N/A	N/A

2.5 Existing Environmental Characteristics

FDOT's Area of Interest (AOI) Environmental Screening Tool was the primary resource used to identify environmental features within the study area. Other sources were used as mentioned in the following resource sections.

2.5.1 Social and Economic

Resources discussed in this section include Social, Economic, Land Use, and Farmland resources. Mobility resources are discussed in the Multimodal Facilities section of this report and will be discussed in the purpose and need. There are no scenic highways present in the study area.

2.5.1.1 Social

The AOI Sociocultural Data Report (SDR) developed using FDOT's Environmental Screening Tool was used to obtain study area demographic data. Census tracts and block groups within the study area were used to approximate demographic data using the 2019 American Community Survey (Census block groups: 120910206003, 120910203022, 120910205003, 120910205002, 120910205001, 120910203011, 120910203012, and 120910205005). The SDR identified 3,178 households and a population of 9,814 people. The study area median household income is approximately \$68,975 annually, with 9.4 percent of households below the poverty level. Okaloosa County's median household income is approximately \$63,412 annually, with 9.9 percent of households below poverty level. Approximately 1.95 percent of households in the study area receive some form of public assistance. Median income data at the Census tract level was also reviewed. Census tract 203.01 has a higher median income than Okaloosa County at \$68,288. Census tract 205 has a lower median income than Okaloosa County at \$57,127, or approximately 90 percent of the median income of Okaloosa County.

The minority population comprises approximately 27.3 percent of the total population within the study area. Of the total study area population, 1,003 people, or 10.2 percent, identified as "Black or African American Alone"; 1,075 people, or 11 percent, identified as "Hispanic or Latino of Any Race"; and 609 people, or 6.2 percent, "Claimed 2 or More Races". Minority data was also reviewed at the Census block group level. None of the Census block groups had 50 percent or more minority population (Council

Existing Conditions Report



on Environmental Quality's *Environmental Justice Guidance under NEPA* defines high minority concentration as >50%).

The SDR indicates that there is limited potential for disproportionately high and adverse effects on minority and low-income populations. However, proactive measures will be taken to involve the affected community in alternative selection decisions, impact analysis, and mitigation.

Most of the study area population can speak English with approximately 100 people, or 1.1 percent of the population, not able to speak English well.

The median age of persons in the study area is 35, with persons age 65 and over comprising approximately 13 percent of the population. Approximately 814 people, or 14.9 percent of the population, who are between the ages of 20 and 64 that have a disability. **Table 2-9** summarizes the demographic characteristics of the study area and Okaloosa County.

Table 2-9 | Demographic Characteristics

Geography	2019 Population	Median Household Income	% HH Below Poverty	% Minority	Avg. Median Age	% with Disability
Study Area	9,814	\$68,975	9.4%	27.3%	35	14.9%
Okaloosa County	203,794	\$63,412	9.9%	26.4%	37	12.6%

Source: ACS 2018 5-Year Estimates

According to the SDR, community facilities within the study area include three community and fraternal centers, 12 religious centers, five schools (three public and two private), a cemetery, and county government office complex as shown in **Table 2-10** and **Figure 2-6**. The study area intersects the school zones for Crestview High School, Davidson Middle School, Antioch Elementary School, Bob Sikes Elementary School, and Northwood Elementary School. The Okaloosa County School District 2018 Survey showed that Crestview High School, Davidson Middle School, and Antioch Elementary School all had student enrollment exceeding their maximum capacity in 2018.

Table 2-10 | Community Facilities

Type	Facility Name	Address	Zip Code
Community and Fraternal Centers	VFW Post 5450 – Crestview	2240 W James Lee Boulevard	32536
	Lions Club – Crestview	605 W James Lee Boulevard	32536
	Harvest Life Church Youth Center	5978 Old Bethel Rd	32536
	Airport Road Church of Christ	2845 Airport Road	32539

Existing Conditions Report



Type	Facility Name	Address	Zip Code
Religious Centers	Auburn Pentecostal Church	6144 Hwy 85 N	32536
	Crestview Christian Church	5451 Old Bethel Rd	32536
	Glory Korean Baptist Church	108 Navajo Trace	32536
	House of Praise	217 Lakeview Dr	32536
	Joy Fellowship	5978 Old Bethel Rd	32536
	Lakewood Community Church	6250 Old Bethel Rd	32536
	Living Faith Southern Baptist	807 W James Lee Boulevard	32536
	New Bethel United Methodist	5986 Hwy 85 N	32536
	Victorious Life Worship Center	5973 Victorious Life Pl	32536
	Victory Tabernacle	179 Kit Dr	32536
	Westside Apostolic Church	5502 Old Bethel Rd	32536
	First Baptist Church Garden City	3140 Haskell Langley	32539
	Davidson Middle School	6261 Old Bethel Rd	32536
Schools	Crestview High School	1250 N Ferdon Boulevard	32536
	Bob Sikes Elementary School	425 Adams Dr	32536
	Lakewood Christian School	6250 Old Bethel Rd	32536
	Crossroads Christian School, Inc.	PO Box 295	32536
	Old Bethel Cemetery	Old Bethel Rd	32536
Cemeteries	Live Oak Cemetery	112 E North Ave	32536
	County Government Offices	5489 Old Bethel Rd	32536
Government Buildings			
Emergency Services	North Okaloosa Fire Department Station 81	3186 SR 85	32536

Existing Conditions Report

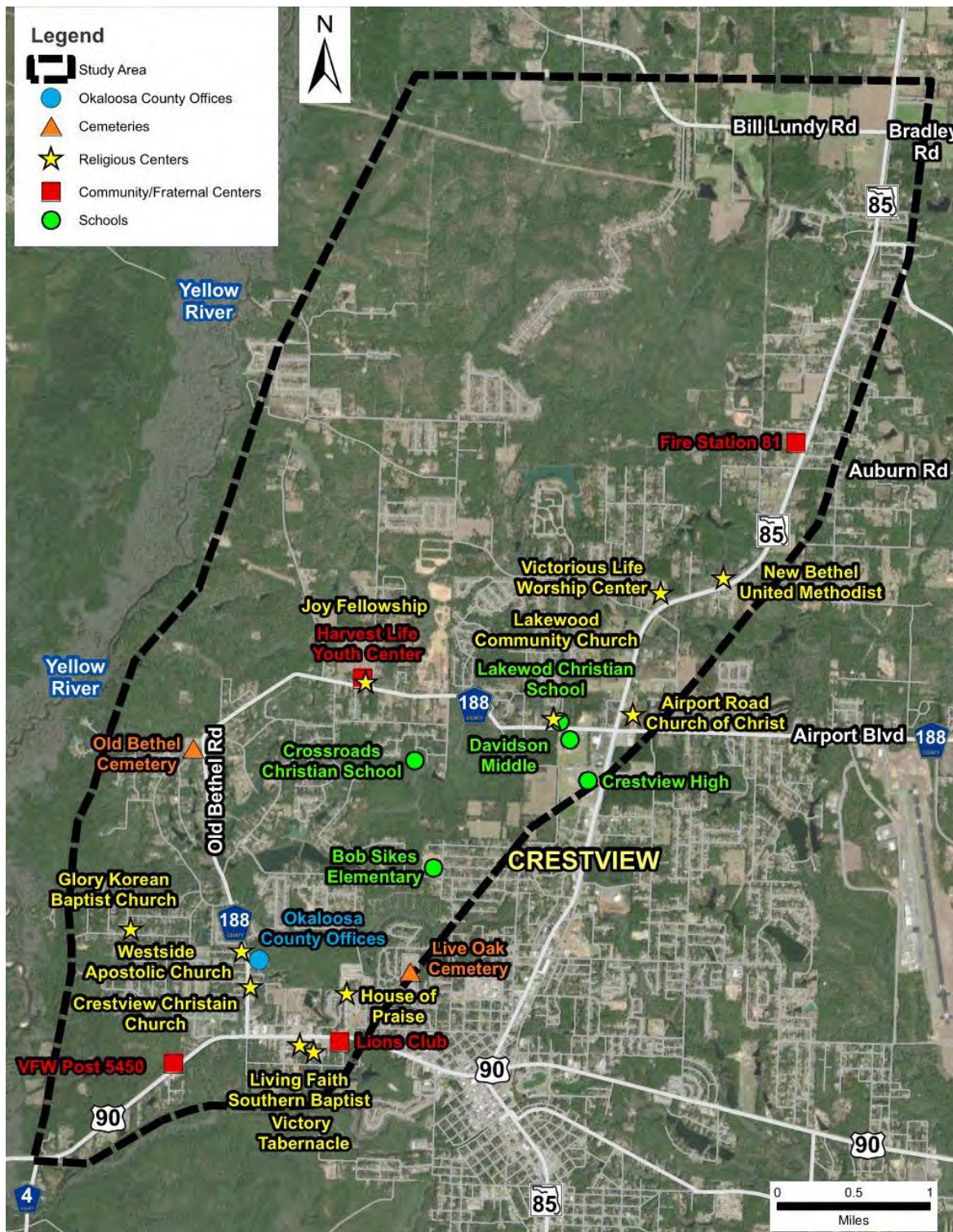


Figure 2-6 | Community Facilities

Existing Conditions Report



2.5.1.2 Land Use

The Water Management District (WMD) Florida Land Use and Land Cover Classification System (FLUCCS) identifies the predominant land uses in the study area as residential and upland forests, as is evident in **Figure 2-7**. **Table 2-11** identifies the various land uses in the study area. Of note, there is a large dirt pit north of CR 188 which is identified as barren land.

Table 2-11 | Existing Land Uses in the Study Area

Land Use Category	Acres	Percent
Agriculture	1214	6.5%
Barren Land	49	0.3%
Rangeland	547	2.9%
Transportation, Communication and Utilities	1182	6.3%
Upland Forests	8262	44%
Urban and Built-Up		
Residential	4734	25%
Other	599	3.2%
Water	302	1.6%
Wetlands	1913	10%

Source: NFWFMD, 2016

Future land use plans for Okaloosa County and the City of Crestview were reviewed and mapped (**Figure 2-8**). Future land use plans anticipate additional residential development in the study area where there are currently upland forests. Additionally, future land use plans show all agricultural uses in the study area being located adjacent to the Yellow River Wildlife Management Area (WMA).

Existing Conditions Report

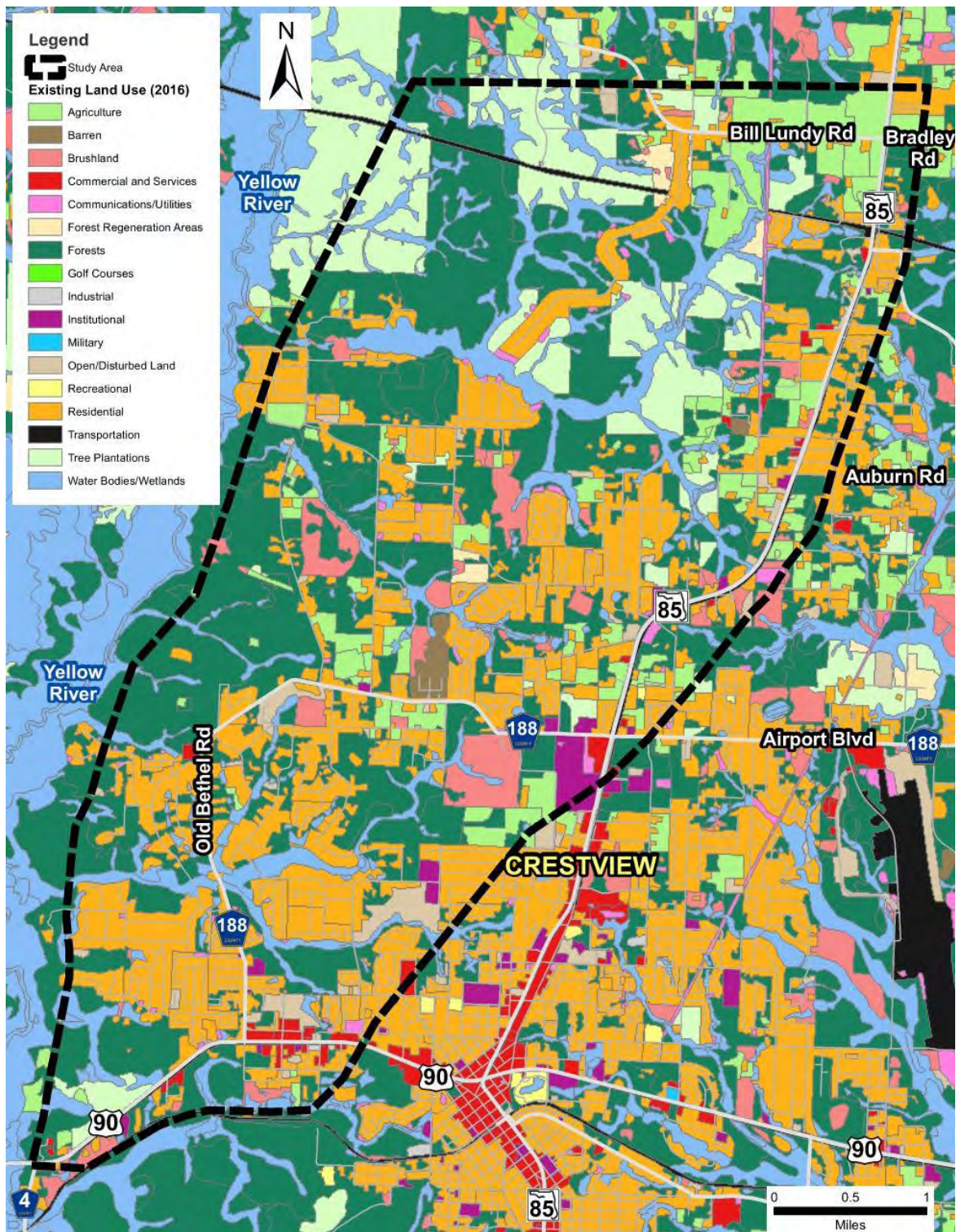


Figure 2-7 | Existing Land Uses

Existing Conditions Report

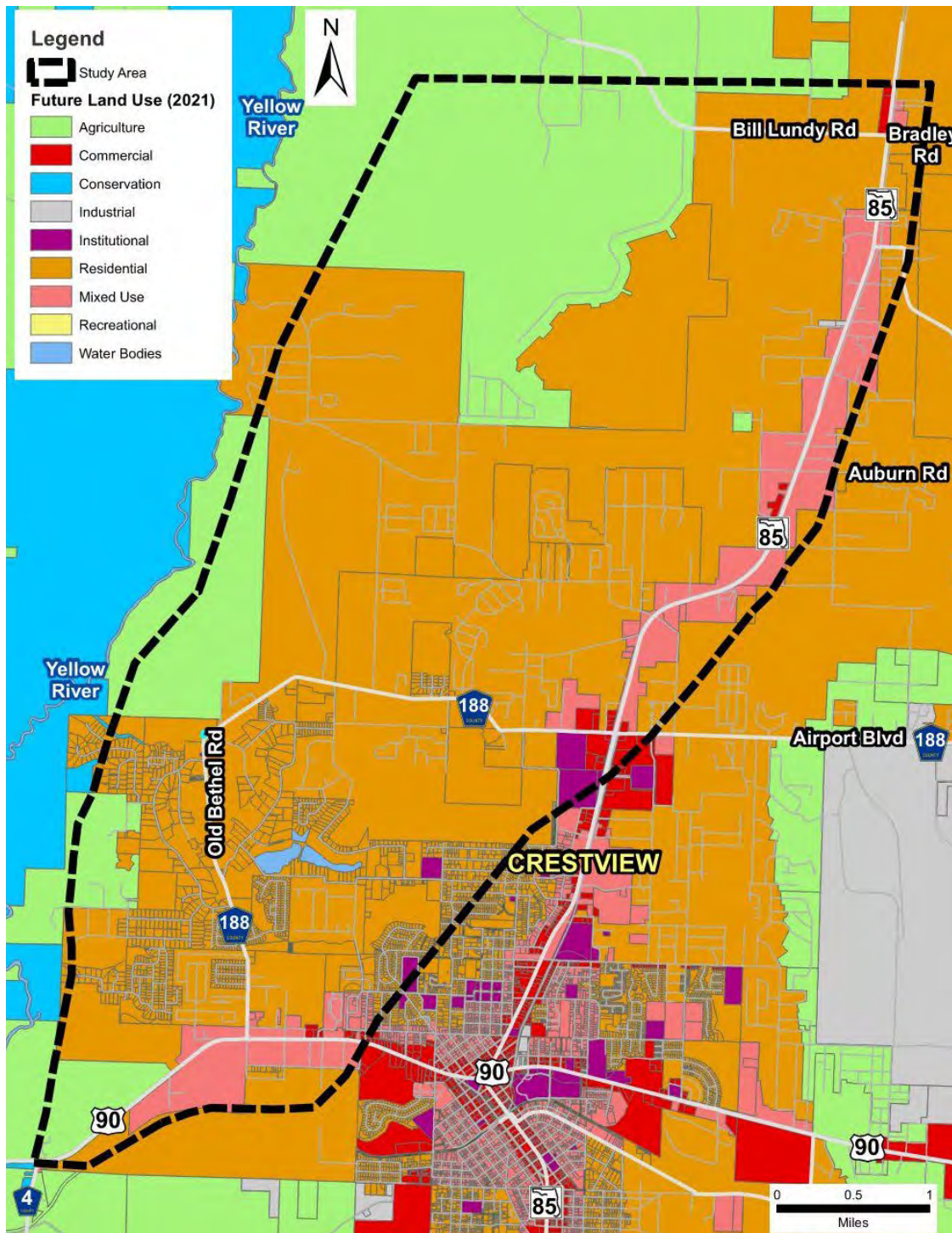


Figure 2-8 | Future Land Uses

Existing Conditions Report



2.5.1.3 Economic

Approximately 2.8 percent of the study area land use is classified as commercial and services, industrial or institutional. Most of these uses are along US 90 and SR 85. Within the study area, the largest employer is Okaloosa County School District. Within the County, major employers include the Eglin AFB, the school district, Fort Walton Beach Medical Center, Walmart, Publix and the County. Many Crestview residents, including those in the study area, commute to Eglin AFB and cities in southern Okaloosa County for work. The mean commute time for Census Tract 203.01 is 37 minutes and for Census Tract 205 is 28 minutes (ACS 2019 Five Year Estimates Table S0801).

New employment opportunities are expected in the Crestview area. The Shoal River Ranch is a 2,000+ acre industrial development site that is sponsored by Okaloosa County. The property is located west of the Shoal River and east of Crestview between I-10 and U.S. 90. The first phase of the Shoal River Ranch process includes the construction of a large warehouse expected to create 500 additional jobs. Additional phases have not been finalized. Over the course of the development of the property, several thousand jobs would be created from both the incoming business and construction activities, creating additional demand on the regional transportation network.

2.5.1.4 Farmland

Within the study area, the Natural Resources Conservation Service layers identified 1,279 acres (9.2 percent) of land designated as “all areas are prime farmland”, as well as 5,371 acres (38.5 percent) of land as “farmland of local importance”. The WMD prime farmland layer identified 843.4 acres (6.05 percent) of prime and local farmland currently being used for agriculture. **Figure 2-9** shows the prime farmlands and lands being used for agriculture according to the WMD FLUCCS.

Existing Conditions Report

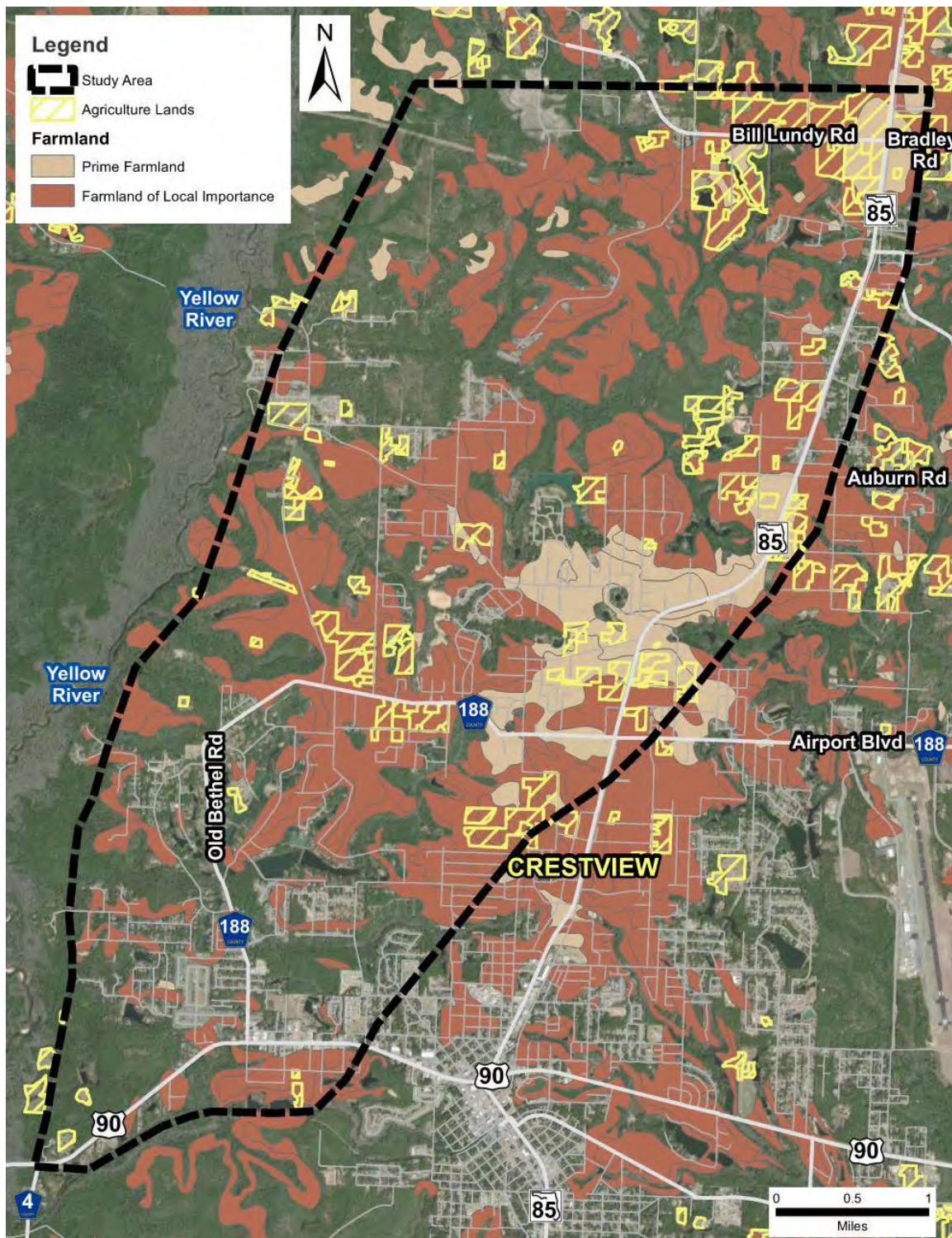


Figure 2-9 | Prime Farmland and Agricultural Land Use

Existing Conditions Report



2.5.2 Cultural Resources

Cultural resources include Historic and Archaeological resources and Recreation and Section 4(f) resources. No Section 6(f) Land and Water Conservation Fund lands have been identified in the study area.

2.5.2.1 Historic and Archaeological

Within the study area, there have been 26 field survey projects. Previously recorded sites within the study area include nine archaeological sites, one cemetery, and 11 historic standing structures, as listed in **Table 2-12**. None of the sites have been identified as eligible for listing in the National Register of Historic Places. Additionally, there are 171 structures built prior to 1980. A cultural resources survey will be conducted after alternative corridors are defined.

Table 2-12 | Previously Identified Cultural Resources in the Study Area

Site ID	Name	Type	Survey Evaluation	SHPO Evaluation
OK00077	Powell Springs	Artifact Scatter	Not Evaluated	Not Evaluated
OK02058	Country Estates 1	Terrestrial	Ineligible	Ineligible
OK00112	Silver Creek	Campsite (Prehistoric)	Not Evaluated	Not Evaluated
OK00132	E H & A Okaloosa 1	Terrestrial	Ineligible	Ineligible
OK00648	Site 4	Campsite (Prehistoric)	Ineligible	Not Evaluated
OK00649	Site 5	Campsite (Prehistoric)	Ineligible	Not Evaluated
OK00650	Site 6	Terrestrial	Ineligible	Ineligible
OK02156	Country Estates 2	Campsite (Prehistoric)	Ineligible	Ineligible
OK02173	Country Estates 3	Homestead	Ineligible	Ineligible
OK02825	Old Bethel Cemetery	Cemetery	Not Evaluated	Not Evaluated
OK00580	5902 Hwy 85 North	Structure	Ineligible	Ineligible
OK00581	SR 85 House #1	Structure	Ineligible	Ineligible
OK00582	NN	Structure	Ineligible	Ineligible
OK00592	SR 85 House #5	Structure	Ineligible	Ineligible
OK00736	2756 Lake Silver Rd	Structure	Ineligible	Not Evaluated
OK00737	2853 Airport Rd	Structure	Ineligible	Not Evaluated
OK00738	5966 Old Bethel Rd	Structure	Ineligible	Not Evaluated
OK00739	VFW Post 5450	Structure	Ineligible	Not Evaluated
OK00741	Garrison, Bill House	Structure	Ineligible	Not Evaluated
OK00742	US Hwy 90 E, RT 1 Box	Structure	Ineligible	Not Evaluated
OK00735	SR 85, RT 4 Box 65	Structure	Ineligible	Not Evaluated

Existing Conditions Report



2.5.2.2 Recreation and Section 4(f)

Recreational resources within the study area include trails, local parks, and managed lands as shown in **Figure 2-10**. These resources may be protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. Determinations of applicability will be prepared once alternatives are developed.

The US 90 Connector is the only existing trail in the study area. The US 90 Connector is part of the Florida National Scenic Trail designated by the National Trails System Act of 1968 (Public Law 90-543) and supported by Florida Statute 260.012(6). It connects to the Eglin AFB to Hwy 90 Trail Connector at SR 85. US 90 within the study area is also identified by the Florida Department of Environmental Protection (FDEP) Office of Greenways and Trails as a multi-use trail priority and a land trail opportunity, and is a Shared-Use Nonmotorized Trail unfunded gap.

The FDEP Office of Greenways and Trails also identifies the Crestview to Florala Corridor as a multi-use trail opportunity in the study area. The proposed Crestview to Florala Corridor begins at US 90 and CR 188 and travels northeast toward the intersection of SR 85 and CR 188 and then continues north on SR 85.

Local parks within the study area include Cleo Park, Crestview Housing Authority Park, and Lake Silver Crestview. Cleo Park is a neighborhood park with a playground and pavilion located in the Lee Farms community. Crestview Housing Authority Park is a playground area located off Edgewater Drive. Lake Silver Crestview is a nature park with water access located off of Lakeview Drive.

The Yellow River WMA is located near the western boundary of the study area. The Yellow River WMA is managed by the Florida Fish and Wildlife Conservation Commission (FWC) in cooperation with the NFWFMD and the Florida Forest Service. The Yellow River WMA covers more than 28,000 acres between Milton and Crestview in Santa Rosa and Okaloosa Counties. The area runs for 20 miles along the Yellow River. A wide variety of natural communities which support various species are found on the area including sandhill, upland pine forests, slope forests, wet prairie and floodplain forests. Recreational activities include hunting, fishing, boating, canoeing, primitive camping and wildlife viewing. Camping is permitted throughout the area. Numerous boat landings along the Yellow River provide access to the area. Vehicular access is limited but is available on River Road located north of Milligan and Trawick Creek Road near Holt (Okaloosa County), and Ward Basin Road (Santa Rosa County).

Existing Conditions Report

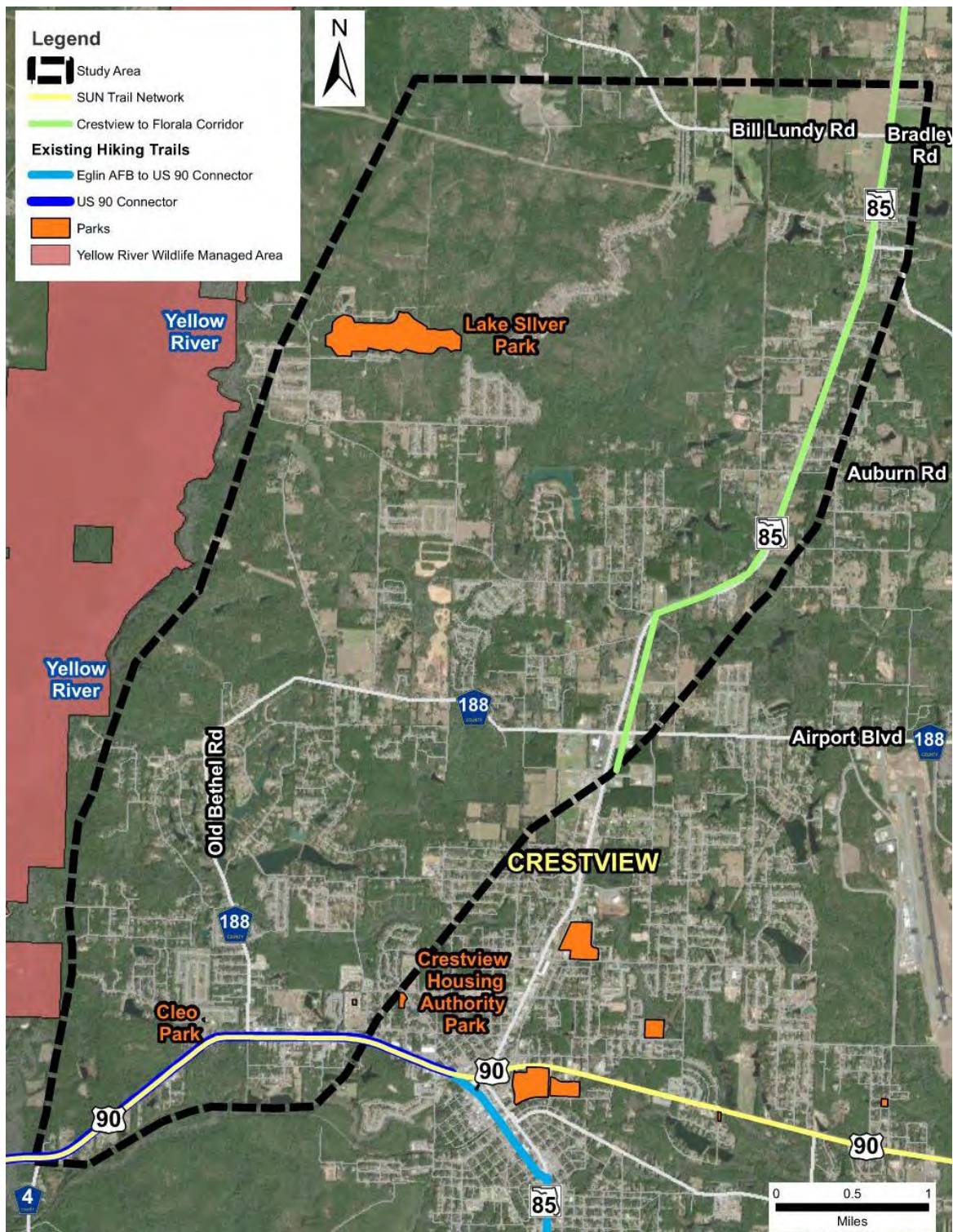


Figure 2-10 | Recreation Areas

Existing Conditions Report



2.5.3 Natural Resources

Natural resources not present in the project area were omitted from this section including the following: aquatic preserves, coastal barrier resources, essential fish habitat, Outstanding Florida Waters, and wild and scenic rivers.

2.5.3.1 Protected Species and Habitats

Based on the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) Resource Trust List and Florida Natural Areas Inventory Biodiversity Matrix, **Table 2-13** lists protected species with potential to occur in the study area and their status under the Federal Endangered Species Act and the State of Florida. Note that IPaC lists four sea turtles; however, these were removed from the table due to lack of habitat in the study area.

Existing Conditions Report



Table 2-13 | Protected Species

Common Name	Scientific Name	Federal Listing Status	State Listing Status
Fishes			
Atlantic Sturgeon (Gulf subspecies)	<i>Acipenser oxyrinchus</i>	Threatened	-
Okaloosa Darter	<i>Etheostoma okaloosae</i>	Threatened	-
Blackmouth Shiner	<i>Notropis melanostonus</i>	-	Threatened
Bluenose Shiner	<i>Pteronotropis welaka</i>	-	Species of Special Concern
Clams			
Choctaw Bean	<i>Villosa choctawensis</i>	Endangered	-
Fuzzy Pigtoe	<i>Pleurobema strodeanum</i>	Threatened	-
Narrow Pigtoe	<i>Fusconaia escambia</i>	Threatened	-
Southern Sandshell	<i>Hamiota australis</i>	Threatened	-
Lichens			
Florida Perforate Cladonia	<i>Cladonia perforata</i>	Endangered	-
Mammals			
Choctawhatchee Beach Mouse	<i>Peromyscus polionotus alloparys</i>	Endangered	-
West Indian Manatee	<i>Trichechus manatus</i>	Threatened	-
Eastern Chipmunk	<i>Tamias striatus</i>	-	Species of Special Concern
Birds			
Piping Plover	<i>Charadrius melodus</i>	Threatened	-
Red Knot	<i>Calidris canutus rufa</i>	Threatened	-
Red-cockaded Woodpecker	<i>Picoides borealis</i>	Endangered	-
Wood Stork	<i>Mycteria Americana</i>	Threatened	-
Reptiles			
Eastern Indigo Snake	<i>Drymarchon corais couperi</i>	Threatened	-
Gopher Tortoise	<i>Gopherus Polyphemus</i>	Candidate	Threatened
Alligator Snapping Turtle	<i>Macrochelys temminckii</i>	-	Species of Special Concern
Florida Pine Snake	<i>Pituophis melanoleucus mugitus</i>	-	Species of Special Concern
Amphibians			

Existing Conditions Report



Common Name	Scientific Name	Federal Listing Status	State Listing Status
Reticulated Flatwoods Salamander	<i>Ambystoma bishop</i>	Endangered	-
Gopher Frog	<i>Lithobates capito</i>	-	Species of Special Concern
Plants			
Arkansas Oak	<i>Quercus arkansana</i>	-	Threatened
Ashe's Magnolia	<i>Magnolia ashei</i>	-	Endangered
Baltzell's Sedge	<i>Carex baltzellii</i>	-	Threatened
Bog Button	<i>Lachnocaulon digynum</i>	-	Threatened
Dwarf Witch-alder	<i>Fothergilla gardenia</i>	-	Endangered
Florida Flame Azalea	<i>Rhododendron austrinum</i>	-	Endangered
Hairy Wild Indigo	<i>Baptisia calycosa</i> var. <i>villosa</i>	-	Threatened
Hairy-penduncled Beaksedge	<i>Rhynchospora crinipes</i>	-	Endangered
Harper's Yellow-eyed Grass	<i>Xyris scabrifolia</i>	-	Threatened
Hummingbird Flower	<i>Macranthera flammea</i>	-	Endangered
Naked-stemmed Panicgrass	<i>Panicum nudicaule</i>	-	Threatened
Pandhandle Meadowbeauty	<i>Rhexia salicifolia</i>	-	Threatened
Panhandle Lily	<i>Lilium iridollae</i>	-	Endangered
Pineland Hoary-pea	<i>Tephrosia mohrii</i>	-	Threatened
Pine-woods Bluestern	<i>Andropogon arctatus</i>	-	Threatened
Primrose-flowered Butterwort	<i>Pinguicula primuliflora</i>	-	Endangered
Small-flowered Meadowbeauty	<i>Rhexia parviflora</i>	-	Endangered
Toothed Savory	<i>Calamintha dentata</i>	-	Threatened
White-top Pitcherplant	<i>Sarracenia leucophylla</i>	-	Endangered
Yellow Fringeless Orchid	<i>Platanthera integra</i>	-	Endangered

The FWC Potential Habitat Richness database ranks 88.51 acres (0.6 percent) of the study area as high quality habitat and 1,454 acres (10.4 percent) as moderately high quality habitat. The entire study area is within USFWS-designated Consultation Area for red-cockaded woodpecker and is within Florida black bear range. The Yellow River provides critical habitat for the Atlantic sturgeon and five clams including the Choctaw bean, fuzzy pigtoe, narrow pigtoe, southern sandshell, and tapered pigtoe.

Existing Conditions Report



The project does not occur within the core foraging areas of any wood stork nesting colonies, and there are no documented eagle nests within 1,000 feet of the study area.

2.5.3.2 Wetlands and Other Surface Waters

The National Wetlands Inventory (NWI) dataset identified 695.09 acres (4.93 percent) of palustrine wetlands, 59.62 acres (0.43 percent) of lacustrine wetlands, and 48.01 acres (0.26 percent) of riverine wetlands within the study area. The WMD identified 1,316 acres of wetlands (9.5 percent of the study area). The WMD FLUCCS breaks down the wetland type further as shown in **Table 2-14**. **Figure 2-11** shows the locations of NWI wetlands.

Table 2-14 | WMD Wetlands

Classification	Acres	Percent
Mixed Wetland Hardwoods	72.53	0.52
Gum Swamps	0.75	0.01
Cypress	10.39	0.08
Hydric Pine Flatwoods	784.89	5.67
Wetland Forested Mixed	316.01	2.28
Wet Prairies	11.6	0.07
Freshwater Marshes	7.24	0.05
Treeless Hydric Savanna	111.91	0.8
Intermittent Ponds	0.8	0.01

The state regulatory jurisdiction of this project is the NFWFMD. The project area is not within an existing wetland mitigation bank service area.

Other surface waters in the study area include the Yellow River; fourteen creeks: Bends Creek, Black Branch, Carr Branch, Davis Mill Creek, Gully Branch, Jack Branch, Mathison Creek, Powell Spring Branch, Pump Branch, Red Wash Branch, Silver Creek, Tidwell Mill Creek, Trammel Creek, and an unnamed stream; and three small lakes: A J Kennedy Pond One, Lake Kennedy, and one unnamed lake.

Existing Conditions Report

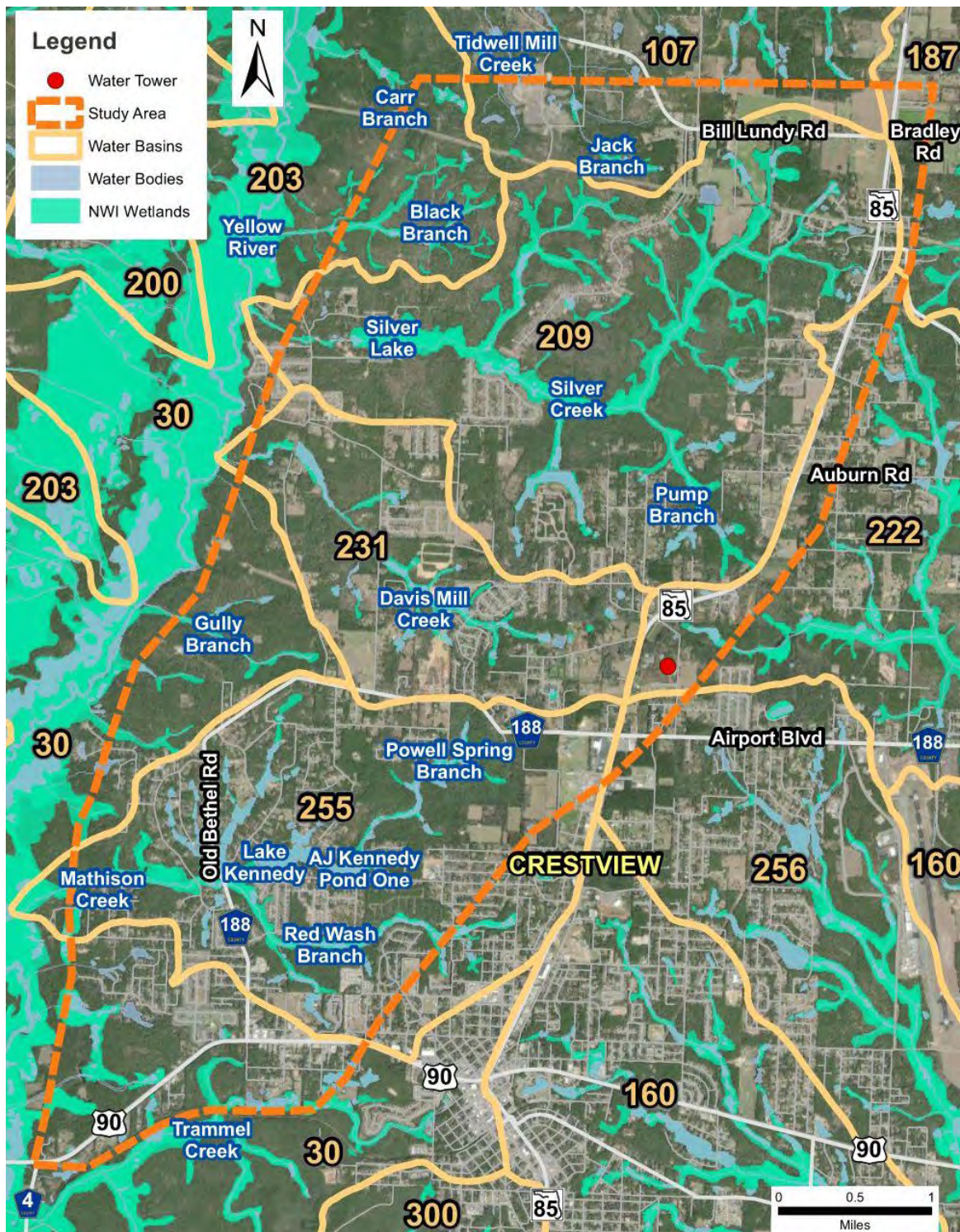


Figure 2-11 | Natural Resources

Existing Conditions Report



2.5.3.3 Water Resources

The study area is within one major watershed, the Pensacola Bay System, and nine water basin IDs (WBIDs): 30G (Trammel Creek), 255 (Mathison Creek), 256 (Piney Woods Creek), 209 (Silver Creek), 222 (Bends Creek), 231 (Davis Mills Creek), 30 (Yellow River), 187 (Rum Still Branch), and 107 (Murder Creek) as shown in **Figure 2-11**. The Yellow River [WBID 30] does not attain standards for fecal coliform has state-adopted and U.S. Environmental Protection Agency (EPA) approved Total Maximum Daily Loads.

In addition to the Yellow River, there are fourteen flowing water resources in the study area: Bends Creek, Black Branch, Carr Branch, Davis Mill Creek, Gully Branch, Jack Branch, Mathison Creek, Powell Spring Branch, Pump Branch, Red Wash Branch, Silver Creek, Tidwell Mill Creek, Trammel Creek, and an unnamed stream. There are also three small lakes, A J Kennedy Pond One, Lake Kennedy and one unnamed lake.

The project is underlain by the Floridan Aquifer System. Over 80 percent of the study area recharges the aquifer by less than one percent.

There is one water tower, Mid-County Tank Number 4, in the study area located at 5890 Houston Lane.

2.5.4 Physical

The following resources are discussed in this section: Highway Traffic Noise, Air Quality, and Contamination. Infrastructure is included in the Existing Roadway Characteristics and Existing Structures Sections. Navigation is not discussed because the AOI analysis identified no potential navigable waterways.

2.5.4.1 Highway Traffic Noise

Federal Highway Administration Noise Abatement Criteria categorizes land uses into activity categories that have similar sensitivity levels. The study area consists primarily of residential land uses (Activity Category B) which are noise sensitive. Other potential noise sensitive uses in the study area include recreation, as discussed in Section 2.5.2.2, and commercial uses with outdoor areas. The corridor also includes vacant land that may be developed as noise-sensitive land uses.

2.5.4.2 Air Quality

The proposed project is in Okaloosa County which is currently designated as being in attainment for all Clean Air Act National Ambient Air Quality Standards.

2.5.4.3 Contamination

The AOI analysis identified the following potentially contaminated sites within the study area: eight Petroleum Contamination Monitoring Sites, 10 Hazardous Waste Facilities, 1,974 Onsite Sewage Systems, 17 Storage Tank Contamination Monitoring sites, eight Super Act Risk Sources, five Super Act

Existing Conditions Report



Wells, 63 EPA National Pollutant Discharge Elimination System site, 12 EPA Resource Conservation and Recovery Act Regulated Facilities, one Waste Cleanup Responsible Party Sites – Closed, and seven Solid Waste Facilities. Most sites are located along US 90 and SR 85 near CR 188. Individual sites will be reviewed and provided Contamination Risk Ratings after alternative corridors are developed.

Existing Conditions Report



3.0 References

- Council on Environmental Quality, *Environmental Justice Guidance under NEPA*. 1997.
- City of Crestview, *Comprehensive Plan: 2020*. October 24, 2016.
- FDEP, *Final TMBL Report: Fecal Coliform TMDL for Yellow River (WBID 30)*. September 2012.
- FDOT, *PD&E Manual*. Revised July 1, 2020.
- FDOT, *SR 85 Eastern Crestview Bypass Feasibility Study*. July 2019.
- FEMA, <https://msc.fema.gov/portal>. 2020.
- Florida Division of Emergency Management and West Florida Regional Planning Council, *West Florida Regional Transportation Analysis*. 2015.
- Natural Resources Conservation Service, WebSoil Survey.
<https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>
- Okaloosa County, *Comprehensive Plan 2009*.
- O-W TPO, *Long Range Transportation Plan 2040*. June 1, 2017.



Okaloosa County

**NORTHWEST
CRESTVIEW
BYPASS**





Appendix B |

Traffic Analysis Report and Methodology Memorandum



Okaloosa County

NORTHWEST CRESTVIEW BYPASS

Alternative Corridor Evaluation Traffic Analysis Report

October 2021



CONTENTS

1.0 Introduction.....	1
1.1 Background.....	1
2.0 Traffic Analysis	4
2.1 Approach.....	4
2.2 Methodology	4
2.2.1 Analysis Roadways	4
2.2.2 Analysis Years.....	4
2.2.3 Analysis Method	4
2.2.4 Project Traffic Forecasting.....	5
2.2.5 Data Collection.....	5
2.2.6 Planned Improvements.....	5
2.2.7 Project Alternative Corridors Analysis	6
2.2.8 Performance Measures of Effectiveness (MOEs).....	6
2.3 Future Traffic Forecasts	8
2.3.1 Year 2035 – No Eastern Crestview Bypass.....	8
2.3.2 Year 2035 - With Eastern Crestview Bypass.....	8
2.3.3 Year 2055 - No Eastern Crestview Bypass.....	8
2.3.4 Year 2055 - With Eastern Crestview Bypass.....	9
2.4 Future Traffic Analysis	23
3.0 Safety Analysis.....	29
3.1 Safety Analysis Approach.....	29
3.1.1 Study Roadways and Intersections.....	29
3.1.2 Scenarios	31
3.1.3 Methodology.....	31
3.2 Results	32
3.2.1 Existing Conditions	32
3.2.2 Future Conditions	43
4.0 Summary	55
4.1 Traffic Analysis	55
4.2 Safety Analysis	55



FIGURES

Figure 1 Northwest Crestview Bypass ACE Study Area.....	2
Figure 2 Overview of Regional Projects	3
Figure 3 Northwest Crestview Bypass Alternative Corridors	7
Figure 4 Existing 2019 AADTs	10
Figure 5 2035 AADTs No Eastern Crestview Bypass.....	12
Figure 6 2035 AADTs With Eastern Crestview Bypass	15
Figure 7 2055 AADTs No Eastern Crestview Bypass.....	18
Figure 8 2055 AADTs With Eastern Crestview Bypass	21
Figure 9 Study Roadways and Intersections for Safety Analysis.....	30
Figure 10 Number of Crashes on US 90, SR 85, and Old Bethel Road by Year	33
Figure 11 Number of Crashes at Study Roadways by Time of the Day (2014 – 2018).....	35
Figure 12 Summary of Crashes on Study Roadways by Collision Type (2014 – 2018)	36
Figure 13 Summary of Crashes on Study Roadways by Driver Action (2014 – 2018)	37
Figure 14 Number of Fatal Crashes by Year (CAR and Signal Four Analytics)	38
Figure 15 Fatal Crashes on Study Roadways from January 2014 to July 2021	39
Figure 16 Crash Cost per Year per Mile for Study Roadways.....	41
Figure 17 2035 Predicted Crashes on Study Roadways Without the Eastern Crestview Bypass	47
Figure 18 2035 Predicted Crashes on Study Roadways With the Eastern Crestview Bypass	48
Figure 19 2055 Predicted Crashes on Study Roadways Without the Eastern Crestview Bypass	49
Figure 20 2055 Predicted Crashes on Study Roadways With the Eastern Crestview Bypass	50
Figure 21 Cross-section of the Proposed Northwest Crestview Bypass Alternative Corridor	51
Figure 22 2035 and 2055 Predicted Crashes on Northwest Crestview Bypass Alternative Corridors.....	52

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report



TABLES

Table 1 2035 AADTs No Eastern Crestview Bypass.....	11
Table 2 2035 AADTs With Eastern Crestview Bypass.....	14
Table 3 2055 AADTs No Eastern Crestview Bypass.....	17
Table 4 2055 AADTs With Eastern Crestview Bypass.....	20
Table 5 Maximum Service Volume	23
Table 6 2035 Roadway Segments LOS Results.....	25
Table 7 2035 Roadway Segments v/MSV Results.....	26
Table 8 2055 Roadway Segments LOS Results.....	27
Table 9 2055 Roadway Segments v/MSV Results.....	28
Table 10 Summary of FDOT Calibration Factors.....	32
Table 11 Percentage Distribution by Crash Severity on Study Roadways (2014-2018)	34
Table 12 FDOT KABCO Crash Cost (2013 dollars)	40
Table 13 Summary of 2014 – 2018 Crash Cost (in million dollar) by Severity	40
Table 14 Summary of Crashes at Study Intersections by Crash Severity (2014-2018).....	42
Table 15 Summary of Crashes at Study Intersections by Collision Type (2014-2018)	42
Table 16 Total, Fatal and Injury Crashes - 2035 Without Eastern Crestview Bypass.....	44
Table 17 Total, Fatal and Injury Crashes - 2035 With Eastern Crestview Bypass.....	44
Table 18 Total, Fatal and Injury Crashes - 2055 Without Eastern Crestview Bypass.....	44
Table 19 Total, Fatal and Injury Crashes - 2055 With Eastern Crestview Bypass.....	44
Table 20 HSM Predicted Crash Rates for 2035 and 2055 on the Northwest Crestview Bypass Alternative Corridors (crashes/mi/year)	53
Table 21 Alternative Corridor with Lowest Crashes - Without Eastern Crestview Bypass (alternative corridor, crashes).....	54
Table 22 Alternative Corridor with Lowest Crashes - With Eastern Crestview Bypass (alternative corridor, crashes).....	54

APPENDICES

Appendix A – ACE Traffic Methodology Memorandum

Appendix B – ACE Traffic Forecasting Memorandum

Northwest Crestview Bypass Alternative Corridor Evaluation Traffic Analysis Report



1.0 Introduction

The purpose of this report is to document the existing and future traffic and crash analysis conducted for the Northwest Crestview Bypass Alternative Corridor Evaluation (ACE).

Okaloosa County is evaluating transportation corridor alternatives for the northwest segment of a bypass around the City of Crestview in Okaloosa County, Florida. The project, known as the Northwest Crestview Bypass, will connect with the Southwest Crestview Bypass near the intersection of US 90 and Old Bethel Road and will terminate at State Road (SR) 85 (North Ferdon Boulevard) north of Crestview. The project will consider improvements to the existing Old Bethel Road from US 90 to SR 85 as well as alternative new corridors. The general area for the Northwest Crestview Bypass is depicted in Figure 1.

The purpose of the Northwest Crestview Bypass project is to provide regional system connectivity and improve mobility through and around the City of Crestview by providing an alternative to SR 85 and completing the Western Crestview Bypass around the City of Crestview. Additional goals for the project are to address safety and hurricane evacuation and support anticipated growth in Okaloosa County.

This project is being developed by Okaloosa County as the Lead Agency, in partnership with the Florida Department of Transportation (FDOT) District 3.

Traffic will be evaluated in two phases. The ACE traffic analysis (Phase I) will include a high-level traffic analysis to support evaluation of six (6) alternative corridors. Phase II will include a detailed traffic analysis of the selected corridor and preparation of a Project Traffic Analysis Report (PTAR). This report serves to document the ACE traffic analysis (Phase I).

1.1 Background

The Crestview Bypass was first evaluated in a Feasibility Study completed in 2004. The Okaloosa-Walton Transportation Planning Organization (O-W TPO) 2035 Needs Plan included an Eastern and Western Crestview Bypass. FDOT completed a Feasibility Study for a SR 85 Eastern Crestview Bypass in July 2019; the project concluded that while the project was not recommended based on the findings, a more detailed analysis of the Eastern Crestview Bypass could be completed in the future if other area projects did not address regional traffic concerns.

The Southwest Crestview Bypass project, currently underway, will traverse around Crestview to the southwest beginning at Wild Horse Drive and P.J. Adams Parkway and ending at US 90 and Old Bethel Road (CR 188).

In addition to the Bypass projects, there are other ongoing projects in the area. An overview of regional projects is shown in Figure 2.

Northwest Crestview Bypass Alternative Corridor Evaluation Traffic Analysis Report

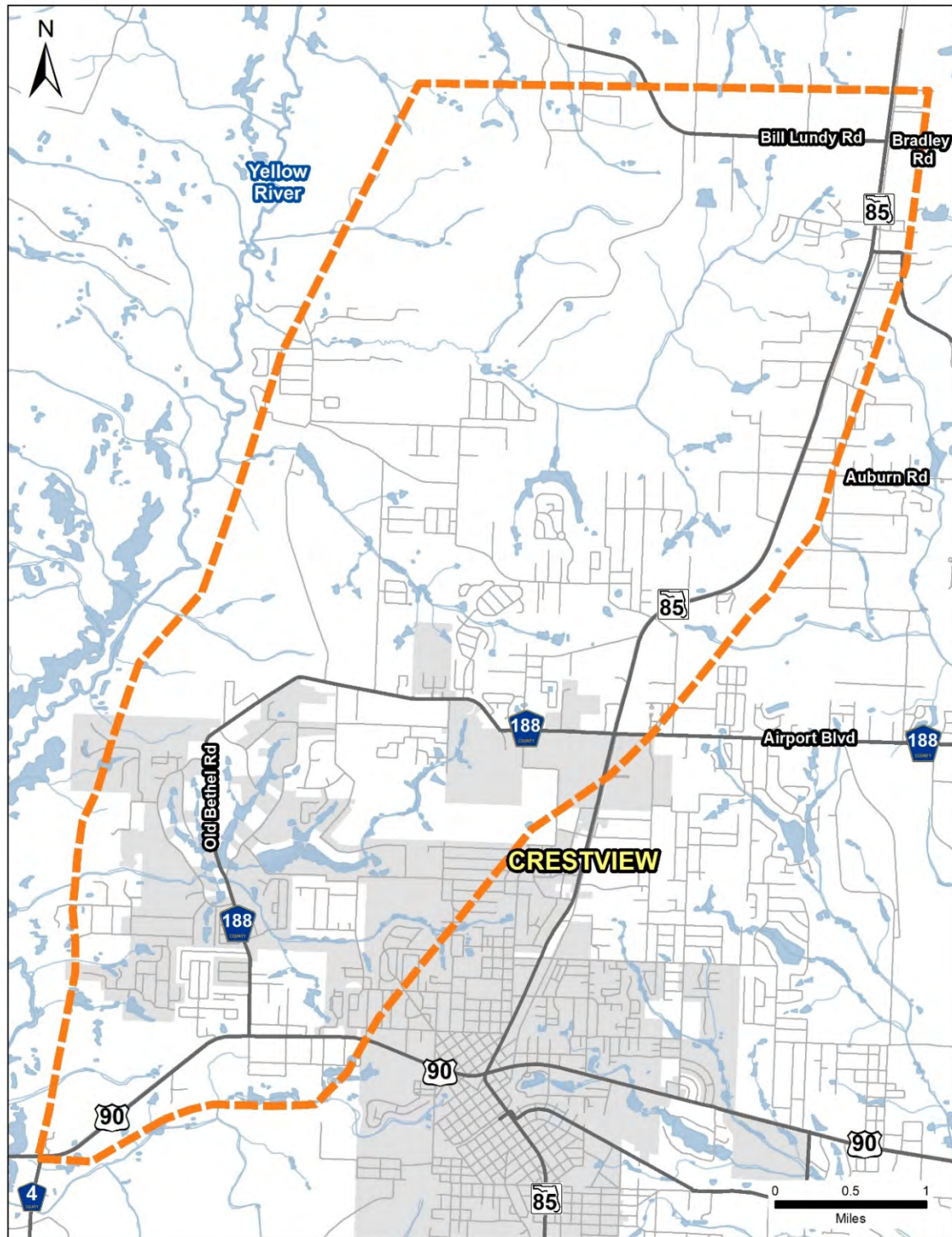


Figure 1 | Northwest Crestview Bypass ACE Study Area

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report

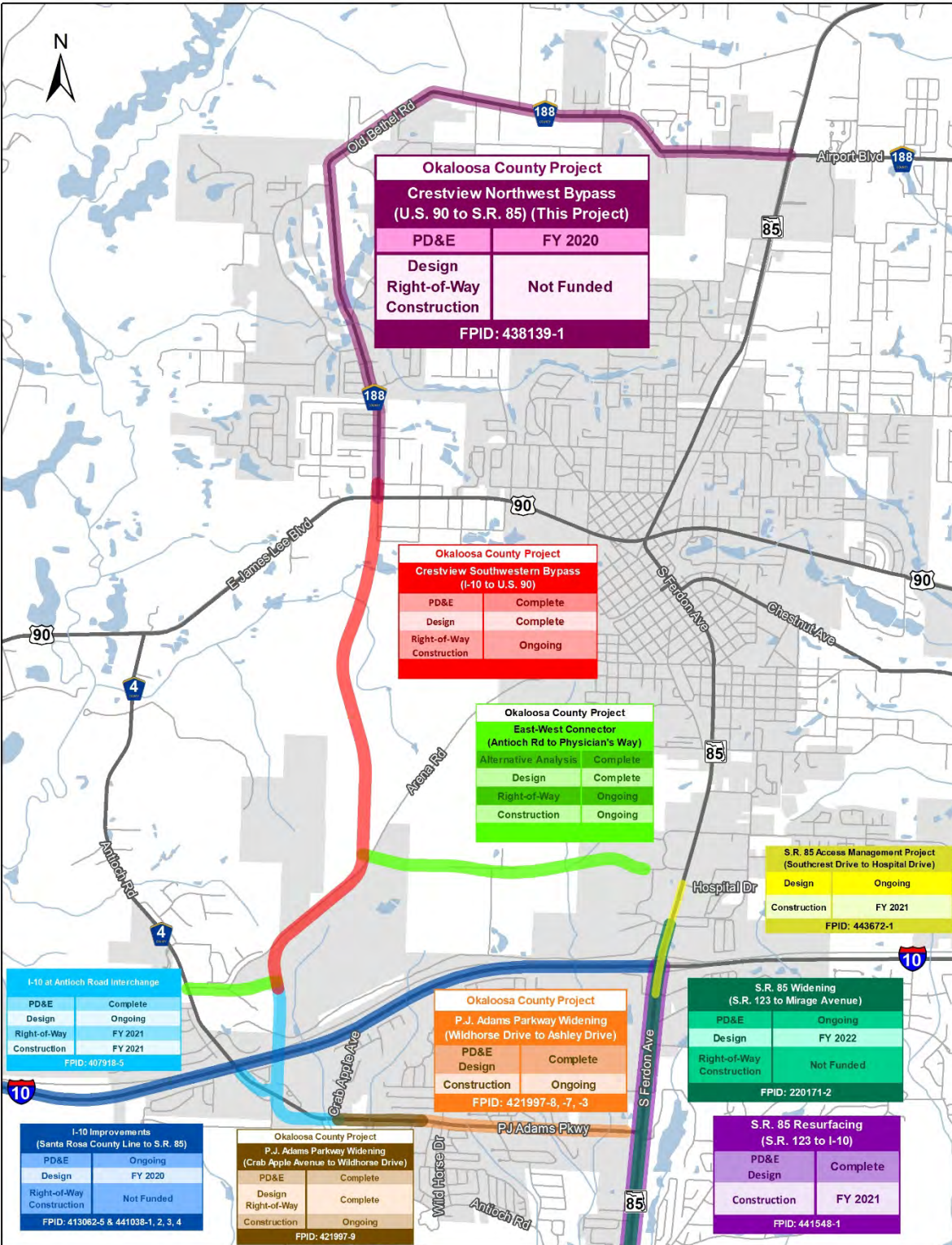


Figure 2 | Overview of Regional Projects



2.0 Traffic Analysis

2.1 Approach

The traffic analysis was conducted to support the evaluation of six (6) alternative corridors for the Northwest Crestview Bypass. The objective of this analysis is to determine the traffic operational and safety performance of each corridor. The traffic analysis was performed consistent with the FDOT 2020 PD&E Manual, 2019 Project Traffic Forecasting Handbook, and 2014 Traffic Analysis Handbook guidelines.

2.2 Methodology

The methodology for the traffic analysis was conducted consistent with the ACE Traffic Methodology Memorandum provided in **Appendix A**.

2.2.1 Analysis Roadways

Roadway segment level traffic operational assessments were conducted for the Northwest Crestview Bypass alternatives and for the following study area roadways:

- Old Bethel Road – from US 90 to SR 85
- Bill Lundy Road – from west of SR 85 to east of SR 85
- SR 85 – from south of Live Oak Church Road / Antioch Road to north of Bill Lundy Road
- US 90 – from west of Old Bethel Road to east of Eastern Crestview Bypass
- Antioch Road – from PJ Adams Parkway to US 90
- PJ Adams Parkway – from Antioch Road to SR 85
- I-10 – from west of Antioch Road to east of SR 85

2.2.2 Analysis Years

The ACE traffic analysis was conducted for Opening Year 2035, and Design Year 2055.

2.2.3 Analysis Method

Traffic forecasting was conducted to develop the design year and opening year Annual Average Daily Traffic (AADT) volumes for the Northwest Crestview Bypass alternatives. The projected AADT volumes for the alternative corridors was used to estimate roadway level of service (LOS). Planning level traffic LOS analysis was conducted for Northwest Crestview Bypass alternative corridors and study area roadways using the FDOT Generalized Service Volume Tables (GSVT).

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report



2.2.4 Project Traffic Forecasting

As detailed in the ACE Traffic Forecasting Memorandum (**Appendix B**), the Northwest Florida Regional Planning Model (NWFRPM) subarea model validation based on the existing year 2019 traffic conditions was conducted to develop the future year forecasting model for the Crestview Bypass alternative corridors traffic projections.

A subarea model validation was performed which consisted of creating a 2019 scenario for the model and then validating that scenario against FDOT 2019 AADT counts and 2019 StreetLight Origin-Destination trips within Okaloosa County. The focus of the validation was on Okaloosa County and while the 2019 scenario covers the entire region, the detailed validation work was mostly done within the Okaloosa County area of the model. The model was revised to better reflect socioeconomic data and TAZ adjustments were made. Funded background improvements were also incorporated into the model's 2045 Existing + Committed network.

The future year model development and evaluation was conducted for no build conditions and six alternative corridors. In order to obtain forecasts for future years 2035 and 2055, demographic model inputs for these years were created by interpolation between the 2019 and 2045 demographic inputs for 2035 and extrapolation for 2055. In total, 26 alternative scenarios were run using NWFRPM within the Cube modeling software. The future projected Opening Year 2035 and Design Year 2055 AADTs were obtained from the NWFRPM output. Volumes were estimated along the alternative corridors as well as the surrounding roadway network by utilizing growth rates derived from model results.

2.2.5 Data Collection

Year 2019 socio-economic and traffic data was obtained from the following sources to perform the existing year 2019 NWFRPM subarea validation.

- Northwest Florida Regional Planning Model (NWFRPM) version 3.1
- American Community Survey (ACS) 5-Year Population by block group for 2015 and 2019
- U.S. Bureau of Labor Statistics (BLS) Employment from the Quarterly Census of Employment and Wages (QCEW) for 2015 and 2019.
- FDOT 2019 AADT counts
- 2019 StreetLight Origin-Destination trips within Okaloosa County
- Review of Previous Studies and Comprehensive/Long Range Plans

2.2.6 Planned Improvements

As previously discussed, there are several projects near the study area which are shown in Figure 2. The projects were reviewed to include committed projects in No Build conditions.

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report



2.2.7 Project Alternative Corridors Analysis

Six alternative corridors were identified for the Northwest Crestview Bypass. The alternative corridors are depicted in Figure 3 and described below.

- Alternative 1: New alignment from the intersection of Enzor Road and Cayson Avenue bearing northwest to the boundary of the Yellow River Wildlife Management Area and then north and east to the intersection of SR 85 and Auburn Road.
- Alternative 2: Capacity improvements to Old Bethel Road from its intersection with US 90 to its intersection with SR 85.
- Alternative 3: Capacity improvements to Old Bethel Road from its intersection with US 90 to west of Staff Road, and new alignment north and east to the intersection of Auburn Road and SR 85.
- Alternative 4: Capacity improvements to Old Bethel Road from its intersection with US 90 to south of Seminole Drive, and new alignment north and east to the intersection of Auburn Road and SR 85.
- Alternative 5: Capacity improvements to Old Bethel Road from its intersection with US 90 to south of Seminole Drive, and new alignment north and east to the intersection of Bill Lundy Road and SR 85.
- Alternative 6: Follow US 90 from the intersection of Old Bethel Road and US 90 to the intersection of US 90 and Cayson Avenue, then north and east on new alignment to the intersection of Old Bethel Road and SR 85.

In addition to the funded projects described in Figure 2, an Eastern Crestview Bypass was coded into the network for use in testing its impact on Northwest Crestview Bypass traffic. The Eastern Crestview Bypass was assumed to start near the Shoal River Bridge south of Crestview, then curve northwest towards I-10 and crosses US 90, then curve northwest to toward SR 85 and terminate near the intersection of SR 85 and either Airport Road, Auburn Road, or Billy Lundy Road depending on the Northwest Crestview Bypass alternative corridor being considered.

The future year model development and evaluation of six alternative corridors were conducted for 26 scenarios, as listed below:

- Opening Year No Build
- Opening Year Build with the Northwest Crestview Bypasses (for 6 corridors)
- Opening Year Build with the Northwest + Eastern Crestview Bypasses (for 6 corridors)
- Design Year No Build
- Design Year Build with the Northwest Crestview Bypasses (for 6 corridors)
- Design Year Build with the Northwest + Eastern Crestview Bypasses (for 6 corridors)

2.2.8 Performance Measures of Effectiveness (MOEs)

The projected Opening Year and Design Year AADT, the LOS estimated using the GSVT, and the volume to maximum service volume ratios (v/MSV) were used as the performance measures of effectiveness (MOEs) to compare the alternative corridors. The MOE's comparison were conducted for the study area roadways.

Northwest Crestview Bypass Alternative Corridor Evaluation Traffic Analysis Report

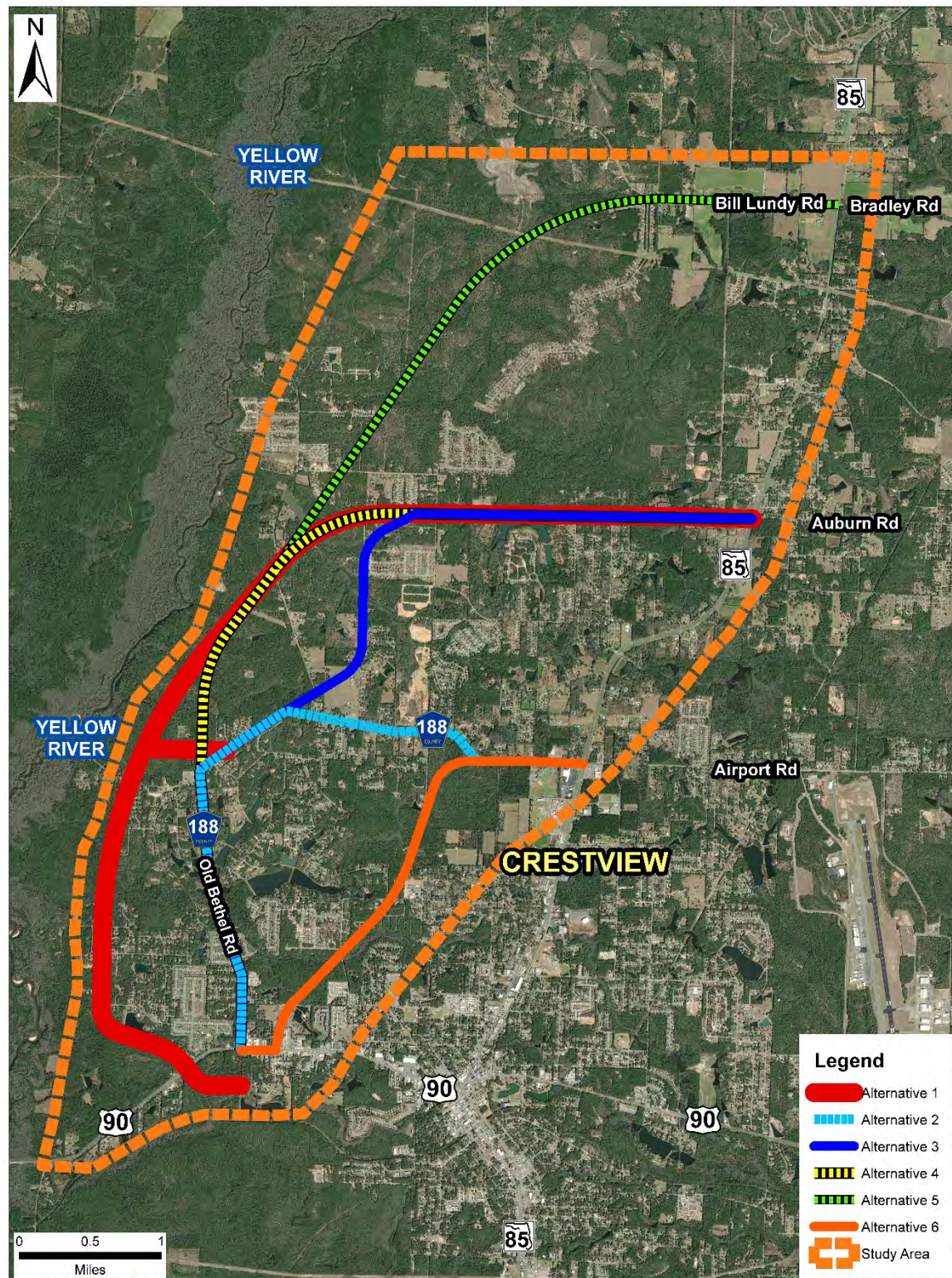


Figure 3 | Northwest Crestview Bypass Alternative Corridors

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report



2.3 Future Traffic Forecasts

Existing 2019 AADT data was obtained from FDOT's Florida Traffic Online (Figure 4). The future projected Opening Year 2035 and Design Year 2055 AADTs were obtained by applying a linear growth rate derived from the model output and applied to existing 2019 volumes. This methodology was utilized to account for future changes in travel patterns due to background improvements such as the new Southwestern Crestview Bypass, Antioch Road interchange, East-West Connector, etc.

2.3.1 Year 2035 – No Eastern Crestview Bypass

Table 1 and Figure 5 show a comparison of the Opening Year 2035 AADTs for all Alternative Corridors for the scenario not including the Eastern Crestview Bypass. Under this scenario, the Northwest Crestview Bypass would operate with AADTs between 11,000 and 25,000 with the highest traffic volumes shown for Alternatives 2 and 6. Old Bethel Road would experience a significant increase in traffic volumes, particularly for Alternative 2 (increase of 13,500). Compared to the No-Build under this scenario the traffic volumes along SR 85 show a reduction with the alternatives in place, with the most reduction shown for Alternative 6 (decrease of 7,500 north of US 90). A traffic volume reduction is also shown on US 90 between Old Bethel Road and SR 85, the highest reduction shown for Alternative 6 (decrease of 7,000) followed by Alternative 2 (decrease of 5,000).

2.3.2 Year 2035 - With Eastern Crestview Bypass

The AADTs for Opening Year 2035 including the Eastern Crestview Bypass are presented in Table 2. Figure 6 shows the comparison between alternative corridors for each roadway segment. Under this scenario, the Northwest Crestview Bypass would operate with AADTs between 10,000 and 23,000, slightly lower than the alternative without the Eastern Crestview Bypass. Similar to the scenario without the Eastern Crestview Bypass, the highest traffic volumes along the Bypass are shown for Alternatives 2 (AADT of 22,000) and 6 (AADT of 23,000). Traffic volumes along SR 85 are generally reduced with all alternatives with similar volumes compared to the scenario without the Eastern Crestview Bypass. A traffic volume reduction is also shown on US 90 between Old Bethel Road and SR 85, the highest reduction shown for Alternative 6 (decrease of 8,000) followed by Alternative 2 (decrease of 6,000).

2.3.3 Year 2055 - No Eastern Crestview Bypass

Table 3 and Figure 7 show the Design Year 2055 AADTs for the scenario not including the Eastern Crestview Bypass. The Northwest Crestview Bypass would operate with AADTs between 12,000 and 27,000 with the highest traffic volumes shown for Alternatives 2 (AADT of 26,000) and 6 (AADT of 26,500). Similar to 2035, the traffic volumes are reduced along SR 85 and US 90 west of SR 85 with all alternatives. The largest reduction on SR 85 north of US 90 is shown for Alternative 6 (decrease of 6,000) followed by Alternative 2 (decrease of 5,000). The largest reduction on US 90 west of SR 85 is shown for Alternative 6 (decrease of 6,500) followed by Alternative 2 (decrease of 4,000).

Northwest Crestview Bypass

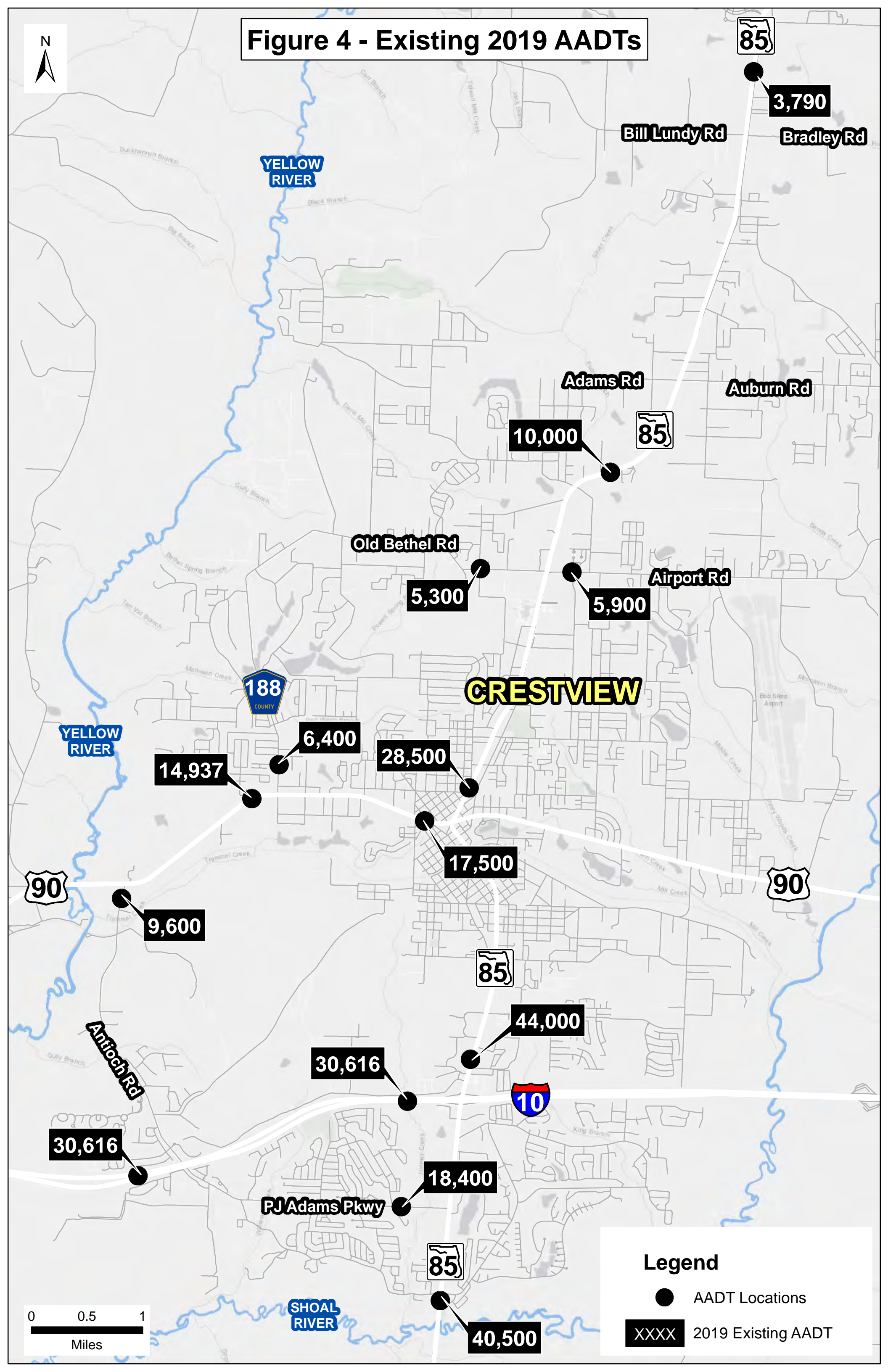
Alternative Corridor Evaluation Traffic Analysis Report



2.3.4 Year 2055 - With Eastern Crestview Bypass

The AADTs for Design Year 2055 including the Eastern Crestview Bypass are presented in Table 4. Figure 8 shows the comparison between alternative corridors. Under this scenario, the Northwest Crestview Bypass would operate with AADTs between 11,000 and 26,000 with the highest traffic volumes for Alternatives 2 (AADT of 25,000) and 6 (AADT of 26,000). Similar to other scenarios, the traffic volumes are reduced along SR 85 and US 90 west of SR 85 with all alternatives in place. The largest reduction on SR 85 north of US 90 is shown for Alternative 6 (decrease of 6,500) followed by Alternative 2 (decrease of 5,500). The largest reduction on US 90 west of SR 85 is shown for Alternative 6 (decrease of 7,000) followed by Alternative 2 (decrease of 5,000).

Figure 4 - Existing 2019 AADTs



Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report



Table 1 | 2035 AADTs No Eastern Crestview Bypass

Location	No Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6
Old Bethel Rd west of SR 85	6,700	5,300	20,000	4,900	4,900	5,400	23,000
Old Bethel Rd north of US 90	10,000	8,000	23,500	23,000	22,500	22,000	8,400
Airport Rd east of SR 85	7,300	7,300	8,000	7,300	7,300	7,300	8,100
SR 85 south of Live Oak Church	50,500	51,000	51,000	51,000	51,000	51,500	51,000
SR 85 north of Bill Lundy Rd	8,500	10,000	9,900	10,500	10,500	12,000	10,500
SR 85 north of I-10	45,500	44,500	44,000	44,000	44,500	45,000	44,000
SR 85 north of US 90	31,000	27,500	25,000	26,000	26,500	27,500	23,500
SR 85 north of Old Bethel Rd	16,000	11,500	16,500	10,500	10,500	12,000	17,000
US 90 west of Old Bethel Rd	15,500	16,000	15,000	15,000	15,000	15,000	15,500
US 90 west of SR 85	19,000	16,000	14,000	15,000	15,500	16,000	12,000
US 90 east of Eastern Bypass	10,000	9,900	10,000	10,000	10,000	10,000	10,000
Antioch Rd south of US 90	10,500	9,800	10,500	10,500	10,500	10,500	10,500
P J Adams Pkwy west of SR 85	26,000	27,000	27,500	27,500	28,000	26,500	28,000
I-10 west of Antioch Rd	50,500	52,000	52,000	52,500	52,500	52,500	52,500
I-10 west of SR 85	42,500	42,500	42,000	42,000	42,000	42,500	42,500
I-10 east of Eastern Bypass	32,500	32,500	32,500	32,000	32,500	32,000	32,500
NW Bypass midpoint	-	12,000	17,500	13,000	13,000	11,500	24,500
SW Bypass	29,000	33,500	33,000	33,000	33,000	33,000	32,000

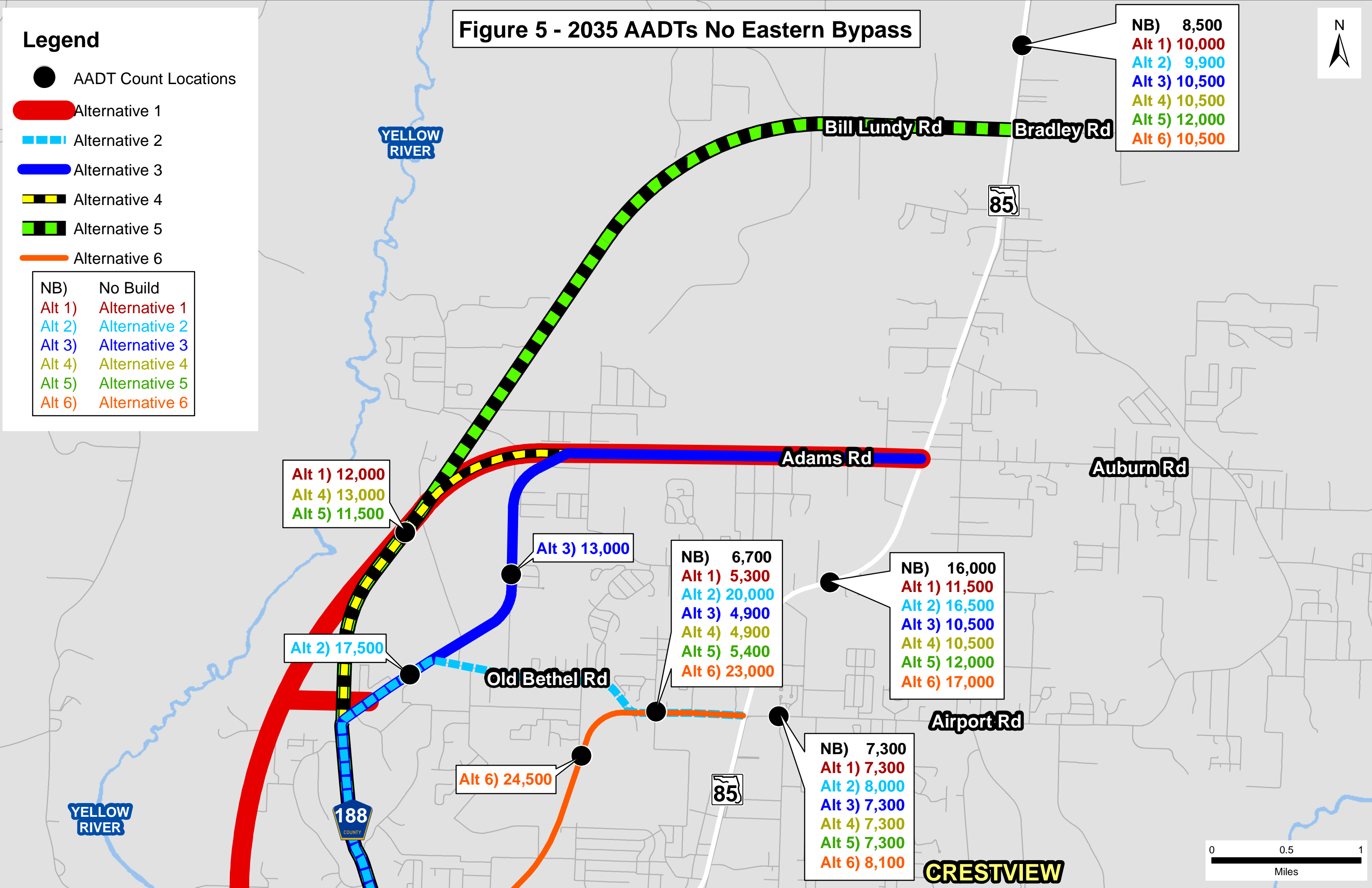
Legend

- AADT Count Locations
- Alternative 1
- Alternative 2
- Alternative 3
- Alternative 4
- Alternative 5
- Alternative 6

Figure 5 - 2035 AADTs No Eastern Bypass

NB)	8,500
Alt 1)	10,000
Alt 2)	9,900
Alt 3)	10,500
Alt 4)	10,500
Alt 5)	12,000
Alt 6)	10,500

NB)	No Build
Alt 1)	Alternative 1
Alt 2)	Alternative 2
Alt 3)	Alternative 3
Alt 4)	Alternative 4
Alt 5)	Alternative 5
Alt 6)	Alternative 6



Alt 1)	12,000
Alt 4)	13,000
Alt 5)	11,500

Alt 3)	13,000
--------	--------

NB)	6,700
Alt 1)	5,300
Alt 2)	20,000
Alt 3)	4,900
Alt 4)	4,900
Alt 5)	5,400
Alt 6)	23,000

NB)	16,000
Alt 1)	11,500
Alt 2)	16,500
Alt 3)	10,500
Alt 4)	10,500
Alt 5)	12,000
Alt 6)	17,000

Alt 2)	17,500
--------	--------

Alt 6)	24,500
--------	--------

NB)	7,300
Alt 1)	7,300
Alt 2)	8,000
Alt 3)	7,300
Alt 4)	7,300
Alt 5)	7,300
Alt 6)	8,100

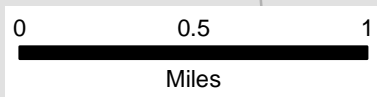
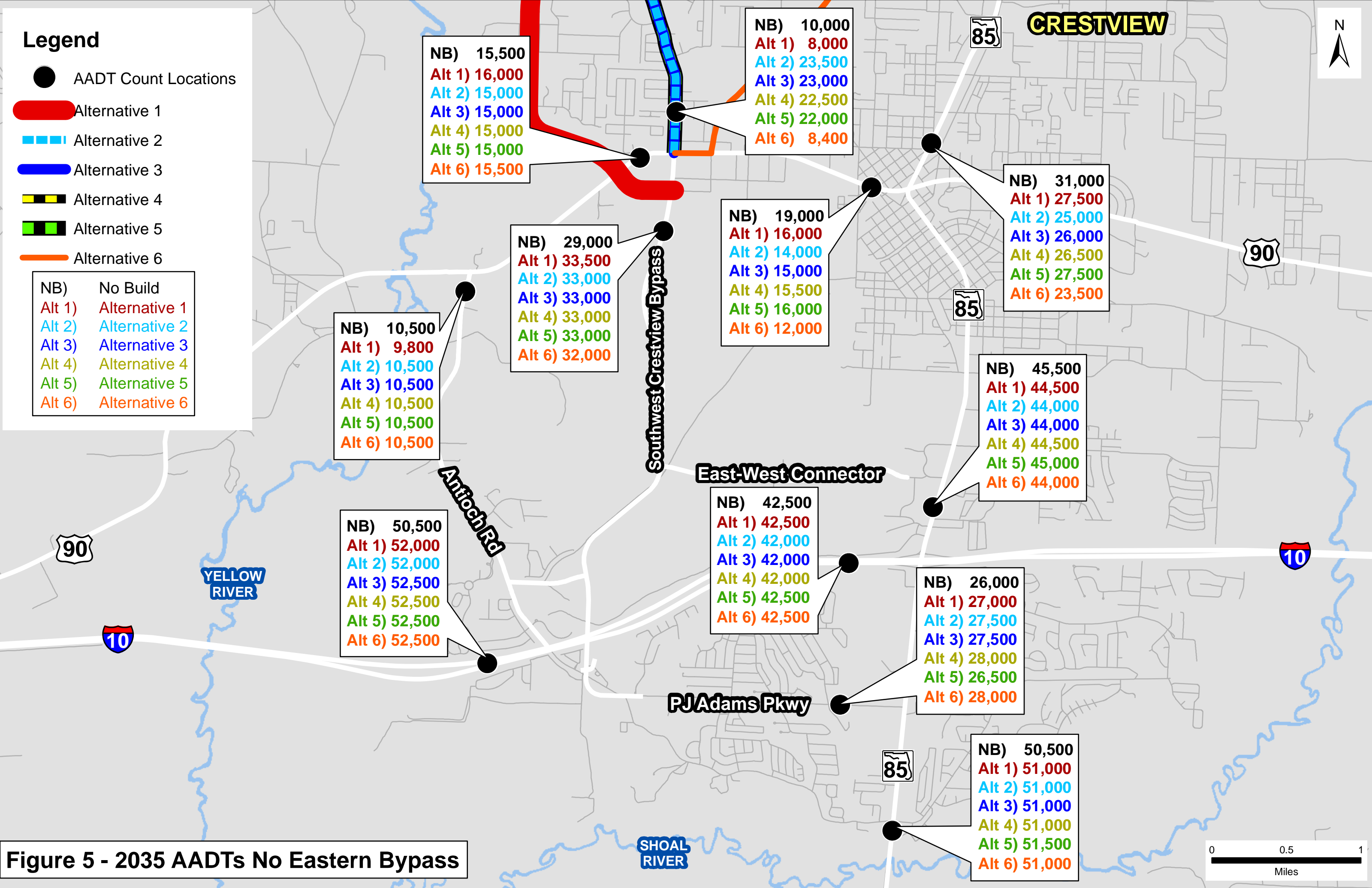
CRESTVIEW

Legend

- AADT Count Locations
- Alternative 1
- Alternative 2
- Alternative 3
- Alternative 4
- Alternative 5
- Alternative 6

NB)	No Build
Alt 1)	Alternative 1
Alt 2)	Alternative 2
Alt 3)	Alternative 3
Alt 4)	Alternative 4
Alt 5)	Alternative 5
Alt 6)	Alternative 6

Figure 5 - 2035 AADTs No Eastern Bypass



Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report



Table 2 | 2035 AADTs With Eastern Crestview Bypass

Location	No Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6
Old Bethel Rd west of SR 85	6,700	5,100	20,000	4,900	4,800	5,200	22,500
Old Bethel Rd north of US 90	10,000	7,900	22,000	21,000	20,500	20,500	8,400
Airport Rd east of SR 85	7,300	7,200	14,500	7,200	7,200	7,200	15,000
SR 85 south of Live Oak Church	50,500	52,000	52,000	52,000	52,000	52,000	52,000
SR 85 north of Bill Lundy Rd	8,500	8,200	8,200	8,300	8,300	11,000	8,400
SR 85 north of I-10	45,500	44,500	44,000	44,000	44,000	45,000	43,500
SR 85 north of US 90	31,000	27,500	25,000	26,000	26,000	27,000	23,500
SR 85 north of Old Bethel Rd	16,000	11,500	14,500	10,500	10,500	11,500	14,500
US 90 west of Old Bethel Rd	15,500	16,500	15,500	15,500	15,000	15,000	15,500
US 90 west of SR 85	19,000	16,000	13,000	14,500	15,000	15,500	11,000
US 90 east of Eastern Bypass	10,000	9,700	9,500	9,600	9,600	6,800	9,200
Antioch Rd south of US 90	10,500	9,600	10,500	10,500	10,500	10,500	10,500
P J Adams Pkwy west of SR 85	26,000	26,500	28,000	27,500	27,500	26,000	28,000
I-10 west of Antioch Rd	50,500	52,500	52,500	52,500	52,500	53,000	53,000
I-10 west of SR 85	42,500	46,000	45,000	45,500	45,500	43,000	45,500
I-10 east of Eastern Bypass	32,500	34,500	34,500	34,500	34,500	34,500	34,500
NW Bypass midpoint	-	10,000	16,000	11,000	11,000	10,000	23,000
SW Bypass	29,000	31,500	31,000	31,000	31,000	32,000	30,500

Legend

● AADT Count Locations

Alternative 1

Alternative 2

Alternative 3

Alternative 4

Alternative 5

Alternative 6

NB)	No Build
Alt 1)	Alternative 1
Alt 2)	Alternative 2
Alt 3)	Alternative 3
Alt 4)	Alternative 4
Alt 5)	Alternative 5
Alt 6)	Alternative 6

Figure 6 - 2035 AADTs with Eastern Bypass

NB)	8,500
Alt 1)	8,200
Alt 2)	8,200
Alt 3)	8,300
Alt 4)	8,300
Alt 5)	11,000
Alt 6)	8,400

Alt 1)	10,000
Alt 4)	11,000
Alt 5)	10,000

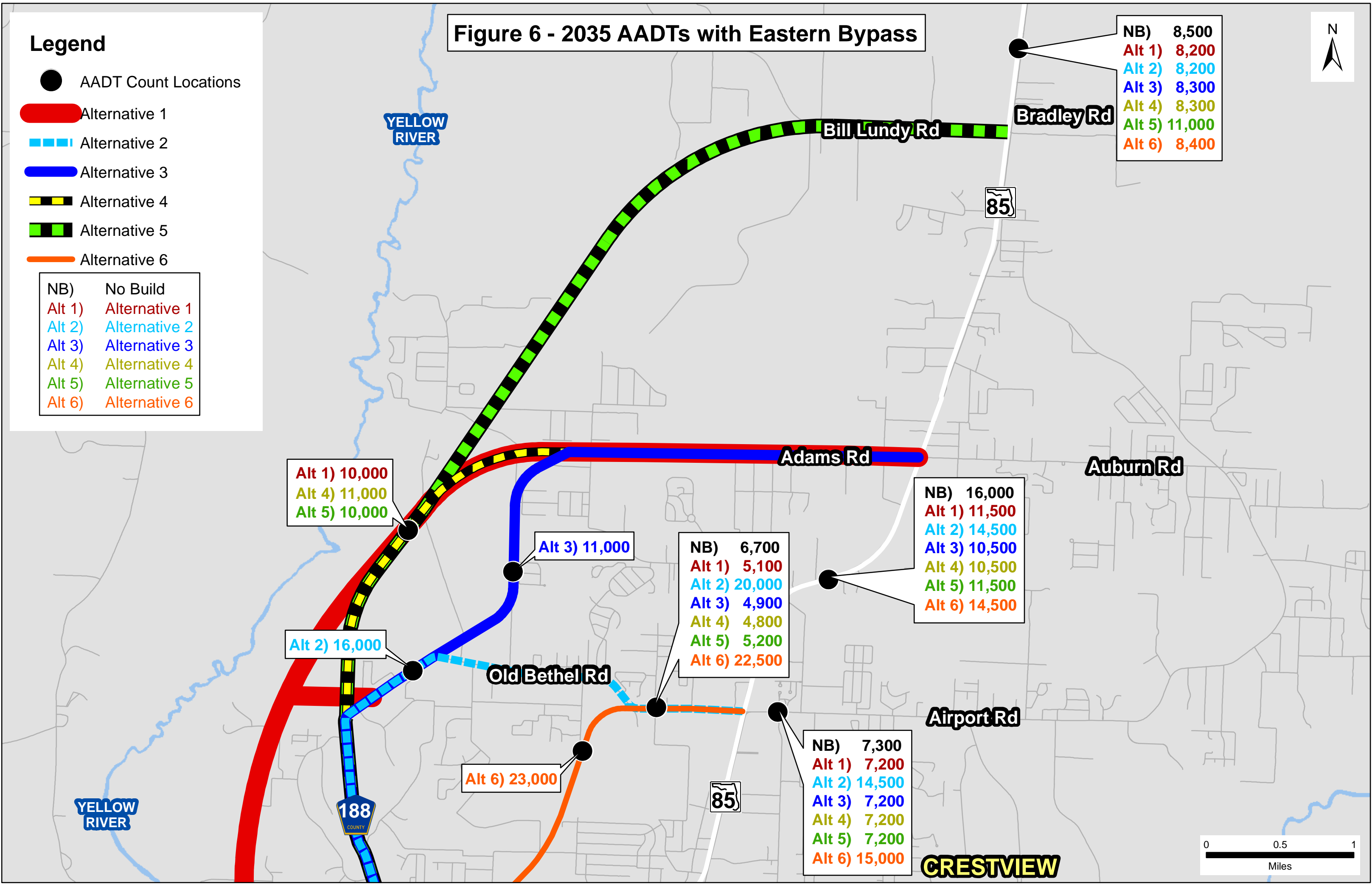
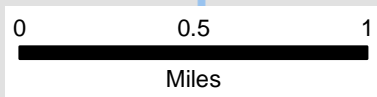
Alt 3)	11,000
--------	--------

NB)	6,700
Alt 1)	5,100
Alt 2)	20,000
Alt 3)	4,900
Alt 4)	4,800
Alt 5)	5,200
Alt 6)	22,500

NB)	16,000
Alt 1)	11,500
Alt 2)	14,500
Alt 3)	10,500
Alt 4)	10,500
Alt 5)	11,500
Alt 6)	14,500

Alt 6)	23,000
--------	--------

NB)	7,300
Alt 1)	7,200
Alt 2)	14,500
Alt 3)	7,200
Alt 4)	7,200
Alt 5)	7,200
Alt 6)	15,000



Legend

- AADT Count Locations

- Alternative 1**

- Alternative 2

- Alternative 3**

-  Alternative 4

- Alternative 5

- Alternative 6

NB)	No Build
Alt 1)	Alternative 1
Alt 2)	Alternative 2
Alt 3)	Alternative 3
Alt 4)	Alternative 4
Alt 5)	Alternative 5
Alt 6)	Alternative 6

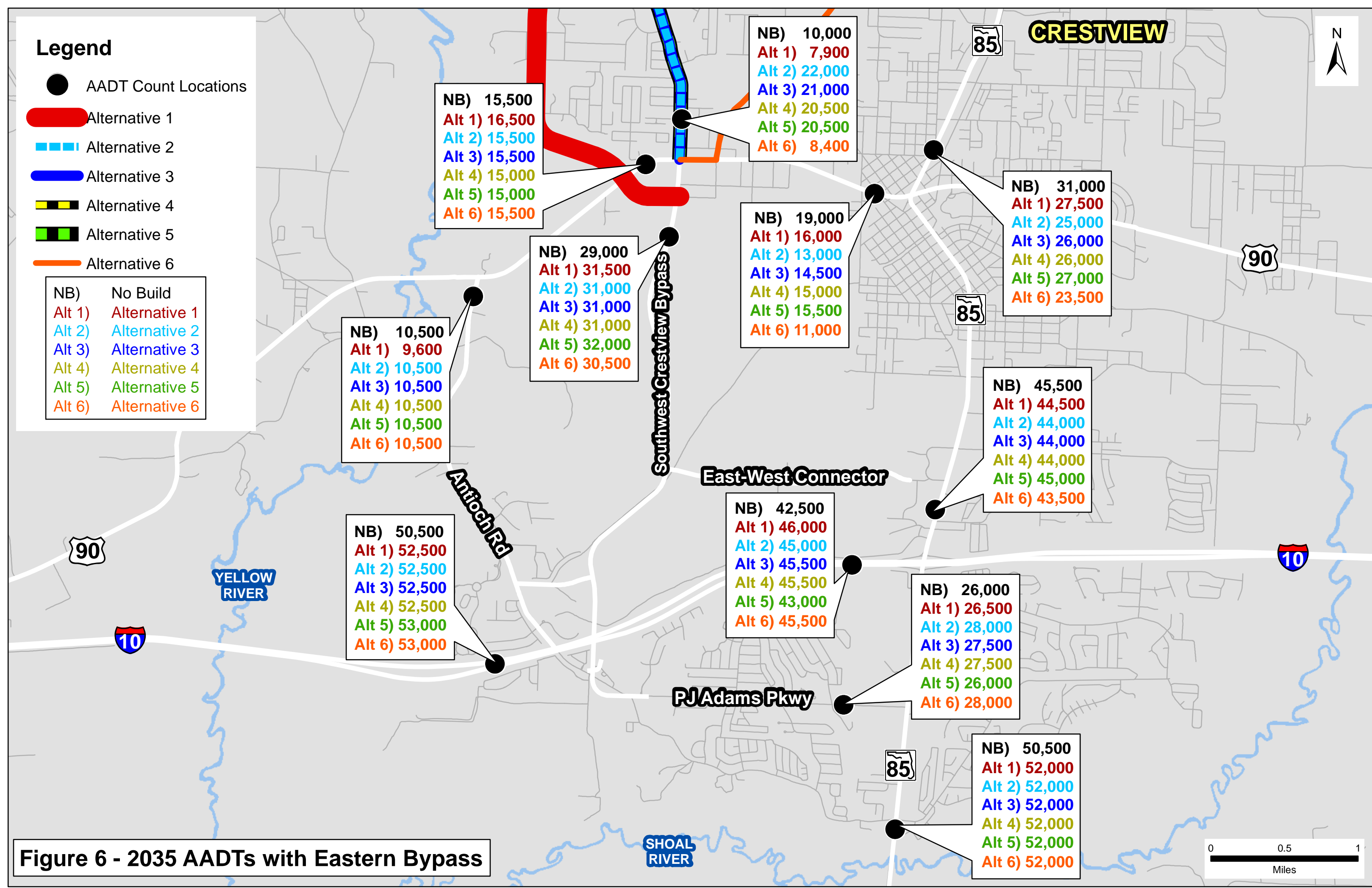


Figure 6 - 2035 AADTs with Eastern Bypass

A horizontal scale bar with a black line. Above the line are tick marks and labels for 0, 0.5, and 1. Below the line is the label "Miles".

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report



Table 3 | 2055 AADTs No Eastern Crestview Bypass

Location	No Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6
Old Bethel Rd west of SR 85	7,100	5,500	22,000	5,300	5,300	5,800	24,000
Old Bethel Rd north of US 90	10,000	8,500	26,000	25,500	25,500	25,000	8,400
Airport Rd east of SR 85	8,100	7,500	8,300	7,500	7,400	7,600	8,400
SR 85 south of Live Oak Church	55,500	56,000	56,000	56,000	56,000	56,000	56,000
SR 85 north of Bill Lundy Rd	7,800	10,000	9,800	10,500	10,500	12,500	9,900
SR 85 north of I-10	48,000	48,000	47,500	48,000	47,500	48,500	48,000
SR 85 north of US 90	31,500	29,000	26,500	27,500	27,500	29,000	25,500
SR 85 north of Old Bethel Rd	17,000	12,500	18,000	12,000	11,500	13,000	19,000
US 90 west of Old Bethel Rd	19,500	21,000	20,000	20,000	20,000	20,500	20,500
US 90 west of SR 85	19,500	17,000	15,500	16,500	16,500	17,500	13,000
US 90 east of Eastern Bypass	12,500	12,000	12,000	12,000	12,000	12,000	12,000
Antioch Rd south of US 90	11,000	10,500	11,500	11,500	11,500	11,500	11,500
P J Adams Pkwy west of SR 85	30,000	31,500	32,000	31,500	31,500	30,500	32,000
I-10 west of Antioch Rd	58,000	59,000	59,000	59,500	59,500	61,000	59,000
I-10 west of SR 85	50,500	50,500	50,000	50,000	50,500	51,000	50,500
I-10 east of Eastern Bypass	37,500	37,500	37,500	37,000	37,000	37,000	37,500
NW Bypass midpoint	-	12,500	20,000	15,000	15,000	14,500	26,500
SW Bypass	32,000	37,500	35,500	36,000	36,000	36,500	34,000

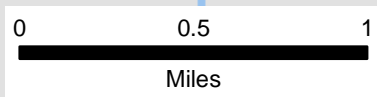
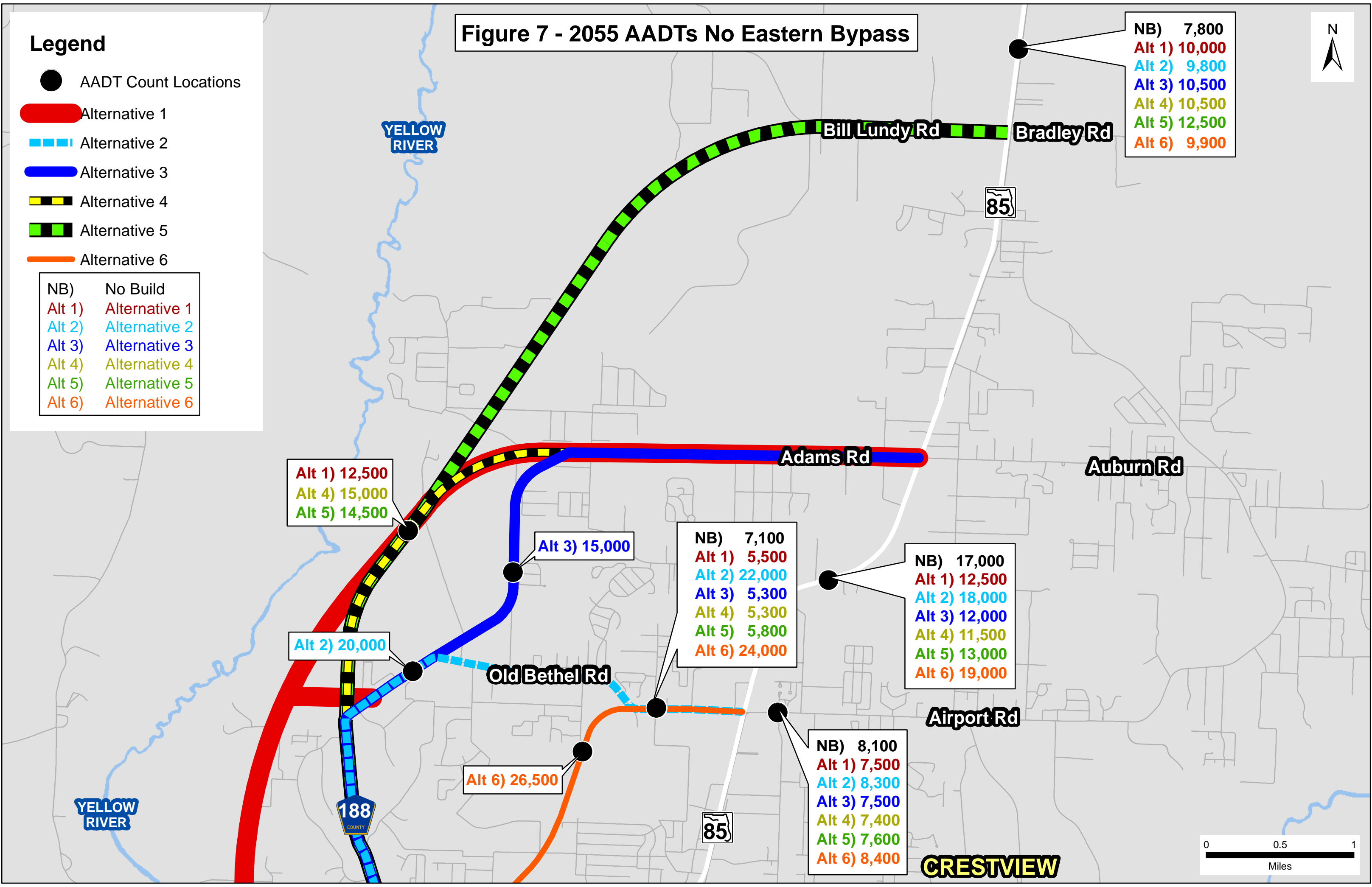
Legend

- AADT Count Locations
- Alternative 1
- Alternative 2
- Alternative 3
- Alternative 4
- Alternative 5
- Alternative 6

Figure 7 - 2055 AADTs No Eastern Bypass

NB)	7,800
Alt 1)	10,000
Alt 2)	9,800
Alt 3)	10,500
Alt 4)	10,500
Alt 5)	12,500
Alt 6)	9,900

NB)	No Build
Alt 1)	Alternative 1
Alt 2)	Alternative 2
Alt 3)	Alternative 3
Alt 4)	Alternative 4
Alt 5)	Alternative 5
Alt 6)	Alternative 6



Legend

- AADT Count Locations

- Alternative 1**

- Alternative 2

- Alternative 3**

-  Alternative 4

-   Alternative 5

- Alternative 6

NB)	No Build
Alt 1)	Alternative 1
Alt 2)	Alternative 2
Alt 3)	Alternative 3
Alt 4)	Alternative 4
Alt 5)	Alternative 5
Alt 6)	Alternative 6

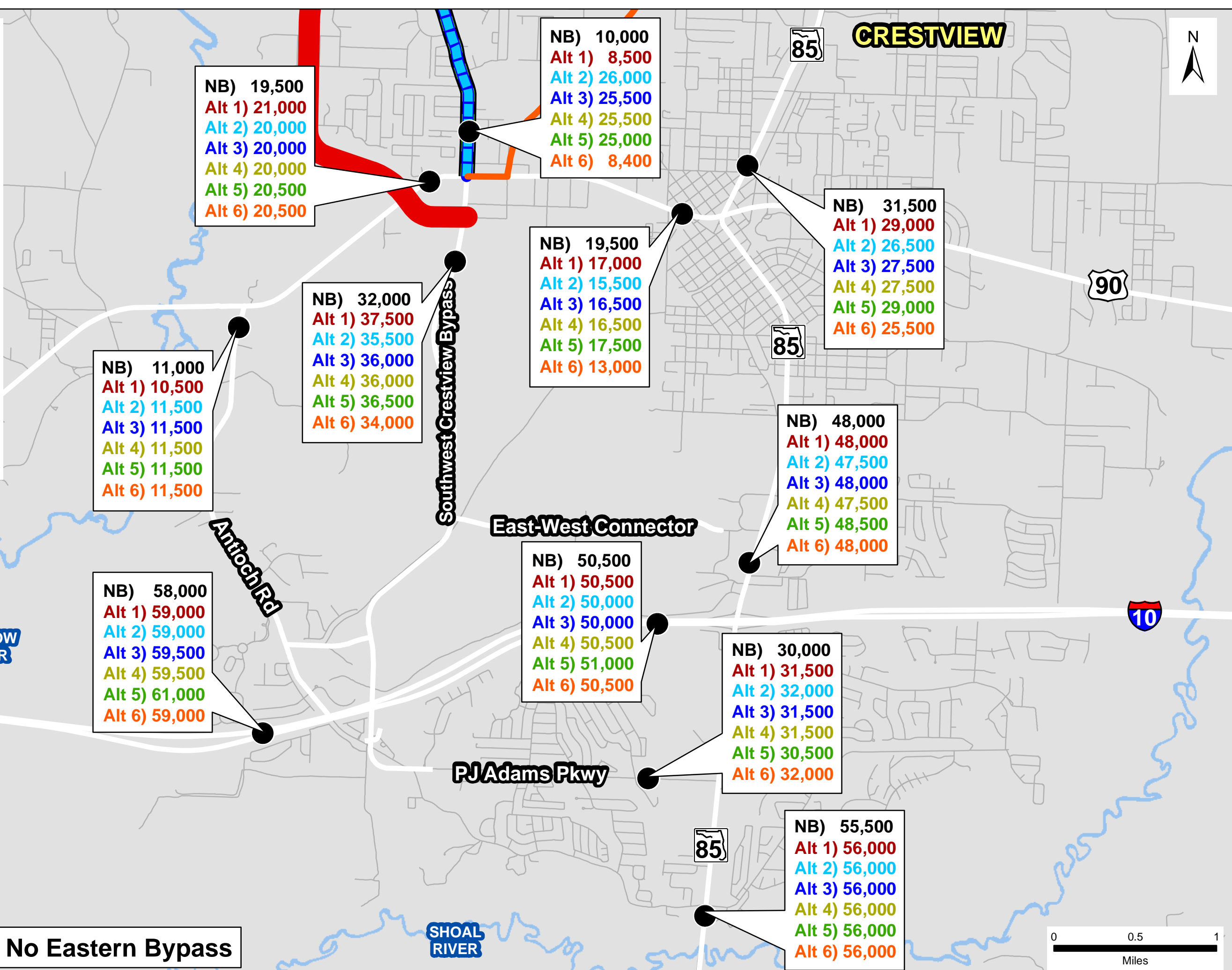


Figure 7 - 2055 AADTs No Eastern Bypass

A horizontal scale bar with a black line. Above the line are tick marks and labels for 0, 0.5, and 1. Below the line is the label "Miles".

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report



Table 4 | 2055 AADTs With Eastern Crestview Bypass

Location	No Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6
Old Bethel Rd west of SR 85	7,100	5,500	21,500	5,300	5,200	5,600	24,500
Old Bethel Rd north of US 90	10,000	8,400	25,000	23,500	23,500	22,500	8,300
Airport Rd east of SR 85	8,100	7,500	16,000	7,500	7,400	7,500	16,500
SR 85 south of Live Oak Church	55,500	57,000	57,000	57,000	57,000	57,000	57,000
SR 85 north of Bill Lundy Rd	7,800	8,600	8,500	9,000	9,000	10,500	8,800
SR 85 north of I-10	48,000	47,500	47,000	47,500	47,500	47,500	47,000
SR 85 north of US 90	31,500	29,000	26,000	27,000	27,000	28,500	25,000
SR 85 north of Old Bethel Rd	17,000	12,500	16,000	12,000	11,500	13,000	16,500
US 90 west of Old Bethel Rd	19,500	21,500	20,000	20,500	20,500	20,500	21,000
US 90 west of SR 85	19,500	17,000	14,500	16,000	16,000	17,000	12,500
US 90 east of Eastern Bypass	12,500	13,000	12,500	13,000	13,000	12,500	12,500
Antioch Rd south of US 90	11,000	10,500	11,000	11,000	11,000	11,000	11,000
P J Adams Pkwy west of SR 85	30,000	31,500	32,000	31,500	31,500	30,500	31,500
I-10 west of Antioch Rd	58,000	60,000	60,000	60,500	60,500	61,000	60,500
I-10 west of SR 85	50,500	53,500	53,500	53,500	53,500	53,000	53,500
I-10 east of Eastern Bypass	37,500	39,000	39,000	39,000	39,000	39,000	39,000
NW Bypass midpoint	-	11,000	19,000	13,000	13,000	11,500	26,000
SW Bypass	32,000	35,000	34,000	34,000	34,000	34,000	32,500

Legend

● AADT Count Locations

Alternative 1

Alternative 2

Alternative 3

Alternative 4

Alternative 5

Alternative 6

NB)	No Build
Alt 1)	Alternative 1
Alt 2)	Alternative 2
Alt 3)	Alternative 3
Alt 4)	Alternative 4
Alt 5)	Alternative 5
Alt 6)	Alternative 6

Figure 8 - 2055 AADTs with Eastern Bypass

NB)	7,800
Alt 1)	8,600
Alt 2)	8,500
Alt 3)	9,000
Alt 4)	9,000
Alt 5)	10,500
Alt 6)	8,800



Alt 1)	11,000
Alt 4)	13,000
Alt 5)	11,500

Alt 3) 13,000

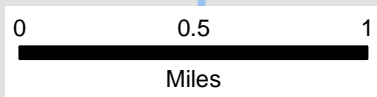
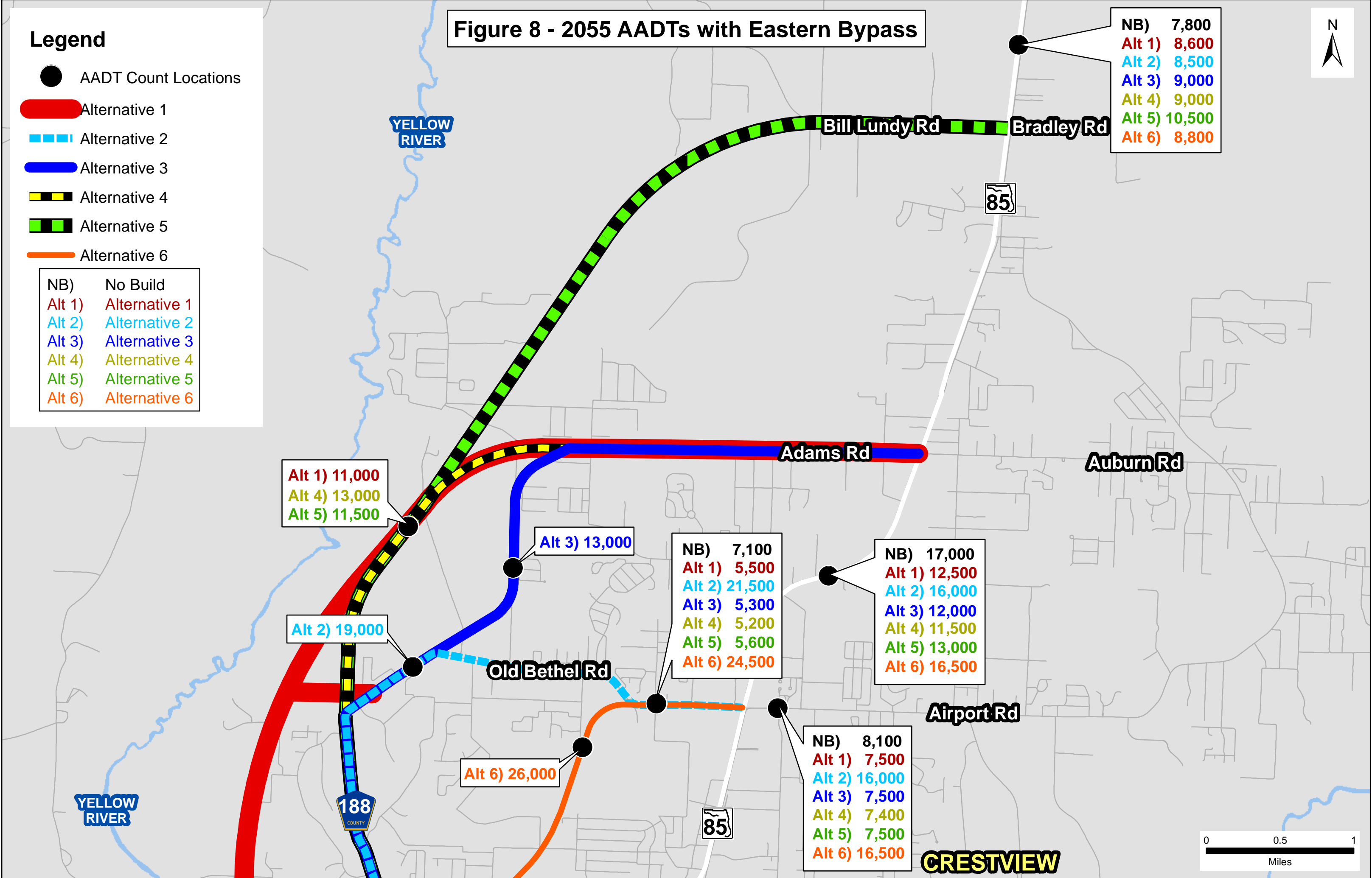
NB)	7,100
Alt 1)	5,500
Alt 2)	21,500
Alt 3)	5,300
Alt 4)	5,200
Alt 5)	5,600
Alt 6)	24,500

NB)	17,000
Alt 1)	12,500
Alt 2)	16,000
Alt 3)	12,000
Alt 4)	11,500
Alt 5)	13,000
Alt 6)	16,500

Alt 2) 19,000

Alt 6) 26,000

NB)	8,100
Alt 1)	7,500
Alt 2)	16,000
Alt 3)	7,500
Alt 4)	7,400
Alt 5)	7,500
Alt 6)	16,500



Legend

- AADT Count Locations

- Alternative 1**

- Alternative 2

- Alternative 3**

-  Alternative 4

- Alternative 5

- Alternative 6

NB)	No Build
Alt 1)	Alternative 1
Alt 2)	Alternative 2
Alt 3)	Alternative 3
Alt 4)	Alternative 4
Alt 5)	Alternative 5
Alt 6)	Alternative 6

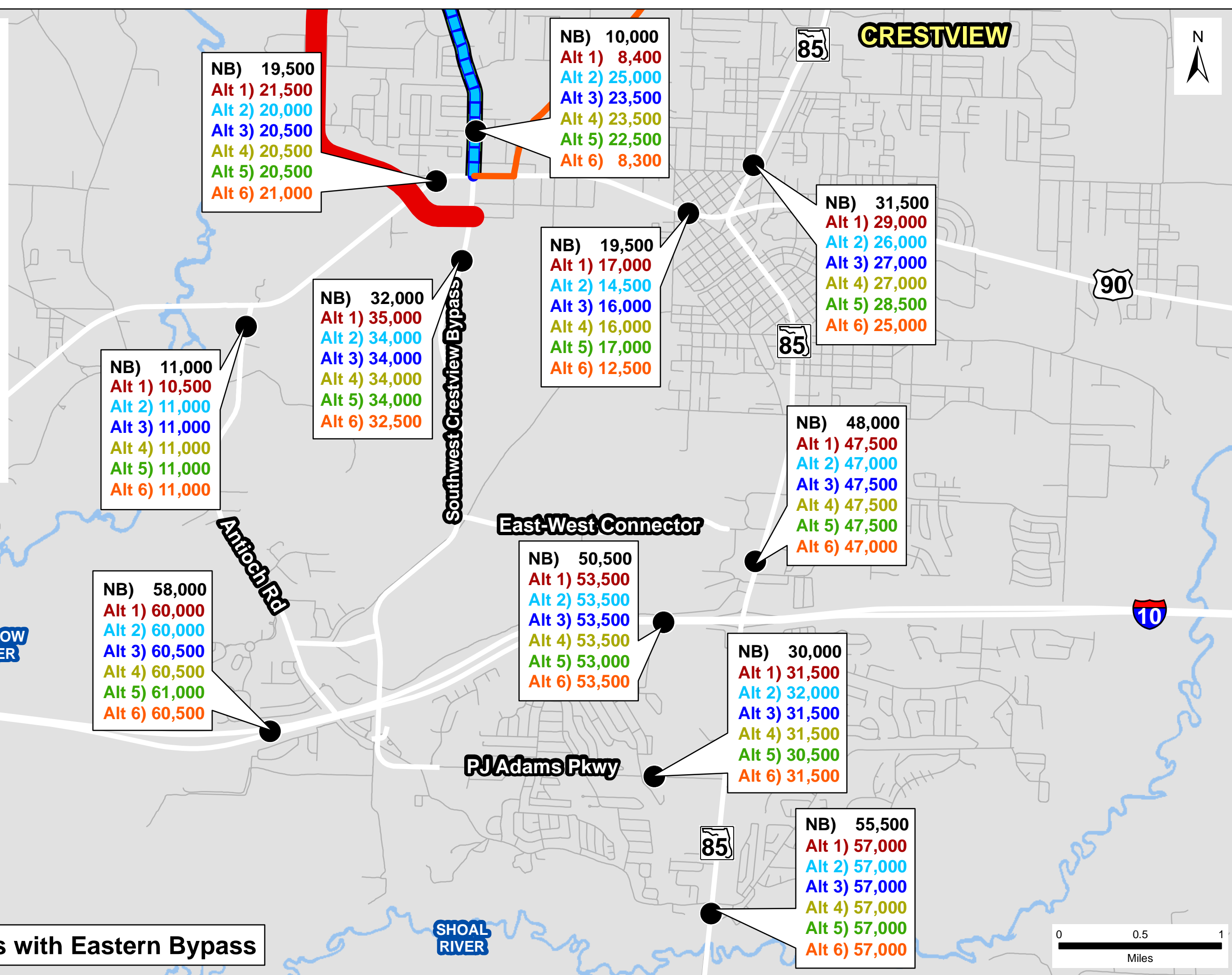


Figure 8 - 2055 AADTs with Eastern Bypass

A horizontal scale bar with a black line. Above the line are tick marks and labels for 0, 0.5, and 1. Below the line is the label "Miles".

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Methodology Memo



2.4 Future Traffic Analysis

The LOS and v/MSV were estimated for the study area roadways for each alternative using the FDOT 2020 Quality/Level of Service Handbook GSVT's for the projected 2035 and 2055 AADT. The v/MSV ratio was utilized for this analysis to compare the anticipated traffic volumes to the maximum service volume as per the FDOT 2020 Quality/Level of Service Handbook. The v/MSV was utilized instead of the volume to capacity (v/c) ratio because the v/c ratio compares traffic volumes to capacity, or the maximum volume that a roadway can accommodate. In contrast, the maximum service volume is the highest volume a roadway can accommodate at the adopted LOS standard or target. To understand the future LOS of the study roadways, the v/MSV was utilized to provide a ratio that compares the traffic volumes to the LOS maximum service volume.

Table 5 provides the maximum service volumes for the study area roadways for existing, future no build, and future build conditions under each scenario. The maximum service volume varied if capacity improvements are planned along the roadway. For instance, the maximum service volume on Old Bethel Road increases under the alternatives where the Northwest Crestview Bypass alignment runs along the roadway and a four-lane divided facility was used to match the Southwest Crestview Bypass.

Table 5 | Maximum Service Volume

Location	LOS Target	Existing	Future No Build	Future Build Alt 1	Future Build Alt 2	Future Build Alt 3	Future Build Alt 4	Future Build Alt 5	Future Build Alt 6
Old Bethel Rd west of SR 85	D	24,200	24,200	24,200	37,611	24,200	24,200	24,200	37,611
Old Bethel Rd north of US 90	D	24,200	24,200	24,200	37,611	37,611	37,611	37,611	24,200
Airport Rd east of SR 85	D	24,200	24,200	24,200	24,200	24,200	24,200	24,200	24,200
SR 85 south of Live Oak Church	D	41,790	41,790	41,790	41,790	41,790	41,790	41,790	41,790
SR 85 north of Bill Lundy Rd	C	15,700	15,700	15,700	15,700	15,700	15,700	15,700	15,700
SR 85 north of I-10	D	41,790	41,790	41,790	41,790	41,790	41,790	41,790	41,790
SR 85 north of US 90	D	32,400	32,400	32,400	32,400	32,400	32,400	32,400	32,400
SR 85 north of Old Bethel Rd	D	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800
US 90 west of Old Bethel Rd	D	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800
US 90 west of SR 85	D	32,400	32,400	32,400	32,400	32,400	32,400	32,400	32,400
US 90 east of Eastern Bypass	C	15,700	15,700	15,700	15,700	15,700	15,700	15,700	15,700
Antioch Rd south of US 90	C	15,700	15,700	15,700	15,700	15,700	15,700	15,700	15,700
P J Adams Pkwy west of SR 85	D	13,986	30,618	30,618	30,618	30,618	30,618	30,618	30,618
I-10 west of Antioch Rd	D	75,600	75,600	75,600	75,600	75,600	75,600	75,600	75,600
I-10 west of SR 85	D	75,600	75,600	75,600	75,600	75,600	75,600	75,600	75,600
I-10 east of Eastern Bypass	C	48,000	48,000	48,000	48,000	48,000	48,000	48,000	48,000
NW Bypass midpoint	D	-	-	35,820	35,820	35,820	35,820	35,820	35,820
SW Bypass	D	-	35,820	35,820	35,820	35,820	35,820	35,820	35,820

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Methodology Memo



Tables 6 and 7 show the estimated LOS and v/MSV, respectively, for study area roadways in year 2035. As shown, sections of SR 85 are anticipated to operate below the LOS target in conditions with or without (No Build) the Northwest Crestview Bypass in place. However, sections of SR 85 north of I-10 and north of US 90, as well as US 90 west of SR 85 are anticipated to improve in v/MSV with the Northwest Crestview Bypass in place in 2035.

The LOS and v/MSV results for year 2055 are provided in Tables 8 and 9, respectively. The LOS target is not anticipated to be met on SR 85 south of Live Oak Church Road, and north of I-10. In addition, PJ Adams Parkway west of SR 85 and the Southwest Crestview Bypass without the Eastern Crestview Bypass are anticipated to operate below LOS targets in 2055. The v/MSV results show an improvement with the Northwest Crestview Bypass in place on SR 85 north of US 90, and US 90 west of SR 85.

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report



Table 6 | 2035 Roadway Segments LOS Results

Location	LOS Target	2019	2035												
			No Build	Without Eastern Crestview Bypass						With Eastern Crestview Bypass					
				Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6
Old Bethel Rd west of SR 85	D	B	B	B	C	B	B	B	C	B	C	B	B	B	C
Old Bethel Rd north of US 90	D	B	B	B	C	C	C	C	B	B	C	C	C	C	B
Airport Rd east of SR 85	D	B	B	B	B	B	B	B	B	B	C	B	B	B	C
SR 85 south of Live Oak Church	D	D	E	E	E	E	E	E	E	E	E	E	E	E	E
SR 85 north of Bill Lundy Rd	C	B	B	B	B	C	C	C	C	B	B	B	B	C	B
SR 85 north of I-10	D	E	E	E	E	E	E	E	E	E	E	E	E	E	E
SR 85 north of US 90	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D
SR 85 north of Old Bethel Rd	D	C	C	C	C	C	C	C	C	C	C	C	C	C	C
US 90 west of Old Bethel Rd	D	C	C	C	C	C	C	C	C	C	C	C	C	C	C
US 90 west of SR 85	D	D	D	D	C	D	D	D	C	D	C	D	D	D	C
US 90 east of Eastern Bypass	C	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Antioch Rd south of US 90	C	B	C	B	C	C	C	C	C	B	C	C	C	C	C
P J Adams Pkwy west of SR 85	D	F	D	D	D	D	D	D	D	D	D	D	D	D	D
I-10 west of Antioch Rd	D	B	C	C	C	C	C	C	C	C	C	C	C	C	C
I-10 west of SR 85	D	B	B	B	B	B	B	B	B	C	B	B	B	B	B
I-10 east of Eastern Bypass	C	B	B	B	B	B	B	B	B	B	B	B	B	B	B
NW Bypass midpoint	D	-	-	C	C	C	C	C	C	C	C	C	C	C	C
SW Bypass	D	-	C	C	C	C	C	C	C	C	C	C	C	C	C

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report



Table 7 | 2035 Roadway Segments v/MSV Results

Location	2019	2035												
		No Build	Without Eastern Crestview Bypass						With Eastern Crestview Bypass					
			Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6
Old Bethel Rd west of SR 85	0.22	0.28	0.22	0.53	0.20	0.20	0.22	0.61	0.21	0.53	0.20	0.20	0.21	0.60
Old Bethel Rd north of US 90	0.26	0.41	0.33	0.62	0.61	0.60	0.58	0.35	0.33	0.58	0.56	0.55	0.55	0.35
Airport Rd east of SR 85	0.24	0.30	0.30	0.33	0.30	0.30	0.30	0.33	0.30	0.60	0.30	0.30	0.30	0.62
SR 85 south of Live Oak Church	0.97	1.21	1.22	1.22	1.22	1.22	1.23	1.22	1.24	1.24	1.24	1.24	1.24	1.24
SR 85 north of Bill Lundy Rd	0.24	0.54	0.64	0.63	0.67	0.67	0.76	0.67	0.52	0.52	0.53	0.53	0.70	0.54
SR 85 north of I-10	1.05	1.09	1.06	1.05	1.05	1.06	1.08	1.05	1.06	1.05	1.05	1.05	1.08	1.04
SR 85 north of US 90	0.88	0.96	0.85	0.77	0.80	0.82	0.85	0.73	0.85	0.77	0.80	0.80	0.83	0.73
SR 85 north of Old Bethel Rd	0.25	0.40	0.29	0.41	0.26	0.26	0.30	0.43	0.29	0.36	0.26	0.26	0.29	0.36
US 90 west of Old Bethel Rd	0.38	0.39	0.40	0.38	0.38	0.38	0.38	0.39	0.41	0.39	0.39	0.38	0.38	0.39
US 90 west of SR 85	0.54	0.59	0.49	0.43	0.46	0.48	0.49	0.37	0.49	0.40	0.45	0.46	0.48	0.34
US 90 east of Eastern Bypass	0.52	0.64	0.63	0.64	0.64	0.64	0.64	0.64	0.62	0.61	0.61	0.61	0.43	0.59
Antioch Rd south of US 90	0.61	0.67	0.62	0.67	0.67	0.67	0.67	0.67	0.61	0.67	0.67	0.67	0.67	0.67
P J Adams Pkwy west of SR 85	1.32	0.85	0.88	0.90	0.90	0.91	0.87	0.91	0.87	0.91	0.90	0.90	0.85	0.91
I-10 west of Antioch Rd	0.40	0.67	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.70	0.70
I-10 west of SR 85	0.40	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.61	0.60	0.60	0.60	0.57	0.60
I-10 east of Eastern Bypass	0.46	0.68	0.68	0.68	0.67	0.68	0.67	0.68	0.72	0.72	0.72	0.72	0.72	0.72
NW Bypass midpoint	-	-	0.34	0.49	0.36	0.36	0.32	0.68	0.28	0.45	0.31	0.31	0.28	0.64
SW Bypass	-	0.81	0.94	0.92	0.92	0.92	0.92	0.89	0.88	0.87	0.87	0.87	0.89	0.85

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report



Table 8 | 2055 Roadway Segments LOS Results

Location	LOS Target	2019	2055												
			No Build	Without Eastern Crestview Bypass						With Eastern Crestview Bypass					
				Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6
Old Bethel Rd west of SR 85	D	B	B	B	C	B	B	B	C	B	C	B	B	B	C
Old Bethel Rd north of US 90	D	B	B	B	C	C	C	C	B	B	C	C	C	C	B
Airport Rd east of SR 85	D	B	B	B	B	B	B	B	B	B	C	B	B	B	C
SR 85 south of Live Oak Church	D	D	E	E	E	E	E	E	E	E	E	E	E	E	E
SR 85 north of Bill Lundy Rd	C	B	B	B	B	C	C	C	B	B	B	B	B	C	B
SR 85 north of I-10	D	E	E	E	E	E	E	E	E	E	E	E	E	E	E
SR 85 north of US 90	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D
SR 85 north of Old Bethel Rd	D	C	C	C	C	C	C	C	C	C	C	C	C	C	C
US 90 west of Old Bethel Rd	D	C	C	C	C	C	C	C	C	C	C	C	C	C	C
US 90 west of SR 85	D	D	D	D	D	D	D	D	C	D	D	D	D	D	C
US 90 east of Eastern Bypass	C	B	C	C	C	C	C	C	C	C	C	C	C	C	C
Antioch Rd south of US 90	C	B	C	C	C	C	C	C	C	C	C	C	C	C	C
P J Adams Pkwy west of SR 85	D	F	D	E	F	E	E	D	F	E	F	E	E	D	E
I-10 west of Antioch Rd	D	B	C	C	C	C	C	C	C	C	C	C	C	C	C
I-10 west of SR 85	D	B	C	C	C	C	C	C	C	C	C	C	C	C	C
I-10 east of Eastern Bypass	C	B	C	C	C	C	C	C	C	C	C	C	C	C	C
NW Bypass midpoint	D	-	-	C	C	C	C	C	C	C	C	C	C	C	C
SW Bypass	D	-	C	E	D	E	E	E	C	D	C	C	C	C	C

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report



Table 9 | 2055 Roadway Segments v/MSV Results

Location	2019	2055												
		No Build	Without Eastern Crestview Bypass						With Eastern Crestview Bypass					
			Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6
Old Bethel Rd west of SR 85	0.22	0.29	0.23	0.58	0.22	0.22	0.24	0.64	0.23	0.57	0.22	0.21	0.23	0.65
Old Bethel Rd north of US 90	0.26	0.41	0.35	0.69	0.68	0.68	0.66	0.35	0.35	0.66	0.62	0.62	0.60	0.34
Airport Rd east of SR 85	0.24	0.33	0.31	0.34	0.31	0.31	0.31	0.35	0.31	0.66	0.31	0.31	0.31	0.68
SR 85 south of Live Oak Church	0.97	1.33	1.34	1.34	1.34	1.34	1.34	1.34	1.36	1.36	1.36	1.36	1.36	1.36
SR 85 north of Bill Lundy Rd	0.24	0.50	0.64	0.62	0.67	0.67	0.80	0.63	0.55	0.54	0.57	0.57	0.67	0.56
SR 85 north of I-10	1.05	1.15	1.15	1.14	1.15	1.14	1.16	1.15	1.14	1.12	1.14	1.14	1.14	1.12
SR 85 north of US 90	0.88	0.97	0.90	0.82	0.85	0.85	0.90	0.79	0.90	0.80	0.83	0.83	0.88	0.77
SR 85 north of Old Bethel Rd	0.25	0.43	0.31	0.45	0.30	0.29	0.33	0.48	0.31	0.40	0.30	0.29	0.33	0.41
US 90 west of Old Bethel Rd	0.38	0.49	0.53	0.50	0.50	0.50	0.52	0.52	0.54	0.50	0.52	0.52	0.52	0.53
US 90 west of SR 85	0.54	0.60	0.52	0.48	0.51	0.51	0.54	0.40	0.52	0.45	0.49	0.49	0.52	0.39
US 90 east of Eastern Bypass	0.52	0.80	0.76	0.76	0.76	0.76	0.76	0.76	0.83	0.80	0.83	0.83	0.80	0.80
Antioch Rd south of US 90	0.61	0.70	0.67	0.73	0.73	0.73	0.73	0.73	0.67	0.70	0.70	0.70	0.70	0.70
P J Adams Pkwy west of SR 85	1.32	0.98	1.03	1.05	1.03	1.03	1.00	1.05	1.03	1.05	1.03	1.03	1.00	1.03
I-10 west of Antioch Rd	0.40	0.77	0.78	0.78	0.79	0.79	0.81	0.78	0.79	0.79	0.80	0.80	0.81	0.80
I-10 west of SR 85	0.40	0.67	0.67	0.66	0.66	0.67	0.67	0.67	0.71	0.71	0.71	0.71	0.70	0.71
I-10 east of Eastern Bypass	0.46	0.78	0.78	0.78	0.77	0.77	0.77	0.78	0.81	0.81	0.81	0.81	0.81	0.81
NW Bypass midpoint	-	-	0.35	0.56	0.42	0.42	0.40	0.74	0.31	0.53	0.36	0.36	0.32	0.73
SW Bypass	-	0.89	1.05	0.99	1.01	1.01	1.02	0.95	0.98	0.95	0.95	0.95	0.95	0.91

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report

3.0 Safety Analysis

3.1 Safety Analysis Approach

The safety analysis was conducted to evaluate existing crash conditions and common contributing factors in the study area to identify locations with potential for safety improvement, and to estimate future crash conditions on the system to determine the relative benefits of each alternative corridor under consideration.

3.1.1 Study Roadways and Intersections

The existing conditions safety analysis was conducted on Old Bethel Road, SR 85 and US 90 within the project limits (Figure 9). Eight intersections were also identified for analysis in the existing and future conditions:

- US 90 / Old Bethel Road
- US 90 / Hickory Avenue
- US 90 / SR 85
- SR 85 / Stillwell Boulevard
- SR 85 / Old Bethel Road
- SR 85 / Houston Lane
- SR 85 / Adams Road / Auburn Road
- SR 85 / Bill Lundy Road / Bradley Road

The identified study intersections had the highest crash frequency and crash severity (i.e., fatal and incapacitating injury) of all signalized and unsignalized intersections in the study area (Figure 9).

Future crash conditions under each alternative corridor were estimated considering the forecast crash frequency and severity along the proposed alternative corridors plus forecast crashes on US 90 from Antioch Road (County Road 4) to SR 85, on SR 85 from US 90 to Bill Lundy Road/Bradley Road, and on Old Bethel Road from SR 85 to US 90. Therefore, a system/network evaluation was conducted considering the safety performance under each alternative corridor represented by forecast crashes on the alternative corridors itself plus the number of crashes on US 90, SR 85, and Old Bethel Road in the study area.

Northwest Crestview Bypass
Alternative Corridor Evaluation Traffic Analysis Report

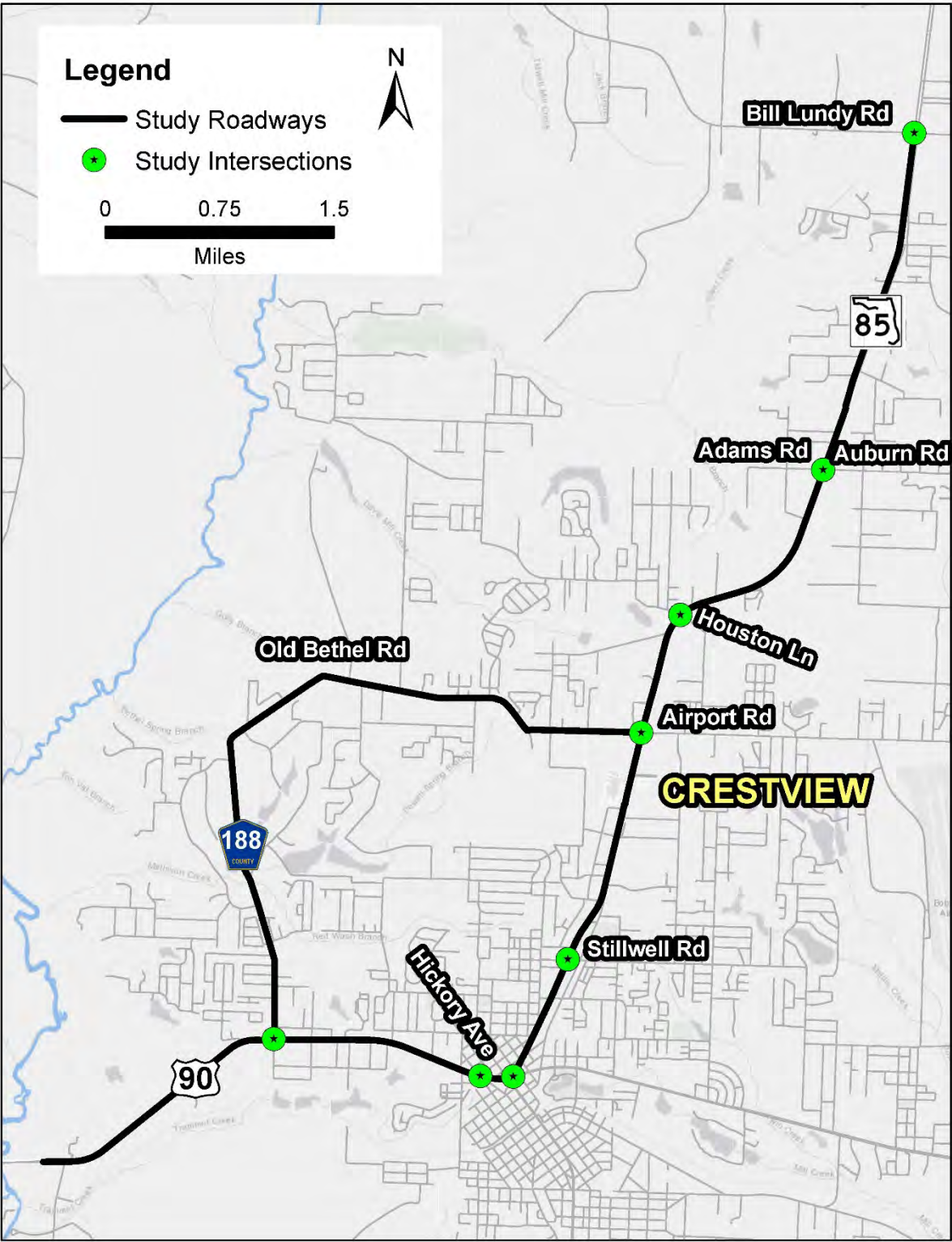


Figure 9 | Study Roadways and Intersections for Safety Analysis

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report

3.1.2 Scenarios

The safety analysis was conducted for the following scenarios:

- Existing Conditions
- 2035 Opening Year
 - No Build
 - Build with the Northwest Crestview Bypass (i.e., proposed alternative corridors)
 - Build with the Northwest Crestview (i.e., proposed alternative corridors) + Eastern Crestview Bypass
- 2055 Design Year
 - No Build
 - Build with the Northwest Crestview Bypass (i.e., proposed alternative corridors)
 - Build with the Northwest Crestview Bypass (i.e., proposed alternative corridors) + Eastern Crestview Bypass

3.1.3 Methodology

3.1.3.1 Existing Conditions

The existing conditions crash descriptive analysis summarizes the number of crashes by year, severity, location, type, time of day, and contributing factors to identify any overall pattern of crashes in the study area. The existing conditions descriptive analysis was conducted at the study intersections using January 2014 to December 2018 crash data from the FDOT Crash Analysis Reporting (CAR) database. Consistent with FDOT guidance, the CAR data analysis was supplemented with an assessment of more recent (i.e., January 2019 to July 2021) crash data from Signal Four Analytics. The Signal Four Analytics data was only used to identify any substantive changes in total crash trends since 2018.

In addition, the CAR data were used to calculate total economic cost of existing crashes. Finally, fatal crash reports from January 2014 to July 2021 were acquired and reviewed in detail to identify any potential mitigations which should be integrated into future project development.

3.1.3.2 Future Conditions

Future crash conditions under each alternative corridor (the proposed Northwest Crestview Bypass alignment plus US 90, SR 85, and Old Bethel Road study corridors) were estimated using the American Association of State Highway and Transportation Officials (AASHTO) Highway Safety Manual (HSM) predictive method for urban and suburban arterials. The method was applied using the National Cooperative Highway Research Program (NCHRP) Urban and Suburban Arterial HSM Spreadsheets. The predictive method was used to estimate future crash frequency, and severity on the study network (under each alternative corridor). Safety performance was estimated at a “planning-level” meaning input data for the models were not collected to a design-level of precision, but rather as trends related to high-impact changes in cross-sections, volumes, and roadside characteristics. Table 10 shows the FDOT calibration factors that were used:

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report

Table 10 | Summary of FDOT Calibration Factors

Facility Type	Abbreviation	Calibration Factor
Urban 2-lane Undivided Roadway	U2U	1.02
Urban 4-lane Divided Roadway	U4D	1.63
Urban 5-lane Roadway with a Center TWLTL	U52LT	0.70
Urban 4-Leg Signalized Intersection	U4SG	1
Urban 4-Leg Stop-Controlled Intersection	Not Available	Not Available

Source – 2012 Highway Safety Manual Calibration Factors, link: <https://www.fdot.gov/docs/default-source/safety/11a-safetyengineering/TransSafEng/strategicplandocs/FDOTCalibrationFactors2012.pdf>

3.2 Results

3.2.1 Existing Conditions

The most recent crash data from 2014 to 2018 obtained from FDOT Crash Analysis Reporting (CAR) database were reviewed. Signal Four Analytics data was used to assess if there were any recent significant change in total crash trends.

3.2.1.1 Roadways

The three study roadways are US 90 (3.4 miles) from Antioch Road (County Road 4) to SR 85, SR 85 (7 miles) from US 90 to Bill Lundy Road/Bradley Road and Old Bethel Road (5 miles) from US 90 to SR 85 (Figure 9). Figure 10 presents the total crashes by year on the segments and intersections within the three study roadways. Overall, most crashes occurred on SR 85. Crashes on Old Bethel Road are lower than SR 85 and US 90 given the traffic volume of the roads. For all three study roads, the total number of crashes started to decrease after 2015 and began increasing in 2018. In 2020, there were 39 percent fewer crashes on SR 85 and 54 percent fewer crashes on US 90 compared to 2019. However, the COVID-19 pandemic began in 2020, so these conditions may not reflect longer term trends on the corridor.

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report

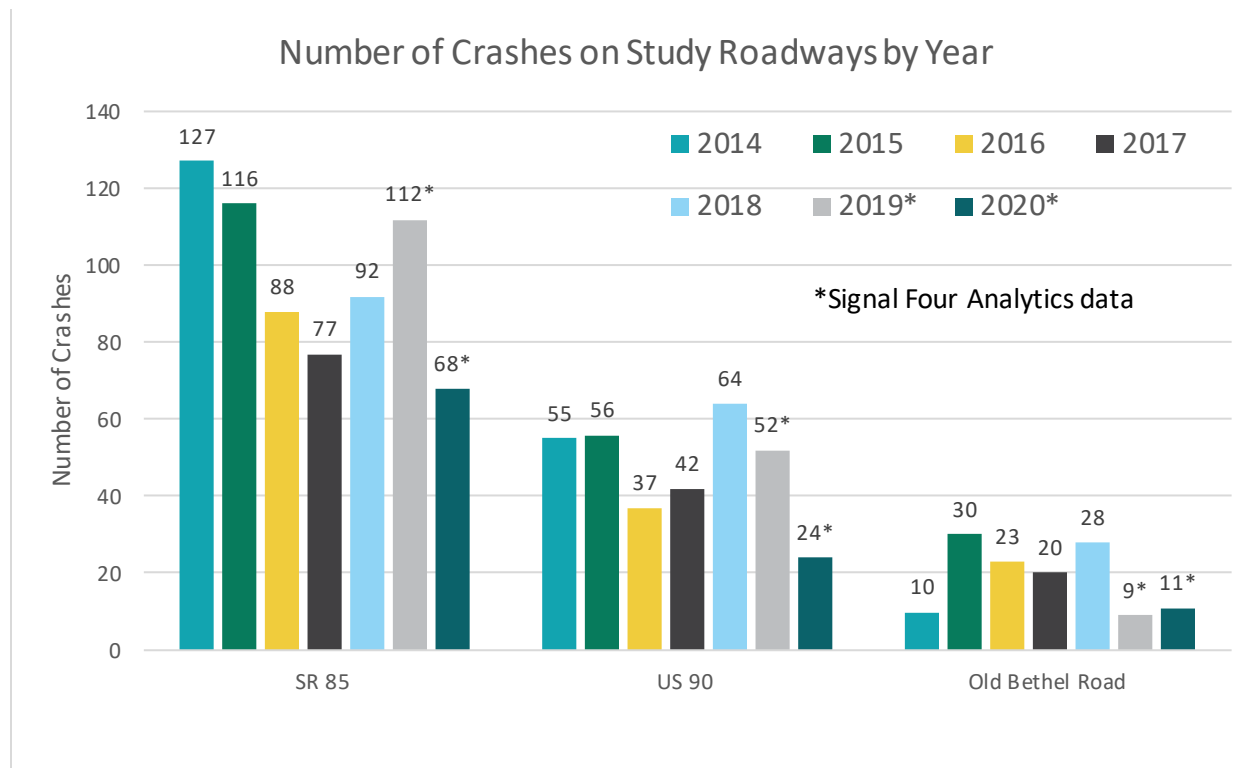


Figure 10 | Number of Crashes on US 90, SR 85, and Old Bethel Road by Year

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report

Table 11 presents the summary of crashes and percentage distribution by crash severity based only on the CAR data. On SR 85, 3.8 percent of the crashes were fatal or incapacitating injury; on US 90, 4.3 percent of the crashes were fatal or incapacitating injury; and on Old Bethel Road, 3.6 percent of the crashes were fatal or incapacitating injury.

Table 11 | Percentage Distribution by Crash Severity on Study Roadways (2014-2018)

Crash Severity	SR 85		US 90		Old Bethel Road	
	Total Crashes	Percentage	Total Crashes	Percentage	Total Crashes	Percentage
Fatal	2	0.4%	1	0.4%	2	1.8%
Incapacitating Injury	17	3.4%	10	3.9%	2	1.8%
Non-Incapacitating Injury	74	14.8%	43	16.9%	22	19.8%
Possible Injury	102	20.4%	55	21.7%	19	17.1%
No Injury	301	60.2%	142	55.9%	63	56.8%
Unknown	4	0.8%	3	1.2%	3	2.7%
Total	500	100.0%	254	100.0%	111	100.0%

Figure 11 presents the summary of crashes by time of day. During the day, the crashes along SR 85 increase steadily until 2:00 PM after which the trend decreases. On US 90 there is a peak in the number of crashes during the AM peak period from 7:00 to 10:00 AM followed by a peak again at 3:00 PM and then starts declining. Old Bethel Road shows a peak in the number of crashes during the AM peak period, again midday at 2:00 PM, with a small peak later in evening at 10:00 PM.

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report

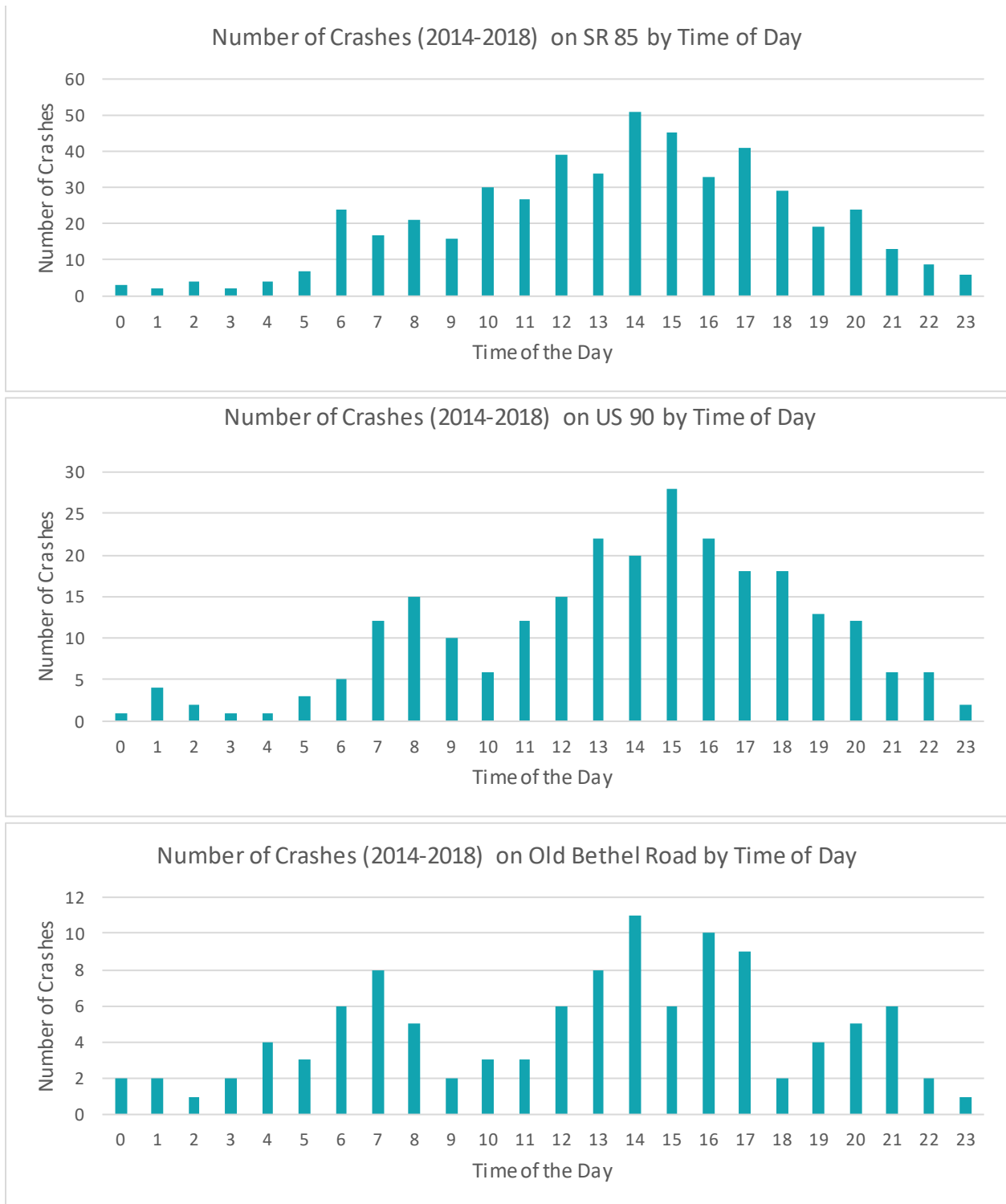


Figure 11 | Number of Crashes at Study Roadways by Time of the Day (2014 – 2018)

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report

Figure 12 presents the summary of crashes by crash collision types. On all three study roadways, the most common collision type is front to rear end (approximately one-third of all crashes). The second most frequent collision type was angle crashes (23 percent on Old Bethel Road and 31 percent on SR 85 and US 90). Rear end crashes are common in congested conditions and intersections and the angle crashes are typical at the many intersections along these roadways.

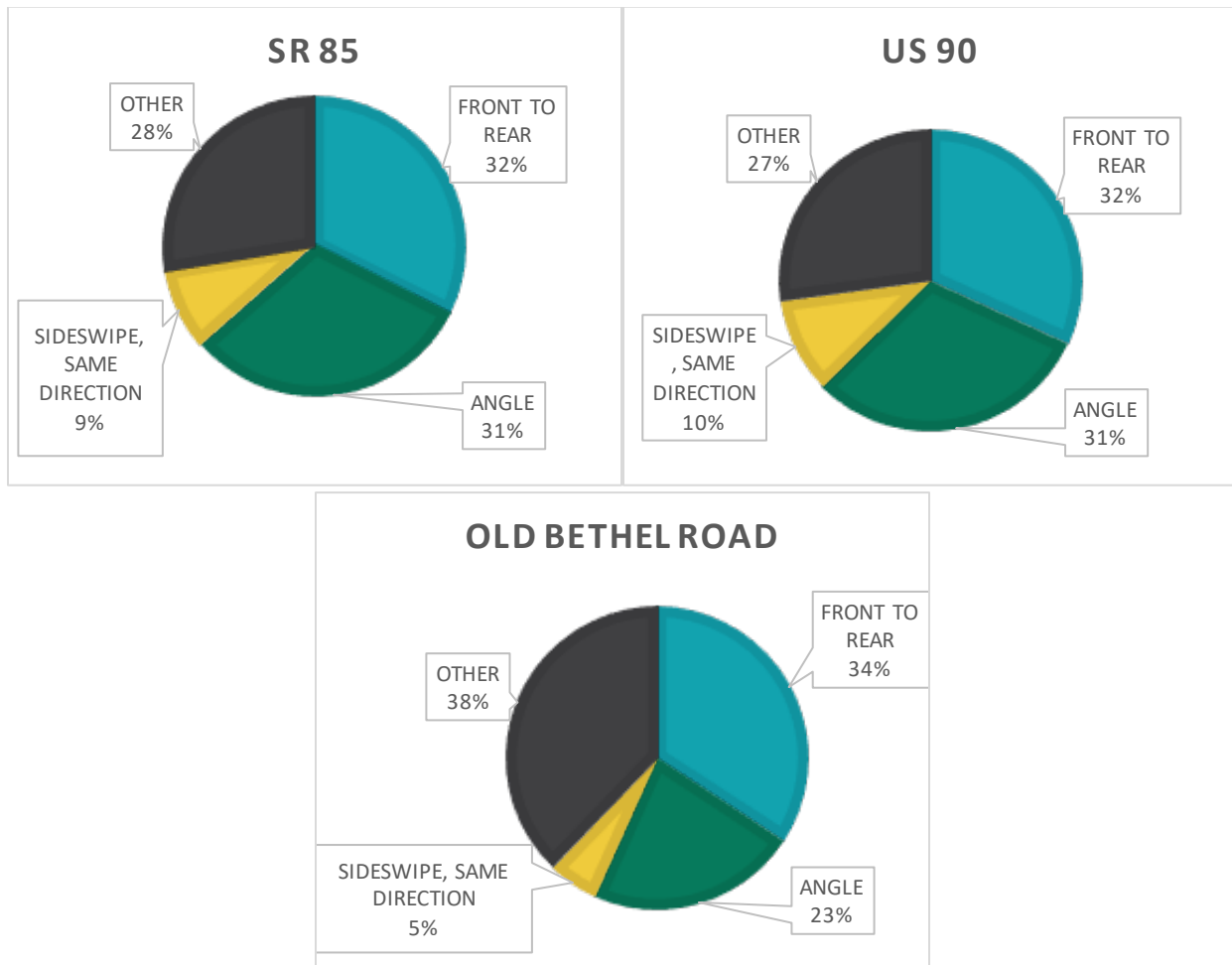


Figure 12 | Summary of Crashes on Study Roadways by Collision Type (2014 – 2018)

Northwest Crestview Bypass Alternative Corridor Evaluation Traffic Analysis Report

Figure 13 presents the summary of crashes on the three study roadways by the “driver action” information provided in the crash reports and subsequently the CAR crash data. On all three roads, careless or negligence is a relatively high percentage of the crashes (Old Bethel Road, 42 percent; SR 85, 27 percent; and US 90, 26 percent). Failure to yield the right of way was also fairly common (SR 85, 30 percent; US 90, 25 percent; and Old Bethel Road, 17 percent).

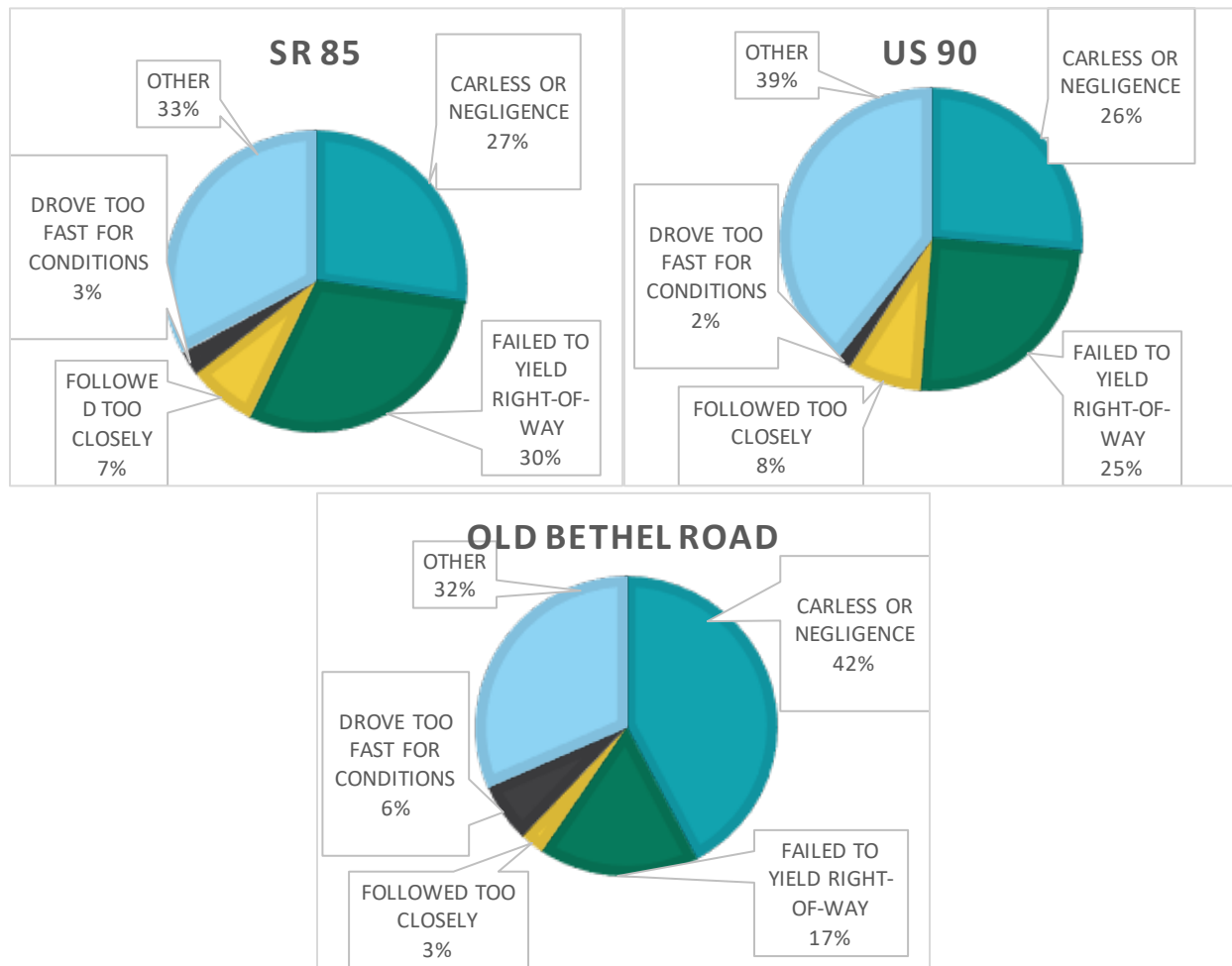


Figure 13 | Summary of Crashes on Study Roadways by Driver Action (2014 – 2018)

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report

3.2.1.2 Fatal Crash Analysis

The CAR (2014-2018) and Signal Four Analytics (2019 through July 2021) fatal crash reports for the three study roadways were reviewed to identify potential contributing factors or trends. As shown in Figure 14, the most fatal crashes occurred in 2019 and currently 2021 (seven months); there were no fatal crashes in 2016. Figure 15 presents the summary of fatal crashes geolocated on the study roadways. A summary of the fatal crashes in the study area follows:

- Seven out of nine fatal crashes involved a motorcycle.
 - Four of these crashes were due to failure to yield the right of way at the intersection.
 - Two motorcyclists ran off the roadway near the curve at Springwood Circle and Old Bethel Road. There was no lighting present when the crash occurred.
- There was a pedestrian related fatal crash that occurred in a dark-lighted condition. The pedestrian was walking on the outside lane in the westbound direction near the intersection of US 90 and Antioch Road.

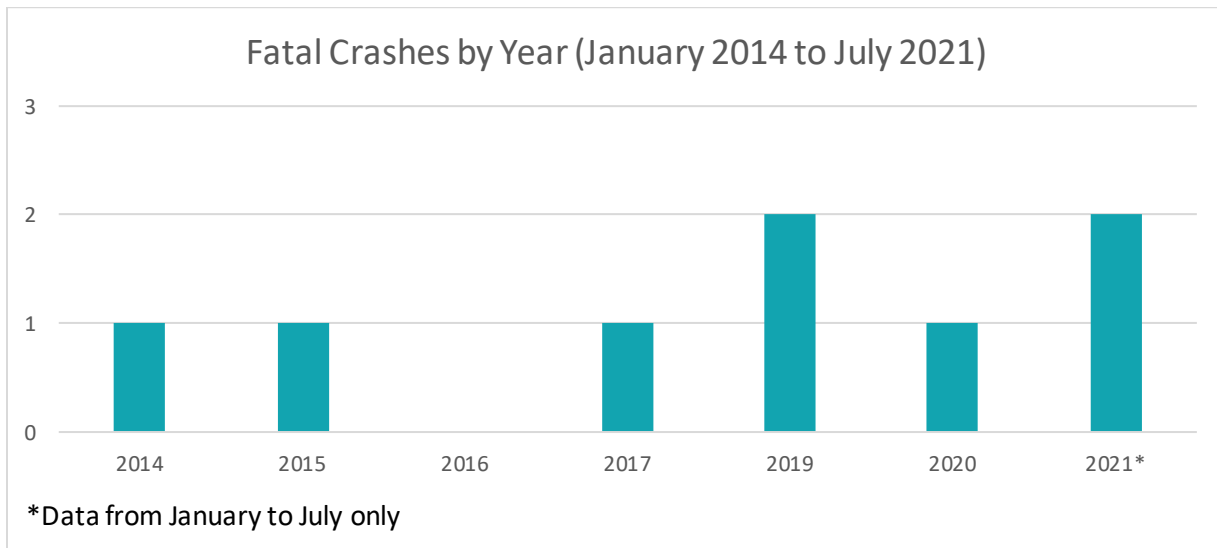


Figure 14 | Number of Fatal Crashes by Year (CAR and Signal Four Analytics)

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report

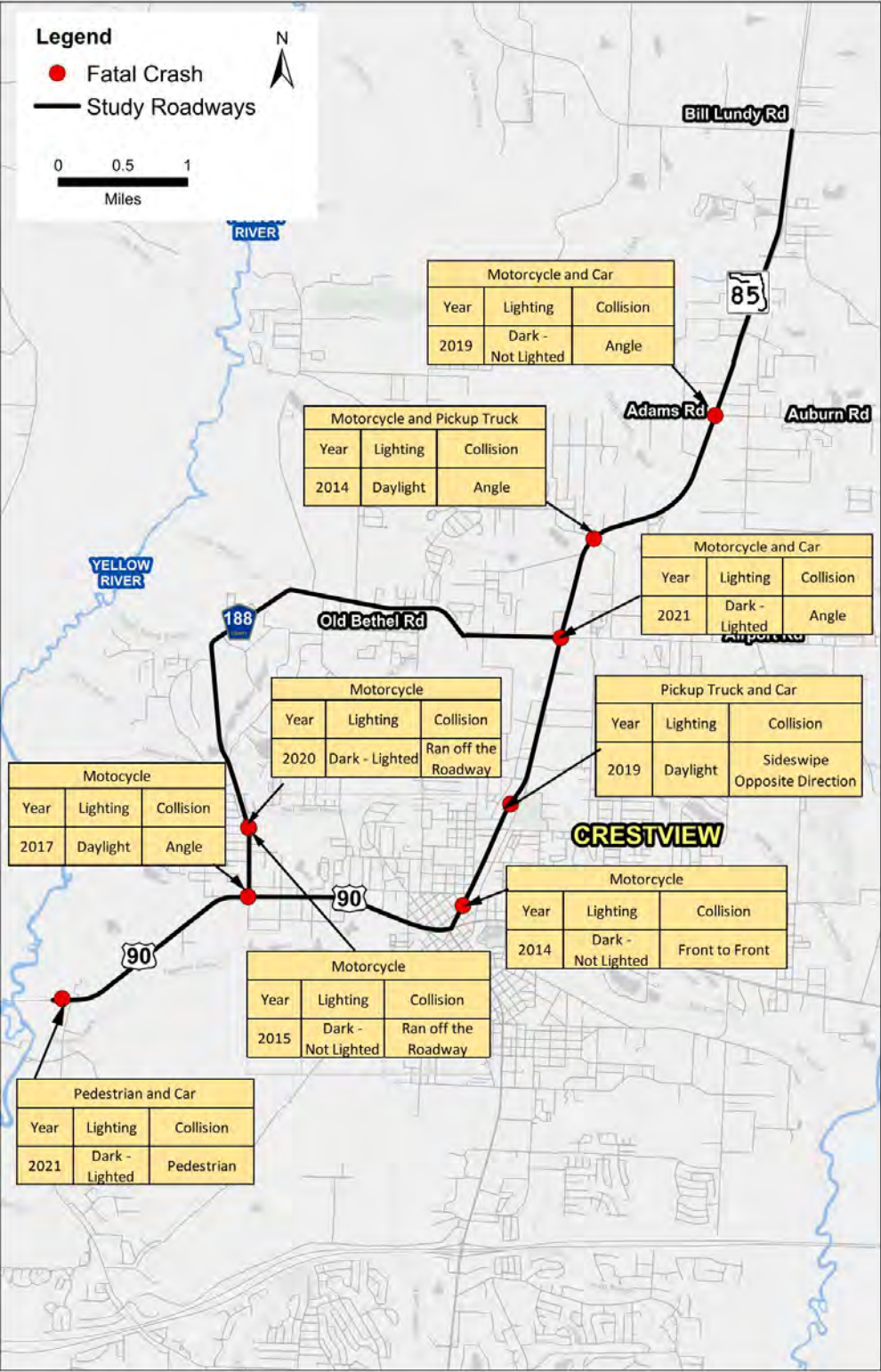


Figure 15 | Fatal Crashes on Study Roadways from January 2014 to July 2021

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report

3.2.1.3 Economic Cost of Crashes Analysis

Crash costs by severity (Table 12) were taken from the FDOT Roadway Design Bulletin 14-12, and State Safety Office Bulletin 14-01.

Table 13 presents the summary of crash costs by crash severity for each roadway. Note, there were crashes with unknown severity on each roadway (Table 11); these crashes were excluded from the analysis. The five-year crash cost is highest for SR 85 with \$58.32 million dollars. Figure 16 shows crash cost per year per mile of roadway. From this perspective crash costs are highest on US 90 with \$ 1.87 million dollar per year per mile – largely due to the higher crash severity on this road.

Table 12 | FDOT KABCO Crash Cost (2013 dollars)

Crash Severity	Comprehensive Crash Costs
Fatal (K)	\$10,100,000
Incapacitating Injury (A)	\$818,636
Non-Incapacitating Injury, Moderate Injury (B)	\$163,254
Possible Injury, Minor Injury (C)	\$99,645
No Injury, Property Damage Only (O)	\$6,500

Source: Florida Department of Transportation Crash Analysis Reporting (C.A.R.) System, link: <https://www.fdot.gov/docs/default-source/roadway/Bulletin/RDB14-12.pdf>

Table 13 | Summary of 2014 – 2018 Crash Cost (in million dollar) by Severity

Crash Severity	SR 85	US 90	Old Bethel Road
Fatal	\$20.20	\$10.10	\$20.20
Incapacitating Injury	\$13.92	\$8.19	\$1.64
No-Incapacitating Injury	\$12.08	\$7.02	\$3.59
Possible Injury	\$10.16	\$5.48	\$1.89
No Injury	\$1.96	\$0.92	\$0.41
Total	\$58.32	\$31.71	\$27.73

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report

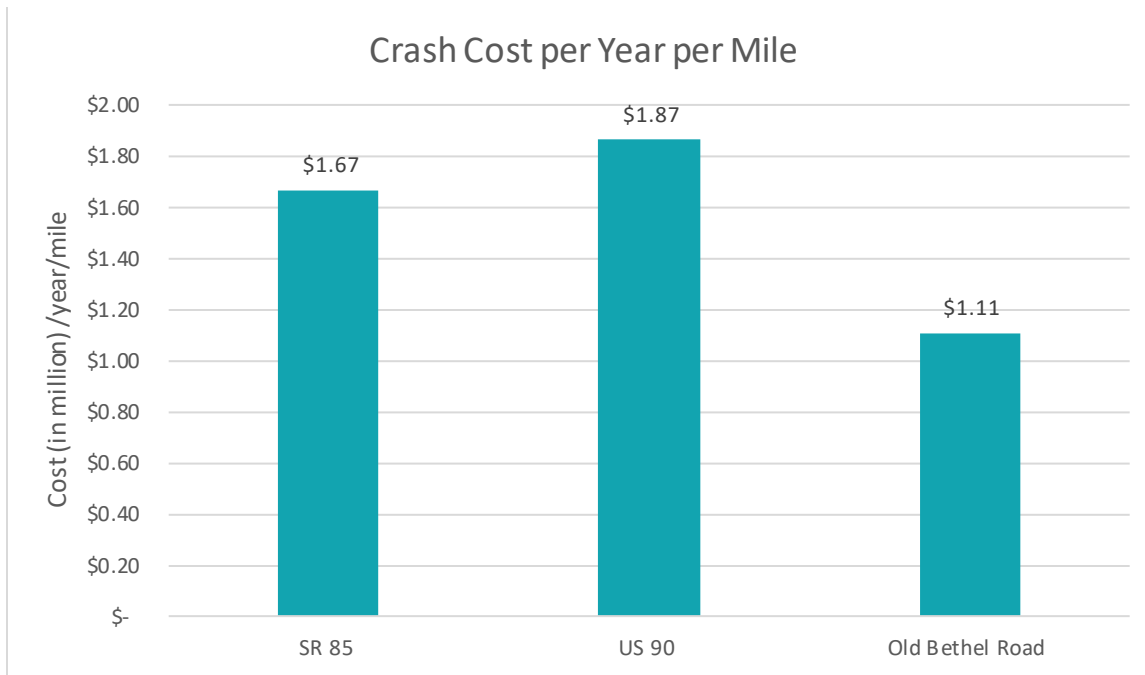


Figure 16 | Crash Cost per Year per Mile for Study Roadways

3.2.1.4 Intersections

The crash analysis for the eight intersections listed in Figure 9 was done using the crash data from CAR. All crashes within 250 feet of the intersection were considered as intersection related. Table 14 presents the summary of crashes by severity type. One fatal crash occurred at both the intersections of SR 85/Houston Lane and US 90/Old Bethel Road. There were three incapacitating injury crashes at intersection of US 90 / SR 85.

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report

Table 14 | Summary of Crashes at Study Intersections by Crash Severity (2014-2018)

Intersection Names	Fatal	Incapacitating Injury	Non-Incapacitating Injury	Possible Injury	No Injury	Unknown	Total
SR 85 / US 90	0	3	8	14	55	0	80
SR 85 / Stillwell Road	0	2	10	12	22	1	47
SR 85 / Old Bethel Road	0	0	3	9	28	0	40
SR 85 / Auburn Road / PJ Adams Road	0	1	7	5	12	0	25
US 90 / Old Bethel Road	1	1	7	3	8	0	20
US 90 / Hickory Avenue	0	0	4	3	7	0	14
SR 85 / Houston Lane	1	1	4	3	3	0	12
SR 85 / Bill Lundy Road / Bradley Road	0	2	0	0	5	0	7

Table 15 presents a summary of crashes by collision type. Front to rear and angle crashes were the most frequent. Overall, these two crash types account for more than 70 percent of the intersection crashes at the intersections of SR 85 / Old Bethel Road, and SR 85 / Auburn Road / Adams Road and more than 55 percent of the intersection crashes at all of the study intersections. The two fatal crashes at the intersections were angle collision attributed to driver's failure to yield right of way.

Table 15 | Summary of Crashes at Study Intersections by Collision Type (2014-2018)

Intersection	Front To Rear	Angle	Sideswipe, Same Direction	Front To Front	Sideswipe, Opposite Direction	Rear To Side	Other	Total
SR 85 / US 90	32	23	9	7	1	1	7	80
SR 85 / Stillwell Road	19	13	5	5	0	0	5	47
SR 85 / Old Bethel Road	20	10	3	2	0	0	5	40
SR 85 / Auburn Road / PJ Adams Road	2	16	0	0	0	0	7	25
US 90 / Old Bethel Road	7	6	3	0	1	0	3	20
US 90 / Hickory Avenue	7	2	2	1	0	0	2	14
SR 85 / Houston Lane	1	6	1	0	0	0	4	12
SR 85 / Bill Lundy Road / Bradley Road	3	1	0	0	0	0	3	7

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report

3.2.2 Future Conditions

The HSM Predictive Method was used to estimate safety performance for the three study roadways and for each of the Northwest Crestview Bypass alternative corridors for No-Build, and with and without the Eastern Crestview Bypass (2035 and 2055). Safety performance for each alternative corridor is estimated as the total number of crashes on the proposed bypass, plus the total number of crashes on US 90, SR 85, and Old Bethel Road with the given bypass constructed. The six proposed Northwest Crestview Bypass alternative corridors are presented in Figure 3. The AADT for 2035 and 2055 are presented in Section 2.3. The cross-section of the proposed bypass is shown in Section 3.2.2.3.

The following sections summarize the safety performance (i.e., all crash severities, and fatal and injury crashes) on study roadways and Northwest Crestview Bypass alternative corridors with and without the Eastern Crestview Bypass. The safety performance results are organized by the networkwide, each study roadway, and finally the Northwest Crestview Bypass alternatives corridors.

3.2.2.1 Networkwide Safety Performance

Table 16 to Table 19 show the total number of crashes and number of fatal and injury crashes for the system (i.e., US 90, SR 85, Old Bethel Road and the proposed Northwest Crestview Bypass) in 2035 and 2055 without and with the Eastern Crestview Bypass. The trend in crashes correlates to the daily traffic forecasted for the study corridors and the bypass. As traffic volume increases on the roadway, so do the forecasted crashes. Overall, the forecasted AADT on the study corridors and the Northwest Crestview Bypass alternative corridors is lower with the Eastern Crestview Bypass than without the Eastern Crestview Bypass; therefore, system crashes are lower with the Eastern Crestview Bypass due to the lower volumes.

In 2035 and 2055, Alternative 2 with the Eastern Crestview Bypass (Table 17 and Table 19) has the lowest number of total, and fatal and injury crashes. With this alternative corridor, the proposed Northwest Crestview Bypass is located along Old Bethel Road itself and therefore the number of system crashes is a summation of crashes on only three corridors (US 90, SR 85, and Old Bethel Road) rather than four corridors (US 90, SR 85, Old Bethel Road and the Northwest Crestview Bypass).

Alternatives 5 and 6, without the Eastern Crestview Bypass is forecasted to have the highest number of total and fatal and injury crashes. This is due to a combination of traffic volumes and the length of the bypass.

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report

Table 16 | Total, Fatal and Injury Crashes - 2035 Without Eastern Crestview Bypass

Crash Type	No Build	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6
Total Crashes	105.1	114.8	101.7	107.5	111.6	114.4	118.1
Fatal and Injury Crashes	32.0	34.2	30.6	32.0	33.2	34.0	35.3

Table 17 | Total, Fatal and Injury Crashes - 2035 With Eastern Crestview Bypass

Crash Type	No Build	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6
Total Crashes	105.1	110.5	97.3	103.0	105.7	108.6	112.9
Fatal and Injury Crashes	32.0	32.9	29.3	30.7	31.5	32.3	33.7

Table 18 | Total, Fatal and Injury Crashes - 2055 Without Eastern Crestview Bypass

Crash Type	No Build	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6
Total Crashes	114.2	127.9	117.9	125.0	128.3	135.5	134.2
Fatal and Injury Crashes	34.8	38.2	35.6	37.4	38.3	40.4	40.2

Table 19 | Total, Fatal and Injury Crashes - 2055 With Eastern Crestview Bypass

Crash Type	No Build	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6
Total Crashes	114.2	124.8	112.9	119.6	122.5	126.1	130.7
Fatal and Injury Crashes	34.8	37.4	34.1	35.8	36.6	37.7	39.1

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report

3.2.2.2 Study Roadways Safety Performance

While from an overall perspective Alternative 2 has the lowest total crashes and number of fatal and injury crashes, each study roadway has a different safety performance with each alternative corridor.

Figure 17 and Figure 19 present the segment and intersection crashes on study roadways without the Eastern Crestview Bypass and Figure 18 to Figure 20 present the segment and intersection crashes on study roadways with the Eastern Crestview Bypass. The following provides a summary of safety performance on each roadway under each alternative corridor. Only the study intersections were included in the analysis and crashes at other intersections on the study roadways were not accounted in this study.

- Overall, the crashes on study corridors (SR 85, US 90, and Old Bethel Road) with the Eastern Crestview Bypass is lower compared to crashes without the Eastern Crestview Bypass. On SR 85 and US 90, the total crashes with the Eastern Crestview Bypass is 0 to 3.1 crashes lower than without the Eastern Crestview Bypass for all the alternative corridors except Alternative 1 for US 90 which is 0.4 crashes higher than without the Eastern Crestview Bypass. On Old Bethel Road, the total crashes with the Eastern Crestview Bypass is 0 to 1.9 crashes lower than without the Eastern Crestview Bypass.
- Under each scenario of with and without the Eastern Crestview Bypass, the following are the observations:
 - Alternative 1
 - Old Bethel Road - Alternative 1 is proposed west of Old Bethel Road and terminates at the intersection of SR 85/Auburn Road/Adams Road. The AADT on Old Bethel Road under the scenario is lowest of all the alternative corridors. Therefore, crashes on Old Bethel Road would be lowest with this alternative corridor.
 - US 90 and SR 85 – Traffic volumes on US 90 study corridor and SR 85 from US 90 to Old Bethel Road stay the highest under this alternative corridor. Therefore, with this alternative corridor the crashes are forecast to be the higher on these roads compared to other alternative corridors.
 - Alternative 2
 - Old Bethel Road - Alternative 2 would use the existing Old Bethel Road alignment and terminates at the intersection of Old Bethel Road/SR 85. This alternative corridor increases traffic volume on SR 85 north to Auburn Road/Adams Road. Thus, the predicted crashes at the intersections and on the segments on this section of SR 85 corridor are higher than other alternative corridors.
 - Alternative 3 and 4
 - SR 85 - Approximately 50% of Alternatives 3 and 4 overlap with Old Bethel Road and terminate at the intersection of SR 85 and Auburn Road/Adams Road. These alternative corridors yield the lowest traffic volumes on SR 85 between Old Bethel Road and Auburn Road/Adams Road; therefore SR 85 between Old Bethel Road and

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Analysis Report

Auburn Road/Adams Road has the lowest crash frequency in these alternative corridors.

- Alternative 5
 - US 90 and SR 85 – In this alternative corridor, traffic volumes stay relatively high on US 90 from Old Bethel Road to SR 85 and on SR 85 from US 90 to Old Bethel Road; therefore, crashes on these sections of roadways are relatively high in this alternative corridor compared to other alternative corridors.
- Alternative 6
 - SR 85 – Similar to Alternative 2, this alternative corridor increases traffic volume on SR 85 between Old Bethel Road and Auburn Road/Adams Road. Thus, the predicted crashes on intersections and segments on this section of SR 85 corridor are higher than other alternative corridors.
 - US 90 – This alternative corridor is proposed between Old Bethel and SR 85 and yields the lowest volumes on US 90; hence the predicted crashes are lowest with this alternative corridor for this section of US 90.
 - Old Bethel Road – In Alternative 6, there are no changes to Old Bethel Road, and Old Bethel Road traffic volumes are highest under this alternative corridor; hence the forecast number of crashes on Old Bethel Road are highest with this alternative corridor.

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Methodology Memo

2035 Predicted Crashes - Without Eastern Bypass Scenario

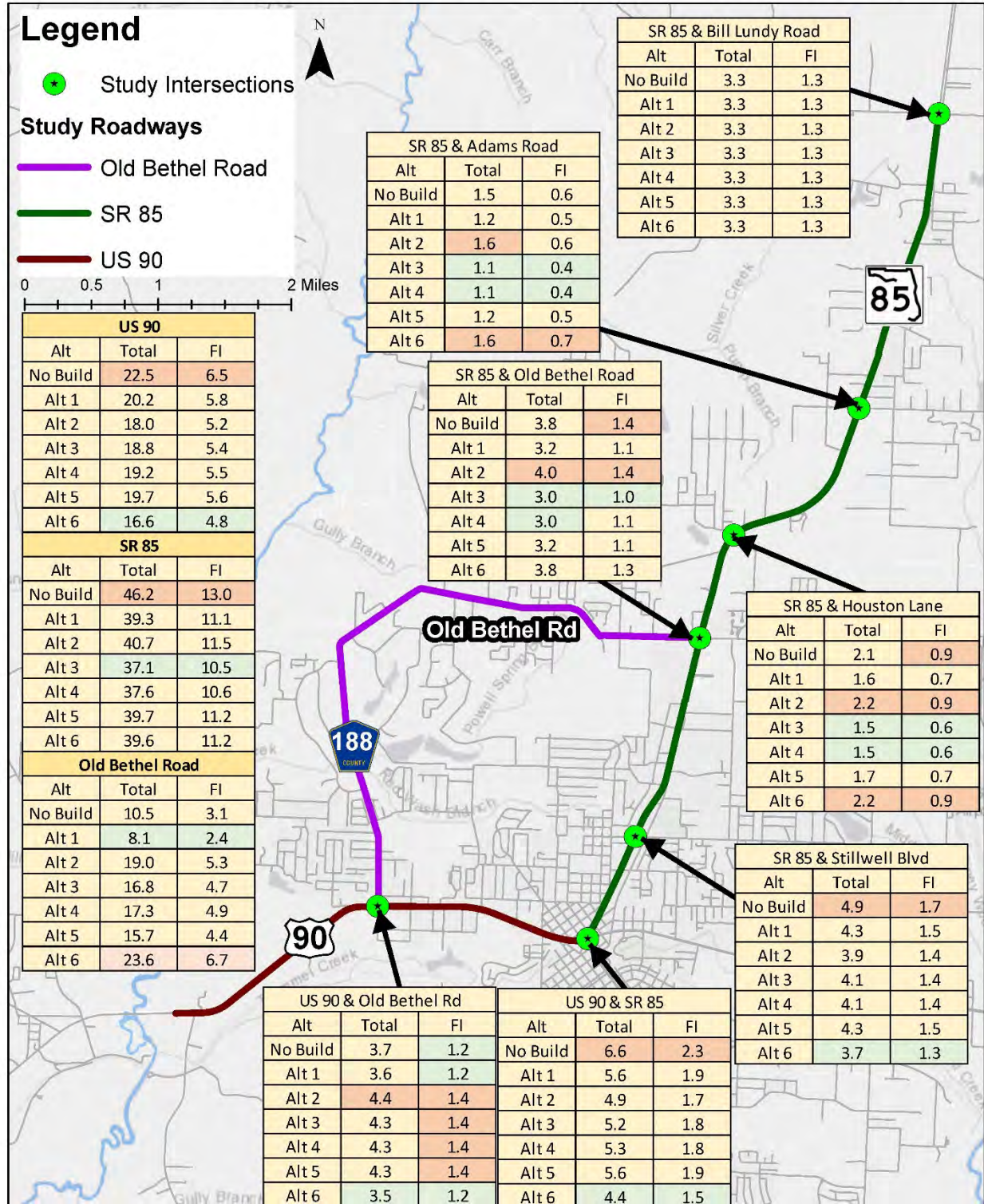


Figure 17 | 2035 Predicted Crashes on Study Roadways Without the Eastern Crestview Bypass

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Methodology Memo

2035 Predicted Crashes - With Eastern Bypass Scenario

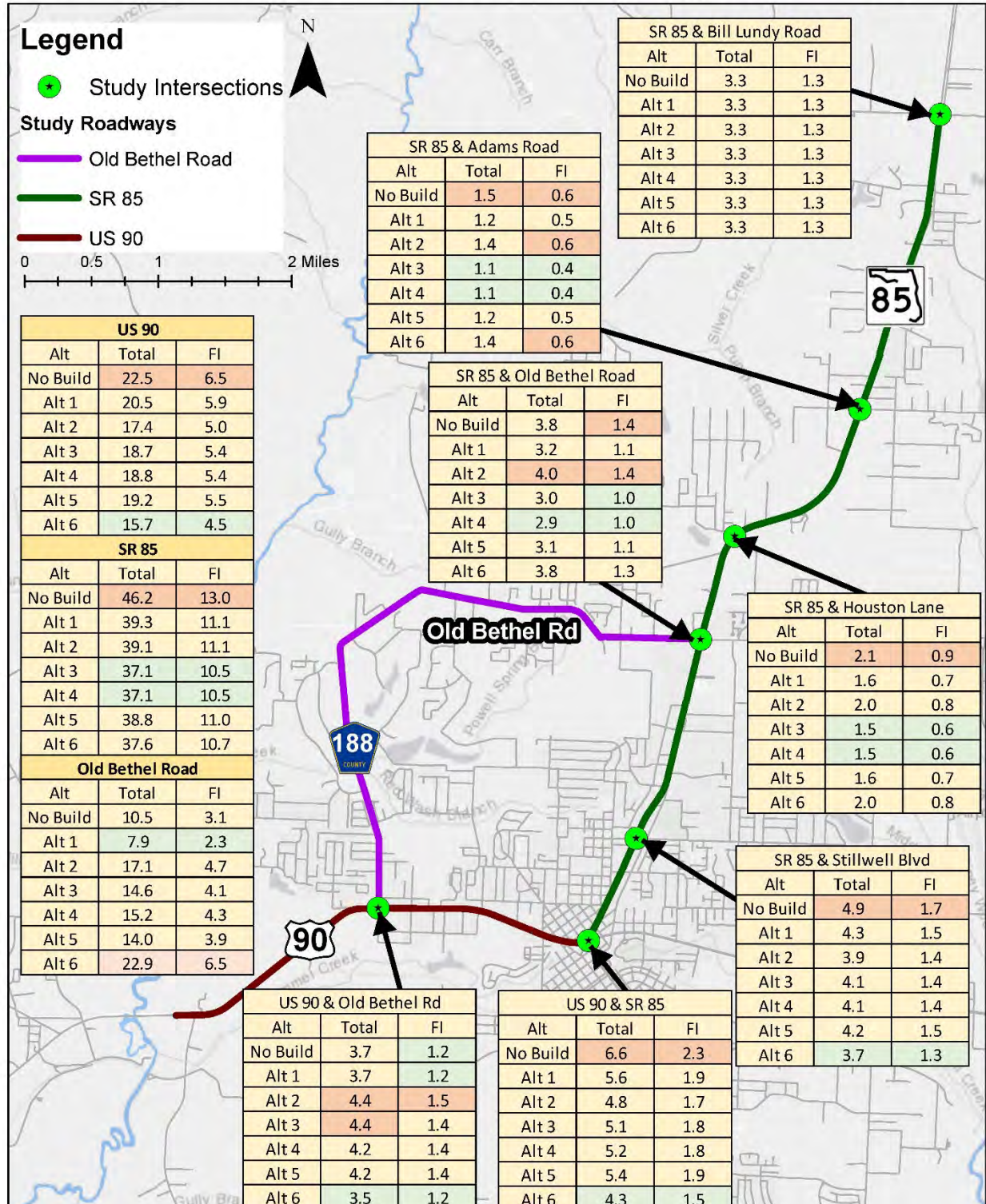


Figure 18 | 2035 Predicted Crashes on Study Roadways With the Eastern Crestview Bypass

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Methodology Memo

2055 Predicted Crashes - Without Eastern Bypass Scenario

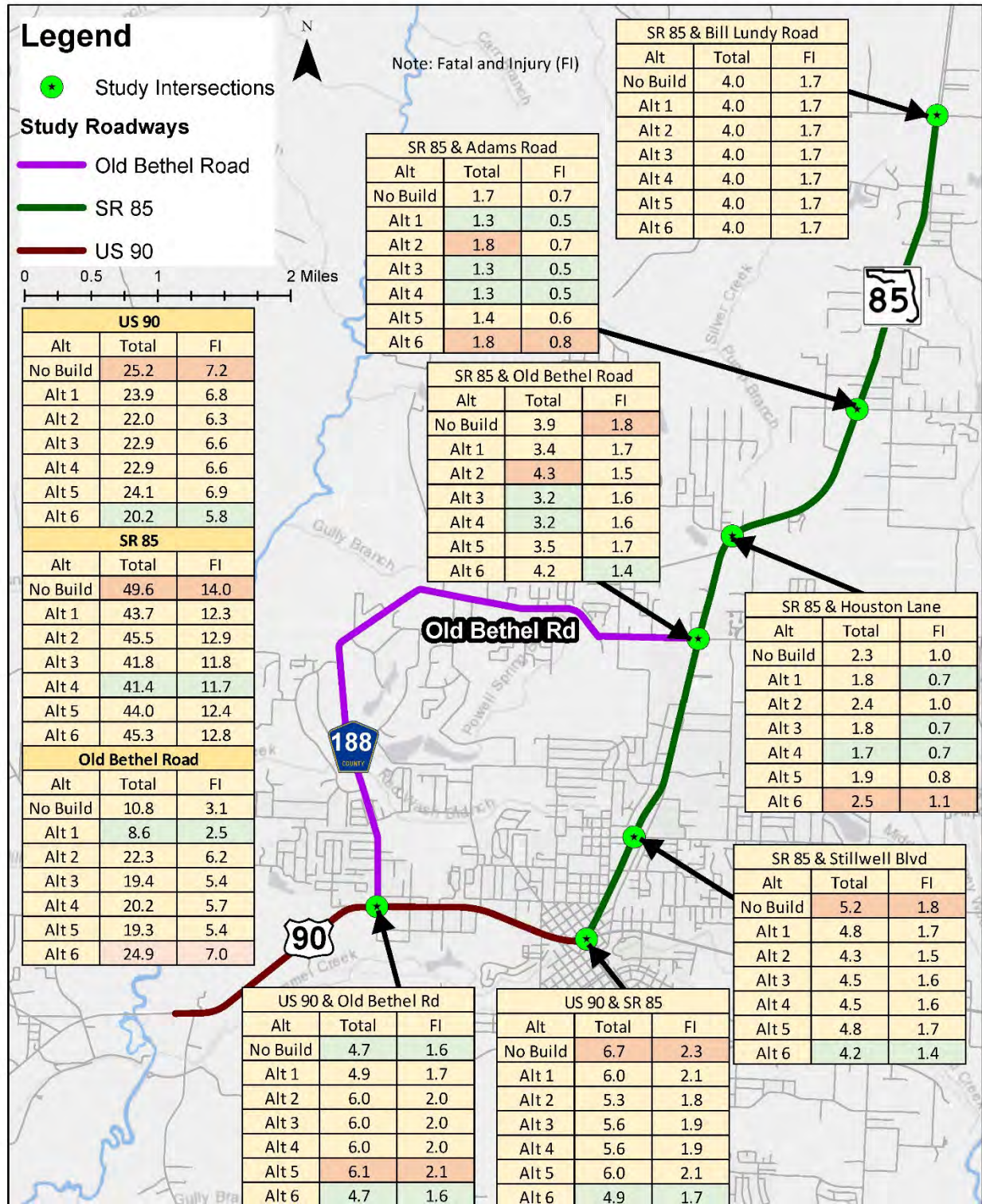


Figure 19 | 2055 Predicted Crashes on Study Roadways Without the Eastern Crestview Bypass

Northwest Crestview Bypass Alternative Corridor Evaluation Traffic Methodology Memo

2055 Predicted Crashes - With Eastern Bypass Scenario

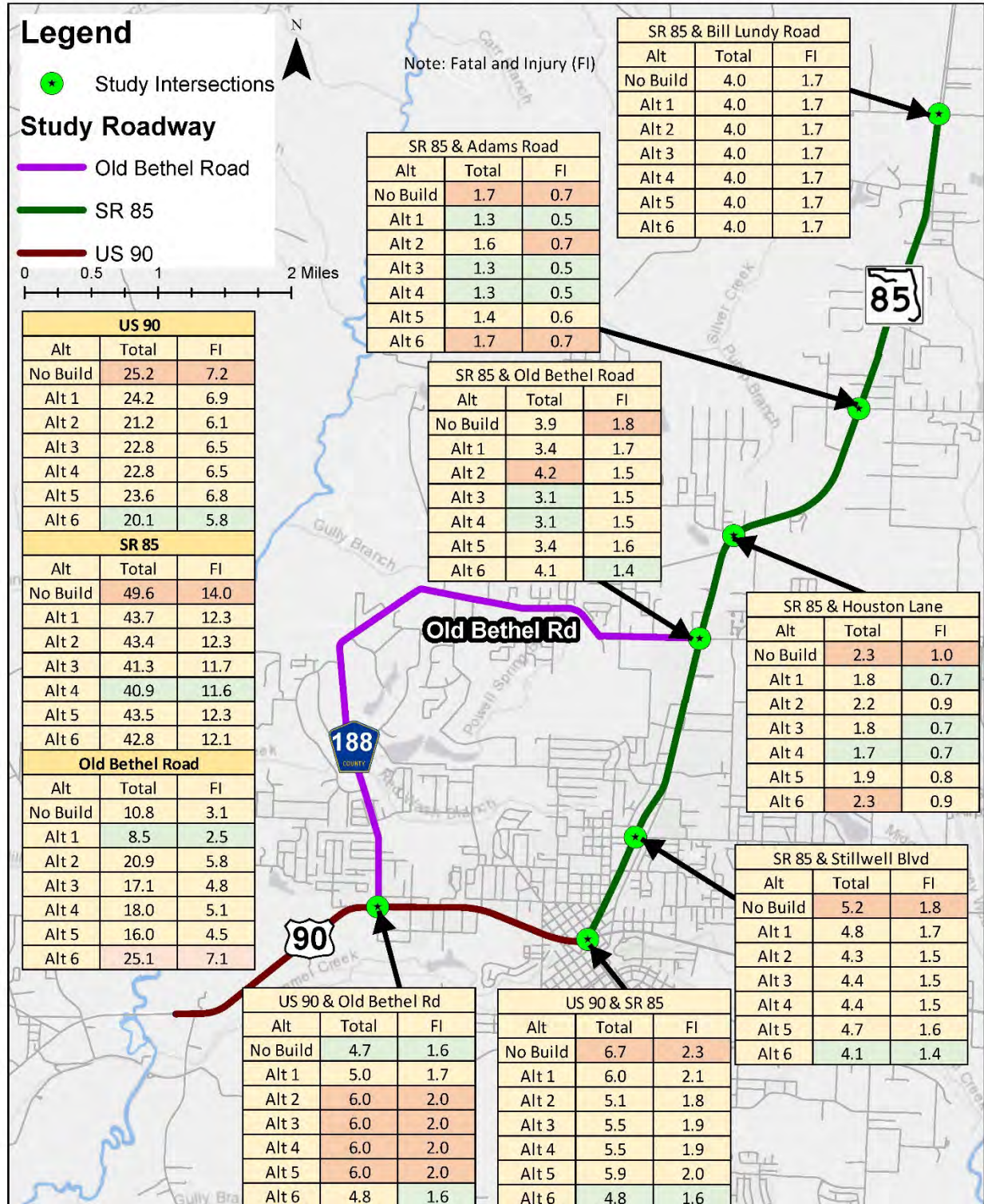


Figure 20 | 2055 Predicted Crashes on Study Roadways With the Eastern Crestview Bypass

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Methodology Memo

3.2.2.3 Northwest Crestview Bypass Alternative Corridors Safety Performance

The six proposed Northwest Crestview Bypass alternative corridors were modeled with the same cross-section configuration. Figure 21 shows the assumed cross-section: four-lane divided facility with seven-foot buffered bike lanes, curb and gutter, and six-foot sidewalks. Alternative 1 is the longest at 8.7 miles followed by Alternative 5 which is 8.6 miles. The shortest bypass is Alternative 6 at 3.6 miles.

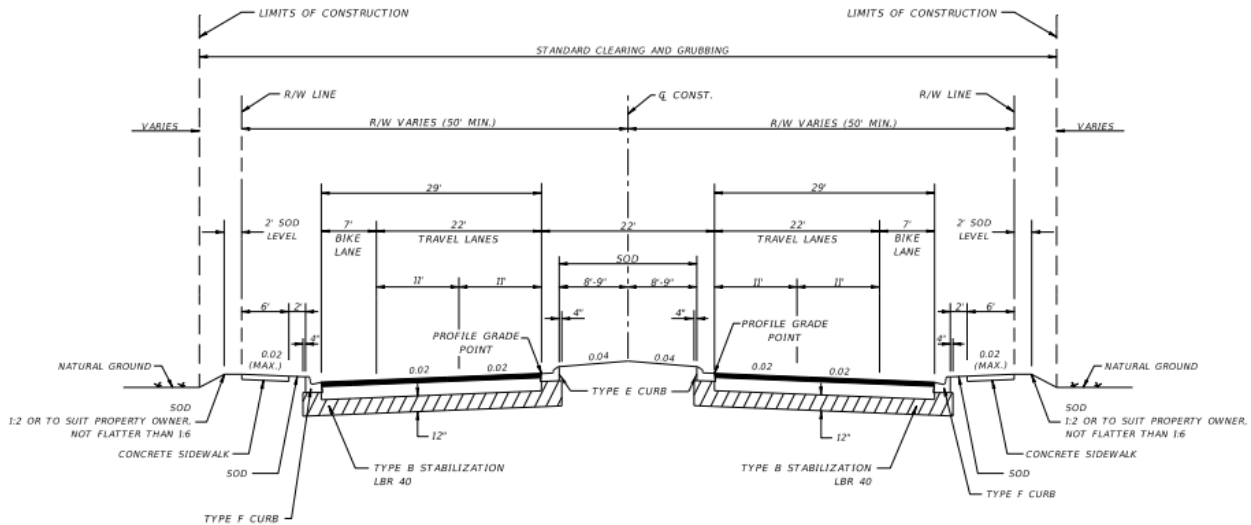


Figure 21 | Cross-section of the Proposed Northwest Crestview Bypass Alternative Corridor

Figure 22 present a summary of predicted crashes on the Northwest Crestview Bypass alternative corridors.

Table 20 present a summary of predicted crash rates on the Northwest Crestview Bypass alternative corridors. In summary:

- For all the alternative corridors, the predicted number of total crashes in without the Eastern Crestview Bypass is 1.5 to 4.5 crashes higher than with the Eastern Crestview Bypass. The combined fatal and injury crashes without the Eastern Crestview Bypass option is 0.4 to 1.3 crashes higher than with the Eastern Crestview Bypass option.
- In 2035, Alternative 1 without the Eastern Crestview Bypass option has the highest number of predicted crashes. In 2055, Alternative 5 without the Eastern Crestview Bypass has the highest number of predicted crashes. Alternative 5 has the highest change (26 percent) in AADT.
- Alternative 6 has the lowest number of total crashes but the highest crash rates in both analysis years, with and without the Eastern Crestview Bypass. This alternative corridor is the shortest in length and has the highest AADT compared to others.

Northwest Crestview Bypass Alternative Corridor Evaluation Traffic Methodology Memo

Predicted Crashes on Northwest Bypass Alternative Corridors

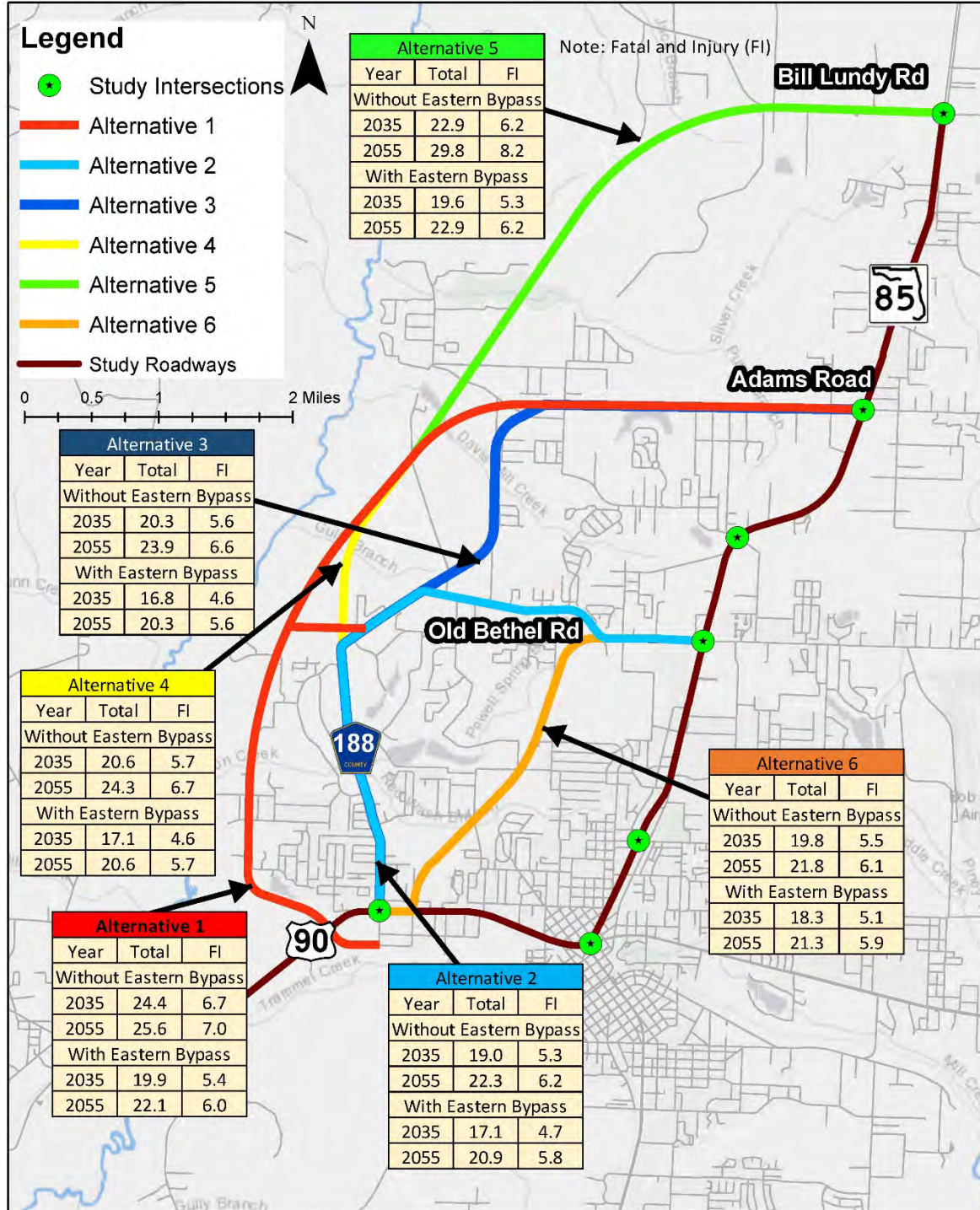


Figure 22 | 2035 and 2055 Predicted Crashes on Northwest Crestview Bypass Alternative Corridors

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Methodology Memo



Table 20 | HSM Predicted Crash Rates for 2035 and 2055 on the Northwest Crestview Bypass Alternative Corridors (crashes/mi/year)

HSM Predicted Total Crash Rates on the Northwest Crestview Bypass				
Scenarios	2035 Without E Bypass	2035 With E Bypass	2055 Without E Bypass	2055 With E Bypass
Alternative 1	2.8	2.3	2.9	2.5
Alternative 2	3.9	3.5	4.5	4.2
Alternative 3	2.9	2.4	3.4	2.9
Alternative 4	2.9	2.4	3.4	2.9
Alternative 5	2.7	2.3	3.5	2.7
Alternative 6	5.5	5.1	6.1	5.9
HSM Predicted Fatal and Injury Crash Rates on the Northwest Crestview Bypass				
Scenarios	2035 Without E Bypass	2035 With E Bypass	2055 Without E Bypass	2055 With E Bypass
Alternative 1	0.8	0.6	0.8	0.7
Alternative 2	1.1	1.0	1.3	1.2
Alternative 3	0.8	0.7	0.9	0.8
Alternative 4	0.8	0.7	1.0	0.8
Alternative 5	0.7	0.6	1.0	0.7
Alternative 6	1.5	1.4	1.7	1.6

3.2.2.4 Future Conditions Summary

A summary of the future safety performance analysis results are provided in Tables 21 and 22 for conditions with and without the Eastern Crestview Bypass, respectively. Overall, the results showed that the safety performance of the study roadways was directly proportional to the forecasted volumes in 2035 and 2055.

As shown, the alternative corridor with the lowest crashes varies by location. In general, Alternative 2 shows the lowest total and fatal and injury crashes from a networkwide perspective for both analysis years and for with and without the Eastern Crestview Bypass. SR 85 shows the most reductions in crashes with Alternative 3 for conditions without the Bypass, but Alternative 3 and/or 4 for conditions with the Eastern Crestview Bypass. US 90 shows the lowest crashes for all scenarios with Alternative 6. The future traffic volumes on Old Bethel Road are the lowest with Alternative 1 since it is the only alternative corridor that does not utilize Old Bethel Road (alternative corridors along Old Bethel Road increase the volume by adding new Northwest Crestview Bypass traffic) and actually shifts traffic away; as such, Alternative 1 shows the lowest crashes Old Bethel Road. The lowest number of crashes on the Northwest Crestview Bypass itself varied by analysis year and scenario.

Northwest Crestview Bypass

Alternative Corridor Evaluation Traffic Methodology Memo



Table 21 | Alternative Corridor with Lowest Crashes - Without Eastern Crestview Bypass
(alternative corridor, crashes)

Location	2035		2055	
	Lowest Total Crashes	Lowest Fatal and Serious Injury Crashes	Lowest Total Crashes	Lowest Fatal and Serious Injury Crashes
Networkwide	Alt 2, 101.7	Alt 2, 30.6	Alt 2, 117.9	Alt 2, 35.6
SR 85	Alt 3, 50.1	Alt 3, 15.3	Alt 3, 56.6	Alt 3, 17.4
US 90	Alt 6, 24.5	Alt 6, 7.4	Alt 6, 29.8	Alt 6, 9.1
Old Bethel Road	Alt 1, 8.1	Alt 1, 2.4	Alt 1, 8.6	Alt 1, 2.5
Northwest Bypass	Alt 2, 19.0	Alt 2, 5.3	Alt 6, 21.8	Alt 6, 6.1

Table 22 | Alternative Corridor with Lowest Crashes - With Eastern Crestview Bypass
(alternative corridor, crashes)

Location	2035		2055	
	Lowest Total Crashes	Lowest Fatal and Serious Injury Crashes	Lowest Total Crashes	Lowest Fatal and Serious Injury Crashes
Networkwide	Alt 2, 97.3	Alt 2, 29.3	Alt 2, 112.9	Alt 2, 34.1
SR 85	Alt 3, 50.1	Alt 3, 15.3	Alt 4, 55.5	Alt 4, 17.1
	Alt 4, 50.1	Alt 4, 15.3		
US 90	Alt 6, 23.6	Alt 6, 7.2	Alt 6, 29.7	Alt 6, 9.0
Old Bethel Road	Alt 1, 7.9	Alt 1, 2.3	Alt 1, 8.5	Alt 1, 2.5
Northwest Bypass	Alt 2, 17.1	Alt 3, 4.6	Alt 3, 20.3	Alt 3, 5.6
	Alt 4, 17.1	Alt 4, 4.6		



4.0 Summary

This document provides the existing and future traffic and crash analyses conducted for the Northwest Crestview Bypass ACE. The results of these analyses will be used in the evaluation of the alternative corridors as well as the PTAR (Phase II), as appropriate.

4.1 Traffic Analysis

A traffic analysis was conducted to determine the traffic operational performance of each alternative corridor. The traffic analysis was performed consistent with the FDOT 2020 PD&E Manual, 2019 Project Traffic Forecasting Handbook, and 2014 Traffic Analysis Handbook guidelines.

Roadway segment level traffic operational assessments were conducted for the Northwest Crestview Bypass alternative corridors and for study area roadways. The alternative corridor evaluation traffic analysis was conducted for Opening Year 2035, and Design Year 2055. The future year model development and evaluation was conducted for no build conditions and six alternative corridors. In total, 26 alternative scenarios were run using NWFRPM within the Cube modeling software. Volumes were estimated along the alternative corridors as well as the surrounding roadway network by utilizing growth rates derived from model results.

The LOS and v/MSV were estimated for the study area roadways for each alternative corridor using the FDOT 2020 Quality/Level of Service Handbook GSVT's for the projected 2035 and 2055 AADT. Analysis results show that some sections of SR 85 are anticipated to operate below the LOS target with or without the Northwest Crestview Bypass in place in 2035. However, sections of SR 85 north of I-10 and north of US 90, as well as US 90 west of SR 85 are anticipated to improve in v/MSV with the Northwest Crestview Bypass in place compared to the No Build scenario.

In 2055, the LOS target is not anticipated to be met on SR 85 south of Live Oak Church Road, and north of I-10. In addition, PJ Adams Parkway west of SR 85 and the Southwest Crestview Bypass are anticipated to operate below LOS targets in 2055. The v/MSV results show an improvement with the Northwest Crestview Bypass in place on SR 85 north of US 90, and US 90 west of SR 85 compared to the No Build scenario.

4.2 Safety Analysis

The existing and future conditions safety analysis was completed for the study roadways (US 90 from Antioch Road to SR 85, SR 85 from US 90 to Bill Lundy Road/Bradley Road, and Old Bethel Road from US 90 to SR 85) plus the Northwest Crestview Bypass for future conditions.

The most recent crash data (2014 to 2018) was obtained from FDOT Crash Analysis Reporting (CAR) and from January 2019 to July 2021 from Signal Four Analytics. The most common type of crash collisions were angle and front to rear type. The most common driver actions were careless or negligence and failure to yield the right of way. There were nine fatal crashes from January 2014 to July 2021. Seven of

Northwest Crestview Bypass Alternative Corridor Evaluation Traffic Methodology Memo



them involved a motorcyclist where the crashes were related to either failure to yield right of way or run off the roadway.

The future conditions crash analysis was conducted using the HSM Predictive Method for the study roadways and the proposed Northwest Crestview Bypass alternative corridors. Crashes were forecasted for 2035 and 2055 for conditions without and with the Eastern Crestview Bypass. Overall, the results showed that the safety performance of the study roadways was directly proportional to the forecasted volumes in 2035 and 2055. In other words, the number of crashes increased or decreased when the volumes increased or decreased respectively.

Networkwide (the aggregation of US 90, SR 85, Old Bethel Road, and the Northwest Crestview Bypass alternative corridor), Alternative 2 with the Eastern Crestview Bypass is forecasted to have the lowest number of total crashes and fatal and injury crashes compared to the other alternative corridors. Additionally, Alternative 2 is projected to have fewer total crashes than No Build conditions for all scenarios except 2055 without the Eastern Crestview Bypass. The only other Alternative and scenario that shows fewer networkwide total crashes than No Build conditions is Alternative 3 in 2035 with the Eastern Crestview Bypass. All alternative corridors and scenarios show fewer networkwide crashes with the Eastern Crestview Bypass in place compared to conditions without the Eastern Crestview Bypass.

The results for just SR 85 and US 90 show that the forecasted total crashes and fatal and injury crashes are expected to be lower than No Build conditions for all alternative corridors and scenarios. This is consistent with the fact that the traffic volumes are anticipated to be reduced within the limits of the study roadways for all alternative corridors. Similar to the networkwide results, the crashes with the Eastern Crestview Bypass are anticipated to be lower than without the Eastern Crestview Bypass; the only exception is on US 90 for Alternative 1 in which the crashes are higher with the Eastern Crestview Bypass. For conditions with and without the Eastern Crestview Bypass, Alternatives 3 and 4 are anticipated to have lowest crash frequency on SR 85. For conditions with and without the Eastern Crestview Bypass, crash frequency on US 90 is forecasted to be lowest under Alternative 6.

For Old Bethel Road, Alternative 1 has the lowest number of forecasted crashes of the alternative corridors. Alternative 1 is also the only alternative corridor where the crash frequency is expected to be lower than the No Build scenario. This is due to the lower projected traffic volumes on Old Bethel Road for Alternative 1 compared to No Build and other alternative corridors: it is the only alternative corridor that does not utilize Old Bethel Road, which would increase traffic volumes by adding new Northwest Crestview Bypass trips, but also shifts traffic away from the corridor. Similar to other study roadways, the crashes on Old Bethel Road will be lower with the Eastern Crestview Bypass compared to without the Eastern Crestview Bypass.

On the proposed Northwest Crestview Bypass alternative corridors, the total crashes will be lower with the Eastern Crestview Bypass compared to without the Eastern Crestview Bypass. The lowest number of predicted crashes is anticipated for Alternatives 2, 3, 4, or 6, depending on the year and scenario. The

Northwest Crestview Bypass Alternative Corridor Evaluation Traffic Methodology Memo



highest number of predicted crashes in 2035 with and without the Eastern Crestview Bypass is anticipated for Alternative 1. The highest number of predicted crashes in 2055 with and without the Eastern Crestview Bypass is anticipated for Alternative 5.



Appendix A – ACE Traffic Methodology Memorandum



Okaloosa County

NORTHWEST CRESTVIEW BYPASS

Alternative Corridor Evaluation Traffic Methodology Memo

April 15, 2021



CONTENTS

1.0 Introduction..... 2

 1.1 Background..... 2

2.0 Traffic Analysis Approach..... 5

 2.1 Analysis Roadways..... 5

 2.2 Analysis Years..... 5

 2.3 Analysis Method..... 5

 2.4 Project Traffic Forecasting..... 5

 2.5 Data Collection..... 6

 2.6 Planned Improvements..... 6

 2.7 Project Alternatives Analysis..... 6

 2.8 Performance Measures of Effectiveness (MOEs)..... 6

3.0 Safety Analysis Approach 7

4.0 Documentation..... 8

FIGURES

Figure 1 | Northwest Crestview Bypass ACE Study Area..... 3

Figure 2 | Overview of Regional Projects 4

Northwest Crestview Bypass Feasibility Study

Alternative Corridor Evaluation Traffic Methodology Memo



1.0 Introduction

The purpose of this memo is to document the analysis approach and assumptions to be used in the traffic analysis for the Northwest Crestview Bypass Alternative Corridor Evaluation (ACE).

Okaloosa County is evaluating transportation corridor alternatives for the northwest segment of a bypass around the City of Crestview in Okaloosa County, Florida. The project, known as the Northwest Crestview Bypass, will connect with the Southwest Crestview Bypass near the intersection of US 90 and Old Bethel Road and will terminate at State Road (SR) 85 (North Ferdon Boulevard) north of Crestview. The project will consider improvements to the existing Old Bethel Road from US 90 to SR 85 as well as alternative new corridors. The general area for the Northwest Crestview Bypass is depicted in Figure 1.

The purpose of the Northwest Crestview Bypass project is to provide regional system connectivity and improve mobility through and around the City of Crestview by providing an alternative to SR 85 and completing the Western Bypass around the City of Crestview. Additional goals for the project are to address safety and hurricane evacuation and support anticipated growth in Okaloosa County.

This project is being developed by Okaloosa County as the Lead Agency, in partnership with the Florida Department of Transportation (FDOT) District 3, and the City of Crestview as a Participating Agency.

Traffic will be evaluated in two phases. The ACE traffic analysis (Phase I) will include a high-level traffic analysis to support evaluation of up to six (6) corridors. Phase II will include a detailed traffic analysis of the selected corridor and preparation of a Project Traffic Analysis Report (PTAR). The methodology in this document pertains to the ACE traffic analysis (Phase I).

1.1 Background

The Crestview Bypass was first evaluated in a Feasibility Study completed in 2004. The Okaloosa-Walton Transportation Planning Organization (O-W TPO) 2035 Needs Plan included an Eastern and Western Crestview Bypass. FDOT completed a Feasibility Study for a SR 85 Eastern Crestview Bypass in July 2019; the project concluded that while the project was not recommended based on the findings, a more detailed analysis of the Eastern Crestview Bypass could be completed in the future if other area projects did not address regional traffic concerns.

The Southwest Crestview Bypass project is currently underway will traverse around Crestview to the southwest beginning at Wild Horse Drive and P.J. Adams Parkway and ending at US 90 and Old Bethel Road (CR 188).

In addition to the Bypass projects, there are other ongoing projects in the area. An overview of regional projects is shown in Figure 2.

Northwest Crestview Bypass Feasibility Study Alternative Corridor Evaluation Traffic Methodology Memo

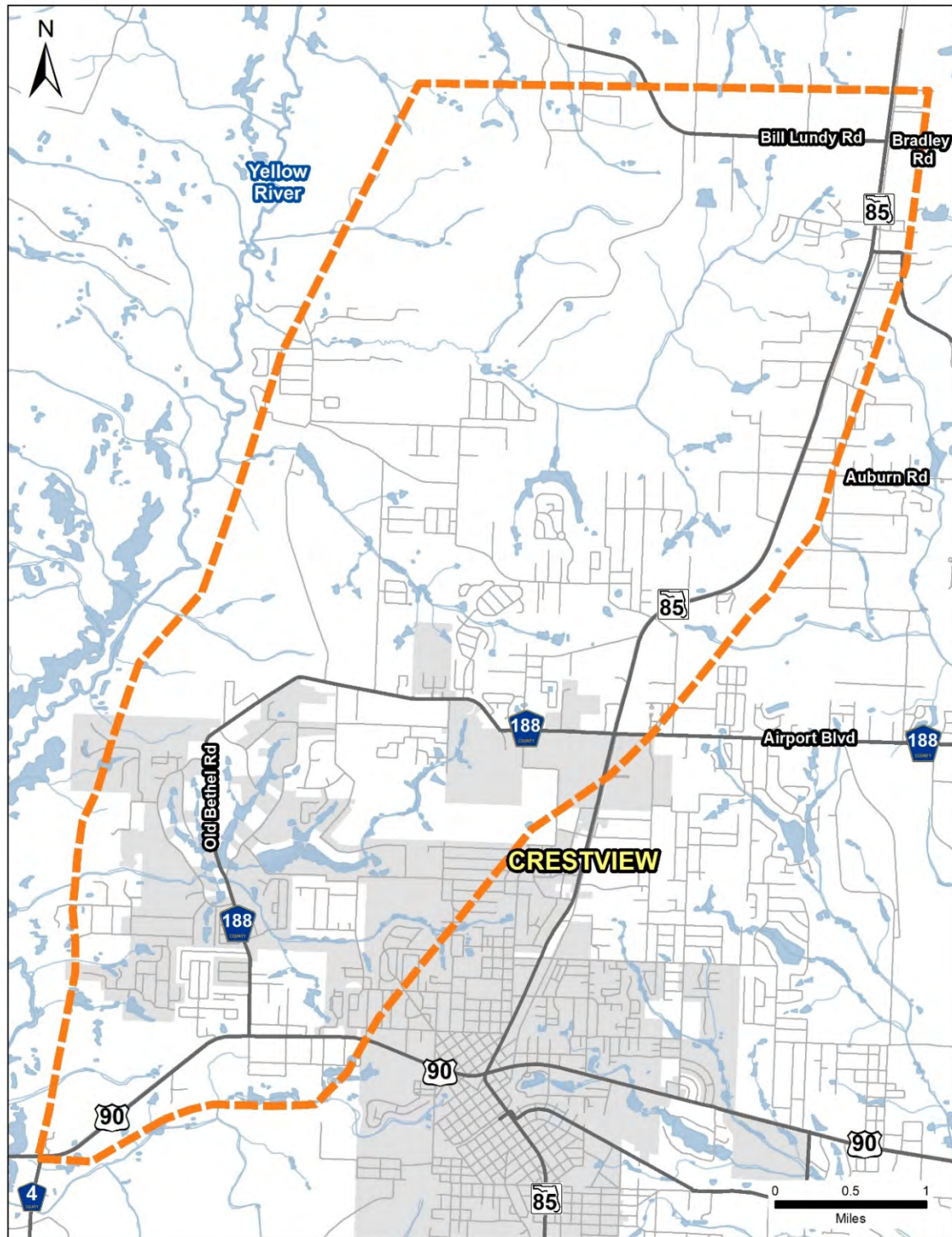


Figure 1 | Northwest Crestview Bypass ACE Study Area

Northwest Crestview Bypass Feasibility Study

Alternative Corridor Evaluation Traffic Methodology Memo

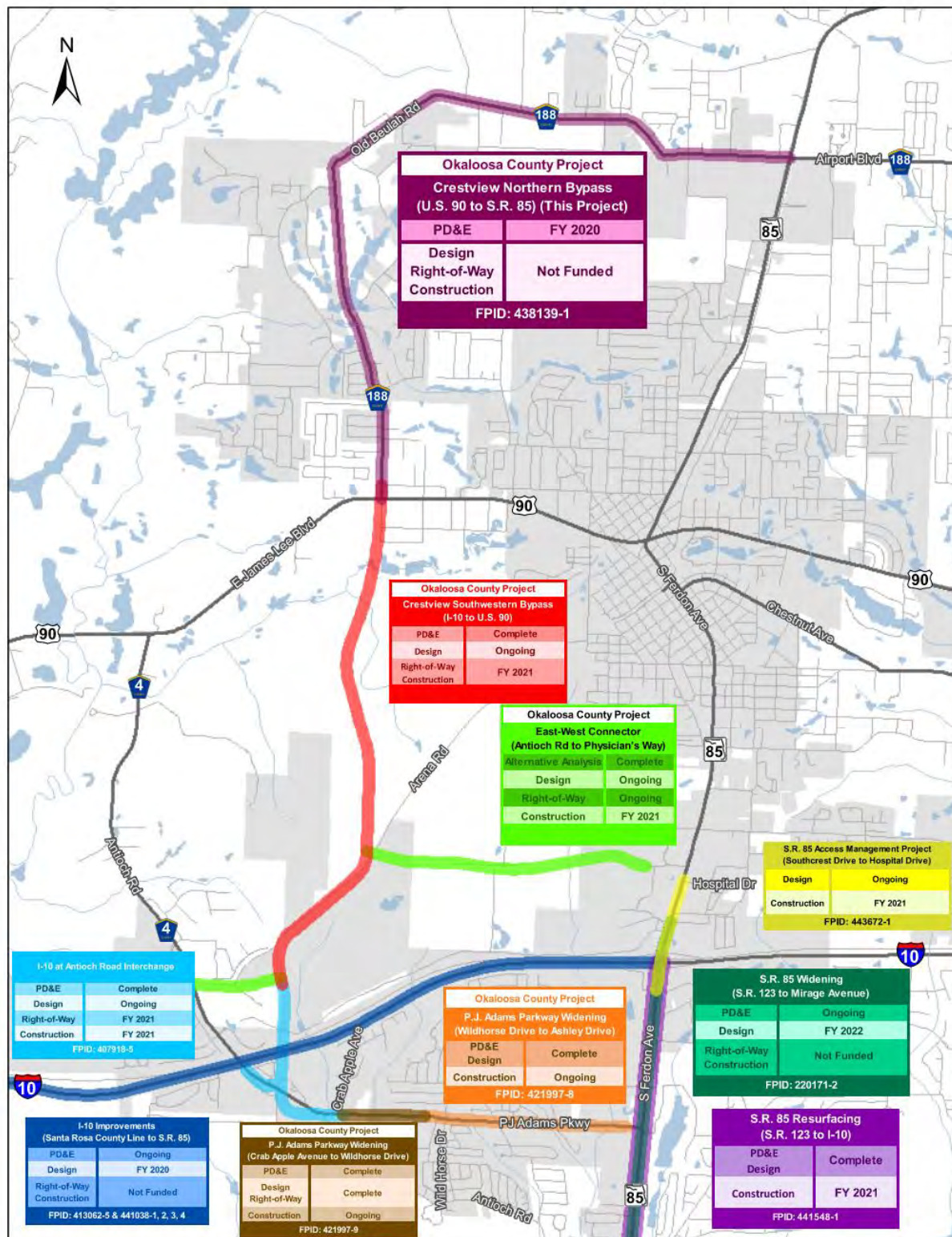


Figure 2 | Overview of Regional Projects



2.0 Traffic Analysis Approach

The traffic analysis will be conducted to support the evaluation of up to six (6) preliminary alternative alignments identified for the Northwest Crestview Bypass corridor development. The objective of this analysis is to determine the traffic operational and safety performance of each alignment. The traffic analysis will be performed consistent with the FDOT 2020 PD&E Manual, 2019 Project Traffic Forecasting Handbook, and 2014 Traffic Analysis Handbook guidelines.

2.1 Analysis Roadways

Roadway segment level traffic operational assessment will be conducted for the Northwest Crestview Bypass alternatives and for the following study area roadways:

- Old Bethel Road – from US 90 to SR 85
- Bill Lundy Road – from west SR 85 to east of SR 85
- SR 85 – from south of Live Oak Church Road / Antioch Road to north of Bill Lundy Road
- US 90 – west of Old Bethel Road to east of Eastern Bypass
- Antioch Road – from PJ Adams Parkway to US 90
- PJ Adams Parkway – from Antioch Road to SR 85
- I-10 – from west of Antioch Road to east of SR 85

2.2 Analysis Years

The alternative corridor evaluation traffic analysis will be conducted for the following years:

- Opening Year – 2035
- Design Year – 2055

2.3 Analysis Method

Traffic forecasting will be conducted to develop the design year and opening year Annual Average Daily Traffic (AADT) volumes for the Northwest Crestview Bypass alternatives. The projected AADT volumes for the corridor alternatives will be used to estimate roadway level of service (LOS). Planning level traffic LOS analysis will be conducted for Northwest Crestview Bypass alternative segments and study area roadways using the FDOT Generalized Service Volume Tables (GSVT) for daily volumes.

2.4 Project Traffic Forecasting

The NWFRPM subarea model validation based on the existing year 2019 traffic conditions will be conducted to develop the future year forecasting model for the Crestview Bypass alternatives traffic projections. The Okaloosa County area will be considered for the subarea model validation. The year 2019 model development effort will consist of updating the base year 2015 model with the year 2019 socio-economic input data and the model roadway network. The model validation will focus on matching the FDOT 2019 AADT counts and StreetLight Origin-Destination trips within Okaloosa county. Based on the subarea model validation, the future year models for the corridor alternatives will be developed to generate the traffic projections.

Northwest Crestview Bypass Feasibility Study

Alternative Corridor Evaluation Traffic Methodology Memo



2.5 Data Collection

Year 2019 socio-economic and traffic data will be obtained from the following sources to perform the existing year 2019 Northwest Florida Regional Planning Model (NWFRPM) subarea validation.

- Northwest Florida Regional Planning Model (NWFRPM) version 3.1
- American Community Survey (ACS) 5-Year Population by block group for 2015 and 2019
- U.S. Bureau of Labor Statistics (BLS) Employment from the Quarterly Census of Employment and Wages (QCEW) for 2015 and 2019.
- FDOT 2019 AADT counts
- StreetLight Origin-Destination trips within Okaloosa County
- Review of Previous Studies and Comprehensive/Long Range Plans

2.6 Planned Improvements

As previously discussed, there are several projects near the study area. The projects will be reviewed to include committed projects in No Build conditions.

2.7 Project Alternatives Analysis

The future year model development and evaluation of up to six alternative corridor alignments will be conducted for up to 26 scenarios related to Southwest, Northwest, and Eastern Bypass roadways in the planning stages within the study area, as listed below:

- Opening Year No Build
- Opening Year Build with the Northwest Bypasses (for up to 6 corridors)
- Opening Year Build with the Northwest + Eastern Bypasses (for up to 6 corridors)
- Design Year No Build
- Design Year Build with the Northwest Bypasses (for up to 6 corridors)
- Design Year Build with the Northwest + Eastern Bypasses (for up to 6 corridors)

2.8 Performance Measures of Effectiveness (MOEs)

The projected Opening Year and Design Year AADT, the LOS estimated using the FDOT Generalized Service Volume Tables (GSVT), and the volume to maximum service volume ratios (v/MSV) will be used as the performance measures of effectiveness (MOEs) to compare the corridor alternatives. The MOE's comparison will be conducted for the study area roadways.



3.0 Safety Analysis Approach

The existing conditions traffic safety analysis will be conducted with the most recent five calendar years of state crash data (source confirmed with FDOT) according to guidance specified in Chapter 4 of the “FDOT Safety Analysis Guidebook for PD&E Studies.” The study area for the existing conditions analysis will consist of the segments on Old Bethel Rd between US 90 and SR 85, the segments on SR 85 from US 90 to Airport Road, the segments on US 90 from Antioch Road to SR 85, and up to six total signalized intersections along these corridor segments.

Observed crash trends will be summarized by year, severity, location, type, time of day, and contributing factors to determine overall patterns. Total economic cost of crashes will be computed using FDOT equivalent crash costs. For fatal crashes, the crash reports will be reviewed for more detailed descriptions of the crash event (up to 10 fatal crash reports). Crash rates will be computed and compared to statewide crash rates on comparable facilities. In addition, a Potential for Safety Improvement analysis will be performed in which the expected crash frequency (Highway Safety Manual (HSM) Empirical-Bayes method) is compared to the predicted crash frequency (HSM non-Empirical Bayes method) to evaluate locations where potential for safety improvement is present within the study area. An interactive dashboard will be developed using PowerBI, a data visualization software developed by Microsoft. The dashboard will be used to facilitate discussions of the findings of the existing conditions analysis.

A future conditions analysis will be performed to evaluate the relative safety performance of the network under each of the optional alignments (up to six alternatives) and each of the traffic scenarios identified in the traffic analysis scope. Federal Highway Administration’s (FHWA) Interactive Highway Safety Design Model (IHSDM) software will be used to develop planning-level crash prediction models consistent with HSM methodologies to estimate relative future crash frequency, severity, and rates on the study network (under each optional alignment and traffic volume scenario). “Planning-level” indicates input data for the models will not be collected to a design-level of precision, but rather as trends related to high-impact changes in cross-sections, volumes, and roadside characteristics.

FDOT calibration factors will be applied to each model. The prediction network will include the segments on:

- Old Bethel Road from US 90 to SR 85
- SR 85 from US 90 to Bill Lundy Road / Bradley Road
- US 90 from Antioch Road to SR 85
- The optional alignments

The results of the analysis will be integrated into the PowerBI dashboard to facilitate comparison of alternatives.



4.0 Documentation

The operational and safety analysis results will be used in the ACE prioritization process to assess the overall benefit of each alternative alignment.

Traffic projections for the Crestview Bypass alternatives and the forecasting methodology details will be documented in the ACE Traffic Forecasting Memorandum.

The traffic analysis findings including the AADT and LOS comparison of corridor alternatives, and recommendations will be documented in the ACE Traffic Analysis Report.



Appendix B – ACE Traffic Forecasting Memorandum



Okaloosa County

NORTHWEST CRESTVIEW BYPASS

Alternative Corridor Evaluation Traffic Forecasting Memo

September 2021



CONTENTS

1.0 Introduction.....	1
1.1 Background.....	1
2.0 Travel Demand Forecasting Methodology.....	4
2.1 Socioeconomic Model Data Review.....	4
2.1.1 Network Adjustments.....	6
2.2 Subarea Model Validation.....	7
2.3 Future Roadway Network Review.....	8
3.0 Alternative Corridors.....	9
4.0 AADT Volumes.....	13
4.1 Year 2035 – No Eastern Bypass.....	13
4.2 Year 2035 - With Eastern Bypass.....	13
4.3 Year 2055 - No Eastern Bypass.....	13
4.4 Year 2055 - With Eastern Bypass.....	13
4.5 Alternatives Comparison.....	27
5.0 Conclusion.....	28
Appendix A – StreetLight Data.....	1
Appendix B –Model Outputs.....	1

FIGURES

Figure 1 Northwest Crestview Bypass ACE Study Area.....	2
Figure 2 Overview of Regional Projects.....	3
Figure 3 TAZ Adjustments.....	6
Figure 4 Northwest Crestview Bypass Alternative Corridors.....	11
Figure 5 Existing 2019 AADTs.....	14
Figure 6 2035 AADTs No Eastern Bypass.....	16
Figure 6 2035 AADTs No Eastern Bypass (Cont.).....	17
Figure 7 2035 AADTs With Eastern Bypass.....	19

Northwest Crestview Bypass Feasibility Study
Alternative Corridor Evaluation Traffic Forecasting Memo



Figure 7 | 2035 AADTs With Eastern Bypass (Cont.)20

Figure 8 | 2055 AADTs No Eastern Bypass22

Figure 8 | 2055 AADTs No Eastern Bypass (Cont.).....23

Figure 9 | 2055 AADTs With Eastern Bypass.....25

Figure 9 | 2055 AADTs With Eastern Bypass (Cont.)26

TABLES

Table 1 | Population by County..... 5

Table 2 | Employment by County 5

Table 3 | 2019 Model RMSE Statistics 7

Table 4 | Validation Comparison..... 8

Table 5 | Committed Projects 9

Table 6 | Regional Model Run Scenarios.....12

Table 7 | 2035 AADTs No Eastern Bypass.....15

Table 8 | 2035 AADTs With Eastern Bypass.....18

Table 9 | 2055 AADTs No Eastern Bypass.....21

Table 10 | 2055 AADTs With Eastern Bypass24

Northwest Crestview Bypass Feasibility Study

Alternative Corridor Evaluation Traffic Forecasting Memo



1.0 Introduction

The purpose of this memo is to document the traffic forecast used in the traffic analysis for the Northwest Crestview Bypass Alternative Corridor Evaluation (ACE).

Okaloosa County is evaluating transportation corridor alternatives for the northwest segment of a bypass around the City of Crestview in Okaloosa County, Florida. The project, known as the Northwest Crestview Bypass, will connect with the Southwest Crestview Bypass near the intersection of US 90 and Old Bethel Road and will terminate at State Road (SR) 85 (North Ferdon Boulevard) north of Crestview. The project will consider improvements to the existing Old Bethel Road from US 90 to SR 85 as well as alternative new corridors. The general area for the Northwest Crestview Bypass is depicted in Figure 1.

The purpose of the Northwest Crestview Bypass project is to provide regional system connectivity and improve mobility through and around the City of Crestview by providing an alternative to SR 85 and completing the Western Bypass around the City of Crestview. Additional goals for the project are to address safety and hurricane evacuation and support anticipated growth in Okaloosa County.

This project is being developed by Okaloosa County as the Lead Agency, in partnership with the Florida Department of Transportation (FDOT) District 3, and the City of Crestview as a Participating Agency.

Traffic is evaluated in two phases. The ACE traffic analysis (Phase I) includes a high-level traffic analysis to support evaluation six corridors. Phase II will include a detailed traffic analysis of the selected corridor and preparation of a Project Traffic Analysis Report (PTAR). The traffic forecast discussed in this document pertains to the ACE traffic analysis (Phase I) and will also be carried forward for use in the PTAR (Phase II).

1.1 Background

The Crestview Bypass was first evaluated in a Feasibility Study completed in 2004. The Okaloosa-Walton Transportation Planning Organization (O-W TPO) 2035 Needs Plan included an Eastern and Western Crestview Bypass. FDOT completed a Feasibility Study for a SR 85 Eastern Crestview Bypass in July 2019; the study concluded that while the project was not recommended based on the findings, a more detailed analysis of the Eastern Crestview Bypass could be completed in the future if other area projects did not address regional traffic concerns.

The Southwest Crestview Bypass project currently underway will traverse around Crestview to the southwest beginning at Wild Horse Drive and P.J. Adams Parkway and ending at US 90 and Old Bethel Road (CR 188).

In addition to the Bypass projects, there are other ongoing projects in the area. An overview of regional projects is shown in Figure 2.

Northwest Crestview Bypass Feasibility Study Alternative Corridor Evaluation Traffic Forecasting Memo

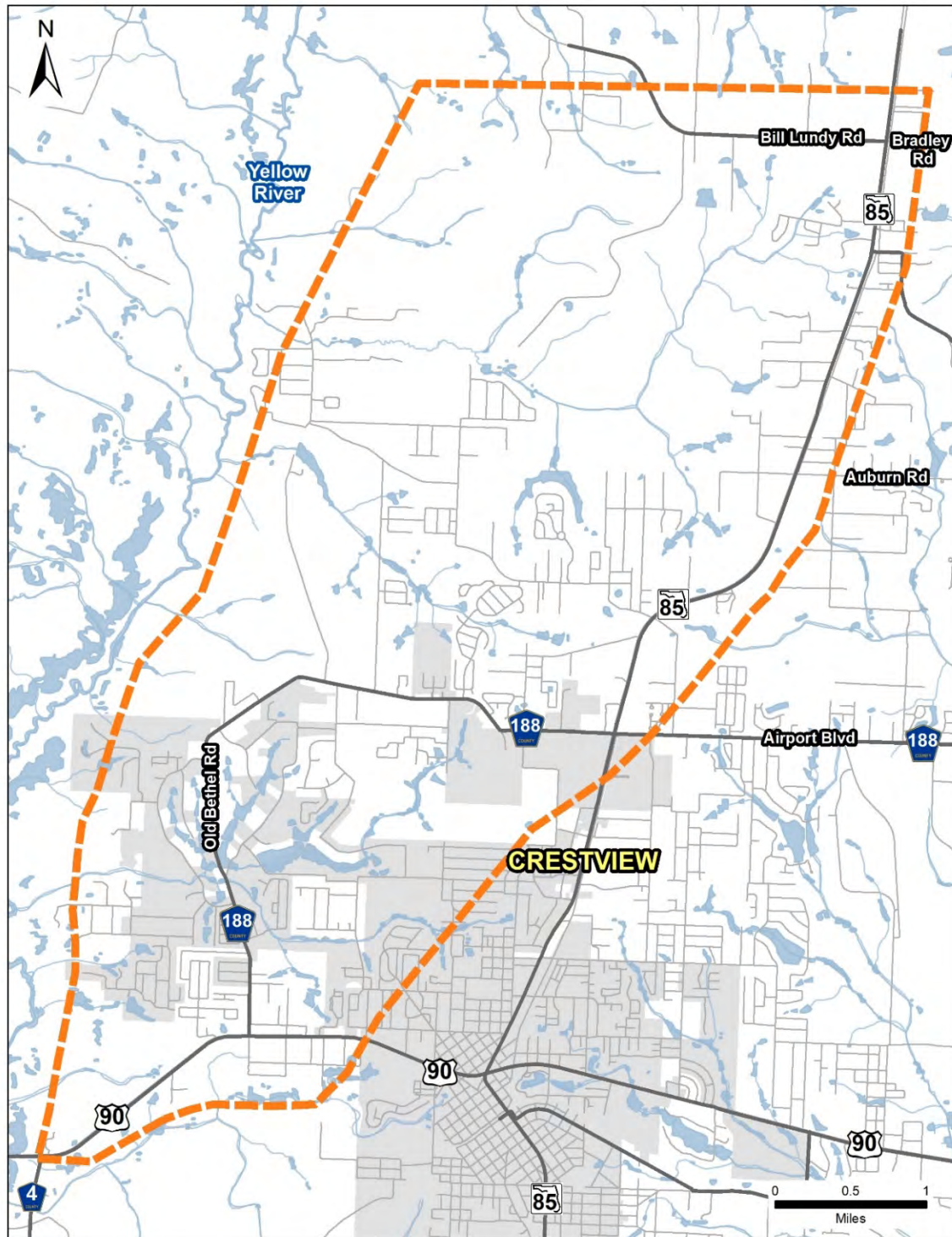


Figure 1 | Northwest Crestview Bypass ACE Study Area

Northwest Crestview Bypass Feasibility Study Alternative Corridor Evaluation Traffic Forecasting Memo

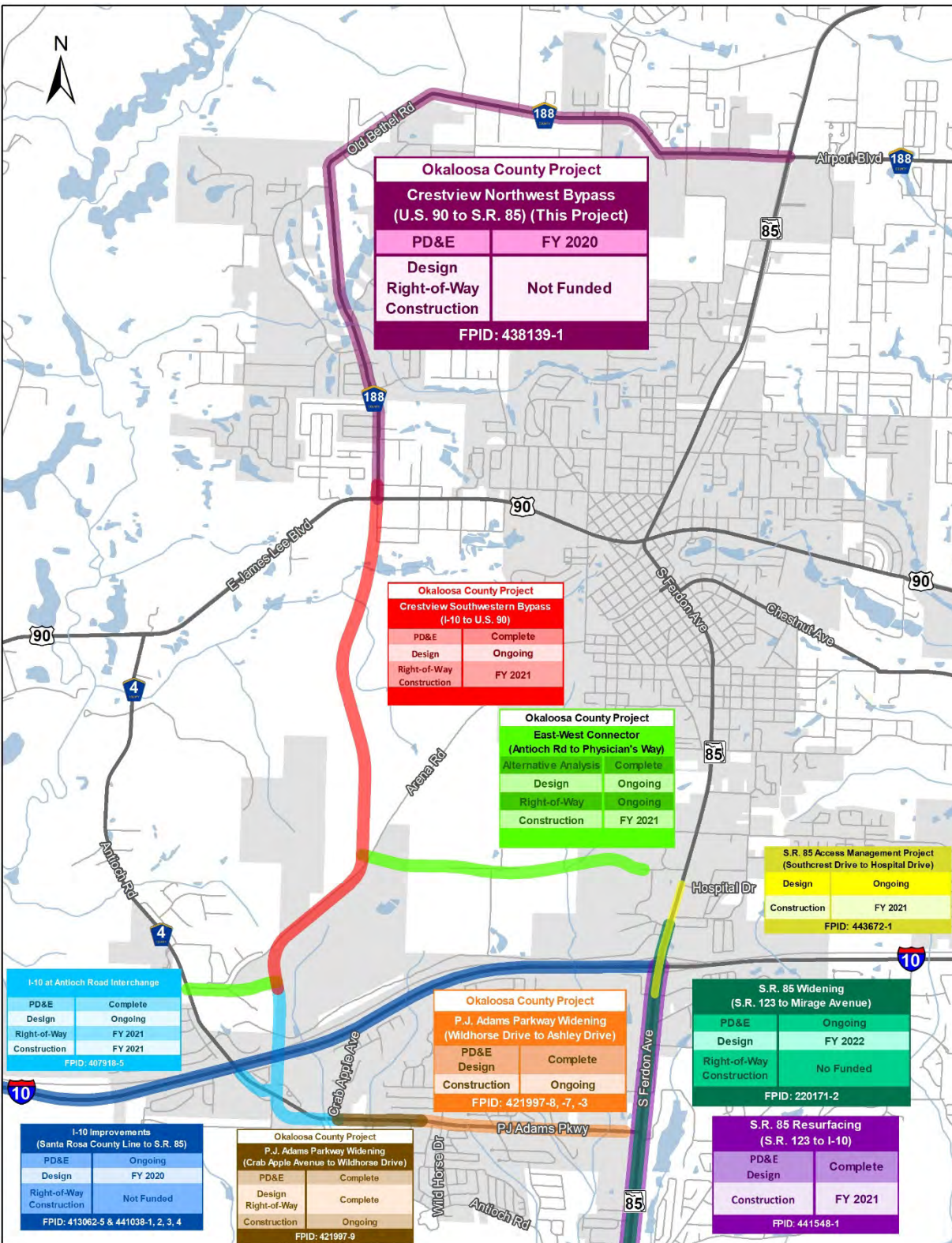


Figure 2 | Overview of Regional Projects



2.0 Travel Demand Forecasting Methodology

Project traffic forecasting was conducted for the alternative corridors identified for the Northwest Crestview Bypass. The Northwest Florida Regional Planning Model (NWFRPM) version 3.1, which considers future land use, roadway projects, and socio-economic data, was used to develop future year traffic volumes. The model provides a base year of 2015 and a horizon year of 2045. Annual average daily traffic (AADT) was developed for the following years:

- Opening Year – 2035
- Design Year – 2055

Demographic model inputs for 2035 and 2055 were created by interpolation between the 2019 (created as described below) and 2045 demographic inputs.

The NWFRPM version 3.1 was reviewed for its ability to reflect observed traffic conditions within the study area. A subarea model validation was performed which consisted of creating a 2019 scenario for the model and then validating that scenario against FDOT 2019 AADT counts and StreetLight Origin-Destination trips within Okaloosa County, provided in Appendix A. The focus of the validation was on Okaloosa County. While the 2019 scenario covers the entire region, the detailed validation work was mostly done within the Okaloosa County area of the model.

2.1 Socioeconomic Model Data Review

The first step in creating the 2019 scenario was to create 2019 demographic inputs. The following data sources were used to adjust the 2015 demographic inputs and factor them up to 2019:

- American Community Survey (ACS) 5-Year Population by block group for 2015 and 2019
- U.S. Bureau of Labor Statistics (BLS) Employment from the Quarterly Census of Employment and Wages (QCEW) for 2015 and 2019

The 2019 population by Traffic Analysis Zone (TAZ) was estimated by the following process. First, a block group level growth rate for the entire region was calculated from the 2015 and 2019 ACS population estimates. Next, a GIS intersection process was used to assign the growth rates from the block groups to each TAZ in the NWFRPM region. Third, the 2015 model input single- and multi-family population and housing units were factored to 2019 using the TAZ level growth rates that were calculated from the block group growth rates. Finally, the 2019 TAZ county level population and housing units were adjusted to match the 2019 ACS county level population. Table 1 shows the population computed by this process.

The 2019 employment by TAZ was estimated by the following process. First, a county level employment growth rate by employment category (industrial, commercial, service) was created by comparing the BLS QCEW data for 2015 and 2019. The TAZ level 2015 employment from NWFRPM was then factored by the computed county level growth factors. Table 2 shows the employment by county computed by this process.

Northwest Crestview Bypass Feasibility Study

Alternative Corridor Evaluation Traffic Forecasting Memo



Table 1 | Population by County

County	2015 Population	2019 Population	Population Change (2015-2019)	Population Growth (percent)
Bay	175,353	182,159	6,806	3.88%
Calhoun	14,615	14,366	-249	-1.70%
Escambia	306,327	313,490	7,163	2.34%
Franklin	11,628	11,809	181	1.56%
Gadsden	46,424	45,951	-473	-1.02%
Gulf	15,785	15,575	-210	-1.33%
Holmes	19,635	19,435	-200	-1.02%
Jackson	48,900	47,949	-951	-1.94%
Jefferson	14,198	14,164	-34	-0.24%
Leon	282,940	289,773	6,833	2.41%
Liberty	8,295	8,344	49	0.59%
Okaloosa	192,237	203,787	11,550	6.01%
Santa Rosa	161,021	174,757	13,736	8.53%
Wakulla	31,128	32,322	1,194	3.84%
Walton	59,487	68,259	8,772	14.75%
Washington	24,629	24,764	135	0.55%
Total	1,412,602	1,466,904	54,302	3.88%

Table 2 | Employment by County

County	2015 Employment	2019 Employment	Employment Change (2015-2019)	Employment Growth (percent)
Bay	88,933	87,466	-1,467	-1.65%
Calhoun	4,062	4,049	-13	-0.32%
Escambia	160,928	176,970	16,042	9.97%
Franklin	4,077	4,089	12	0.29%
Gadsden	12,380	13,878	1,498	12.10%
Gulf	4,691	4,677	-14	-0.30%
Holmes	3,686	3,955	269	7.30%
Jackson	14,887	15,264	377	2.53%
Jefferson	2,902	2,908	6	0.21%
Leon	158,945	170,428	11,483	7.22%
Liberty	1,105	1,097	-8	-0.72%
Okaloosa	84,580	90,400	5,820	6.88%
Santa Rosa	38,107	43,695	5,588	14.66%
Wakulla	5,793	6,445	652	11.25%
Walton	25,323	29,731	4,408	17.41%
Washington	6,591	7,276	685	10.39%
Total	616,990	662,328	45,338	7.35%

Northwest Crestview Bypass Feasibility Study

Alternative Corridor Evaluation Traffic Forecasting Memo



2.1.1 Network Adjustments

The 2019 special generator trips were created by comparing the NWFRPM 2015 special generator trips to the 2019 AADT counts and referencing the 2045 special generator trips to see forecasted growth. Included in the 2019 special generator trips are 53,000 trips for Eglin Air Force Base (AFB) and 15,000 trips for the Destin-Fort Walton Beach Airport. The 2019 External-to-External (EE) and External-to-Internal (EI) trips were created by using the 2019 counts at external connectors to factor the 2015 EE and EI trips.

A few changes were made to the TAZ structure in the southwest quadrant of I-10 at SR 85: TAZ 841 was split into two (TAZ 841 and TAZ 902) along Juniper Creek. This allows the businesses along Highway 85 to load trips onto Highway 85 while the residential neighborhoods west of Juniper Creek load trips onto P. J. Adams Pkwy. The centroid of TAZ 842 was also adjusted and a new connector added to P. J. Adams Pkwy. The centroid of TAZ 840 was also moved to better align with the development within the TAZ. Figure 3 shows the changed centroids and connectors.

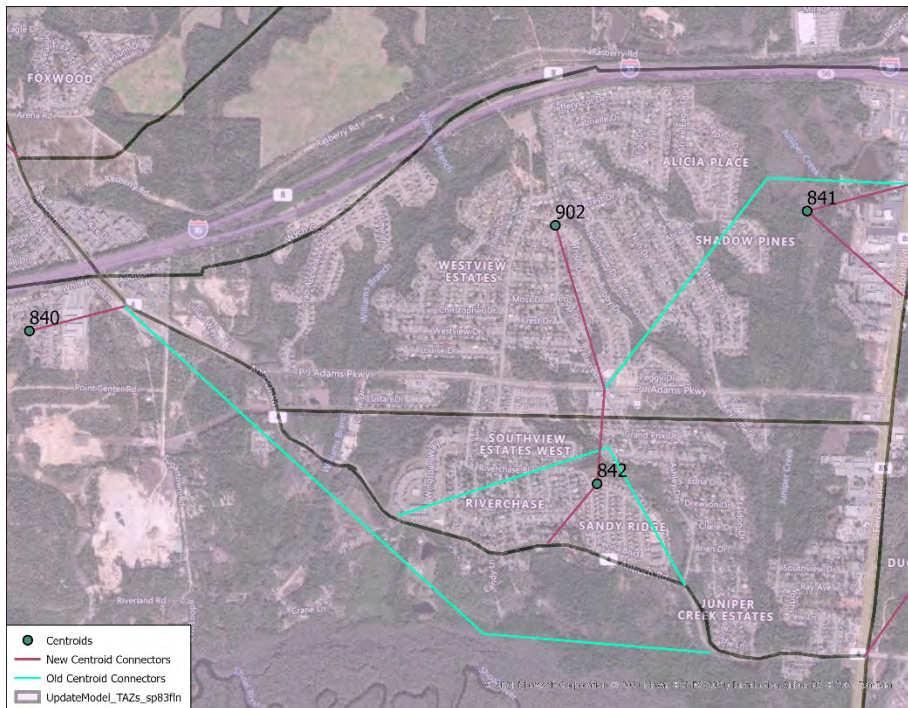


Figure 3 | TAZ Adjustments

The highway network for 2019 was kept mostly the same as the 2015 network. In a few cases, the facility type was changed to match the existing roadway usage characteristics. For example: P. J. Adams Parkway was changed from a local collector to a minor arterial to better match the model speed and capacity to the existing roadway. To help the model appropriately validate to the 2019 FDOT AADT traffic counts, the linkage between the model highway network links and the count site locations was verified. The Telemetered Traffic Monitor Site (TTMS) locations were checked to verify that they were

Northwest Crestview Bypass Feasibility Study

Alternative Corridor Evaluation Traffic Forecasting Memo



assigned to the correct model link across the entire NWFRPM highway network, and corrections were made as appropriate. The Portable Traffic Monitor Site (PTMS) locations were also checked and corrected within the Okaloosa County portion of the highway network and within portions of the adjoining counties.

2.2 Subarea Model Validation

The 2019 inputs were used in a new scenario created in NWFRPM 3.1 and the results of this model scenario were validated against FDOT 2019 AADT counts and StreetLight OD trips for Okaloosa County. Additionally, model statistics were checked against Florida Standard Urban Transportation Model Structure (FSUTMS) model validation standards.

The initial checks showed that overall, the model was producing fewer trips than the StreetLight OD and FDOT AADT showed. The comparison to FSUTMS trip production standards showed that Non-Home Based (NHB) trip generation was too low. Also, the volume to count ratio in the Okaloosa/Walton region of NWFRPM was 0.83, which is lower than the desired 1.0.

Changes were made to trip generation. NHB trip production and attraction were factored by 1.25 and overall trip production and attraction in Okaloosa was factored by 1.20 in NWFRPM trip generation. Additionally, Eglin AFB special generator inputs were grown by 35%.

These changes brought the Okaloosa-Walton volume to count ratio to 1.0. The Okaloosa-Walton percent-root-mean-square-error (%RMSE) by volume group is also within the acceptable range, with most %RMSE very close to the preferable standard, as shown in Table 3.

Table 3 | 2019 Model RMSE Statistics

FROM Volume	TO Volume	Observations	% RMSE	Acceptable %	Preferable %
1	5000	340	73.73	100	45
5000	10000	102	43.26	45	35
10000	20000	115	31.74	32	26
20000	30000	72	22.10	27	15
30000	40000	4	3.69	25	15
1	500000	633	39.87	45	35

The district level trips within Okaloosa County also compare favorably between the model and O-D data from StreetLight. At the level of total trip origin and destination by district, the RMSE is 38%. Comparing the district-to-district trips, for trip flows greater than 250 daily trips the model RMSE is 29%. While there is not a current FSUTMS standard for OD RMSE, these values to compare favorable to the RMSE standards for counts by volume group.

Northwest Crestview Bypass Feasibility Study

Alternative Corridor Evaluation Traffic Forecasting Memo



As discussed, the base year 2019 model results were compared to FDOT 2019 AADT counts. Table 4 shows how the adjustments improved the model's ability to reflect observed traffic conditions within the study area.

Table 4 | Validation Comparison

Location	2019 AADT Counts	Original 2019 Base Year Model	Original Percent Difference	Validated 2019 Base Year Model	Validated Percent Difference
Old Bethel Rd west of SR 85	5,300	6,639	-20%	5,774	-8%
Old Bethel Rd north of US 90	6,400	3,411	88%	6,639	-4%
Airport Rd east of SR 85	5,900	6,664	-11%	6,572	-10%
SR 85 south of Live Oak Church	40,500	27,887	45%	40,062	1%
SR 85 north of Bill Lundy Rd	3,790	4,861	-22%	3,716	2%
SR 85 north of I-10	44,000	37,955	16%	43,455	1%
SR 85 north of US 90	28,500	27,173	5%	30,931	-8%
US 90 west of Old Bethel Rd	14,937	11,489	30%	14,692	2%
US 90 west of SR 85	17,500	19,471	-10%	21,823	-20%
US 90 east of Eastern Bypass	8,200	7,233	13%	6,531	26%
Antioch Rd south of US 90	9,600	5,199	85%	9,915	-3%
P J Adams Pkwy west of SR 85	18,400	8,775	110%	18,624	-1%
I-10 west of Antioch Rd	30,616	25,466	20%	23,888	28%
I-10 east of Eastern Bypass	22,000	18,254	21%	18,899	16%

2.3 Future Roadway Network Review

As previously discussed, there are several projects within and near the study area. The projects were reviewed to include committed projects in No Build conditions. Funded projects that were not included in the 2045 Existing + Committed network were added to the model. Table 5 lists the projects that were added to the model.

In addition to the funded projects added to the future network, an Eastern Bypass was coded into the network for use in testing its impact on NW Bypass traffic. The Eastern Bypass connects from SR 85 south of I-10, connecting to I-10 at Mason Cemetery Rd., and connecting to the NW Bypass at either Auburn Rd, Airport Rd, or Bill Lundy Rd, depending on the NW Bypass alternative considered.

Finally, the facility type of some sections of SR 85 was changed to correspond with the increasing usage and land use density in the future.

Northwest Crestview Bypass Feasibility Study

Alternative Corridor Evaluation Traffic Forecasting Memo



Table 5 | Committed Projects

FPID	Project	Description	Limits	Phase	Year Funded
Okaloosa County	Crestview Southwestern Bypass	Widening of PJ Adams/Antioch Road Crestview SW Bypass from I-10 to SR 10 (US 90) to 4 lanes.	I-10 to US 90	Design	Ongoing
				Right-of-Way / Construction	FY 2021
Okaloosa County	East-West Connector	Widening of East-West Connector from Antioch Road to Physician's Drive to 2 lanes.	Antioch Rd to Physician's Way	Alternative Analysis	Complete
				Design / Right-of-Way	Ongoing
				Construction	FY 2021
407918-5	I-10 at Antioch Rd Interchange	Construction of a new interchange west of Crestview at SR 8 (I-10) from CR 4 (Antioch Road)/PJ Adams Parkway to N. of Raspberry Road.		PD&E	Complete
				Design	Ongoing
				Right-of-Way / Construction	FY 2021
421997-9	P.J Adams Pkwy Widening	Widening to 4 lanes	Crab Apple to Wildhorse Dr	PD&E / Design / Right-of-Way	Completed
				Construction	Ongoing
421997-8	P.J. Adams Pkwy Widening	Widening to 4 lanes	Wildhorse Dr to Ashley Dr	PD&E / Design / Right-of-Way	Complete
				Construction	Ongoing
421997-7	P.J Adams Pkwy Widening	Widening to 4 lanes	Key Lime Pl to Ashley Dr	PD&E / Design / Right-of-Way	Completed
				Construction	Ongoing
421997-3	P.J. Adams Pkwy Widening	Widening to 4 lanes	SR 85 to Key Lime Pl	PD&E / Design / Right-of-Way	Complete
				Construction	Ongoing

3.0 Alternative Corridors

Six alternative corridor alignments were identified for the NW Crestview Bypass. The alternatives are depicted in Figure 4 and described below:

- Alternative 1: New alignment from the intersection of Enzor Road and Cayson Avenue bearing northwest to the boundary of the Yellow River Wildlife Management Area and then north and east to the intersection of SR 85 and Auburn Road.
- Alternative 2: Capacity improvements to Old Bethel Road from its intersection with US 90 to its intersection with SR 85.
- Alternative 3: Capacity improvements to Old Bethel Road from its intersection with US 90 to west of Staff Road, and new alignment north and east to the intersection of Auburn Road and SR 85.

Northwest Crestview Bypass Feasibility Study

Alternative Corridor Evaluation Traffic Forecasting Memo



- Alternative 4: Capacity improvements to Old Bethel Road from its intersection with US 90 to south of Seminole Drive, and new alignment north and east to the intersection of Auburn Road and SR 85.
- Alternative 5: Capacity improvements to Old Bethel Road from its intersection with US 90 to south of Seminole Drive, and new alignment north and east to the intersection of Bill Lundy Road and SR 85.
- Alternative 6: Follow US 90 from the intersection of Old Bethel Road and US 90 to the intersection of US 90 and Cayson Avenue, then north and east on new alignment to the intersection of Old Bethel Road and SR 85.

Scenarios with and without the Eastern Bypass were analyzed using the travel demand model. FDOT completed a Feasibility Study for a SR 85 Eastern Crestview Bypass in July 2019. The project limits began along SR 85 north of the Shoal River, extended north with SR 85 as the western boundary, the Shoal River and Bob Sikes Airport as the eastern boundary, and finished at Airport Road as the northern terminus. As previously discussed, the Feasibility Study for the Eastern Bypass concluded that while the project was not recommended to be advanced based on the findings, a more detailed analysis should be done in the future if other area projects do not address regional traffic concerns. Based on coordination with Okaloosa County, the Eastern Bypass was assumed to align with Mason Cemetery Road to the east and tie back in with SR 85 south of I-10 to the south. The northern terminus of the Eastern Bypass was shifted on SR 85 to match each NW Bypass Alternative's tie in with SR 85. Model plots of each scenario are provided in Appendix B.

Northwest Crestview Bypass Feasibility Study

Alternative Corridor Evaluation Traffic Forecasting Memo

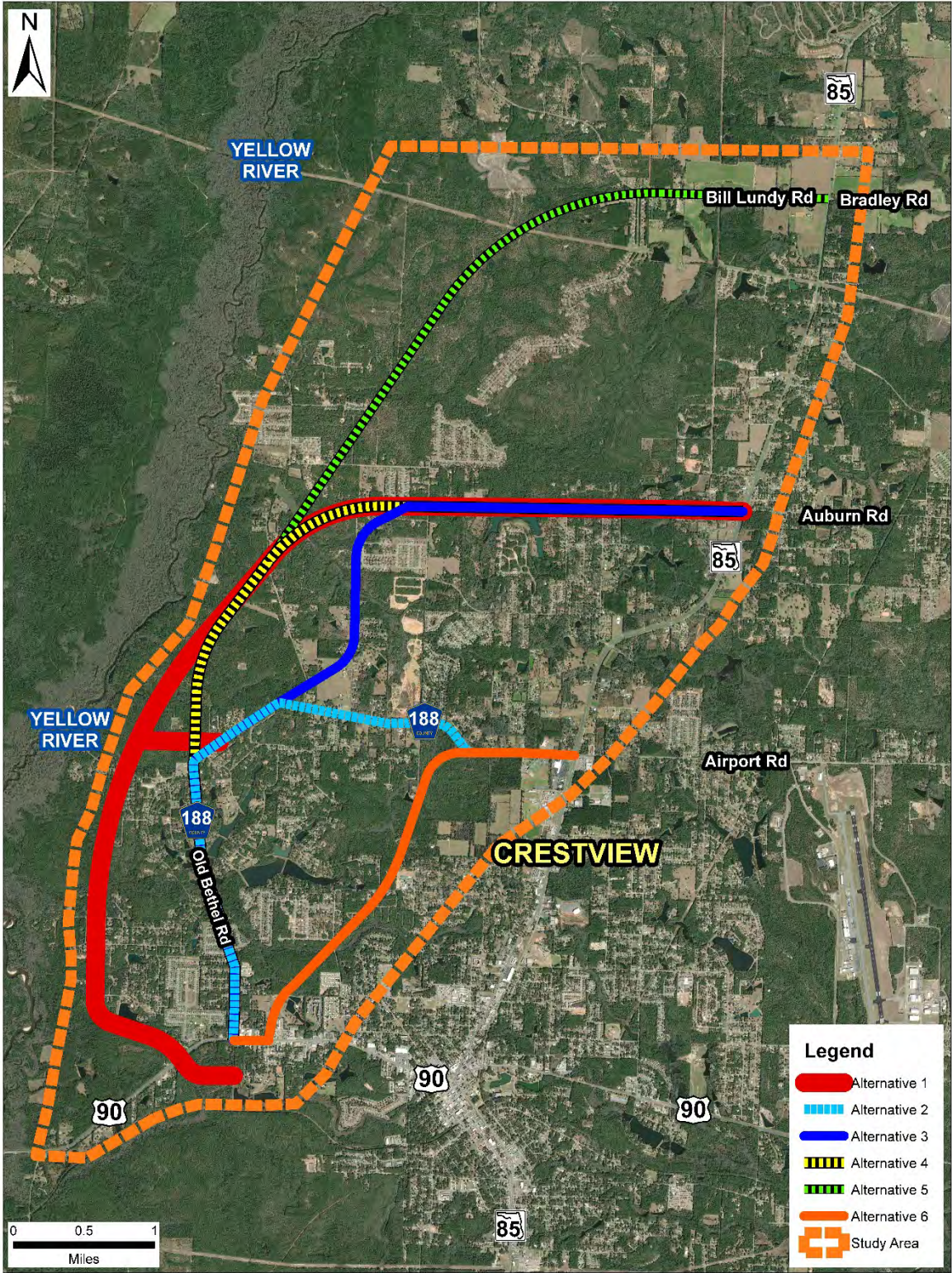


Figure 4 | Northwest Crestview Bypass Alternative Corridors

Northwest Crestview Bypass Feasibility Study

Alternative Corridor Evaluation Traffic Forecasting Memo



The future year model development and evaluation was conducted for no build conditions and six alternative corridor alignments. In total, 26 alternative scenarios were run using NWFRPM as detailed in Table 6. Results were extracted from the scenarios in tabular and shape file format.

Table 6 | Regional Model Run Scenarios

Scenario	Model Year	NW Bypass Alternative #	Eastern Bypass Included?
1	2035	No Build	No
2	2035	Alt 1	No
3	2035	Alt 2	No
4	2035	Alt 3	No
5	2035	Alt 4	No
6	2035	Alt 5	No
7	2035	Alt 6	No
8	2035	Alt 1	Yes
9	2035	Alt 2	Yes
10	2035	Alt 3	Yes
11	2035	Alt 4	Yes
12	2035	Alt 5	Yes
13	2035	Alt 6	Yes
14	2055	No Build	No
15	2055	Alt 1	No
16	2055	Alt 2	No
17	2055	Alt 3	No
18	2055	Alt 4	No
19	2055	Alt 5	No
20	2055	Alt 6	No
21	2055	Alt 1	Yes
22	2055	Alt 2	Yes
23	2055	Alt 3	Yes
24	2055	Alt 4	Yes
25	2055	Alt 5	Yes
26	2055	Alt 6	Yes



4.0 AADT Volumes

Existing 2019 AADT data was obtained from FDOT's Florida Traffic Online (Figure 5). The future projected Opening Year 2035 and Design Year 2055 AADTs were obtained by applying a linear growth rate derived from the model output and applied to existing 2019 volumes. This methodology was utilized to account for future changes in travel patterns due to background improvements such as the new Southwestern Bypass, Antioch Road interchange, East-West Connector, etc.

4.1 Year 2035 – No Eastern Bypass

Table 7 and Figure 6 show a comparison of the Opening Year 2035 AADTs for all Alternative Corridors for the scenario not including the Eastern Bypass. Under this scenario, the NW Bypass would operate with AADTs between 11,000 and 25,000 with the highest traffic volumes shown for Alternatives 2 and 6. Old Bethel Road would experience a significant increase in traffic volumes, particularly for Alternative 2. Compared to the No-Build under this scenario the traffic volumes along SR 85 show a reduction with the alternatives in place, with the most reduction shown for Alternative 6. A traffic volume reduction is also shown on US 90 between Old Bethel Road and SR 85, the highest reduction shown for Alternative 6 followed by Alternative 2.

4.2 Year 2035 - With Eastern Bypass

The AADTs for Opening Year 2035 including the Eastern Bypass are presented in Table 8. Figure 7 shows the comparison between project alternatives for each roadway segment. Under this scenario, the NW Bypass would be operating with AADTs between 10,000 and 23,000, slightly lower than the alternative without the Eastern Bypass. Similar to the scenario without the Eastern Bypass, the highest traffic volumes along the Bypass are shown for Alternatives 2 and 6. Traffic volumes along SR 85 are generally reduced with all alternatives with similar volumes compared to the scenario without the Eastern Bypass. A traffic volume reduction is also shown on US 90 between Old Bethel Road and SR 85, the highest reduction shown for Alternative 6 followed by Alternative 2.

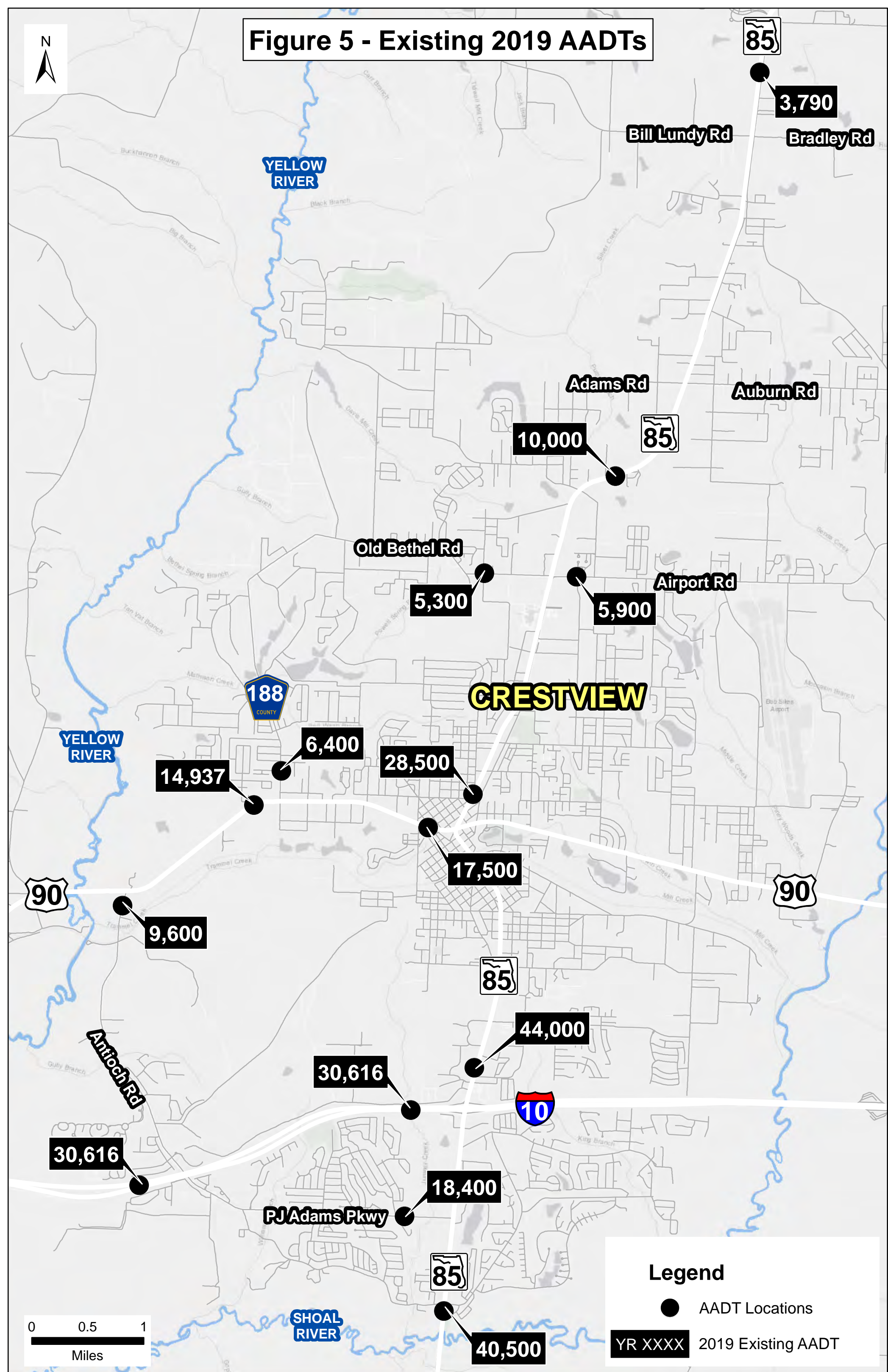
4.3 Year 2055 - No Eastern Bypass

Table 9 and Figure 8 show the Design Year 2055 AADTs for the scenario not including the Eastern Bypass. The NW Bypass would operate with AADTs between 12,000 and 27,000 with the highest traffic volumes shown for Alternatives 2 and 6. Similar to other scenarios, the traffic volumes are reduced along SR 85 and US 90 west of SR 85 with all alternatives in place.

4.4 Year 2055 - With Eastern Bypass

The AADTs for Design Year 2055 including the Eastern Bypass are presented in Table 10. Figure 9 shows the comparison between project alternatives. Under this scenario, the NW Bypass would be operating with AADTs between 11,000 and 26,000 with the highest traffic volumes for Alternatives 2 and 6. Similar to other scenarios, the traffic volumes are reduced along SR 85 and US 90 west of SR 85 with all alternatives in place.

Figure 5 - Existing 2019 AADTs



Northwest Crestview Bypass Feasibility Study

Alternative Corridor Evaluation Traffic Forecasting Memo



Table 7 | 2035 AADTs No Eastern Bypass

Location	No Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6
Old Bethel Rd west of SR 85	6,700	5,300	20,000	4,900	4,900	5,400	23,000
Old Bethel Rd north of US 90	10,000	8,000	23,500	23,000	22,500	22,000	8,400
Airport Rd east of SR 85	7,300	7,300	8,000	7,300	7,300	7,300	8,100
SR 85 south of Live Oak Church	50,500	51,000	51,000	51,000	51,000	51,500	51,000
SR 85 north of Bill Lundy Rd	8,500	10,000	9,900	10,500	10,500	12,000	10,500
SR 85 north of I-10	45,500	44,500	44,000	44,000	44,500	45,000	44,000
SR 85 north of US 90	31,000	27,500	25,000	26,000	26,500	27,500	23,500
SR 85 north of Old Bethel Rd	16,000	11,500	16,500	10,500	10,500	12,000	17,000
US 90 west of Old Bethel Rd	15,500	16,000	15,000	15,000	15,000	15,000	15,500
US 90 west of SR 85	19,000	16,000	14,000	15,000	15,500	16,000	12,000
US 90 east of Eastern Bypass	10,000	9,900	10,000	10,000	10,000	10,000	10,000
Antioch Rd south of US 90	10,500	9,800	10,500	10,500	10,500	10,500	10,500
P J Adams Pkwy west of SR 85	26,000	27,000	27,500	27,500	28,000	26,500	28,000
I-10 west of Antioch Rd	50,500	52,000	52,000	52,500	52,500	52,500	52,500
I-10 west of SR 85	42,500	42,500	42,000	42,000	42,000	42,500	42,500
I-10 east of Eastern Bypass	32,500	32,500	32,500	32,000	32,500	32,000	32,500
NW Bypass midpoint	-	12,000	17,500	13,000	13,000	11,500	24,500
SW Bypass	29,000	33,500	33,000	33,000	33,000	33,000	32,000

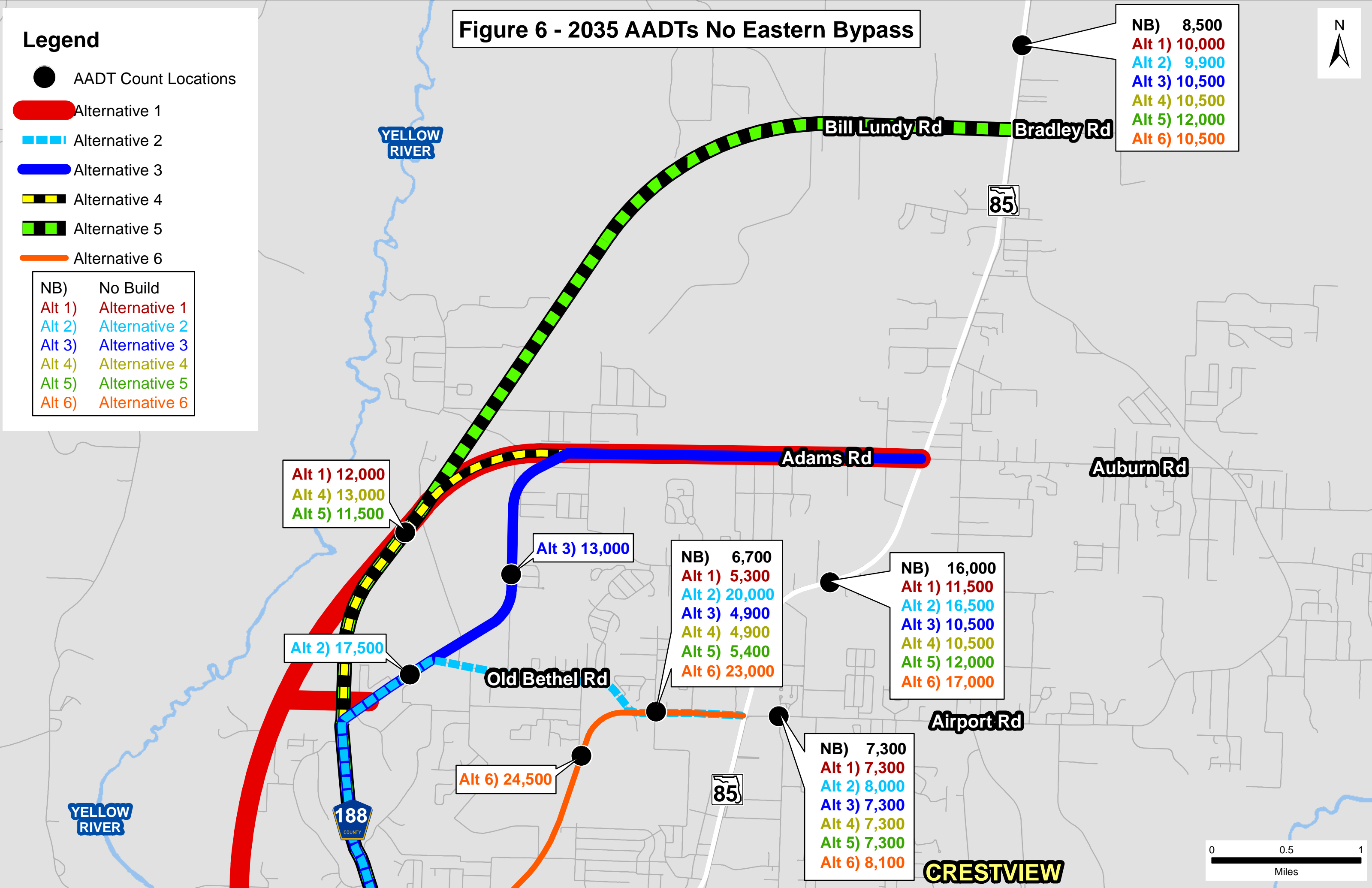
Legend

- AADT Count Locations
- Alternative 1
- Alternative 2
- Alternative 3
- Alternative 4
- Alternative 5
- Alternative 6

Figure 6 - 2035 AADTs No Eastern Bypass

NB)	8,500
Alt 1)	10,000
Alt 2)	9,900
Alt 3)	10,500
Alt 4)	10,500
Alt 5)	12,000
Alt 6)	10,500

NB)	No Build
Alt 1)	Alternative 1
Alt 2)	Alternative 2
Alt 3)	Alternative 3
Alt 4)	Alternative 4
Alt 5)	Alternative 5
Alt 6)	Alternative 6



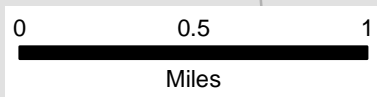
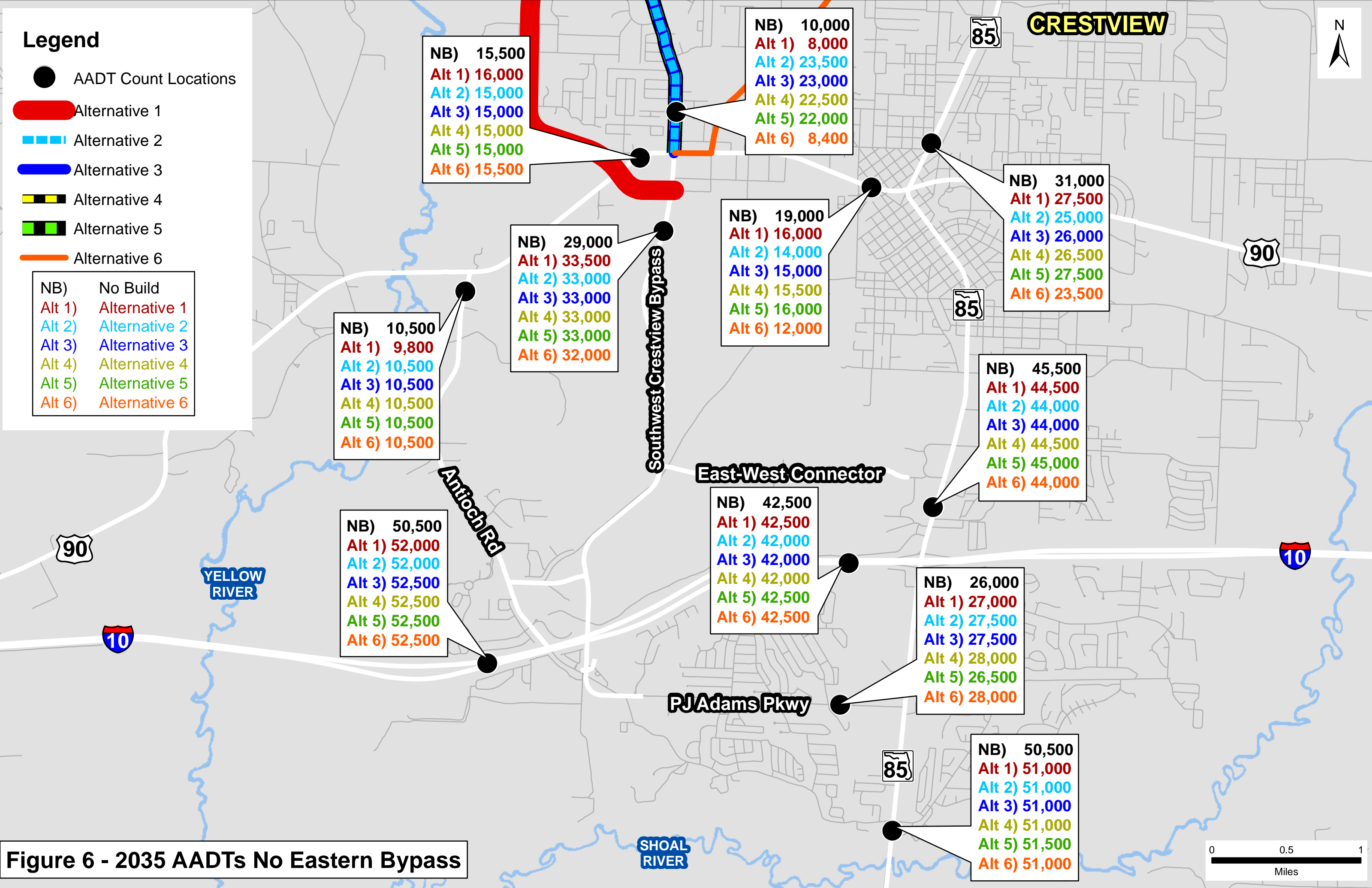
CRESTVIEW

Legend

- AADT Count Locations
- Alternative 1
- Alternative 2
- Alternative 3
- Alternative 4
- Alternative 5
- Alternative 6

NB)	No Build
Alt 1)	Alternative 1
Alt 2)	Alternative 2
Alt 3)	Alternative 3
Alt 4)	Alternative 4
Alt 5)	Alternative 5
Alt 6)	Alternative 6

Figure 6 - 2035 AADTs No Eastern Bypass



Northwest Crestview Bypass Feasibility Study

Alternative Corridor Evaluation Traffic Forecasting Memo



Table 8 | 2035 AADTs With Eastern Bypass

Location	No Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6
Old Bethel Rd west of SR 85	6,700	5,100	20,000	4,900	4,800	5,200	22,500
Old Bethel Rd north of US 90	10,000	7,900	22,000	21,000	20,500	20,500	8,400
Airport Rd east of SR 85	7,300	7,200	14,500	7,200	7,200	7,200	15,000
SR 85 south of Live Oak Church	50,500	52,000	52,000	52,000	52,000	52,000	52,000
SR 85 north of Bill Lundy Rd	8,500	8,200	8,200	8,300	8,300	11,000	8,400
SR 85 north of I-10	45,500	44,500	44,000	44,000	44,000	45,000	43,500
SR 85 north of US 90	31,000	27,500	25,000	26,000	26,000	27,000	23,500
SR 85 north of Old Bethel Rd	16,000	11,500	14,500	10,500	10,500	11,500	14,500
US 90 west of Old Bethel Rd	15,500	16,500	15,500	15,500	15,000	15,000	15,500
US 90 west of SR 85	19,000	16,000	13,000	14,500	15,000	15,500	11,000
US 90 east of Eastern Bypass	10,000	9,700	9,500	9,600	9,600	6,800	9,200
Antioch Rd south of US 90	10,500	9,600	10,500	10,500	10,500	10,500	10,500
P J Adams Pkwy west of SR 85	26,000	26,500	28,000	27,500	27,500	26,000	28,000
I-10 west of Antioch Rd	50,500	52,500	52,500	52,500	52,500	53,000	53,000
I-10 west of SR 85	42,500	46,000	45,000	45,500	45,500	43,000	45,500
I-10 east of Eastern Bypass	32,500	34,500	34,500	34,500	34,500	34,500	34,500
NW Bypass midpoint	-	10,000	16,000	11,000	11,000	10,000	23,000
SW Bypass	29,000	31,500	31,000	31,000	31,000	32,000	30,500

Legend

● AADT Count Locations

Alternative 1

Alternative 2

Alternative 3

Alternative 4

Alternative 5

Alternative 6

NB)	No Build
Alt 1)	Alternative 1
Alt 2)	Alternative 2
Alt 3)	Alternative 3
Alt 4)	Alternative 4
Alt 5)	Alternative 5
Alt 6)	Alternative 6

Figure 7 - 2035 AADTs with Eastern Bypass

NB)	8,500
Alt 1)	8,200
Alt 2)	8,200
Alt 3)	8,300
Alt 4)	8,300
Alt 5)	11,000
Alt 6)	8,400



Alt 1)	10,000
Alt 4)	11,000
Alt 5)	10,000

Alt 3)	11,000
--------	--------

NB)	6,700
Alt 1)	5,100
Alt 2)	20,000
Alt 3)	4,900
Alt 4)	4,800
Alt 5)	5,200
Alt 6)	22,500

NB)	16,000
Alt 1)	11,500
Alt 2)	14,500
Alt 3)	10,500
Alt 4)	10,500
Alt 5)	11,500
Alt 6)	14,500

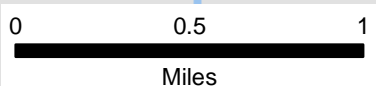
Alt 2)	16,000
--------	--------

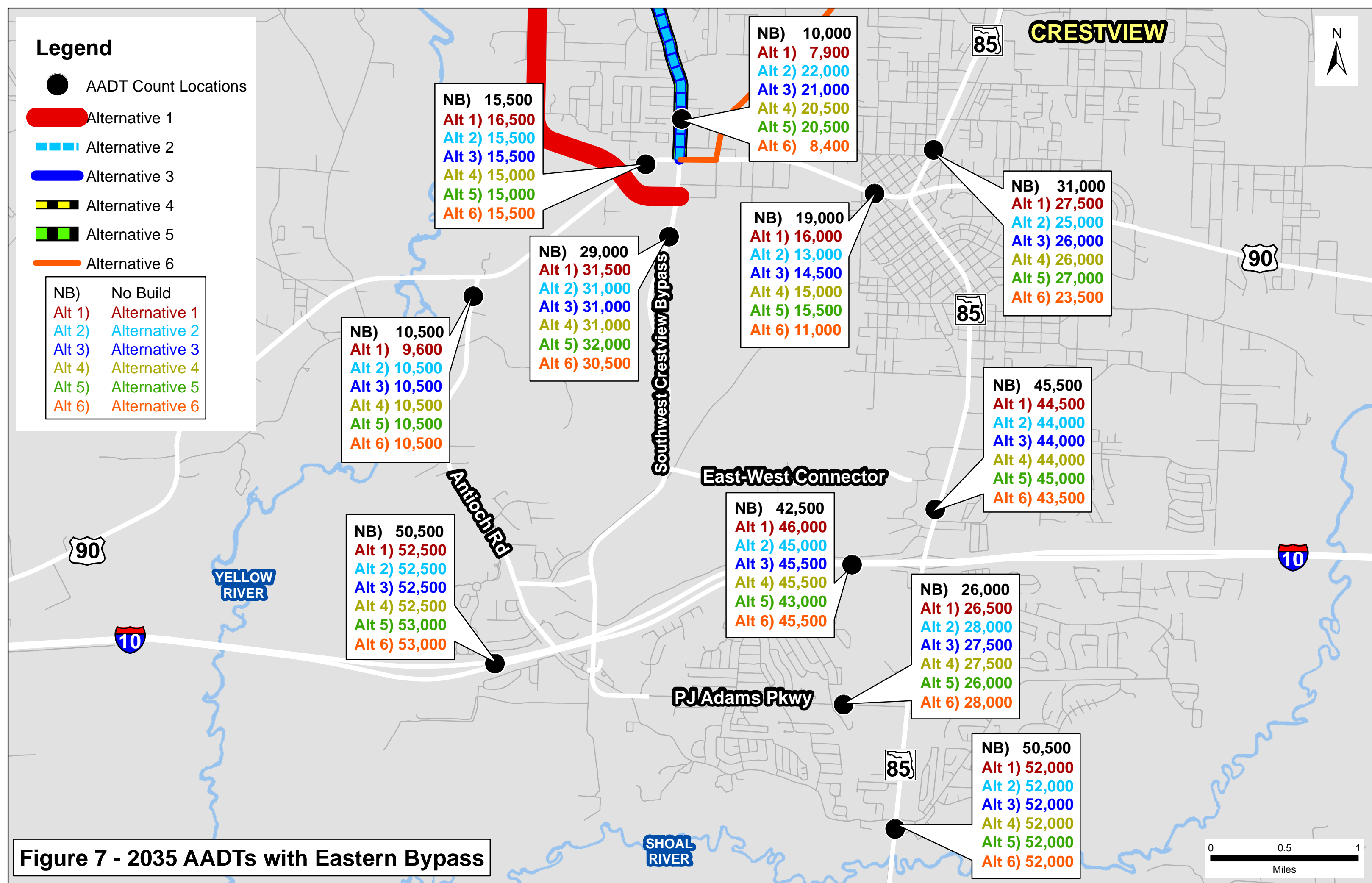
Alt 6)	23,000
--------	--------

NB)	7,300
Alt 1)	7,200
Alt 2)	14,500
Alt 3)	7,200
Alt 4)	7,200
Alt 5)	7,200
Alt 6)	15,000

Airport Rd

CRESTVIEW





Northwest Crestview Bypass Feasibility Study

Alternative Corridor Evaluation Traffic Forecasting Memo



Table 9 | 2055 AADTs No Eastern Bypass

Location	No Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6
Old Bethel Rd west of SR 85	7,100	5,500	22,000	5,300	5,300	5,800	24,000
Old Bethel Rd north of US 90	10,000	8,500	26,000	25,500	25,500	25,000	8,400
Airport Rd east of SR 85	8,100	7,500	8,300	7,500	7,400	7,600	8,400
SR 85 south of Live Oak Church	55,500	56,000	56,000	56,000	56,000	56,000	56,000
SR 85 north of Bill Lundy Rd	7,800	10,000	9,800	10,500	10,500	12,500	9,900
SR 85 north of I-10	48,000	48,000	47,500	48,000	47,500	48,500	48,000
SR 85 north of US 90	31,500	29,000	26,500	27,500	27,500	29,000	25,500
SR 85 north of Old Bethel Rd	17,000	12,500	18,000	12,000	11,500	13,000	19,000
US 90 west of Old Bethel Rd	19,500	21,000	20,000	20,000	20,000	20,500	20,500
US 90 west of SR 85	19,500	17,000	15,500	16,500	16,500	17,500	13,000
US 90 east of Eastern Bypass	12,500	12,000	12,000	12,000	12,000	12,000	12,000
Antioch Rd south of US 90	11,000	10,500	11,500	11,500	11,500	11,500	11,500
P J Adams Pkwy west of SR 85	30,000	31,500	32,000	31,500	31,500	30,500	32,000
I-10 west of Antioch Rd	58,000	59,000	59,000	59,500	59,500	61,000	59,000
I-10 west of SR 85	50,500	50,500	50,000	50,000	50,500	51,000	50,500
I-10 east of Eastern Bypass	37,500	37,500	37,500	37,000	37,000	37,000	37,500
NW Bypass midpoint	-	12,500	20,000	15,000	15,000	14,500	26,500
SW Bypass	32,000	37,500	35,500	36,000	36,000	36,500	34,000

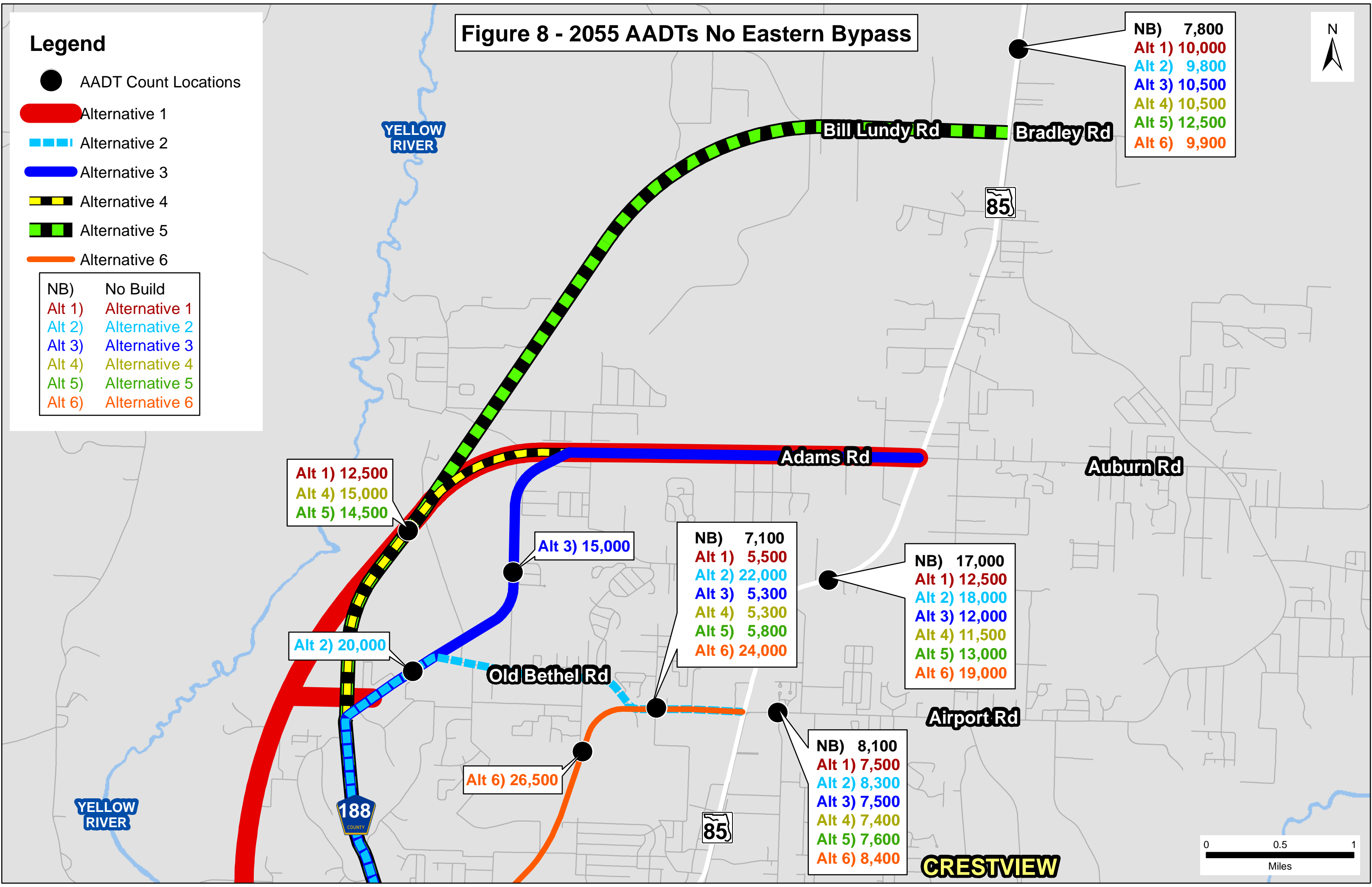
Legend

- AADT Count Locations
- Alternative 1
- Alternative 2
- Alternative 3
- Alternative 4
- Alternative 5
- Alternative 6

Figure 8 - 2055 AADTs No Eastern Bypass

NB)	7,800
Alt 1)	10,000
Alt 2)	9,800
Alt 3)	10,500
Alt 4)	10,500
Alt 5)	12,500
Alt 6)	9,900

NB)	No Build
Alt 1)	Alternative 1
Alt 2)	Alternative 2
Alt 3)	Alternative 3
Alt 4)	Alternative 4
Alt 5)	Alternative 5
Alt 6)	Alternative 6



Alt 1)	12,500
Alt 4)	15,000
Alt 5)	14,500

Alt 3)	15,000
--------	--------

NB)	7,100
Alt 1)	5,500
Alt 2)	22,000
Alt 3)	5,300
Alt 4)	5,300
Alt 5)	5,800
Alt 6)	24,000

NB)	17,000
Alt 1)	12,500
Alt 2)	18,000
Alt 3)	12,000
Alt 4)	11,500
Alt 5)	13,000
Alt 6)	19,000

NB)	8,100
Alt 1)	7,500
Alt 2)	8,300
Alt 3)	7,500
Alt 4)	7,400
Alt 5)	7,600
Alt 6)	8,400

Alt 6)	26,500
--------	--------

Alt 2)	20,000
--------	--------

CRESTVIEW

Legend

- AADT Count Locations

- Alternative 1**

- Alternative 2

- Alternative 3**

-  Alternative 4

-   Alternative 5

- Alternative 6

NB)	No Build
Alt 1)	Alternative 1
Alt 2)	Alternative 2
Alt 3)	Alternative 3
Alt 4)	Alternative 4
Alt 5)	Alternative 5
Alt 6)	Alternative 6

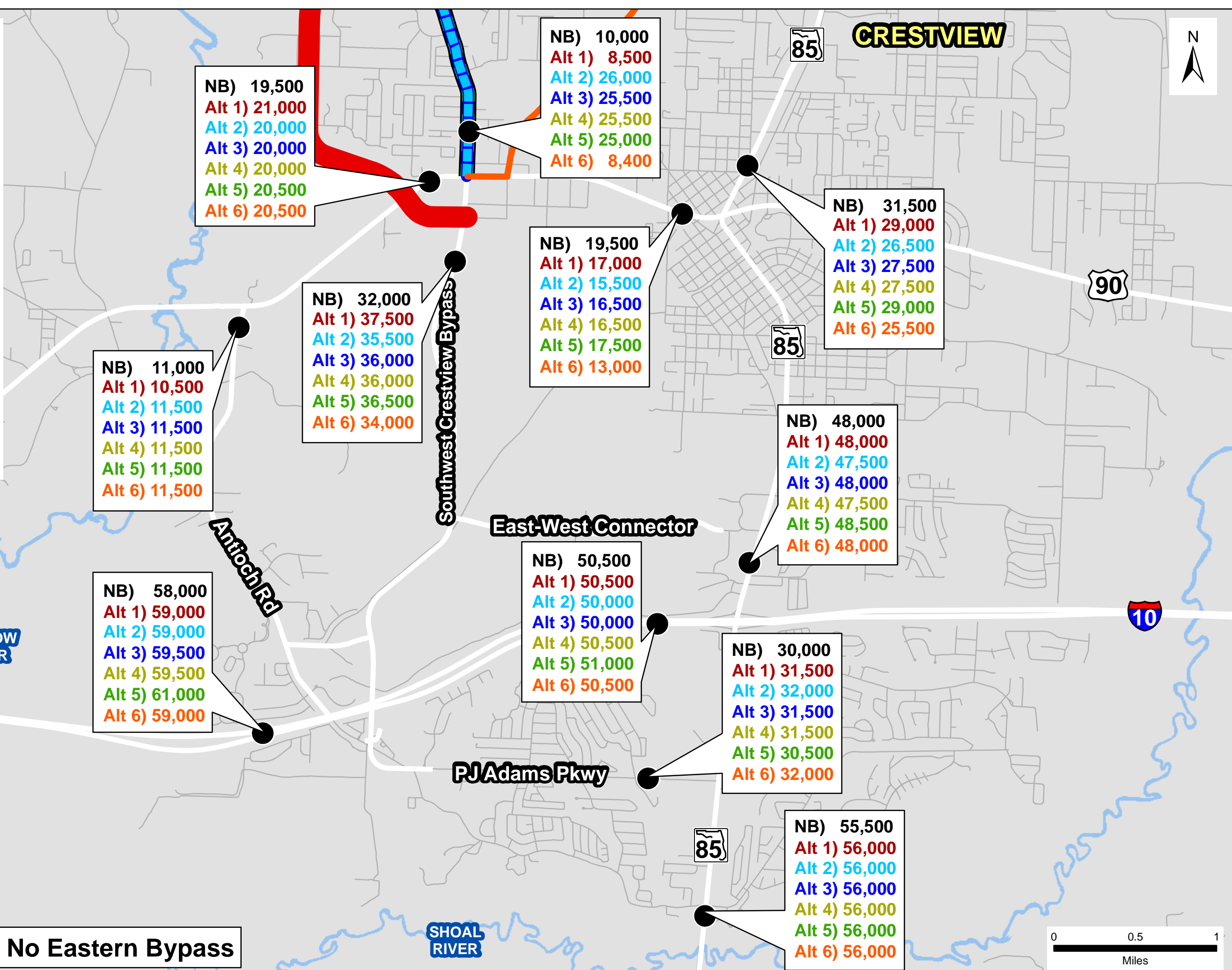


Figure 8 - 2055 AADTs No Eastern Bypass

A horizontal scale bar with a black line. Above the line are tick marks and labels for 0, 0.5, and 1. Below the line is the label "Miles".

Northwest Crestview Bypass Feasibility Study

Alternative Corridor Evaluation Traffic Forecasting Memo



Table 10 | 2055 AADTs With Eastern Bypass

Location	No Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6
Old Bethel Rd west of SR 85	7,100	5,500	21,500	5,300	5,200	5,600	24,500
Old Bethel Rd north of US 90	10,000	8,400	25,000	23,500	23,500	22,500	8,300
Airport Rd east of SR 85	8,100	7,500	16,000	7,500	7,400	7,500	16,500
SR 85 south of Live Oak Church	55,500	57,000	57,000	57,000	57,000	57,000	57,000
SR 85 north of Bill Lundy Rd	7,800	8,600	8,500	9,000	9,000	10,500	8,800
SR 85 north of I-10	48,000	47,500	47,000	47,500	47,500	47,500	47,000
SR 85 north of US 90	31,500	29,000	26,000	27,000	27,000	28,500	25,000
SR 85 north of Old Bethel Rd	17,000	12,500	16,000	12,000	11,500	13,000	16,500
US 90 west of Old Bethel Rd	19,500	21,500	20,000	20,500	20,500	20,500	21,000
US 90 west of SR 85	19,500	17,000	14,500	16,000	16,000	17,000	12,500
US 90 east of Eastern Bypass	12,500	13,000	12,500	13,000	13,000	12,500	12,500
Antioch Rd south of US 90	11,000	10,500	11,000	11,000	11,000	11,000	11,000
P J Adams Pkwy west of SR 85	30,000	31,500	32,000	31,500	31,500	30,500	31,500
I-10 west of Antioch Rd	58,000	60,000	60,000	60,500	60,500	61,000	60,500
I-10 west of SR 85	50,500	53,500	53,500	53,500	53,500	53,000	53,500
I-10 east of Eastern Bypass	37,500	39,000	39,000	39,000	39,000	39,000	39,000
NW Bypass midpoint	-	11,000	19,000	13,000	13,000	11,500	26,000
SW Bypass	32,000	35,000	34,000	34,000	34,000	34,000	32,500

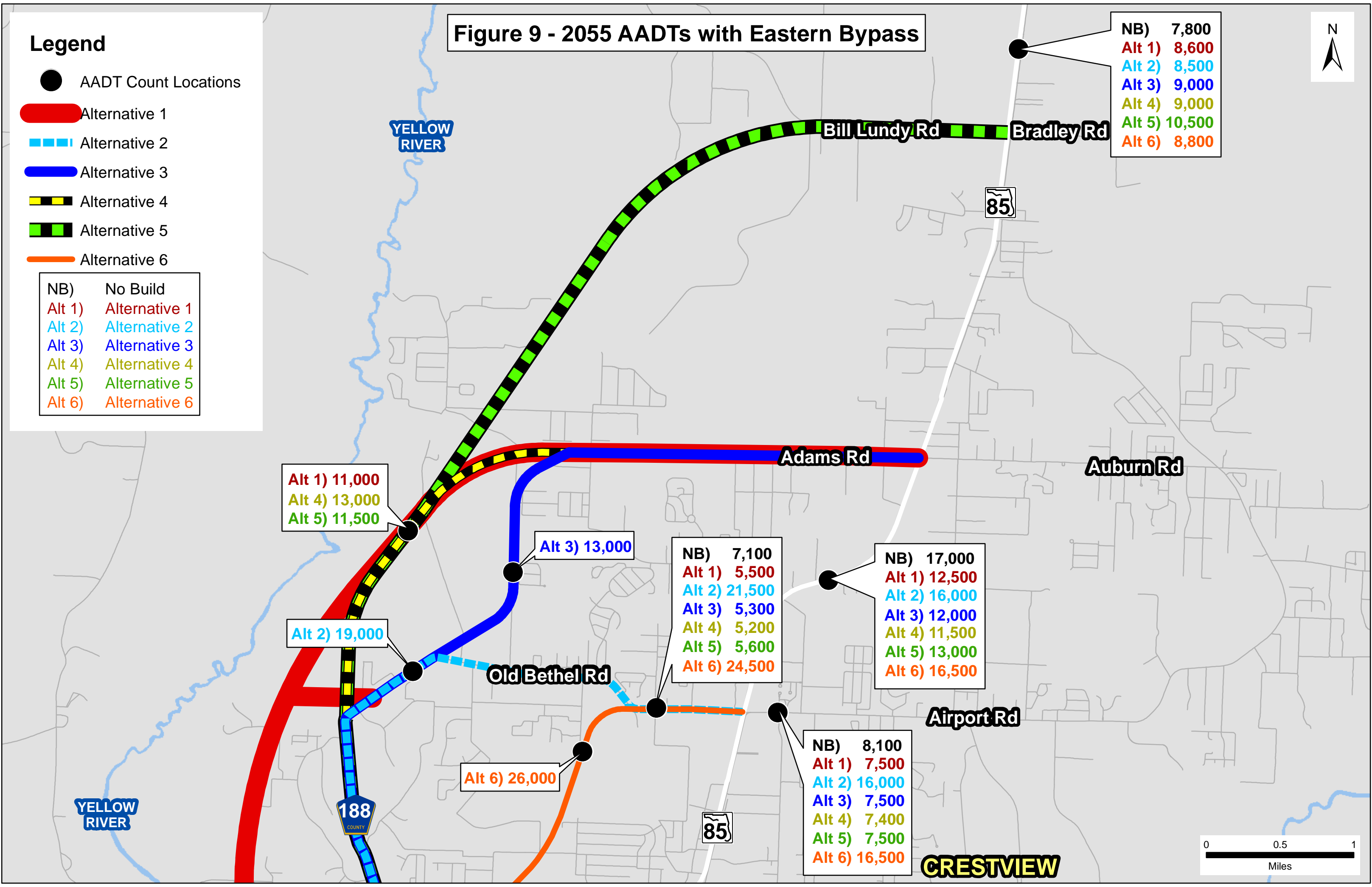
Legend

- AADT Count Locations
- Alternative 1
- Alternative 2
- Alternative 3
- Alternative 4
- Alternative 5
- Alternative 6

NB)	No Build
Alt 1)	Alternative 1
Alt 2)	Alternative 2
Alt 3)	Alternative 3
Alt 4)	Alternative 4
Alt 5)	Alternative 5
Alt 6)	Alternative 6

Figure 9 - 2055 AADTs with Eastern Bypass

NB)	7,800
Alt 1)	8,600
Alt 2)	8,500
Alt 3)	9,000
Alt 4)	9,000
Alt 5)	10,500
Alt 6)	8,800



Alt 1)	11,000
Alt 4)	13,000
Alt 5)	11,500

Alt 3)	13,000
--------	--------

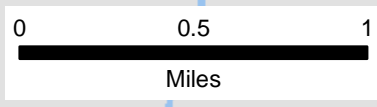
NB)	7,100
Alt 1)	5,500
Alt 2)	21,500
Alt 3)	5,300
Alt 4)	5,200
Alt 5)	5,600
Alt 6)	24,500

NB)	17,000
Alt 1)	12,500
Alt 2)	16,000
Alt 3)	12,000
Alt 4)	11,500
Alt 5)	13,000
Alt 6)	16,500

Alt 2)	19,000
--------	--------

Alt 6)	26,000
--------	--------

NB)	8,100
Alt 1)	7,500
Alt 2)	16,000
Alt 3)	7,500
Alt 4)	7,400
Alt 5)	7,500
Alt 6)	16,500

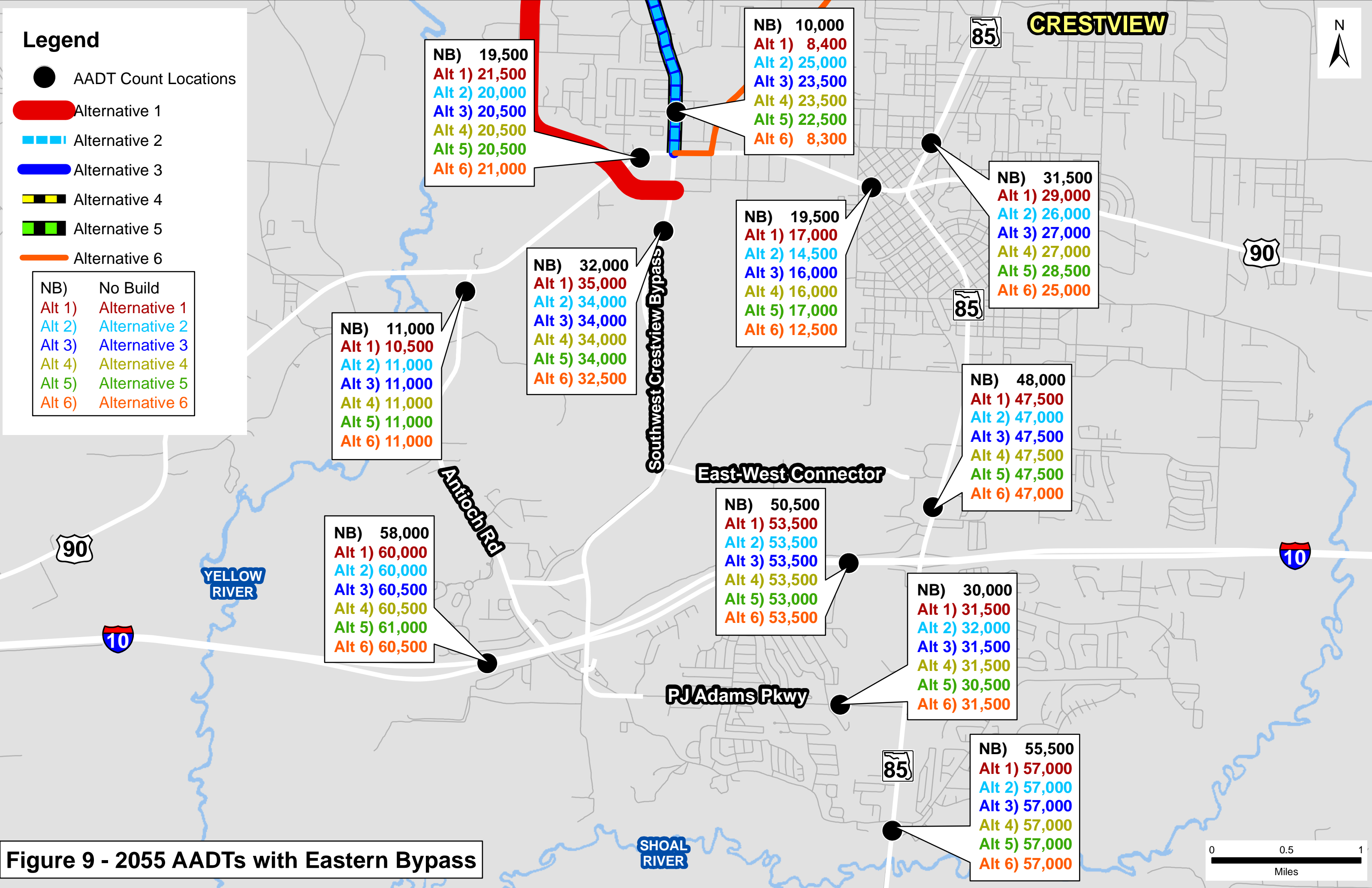


Legend

- AADT Count Locations
- Alternative 1
- Alternative 2
- Alternative 3
- Alternative 4
- Alternative 5
- Alternative 6

NB)	No Build
Alt 1)	Alternative 1
Alt 2)	Alternative 2
Alt 3)	Alternative 3
Alt 4)	Alternative 4
Alt 5)	Alternative 5
Alt 6)	Alternative 6

Figure 9 - 2055 AADTs with Eastern Bypass





4.5 Alternatives Comparison

Key observations for the alternatives are described below.

- The traffic volumes on SR 85 are expected to decrease with all alternatives. On SR 85 north of US 90 in year 2055 without the Eastern Bypass, the volumes on SR 85 are decreased by 8-19% with the alternatives in place compared to No Build conditions. Alternative 6 has the highest percent decrease at 19%, followed by Alternative 2 at 16%.
- A significant decrease in traffic volumes on US 90 is shown between Old Bethel Road and SR 85. In year 2055 without the Eastern Bypass, the volumes on US 90 are decreased by 10-33% for all alternatives compared to No Build conditions. Alternative 6 has the highest percent decrease at 33%, followed by Alternative 2 at 21%.
- For all alternatives, the AADTs along the bypass are similar or slightly lower with the Eastern Bypass in place, compared to the scenario without the Eastern Bypass.
- Higher traffic volumes are shown at the end points for most of the alternative alignments.
- In general, Alternative 6 is expected to carry the highest traffic volumes followed by Alternative 2.
- Alternatives 3 and 4 are expected to carry similar volumes along the bypass. Alternative 1 is expected to carry slightly lower volumes than Alternatives 3 and 4.
- Alternatives 1 and 5 are shown to carry the lowest volumes along the bypass compared to other alternatives.
- Volumes along the Southwest Bypass are expected to increase with all alternatives in place with similar volumes for all alternatives.



5.0 Conclusion

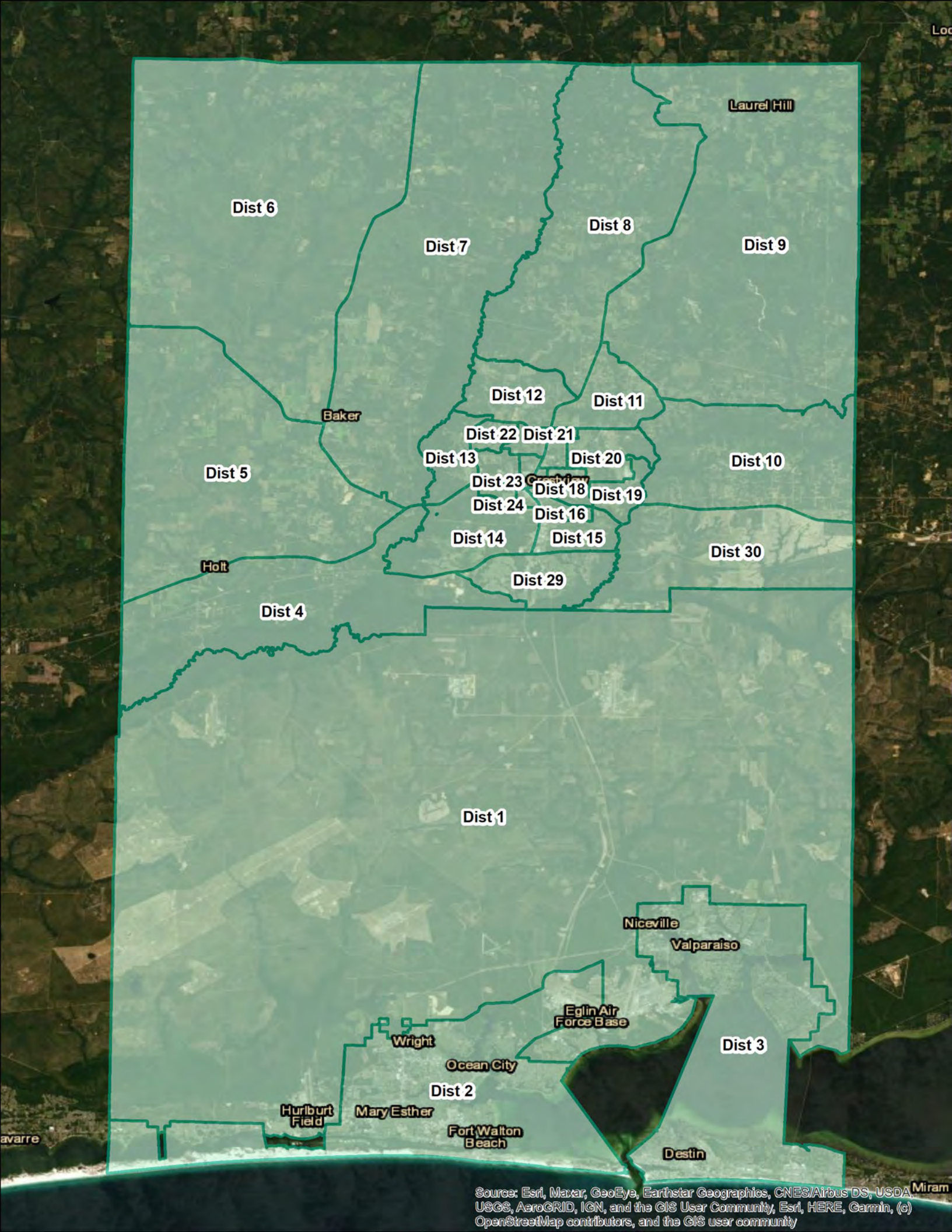
This document provides a summary of the traffic volume forecasting for the NW Crestview Bypass project. The traffic forecast will be used in the ACE traffic analysis (Phase I) and will also be carried forward for use in the PTAR (Phase II). The NWFRPM version 3.1 was used to develop model growth rates to project future volumes for Opening Year 2035 and Design Year 2055.

A subarea model validation was performed which consisted of creating a 2019 scenario for the model and then validating that scenario against FDOT 2019 AADT counts and StreetLight Origin-Destination trips within Okaloosa County. The focus of the validation was on Okaloosa County and while the 2019 scenario covers the entire region, the detailed validation work was mostly done within the Okaloosa County area of the model. The model was revised to better reflect socioeconomic data and TAZ adjustments were made. Funded background improvements were also incorporated into the model's 2045 Existing + Committed network.

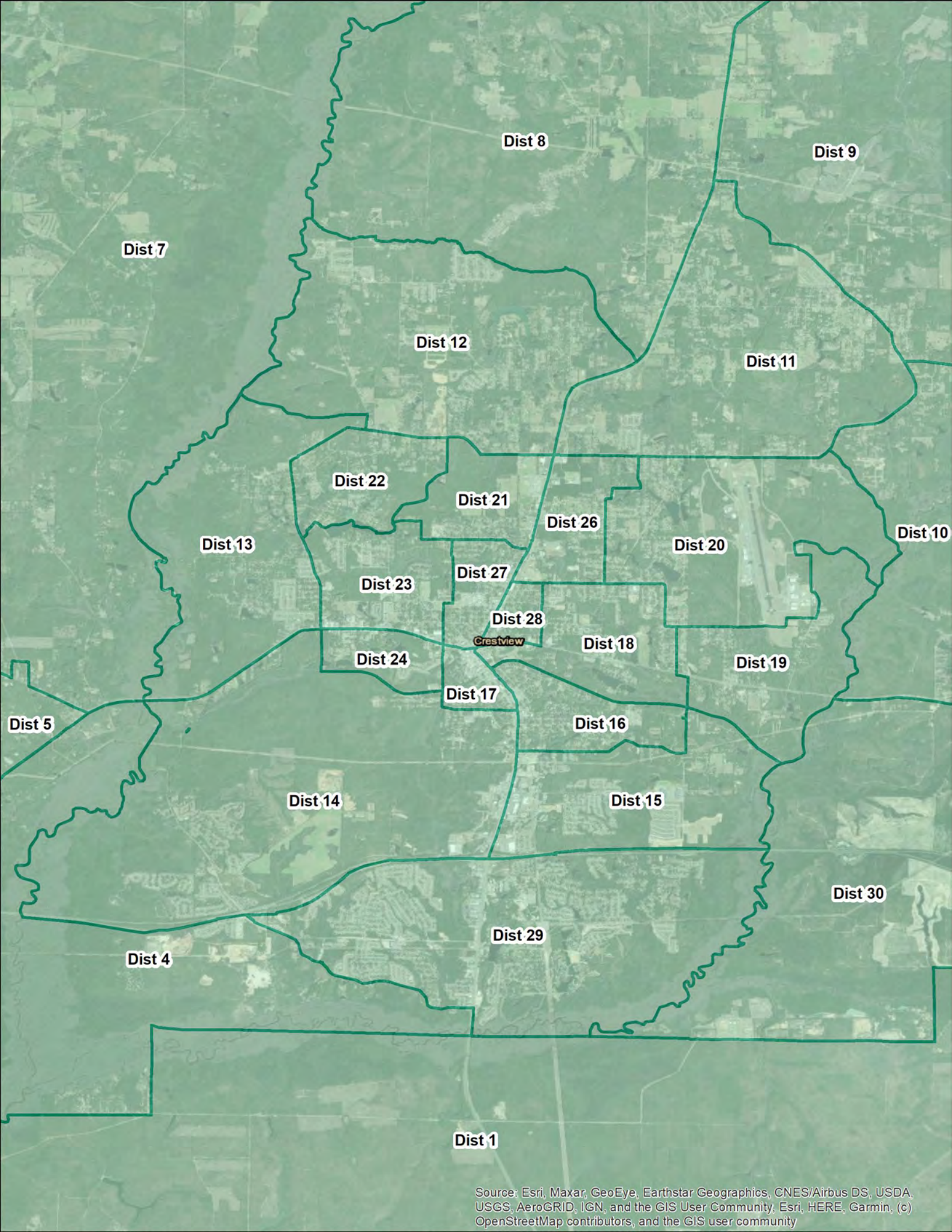
The future year model development and evaluation was conducted for no build conditions and six alternative corridor alignments. In order to obtain forecasts for future years 2035 and 2055, demographic model inputs for these years were created by interpolation between the 2019 and 2045 demographic inputs. In total, 26 alternative scenarios were run using NWFRPM within the Cube modeling software. The future projected Opening Year 2035 and Design Year 2055 AADTs were obtained from the NWFRPM output (Tables 7 through 10). Volumes were estimated along the alignments as well as the surrounding roadway network by utilizing growth rates derived from model results.



Appendix A – StreetLight Data



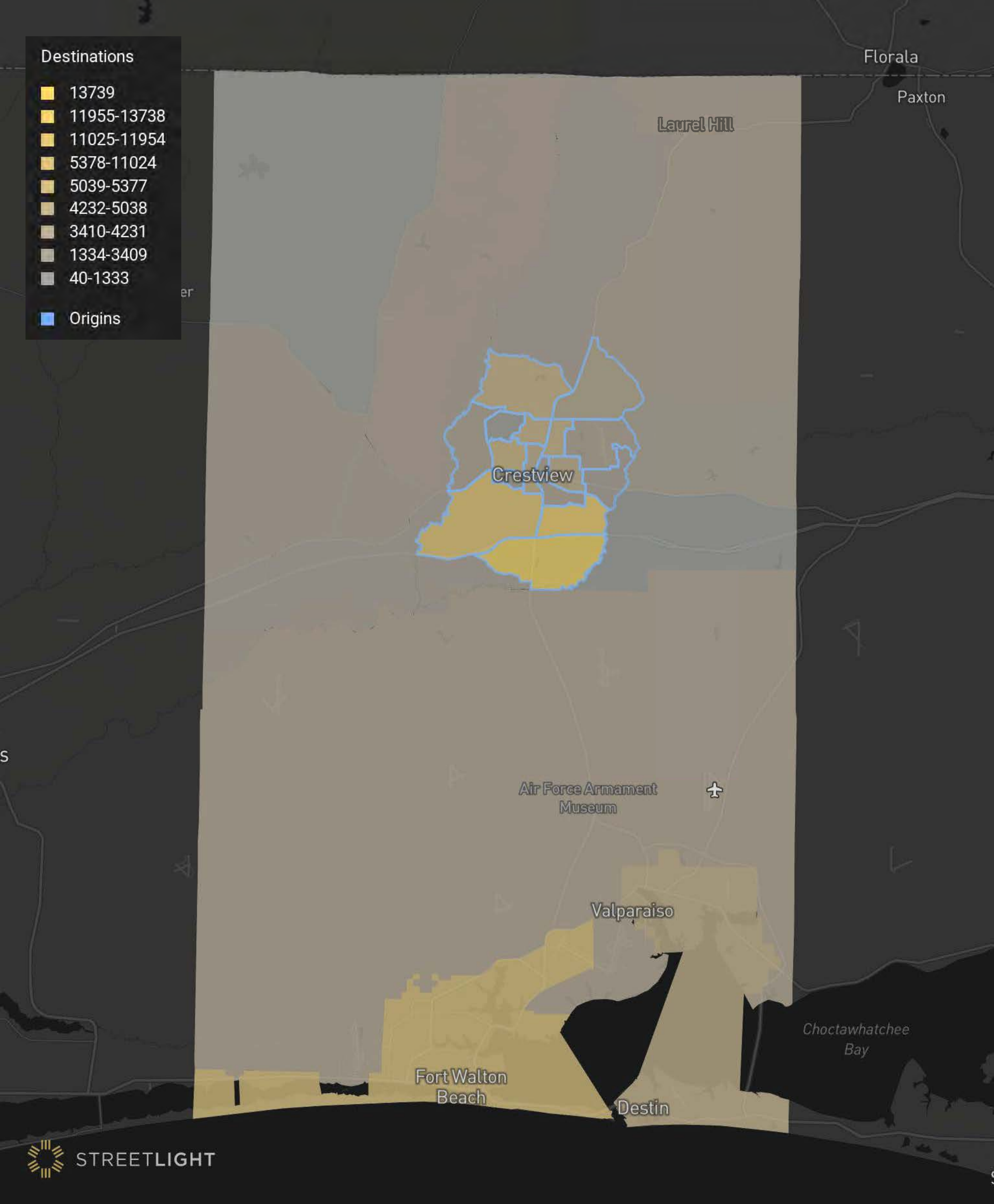
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community



Destinations

- 13739
- 11955-13738
- 11025-11954
- 5378-11024
- 5039-5377
- 4232-5038
- 3410-4231
- 1334-3409
- 40-1333

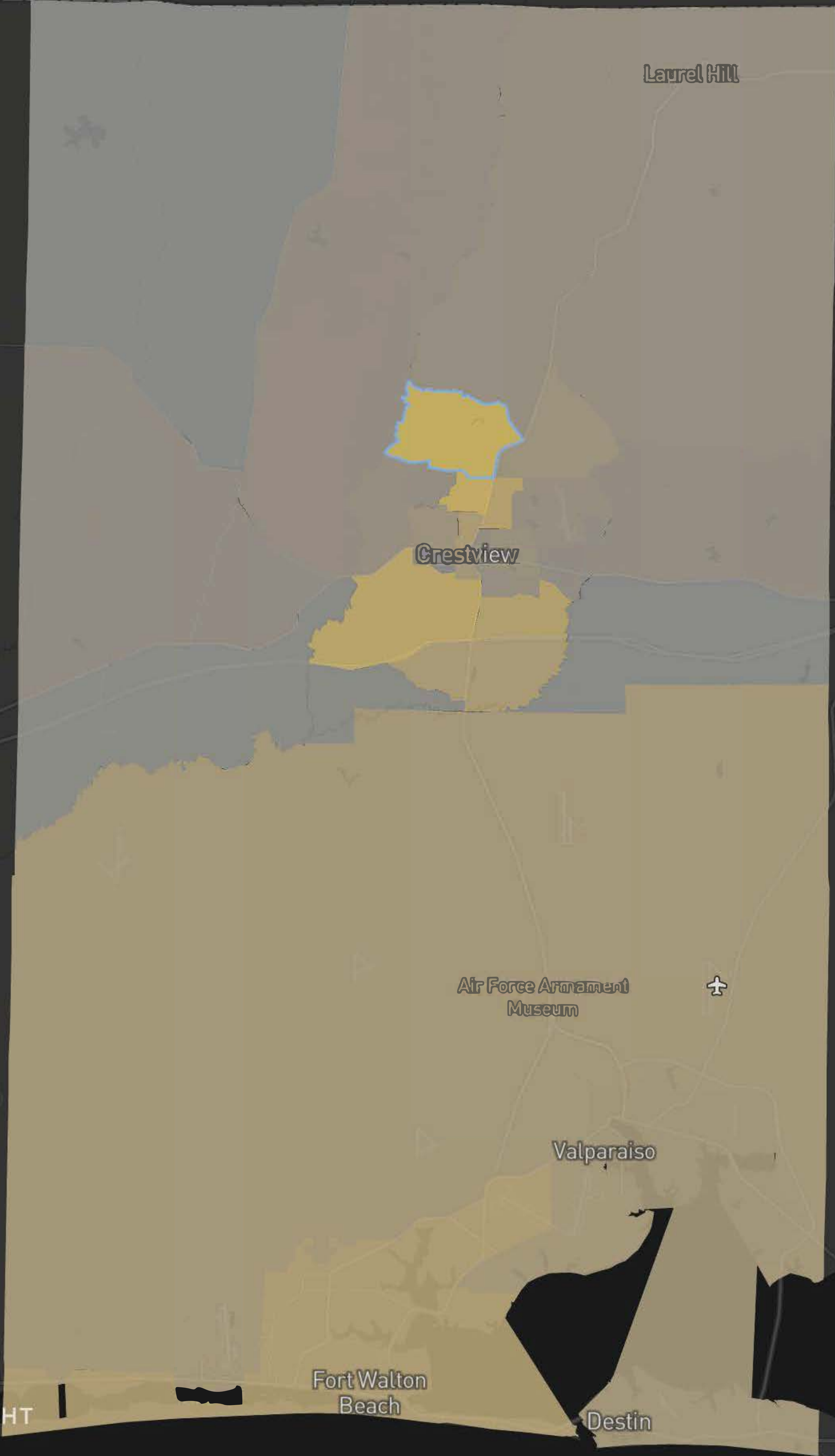
Origins



Destinations

- 656
- 599-655
- 427-598
- 369-426
- 294-368
- 221-293
- 148-220
- 58-147
- 0-57

Origins

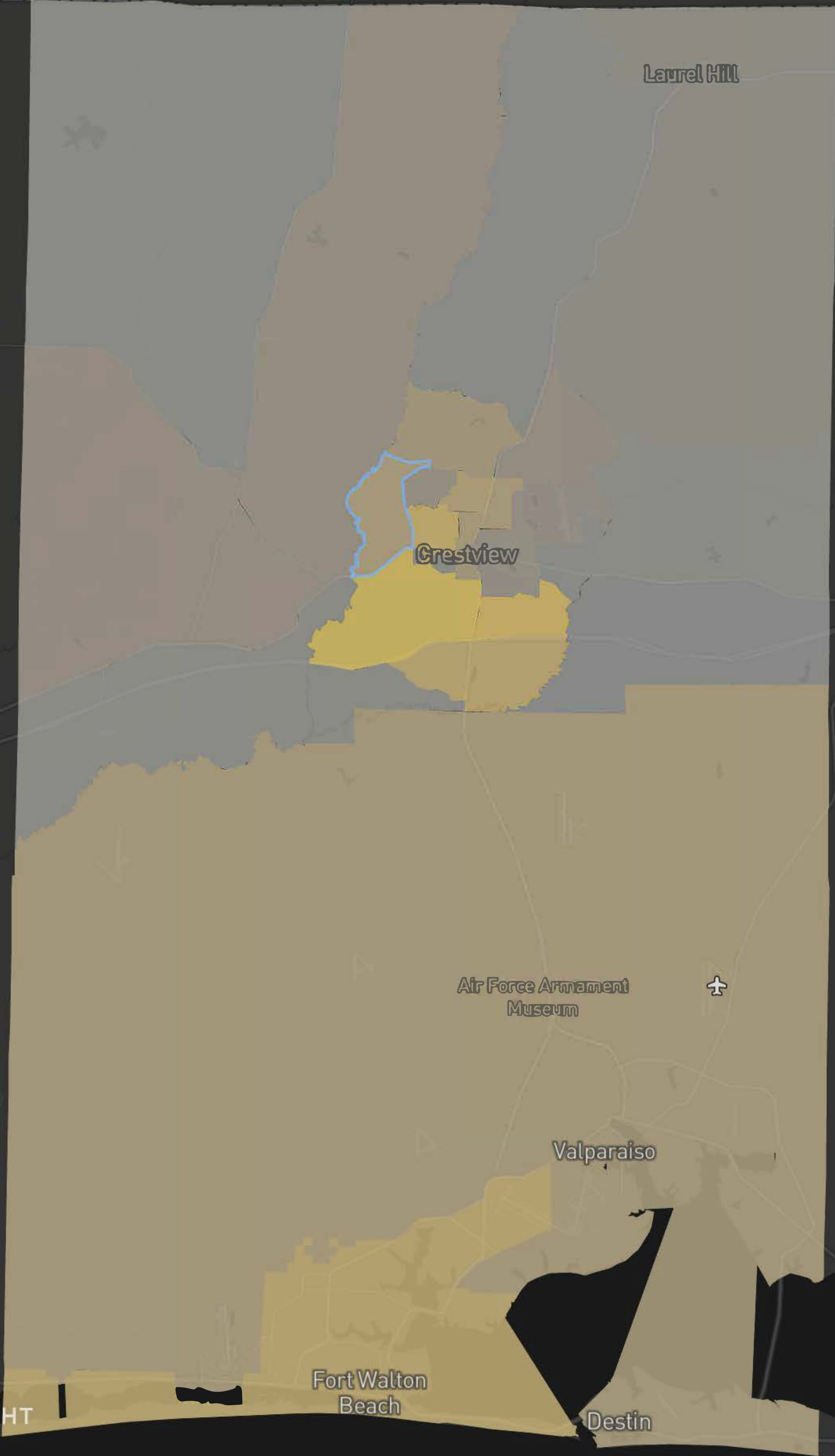


STREETLIGHT

Destinations

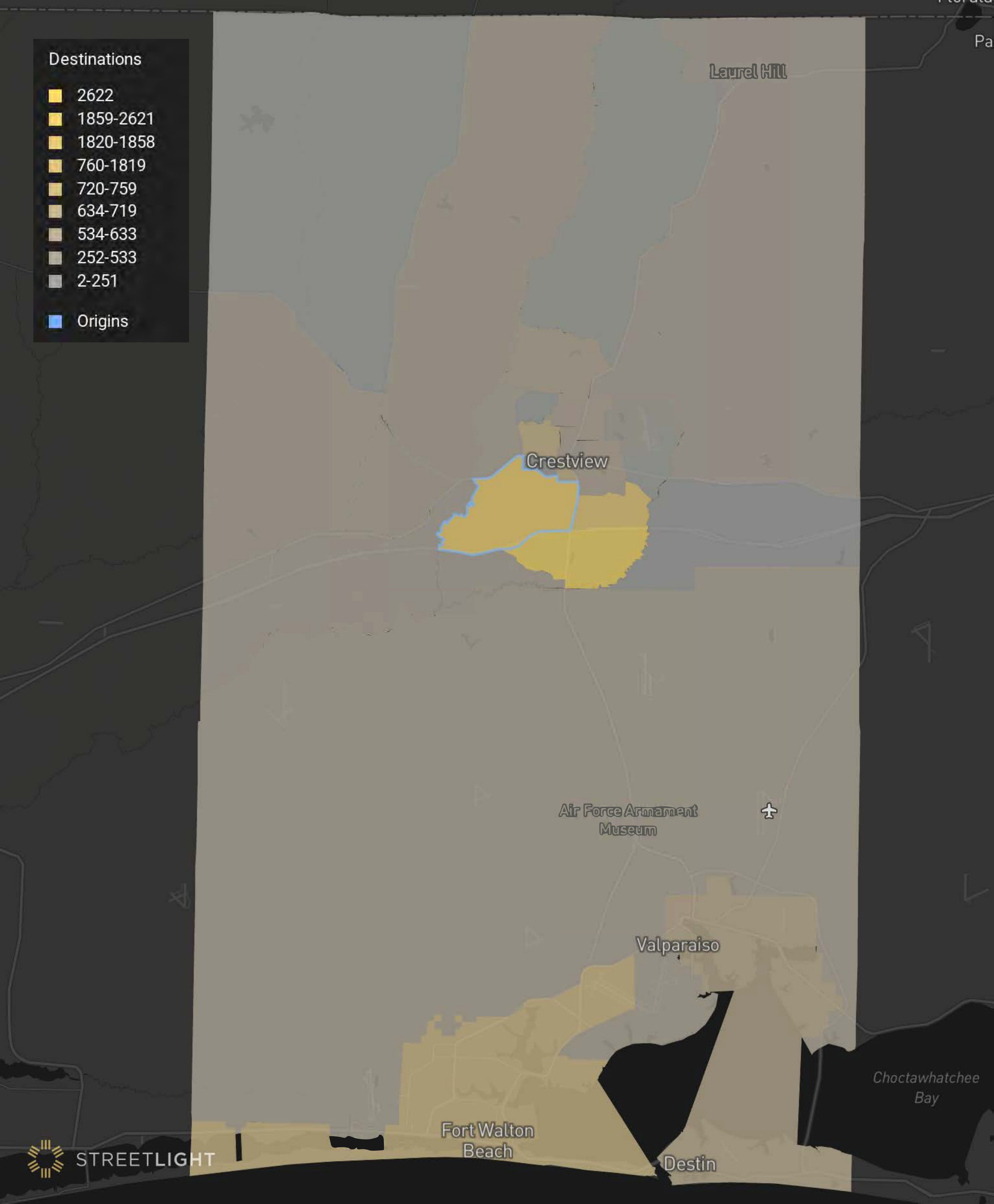
- 314
- 266-313
- 219-265
- 193-218
- 168-192
- 122-167
- 85-121
- 34-84
- 0-33

Origins



Destinations

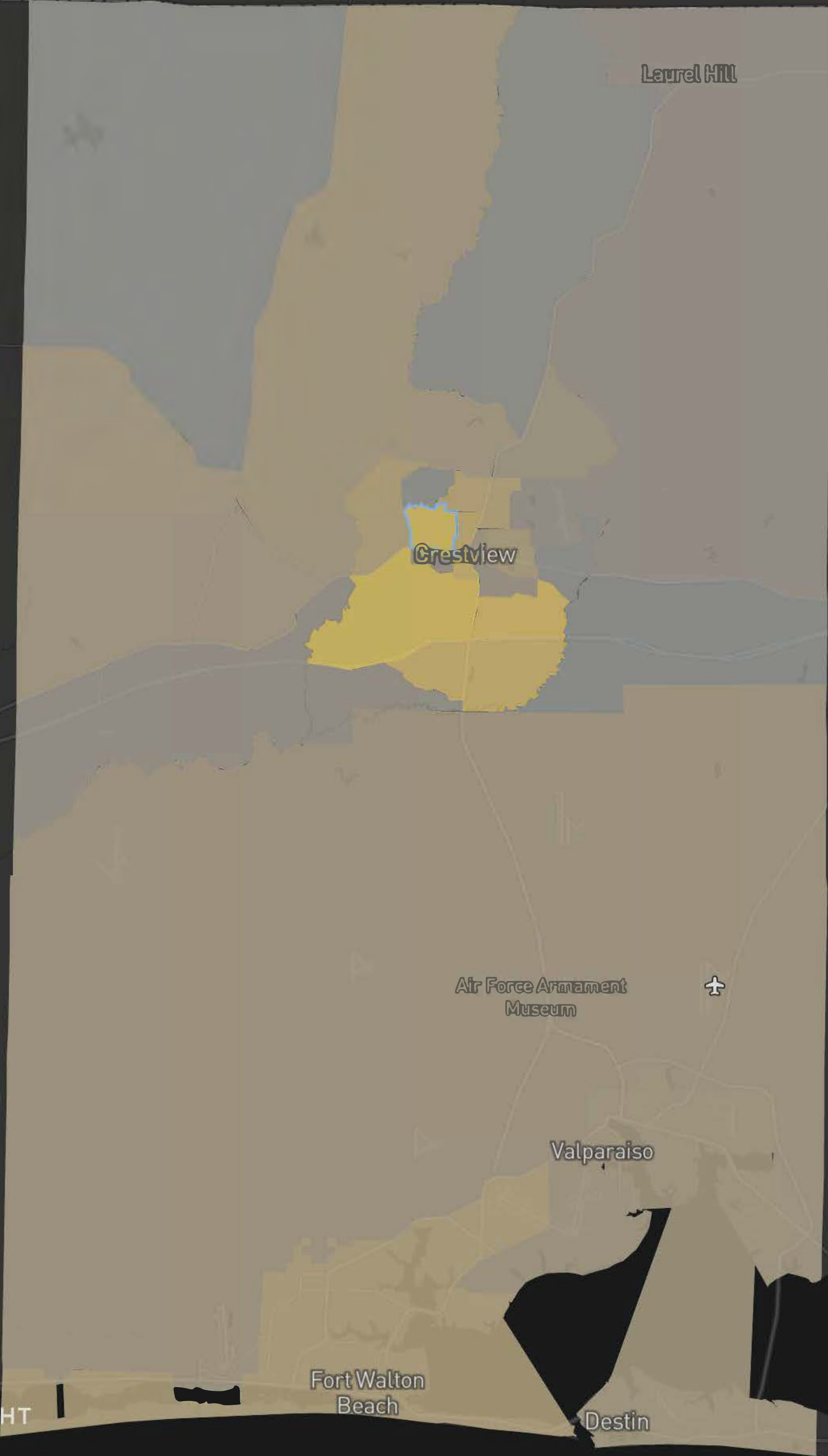
- 2622
- 1859-2621
- 1820-1858
- 760-1819
- 720-759
- 634-719
- 534-633
- 252-533
- 2-251
- Origins



Destinations

- 571-597
- 523-570
- 383-522
- 340-382
- 273-339
- 241-272
- 147-240
- 91-146
- 0-90

Origins





Appendix B –Model Outputs

No-Build Scenario



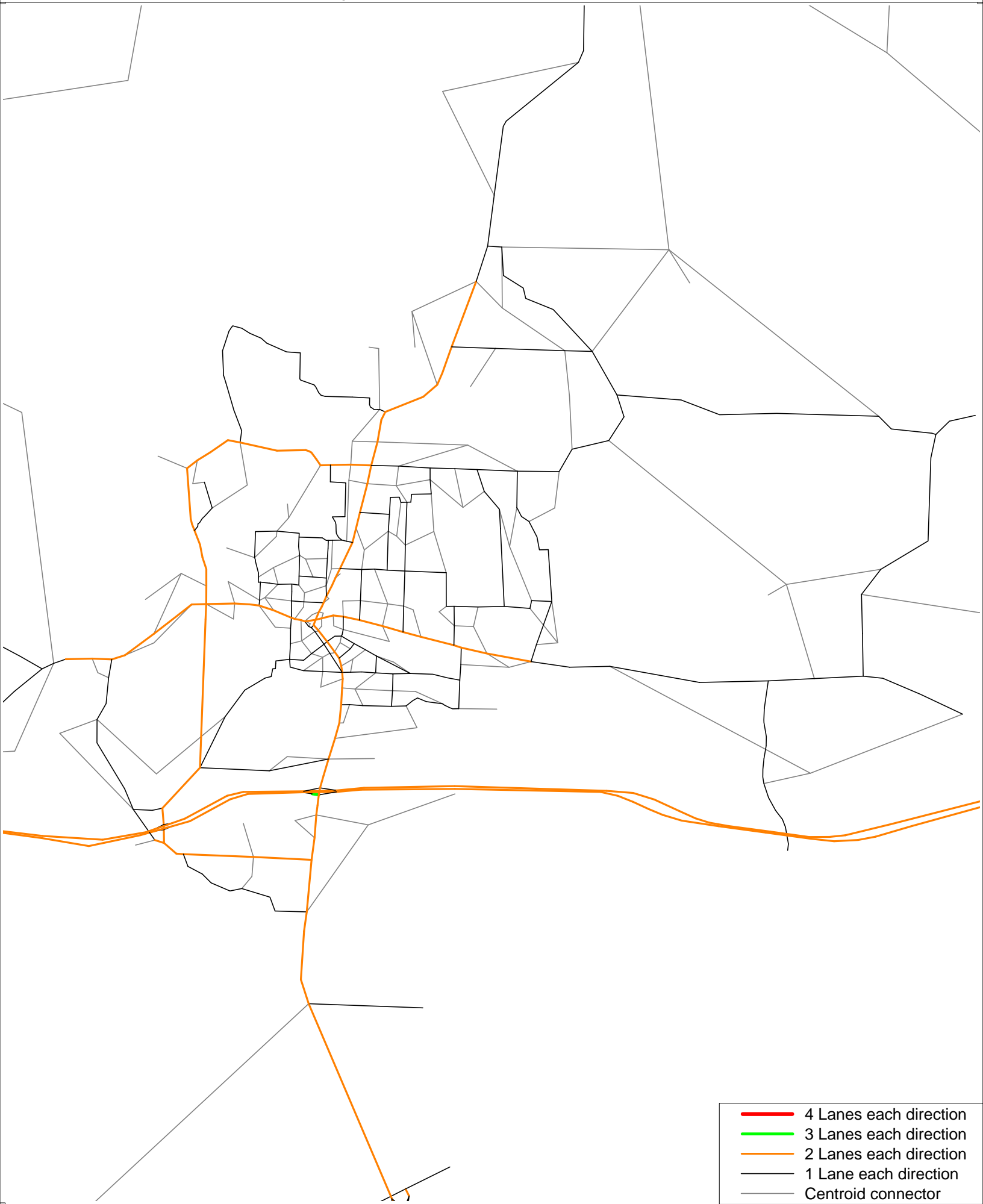
Alternative 1 without Eastern Bypass Scenario



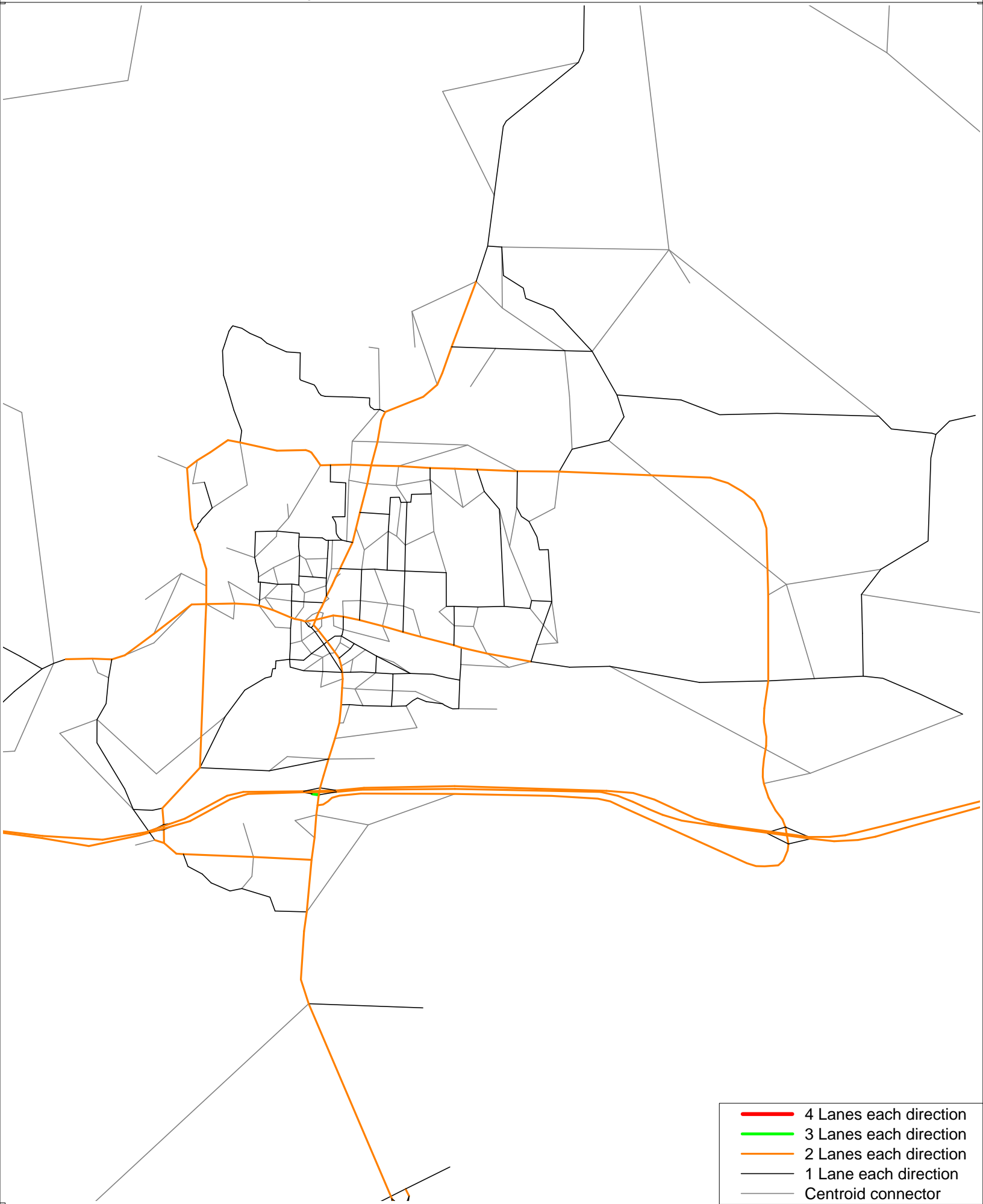
Alternative 1 with Eastern Bypass Scenario



Alternative 2 without Eastern Bypass Scenario



Alternative 2 with Eastern Bypass Scenario



Alternative 3 without Eastern Bypass Scenario



Alternative 3 with Eastern Bypass Scenario



Alternative 4 without Eastern Bypass Scenario



Alternative 4 with Eastern Bypass Scenario



Alternative 5 without Eastern Bypass Scenario



Alternative 5 with Eastern Bypass Scenario



Alternative 6 without Eastern Bypass Scenario



Alternative 6 with Eastern Bypass Scenario





Okaloosa County

**NORTHWEST
CRESTVIEW
BYPASS**





Appendix C |

Approved Methodology Memorandum



Alternative Corridor Evaluation Methodology Memorandum

FPID: 438139-1-24-01; ETDM 14450

January 2022

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration (FHWA) and the Florida Department of Transportation (FDOT).

This planning product may be adopted into the environmental review process, pursuant to Title 23 USC § 168(4)(d), or the state project development process.



Contents

Contents	i
Figures.....	ii
Tables.....	ii
Acronyms and Abbreviations.....	iii
1.0 Background	2
1.1 Contact Personnel	2
1.2 Project Description.....	2
1.3 Purpose and Need	6
1.3.1 Purpose	6
1.3.2 Need.....	6
2.0 Goals and Objectives	8
2.1 Goals and Intent of the Alternative Corridor Evaluation.....	8
2.2 Status in Project Delivery	9
2.3 Decision Points and Milestones	9
3.0 Alternative Corridor Evaluation Methodology	9
3.1 Data Collection	9
3.2 Study Area.....	11
3.3 Identify Alternative Corridor Constraints.....	11
3.4 Alternative Corridor Width.....	12
3.5 Alternative Corridor Analysis and Evaluation Criteria	12
3.5.1 Evaluation Score.....	13
3.5.2 Basis for Rankings.....	13
3.5.3 Primary Purpose and Need Screening.....	13
3.5.4 Secondary Purpose and Need Evaluation.....	14
3.5.5 Environmental Evaluation	15
3.5.6 Engineering Evaluation	17
3.5.7 Estimated Costs Evaluation	18
3.5.8 Narrative of Assessment.....	18
3.5.9 Public and Agency Considerations.....	18
3.6 Approach to Eliminating Non-Viable Alternatives	18
3.6.1 Summary Corridor Ratings.....	19
3.7 Alternative Corridor Evaluation Report.....	19
4.0 Stakeholder Coordination	21
5.0 Conclusion	21



Figures

Figure 1-1 Project Study Area	3
Figure 1-2 Alternative Corridors	5

Tables

Table 3-1 GIS Data Layers.....	10
Table 3-2 Primary Purpose and Need Screening	14
Table 3-3 Secondary Purpose and Need Screening	14
Table 3-4 Social, Economic and Environmental Evaluation Criteria	15
Table 3-5 Evaluation of Engineering Consideration.....	17
Table 3-6 Evaluation of Estimated Costs.....	18
Table 3-7 Summary of Comparative Evaluation	19
Table 4-1 Scheduled Public Meetings	21



Acronyms and Abbreviations

ACE	Alternative Corridor Evaluation
ACER	Alternative Corridor Evaluation Report
ACS	American Community Survey
AFB	Air Force Base
BEBR	Bureau of Economic and Business Research
CFR	Code of Federal Regulations
CR	County Road
EFH	Essential Fish Habitat
EPA	U.S. Environmental Protection Agency
EST	Environmental Screening Tool
ETAT	Environmental Technical Advisory Team
ETDM	Efficient Transportation Decision Making
FDOT	Florida Department of Transportation
FDEP	Florida Department of Environmental Protection
FEMA	Federal Emergency Management Agency
FGDL	Florida Geographic Data Library
FHWA	Federal Highway Administration
FNAI	Florida Natural Areas Inventory
FPID	Financial Project Identification
FWC	Florida Fish and Wildlife Conservation Commission
GIS	Geographic Information System
LOS	Level of Service
LRE	Long Range Estimate
MM	Methodology Memorandum
NEPA	National Environmental Policy Act
NPS	National Park Service
NRCS	Natural Resources Conservation Service
NWFWMD	Northwest Florida Water Management District
NWI	National Wetlands Inventory
OEM	Office of Environmental Management
O-W TPO	Okaloosa-Walton Transportation Planning Organization
PD&E	Project Development and Environment
RCRA	Resource Conservation and Recovery Act
SDR	Sociocultural Data Report
SHPO	State Historic Preservation Officer
SR	State Road
SSOGis	State Safety Office Geographic Information System
TRIP	Transportation Regional Incentive Program
USC	United States Code
USFWS	United States Fish and Wildlife Service



Methodology Memorandum

Northwest Crestview Bypass Alternative Corridor Evaluation

FPID: 438139-1-24-01

ETDM No.: 14450

Location: Okaloosa County

Project Limits: Begin along US 90 between County Road (CR) 4 and Old Bethel Road, then extend northeasterly to terminate at existing intersections along SR 85

Prepared by: Okaloosa County

Date: August 2021

Subject: Alternative Corridor Evaluation Methodology Memorandum

The purpose of this Methodology Memorandum (MM) is to describe the process to be used to evaluate and recommend alternative corridors for the Northwest Crestview Bypass that will be advanced for detail evaluation during the Project Development and Environment (PD&E) study. The memorandum provides the goals of the evaluation, the methodology to be used, how coordination with stakeholders will occur, and the basis for decision-making. The evaluation of the alternative corridors will be documented in an Alternative Corridor Evaluation Report (ACER).

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016, and executed by the Federal Highway Administration (FHWA) and the Florida Department of Transportation (FDOT).

This planning product may be adopted into the environmental review process, pursuant to Title 23 USC § 168(4)(d), or the state project development process.

Northwest Crestview Bypass Alternative Corridor Evaluation Methodology Memorandum



1.0 Background

The background section of this memorandum provides contact information for the project, a description of the project, and a summary of the project's purpose and need.

1.1 Contact Personnel

Steven R. Schmidt, C.P.M.

Surtax Project Manager
Okaloosa County
1759 S. Ferdon Blvd
Crestview, FL 32536
(850) 423-4886
sschmidt@myokaloosa.com

Maria Showalter

D3 Planning Specialist
TRIP/TA/SUN-Trail/Federal Grant
Coordinators/Rural Liaison
Florida Department of Transportation
850-330-1550
maria.showalter@dot.state.fl.us

John Wimberly, PE, Consultant Project Manager

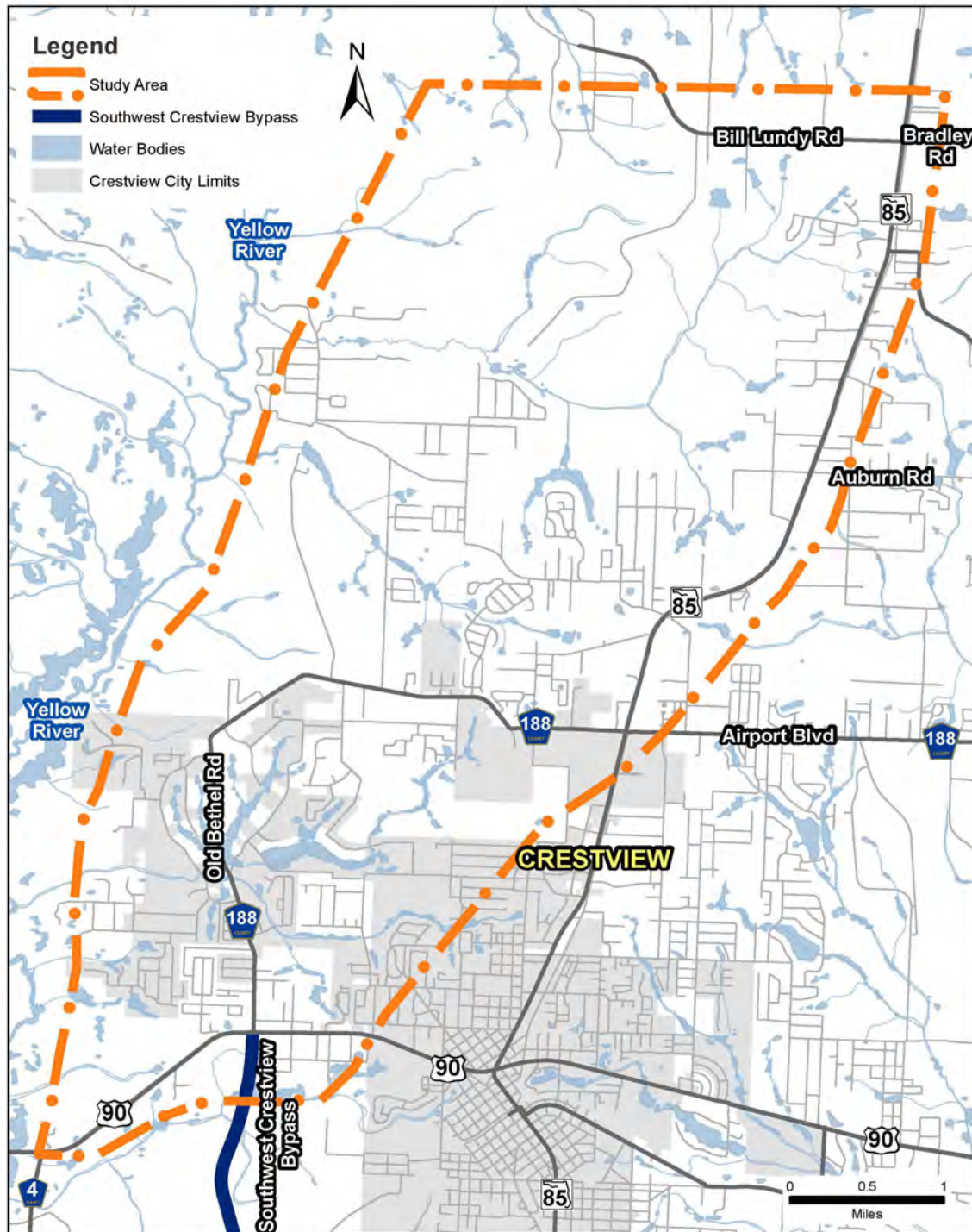
HDR Engineering, Inc.
(850) 429-8926
John.Wimberly@hdrinc.com

1.2 Project Description

Okaloosa County is evaluating transportation corridor alternatives for the northwest segment of a bypass around the City of Crestview in Okaloosa County, Florida. The project, known as the Northwest Crestview Bypass, will connect with the Southwest Crestview Bypass near the intersection of US 90 and Old Bethel Road and will terminate at State Road (SR) 85 (North Ferdon Boulevard) north of Crestview. The project will consider improvements to the existing Old Bethel Road from US 90 to SR 85 as well as alternative new corridors. The study area is shown in **Figure 1-1**. The study area was established by considering logical termini of the proposed bypass and avoidance/minimization of potential environmental impacts. If developed, the bypass would begin along US 90 between County Road (CR) 4 and Old Bethel Road, then extend northeasterly to terminate at existing intersections along SR 85. The western study area boundary was set to avoid or minimize impacts to the Yellow River Wildlife Management Area. The northern boundary was set to include potential east-west streets that could provide a logical end point of the bypass at SR 85 and potentially connect to a future Eastern Bypass.

This project is being developed by Okaloosa County, in partnership with the FDOT District 3, and the City of Crestview. FDOT is providing state funding assistance through the Transportation Regional Incentive Program (TRIP). County matching funds are provided through county surtax and gas tax revenue. The study process will follow the FDOT Alternative Corridor Evaluation (ACE) process.

Northwest Crestview Bypass Alternative Corridor Evaluation Methodology Memorandum



Some corridors are drawn wider to show areas over overlapping

Figure 1-1 Project Study Area

Northwest Crestview Bypass Alternative Corridor Evaluation Methodology Memorandum



There are six alternatives being considered as follows and shown on **Figure 1-2**:

- Alternative 1: New alignment from the intersection of Enzor Road and Cayson Avenue bearing northwest to the boundary of the Yellow River Wildlife Management Area and then north and east to the intersection of SR 85 and Auburn Road.
- Alternative 2: Capacity improvements to Old Bethel Road from its intersection with US 90 to its intersection with SR 85.
- Alternative 3: Capacity improvements to Old Bethel Road from its intersection with US 90 to west of Staff Road, and new alignment north and east to the intersection of Auburn Road and SR 85.
- Alternative 4: Capacity improvements to Old Bethel Road from its intersection with US 90 to south of Seminole Drive, and new alignment north and east to the intersection of Auburn Road and SR 85.
- Alternative 5: Capacity improvements to Old Bethel Road from its intersection with US 90 to south of Seminole Drive, and new alignment north and east to the intersection of Bill Lundy Road and SR 85.
- Alternative 6: Follow US 90 from the intersection of Old Bethel Road and US 90 to the intersection of US 90 and Cayson Avenue, then north and east on new alignment to the intersection of Old Bethel Road and SR 85.

Northwest Crestview Bypass Alternative Corridor Evaluation Methodology Memorandum

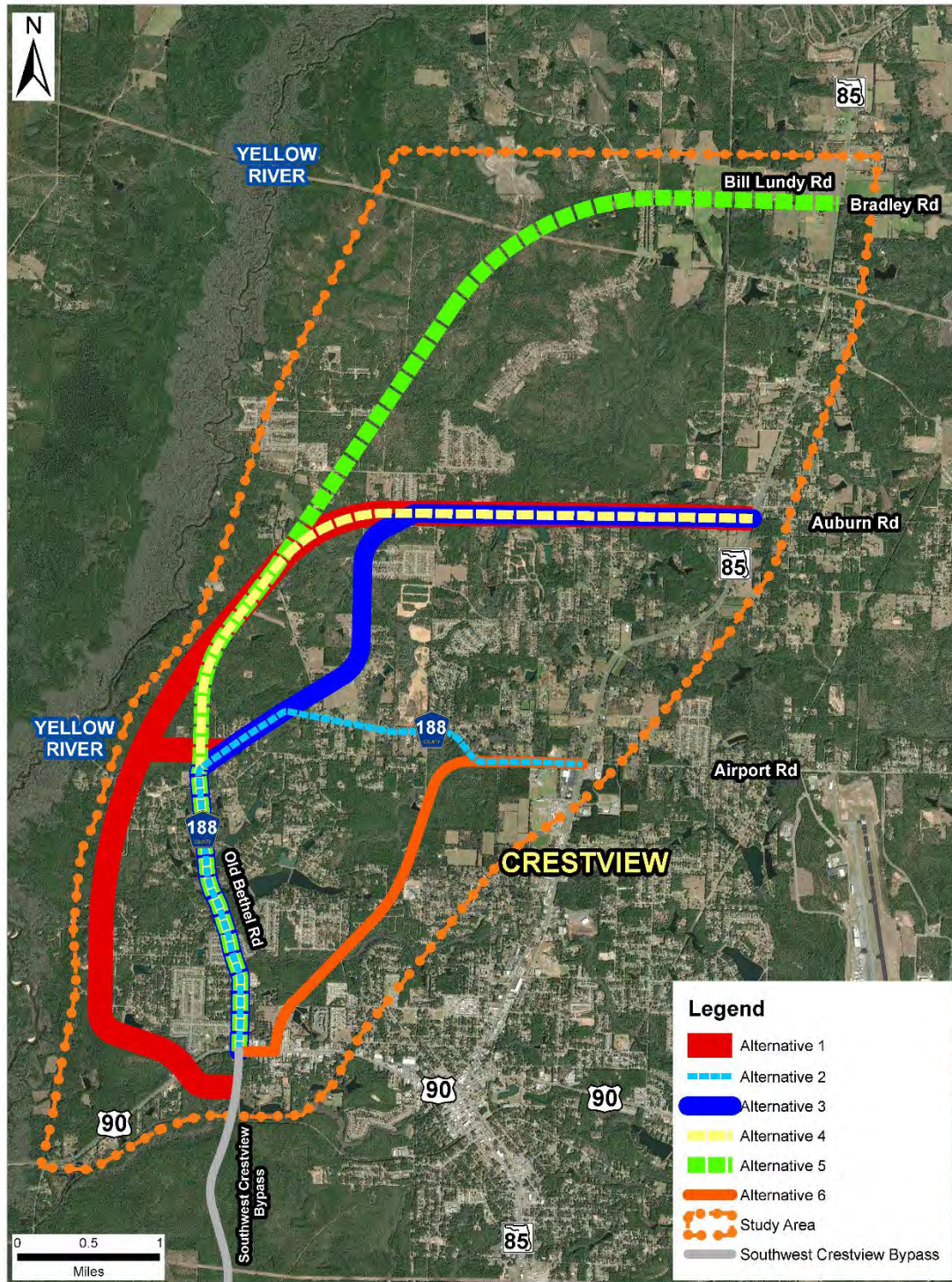


Figure 1-2 Alternative Corridors



1.3 Purpose and Need

1.3.1 Purpose

The primary purpose of the Northwest Crestview Bypass project is to provide regional system connectivity and improve mobility through and around the City of Crestview by providing an alternative to SR 85 and completing the Western Bypass around the City of Crestview. The secondary purposes are to address safety and hurricane evacuation and support anticipated growth in Okaloosa County.

1.3.2 Need

The project is needed to improve regional connectivity, mobility, safety, and hurricane evacuation.

Project Status

The Northwest Crestview Bypass from US 90 to SR 85 North is included in the Okaloosa-Walton Transportation Planning Organization (O-W TPO) 2040 Cost Feasible Plan for PD&E in fiscal years 2021 – 2025 and Design in fiscal years 2026 – 2030. The Western Crestview Bypass, which includes this corridor, was also shown in the 2030 and 2035 O-W TPO Needs Plans. The Crestview Bypass West project (design phase) is identified as a non-Strategic Intermodal System priority #8 for the O-W TPO to provide four lanes of capacity as Financial Project Identification (FPID) 438139-1.

The project is not currently included in the O-W TPO Transportation Improvement Program or the FDOT State Transportation Improvement Program.

The Okaloosa County Comprehensive Plan includes the Crestview Bypass as one of the county's highest priority transportation improvements that will relieve existing traffic congestion. Policy 1.3.2 in Chapter 2.2 Transportation states, "Coordinate with the Okaloosa – Walton TPO in the development of the Crestview Bypass, a parallel 4-lane roadway, to reduce traffic congestion on SR 85 and to foster interstate commerce."

The City of Crestview Comprehensive Plan does not specifically discuss a bypass but contains multiple objectives and policies aimed to address congestion on SR 85. Objective 8.A.6 states, "The City shall continually take steps and actions designed to relieve congestion on area roadways, especially SR 85." Policy 8.A.2.2 states, "The City shall continue to use funds from various sources so as to complete the improvements listed in Table 14-1-T, thereby providing relief to SR 85." Policy 13.A.2.8 states, "The City will also participate in regional efforts to develop and implement other transportation demand management strategies to reduce peak travel demand on SR 85."

Northwest Crestview Bypass Alternative Corridor Evaluation Methodology Memorandum



The City of Crestview Strategic Plan (June 2019) does not specifically discuss a bypass but contains a Goal to “Provide safe, efficient and accessible means for mobility.”

System Linkage

Providing safe and efficient mobility through and around the City of Crestview is critical not only to the city and Okaloosa County, but to the region as a whole which will better serve critical components of the northwest Florida economy such as the Bob Sikes Airport, Eglin Air Force Base (AFB), Hurlburt and Duke Fields, and tourism.

The Southwest Crestview Bypass currently under construction will terminate at US 90. To continue north, vehicles would have to travel along US 90 and then north on SR 85 through the City of Crestview. Currently, the segment of SR 85 through the City of Crestview and the segment of US 90 from Antioch Road to SR 85 are operating at level of service (LOS) F. Regional traffic from the coastal communities of Okaloosa County and Eglin AFB currently rely heavily on SR 85 which is the only north-south corridor in Okaloosa County directly connecting these communities to the region north of I-10. Thus, there is a need to complete the Western Bypass in order to provide an alternative route to SR 85 that would enhance the transportation network’s connectivity and relieve SR 85 and US 90 from both regional and local traffic.

Additionally, the Regional Evacuation Study recommended that the state and local counties continue developing north-south evacuation routes to reduce evacuation clearance times. Thus, completion of the Crestview Bypass will improve the evacuation process by providing evacuees with an alternative route to heavily congested SR 85.

Capacity

Segments of SR 85 within the City of Crestview currently experience severe congestion and queuing that routinely backs up for several miles. The O-W TPO 2040 LRTP 2040 deficiency analysis shows SR 85, from 77th Special Forces Way to Airport Road, and Antioch Road as very congested (with higher than a 1.3 volume to capacity ratio), and US 90 from Antioch Road to SR 85 as congested (with 1.0 to 1.3 volume to capacity ratios).

Furthermore, the congestion analysis conducted for roadways within the study area supports the need for improved mobility within and around the City of Crestview. The 2018 Minor Update of the O-W TPO’s Congestion Management Process Plan shows that the SR 85 segments from Antioch Road to I-10 and from I-10 to US 90 are very congested and have operated at LOS F since 2007. These segments are projected to continue to operate with LOS F through 2027 if no capacity improvements are made. The segment from US 90 to Airport Road/CR 188 is shown as LOS C and projected to continue as LOS C through 2027. Traffic analysis performed for the Eastern Crestview Bypass Feasibility Study published in July 2019 shows the segment of SR 85 from US 90 to 3rd Avenue failing (LOS E or worse) in 2030. Thus, there is a need to provide



alternative routes to SR 85 which would enhance movement of people and goods in and around the City of Crestview.

Transportation Demand

A factor contributing to the amount of traffic on the roadway network is population growth in Okaloosa County. Okaloosa County has grown from 180,822 residents in 2010 to approximately 201,514 residents in 2019, an average annual increase of approximately 1.3 percent. The Bureau of Economic and Business Research (BEBR) medium estimate projects a population of 242,300 by 2045.

The study area is within Planning Area 32536 (Crestview/Auburn). Okaloosa County's Planning Profile for this area shows a higher growth rate from 2010-2017 in the Crestview/Auburn area (19.18%) than the county (8.11%). The study area is expected to continue to grow as is evidenced by the BEBR estimates and the county's future land use maps which plan for additional residential lands compared to what is existing. The expected growth will continue to increase the demand to use both major arterial and local roads in the project study area.

Safety

Analysis of crashes in the State Safety Office Geographic Information System (SSOGis) indicated that there were 857 crashes reported in the state and local roadways within and adjacent to the study area from 2014 to 2018. Of these, there were seven (7) fatal crashes and 30 incapacitating injury crashes. The top three crash types in the study area were rear end, angle and sideswipe crashes. The majority of crashes were located on SR 85 with the highest concentration at the US 90 intersection. The crash rates per million vehicle miles traveled for suburban and rural sections of SR 85 are 3.200 and 6.458, respectively. The average statewide crash rates for suburban arterials are 1.722 and 0.831 for rural arterials, which are substantially lower than the actual crash rates. Thus, there is a need for transportation improvements to increase overall safety in the area.

2.0 Goals and Objectives

2.1 Goals and Intent of the Alternative Corridor Evaluation

The ACE process, as defined in the PD&E Manual and the Efficient Transportation Decision Making (ETDM) Manual, meets the intent of the Code of Federal Regulations (CFR), Title 23, Part 450 (Planning Regulations) and 23 U.S. Code (USC) §168 (Integration of Planning and Environmental Review) of streamlining the planning and environmental review process. It is the intent to conduct the ACE for the Northwest Crestview Bypass so that planning decisions can be adopted or incorporated by reference into the National Environmental Policy Act (NEPA)



process. The goal of the ACE is to identify, evaluate, and eliminate alternatives based on consideration of meeting the project purpose and need, avoidance and/or minimization of potential impacts to environmental resources, engineering feasibility, a narrative assessment of the corridors, and agency/public input. The ACE process ensures that all viable alternatives are evaluated consistently.

2.2 Status in Project Delivery

The ETDM Programming Screen for ETDM #14450 [Northwest Crestview Bypass from US 90 (SR 10) to SR 85] was initiated on May 7, 2021 with the Preliminary Programming Screen Summary Report published on October 4, 2021. Six alternatives were screened to help identify sensitive resources and other fatal flaws that should be avoided. The naming of each corridor or alternative identified in the ACE will remain consistent throughout the ACE process and be carried through the PD&E phase.

2.3 Decision Points and Milestones

This Draft MM will be distributed to the ETAT for review and comment through the Environmental Screening Tool (EST). The ETAT has 30 days in which to comment on the Draft MM. Once comments on the Draft MM have been incorporated, the revised MM will be included in the republished Programming Screen Summary Report.

The revised MM and implementation of the ACE process will be documented in the ACER. The Draft ACER will be distributed to the ETAT for review and comment through the EST. The ETAT has 30 days in which to comment on the Draft ACER. A corridor information meeting will be held to share and discuss the results of the ACE and to obtain input regarding proposed alternative corridor(s) recommended for evaluation during the PD&E study.

After ETAT review, the ACER will be submitted to the FDOT Office of Environmental Management (OEM), the Lead Agency under the NEPA Assignment Program, for acceptance and concurrence. After acceptance and concurrence from OEM, the Programming Screen Summary Report will be republished with the MM and ACER.

3.0 Alternative Corridor Evaluation Methodology

3.1 Data Collection

The data used to evaluate the project corridor's social, cultural, natural, and physical environmental impacts will be derived from (GIS) data sources, literature reviews, and field verification, where appropriate. Various GIS datasets within the Florida Geographical Data Library (FGDL), the Northwest Florida Water Management District (NWFWMD), the Florida Fish and Wildlife Conservation Commission (FWC), the Florida Natural Areas Inventory (FNAI), the

Northwest Crestview Bypass Alternative Corridor Evaluation Methodology Memorandum



National Park Service (NPS), the Federal Emergency Management Agency (FEMA), the U.S. Department of Agriculture's (USDA) Natural Resource Conservation Service (NRCS), the Florida Department of Environmental Protection (FDEP), the National Wetland Inventory (NWI), U.A. Census American Community Survey (ACS), Okaloosa County, and the City of Crestview will be used as data sources. A preliminary list of GIS data layers that may be used in the assessment of the project study area is provided in **Table 3-1**.

Table 3-1 GIS Data Layers

GIS Data Layer	Source	Year
Social and Economic		
Public and Private Schools	FGDL	2020
Religious Centers	FGDL	2015
Health Facility Parcels	FGDL	2010
Fire Department and Emergency Facilities	FGDL	2018
Government Buildings	FGDL	2016
Law Enforcement Facilities	FGDL	2018
Cemeteries	FGDL	2019
Minority and Low-Income Population	US Census ACS	2019
Farmland	FGDL	2018
Existing Land Use	Okaloosa County/City of Crestview	2021
Future Land Use	Okaloosa County/City of Crestview	2021
Public Lands	FGDL	2011
Cultural Resources		
Florida State Parks	FGDL/ FDEP	2019
American Indian Lands	FGDL	2017
Historic Sites, Railroads, Structures and Districts	FGDL/ Bureau of Archaeological Research	2021
Parks and Recreational Facilities Boundaries in Florida	FGDL	2019
National Register of Historic Places	NPS	2021
State Historic Preservation Officer (SHPO) Bridges	FGDL/ Bureau of Archaeological Research	2021
SHPO Cemeteries	FGDL/ Bureau of Archaeological Research	2021
SHPO Resource Groups	FGDL/ Bureau of Archaeological Research	2021
SHPO Structures	FGDL/ Bureau of Archaeological	2021

Northwest Crestview Bypass Alternative Corridor Evaluation Methodology Memorandum



GIS Data Layer	Source	Year
	Research	
Soils	NRCS	2020
Trails	FGDL	2019
Natural Environment		
Aquatic Preserve Boundaries	FGDL/FDEP	2019
Bald Eagle Nesting Territories	FGDL/FDEP	2017
Bear Kill Locations	FGDL/FWC	2018
FDEP Ecosystem Management Areas	FGDL/FDEP	1999
FDEP Mitigation Banks	FDEP	2021
FEMA Flood Hazard Zones	FGDL/FEMA	2020
FNAI Managed Conservation Areas	FGDL/FNAI	2020
Gulf Sturgeon Critical Habitat	USFWS	2003
Red Cockaded Woodpecker Habitat	FGDL/FFWCC	2005
Outstanding Florida Waters	FDEP	2019
Wetlands	NWI	2020
Wetlands and Water Land Uses	NWFWMD	2018
Wildlife Observations	FGDL/FFWCC	2015
Physical Environment		
Brownfields	FGDL	2019
Environmental Protection Agency (EPA) Resource Conservation and Recovery Act (RCRA) Regulated Facilities	FGDL	2020
Hazardous Materials Generator Sites	FDEP	2021
Landfills	Okaloosa County/FGDL	2021
Petroleum Contamination Monitoring Sites	FGDL	2020
Solid Waste Facilities	FGDL	2021
Storage Tanks Contamination Monitoring	FGDL	2021
Superfund Sites	FGDL	2020

3.2 Study Area

The study area used for the ETDM Preliminary Programming Screen is the same as the ACE study area shown in **Figure 1-1**.

3.3 Identify Alternative Corridor Constraints

GIS data will be used to refine alternative corridors to avoid and minimize impacts to environmental sensitive features to the extent possible. The data sources included in **Table 3-1**



will be used to locate environmental constraints including social, cultural, natural, and physical constraints within the study area. Based on ETAT commentary from the ETDM Programming Screen, features identified as important considerations include but are not limited to Yellow River which is a habitat for freshwater mussels and sturgeon, wetlands, stream systems and their crossings, minority and low-income populations, archaeological and historic resource (including Old Bethel Church), and infrastructure facilities such as the dam at the Nature Lake subdivision.

3.4 Alternative Corridor Width

The six alternative corridors that were screened through the ETDM Programming Screen will be further developed to allow a planning-level corridor evaluation as part of this ACE. Travel demand forecast and traffic analysis will be performed as part of the ACE to evaluate general traffic operations for each alternative corridor and to confirm number of lanes required to meet the goals of the project.

It is anticipated that a four-lane divided typical section will be developed for corridor consistency with the Southwest Bypass and to accommodate the projected future traffic demand. Potential typical sections include a standard urban typical section requiring 110 feet of right of way, a high-speed urban typical section requiring 148 feet of right of way, and a rural typical section requiring 192 feet of right of way.

Alternative corridors with a width of 250 feet will be developed for evaluation purposes. This corridor width will allow for flexibility in developing proposed alignments that avoid potential constraints. The corridor width also will allow for multimodal accommodations including sidewalks, bike lanes, recreational trail, and transit.

3.5 Alternative Corridor Analysis and Evaluation Criteria

The corridors will be evaluated based on consideration of meeting the project purpose and need, avoidance and/or minimization of potential impacts to environmental resources, engineering feasibility, a narrative assessment of the corridors, and agency/public input.

The evaluation process to be utilized is described below. It should be noted, there may be unidentified issues or impacts that emerge during the ACE process. Should this occur, the new issue or impact will be included in the appropriate evaluation category.

The evaluation process begins with an assessment of each corridor's ability to meet the project's purpose and need. Any alternative failing to meet the project's purpose and need may be eliminated from further consideration and the evaluation process will continue only for those alternatives that meet the project's purpose and need.



3.5.1 Evaluation Score

The ability of an alternative to meet the primary purpose and need described in Section 3.5.3 will be evaluated as Yes or No with a supporting narrative. Any corridor that does not satisfy the stated primary purpose and need criteria will be eliminated. All remaining viable corridors will be evaluated using environmental, engineering, and cost considerations.

The evaluation score for secondary purpose and need (described in Section 3.5.4), engineering and environmental impacts will be developed based on traffic analysis, safety analysis, and the order of magnitude impact estimates from the typical section width centered on the full corridor centerline. Because there are different scenarios on how a criterion may be evaluated and scored, for clarity and comparative purposes, the evaluation criteria will be converted to a numerical score. A score of 1 represents the corridor having the best performance (least impact, most benefit, etc.) and the highest score represents the alternative performing the worst. The highest score will be equal to the total number of alternatives analyzed. Alternatives with equal impacts or benefits (alternatives that are tied) will be scored the same. When an alternative will not involve a criterion, it will be assigned a score of zero. Following the evaluation of all the criteria in an evaluation category, the criteria scores for each corridor will be summed to determine the corridor's overall evaluation category score.

The evaluation matrix tables in this section are examples to demonstrate how they may look in the ACER.

3.5.2 Basis for Rankings

To assess, compare and rank the alternative corridors that meet the primary purpose and need, the total score for each alternative corridor will be computed by summing their individual scores in each evaluation criteria. Therefore, each corridor's involvement with a criterion is compared and ranked for each attribute or combination of attributes defining that criterion. A corridor having the best overall performance (least impact, most benefit, etc.) will have the lowest total score.

3.5.3 Primary Purpose and Need Screening

Each alternative corridor will be evaluated for how well it satisfies the primary purpose and need (**Table 3-2**). For an alternative to meet the project's primary purpose and need, it will be required to provide improved connectivity within the western parts of Okaloosa County, direct connection with the Southern Bypass and be consistent with the Okaloosa County Comprehensive Plan and City of Crestview Comprehensive Plan.

- Improved connectivity within the western parts of the county will be assessed by the ability of the alternative corridor to function as a regional alternate route and a high-

Northwest Crestview Bypass Alternative Corridor Evaluation Methodology Memorandum



capacity facility that services through traffic, destined for locations outside the City of Crestview, over an extended distance.

- The alternative corridors will be evaluated for the directness of their connectivity with the Southern Bypass to serve through traffic that would bypass the City of Crestview.
- Compatibility with local plans will be generally assessed on how well each alternative corridor conforms to the plans and measured as either compatible or incompatible.

Any alternative corridor that does not satisfy all stated primary purpose and need criteria will be eliminated. All remaining viable corridors will be evaluated using secondary purpose and need, environmental, engineering, and cost considerations.

Table 3-2 Primary Purpose and Need Screening

Criteria	Unit of Measure	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6
Improved connectivity on the western part of Okaloosa County	Y/N						
Provide a direct connection to the Southern Bypass	Y/N						
Consistency with local plans	Y/N						

3.5.4 Secondary Purpose and Need Evaluation

Secondary purpose and need will be considered as a ranking criterion. Measures to evaluate additional goals for the project (secondary purpose and need) include:

- Improve mobility measured by Level of Service (LOS) on other roads within the study area
- Reduce demand volume on SR 85 north of I-10
- Improve the safety on the roadway network within the study area measured by potential crash reduction

Alternative Corridors will be evaluated for their overall ability to satisfy the secondary purpose and need by totaling the number of criteria that are met. **Table 3-3** provides the secondary purpose and need screening criteria.

Table 3-3 Secondary Purpose and Need Screening

Category	Criteria	Unit of Measure	Alternative 1		Alternative 2		Alternative 3		Alternative 4		Alternative 5		Alternative 6	
			Quantity	Score	Quantity	Score	Quantity	Score	Quantity	Score	Quantity	Score	Quantity	Score
	Improve Mobility	LOS												
	Reduce Demand	Demand												
	Improve safety	Crashes												

Northwest Crestview Bypass Alternative Corridor Evaluation Methodology Memorandum



3.5.5 Environmental Evaluation

Potential environmental effects will be considered for each alternative corridor that meets the project's primary purpose and need. Separate evaluation tables will be used for each of the four environmental categories (social environment, cultural resources, natural environment, and physical environment). The tables will be populated with quantifiable data from the applicable GIS layers identified in **Table 3-1** using the corridor shape files shown in **Figure 1-2**.

Non-quantifiable factors will be given a likelihood of impact rating as low, medium, or high. For listed species occurrence potential, an assessment of likelihood of impact will be made by a qualified biologist through the review of species occurrence databases from the sources identified in **Table 3-1**, as well as limited pedestrian wildlife surveys within the ACE study area shown in **Figure 1-1**.

3.5.5.1 Social and Economic Evaluation

Social environment criteria descriptive of the social environment and quantifiable measures include:

- Miles of corridor traversing incompatible land use
- Number of potential residential displacements
- Number of potential business displacements
- Number of impacted community facilities
- Effect to residential connectivity and social interaction (community cohesion) measured by total number of neighborhoods split
- Socioeconomic impact to special population measured by the number of census blocks with substantial populations protected under Title VI that are crossed as defined by Executive Order 12898, Environmental Justice
- Acres of potential prime farmland impact as defined by the Farmland Protection Policy Act (FPPA) of 1981

Table 3-4 Social, Economic, and Environmental Evaluation Criteria

Category	Criteria	Unit of Measure	Alternative 1		Alternative 2		Alternative 3		Alternative 4		Alternative 5		Alternative 6	
			Quantity	Score	Quantity	Score	Quantity	Score	Quantity	Score	Quantity	Score	Quantity	Score
Social	Land use	Miles												
	Potential residential displacements	Number												
	Potential business displacements	Number												
	Community facilities	Number												
	Community cohesion	Number												
	Potential impact to special populations	Number												

Northwest Crestview Bypass Alternative Corridor Evaluation Methodology Memorandum



Category	Criteria	Unit of Measure	Alternative 1		Alternative 2		Alternative 3		Alternative 4		Alternative 5		Alternative 6	Score
			Quantity	Score	Quantity	Score	Quantity	Score	Quantity	Score	Quantity	Score		
	Prime farmland	Acres												
	Social Resources Score													
Cultural	Historic resources	Number												
	Archeological resources	Number												
	Potential Section 4(f) resources	Number												
	Recreational areas	Number												
	Cultural Resources Score													
Natural	Water Quality (Mileage crossing water bodies)	Miles												
	100-year floodplain	Acres												
	High Quality wetlands	Acres												
	Low to Moderate Quality wetlands	Acres												
	Listed species occurrence potential	Degree												
	Conservation/managed lands	Acres												
	Designated critical habitat or habitat suitable for listed species	Acres												
	Natural Resources Score													
Physical	Potential contamination sites	Number												
	Potential noise sensitive sites	Number												
	Physical Resources Score													

3.5.5.2 Cultural Resources Evaluation

For archaeological and historic sites, a GIS assessment will be performed for the study area and the number of potential sites protected under Chapter 267, F.S. that fall within or immediately adjacent to the alternative corridors will determine an alternative corridor's potential involvement. Corridor involvement with parks and recreation sites including those protected by Section 4(f) of the Department of Transportation Act of 1966 will be measured by the number of such lands falling within or immediately adjacent to a corridor.

3.5.5.3 Natural Environment Evaluation

The evaluation criteria and measures in the natural resource evaluation matrix are:

Northwest Crestview Bypass Alternative Corridor Evaluation Methodology Memorandum



- Water quality will be measured by miles of corridor crossing water bodies, water quality monitoring stations and dams.
- Floodplain impacts will be measured by the acres of 100-year floodplains that are traversed by a corridor.
- Forested wetlands (high quality) will be measured as acres of corridor within high quality wetlands.
- Wetlands (low to moderate quality) will be measured as acres of corridor within low to moderate quality wetlands.
- Wildlife and Habitat will be measured in acres of impact to designated critical habitat or habitat suitable for listed plant and animal species known to occur in the study area.
- Managed lands impact will be measured in acres of impact to managed conservation lands

3.5.5.4 Physical Environment Evaluation

The evaluation criteria and measures to be used to evaluate and compare alternative corridors' involvement with the physical environment are:

- Noise impacts will be measured by the number of noise sensitive sites adjacent to a corridor.
- Contamination involvement will be measured by the number of potential contamination sites in or adjacent to a corridor.

3.5.6 Engineering Evaluation

Engineering considerations used to screen corridors are listed in **Table 3-5**. Engineering factors include major utility conflicts, involvement of infrastructure items such as bridges crossings, drainage basins involved, acreage of required stormwater ponds, and acres of new right of way required. Due to the extensive scope of work required to estimate drainage and utility conflict costs for all of the corridor alternatives and considering that these costs may not be a major consideration for comparative purposes, drainage and utility conflict cost estimates will be provided during the PD&E phase.

Table 3-5 Evaluation of Engineering Consideration

Criteria	Unit of Measure	Alternative 1		Alternative 2		Alternative 3		Alternative 4		Alternative 5		Alternative 6	
		Quantity	Score	Quantity	Score	Quantity	Score	Quantity	Score	Quantity	Score	Quantity	Score
Major utility conflicts	Number												
Bridge involvement	Number												
Drainage basins	Number												
Stormwater ponds	Acres												
Engineering Score													

Northwest Crestview Bypass Alternative Corridor Evaluation Methodology Memorandum



3.5.7 Estimated Costs Evaluation

The estimated construction, wetland mitigation, and right of way costs will be listed in **Table 3-6** below. Construction costs for each corridor will be developed utilizing FDOT Long Range Estimates (LRE). Right of way costs will be estimated based upon general costs of land and buildings in the study area by land use type and unit right of way costs based on representative property values for the land use types crossed by each alternative applied to the required acreage through each land use category. Wetland mitigation costs will be based on the FDOT mitigation cost index.

Table 3-6 Evaluation of Estimated Costs

Criteria	Unit of Measure	Alternative 1		Alternative 2		Alternative 3		Alternative 4		Alternative 5		Alternative 6	
		Quantity	Score	Quantity	Score	Quantity	Score	Quantity	Score	Quantity	Score	Quantity	Score
Construction cost	Million USD												
Wetland mitigation	Million USD												
Right of way	Million USD												
Estimated Costs Score													

3.5.8 Narrative of Assessment

Based on the corridor evaluations described above, a narrative discussion and assessment of each of the corridors will be prepared in compliance with elements and issues contained in 23 USC §168(c). This narrative will provide a discussion of the affected environment, advantages and limitations of each corridor, potential safety improvements, and highlight any specific factors that may result in non-viable corridor. Public and agency input (consideration of input received from the ETAT, project stakeholders and the general public) will be summarized in the narrative.

3.5.9 Public and Agency Considerations

Public, agency and ETAT members input received during the ETDM process and MM review will be used to refine the purpose and need, corridor locations, and evaluation criteria. A complete description of the opportunities for public input into the ACE process is in Section 4.0, Stakeholder Coordination. The results documented in the ACER will be made available to the ETAT through the EST for a 30-calendar day review period. Notification of the public meetings will be distributed to all the individuals on the project mailing list including local officials, agencies, appropriate Native American tribes, stakeholders, special interest groups and property owners within the affected study area. If additional meetings are needed to explain the results of the ACER, they will be scheduled as necessary.

3.6 Approach to Eliminating Non-Viable Alternatives

Alternative corridors that do not meet the primary purpose and need for the project or that have disproportionate or significant impacts to environmental resources will be eliminated from further

Northwest Crestview Bypass Alternative Corridor Evaluation Methodology Memorandum



consideration, upon OEM approval. The alternative corridors considered viable for detailed study as a result of the primary purpose and need evaluation will be compared using the criteria described in Section 3.5.3. Corridor evaluation will involve both quantitative and qualitative comparisons of the evaluation criteria. The comparative analysis will include the following:

- Environmental impacts and construction cost estimates (quantitative)
- Engineering factors (technical feasibility) (quantitative)
- Narrative assessment (advantages and limitations) (qualitative)
- Public support including plan consistency and controversy potential (qualitative)

The rating process is discussed further in Section 3.6.1. Upon completion of this assessment and OEM approval, viable corridors will be carried forward into the PD&E Study. The evaluation criteria and units of measure used to evaluate and compare alternatives will include resources issues that are consistent and acceptable to each respective resource agency.

3.6.1 Summary Corridor Ratings

A summary comparative evaluation matrix will be utilized to facilitate the overall comparison of alternative corridors and recommendation of corridors to be advanced to the PD&E study. The summary comparative evaluation matrix (**Table 3-7**) will reflect the alternative corridors in each of the evaluation categories.

Table 3-7 Summary of Comparative Evaluation

Alternative Corridor	Purpose and Need		Evaluation Criteria Scores				Recommended for Further Consideration
	Primary	Secondary	Environmental Impacts	Engineering Performance	Public Support	Cost	
Alternative 1							
Alternative 2							
Alternative 3							
Alternative 4							
Alternative 5							
Alternative 6							

3.7 Alternative Corridor Evaluation Report

The results of the analysis described above will be summarized in the ACER. This report will be submitted to the ETAT and interested stakeholders through the EST for a 30-calendar day period. Once comments are addressed, a corridor public workshop will be held to allow the public to provide input. The appropriate decision-making matrices will be included in the ACER to substantiate findings, provide reasons for eliminating corridors, and to identify corridors that

Northwest Crestview Bypass Alternative Corridor Evaluation Methodology Memorandum



will be carried forward into the PD&E phase. The ACER will be included in the republished Programming Screen Summary Report.



4.0 Stakeholder Coordination

Public outreach during the ACE will be used to engage stakeholders to identify community values and concerns that may affect the development and evaluation of corridors. **Table 4-1** lists the public and agency events that will be conducted to facilitate public and agency input on the expectations, purpose and recommendations of the ACE. Public input will be used to identify community values and concerns that may affect the development of the project. In addition, other meetings with the public, elected officials, special interest groups or public agencies may occur, as needed. Additional communication aids such as a project website and newsletters will be utilized throughout the ACE public engagement process.

Table 4-1 Scheduled Public Meetings

Meeting	Purpose	Schedule
Elected Officials/Agency Kick-off Meeting	To introduce the project, set expectations for the project and present the project schedule.	Beginning of ACE Study (Fall 2021)
Small Group Meetings	To discuss project purpose and progress and to seek project input	Throughout ACE Study
Alternative Corridors Public Workshop	To present the results of the ACE and seek public opinion on corridor recommendations	After Draft ACER (May 2022)

In compliance with the ETDM Master Agreement, agency involvement regarding project needs, issues, evaluation criteria, avoidance, minimization, decisions, and preliminary mitigation concepts will be a continuous effort throughout the ETDM and ACE processes. Agency coordination was initiated with the ETAT review during the Programming Screening. ETAT coordination will continue throughout the ACE process with ETAT reviews of the MM and the ACER.

5.0 Conclusion

In conclusion, the purpose of this MM is to document and describe the ACE methodology to be conducted for the Northwest Crestview Bypass. The memorandum details the goals of the evaluation, methodology, stakeholder coordination process, and the basis for decision-making. The evaluation of the corridors will be documented in the ACER and the results will identify the viable alternatives recommended for NEPA analysis.

#14450 - Northwest Crestview Bypass from US 90 (SR 10) to SR 85

Planning Organization: FDOT District 3
District: District 3
From: US 90 (SR 10)
Plan ID:
Federal Involvement: FHWA Funding, Other Federal Permit
Contact Information: Name: Victoria White Phone: (850) 330-1455 E-mail: tori.white@dot.state.fl.us
Snapshot Data From: Current Draft Data

Phase: Programming Screen
County: Okaloosa
To: SR 85
Financial Management No.: 438139-1-24-01

Review Event

Event Type	Review Period
MM ETAT	12/27/2021 - 01/26/2022

Documents

Document (PDF)	Size (MB)	Description
MM_DRAFT_111621.pdf	2.9	Northwest Crestview Bypass Alternative Corridor Evaluation Methodology Memorandum

Review Comments/Responses

FDOT Office of Environmental Management

Reviewer	Acknowledge	Review Date
Brittany Ann Bianco	Understood	01/25/2022

FL Department of Agriculture and Consumer Services

Reviewer	Acknowledge	Review Date
Mark Kiser	Understood	01/18/2022

Comments:

No further comments.

FL Department of Environmental Protection

Reviewer	Acknowledge	Review Date
Chris Stahl	Understood	01/06/2022

FL Department of State

Reviewer	Acknowledge	Review Date
Marcy Welch	Understood	01/05/2022

FL Fish and Wildlife Conservation Commission

Reviewer	Acknowledge	Review Date
Laura DiGruttolo	Understood	01/20/2022

National Marine Fisheries Service

Reviewer	Acknowledge	Review Date
David A. Rydene	Understood	12/27/2021

Comments:

NMFS staff has reviewed the Alternative Corridor Evaluation Methodology Memorandum for the Northwest Crestview Bypass (ETDM 14450; FPID 438139-1-24-01) in Okaloosa County. NMFS finds the corridor evaluation process to be satisfactory for assessing the proposed corridor alternatives.

Northwest Florida Water Management District

Reviewer	Acknowledge	Review Date
Ted Reese	Understood	01/04/2022

US Army Corps of Engineers

Reviewer	Acknowledge	Review Date
Cynthia Ovdenk	Understood	12/27/2021

US Environmental Protection Agency

Reviewer	Acknowledge	Review Date
Amanetta Somerville	Understood	01/05/2022

Comments:

The U.S. Environmental Protection Agency reviewed the Alternative Corridor Evaluation Report Methodology Memorandum for Project #14450 Northwest Crestview Bypass from US 90 (SR 10) to SR 85 in Okaloosa County, Florida. The Florida Department of Transportation (FDOT) provided a detailed methodology of alternative evaluation corridor evaluation process. The EPA has no comment and awaits the draft Alternative Corridor Evaluation Report.

US Fish and Wildlife Service

Reviewer	Acknowledge	Review Date
Zakia Williams	Understood	01/18/2022

Comments:

The Service has reviewed the information outlined in the Methodology Memorandum, at this time the Service has no further comments or recommendations.

West Florida Regional Planning Council

Reviewer	Acknowledge	Review Date
Jill Nobles	Understood	01/25/2022

The following organizations have been notified but have not submitted a review.

Organization	Extension Start Date - End Date
Bay County TPO	No extension requested
FL Department of Economic Opportunity	No extension requested
Florida - Alabama TPO	No extension requested
Natural Resources Conservation Service	No extension requested
Okaloosa-Walton TPO	No extension requested
Seminole Tribe of Florida	No extension requested
US Coast Guard	No extension requested

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated 12/14/2016 and executed by FHWA and FDOT.



Okaloosa County

**NORTHWEST
CRESTVIEW
BYPASS**





Appendix D |

Cultural Resources Desktop Analysis

**CULTURAL RESOURCE DESKTOP ANALYSIS
NORTHWEST CRESTVIEW BYPASS ALTERNATIVE CORRIDOR EVALUATION,
OKALOOSA COUNTY, FLORIDA**

CONSULTANT:	SEARCH 700 N. 9 th Avenue, Pensacola, Florida 32501
PRINCIPAL INVESTIGATOR:	Steven RabbySmith, MA, RPA
ARCHAEOLOGIST:	Bianca Book, MS
CLIENT:	HDR, Inc.
DATE:	April 2022
FINANCIAL MANAGEMENT (FM) #:	438139-1-24-01
SEARCH PROJECT #:	T20221

In April 2022, SEARCH completed a cultural resource desktop analysis in support of the Northwest Crestview Bypass Alternative Corridor Analysis in Okaloosa County, Florida (**Figure 1**). Okaloosa County, in partnership with the Florida Department of Transportation, District 3, and the City of Crestview, are evaluating transportation alternatives for the northwest segment of a bypass around the city of Crestview. The project, known as the Northwest Crestview Bypass, will connect with the Southwest Crestview Bypass near the intersection of US 90 and Old Bethel Road and will terminate at State Road (SR) 85 (North Ferdon Boulevard), north of Crestview. The Project Development and Environment study includes seven alternatives (**Figures 2 and 3**):

- Alternative 1: New alignment from the intersection of Enzor Road and Cayson Avenue to the intersection of SR 85 and Auburn Road. This alternative is approximately 8.6 miles (13.9 kilometers) in length.
- Alternative 2: Capacity improvements to Old Bethel Road from its intersection with US 90 to its intersection with SR 85. This alternative is approximately 4.9 miles (7.9 kilometers) in length.
- Alternative 3: Capacity improvements to Old Bethel Road from its intersection with US 90 to west of Staff Road and new alignment north and east to the intersection of Auburn Road and SR 85. This alternative is 7.1 miles (11.4 kilometers) in length.
- Alternative 4: Capacity improvements to Old Bethel Road from its intersection at US 90 to south of Seminole Drive and new alignment north and east to the intersection of Auburn Road and SR 85. This alternative is approximately 7.2 miles (11.6 kilometers) in length.
- Alternative 5: Capacity improvements to Old Bethel Road from its intersection with US 90 to south of Seminole Drive and new alignment north and east to the intersection of Bill Lundy Road and SR 85. This alternative is 9.2 miles (14.8 kilometers) in length.

- Alternative 5-A: Combination of Alternative 3 and Alternative 5 along Oak Hill Road. Use Alternative 3 from US 90 and continue along Oak Hill Road to connect to and use the Alternative 5 path. This alternative is 8.9 miles (14.4 kilometers) in length.
- Alternative 6: Follows US 90 from the intersection of Old Bethel Road and US 90 to the intersection of US 90 and Cayson Avenue and new alignment north and east to the intersection of Old Bethel Road and SR 85. This alternative is 3.6 miles (5.8 kilometers) in length.

SEARCH has been tasked by HDR, Inc., with evaluating the project corridor alternatives with the purpose of identifying cultural resource potential and previously recorded historic properties that are listed, or may be eligible for listing, in the National Register of Historic Places (NRHP). The Florida Master Site File (FMSF) database was reviewed for any previous cultural resource surveys or previously recorded resources. Archaeological site probability was evaluated based on various environmental conditions demonstrated to be reliable indicators for past human occupation, including topography, soil drainage, distance to water, and prior disturbance. In addition, the Okaloosa County Property Appraiser's Geographic Information System database was reviewed to determine if parcels containing structures constructed prior to 1978 are located within the study area. For the purposes of this desktop analysis, the study area was defined as the construction footprint for each of the seven alternatives plus a 328-foot (100-meter) buffer (see **Figures 2 and 3**).

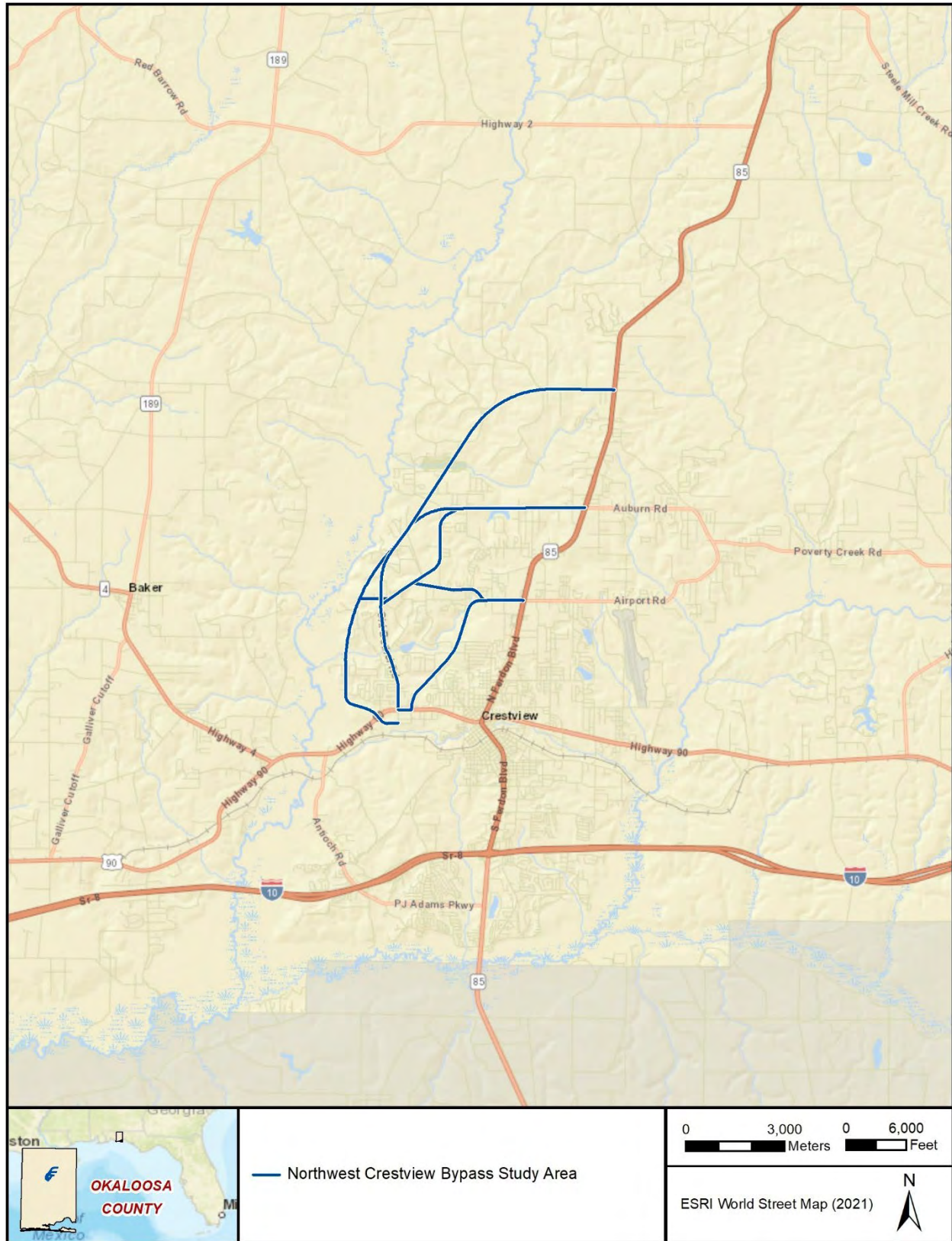


Figure 1. Location of the Northwest Crestview Bypass study area in Okaloosa County, Florida.

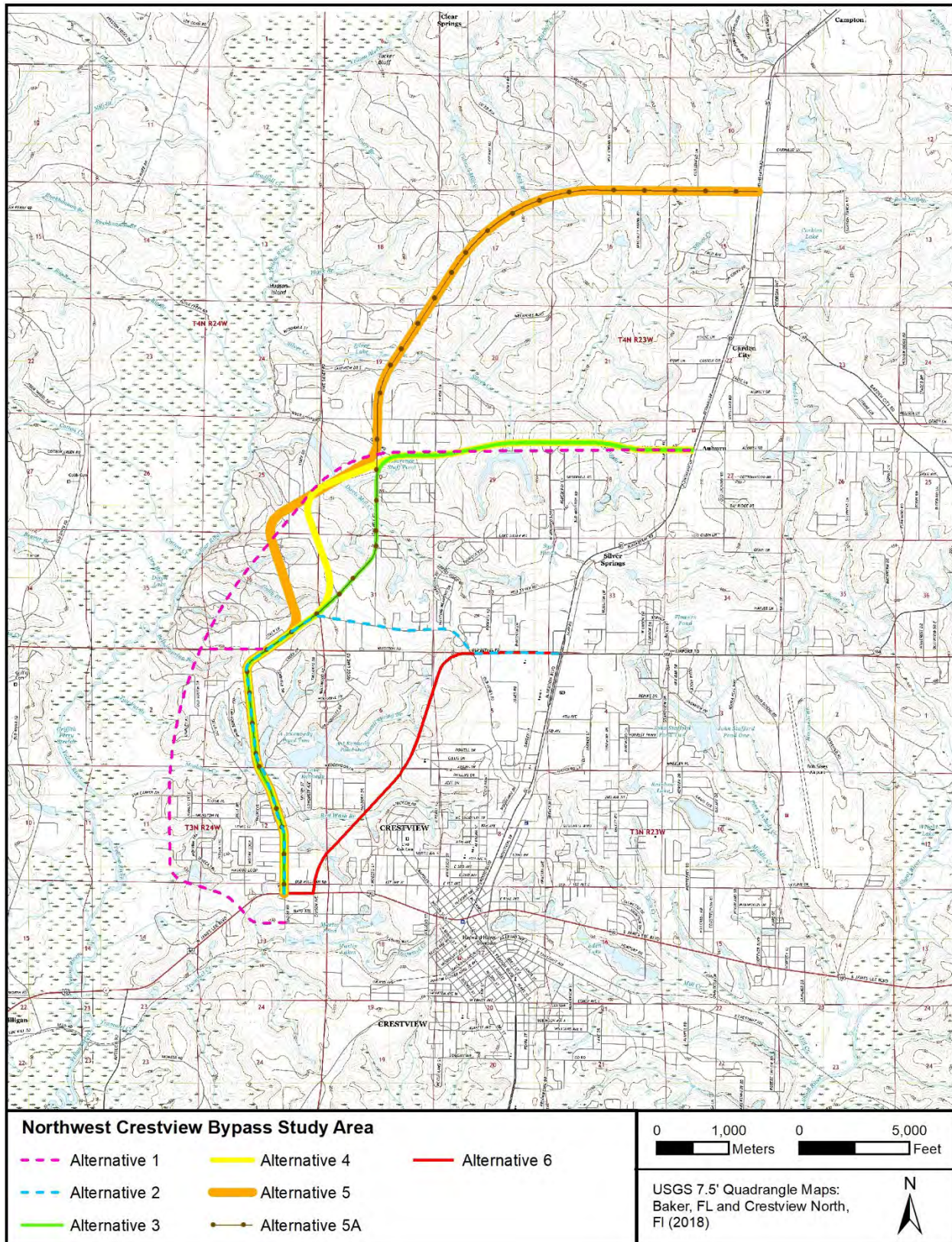


Figure 2. Topographic map depicting the Northwest Crestview Bypass study area alternatives, Okaloosa County, Florida.

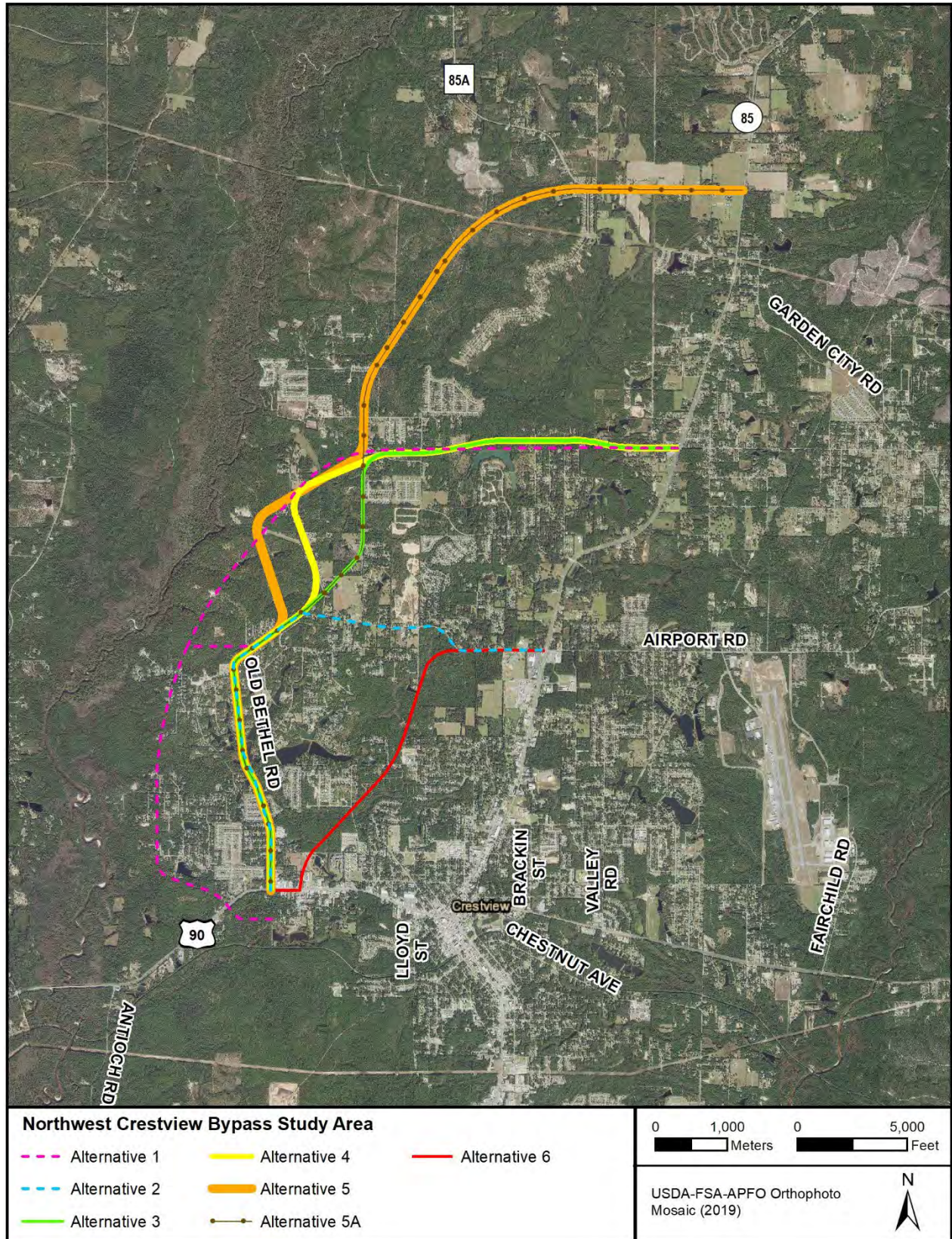


Figure 3. Aerial imagery of the Northwest Crestview Bypass study area alternatives, Okaloosa County, Florida.

ENVIRONMENT

Location and Modern Conditions

The Northwest Crestview Bypass study area is north of the City of Crestview in central Okaloosa County and parallel to the Yellow River Wildlife Management Area. The study area is characterized by intermittent residential and commercial development, undeveloped cleared and wooded parcels, low rolling hills, natural streams, and scattered natural and artificial ponds. The total length of the seven proposed alternatives is approximately 49.6 miles (79.8 kilometers).

The study area is within the following Public Land Survey System coordinates.

- Alternative 1: Sections 1, 2, 11, 12, 13, 14, 25, 35, and 36 of Township 3 North, Range 24 West, and Sections 27, 28, 29, and 30 of Township 4 North, Range 23 West.
- Alternative 2: Sections 1, 12, and 13 of Township 3 North, Range 24 West; Section 36 of Township 4 North, Range 24 West; Sections 31, 32, and 33 of Township 4 North, Range 23 West; and Sections 4 and 5 of Township 3 North, Range 23 West.
- Alternative 3: Sections 1, 12, and 13 of Township 3 North, Range 24 West; Section 36 of Township 4 North, Range 24 West; and Sections 27, 28, 29, 30, and 31 of Township 4 North, Range 23 West.
- Alternative 4: Sections 1, 12, and 13 of Township 3 North, Range 24 West; Sections 25 and 36 of Township 4 North, Range 24 West; and Sections 27, 28, 29, and 30 of Township 4 North, Range 23 West.
- Alternative 5: Section 1, 12, and 13 of Township 3 North, Range 24 West; Sections 25 and 36 of Township 4 North, Range 24 West; and Sections 9, 10, 15, 16, 17, 18, 19, 20, and 30 of Township 4 North, Range 23 West.
- Alternative 5A: Section 1, 12, and 13 of Township 3 North, Range 24 West; Section 36 of Township 4 North, Range 24 West; and Sections 9, 10, 15, 16, 17, 18, 19, 20, 30, and 31 of Township 4 North, Range 23 West.
- Alternative 6: Sections 12 and 13 of Township 3 North, Range 24 West; Sections 5, 6, and 7 of Township 3 North, Range 23 West; and Sections 32 and 33 of Township 4 North, Ranges 23 West.

Geologically, the study area is located within the Southern Pine Hills district of the larger Gulf Coastal Plain province (Brooks 1981). This area is characterized by clastic sediments and thick, rocky deposits. The uplands are sculpted from an alluvial plain underlain by sand, gravel, salt, and clay. This study area is bisected into two subdistricts: Blackwater Hills to the north and Milton-

Crestview Ridge to the south. The Blackwater Hills subdistrict is characterized by a mature landscape dissected by south-southwestward flowing streams. The tops of ridges and hills in this subdistrict range from 200 to 300 feet (60.96 to 91.44 meters) in elevation. The Milton-Crestview Ridge subdistrict is described as a broad, arcuate belt, consisting of a distinct broad ridge bounded to the north and south by stream valleys. The crest of this ridge is approximately 200 feet (60.96 meters) in elevation. Its upper sands consist of accreted coastal deposits modified by weathering. Longleaf pine, a variety of oaks, magnolia, and hickory form the native woodlands of this section.

Elevation in this study area ranges from 99 to 275 feet (30.17 to 83.82 meters) above mean sea level. Soil drainage within the Northwest Crestview Bypass study area ranges from very poorly drained to excessively drained; however, the vast majority of the study area typically displays well drained and (somewhat) excessively drained soils (**Table 1; Figure 4**).

Table 1. Soil Conditions within the Northwest Crestview Bypass Study Area.

Area Name	Length	Soil Drainage	Soil Type
Alternative 1	8.6 miles (13.9 kilometers)	Very Poorly drained; poorly drained; somewhat poorly drained; excessively drained; somewhat excessively drained; well drained	Dorovan muck, frequently flooded; Lakeland sand; Udorthents, nearly level; Troup sand; Bonifay sand; Fuquay loamy fine sand; Kinston, Johnston, and Bibb soils; Orangeburg sandy loam; Bonifay-Dothan-Angie complex; Yemassee, Garcon, and Bigbee soils, occasionally flooded; Troup-Orangeburg-Cowarts complex; Escambia fine sandy loam; water
Alternative 2	4.9 miles (7.9 kilometers)	Very Poorly drained; somewhat poorly drained; excessively drained; somewhat excessively drained; well drained	Lucy loamy sand; Rutlege fine sand; Pansey sandy loam, depressiona; Dorovan muck, frequently flooded; Lakeland sand; Udorthents, nearly level; Troup sand; Bonifay sand; Orangeburg sandy loam; Bonifay-Dothan-Angie complex; Troup-Orangeburg-Cowarts complex; water
Alternative 3	7.1 miles (11.4 kilometers)	Very Poorly drained; poorly drained; somewhat poorly drained; excessively drained; somewhat excessively drained; well drained	Dorovan muck, frequently flooded; Lakeland sand; Udorthents, nearly level; Kinston, Johnston, and Bibb soils; Orangeburg sandy loam; Bonifay-Dothan-Angie complex; Troup-Orangeburg-Cowarts complex; Lucy loamy sand; Rutlege fine sand; Troup sand; Bonifay sand; water
Alternative 4	7.2 miles (11.6 kilometers)	Very Poorly drained; poorly drained;	Fuquay loamy fine sand; Kinston, Johnston, and Bibb soils,

Table 1. Soil Conditions within the Northwest Crestview Bypass Study Area.

Area Name	Length	Soil Drainage	Soil Type
		somewhat excessively drained; excessively drained; well drained	frequently flooded; Dorovan muck, frequently flooded; Lakeland sand; Orangeburg sandy loam; Bonifay-Dothan-Angie complex; Troup-Orangeburg-Cowarts complex; Rutlege fine sand; Troup sand; Bonifay sand; water
Alternative 5	9.2 miles (14.8 kilometers)	Very Poorly drained; poorly drained; somewhat poorly drained; excessively drained; somewhat excessively drained; well drained; moderately well drained	Foxworth sand; Lucy loamy sand; Udorthents, nearly level; Troup sand; Albany loamy sand; Dothan loamy sand; Kinston, Johnston, and Bibb soils, frequently flooded; Leefield-Stilson complex; Orangeburg sandy loam; Yemassee, Garcon, and Bigbee soils, occasionally flooded; Fuquay loamy fine sand; Dorovan muck, frequently flooded; Lakeland sand; Bonifay-Dothan-Angie complex; Troup-Orangeburg-Cowarts complex; Rutlege fine sand; Bonifay sand; water
Alternative 5-A	8.9 miles (14.4 kilometers)	Very Poorly drained; poorly drained; somewhat poorly drained; excessively drained; somewhat excessively drained; well drained; moderately well drained	Orangeburg sandy loam; Lucy loamy sand; Bonifay sand; Udorthents, nearly level; Yemassee, Garcon, and Bigbee soils, occasionally flooded; Bonifay-Dothan-Angie complex; Dothan loamy sand; Lakeland sand; Troup sand; Troup-Orangeburg-Cowarts complex; Leefield-Stilson complex; Kinston, Johnston, and Bibb soils, frequently flooded; Rutlege fine sand; water
Alternative 6	3.6 miles (5.8 kilometers)	Very Poorly drained; poorly drained; somewhat poorly drained; excessively drained; somewhat excessively drained; well drained	Lakeland sand; Pansey sandy loam, depressional; Lucy loamy sand; Udorthents, nearly level; Troup sand; Kinston, Johnston, and Bibb soils, frequently flooded; Orangeburg sandy loam; Dorovan muck, frequently flooded; Troup-Orangeburg-Cowarts complex; Bonifay sand; water

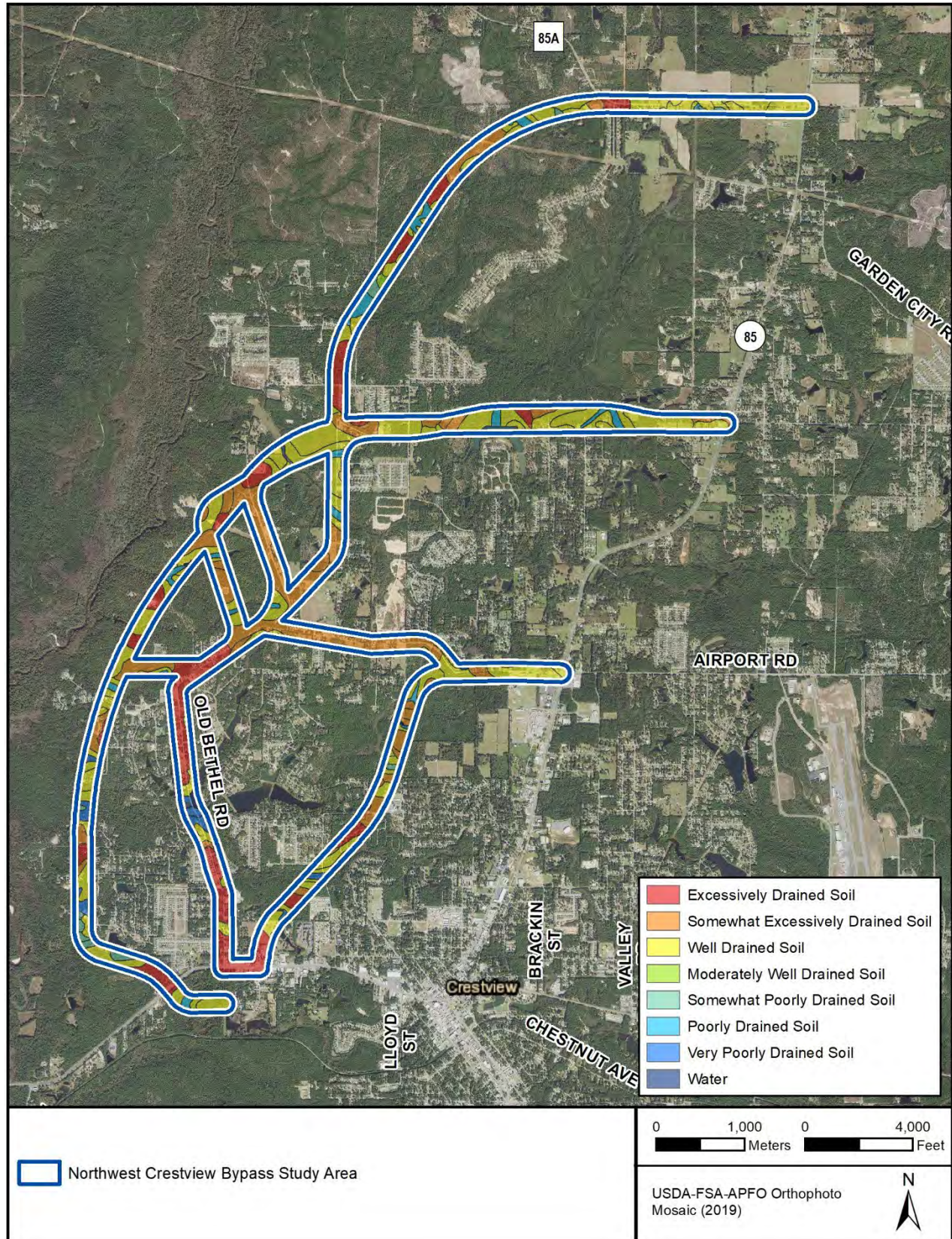


Figure 4. Soil drainage within the Northwest Crestview Bypass study area.

BACKGROUND RESEARCH

Florida Master Site File Review

A review of the FMSF database (updated January 2022) indicates that 14 previous cultural resource surveys intersect a portion of the Northwest Crestview Bypass study area (**Table 2; Figure 5**).

Table 2. Cultural Resource Surveys Conducted within the Northwest Crestview Bypass Study Area.

FMSF No.	Title	Year	Reference
49	<i>An Archaeological and Historical Survey of the Crestview 201 Wastewater Treatment Facility</i>	1976	Cultural Resource Management, Inc.
291	<i>A Cultural Resources Survey of the Zachary-Fort Lauderdale Pipeline Construction and Conversion Project: Alternate II/Florida</i>	1980	Espey, Huston and Associates, Inc.
3093	<i>A Cultural Resource Assessment of the Auburn Jct to Auburn 115 KV Transmission Line Corridor in Okaloosa County, Florida</i>	1992	Troy State University
*3167	<i>Historic Building Survey of Okaloosa County</i>	1992	Historic Property Associates, Inc.
3431	<i>A Cultural Resource Assessment Survey of SR 85 from Airport Road, North of Crestview to Alabama State Line, Okaloosa and Walton Counties, Florida</i>	1992	Archaeological Consultants, Inc.
4382	<i>Phase I Cultural Resource Investigation (C.R.I.) of the 453.18 KM (281.60 MI) Florida Portion on the Proposed Florida Gas Transmission (F.G.T.) Company Phase III Expansion Project</i>	1993	R. Christopher Goodwin & Associates, Inc.
18584	<i>Cultural Resources Assessment of a Segment of SR 85, From SR 10 (US 90) to the End of the Four-Lane North of CR 188, Crestview</i>	1999	PBS & J, Inc.
19080	<i>Cultural Resources Assessment of a Segment of State Road 85 from the End of the Three Lane North of Crestview to County Road 85A (Bill Lundy Road)</i>	2002	PBS & J, Inc.
11496	<i>Phase I Cultural Resource Survey of the Country Ridge Estates Tract in Okaloosa County, Florida</i>	2005	Panamerican Consultants, Inc.
17291	<i>Phase I Cultural Resources Survey and Archaeological Inventory of Loops 2, 3, 4, 5, 6, and Greenfield 1 of the Florida Gas Transmission Company, LLC Phase VIII Expansion Project, Escambia, Santa Rosa, Okaloosa, Walton, Washington, Bay, Calhoun, Jackson</i>	2008	R. Christopher Goodwin & Associates, Inc.
16532	<i>Florida Gas Transmission Phase VIII First Addendum Report Related to Report Nos. 2008-07035 and 2008-07036</i>	2009	R. Christopher Goodwin & Associates, Inc.
16938	<i>Florida Gas Transmission Phase VIII Second Addendum Report Related to Report Nos. 2008-07035 and 2008-07036 (Goodwin & Coughlin et al. 2010)</i>	2010	R. Christopher Goodwin & Associates, Inc.
26426	<i>A Phase I Cultural Resource Survey of the Ridgeway Landing Residential Development, Crestview, Okaloosa County, Florida</i>	2019	Contact Archaeology, Inc
27380	<i>Cultural Resource Assessment Survey for the Southwest Crestview Bypass, Phase V: North-South Alignment, Okaloosa County, Florida</i>	2020	SEARCH, Inc.

* Not depicted in Figure 5.

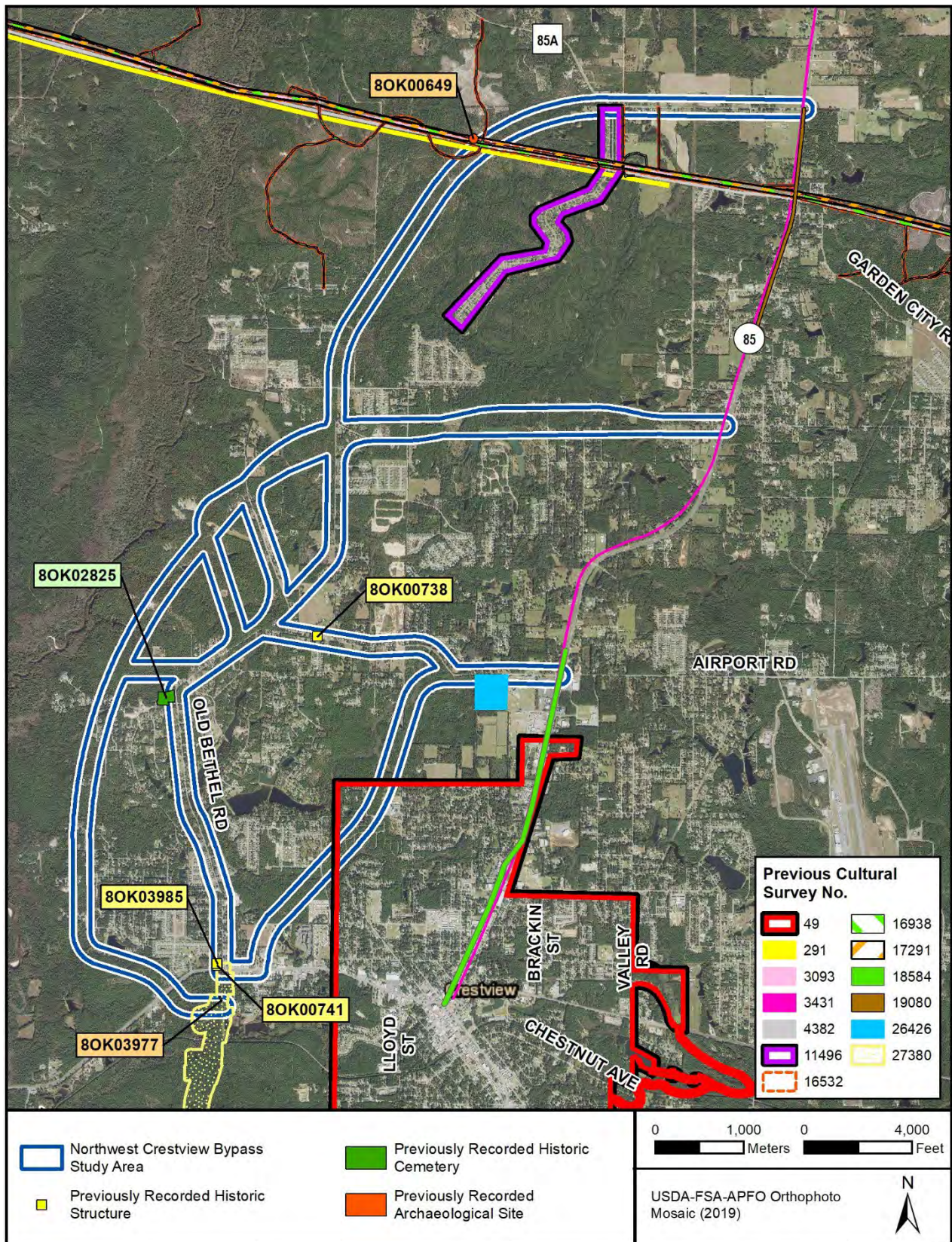


Figure 5. Previously conducted cultural resource surveys and previously documented resources within the Northwest Crestview Bypass study area.

FMSF Survey No. 49 was conducted in 1976 by Cultural Resource Management, Inc., and included an archaeological and historic structure survey of 5.63 square miles (1,458 hectares). This survey intersects 0.79 miles (1.27 kilometers) of Alternative 6 within the area surrounding the intersection of Adams Drive and Ridge Lake Road. Subsurface testing was conducted within this project's APE, but these test locations are not evident in the report. This survey did not result in the discovery of archaeological or historical resources.

FMSF Survey No. 291 is a 100-acre (40.46-hectare) cultural resource assessment survey (CRAS) conducted in 1980 by Espey, Huston and Associates, Inc., in support of the Zachary/Fort Lauderdale Pipeline. This survey intersects 0.17 miles (0.27 kilometers) of Alternative 5 at the far northern end. Subsurface testing was conducted within this study area; however, test locations are not depicted in the survey report. This survey resulted in the discovery of 62 newly recorded archaeological resources.

FMSF Survey No. 3093 is a 4.81-mile (7.74 kilometers) CRAS conducted in 1992 by Troy State University in support of the Auburn JCT to Auburn 115 KV transmission line. This survey intersects 0.18 miles (0.29 kilometers) of Alternative 5 at the far northern end. Subsurface testing was conducted within this study area; however, test locations are not depicted in the survey report. This survey resulted in the discovery of five newly recorded archaeological resources.

FMSF Survey No. 3167 is a historic building survey of Okaloosa County conducted in 1992 by Historic Property Associates, Inc. This survey envelopes the entirety of the study area. FMSF Survey 3167 resulted in the discovery of 94 newly recorded historic resources, two of which (8OK00738 and 8OK00741) are located within the current study area. This survey is not depicted in **Figure 5**.

FMSF Survey No. 3431 is a 20-mile (32.18-kilometer) CRAS conducted in 1992 by Archaeological Consultants, Inc., along SR 85 from Airport Road to the Alabama state line. This survey intersects approximately 0.13 miles (0.21 kilometers) of all six alternatives at their far eastern ends. Subsurface testing was conducted within this study area; however, test locations are not depicted in the survey report. This survey resulted in the discovery of three newly recorded archaeological resources, 68 historic resources, and five cemeteries.

FMSF Survey No. 4382 is a 2,553-acre (1,033.16-hectare) cultural resource investigation conducted in 1993 by R. Christopher Goodwin & Associates, Inc., in support of the Florida Gas Transmission Phase III Expansion Project. This survey intersects approximately 0.18 miles (0.29 kilometers) of Alternative 5 at the far northern end. Subsurface testing was conducted within this study area; however, test locations are not depicted in the survey report. This survey resulted in the discovery of 207 newly recorded archaeological resources and three historic resources.

FMSF Survey No. 18584 is a 1.66-mile (4.28-kilometer) CRAS conducted in 1999 by PBS & J, Inc., in 1999 along SR 85 from SR 10 to the end of the four-lane roadway north of CR 188. This survey intersects 0.12 miles (0.20 kilometers) of Alternative 2 at its far eastern end. Subsurface testing

was conducted within this study area; however, test locations are not depicted in the survey report.

FMSF Survey No. 19080 is a 1.72-mile (2.78-kilometer) CRAS conducted in 2002 by PBS & J, Inc., along SR 85 from the end of the three-lane roadway north of Crestview to County Road 85A. This survey intersects 0.07 miles (0.11 kilometers) of Alternative 5 at its far northern end. Subsurface testing was conducted within this study area; however, test locations are not depicted in the survey report.

FMSF Survey No. 11496 is a 212-acre (85.79-hectare) CRAS conducted in 2005 by Panamerican Consultants, Inc., within the vicinity of the Country Ridge Estates Tract. This survey intersects an area of approximately 7.26 acres (2.94 hectares) within the far northern end of Alternative 5. The survey resulted in the discovery of three newly recorded archaeological resources. None of the subsurface tests excavated during this survey intersect the current study area.

FMSF Survey No. 17291 is a 5,675.70-acre (2,296.87-hectare) CRAS conducted in 2008 by R. Christopher Goodwin & Associates, Inc. This project was conducted in support of the Florida Gas Transmission Expansion Project. This survey intersects approximately 0.19 miles (0.30 kilometers) of Alternative 5 at the far northern end. This survey resulted in the discovery of 36 newly recorded archaeological resources. None of the subsurface testing conducted during this survey occurred within the current study area.

FMSF Survey No. 16532 is an 8,612.32-acre (3,485.28-hectare) CRAS conducted in 2009 by R. Christopher Goodwin & Associates, Inc. in support of the Florida Gas Transmission Phase VIII Expansion Project. This survey intersects approximately 0.32 miles (0.51 kilometers) of Alternative 5 at the far northern end. This survey resulted in the discovery of 42 newly recorded archaeological resources and three historic resources. None of the subsurface tests excavated during this survey intersect the current study area.

FMSF Survey No. 16938 is a 970.60-acre (392.78-hectare) CRAS conducted in 2010 by R. Christopher Goodwin & Associates, Inc. This project served as an addendum to reports written for FMSF Survey No. 16532 and was conducted in support of the Florida Gas Transmission Phase VIII Expansion Project. This survey intersects approximately 0.32 miles (0.51 kilometers) of Alternative 5 at the far northern end. This survey resulted in the discovery of nine newly recorded archaeological resources and one historical resource. None of the subsurface testing conducted during this survey overlaps the current study area.

FMSF Survey No. 26426 is a 32-acre (12.94-hectare) CRAS conducted in 2019 by Contact Archaeology, Inc., in support of the Ridgeway Landing Residential Development. This survey intersects an area of approximately 8.72 acres (3.52 hectares) within Alternatives 2 and 6 at their far eastern end. Thirty negative shovel tests conducted during this survey were excavated within the current study area. No cultural resources were documented during this investigation.

FMSF Survey No. 27380 is a 403-acre (163.08-hectare) CRAS conducted in 2020 by SEARCH, Inc., in support of the Southwest Crestview Bypass. This survey intersects an area of approximately 13.73 acres (5.56 hectares) within Alternative 1; 6.05 acres (2.45 hectares) within Alternative 6; and 6.60 acres (2.67 hectares) within Alternatives 2, 3, 4, and 5 at the intersection of West James Lee Boulevard and Old Bethel Road. Subsurface archaeological testing and pedestrian survey was conducted within each alternative's study area. This testing resulted in the discovery of one historical archaeological site, 8OK03977, within the study area of Alternative 1, and two historic structures, one of which, 8OK03985, is located within the study area of Alternatives 2, 3, 4, 5, and 6.

The FMSF review further indicates that three previously recorded historic structures, two archaeological sites, and one historic cemetery are located within the project study area (**Table 3**; see **Figure 5**). Each of these six resources intersect the study area of at least one proposed alternative. None have been determined eligible for listing in the NRHP by the State Historic Preservation Officer (SHPO).

Table 3. Previously Recorded Resources within Northwest Crestview Bypass Study Area.

Historic Structures				
FMSF No.	Address	Year Built	Surveyor Evaluation	SHPO Evaluation
8OK00738	5966 Old Bethel Road	ca. 1935	Not Evaluated	Not Evaluated
8OK03985	2349 James Lee Boulevard West	ca. 1952	Ineligible for NRHP	Ineligible for NRHP
8OK00741	2349 James Lee Boulevard West US Highway 90 East, RT 1 Box 52	ca. 1940 ca. 1952	Ineligible for NRHP	Ineligible for NRHP
Archaeological Sites				
FMSF No.	Name	Time Period	Surveyor Evaluation	SHPO Evaluation
8OK00649	Site 5	Pre-contact, 20 th century	Ineligible for NRHP	Not Evaluated
8OK03977	Dr. Enzor Site	Mid-20th century	Ineligible for NRHP	Ineligible for NRHP
Historic Cemeteries				
FMSF No.	Name	Year Established	Surveyor Evaluation	SHPO Evaluation
8OK02825	Old Bethel Cemetery	ca. 1860	Insufficient Information	Not Evaluated

Unrecorded Architectural Resources

In addition to the FMSF, the Okaloosa County Property Appraiser's database was reviewed to identify parcels containing unrecorded structures of historic age (i.e., structures with Actual Year Built dates earlier than 1978). This search identified 107 parcels within the study area that have an Actual Year Built date earlier than 1978 (**Table 4; Figure 6**). These 107 parcels intersect Alternatives 1, 2, 3, 4, 5, 5A and 6.

Table 4. Parcels with Unrecorded Architectural Resources within the Northwest Crestview Bypass Study Area.

Parcel ID	Address	Year Built	Alternatives Intersected
15-4N-23-0000-0006-0010	6590 Fisherman Lane	1936	5, 5A
12-3N-24-0000-0009-0000	5433 Old Bethel Road	1936	2, 3, 4, 5, 5A
18-3N-23-1800-0000-005C	894 James Lee Blvd W	1936	6
12-3N-24-0660-0002-0160	2357 Susan Drive	1940	2, 3, 4, 5, 5A
31-4N-23-0000-0003-010A	6090 Old Bethel Road	1944	2
12-3N-24-0000-0005-0000	88 Old Milligan Road	1945	6
12-3N-24-0000-0029-0000	184 Mary Lane	1945	2, 3, 4, 5, 5A
13-3N-24-1811-0000-0070	2249 James Lee Blvd W	1945	1
13-3N-24-1811-0000-010A	2240 Highway 90 W	1947	1
27-4N-23-1820-0000-0120	6180 Highway 85 N	1948	1, 3, 4
16-4N-23-0000-0007-0000	6544 Bill Lundy Road	1950	5, 5A
14-3N-24-0000-0001-0000	2188 James Lee Blvd E	1950	1
31-4N-23-0000-0020-0000	6002 Old Bethel Road	1950	2
31-4N-23-0000-0010-0000	5956 Old Bethel Road	1950	2
31-4N-23-0000-0018-0000	755 Ridge Lake Road	1950	2
12-3N-24-0000-0013-0000	86 Old Milligan Road	1950	6
12-3N-24-0000-0028-0000	5450 Old Bethel Road	1950	2, 3, 4, 5, 5A
18-3N-23-2640-0002-0080	931 James Lee Blvd W	1950	6
27-4N-23-1820-0000-013B	6174 Highway 85 N	1950	1, 3, 4
18-3N-23-2640-0002-0060	969 Highway 90 W	1950	6
32-4N-23-0000-0027-0000	6206 Old Bethel Road	1951	2, 6
27-4N-23-1820-0000-018B	3032 Adams Road	1952	1, 3, 4
12-3N-24-0000-0033-0000	5424 Old Bethel Road	1952	2, 3, 4, 5, 5A
13-3N-24-1810-0000-003A	2349 James Lee Blvd W	1952	2, 3, 4, 5, 5A
32-4N-23-0000-0025-0010	6230 Old Bethel Road	1953	2, 6
12-3N-24-0000-0023-0000	5403 Old Bethel Road	1953	2, 3, 4, 5, 5A
27-4N-23-1820-0000-018A	6144 Highway 85 N	1953	1, 3, 4
13-3N-24-0480-0000-001A	958 Highway 90 B	1953	6
13-3N-24-0480-0000-001B	958 Highway 90 W A	1953	6
15-4N-23-0000-0002-0000	6392 Bill Lundy Road	1954	5, 5A
12-3N-24-0000-0025-0000	5427 Old Bethel Road	1954	2, 3, 4, 5, 5A
13-3N-24-1811-0000-0020	2269 James Lee Blvd W	1954	1
18-3N-23-2640-0001-001B	131 Cayson Avenue	1954	6
18-3N-23-2640-0001-0030	861 Highway 90 W	1955	6
01-3N-24-0000-0001-0280	1033 Tallokas Road	1955	2, 3, 4, 5, 5A
18-3N-23-1800-0000-005B	892 Highway 90 W	1957	6
01-3N-24-0000-0001-0380	5686 Old Bethel Road	1958	2, 3, 4, 5, 5A
13-3N-24-0770-0001-0170	966 B Street	1958	1

Table 4. Parcels with Unrecorded Architectural Resources within the Northwest Crestview Bypass Study Area.

Parcel ID	Address	Year Built	Alternatives Intersected
13-3N-24-0480-0000-0060	900 Highway 90 W	1958	6
06-3N-23-0000-0014-0000	425 Adams Drive	1958	6
09-4N-23-0000-0004-0000	6569 Bill Lundy Road	1958	5, 5A
31-4N-23-0000-0015-0030	5930 Old Bethel Road	1959	2
32-4N-23-0000-0019-0000	6256 Davidson Lane	1959	2, 6
13-3N-24-1810-0000-007B	2350 James Lee Blvd W	1959	1, 2, 3, 4, 5, 5A, 6
07-3N-23-0000-0019-0010	200 Old Milligan Road	1959	6
28-4N-23-0000-0003-0000	6178 Barnes Road	1960	1, 3, 4
31-4N-23-0000-0021-0000	6036 Old Bethel Road	1960	2
12-3N-24-0660-0001-0030	2359 Hill Drive	1960	2, 3, 4, 5, 5A
12-3N-24-0000-0007-0000	5479 Old Bethel Road	1960	2, 3, 4, 5, 5A
16-4N-23-0000-0007-0030	6542 Bill Lundy Road	1961	5, 5A
27-4N-23-1820-0000-015B	3003 Adams Road	1961	1, 3, 4
27-4N-23-1820-0000-015A	3013 Adams Road	1961	1, 3, 4
12-3N-24-0660-0001-0050	2363 Hill Drive	1961	2, 3, 4, 5, 5A
16-4N-23-0000-0005-0000	6287 Will Owens Road	1962	5, 5A
31-4N-23-0000-0017-0000	6051 Old Bethel Road	1962	2
12-3N-24-0660-0002-0010	2352 Hill Drive	1962	2, 3, 4, 5, 5A
07-3N-23-0000-0019-0020	100 Old Milligan Road	1962	6
16-4N-23-0000-0011-0020	6596 Bill Lundy Road	1963	5, 5A
12-3N-24-0660-0002-0140	2361 Susan Drive	1963	2, 3, 4, 5, 5A
16-4N-23-0000-0001-0000	6510 Bill Lundy Road	1964	5, 5A
12-3N-24-0000-0035-0000	5404 Old Bethel Road	1964	2, 3, 4, 5, 5A
32-4N-23-0000-0024-0000	6250 Old Bethel Road	1964	2, 6
09-4N-23-0000-0002-0010	6509 Bill Lundy Road	1965	5, 5A
16-4N-23-0000-0003-0000	6534 Bill Lundy Road	1965	5, 5A
30-4N-23-0000-0004-0010	2531 Taylor Road	1965	1, 3, 4, 5, 5A
32-4N-23-0000-0029-0000	6143 Old Bethel Road	1965	2
12-3N-24-0660-0002-0030	5457 Old Bethel Road	1965	2, 3, 4, 5, 5A
33-4N-23-0000-0056-0000	5701 Highway 85 N	1966	2, 6
28-4N-23-0000-0006-0000	2961 Adams Road	1967	1, 3, 4
31-4N-23-0000-0016-0000	6077 Old Bethel Road	1967	2
31-4N-23-0000-0018-0030	6039 Old Bethel Road	1967	2
32-4N-23-0000-0030-0000	6167 Old Bethel Road	1967	2, 6
33-4N-23-0000-0057-0040	5720 Highway 85 N	1967	2, 6
30-4N-23-0000-0007-0000	2430 Taylor Road	1968	1, 4, 5
15-4N-23-0000-0004-0000	6416 Bill Lundy Road	1968	5, 5A
31-4N-23-0000-0015-001B	5957 Staff Road	1969	4
32-4N-23-0000-0026-0000	6222 Old Bethel Road	1969	2, 6
12-3N-24-1490-0002-0030	2337 Lewis Street	1969	2, 3, 4, 5, 5A
12-3N-24-1490-0002-0040	2335 Lewis Street	1969	2, 3, 4, 5, 5A
12-3N-24-1490-0002-0010	5502 Old Bethel Road	1969	2, 3, 4, 5, 5A
31-4N-23-0000-0013-0000	5991 Staff Road	1970	4
12-3N-24-0660-0001-0010	5461 Old Bethel Road	1970	2, 3, 4, 5, 5A
07-3N-23-0000-0005-0010	9 Pandora Drive	1970	6
09-4N-23-0000-0001-002Q	6583 Bill Lundy Road	1971	5, 5A
16-4N-23-0000-0004-0010	6554 Bill Lundy Road	1971	5, 5A
33-4N-23-0000-0057-0010	6288 Old Bethel Road	1971	2, 6

Table 4. Parcels with Unrecorded Architectural Resources within the Northwest Crestview Bypass Study Area.

Parcel ID	Address	Year Built	Alternatives Intersected
19-4N-23-0000-0007-0010	2509 Lake Silver Road	1972	5, 5A
36-4N-24-0000-0001-0000	5798 Ward Ranch Road	1972	1, 2, 3, 4, 5, 5A
01-3N-24-0000-0001-0030	5663 Old Bethel Road	1972	2, 3, 4, 5, 5A
10-4N-23-0000-0019-0030	6429 Bill Lundy Road	1974	5, 5A
19-4N-23-1411-0002-0140	2505 South Lakeview Drive	1974	2, 3, 4, 5, 5A
15-4N-23-0000-0001-0020	6350 Bill Lundy Road	1974	5, 5A
01-3N-24-0000-0001-0010	5643 Old Bethel Road	1974	2, 3, 4, 5, 5A
01-3N-24-0000-0001-0050	5687 Old Bethel Road	1974	2, 3, 4, 5, 5A
09-4N-23-0000-0005-0000	6537 Bill Lundy Road	1975	5, 5A
31-4N-23-0000-0009-0080	5966 Old Bethel Road	1975	2
01-3N-24-0000-0001-0020	5655 Old Bethel Road	1975	2, 3, 4, 5, 5A
30-4N-23-0000-0002-0010	2522 Lake Silver Road	1976	5, 5A
12-3N-24-1490-0003-0010	2342 Lewis Street	1976	2, 3, 4, 5, 5A
18-3N-23-2640-0002-0100	921 Highway 90 W	1976	6
07-3N-23-0000-0005-0080	8 Pandora Drive	1976	6
31-4N-23-0000-0018-001A	5981 Old Bethel Road	1976	2
16-4N-23-0000-0007-0020	6546 Bill Lundy Road	1977	5, 5A
31-4N-23-0000-0015-0020	5941 Staff Road	1977	3, 4, 5A
13-3N-24-0770-0001-016A	968 B Street	1977	1
13-3N-24-1810-0000-002E	984 James Lee Blvd	1977	6
13-3N-24-1810-0000-002A	980 Highway 90 W	1977	6

Archaeological and Historic Resource Potential

The potential for pre-contact sites to be identified within the Northwest Crestview Bypass study area was assessed based on an examination of environmental variables (soil drainage; access to streams, wetlands, and marine resources; relative elevation) and the results of previously conducted surveys. The highest probability for pre-contact sites is in elevated, well drained landforms near freshwater or marine resources. Areas of moderate probability have less well drained soils or are situated at a greater distance from freshwater or marine resources. Low probability areas generally include those portions of the study area that contain very poorly drained soils, sloping terrain, or significant levels of subsurface disturbance (e.g., buried utility lines or drainage features).

Due to predominantly well drained soils, the relatively level topography, and the presence of numerous freshwater drainages, the probability for unrecorded pre-contact sites within the entirety of the study area is moderate to high. Based on its proximity to the Yellow River flood plain and the number of intersecting confluences, the highest potential for pre-contact sites would be along Alternative 1. Due to a lower percentage of well drained soils, sloping topography, and relatively distant freshwater sources, Alternative 6 has the lowest probability for pre-contact sites. Alternatives 2–5 and 5-A are judged to have a moderate to high probability.

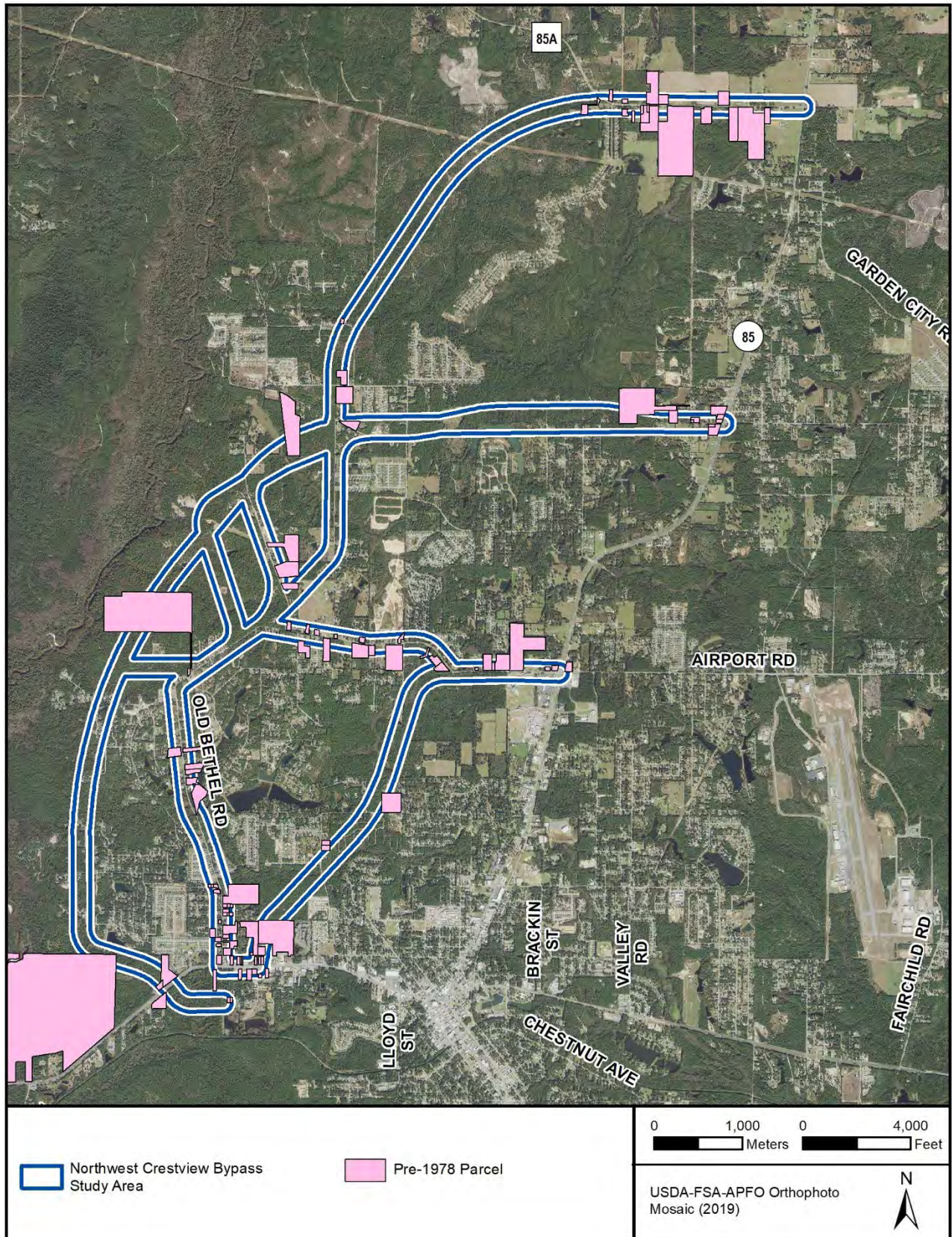


Figure 6. Parcels potentially containing unrecorded historic-aged resources within the Northwest Crestview Bypass study area.

Historic maps and aerial photographs were examined to identify past land use in the vicinity of the Northwest Crestview Bypass study area. General Land Office survey maps, created by government land surveyors during the nineteenth century as part of the surveying, platting, and sale of public lands, provide few details about this area. General Land Office maps of Florida Township 3 North, Ranges 23 and 24 West and Township 4 North, Ranges 23 and 24 West created between 1827 and 1829 illustrate only natural features within the vicinity of the study area. Some hydrological features are depicted, but no lines of transportation, structures, or individual plots of land are evident. On the later dependent resurvey maps from 1852, the Pensacola and Georgia Railroad is depicted crossing south of the study area in Townships 3 North, Ranges 23 and 24 West. The 1852 resurvey of Township 4 North, Range 23 West shows a small trail intersecting the positions of Alternatives 1, 3, 4, 5, and 5A in Sections 29 and 30. Aside from a few trail networks, no other evidence of habitation or activity is shown on the 1852 resurveys.

Topographic maps from the 1940s and 1970s offer some additional details about the land use within and around the study area (US Geological Survey USGS 1949, 1973). In the southern part of the study area, these maps depict buildings along the improved roadways (US 90 and Old Bethel Road). The 1949 *Crestview, Florida* topographic map depicts the City of Crestview to the east of the study area and a growing network of transportation features that cross the general vicinity including the Louisville Nashville Railroad and SR 85. A municipal airport is shown where Alternatives 2 and 6 intersect SR 85. Scattered buildings are depicted to the north at the eastern ends of Alternatives 1, 3, and 4 near the community of Auburn. Otherwise, development is sparse across most of the study area in the mid-twentieth century. 1940 and 1941 US Department of Agriculture aerial photographs generally confirm the observations of the 1949 topographic map (**Figure 7**). The 1973 *Crestview North* US Geological Survey topographic map (**Figure 8**) shows Crestview expanding in all directions and some minor increase in the number of buildings along US 90, Old Bethel Road, and around the community of Auburn. The municipal airport is no longer present near the east ends of Alternatives 2 and 6. Improved roadways are shown expanding across the more rural parts of the study area and there is a modest increase in the number buildings in these areas.

Based on this map review, the results of previously conducted cultural resource surveys, and the number of unrecorded historic-aged buildings in the Okaloosa County Property Appraiser's database, the Northwest Crestview Bypass study area has been assessed with a high probability for historic archaeological resources and other unrecorded cultural resources.

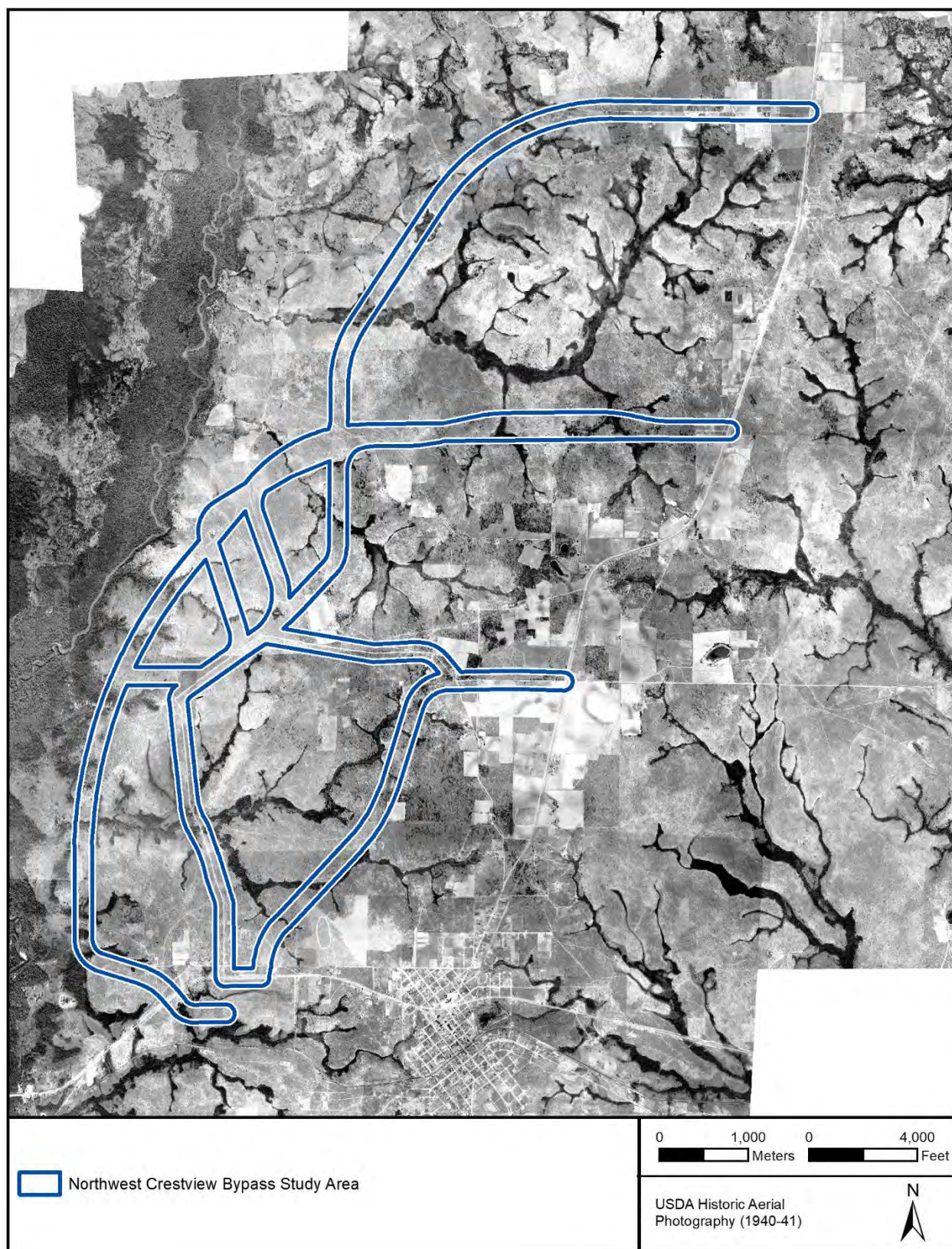


Figure 7. US Department of Agriculture aerial photograph of the NW Crestview Bypass Study Area, Okaloosa County, Florida.

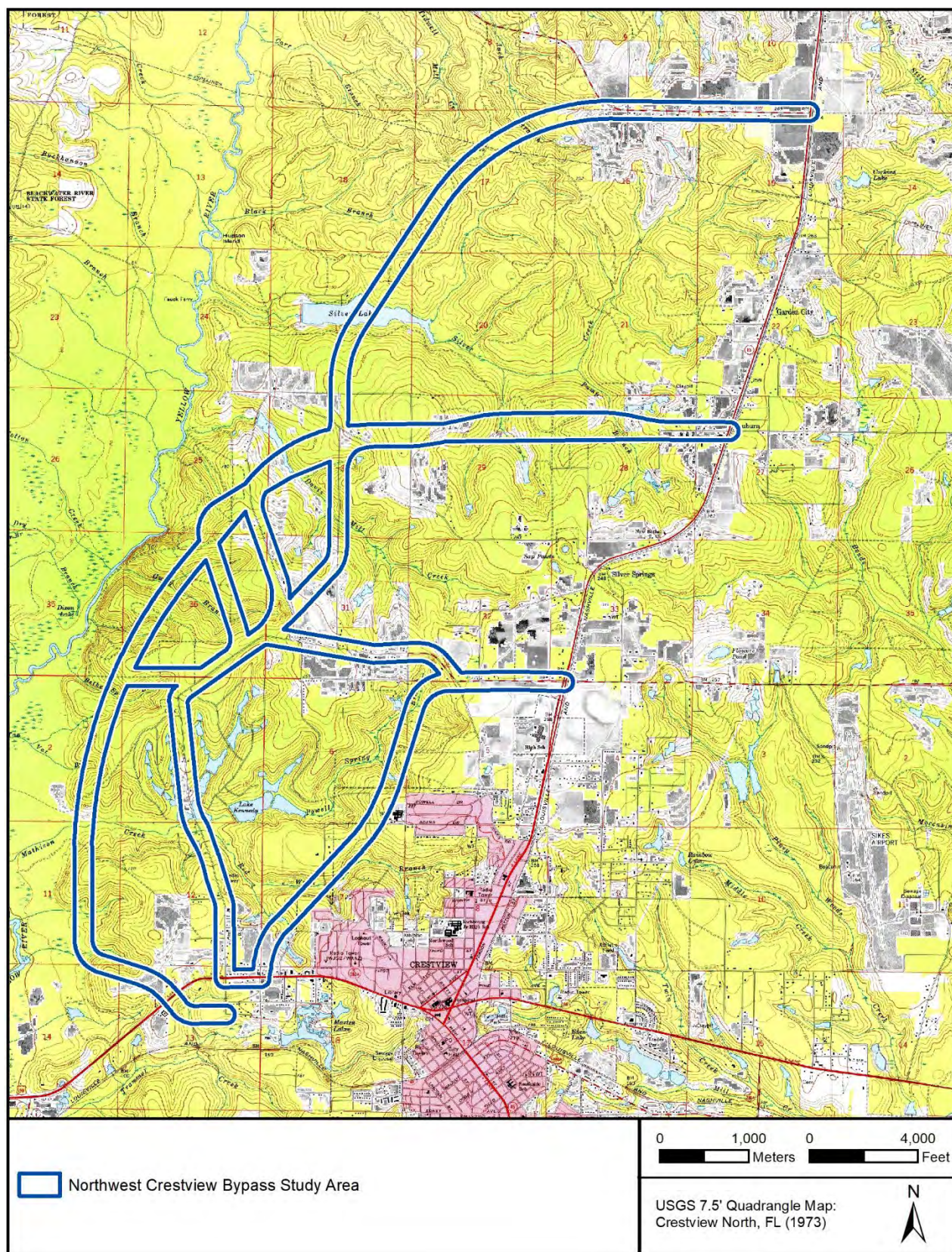


Figure 8. Crestview North, FL US Geological Survey topographic map depicting the Northwest Crestview Bypass study area, Okaloosa County, Florida (1973).

CULTURAL RESOURCE SUMMARY MATRIX

The findings of this desktop analysis relative to each of the alternatives and proposed pond locations are summarized in the cultural resource matrix (**Table 5**).

Table 5. Cultural Resource Matrix for Northwest Crestview Bypass Study Area.

Area Name	Previously Surveyed?	Historic Parcels	Previously Recorded Resources?	Pre-Contact Archaeological Probability	Post-Contact Archaeological Probability
Alternative 1	Partially (FMSF Survey Nos. 3167, 3431, 27380; Highway 85 right-of-way and 13.73 acres [5.56 hectares] of southernmost end)	Yes (17)	Yes: 8OK03977	High: Well drained soils near the Yellow River floodplain; numerous confluences with smaller streams	High
Alternative 2	Partially (FMSF Survey Nos. 3167, 3431, 18584, 26426, 27380; Highway 85 right-of-way, 8.72 acres [3.52 hectares] of the northeastern end, 6.60 acres [2.67 hectares] of southernmost end)	Yes (51)	Yes: OK02825, OK00738, OK03985, OK00741	Moderate to high: Well drained soils; level landforms within 200 meters of fresh water	High
Alternative 3	Partially (FMSF Survey Nos. 3167, 3431, 27380; Highway 85 right-of-way, 6.60 acres [2.67 hectares] of southernmost end)	Yes (39)	Yes: OK02825, OK03985, OK00741	Moderate to high: Well drained soils; level landforms within 200 meters of fresh water	High
Alternative 4	Partially (FMSF Survey Nos. 3167, 3431, 27380; Highway 85 right-of-way, 6.60 acres [2.67 hectares] of southernmost end)	Yes (40)	Yes: OK02825, OK03985, OK00741	Moderate to high: Well drained soils; level landforms within 200 meters of fresh water	High

Table 5. Cultural Resource Matrix for Northwest Crestview Bypass Study Area.

Area Name	Previously Surveyed?	Historic Parcels	Previously Recorded Resources?	Pre-Contact Archaeological Probability	Post-Contact Archaeological Probability
Alternative 5	Partially (FMSF Survey Nos. 291, 3093, 3167, 3431, 4382, 19080, 11496, 16532, 16938, 17291, 27380; 7.26 acres [2.94 hectares] of the northernmost end, Highway 85 right-of-way, 6.60 acres [2.67 hectares] of southernmost end)	Yes (35)	Yes: OK02825, OK03985, OK00741, OK00649	Moderate to high: Well drained soils; level landforms within 200 meters of fresh water	High
Alternative 5-A	Partially (FMSF Survey Nos. 291, 3167, 3093, 3431, 4382, 19080, 11496, 16532, 16938, 17291, 27380; 7.26 acres [2.94 hectares] of the northernmost end, Highway 85 right-of-way, 6.60 acres [2.67 hectares] of southernmost end)	Yes (49)	Yes: OK02825, OK03985, OK00741, OK00649	Moderate to high: Well drained soils; level landforms within 200 meters of fresh water	High
Alternative 6	Partially (FMSF Survey Nos. 49, 3167, 3431, 26426, 27380; 0.79 miles [1.27 kilometers] within the center of the study area, Highway 85 right-of-way, 8.72 acres [3.52 hectares] of the northeastern end, 6.05 acres [2.45 hectares] of the southernmost end)	Yes (33)	Yes: OK03985, OK00741	Moderate: Well drained soils; more sloped terrain and more distant from freshwater drainages than other alternatives	High

RECOMMENDATIONS AND CONCLUSIONS

This desktop analysis has evaluated the seven alternatives of the Northwest Crestview Bypass Alternative Corridor Evaluation Study. Once a preferred alternative is selected for the proposed improvements, the project APE should be defined, and a Phase I CRAS should be conducted. Historic buildings, cemeteries, and other historic resources within the APE should be recorded and evaluated for NRHP eligibility. The construction area also should be subjected to subsurface

testing according to probability for archaeological resources to determine if any pre-contact or post-contact archaeological sites are present. Generally, areas that have been sufficiently tested as part of a previous archaeological survey do not require further subsurface testing, except in the cases of previously identified but unevaluated sites. Given the limited nature of previously conducted systematic archaeological testing performed within the study area, the majority of the selected alternative will require testing. Historic resources and archaeological sites identified during survey of the Northwest Crestview Bypass project should be assessed for their potential eligibility for listing in the NRHP. As the project involves federal funds administered by the Florida Department of Transportation, the resulting CRAS report should be submitted to the SHPO for review and comment.

REFERENCES CITED

Archaeological Consultants, Inc.

- 1992 *A Cultural Resource Assessment Survey of SR 85 from Airport Road, North of Crestview to Alabama State Line, Okaloosa and Walton Counties, Florida.* Florida Master Site File (FMSF) Survey No. 3431. On file, Florida Division of Historical Resources (FDHR), Tallahassee.

Brooks, H. K.

- 1981 *Guide to the Physiographic Divisions of Florida.* Florida Cooperative Extension Service. University of Florida, Gainesville.

Contact Archaeology, Inc.

- 2019 *A Phase I Cultural Resource Survey of the Ridgeway Landing Residential Development, Crestview, Okaloosa County, Florida.* Florida Master Site File (FMSF) Survey No. 26426. On file, Florida Division of Historical Resources (FDHR), Tallahassee.

Cultural Resource Management, Inc.

- 1976 *An Archaeological and Historical Survey of the Crestview 201 Wastewater Treatment Facility.* Florida Master Site File (FMSF) Survey No. 49. On file, Florida Division of Historical Resources (FDHR), Tallahassee.

Espey, Huston and Associates, Inc.

- 1980 *A Cultural Resources Survey of the Zachary-Fort Lauderdale Pipeline Construction and Conversion Project: Alternate II/Florida.* Florida Master Site File (FMSF) Survey No. 291. On file, Florida Division of Historical Resources (FDHR), Tallahassee.

General Land Office

- | | | |
|-------|--|--|
| 1827a | Survey Map of Township 3 North, Range 23 West. | Electronic document, https://glorerecords.blm.gov/ , accessed December 15, 2021. |
| 1827b | Survey Map of Township 3 North, Range 24 West. | Electronic document, https://glorerecords.blm.gov/ , accessed December 15, 2021. |
| 1829a | Survey Map of Township 4 North, Range 23 West. | Electronic document, https://glorerecords.blm.gov/ , accessed December 15, 2021. |
| 1829b | Survey Map of Township 4 North, Range 24 West. | Electronic document, https://glorerecords.blm.gov/ , accessed December 15, 2021. |
| 1852a | Survey Map of Township 3 North, Range 23 West. | Electronic document, https://glorerecords.blm.gov/ , accessed December 15, 2021. |
| 1852b | Survey Map of Township 3 North, Range 24 West. | Electronic document, https://glorerecords.blm.gov/ , accessed December 15, 2021. |
| 1852c | Survey Map of Township 4 North, Range 23 West. | Electronic document, https://glorerecords.blm.gov/ , accessed December 15, 2021. |

1852d Survey Map of Township 4 North, Range 24 West. Electronic document, <https://glorerecords.blm.gov/>, accessed December 15, 2021.

Historic Property Associates, Inc.

1992 *Historic Building Survey of Okaloosa County*. Florida Master Site File (FMSF) Survey No. 3167. On file, Florida Division of Historical Resources (FDHR), Tallahassee.

Panamerican Consultants, Inc.

2005 *Phase I Cultural Resource Survey of the Country Ridge Estates Tract in Okaloosa County, Florida*. Florida Master Site File (FMSF) Survey No. 11496. On file, Florida Division of Historical Resources (FDHR), Tallahassee.

PBS & J, Inc.

1999 *Cultural Resources Assessment of a Segment of SR 85, From SR 10 (US 90) to the End of the Four-Lane North of CR 188, Crestview*. Florida Master Site File (FMSF) Survey No. 18584. On file, Florida Division of Historical Resources (FDHR), Tallahassee.

2002 *Cultural Resources Assessment of a Segment of State Road 85 from the End of the Three Lane North of Crestview to County Road*. Florida Master Site File (FMSF) Survey No. 19080. On file, Florida Division of Historical Resources (FDHR), Tallahassee.

R. Christopher Goodwin & Associates, Inc.

1993 *Phase I Cultural Resource Investigation (C.R.I.) of the 453.18 KM (281.60 MI) Florida Portion on the Proposed Florida Gas Transmission (F.G.T.) Company Phase III Expansion Project*. Florida Master Site File (FMSF) Survey No. 4382. On file, Florida Division of Historical Resources (FDHR), Tallahassee.

2008 *Phase I Cultural Resources Survey and Archaeological Inventory of Loops 2, 3, 4, 5, 6, and Greenfield 1 of the Florida Gas Transmission Company, LLC Phase VIII Expansion Project, Escambia, Santa Rosa, Okaloosa, Walton, Washington, Bay, Calhoun, Jackson*. Florida Master Site File (FMSF) Survey No. 17291. On file, Florida Division of Historical Resources (FDHR), Tallahassee.

2009 *Florida Gas Transmission Phase VIII First Addendum Report Related to Report Nos. 2008-07035 and 2008-07036*. Florida Master Site File (FMSF) Survey No. 16532. On file, Florida Division of Historical Resources (FDHR), Tallahassee.

2010 *Florida Gas Transmission Phase VIII Second Addendum Report Related to Report Nos. 2008-07035 and 2008-07036 (Goodwin & Coughlin et al. 2010)*. Florida Master Site File (FMSF) Survey No. 16938. On file, Florida Division of Historical Resources (FDHR), Tallahassee.

SEARCH, Inc.

2020 *Cultural Resource Assessment Survey for the Southwest Crestview Bypass, Phase V: North-South Alignment, Okaloosa County, Florida*. Florida Master Site File (FMSF) Survey No. 27380. On file, Florida Division of Historical Resources (FDHR), Tallahassee.

Troy State University

- 1992 *A Cultural Resource Assessment of the Auburn Jct to Auburn 115 KV Transmission Line Corridor in Okaloosa County, Florida*. Florida Master Site File (FMSF) Survey No. 3093. On file, Florida Division of Historical Resources (FDHR), Tallahassee.

US Department of Agriculture

- 1940 Aerial Photographs of Okaloosa County, FL. Electronic document, <http://ufdc.ufl.edu/aerials/>, December 3, 2021.
- 1941 Aerial Photographs of Okaloosa County, FL. Electronic document, <http://ufdc.ufl.edu/aerials/>, December 3, 2021.

US Geological Survey

- 1949 *Crestview, FL*. USGS Topographic Map. Electronic document, <https://ngmdb.usgs.gov/topoview/viewer/#8/30.652/-87.286>, accessed December 16, 2021.
- 1973 *Crestview North, FL*. USGS Topographic Map. Electronic document, <https://ngmdb.usgs.gov/topoview/viewer/>, accessed December 3, 2021.

CULTURAL RESOURCE DESKTOP ANALYSIS FOR THE THE NORTHWEST CRESTVIEW BYPASS ALTERNATIVES 3A AND 5A OKALOOSA COUNTY, FLORIDA

CONSULTANT: SEARCH
700 N. 9th Avenue, Pensacola, Florida 32501

PRINCIPAL INVESTIGATOR: Steven RabbySmith, MA, RPA

CLIENT: HDR, Inc.

DATE: June 2023

CULTURAL RESOURCE SUMMARY MATRIX

Table 1. Cultural Resource Matrix for the NW Crestview Bypass Alts 3A and 5A Study Area.

Alternative	Previously Surveyed?	Unrecorded Historic Parcels/Features?	Previously Recorded Resources?	Precontact Archaeological Probability	Postcontact Archaeological Probability
Alt. 3A	Yes (FMSF Survey No. 3167), reconnaissance level. Partially (FMSF Survey Nos. 3431 and 27380).	Yes (48 pre-1978 parcels)	Yes. 1 Historic Cemetery 8OK02825 (Old Bethel Cemetery), 2 Historic Buildings 8OK03985 and 8OK00741	High- 35% Moderate- 35% Low- 30%	High- 20% Moderate- 30% Low- 50%
Alt. 5A	Yes (FMSF Survey No. 3167), reconnaissance level. Partially (FMSF Survey Nos. 291, 3093, 4382, 11496, 16532, 16938, 17291, 19080, and 27380).	Yes (50 pre-1978 parcels)	Yes. 2 Archaeological Sites 8OK00112 (Silver Creek) and 8OK00649 (Site 5), 1 Historic Cemetery 8OK02825 (Old Bethel Cemetery), 2 Historic Buildings 8OK03985 and 8OK00741	High- 40% Moderate- 30% Low- 30%	High- 20% Moderate- 30% Low- 50%

CULTURAL RESOURCE DESKTOP ANALYSIS FOR THE THE NORTHWEST CRESTVIEW BYPASS ALTERNATIVES 3A, 5A, AND 7 OKALOOSA COUNTY, FLORIDA

CONSULTANT: SEARCH
700 N. 9th Avenue, Pensacola, Florida 32501

PRINCIPAL INVESTIGATOR: Steven RabbySmith, MA, RPA

CLIENT: HDR, Inc.

DATE: August 2023

CULTURAL RESOURCE SUMMARY MATRIX

Table 1. Cultural Resource Matrix for the NW Crestview Bypass Alts 3A, 5A, and 7 Study Area.

Alternative	Previously Surveyed?	Unrecorded Historic Parcels/Features?	Previously Recorded Resources?	Precontact Archaeological Probability	Postcontact Archaeological Probability
Alt. 3A	Yes (FMSF Survey No. 3167), reconnaissance level. Partially (FMSF Survey Nos. 3431 and 27380).	Yes (48 pre-1978 parcels)	Yes. 1 Historic Cemetery 80K02825 (Old Bethel Cemetery), 2 Historic Buildings 80K03985 and 80K00741	High- 35% Moderate- 35% Low- 30%	High- 20% Moderate- 30% Low- 50%
Alt. 5A	Yes (FMSF Survey No. 3167), reconnaissance level. Partially (FMSF Survey Nos. 291, 3093, 4382, 11496, 16532, 16938, 17291, 19080, and 27380).	Yes (51 pre-1978 parcels)	Yes. 2 Archaeological Sites 80K00112 (Silver Creek) and 80K00649 (Site 5), 1 Historic Cemetery 80K02825 (Old Bethel Cemetery), 2 Historic Buildings 80K03985 and 80K00741	High- 40% Moderate- 30% Low- 30%	High- 20% Moderate- 30% Low- 50%
Alt. 7	Yes (FMSF Survey No. 3167), reconnaissance level. Partially (FMSF Survey Nos. 291, 3093, 3431, 4382, 11496, 16532, 16938, 17291, 19080, and 27380).	Yes (62 pre-1978 parcels)	Yes. 2 Archaeological Sites 80K00112 (Silver Creek) and 80K00649 (Site 5), 1 Historic Cemetery 80K02825 (Old Bethel Cemetery), 2 Historic Buildings 80K03985 and 80K00741	High- 40% Moderate- 30% Low- 30%	High- 20% Moderate- 30% Low- 50%



Appendix E |

Public Involvement Summary Report



Public Meeting Summary Report

Thursday, November 17, 2022

**Northwest Crestview Bypass
Alternative Corridor Evaluation
from State Road 10 (U.S. Highway 90) to State Road 85**

Okaloosa County, Florida

**Financial Management Number: 438139-1-24-01
Efficient Transportation Decision Making (ETDM) 14450**



The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration (FHWA) and FDOT.

This planning product may be adopted into the environmental review process, pursuant to Title 23 USC § 168(4)(d), or the state project development process.

Public Meeting Summary Report

Thursday, November 17, 2022

**Northwest Crestview Bypass
Alternative Corridor Evaluation
from State Road 10 (U.S. Highway 90)
to State Road 85**

Okaloosa County

**Financial Project ID Number: 438139-1-24-01
Efficient Transportation Decision Making (ETDM) 14450**



Prepared for Okaloosa County
Okaloosa County Project Manager: Stephen Blalock, P.E.

Prepared by:

HDR Engineering
25 West Cedar Street, Suite 200
Pensacola, FL 32502
(850) 429-8926
Project Manager: John Wimberly, P.E.

Table of Contents

EXECUTIVE SUMMARY	ES-1
ATTACHMENTS	
Attachment A: Advertisements	A-1
Attachment B: Notifications	B-1
Attachment C: Sign-in Sheets.....	C-1
Attachment D: Handout	D-1
Attachment E: Display Boards	E-1
Attachment F: Presentations	F-1
Attachment G: Photos	G-1
Attachment H: Comments and Responses	H-1
Attachment I: Other PDFs	I-1

EXECUTIVE SUMMARY

Okaloosa County held an in-person, open house Public Meeting on Thursday, November 17, 2022 from 5:30 p.m. to 6:30 p.m. for the Northwest Crestview Bypass Alternative Corridor Evaluation in Okaloosa County. The in-person meeting was held at Warrior's Hall, 201 Stillwell Boulevard, Crestview, FL 32563. The meeting format was open house from 5:30 p.m. to 6:30 p.m. Project display boards and information were displayed, with Okaloosa County and HDR representatives present to address questions one-on-one. A looping narrated presentation was provided. A meeting handout was provided. The draft Alternative Corridor Evaluation Report was on display at the meeting. Meeting materials including the report and presentation were posted to the county web site the day of the meeting. There was no virtual component.

A total of 159 people signed in, although Okaloosa County Public Affairs estimated 200 people in attendance. **Elected officials** were present including Mayor Whitten, Crestview Councilman Capps, Crestview Councilwoman Brown, and Okaloosa County Commissioners Boyles and Mixon. A staff representative from Senator Scott's office was present. Okaloosa County promoted the meeting on their public notice website, and briefings were provided to the Board of County Commissioners and the Crestview City Council at their noticed public meetings. Local media coverage was provided by the *Crestview News Bulletin*, and the *Northwest Florida Daily News*. Approximately 17% of the meeting attendees resided on Old Bethel Road. Approximately 68% of the meeting attendees were from ZIP Code 32536 (the project area). Approximately 7% of the meeting attendees received a direct mail notice.

The comment period closed Friday, December 2, 2022. A total of 80 comment forms were received, 30 of which were received at the meeting. A primary comment theme was concern for widening along Old Bethel Road, although support was noted for other alternatives. Many comments were also received expressing concern for Auburn Pentecostal Church at Auburn Road and SR 85. Comment responses were provided by the County by letter and are provided in this report.

Notifications and Advertisements: Advertisement of the meeting was made as follows:

- *Florida Administrative Register* Vol. 48 No 216, November 4, 2022, page 4526.
- *Northwest Florida Daily News*, Thursday, November 3, 2022, page 3A – first publication.
- *Northwest Florida Daily News*, Thursday, November 10, 2022, page 9A – second publication.
- Notices were e-mailed to elected/appointed/other officials on October 26, 2022, and in-person presentations were provided prior to the meeting to Crestview City Council and Okaloosa County Board of County Commissioners.
- Notification was e-mailed to the agency reviewers of the Environmental Technical Advisory Team (ETAT) for Efficient Transportation Decision Making (ETDM) Project Number 14450 on Friday, October 28, 2022.
- Property owner and interested person notifications were made with a mailing in US Mail sent October 27, 2022 to all physical addresses and mailing addresses for all parcels within a 300-foot notification area of each of the six alternative corridors. A total of 719 mailings were distributed by HDR on October 27, 2022. A notification area map is provided in this report.
- Notification was made to the local governments at noticed public meetings:
 - Okaloosa County Board of County Commissioners, Tuesday, November 15, 2022
 - City of Crestview, City Council, Monday, November 14, 2022
- Additional notification was made by Okaloosa County on Facebook and web page postings.

ATTACHMENTS

Attachment A: Advertisements
Attachment B: Notifications
Attachment C: Sign-in Sheets
Attachment D: Handout
Attachment E: Display Boards
Attachment F: Presentation
Attachment G: Photos
Attachment H: Comments and Responses
Attachment I: Other PDFs

ATTACHMENTS

Attachment A: Advertisements

	<i>Page</i>
• <i>Florida Administrative Register</i> November 4, 2022	A-2
• <i>Northwest Florida Daily News</i> (first print) November 3, 2022	A-3
• <i>Northwest Florida Daily News</i> (second print) November 10, 2022	A-4
• Affidavit of Publication	A-5
• Web Page Posts October 25, 2022	A-7
• Web Page Post of June 1, 2022 meeting	A-10
• Pre-Meeting Facebook Post October 31, 2022	A-11
• Post-Meeting Facebook Post November 18, 2022	A-12
• Okaloosa County Web Site for Meeting Materials	A-13
• Post-Meeting Article in <i>Crestview News Bulletin</i>	A-14
• Post-Meeting Article in <i>Northwest Florida Daily News</i>	A-16

Florida Administrative Register
Volume 48, Number 216, Page 4526

Florida Administrative Register

Volume 48, Number 216, November 4, 2022

1. Call to Order Denver Stutler
 2. Prior Board Meeting Minutes Approval (9-21-2022) Denver Stutler
 3. New Business
 - a. Agency/Department Update Secretary Dixon
 - b. FFCE Admin Developments Erica Averion
 - Operational Infrastructure
 - Actions with legal counsel
 - Amendment/Adoption of operational docs
 - Branding/Web Design
 - Accounting
 - Fund Development
 5. Discussion Items Denver Stutler
 - a. Board Development: Members, Committees
 - b. Officer Reports
 - d. Projected Programming to Support: Programmatic execution within budget
 6. FFCE Strategic Roadmap Exercise Mark Inch
 7. Next Steps/Next Meetings (regular meeting schedule) Denver Stutler
 8. Meeting Adjourned Denver Stutler
- A copy of the agenda may be obtained by contacting: erica@flcorrectionalexcellence.com

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 2 days before the workshop/meeting by contacting: If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

If any person decides to appeal any decision made by the Board with respect to any matter considered at this meeting or hearing, he/she will need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence from which the appeal is to be issued.

For more information, you may contact: erica@flcorrectionalexcellence.com.

HDR ENGINEERING, INC. - PENSACOLA

The Okaloosa County announces a public meeting to which all persons are invited.

DATE AND TIME: Thursday, November 17, 2022, 5:30 p.m. – 6:30 p.m. Central Time

PLACE: Warrior's Hall, 201 Stillwell Boulevard, Crestview, FL

GENERAL SUBJECT MATTER TO BE CONSIDERED: The Northwest Crestview Bypass Alternative Corridor Evaluation (ACE) Study is a high-level planning study that focuses on the feasibility for a westerly bypass around Crestview as a continuation of the Southwest Bypass currently under construction. This northwest segment connects to the

Southwest Bypass at US 90 and continues northwesterly to State Road 85. The purpose of this study is to provide regional system connectivity and improve mobility by providing an alternative to State Road 85, and completing the Western Bypass around the City of Crestview, consistent with local plans. The study area extends from US 90 north to Bill Lundy Road. The ACE Study (anticipated complete in 2023) will recommend corridor(s) to advance to the next phase, which is a Project Development and Environment (PD&E) Study. Future phases are not funded.

Maps, drawings, and other information will be on display at the meeting. A presentation will be provided. County representatives will be available to discuss the study, answer questions, and receive comments. Persons wishing to submit written comments may do so at the meeting or may contact the County Project Manager using the information provided. The deadline to submit official comments related to this public meeting is Friday, December 2, 2022.

This meeting is being held without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Project Manager at least seven days prior to the meeting.

A copy of the agenda may be obtained by contacting: Stephen Blalock, P.E., Okaloosa County Project Manager, at (850)683-6259 or via email at NWCB@myokaloosa.com.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 7 days before the workshop/meeting by contacting: If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

For more information, you may contact: Stephen Blalock, P.E., Okaloosa County Project Manager, at (850)683-6259 or via email at NWCB@myokaloosa.com.

INFINITE SOURCE COMMUNICATIONS GROUP, LLC

The Florida Department of Transportation (FDOT), District Six, announces a hearing to which all persons are invited.

DATE AND TIME: Tuesday, November 15, 2022, 6:00 p.m.

PLACE: IN-PERSON: FDOT District Six Auditorium, 1000 NW 111 Avenue, Miami, FL 33172

Limited availability, visit www.fdotmiamidade.com/work-program to RSVP by November 7, for planning purposes.

VIRTUAL: To attend from your computer, tablet or smartphone please register using the link below: <https://attendee.gotowebinar.com/register/3318154994102840077>

COVID-19

Continued from Page 1A

The size of Florida's elderly populace — 4.3 million — alone does not explain this.

California outnumbers Florida's elderly by 1.3 million

California's 65-and-older outnumber those Florida's by about 1.3 million; its 85-and-older count is about 187,000 higher, U.S. Census Bureau estimates show. California, third behind Florida in elderly deaths, is the only state with more senior residents, but the virus killed fewer of them, more than 24,000.

Florida's elderly COVID death toll since last spring is followed by Texas, which has tallied more than 27,000.

Florida has also become No. 1 for COVID deaths among seniors 85 and older with 9,828 fatalities, followed by California, Texas and New York.

Scientists say decisions and policies by the DeSantis administration could explain why COVID has killed an exceptionally high number of Floridians in the age group most vulnerable to the respiratory disease.

"I think it was a rather laissez-faire approach to dealing with a rather aggressive virus," former Harvard University epidemiologist Dr. Michael Mina said. "I think Florida is reeling with that decision at this point."

In Barber's case, Tinsley believes a maskless person in St. Cloud brought the coronavirus into the rehab and spread it to her father. Many residents there refuse to mask up, she said. More than 50% of voters in that town — about 30 miles south of Orlando — backed Donald Trump in the 2020 presidential election.

"It was the community attitude. In my opinion, picked up from DeSantis and Trump, who encouraged people not to wear a mask and make fun of those of us who do," Tinsley said.

Masks aren't the only tool to combat the disease.

Vaccinating seniors not enough; younger people need it to protect the elderly

Vaccinating seniors is not enough, University of Florida epidemiologist Dr. Frederick Southwick said. "It's not just that the elderly become vaccinated, but everyone becomes vaccinated because that does reduce the spread."

About 21% of Floridians younger than 65 have gotten boosted, compared with 36% in California and 32% in New York and Illinois. The more young people who get their shots, Southwick said, the harder it is for the airborne pathogen to spread to their parents and grandparents and penetrate their immune systems.

But since early 2021, DeSantis has signed executive orders or legislation outlawing COVID vaccine requirements for businesses, schools and government agencies; and banning cities and counties from enacting widespread masking orders.

Fewer seniors died when DeSantis backed the vaccine early on

"The problem is they're ignoring science," Southwick said. "Early on, (DeSantis) did promote the vaccine but later on, he did not."

Most of Florida's elderly died after April 2021, when vaccines became widely available. Not so for the rest of the country, where most died when the shots were scarce.

From December 2020 until April 2021, when DeSantis pushed his campaign to inoculate "Seniors First," Florida logged fewer COVID fatalities among retirement-age residents than California, Texas and New York.

"To me, it's obvious what happened in Florida," Mina said. "We have low vaccination rates even after accounting for the excess fraction of older individuals in Florida. I think that's a reflection of how Florida chose to deal with this virus. We saw the Florida surgeon general multiple times undermining efforts to combat this virus."

Florida Surgeon General Joseph Ladapo, a DeSantis appointee, is the only top health official of any state recommending large swaths of the population skip COVID vaccination. He has said children and men younger than 40 should not get inoculated.

Ladapo has touted unproven COVID treatments such as an anti-parasitic livestock medicine called ivermectin.

Like New York, California and Illinois, more than 90% of Florida's seniors have gotten the initial two-dose Moderna or Pfizer regimens, or the single-shot Johnson & Johnson.

But unlike those states, far fewer Florida seniors have gotten booster shots — about 60% — putting the state at No. 36 in the nation.

Rate of death among Florida's seniors also higher than most states

Even after accounting for population sizes, Florida seniors are more likely to die of COVID compared with the majority of elderly people in America.

Since April 2021, COVID has killed about 681 Florida seniors for every 100,000 elderly residents, a death rate higher than 30 other states.

Florida's elderly COVID death rate is about 60% higher than California, 28% higher than New York and 25% higher than Illinois.



Raymond Barber, 87, of Pensacola, sits in a restaurant in 2021. He died of COVID despite being triple vaccinated. PROVIDED BY DAUGHTER LESLEY O'CONNELL

Florida's COVID death rate for seniors is also 42% higher than Maine's, where, like the Sunshine State, about 1 in 5 residents is at least 65 years old.

Infection rates also higher for Sunshine State's seniors

The disease also has spread faster among Florida's seniors than those in other states.

While states do not uniformly report what share of people 65 and older have been infected, comparisons of Florida data to elderly population estimates show that 17% have been infected since April 2021. In California, it's 11%. And New Jersey, 12%.

When The Palm Beach Post presented statistics to the Florida Department of Health showing that Florida has become No. 1 for senior COVID deaths and its per-capita death rate is higher than most states, department spokesperson Wessam Khoury called the analysis "illiterate."

"The Department cannot confirm and will not respond to the data or patterns you are referencing because they seem to be ambiguous data correlations within random timeframes that somehow fit your intended narrative," Khoury said in an email.

DeSantis' office did not return requests for comment.

But infectious disease specialists say that analyzing deaths after April 2021 is optimistic because that's when doses became readily available.

"It's a reasonable period of time to look at," Mina said.

When vaccines first rolled out in December 2020, DeSantis prioritized the shots going to the elderly in his "Seniors First" campaign. Those 65 and older, along with health care workers, were eligible in the early days of the vaccine. Most victims were, and still are, elderly.

"Since he did not publicize or push the vaccine and has been very anti-mask — and really prevented local areas from mandating masks, that really has taken away one of the key interventions preventing the spread," said Southwick, the UF epidemiologist.

Barber, the retired engineer, was vaccinated and boosted, his daughter said. But by then, the pathogen's contagiousness had increased, and the variant could more easily infect seniors who received the shots that were designed to fight the original strain from Wuhan, China.

DeSantis' actions have hindered inoculation statewide.

Organizations that ask for proof of vaccination are subject to investigations by the state that could result in hefty fines. When the Special Olympics wanted to host games in Florida this past summer, the DeSantis administration threatened organizers with a \$27.5 million fine for requiring COVID inoculation. The Special Olympics dropped the rule.

Spring break hot spots such as Daytona Beach and Miami Beach experienced COVID infection spikes in March 2021, which their mayors blamed on DeSantis' orders restricting them from enforcing masking rules.

When the coronavirus' deadly delta variant swept the state in the summer of 2021, DeSantis sued the federal government to stop cruise ships from asking passengers to show proof of vaccination. Cruise lines supported the requirement.

DeSantis has also taken to badmouthing the vaccine.

"The vaccinations are not preventing infection," DeSantis said during a news conference in January in Fort Lauderdale.

Lisa Zoubek, 57, of Spring Hills, believes that her mother, Madelyn Wilder, died because she believed DeSantis' message.

Zoubek suspects DeSantis' anti-vaccine, anti-mask messages broadcast on Fox News or via live news conferences on local TV got to her mother. Wilder received her first dose of the vaccine, but not the second, her daughter said. A retired nurse, Wilder spent much of her time watching TV at her home in Citrus County, Zoubek said, more than an hour's drive north of Tampa.

"Ron DeSantis was telling people, 'Oh, you don't need to wear masks. You don't need to get vaccinated,'" Zoubek said. "She wasn't hearing anything on the TV saying, 'This is horrible. You need to get a vaccine as soon as it comes out.'"

Wilder succumbed to COVID in August 2021, when Florida logged more COVID deaths than anywhere else in the nation for the second summer in a row.

"People are talking about, 'Oh, we were able to keep our businesses open and go back to school and not force us to wear masks,'" Zoubek said. "Yeah, great. Your business is open, but my mom's gone."

Chris Peruvai is The Palm Beach Post's data reporter. Email him at cperuvai@palmbeachpost.com. Click @ChrisPeruvai and follow him on Twitter.

Northwest Crestview Bypass Public Meeting

Thursday, November 17, 2022, Warrior's Hall, 201 Stillwell Boulevard, Crestview 5:30 – 6:30 p.m.

Okaloosa County will hold a public meeting for the Northwest Crestview Bypass project. **Thursday, November 17, 2022, from 5:30 to 6:30 p.m.** Central Time, at Warrior's Hall, 201 Stillwell Boulevard, Crestview, FL.

This meeting will be held in-person (in virtual components to provide interested persons an opportunity to express their views about the draft study).

The Northwest Crestview Bypass Alternative Corridor Evaluation (ACE) Study is a high-level planning study that focuses on the feasibility for a roadway bypass around Crestview as a contribution of the Southwest Bypass currently under construction. This northwest segment connects to the Southwest Bypass at US 90 and continues northwesterly to State Road 86. The purpose of this study is to provide regional system connectivity and improve mobility by providing an alternative to State Road 86, and completing the Western Bypass around the City of Crestview, consistent with local plans. The study area extends from US 90 north to 86th Lundy Road. The ACE Study anticipated complete in 2023 will recommend corridors to advance to the next phase, which is a Project Development and Engineering (PDE) Study. Future phases are not limited.

Maps, drawings, and other information will be on display at the meeting. A presentation will be provided. County representatives will be available to discuss the study, answer questions, and receive comments. Persons wishing to submit written comments may do so at the meeting or may contact the County Project Manager using the information provided. The deadline to submit written comments related to this public meeting is **Friday, December 2, 2022**.

If you have any questions or issues, please contact Stephen Blacklock, P.E., Okaloosa County Project Manager, at (850) 883-4258 or via email at SB@okaloosacounty.com.

This meeting is being held without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (due to language barriers) should contact the Project Manager at least seven days prior to the meeting.

Study Area Map

Power Your Home

The Geneverse Solar Generator (PowerPro PRO) is the most reliable and affordable backup power solution for emergencies. It's safe to use indoors, easy to charge, and its compact and portable design makes it convenient for any room in your home. It is compatible with home appliances, electronic equipment, and medical devices, security systems, and more.

Each Geneverse solar generator system includes the backup battery power station and all-weather portable solar panels. A single charge by solar (paid or sold) allows enough energy to run a year so you have power when you need it most. Turn it on, plug in your device, and you have power.

Fall Into Power!

\$150 OFF
any Geneverse PRO Series Model*

PROMO CODE: **GENHFL**

*Choose from 10 variations of generator + solar panel bundles. Must meet one of all three of conditions. Limited time offer.

CONTACT US TODAY TO SPEAK TO A GENEVERSE EXPERT

850-904-2122

A-3

Inflation strikes disrupt trains, flights in Greece, Belgium

Elena Becatoros
ASSOCIATED PRESS

ATHENS, Greece — Thousands of protesters marched through the streets of Athens and the northern Greek city of Thessaloniki on Wednesday as public and some private sector workers walked off the job for a 24-hour general strike against price hikes, one of the latest actions across Europe as rising inflation squeezes consumers.

The strike disrupted services around the country, with ferries tied up in port — severing connections to Greece's islands — state-run schools shut, public hospitals running with reduced staff and most public transport grinding to a standstill.

Brief clashes broke out between small groups of protesters and riot police at the tail-end of marches in both Athens and Thessaloniki, Greece's second-largest city. In both places, small groups of demonstrators threw Molotov cocktails and rocks at police, who responded with tear gas and stun grenades. There were no immediate reports of injuries.

Europe has faced a series of protests and strikes over the past few months over the soaring cost of living. As Russia's war in Ukraine has driven up energy and food prices, workers from nurses to pilots to railway staff have walked off the job, seeking wages that keep pace with rising inflation. Others have joined in by taking to the streets to pressure governments to do more to ease rising bills even as European leaders have passed energy relief packages.

Workers in Belgium also were holding a nationwide strike Wednesday over cost-of-living increases, snarling traffic through much of the country and disrupting businesses as workers set up picket lines at supermarkets and shopping centers.

The main trade unions are calling for wage increases, and the action led most trains and public urban traffic to be reduced to a minimum and 60% of flights to be canceled at Brussels airport. Staff in about two-thirds of hospitals in the French-speaking Walloon region and Brussels joined in, with non-urgent appointments and operations postponed, the CSC union said.

In Britain, the country's largest nursing union, the Royal College of Nursing, was due to announce a strike ballot of its hundreds of thousands of members Wednesday. Nurses are expected to back the first nationwide strike in the union's 106-year history.

The U.K. has not had a general strike for almost a century, but labor unrest has been spreading across both public and private sector workplaces as inflation has crept above 10%. Railway staff, postal workers, lawyers, British Telecom staff, dock workers and garbage collectors have all staged walkouts.

In Greece's capital on Wednesday, no buses or trolleys were running, while only one of the three subway

lines was operating, running a limited service only until the afternoon.

Flight traffic controllers had been due to participate in the strike with a six-hour work stoppage but had to reverse that decision late Tuesday after a court deemed their participation illegal. However, airlines had already canceled dozens of flights, which they could not all reschedule at the last minute.

Passengers arriving at Athens' international airport had extremely limited options to get into town, with no bus, regular taxi, subway or suburban railway services available. Crowds gathered at car rental agencies, while others tried to leave on intercity buses, which were the only form of public transport still running.

"Workers along with unions are fighting against increased prices that are drowning Greek households,"

said GSEE, a confederation of private sector trade unions, citing price hikes for energy and basic goods.

Unions called for an increase in salaries and in the minimum wage, which is just over 700 dollars per month for salaried workers, and bolder measures to tackle inflation.

Inflation in the 19 countries that use the euro currency, including Greece and Belgium, hit a record 10.7% last month, largely driven by higher energy prices. Inflation was a bit lower in Greece at 9.8% in October — a drop from 12.1% in September — and higher in Belgium at 13.1%, according to EU statistics agency Eurostat.

Belgian trade unions say gas prices have gone up by 130% in just one year, electricity by 85% and fuel by 57%. Food prices also have gone up.



Northwest Crestview Bypass Public Meeting

Thursday, November 17, 2022, Warrior's Hall, 201
Stillwell Boulevard, Crestview 5:30 – 6:30 p.m.

Okaloosa County will hold a public meeting for the Northwest Crestview Bypass project, **Thursday, November 17, 2022, from 5:30 to 6:30 p.m.** Central Time, at Warrior's Hall, 201 Stillwell Boulevard, Crestview, FL.

This meeting will be held in-person (no virtual component) to provide interested persons an opportunity to express their views about the draft study.

The Northwest Crestview Bypass Alternative Corridor Evaluation (ACE) Study is a high-level planning study that focuses on the feasibility for a westerly bypass around Crestview as a continuation of the Southwest Bypass currently under construction. This northwest segment connects to the Southwest Bypass at US 90 and continues northwesterly to State Road 85. The purpose of this study is to provide regional system connectivity and improve mobility by providing an alternative to State Road 85, and completing the Western Bypass around the City of Crestview, consistent with local plans. The study area extends from US 90 north to Bill Lundy Road. The ACE Study (anticipated complete in 2023) will recommend corridor(s) to advance to the next phase, which is a Project Development and Environment (PD&E) Study. Future phases are not funded.

Maps, drawings, and other information will be on display at the meeting. A presentation will be provided. County representatives will be available to discuss the study, answer questions, and receive comments. Persons wishing to submit written comments may do so at the meeting or may contact the County Project Manager using the information provided. The deadline to submit official comments related to this public meeting is **Friday, December 2, 2022**.

If you have any questions or issues, please contact Stephen Blalock, P.E., Okaloosa County Project Manager, at (850) 683-6259 or via email at NWCB@myokaloosa.com.

This meeting is being held without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Project Manager at least seven days prior to the meeting.



Study Area Map

10-0285021



Affidavit of Publication

LOCALiQ

The Gainesville Sun | The Ledger
Daily Commercial | Ocala StarBanner
News Chief | Herald-Tribune | News Herald
Northwest Florida Daily News

PO Box 631244 Cincinnati, OH 45263-1244

PROOF OF PUBLICATION

Hdr Engineering Inc
Denise Curry
Hdr Engineering Inc
25 W CEDAR STREET
SUITE 200
Pensacola FL 32502

STATE OF FLORIDA, COUNTY OF OKALOOSA

The Northwest Florida Daily News, a newspaper printed and published in the city of Fort Walton, and of general circulation in the Counties of Okaloosa, Santa Rosa and Walton, State of Florida, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issue dated or by publication on the newspaper's website, if authorized, on:

11/03/2022, 11/10/2022

and that the fees charged are legal.

Sworn to and subscribed before on 11/10/2022

Legal Clerk

Notary, State of WI County of Brown

My commission expires

Publication Cost: \$1039.88

Order No: 7988161

of Copies:

Customer No: 536127

1

PO #:

THIS IS NOT AN INVOICE!

Please do not use this form for payment remittance.

KATHLEEN ALLEN
Notary Public
State of Wisconsin



Northwest Crestview Bypass Public Meeting

**Thursday, November 17, 2022, Warrior's Hall, 201
Stillwell Boulevard, Crestview 5:30 – 6:30 p.m**

Okaloosa County will hold a public meeting for the Northwest Crestview Bypass project, **Thursday, November 17, 2022, from 5:30 to 6:30 p.m.** Central Time, at Warrior's Hall, 201 Stillwell Boulevard, Crestview, FL.

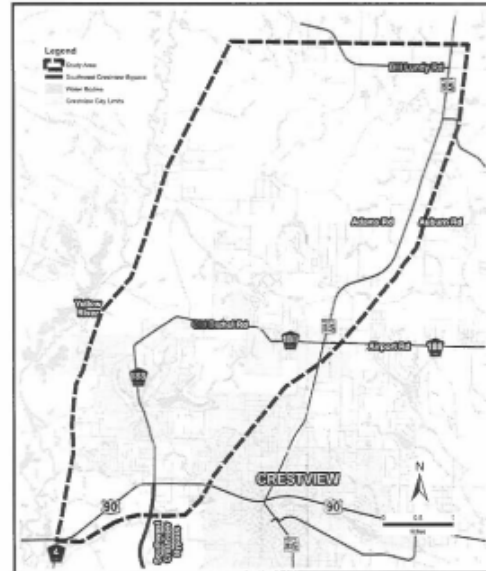
This meeting will be held in-person (no virtual component) to provide interested persons an opportunity to express their views about the draft study.

The Northwest Crestview Bypass Alternative Corridor Evaluation (ACE) Study is a high-level planning study that focuses on the feasibility for a westerly bypass around Crestview as a continuation of the Southwest Bypass currently under construction. This northwest segment connects to the Southwest Bypass at US 90 and continues northwesterly to State Road 85. The purpose of this study is to provide regional system connectivity and improve mobility by providing an alternative to State Road 85, and completing the Western Bypass around the City of Crestview, consistent with local plans. The study area extends from US 90 north to Bill Lundy Road. The ACE Study (anticipated complete in 2023) will recommend corridor(s) to advance to the next phase, which is a Project Development and Environment (PD&E) Study. Future phases are not funded.

Maps, drawings, and other information will be on display at the meeting. A presentation will be provided. County representatives will be available to discuss the study, answer questions, and receive comments. Persons wishing to submit written comments may do so at the meeting or may contact the County Project Manager using the information provided. The deadline to submit official comments related to this public meeting is **Friday, December 2, 2022.**

If you have any questions or issues, please contact Stephen Blalock, P.E., Okaloosa County Project Manager, at (850) 683-6259 or via email at NWCB@myokaloosa.com.

This meeting is being held without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Project Manager at least seven days prior to the meeting.



Study Area Map

FO-32509821


County Web Site Notice

Okaloosa COUNTY

Employment Opportunities

[f](#) [t](#) [v](#) [in](#) [h](#) [ig](#)

[Home](#) [County Government](#) [Departments](#) [Services](#) [Living](#) [Visiting](#)



Public Notices

Public notices are available for inspection at the Offices of the County Commission during normal business hours. The County Commission offices are located at 302 N. Wilson St., Suite 302, Crestview, Florida 32536 and the Okaloosa County Administration Building, 1250 N. Eglin Parkway, Suite 100, Shalimar, Florida 32579. Visit [County Event Calendar](#) and [Commission Calendar](#) for meeting and event schedules.

Notices of meetings of the Planning Commission, Board of Adjustment, Aviation Advisory Committee, Code Enforcement Board, Construction Board, Mechanical Board, Electrical Board and Plumbing Board are available for viewing on the Growth Management Department webpage or by utilizing this link: [Planning Schedules](#) and/or [Growth Management Public Notices](#). Notices of meetings related to solicitations for goods and services are available for viewing on the Purchasing Department webpage or by utilizing this link: [Purchasing Department Current Solicitations and Public Notices](#).

Public Notices

• 2022

[Notice of Public Meeting cancellation- TDC Meeting \(Posted 11.7.22\)](#)
[Weekly ITA \(Posted 11.07.22\)](#)
[Notice of Public Meeting - Value Adjustment Board \(Posted 11.03.22\)](#)
[Notice of Public Meeting Estuary Coalition EOC Virtual Meeting \(Posted 11.2.22\)](#)
[Notice of Public Meeting- RAC meeting \(Posted 11.02.22\)](#)
[Notice of Public Meeting - Selection Committee \(Posted 11.1.22\)](#)
[Notice of Public Meeting - ISAC rescheduled \(Posted 10.31.22\)](#)
[Notice of Meeting of the Board of Directors of the Okaloosa Bluewater Bay MSBU \(Posted 10.31.22\)](#)
[Notice of Public Meeting - CBEC TAC \(Posted 10.31.22\)](#)
[Weekly ITA \(Posted 10.28.22\)](#)
[Notice of Public Meeting - NW Crestview Bypass Town Hall \(Posted 10.25.22\)](#)

LINKS

Links

- [County Connection](#)
- [Social Media](#)
- [Public Notices](#)
- [News Releases](#)
- [Alert Okaloosa](#)
- [Media Policy](#)
- [Public Meeting Agendas & Videos](#)
- [Calendar of Events](#)
- [Annual Report 2021](#)
- [Hurricane Guide 2022](#)
- [Leave No Trace](#)
- [Beach Safety Rack Card](#)
- [Waterway Rental Safety 22-08](#)
- [Administration](#)
- [Commissioners](#)
- [FLASHBACK \(Okaloosa\) Podcast](#)

**Notice of Town Hall Meeting to discuss potential alignments for the
Crestview Bypass in the northwest quadrant of the City of
Crestview**

Notice is hereby given that the Okaloosa County Public Works Departments will be hosting a town hall meeting to be held on Thursday, November 17, 2022, beginning at 5:30 pm (CST). The meeting will be held at Warrior's Hall, 201 Stillwell Blvd, Crestview, FL.

The purpose of the meeting is to discuss the Northwest Crestview Bypass Alternative Corridor Evaluation (ACE) Study, which is a high-level planning study that focuses on the feasibility for a westerly bypass around Crestview as a continuation of the Southwest Bypass currently under construction. This northwest segment connects to the Southwest Bypass at US 90 and continues northwesterly to State Road 85. The purpose of this study is to provide regional system connectivity and improve mobility by providing an alternative to State Road 85 and completing the Western Bypass around the City of Crestview, consistent with local plans. The study area extends from US 90 north to Bill Lundy Road. The ACE Study (anticipated completion in 2023) will recommend corridor(s) to advance to the next phase, which is a Project Development and Environment (PD&E) Study. Future phases are not funded.

This is not a meeting of the Board of County Commissioners, nor is it governed by the provisions of section 286.011, Florida Statutes. However, two or more members of the Board of County Commissioner may be in attendance. The public is welcomed to attend.

Okaloosa County adheres to the American Disabilities Act and will make reasonable modifications for access to these hearings upon request. Requests may be made to the County Commission office at 850-651-7105 and must be made at least 48 hours in advance of the hearing in order to provide the requested service.

<https://bit.ly/3Nnn8Wy>

nextdoor

nextdoor



Okaloosa County Board of County Commissioners ✓
Communications Coordinator Nick Tomecek

Northwest Crestview Bypass Town Hall - Nov. 17

👤 Okaloosa County Public Works Department will be hosting a 🏛️ town hall meeting to discuss the 🚗 Northwest Crestview Bypass Alternative Corridor Evaluation (ACE) Study. 🚗 WHEN: Thursday, November 17, 2022, beginning at 5:30 pm (CST). 🚗 WHERE: Warrior's Hall, 201 Stillwell Blvd, Crestview, FL. The study is a high-level planning analysis focusing on the feasibility of a westerly bypass around Crestview as a continuation of the Southwest Bypass currently under construction. This northwest segment connects to the Southwest Bypass at US 90 and continues northwesterly to State Road 85. 📄 View the full public notice>> <https://bit.ly/3Nnn8Wy> 📄 View all public notices: <https://myokaloosa.com/cc/public-notice>



♥️ 11 reactions

County Web Page Notice of June 1, 2022 Meeting

Commissioners Paul Mixon and Nathan Boyles will be hosting a Town Hall Meeting to discuss Northwest Crestview Bypass Options

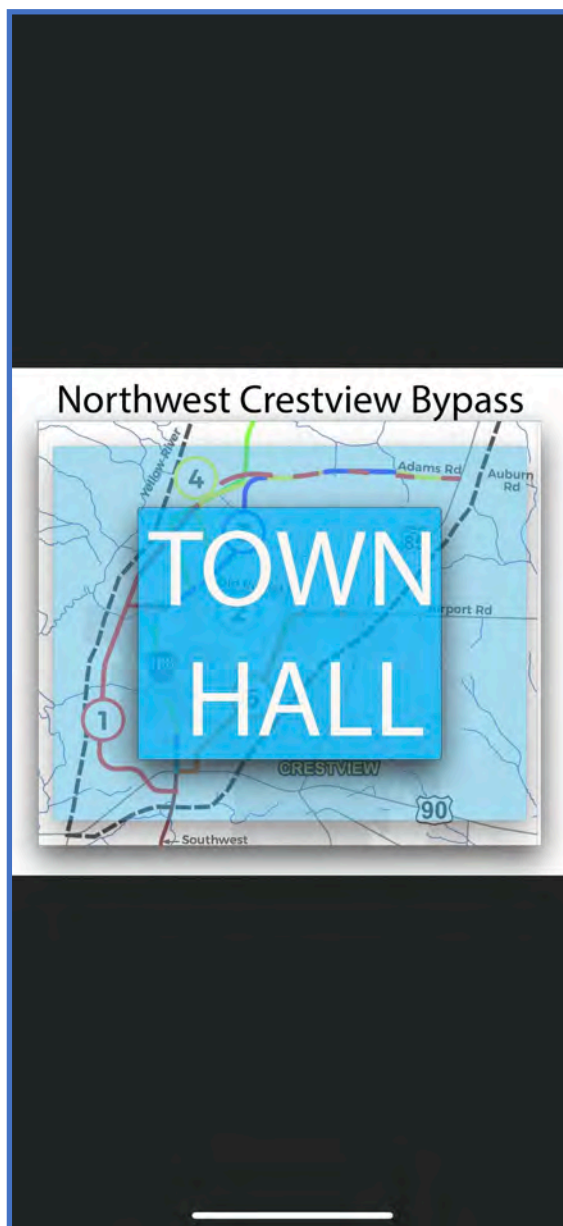
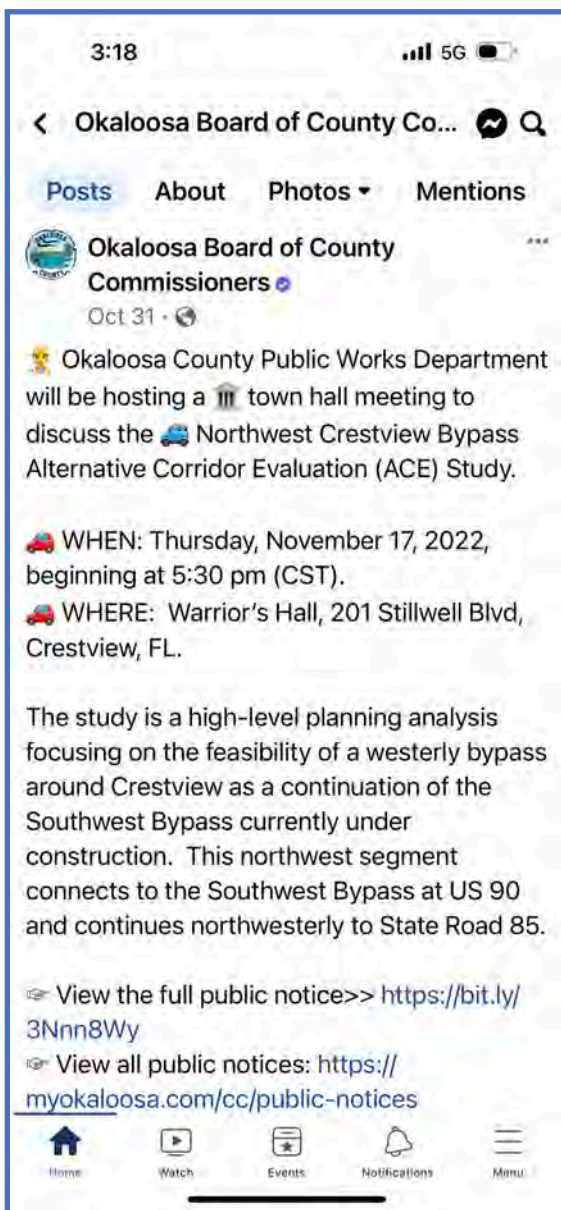
Notice is hereby given that Commissioner Paul Mixon (District 1) and Commissioner Nathan Boyles (District 3) will be hosting a Town Hall meeting to be held on Wednesday, June 1, 2022, beginning at 2:00 pm. The meeting will be held at the Brackin Building located at 302 N. Wilson Street, Suite 305, Crestview, FL.

The purpose of the meeting is to discuss the current proposal and timeline of the Northwest Crestview Bypass.

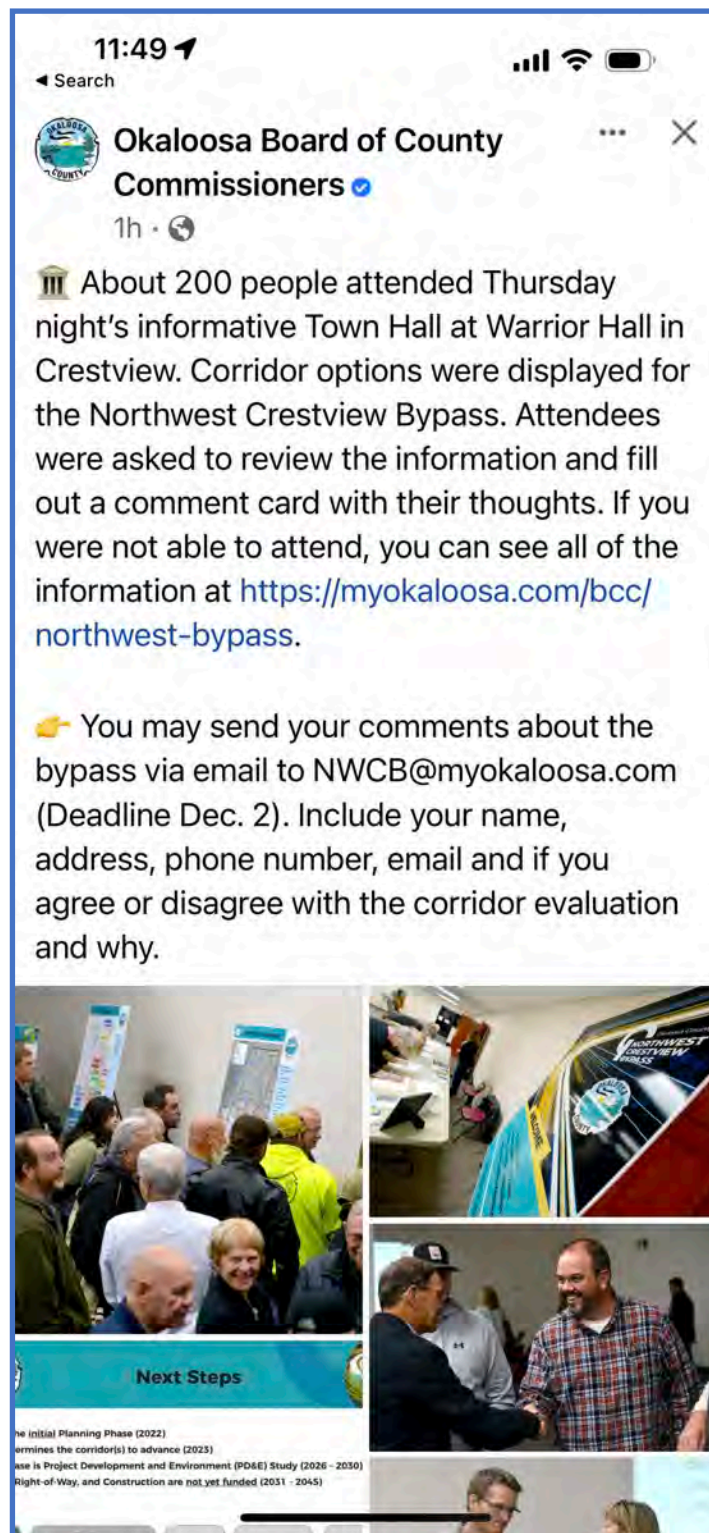
This is not a meeting of the Board of County Commissioners, nor is it governed by the provisions of section 286.011, Florida Statutes. However, two or more members of the Board of County Commissioner will be in attendance. The public is welcomed to attend.

Okaloosa County adheres to the American Disabilities Act and will make reasonable modifications for access to these hearings upon request. Requests may be made to the County Commission office at 850-651-7105 and must be made at least 48 hours in advance of the hearing in order to provide the requested service.

Pre-Meeting Facebook Post October 31, 2022



Post Meeting Facebook Post November 18, 2022



Okaloosa COUNTY

Employment Opportunities

Search

Home County Government Departments Services Living Visiting

Northwest Crestview Bypass

Northwest Crestview Bypass Information

The project, known as the Northwest Crestview Bypass, will connect with the Southwest Crestview Bypass (currently under construction) near the intersection of US 90 and Old Bethel Road (CR 188) and will terminate at State Road (SR) 85 (North Ferdon Boulevard) north of Crestview. The project will consider improvements to the existing Old Bethel Road from US 90 to SR 85 as well as alternative new corridors. This project is being led by Okaloosa County, in coordination with the City of Crestview and the Florida Department of Transportation (FDOT).

[Click here for the PDF comment form](#)

Why is a bypass necessary?

Northwest Crestview Bypass Town Hall documents and presentations

- [View the bypass presentation w/notes from the Nov. 17, 2022 meeting](#)
- [View the display boards from the Nov. 17, 2022 town hall meeting](#)
- [View Alternative Corridor Evaluation Report](#)

Funding

OTHER LINKS

[Crestview Bypass videos on YouTube](#)

[Infrastructure surtax projects](#)

[Public Works home page](#)

[FDOT District 3 Projects](#)

Contact Info:
Stephen Blalock, P.E.
Project Manager
Okaloosa County
Public Works
(850) 683-6259
Email: NWCB@myokaloosa.com

NW Crestview Bypass meeting (Nov. 17, 2022) present...

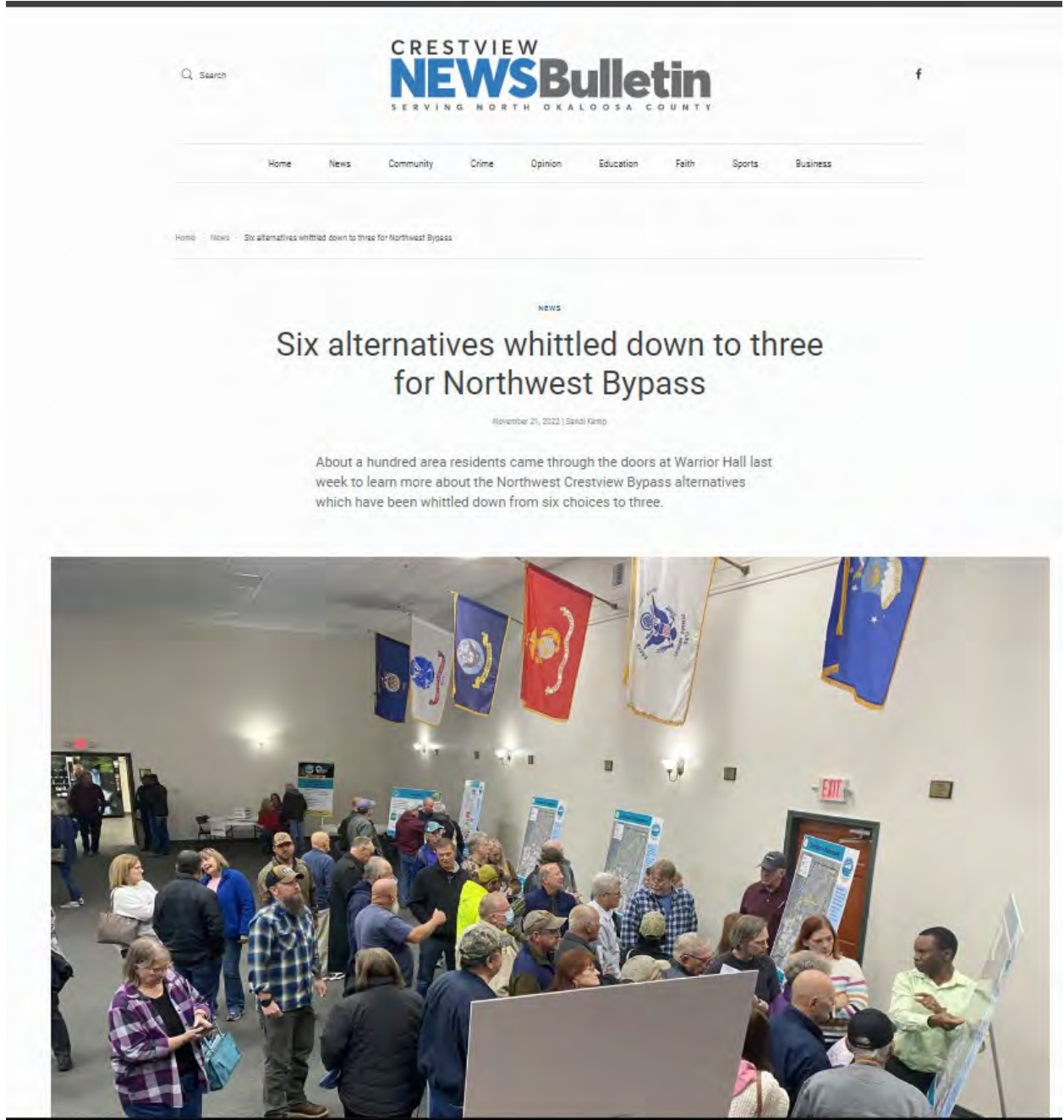
Step 3: Identify Corridors

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

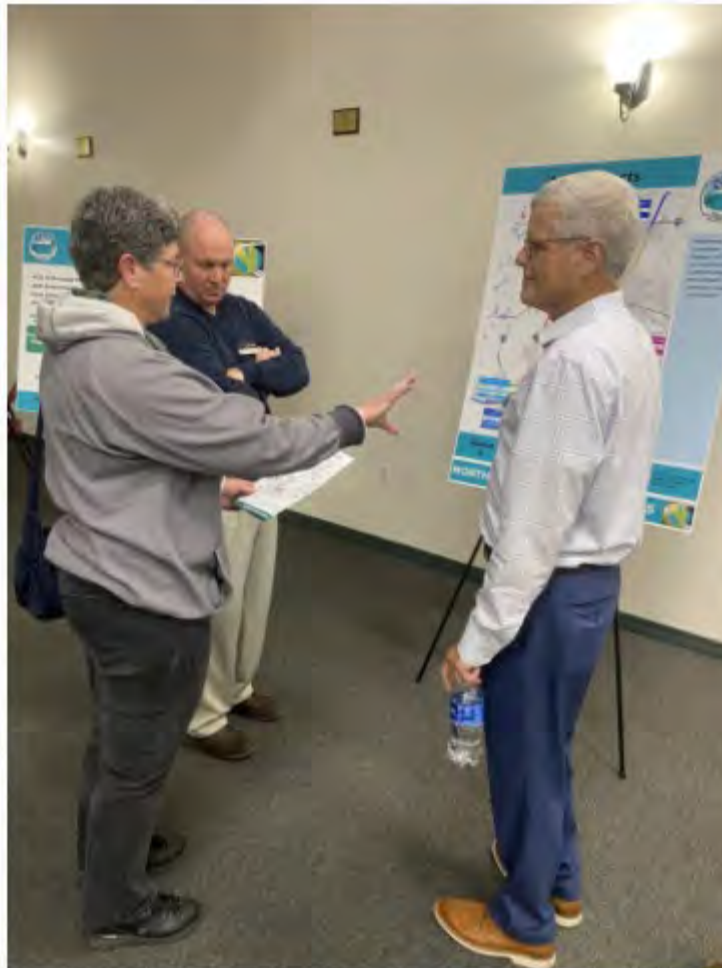
Watch on YouTube

**Post Meeting Newspaper Article November 22, 2022 –
*Crestview News Bulletin***



The public comment period ends December 2, and a decision will be made in 2023 regarding which alternative will move forward for a more detailed phase, the Project Development and Environment, or PD&E, Study. Future phases are not currently funded but are expected to be funded.

The Northwest Crestview Bypass will be the continuation of the Southwest Crestview Bypass where it leaves off at US 90 and Antioch Rd. The Southwest Bypass is well underway including the new I-10 interchange at Antioch Road.



John Wimberly, Project Manager with HDR (right) speaks with Crestview area resident, Judy Newton, as Bred Collins, an engineer with HDR stands in the background. They are looking at current projects and how the three possible Southwest bypasses will tie in. "I'm glad we will have a second exit. We have been asking for another exit for 30 years," said Newton.

The Northwest segment connects to the Southwest bypass at US 90 and continues northwesterly and then east until it connects with S.R. 85. Northwest bypass continuation is made possible by Okaloosa County surtax dollars (half cent) and a Florida Department of Transportation grant and is being developed by Okaloosa County who has contracted with HDR. HDR is a design firm, specializing in engineering, architecture, environmental, and construction services.

Okaloosa County is also coordinating with the City of Crestview and the Florida Department of Transportation (FDOT) on this massive multi-decade project.



Check out college football's Week 12 winners and losers

SPORTS, 1B

NORTHWEST FLORIDA

Daily News

TUESDAY, NOVEMBER 22, 2022 | NWFDAILYNEWS.COM

PART OF THE USA TODAY NETWORK

LET THE HOLIDAY BEGIN

THANKSGIVING ARRIVES AT YOUR DOOR WEDNESDAY

This year, we're delivering Thursday's Thanksgiving Day paper one day early. The holiday edition is full of festive favorites, including the Big Thanksgiving Crossword, extra puzzles, gift guides, Black Friday shopping and more!

THE WEDNESDAY PAPER

And don't miss your Wednesday edition! Head to the newspaper on our website and read it from cover to cover.



Cory Willness with the design firm HDR, Inc. explains to Crestview residents attending a public meeting on Thursday about some of the different routes for a proposed bypass road that would run on the northwest side of Crestview, connecting U.S. Highway 90 and State Road 85. PHOTOS BY DEVON RAVINE/DAILY NEWS

Eyeing alternate routes

Crestview residents get
preview of options for
proposed northwest
bypass road

Devon Ravine

Northwest Florida Daily News
USA TODAY NETWORK

Crestview residents got their first look Thursday evening at plans for a proposed bypass around the northwest side of the city.

About 200 people turned out at Warrior Hall to look at plans for the Northwest Crestview Bypass, find out more about the project and weigh in with their opinions.

There are already several projects in progress now to help alleviate traffic problems along the south and west sides of Crestview as part of a south-west bypass.

One of those improvements is the See BYPASS, Page 5A



Darren Marshall, right, and other Crestview residents look at possible routes for a proposed bypass on the northwest side of Crestview during a public meeting held Thursday night at the city's Warrior Hall.

Hurricane Ian's deadly toll on Fla. seniors

Kathryn Vann

USA TODAY NETWORK - FLORIDA

Gregory Strasser never found his losted cellphone, so his state's daily telephone calls from New Jersey were to the landline in his Fort Myers Shores home.

They'd often talk about books (he'd been on a Carl Hiaasen kick) and politics (he couldn't stand former President Donald Trump). But the call toward the end of September was different, dominated instead by the impending Hurricane Ian.

The 75-year-old Strasser, who lived alone, had been released from the emergency room after a fall just a day before the storm hit, and not long before that, had spent nearly two months at a hospital and rehabilitation facility.

Worried about his declining health, his sister, Janet Link, tried to convince him to evacuate to a shelter.

"At that point, the storm was already starting, and I think he was afraid to do it," Link, 65, said from her New Jersey home. "It wasn't like he was being macho, but he said, 'I think I'll be okay.'"

"I don't think anybody quite realized how violent the storm was going to be," she said.

Strasser was one of nearly 140 Floridians whose deaths were linked to Hurricane Ian, according to state medical examiner data. Neighbors went to check on him and found him dead in front of his recliner, as if he had gotten up from the chair then fell down onto the soggy carpet, Link said. The medical examiner overseeing Lee County said his death stemmed from chronic obstructive pulmonary disease and heart disease.

The vast majority of those who perished — nearly two-thirds — were people 65 years of age and older, according to a USA TODAY Network - Florida analysis of state fatality data so far.

Drowning was a factor in about a third of those deaths while the remainder stemmed largely from injuries, pre-existing medical conditions and overexertion.

The outsized impact on the state's senior citizens was terrifying but not surprising, said Lindsey Fennell, an assistant professor in the University of South Florida School of Aging Studies whose research focuses on disasters and older adults.

See SENIORS, Page 2A

"We aren't anywhere near building this. It's a long process and this is just information gathering at this point."

Jason Autrey, public works director for Okaloosa County, explains the Northwest Crestview Bypass.

Bypass

Continued from Page 1A

widening of PJ Adams Parkway from two lanes to four lanes from State Road 85 west to Interstate 10. Another is a new Interstate 10 overpass and interchange, which is being constructed by the Florida Department of Transportation in coordination with Okaloosa County.

Crestview and Okaloosa County are partnering to build an East-West connector road from Antioch Road east to State Road 85 near Physician's Way. This road will intersect with another road that Okaloosa County is currently building from U.S. 90 south to Interstate 10.

All of these road projects will connect to each other as they are completed, and the proposed Northwest Crestview Bypass, if built, would connect to this new system of roads at U.S. 90 near Ennis Road.

Site alternate routes were presented for the Northwest Crestview Bypass, which would be a four-lane road designed to accommodate traffic speeds of 45 to 55 mph. The anticipated right-of-way needed for the road is 100 to 120 feet.

Alternative 1 begins at U.S. 90 at Razor Road and travels northwest along the Yellow River, connecting first to Old Bethel Road and then to Adams Road east to State Road 85. This route would be 8.7 miles.

Alternative 2 would make capacity improvements to the existing Old Bethel Road from U.S. 90 north to State Road 85 at Airport Road. This route would be 4.9 miles.

Alternative 3 begins at U.S. 90 and Old Bethel Road and extends northwest to Adams Road and meets State Road 85 at Auburn Road. This route would be 7.7 miles.

Alternative 4 follows a similar path as number three, but curves back northwest before connecting to Adams Road and ultimately State Road 85 at Auburn Road. This path would be 7.2 miles.

Alternative 5 begins at U.S. 90 and Old Bethel Road, but navigates north and east through mostly undeveloped land and connects via Bill Lundy Road to State Road 85. This route is 9.3 miles.

Alternative 6 begins at U.S. 90 and Old Bethel Road, and travels east along U.S. 90 to Cayton Avenue, then travels north and east on a new alignment past Bob Sloss Elementary School and reconnects to Old Bethel Road, meeting State Road 85 at Airport Road. This route would be 3.6 miles.

Crestview residents Diana and Susan Carthon were among those attending Thursday night, and were concerned about Alternative 3, which would bisect their 20-acre property. Susan Carthon said she had lived in that area of Crestview since she was 9. The now retired Waller Elementary School teacher purchased the land



Crestview residents listen to representatives from the design firm HUS, Inc. during a public meeting on Thursday talk about some of the different routes for a proposed bypass road that would run on the northwest side of Crestview, connecting U.S. Highway 90 and State Road 85. (DREW RAINE/DAILY NEWS)

"I've worked for 30 years trying to have this place, and I'm so discouraged because one of the proposals goes right through the middle of our property."

Susan Carthon, Crestview resident, expressing concern about Alternative 3, which would bisect their 20-acre property.

the couple's home is on in the 1980s.

"I've worked for 30 years trying to have this place, and I'm so discouraged because one of the proposals goes right through the middle of our property," Carthon said.

Jason Autrey, public works director for Okaloosa County, stressed that there is currently no funding to build the Northwest Crestview Bypass and that it could take many years before a project like this could even begin.

"We aren't anywhere near building this," Autrey said. "It's a long process and this is just information gathering at this point."

Indeed, an informational video shown during Thursday's presentation outlined the process and timeline for projects like this. The public input report is expected to be completed in 2023. If it were to proceed, the next phase would be a Project Development and

Environment study, which was estimated could take place between 2026 and 2030. After that, funding for right-of-way property purchases and construction costs would have to be secured before it could become a reality.

Autrey said that right now, the county is just looking to narrow down the alternate routes before proceeding.

"We're looking for what (route) has the most benefit with the least amount of impact," said Autrey.

More information on the bypass can be found on Okaloosa County's website. Comments on the project can be sent to Okaloosa County Project Manager Stephen Blalock at smch@myokaloosa.com. The comment period closes Dec. 2.

Costa Rica

995

1 Day Tour
Includes All Meals
All Hotels and All Activities

Hills in jungle, coastline, rare volcanoes, birds in hot springs, unique biological reserves and some of the most beautiful beaches. Don't miss this trip and experienced guides.

1-800-CARAVAN
Caravan.com

Choose a Guided Tour

Costa Rica	6 days	995
Panama	6 days	995
Guatemala	6 days	995
Mexico		
Antigua City	6 days	995
Copper Canyon	6 days	1295

Follow @CaravanTravel

Caravan

Fully Guided Tours Since 1953

http://fdotwp1.dot.state.fl.us/publicsyndication/PublicMeetings.aspx/publicmeetings_district3

ATTACHMENTS

Attachment B: Notifications

Page

- Notification letters
 - Officials
 - E-mail B-2
 - Attachment B-5
 - List B-9
 - ETAT Notice B-15
 - Public
 - List B-16
 - Map B-58
 - Verification of Mailout B-59
 - Mailing handout provided in Attachment D D-1

Elected and Non-Elected Officials

From: Carisse LeJeune

Sent: Wednesday, October 26, 2022 12:07 PM

To: 'marybeth_barrows@rubio.senate.gov' <marybeth_barrows@rubio.senate.gov>; 'josh_gabel@rubio.senate.gov' <josh_gabel@rubio.senate.gov>; 'help@rickscott.senate.gov' <help@rickscott.senate.gov>; 'Dawn.Mcardle@mail.house.gov' <Dawn.Mcardle@mail.house.gov>; 'jillian.lanewyant@mail.house.gov' <jillian.lanewyant@mail.house.gov>; 'gainer.george.web@flsenate.gov' <gainer.george.web@flsenate.gov>; 'broxson.doug.web@flsenate.gov' <broxson.doug.web@flsenate.gov>; 'patt.maney@myfloridahouse.gov' <patt.maney@myfloridahouse.gov>; 'jayer.williamson@myfloridahouse.gov' <jayer.williamson@myfloridahouse.gov>; Paul Mixon <pmixon@myokaloosa.com>; Carolyn Ketchel <cketchel@myokaloosa.com>; Nathan Boyles <nboyles@myokaloosa.com>; Trey Goodwin <tgoodwin@myokaloosa.com>; Mel Ponder <mponder@myokaloosa.com>; 'chambersm@okaloosaschools.com' <chambersm@okaloosaschools.com>; 'amber.floyd@okaloosaschools.com' <amber.floyd@okaloosaschools.com>; 'Lamar.White@okaloosaschools.com' <Lamar.White@okaloosaschools.com>; 'marti.gardner@okaloosaschools.com' <marti.gardner@okaloosaschools.com>; 'evanchykl@okaloosaschools.com' <evanchykl@okaloosaschools.com>; 'Tim.Bryant@okaloosaschools.com' <Tim.Bryant@okaloosaschools.com>; 'kelleyd@okaloosaschools.com' <kelleyd@okaloosaschools.com>; 'Sheriff@sheriff-okaloosa.org' <Sheriff@sheriff-okaloosa.org>;

'pio@sheriff-okaloosa.org' <pio@sheriff-okaloosa.org>; 'mnicholson@sheriff-okaloosa.org' <mnicholson@sheriff-okaloosa.org>; 'smithb@okaloosaschools.com' <smithb@okaloosaschools.com>; John Hofstad <jhofstad@myokaloosa.com>; 'managerinfo@myokaloosa.com' <managerinfo@myokaloosa.com>; Craig Coffey <ccoffey@myokaloosa.com>; 'managerinfo@myokaloosa.com' <managerinfo@myokaloosa.com>; Sheila Fitzgerald <sfitzgerald@myokaloosa.com>; 'managerinfo@myokaloosa.com' <managerinfo@myokaloosa.com>; Jason Autrey <jautrey@myokaloosa.com>; Patrick Maddox <pmaddox@myokaloosa.com>; Elliot Kampert <ekampert@myokaloosa.com>; OCPIO <OCPIO@myokaloosa.com>; Scott Bitterman <sbitterman@myokaloosa.com>; 'enginfo@myokaloosa.com' <enginfo@myokaloosa.com>; Jeff Littrell <jlittrell@myokaloosa.com>; Tyrone Parker <tparker@myokaloosa.com>; 'info@flyvps.com' <info@flyvps.com>; Tracy Stage <tstage@myokaloosa.com>; Carolyn Ketchel <cketchel@myokaloosa.com>; 'jbowhitten@cityofcrestview.org' <jbowhitten@cityofcrestview.org>; 'shannonhayes@cityofcrestview.org' <shannonhayes@cityofcrestview.org>; 'joeblocker@cityofcrestview.org' <joeblocker@cityofcrestview.org>; 'cappsd@cityofcrestview.org' <cappsd@cityofcrestview.org>; 'andrew.rendich@cityofcrestview.org' <andrew.rendich@cityofcrestview.org>; 'cynthiab@cityofcrestview.org' <cynthiab@cityofcrestview.org>; 'TimBolduc@cityofcrestview.org' <TimBolduc@cityofcrestview.org>; 'cityclerk@cityofcrestview.org' <cityclerk@cityofcrestview.org>; 'natashapeacock@cityofcrestview.org' <natashapeacock@cityofcrestview.org>; 'hollanda@cityofcrestview.org' <hollanda@cityofcrestview.org>; 'cds@cityofcrestview.org' <cds@cityofcrestview.org>; 'McCoskers@crestviewpd.org' <McCoskers@crestviewpd.org>; 'criddlem@cityofcrestview.org' <criddlem@cityofcrestview.org>; 'planning@cityofcrestview.org' <planning@cityofcrestview.org>; Nathan Boyles <nboyles@myokaloosa.com>; Mel Ponder <mponder@myokaloosa.com>; 'planningdir@freeportflorida.gov' <planningdir@freeportflorida.gov>; 'cityplanner@freeportflorida.gov' <cityplanner@freeportflorida.gov>; Scott Bitterman <sbitterman@myokaloosa.com>; 'Abarthe2135@theupsstore.com' <Abarthe2135@theupsstore.com>; 'dreams@gnt.net' <dreams@gnt.net>; 'austin.mount@ecrc.org' <austin.mount@ecrc.org>; 'marybeth.washnock@ecrc.org' <marybeth.washnock@ecrc.org>; 'maryjo.gustave@ecrc.org' <maryjo.gustave@ecrc.org>; 'tiffany.bates@ecrc.org' <tiffany.bates@ecrc.org>; 'Jill.Lavender@ecrc.org' <Jill.Lavender@ecrc.org>; 'JasonKing@flhsmv.gov' <JasonKing@flhsmv.gov>; 'roberttiff@flhsmv.gov' <roberttiff@flhsmv.gov>; 'jennifer.marshall@dot.state.fl.us' <jennifer.marshall@dot.state.fl.us>; 'katasha.cornwell@dot.state.fl.us' <katasha.cornwell@dot.state.fl.us>; 'brittany.bianco@dot.state.fl.us' <brittany.bianco@dot.state.fl.us>; 'marketing@myokaloosa.com' <marketing@myokaloosa.com>; Jennifer Adams <jadams@myokaloosa.com>; 'nathan@florida-edc.org' <nathan@florida-edc.org>; 'lsheekley@handfirm.com' <lsheekley@handfirm.com>; 'Jillian.mcqueen@innisfreehotels.com' <Jillian.mcqueen@innisfreehotels.com>; 'kayr@florida-edc.org' <kayr@florida-edc.org>; 'brett.cyphers@nwfwater.com' <brett.cyphers@nwfwater.com>; 'public.information@nwfwater.com' <public.information@nwfwater.com>; 'alix@fltrucking.org' <alix@fltrucking.org>; 'brian@fltrucking.org' <brian@fltrucking.org>; 'bwyer@gcmcc.info' <bwyer@gcmcc.info>; 'ocnaacp@gmail.com' <ocnaacp@gmail.com>; 'art@act-so.com' <art@act-so.com>; 'crestviewrotary@outlook.com' <crestviewrotary@outlook.com>; 'info@crestviewchamber.com' <info@crestviewchamber.com>; 'sandra@crestviewchamber.com'

<sandra@crestviewchamber.com>; 'daveclausen99@yahoo.com' <daveclausen99@yahoo.com>;
'florida@tnc.org' <florida@tnc.org>; 'fta@floridatrail.org' <fta@floridatrail.org>;
'janetakerson@floridatrail.org' <janetakerson@floridatrail.org>; 'justin.baldwin@floridadep.gov'
<justin.baldwin@floridadep.gov>; 'cba@nwfsc.edu' <cba@nwfsc.edu>; 'mcdowel2@nwfsc.edu'
<mcdowel2@nwfsc.edu>; 'mel@ecaor.com' <mel@ecaor.com>;
'Bernard.Johnson@nexteraenergy.com' <Bernard.Johnson@nexteraenergy.com>;
'michael.spalts@us.af.mil' <michael.spalts@us.af.mil>

Subject: Northwest Crestview Bypass Public Meeting: Thursday, November 17, 2022. Warrior's Hall

Okaloosa County will hold a public meeting for the Northwest Crestview Bypass study, Thursday, November 17, 2022, from 5:30 to 6:30 p.m. Central Time, at Warrior's Hall, 201 Stillwell Boulevard, Crestview, FL.

This meeting will be held in-person (no virtual component) to provide interested persons an opportunity to express their views about the draft study.

The Northwest Crestview Bypass Alternative Corridor Evaluation (ACE) Study is a high-level planning study that focuses on the feasibility for a westerly bypass around Crestview as a continuation of the Southwest Bypass currently under construction. This northwest segment connects to the Southwest Bypass at US 90 and continues northwesterly to State Road 85. The purpose of this study is to provide regional system connectivity and improve mobility by providing an alternative to State Road 85 and completing the Western Bypass around the City of Crestview, consistent with local plans. The study area extends from US 90 north to Bill Lundy Road. The ACE Study (anticipated complete in 2023) will recommend corridor(s) to advance to the next phase, which is a Project Development and Environment (PD&E) Study. Future phases are not funded.

Maps, drawings, and other information will be on display at the meeting. A presentation will be provided. County representatives will be available to discuss the study, answer questions, and receive comments. Persons wishing to submit written comments may do so at the meeting or may contact the County Project Manager using the information provided. The deadline to submit official comments related to this public meeting is Friday, December 2, 2022.

If you have any questions or issues, please contact Stephen Blalock, P.E., Okaloosa County Project Manager, at (850) 683-6259 or via email at NWCB@myokaloosa.com.

This meeting is being held without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Project Manager at least seven days prior to the meeting.

Please note: Due to Florida's very broad public records laws, most written communications to or from county

employees regarding county business are public records, available to the public and media upon request. Therefore, this written e-mail communication, including your e-mail address, may be subject to public disclosure.



Northwest Crestview Bypass Alternatives Public Meeting

November 17, 2022; 5:30 - 6:30 p.m.

Warrior's Hall, 201 Stillwell Boulevard, Crestview, FL



Welcome!

Okaloosa County welcomes you to the Corridor Alternatives public meeting for the Northwest Crestview Bypass project. This project is being led by Okaloosa County, in coordination with the City of Crestview and the Florida Department of Transportation (FDOT).

The purpose of this meeting is to provide you an opportunity to learn more about the alternative corridors, ask questions, and provide your comments. Information about the corridor alternatives and preliminary findings are on display. Project Team representatives are available to answer questions. We look forward to your input to help Okaloosa County, in conjunction with the City of Crestview, and FDOT reach a decision.

November 17, 2022; 5:30 - 6:30 p.m.
Warrior's Hall, 201 Stillwell Blvd.,
Crestview, FL

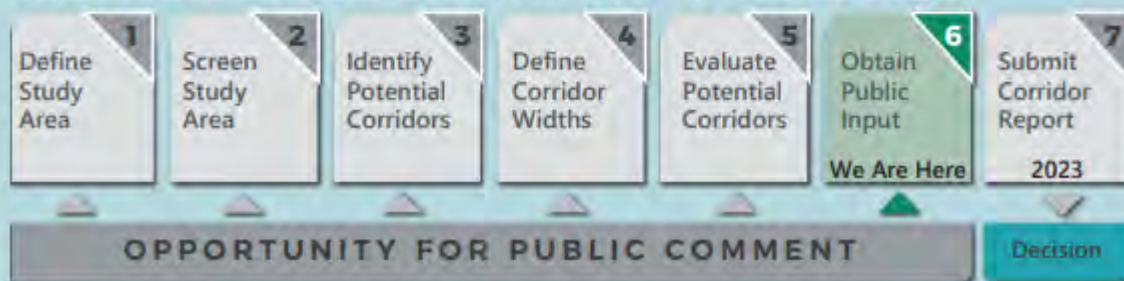
About the Project

The Northwest Crestview Bypass Alternative Corridor Evaluation (ACE) Study is a high-level planning study that focuses on the feasibility for a westerly bypass around Crestview as a continuation of the Southwest Bypass currently under construction. This northwest segment connects to the Southwest Bypass at US 90 and continues northwesterly to State Road 85. The purpose of this study is to provide **regional system connectivity and improve mobility by providing an alternative to State Road 85, and completing the Western Bypass around the City of Crestview, consistent with local plans.** The study area extends from US 90 north to Bill Lundy Road. By the end of the study, we want to determine which corridors should be eliminated, and which corridor should advance to a more detailed Project Development and Environment (PD&E) phase.

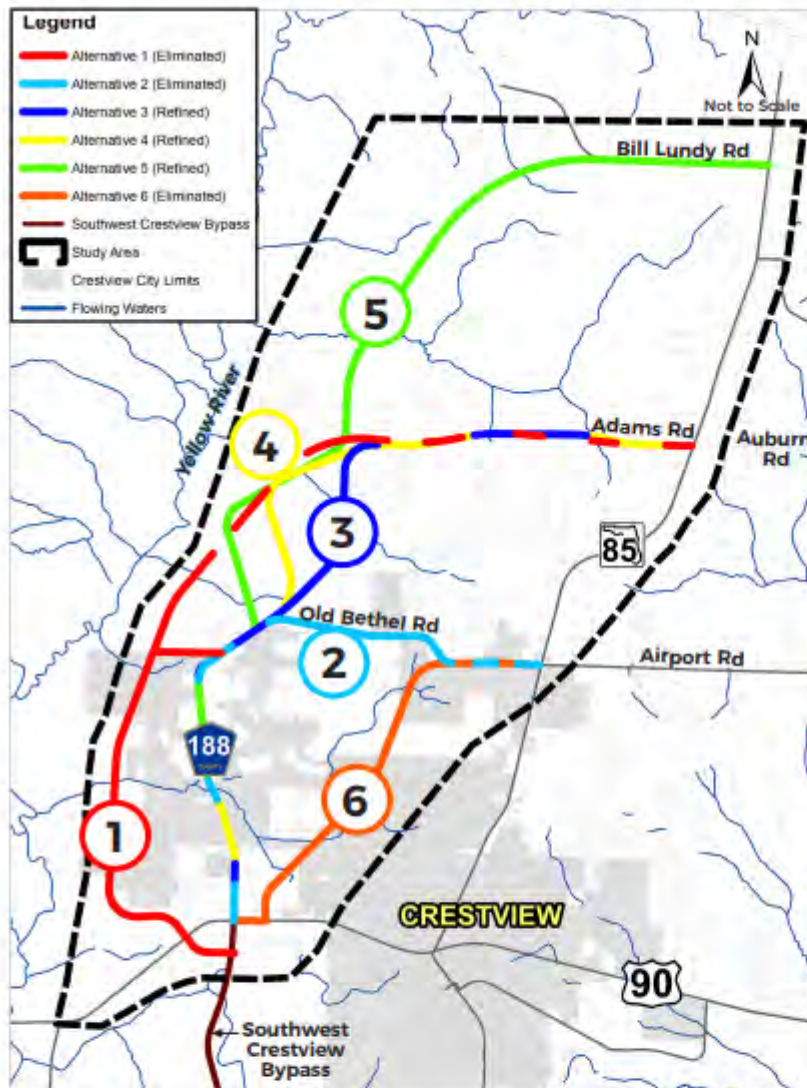
Study Process

The goal of the ACE process is to identify, evaluate, and eliminate alternative corridors based on meeting the project purpose and need; avoidance and minimization of potential impacts to environmental resources; engineering feasibility; and public and stakeholder input. The ACE process ensures that the alternative corridors are evaluated consistently and its decisions can be directly incorporated into the PD&E process. Public involvement and agency coordination is part of the ACE process.

Alternative Corridor Evaluation (ACE) Process Steps



1



Corridor Alternatives

Alternative 1: (8.7 mi) Enzor Rd. along the Yellow River to Adams Rd. / Auburn Rd. at SR 85. **[Red] Eliminated.**

Alternative 2: (4.9 mi) Old Bethel Rd. from US 90 to Airport Rd. at SR 85. **[Cyan] Eliminated.**

Alternative 3: (7.7 mi) Old Bethel Rd. from US 90 to Adams Rd. / Auburn Rd. at SR 85. **[Blue]**

Alternative 4: (7.2 mi) Old Bethel Rd. from US 90 to Adams Rd. / Auburn Rd. at SR 85. **[Yellow]**

Alternative 5: (9.2 mi) Old Bethel Rd. from US 90 to Bill Lundy Rd. at SR 85. **[Green]**

Alternative 6: (3.6 mi) Enzor Rd. from US 90 to Airport Rd. at SR 85. **[Orange] Eliminated.**

The selected corridor will be refined and narrowed through subsequent planning to minimize impacts.

Typical Roadway Section

For planning purposes, the corridors are 250-feet wide. The roadway is assumed to provide two 11-foot travel lanes, separated by a 22-foot median, with 7-foot bike lanes, and 5-foot sidewalk on both sides. The actual roadway right-of-way is anticipated to range from 100 to 130 feet. The roadway configuration and future right-of-way would be further refined in the next study phase.

Corridor Evaluation

Six initial corridors were evaluated through a screening process for (1) purpose and need; (2) social, cultural, and natural environmental impacts; and (3) engineering considerations and costs. The purpose and need evaluation measured the ability of each corridor alternative to relieve congestion on SR 85, improve system performance, enhance regional connectivity, and support local comprehensive plans. Environmental evaluation included consideration of potential relocations, community facilities and neighborhoods, historical and cultural resources, and natural resources such as surface waters, wetlands, and wildlife. Engineering evaluation considered factors such as safety, traffic, utilities, drainage, and cost.

Preliminary Findings and Recommendations

Three alternative corridors were **eliminated** based on purpose and need screening: Alternatives 1 [Red], 2 [Cyan], and 6 [Orange]. The remaining three corridors are recommended for further consideration. The results of this analysis, along with a summary of the public input received at tonight's meeting, will be documented in a corridor report. The corridor report will be reviewed by FDOT and the environmental agencies prior to FDOT reaching a decision on whether to proceed to the next phase.

Total Score will be the sum of the rankings once we have public input. **The final decision is based not only on the score. The scores are only one factor to help the County reach a final decision in coordination with the City of Crestview and FDOT.**

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.

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

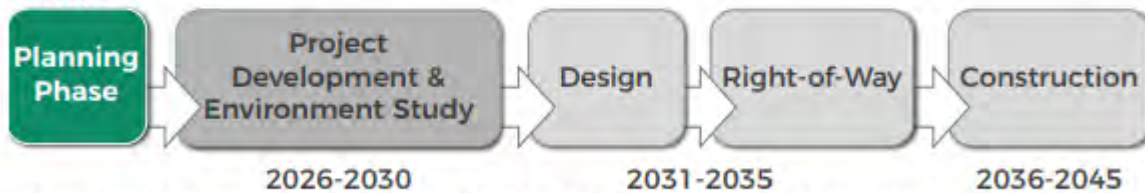
Alternative Public Meeting

3

What's Next?

The ACE is the first step in the **Planning Phase**. The ACE process determines which corridors to eliminate, and recommends a corridor to advance to the next phase, which is a **Project Development and Environment (PD&E) Study**. Okaloosa County anticipates completing the ACE process in 2023. It could take several years to advance to the PD&E Phase based on how the project is prioritized by the Okaloosa-Walton Transportation Planning Organization (O-W TPO) and incorporated into the FDOT Work Program (Five Year Plan). Okaloosa County, the City of Crestview, FDOT, and the Okaloosa-Walton Transportation Planning Organization (O-W TPO) are coordinating to provide funding for the PD&E Study in the 2026-2030 timeframe. Funding is not yet identified for **Design, Right-of-Way, and Construction phases**. Timing of subsequent phases will be better understood when the PD&E study is completed.

We Are Here



Future phases are not funded. Timeframes shown are estimates based on the Long-Range Transportation Plan.

Your Input is Needed

**Comment period closes
Friday, December 2, 2022.**

We encourage you to provide your feedback and comment on this study. At this phase in the planning process, we are especially interested in hearing from everyone (residents, community groups, associations, business owners, schools, churches, motorists) regarding the alternative corridors. Your input helps guide the planners and engineers at the City and County to develop a solution that best meets the community goals and visions for long-term growth.

You may provide comments at the public meeting, or by contacting the Okaloosa County Project Manager at the contact information below.

Contact Us:

Stephen Blalock, P.E.
Project Manager

**Okaloosa County
Public Works**
(850) 683-6259
NWCB@myokaloosa.com



Name/Title	Organization	Email Address
US Elected Officials - Senate		
The Honorable Marco Rubio, Senator	US Senate	marybeth_barrows@rubio.senate.gov; josh_gabel@rubio.senate.gov
The Honorable Rick Scott, Senator	US Senate	help@rickscott.senate.gov
US Elected Officials - House		
The Honorable Matt Gaetz, Representative	US House of Representatives, District 1	Dawn.Mcardle@mail.house.gov; jillian.lanewyant@mail.house.gov
FL Elected Officials		
The Honorable George B. Gainer, Senator	The Florida Senate, District 2	gainer.george.web@flsenate.gov
The Honorable Doug Broxson, Senator	The Florida Senate, District 1	broxson.doug.web@flsenate.gov
The Honorable Patt Maney, Representative	Florida House of Representatives, District 4	patt.maney@myfloridahouse.gov
The Honorable Jay Williamson, Representative	Florida House of Representatives, District 3	jayer.williamson@myfloridahouse.gov
OKALOOSA COUNTY		
The Honorable Paul Mixon, Commissioner	Okaloosa County, Commissioner District 1	pmixon@myokaloosa.com
The Honorable Carolyn Ketchel, Commissioner	Okaloosa County, Commissioner District 2	cketchel@myokaloosa.com
The Honorable Nathan Boyles, Vice-Chair	Okaloosa County, Commissioner District 3	nboyles@myokaloosa.com
The Honorable Trey Goodwin, Commissioner	Okaloosa County, Commissioner District 4	tgoodwin@myokaloosa.com
The Honorable Mel Ponder, Chair	Okaloosa County, Commissioner District 5	mponder@myokaloosa.com
Mr. Marcus Daniel Chambers, Superintendent	Okaloosa County School District	chambersm@okaloosaschools.com; amber.floyd@okaloosaschools.com
Dr. Lamar White	Okaloosa County School District, Board Member, District 1	Lamar.White@okaloosaschools.com
Ms. Marti Gardner	Okaloosa County School District, Board Member,	marti.gardner@okaloosaschools.com

	District 2	
Ms. Linda Evanchyk	Okaloosa County School District, Board Member, District 3	evanchykl@okaloosaschools.com
Mr. Tim Bryant, Chair	Okaloosa County School District, Board Member, District 4	Tim.Bryant@okaloosaschools.com
Dr. Diane Kelley, Vice-Chair	Okaloosa County School District, Board Member, District 5	kelleyd@okaloosaschools.com
Sheriff Eric Aden	Okaloosa County Sheriff's Office	Sheriff@sheriff-okaloosa.org
Ms. Michele Nicholson, Public Information Officer	Okaloosa County Sheriff's Office	pio@sheriff-okaloosa.org; mnicholson@sheriff-okaloosa.org
Dr. Bill Smith, Program Director	Okaloosa County School District, Facilities Planning and Maintenance	smithb@okaloosaschools.com
Okaloosa County Non-elected Officials / Appointed		
Mr. John Hofstad, County Administrator	Okaloosa County	jhofstad@co.okaloosa.fl.us; managerinfo@myokaloosa.com
Mr. Craig Coffey, Deputy County Administrator	Okaloosa County	ccoffey@co.okaloosa.fl.us; managerinfo@myokaloosa.com
Ms. Sheila Fitzgerald, Deputy County Administrator	Okaloosa County	sfitzgerald@co.okaloosa.fl.us; managerinfo@myokaloosa.com
Mr. Jason Autrey, Director	Okaloosa County Public Works Director	jautrey@co.okaloosa.fl.us
Mr. Patrick Maddox, Director	Okaloosa County Department of Public Safety/Emergency Management	pmaddox@myokaloosa.com
Mr. Elliot Kampert, Director	Okaloosa County Growth Management	ekampert@myokaloosa.com
Ms. April Sarver, Public Information Officer	Okaloosa County	ocpio@co.okaloosa.fl.us
Mr. Scott Bitterman, County Engineer	Okaloosa County	sbitterman@co.okaloosa.fl.us; enginfo@myokaloosa.com
Mr. Jeff Littrell, Director	Okaloosa County Water and Sewer	jlittrell@co.okaloosa.fl.us
Mr. Booker "Tyrone" Parker, Transit Division	Okaloosa County	tparker@myokaloosa.com

Manager		
Mr. Tracy Stage	Okaloosa County Airport	info@flyvps.com; tstage@myokaloosa.com
The Honorable Carolyn Ketchel, Chair, Commissioner	Okaloosa County Transportation Disadvantaged Coordinating Board	cketchel@myokaloosa.com
CITY OF CRESTVIEW		
The Honorable JB Whitten, Mayor	City of Crestview	jbwhitten@cityofcrestview.org
The Honorable Shannon Hayes, Councilman	City of Crestview, Precinct 2	shannonhayes@cityofcrestview.org
The Honorable Joe Blocker, Councilman	City of Crestview, Precinct 1	joeblocker@cityofcrestview.org
The Honorable Douglas Capps, Councilman	City of Crestview, Precinct 3	capps@cityofcrestview.org
The Honorable Andrew Rencich, Councilman, Mayor Pro Tem	City of Crestview, Group 1	andrew.rencich@cityofcrestview.org
The Honorable Cynthia Brown, Councilwoman	City of Crestview, Group 2	cynthiab@cityofcrestview.org
Crestview Non-elected Officials / Appointed		
Mr. Tim Bolduc, City Manager	City of Crestview	TimBolduc@cityofcrestview.org
Ms. Maryanne Schrader, City Clerk	City of Crestview	cityclerk@cityofcrestview.org
Ms. Natasha Peacock, City Clerk Administrative Assistant	City of Crestview	natashapeacock@cityofcrestview.org
Fire Chief Anthony D. Holland	City of Crestview Fire Department	hollanda@cityofcrestview.org
Community Development Services	City of Crestview	cds@cityofcrestview.org
Police Chief Stephen G. McCosker	City of Crestview Police Department	McCoskers@crestviewpd.org
Mike Criddle, Director	City of Crestview Public Services	criddlem@cityofcrestview.org
Crestview Planning and Development Board	City of Crestview	planning@cityofcrestview.org

Okaloosa-Walton Transportation Planning Organization		
The Honorable Anthony Vallee, Chairman	Okaloosa-Walton Transportation Planning Organization	nboyles@co.okaloosa.fl.us
The Honorable Mel Ponder, Vice Chairman	Okaloosa-Walton Transportation Planning Organization	mponder@myokaloosa.com
Latilda Hughes-Neel, Chair	Okaloosa-Walton Transportation Planning Organization Technical Coordinating Committee	planningdir@freeportflorida.gov; cityplanner@freeportflorida.gov
Scott Bitterman, Vice Chair	Okaloosa-Walton Transportation Planning Organization Technical Coordinating Committee	sbitterman@co.okaloosa.fl.us
Alexander Barthe, Chair	Okaloosa-Walton Transportation Planning Organization Citizens Advisory Committee	Abarthe2135@theupsstore.com
Amy Jamieson, Vice Chair	Okaloosa-Walton Transportation Planning Organization Citizens Advisory Committee	dreams@gnt.net
O-W TPO / Emerald Coast Regional Council		
Mr. Austin Mount, Chief Executive Officer	Emerald Coast Regional Planning Council	austin.mount@ecrc.org
Ms. Mary Beth Washnock, Transportation Planning Manager	Emerald Coast Regional Planning Council	marybeth.washnock@ecrc.org
Ms. Mary Jo Gustave, Public Relations Manager	Emerald Coast Regional Planning Council	maryjo.gustave@ecrc.org
Ms. Tiffany Bates, Community Relations Liaison	Emerald Coast Regional Planning Council	tiffany.bates@ecrc.org
Ms. Jill Nobles, Planner	Emerald Coast Regional Planning Council	Jill.Lavender@ecrc.org

State of Florida		
Lt. Jason King, Public Affairs Officer Troop A	Florida Highway Patrol	JasonKing@flhsmv.gov
Captain Robert Ifft, Panama City District Commander	Florida Highway Patrol	robertiff@flhsmv.gov
FDOT OEM		
Jennifer Marshall, Director	Office of Environmental Management	jennifer.marshall@dot.state.fl.us
Katasha Cornwell, State Environmental Process Administrator	Office of Environmental Management	katasha.cornwell@dot.state.fl.us
Brittany Bianco, Project Delivery Coordinator	Office of Environmental Management	brittany.bianco@dot.state.fl.us
Other		
Ms. Jennifer Adams, Director	Okaloosa County Tourist Development	marketing@myokaloosa.com; jadams@myokaloosa.com
Mr. Nathan Sparks, Director	One Okaloosa County Economic Development Council	nathan@florida-edc.org
Ms. Leslie Sheekley, Chair	One Okaloosa County Economic Development Council	lsheekley@handfirm.com
Mr. Jillian McQueen, Vice Chair	One Okaloosa County Economic Development Council	Jillian.mcqueen@innisfreehotels.com
Ms. Kay Rasmussen, Councilmember	Okaloosa County RESTORE Council	kayr@florida-edc.org
Mr. Brett Cyphers, Executive Director	Northwest Florida Water Management District	brett.cyphers@nwfwater.com; public.information@nwfwater.com
Dr. Alix Miller, President	FL Trucking Association	alix@fltrucking.org
Mr. Brian Nerland, Vice President	FL Trucking Association	brian@fltrucking.org
Mr. Brian Wyer, Director	Gulf Coast Minority Chamber of Commerce	bwyer@gcmcc.info
Mr. Raymond Nelson, Chairman	Okaloosa County NAACP Branch #5633	ocnaacp@gmail.com; art@act-so.com
Ms. Deborah Gething, President	Rotary Club of Crestview	crestviewrotary@outlook.com
Ms. Justina Turner, Chair	Crestview Area Chamber of Commerce	info@crestviewchamber.com

Ms. Sandra Wilson, Executive Director	Crestview Area Chamber of Commerce	sandra@crestviewchamber.com
Mr. Dave Clausen, President	Choctawhatchee Audubon Society	daveclausen99@yahoo.com
Ms. Fran Perchick, Media and Marketing	Nature Conservancy in Florida	florida@tnc.org
Ms. Janet Akerson, Administrative Director	Florida Trail Association	fta@floridatrail.org; janetakerson@floridatrail.org
Mr. Justin Baldwin, Coordinator North Region	FDEP, Office of Greenways and Trails	justin.baldwin@floridadep.gov
Ms. Alison McDowell, Executive Director	Choctawhatchee Basin Alliance	cba@nwfsc.edu; mcdowel2@nwfsc.edu
Mr. Mel Ponder	Emerald Coast Association of Realtors	mel@ecaor.com
Mr. Bernard Johnson	Florida Power and Light	Bernard.Johnson@nexteraenergy.com
Mr. Mike Spaits	96 TW/PA, Eglin Public affairs	michael.spaits@us.af.mil

FDOT ETDM ETAT Notice

From: etk_updates@fla-etat.org
To: jessica.walton@ecr.org; greg.burke@talgov.com; lindsay.furr@floridadep.gov; Alaphemond_Sherry_yingie.howson@dot.state.fl.us; Brookman_Erica_Cedide.Virginia_Causseaux_Jared_ericacollins@dot.state.fl.us; Egor_Shermon_Lasher_Wendy_G_Nelson_Natalie_Paulk_Bryant_Riley-Taylor_Zena_tim.smith@dot.state.fl.us; Varon_Alan_Vaughn_Greg_A_Warren_Nicole_M_Waters_Iris_toni.white@dot.state.fl.us; Brittany.Blanco@dot.state.fl.us; Bradley_Catherine_Clark_Thu-Huong_Cornwell_Katasha_derise.rach@dot.state.fl.us; Samaan_Engq_Brian.Campesano@FDACS.gov; Mark.Kiser@fdacs.gov; mett.preston@dos.myflorida.com; Chris.Stahl@FloridaDOP.gov; Benjamin.Stewart@dos.myflorida.com; Marsha.Weich@dos.myflorida.com; marcus.floyd@dot.state.fl.us; alison.aisczewski@dot.state.fl.us; joseph.santos@dot.state.fl.us; Nona.Schaffner@dot.state.fl.us; carson.zimmer@dot.state.fl.us; Laura.DiGruttolo@MyFWC.com; Jason.Hight@MyFWC.com; Robert.Irving@MyFWC.com; Jessica.Paul_Tiffany.Crosby@dot.state.fl.us; fred.gaines@dot.state.fl.us; Donemarie.Hammond@dot.state.fl.us; mindy.beath@dot.state.fl.us; Tung_Bax_Henry.Pinzon@dot.state.fl.us; Philo.Stein@dot.state.fl.us; douglas.rang@dot.state.fl.us; David.Rydene@nps.gov; anita.barnett@nps.gov; candy.myl@nps.gov; Ted.Reese_terry.wells@myfwater.com; Brandon.Winter@nefwater.com; paulbackhouse@semtube.com; bradlvmueller@semtube.com; daniellesiman@semtube.com; Veronika.C.Beech@usace.army.mil; Franklin.M.Dimitroff@usace.army.mil; Michelle.L.Gilbert@usace.army.mil; Lisa.S.Loverson@usace.army.mil; Douglas.A.Bakemore@usacg.mil; randall.d.Overton@usacg.mil; Ger.A.Robinson@usacg.mil; Jennifer.N.Zenther@usacg.mil; Adelshah.Terrence@usacg.mil; Keumha.Ntale@epamail.epa.gov; Singh-White_Alyn@epa.gov; somerville.amaretta@epa.gov; mark_a_cantrell@fws.gov; jose_rivera@fws.gov; zakia_williams@fws.gov; jill.nobles@fwrp.org; marybeth.washrock@fwrp.org; Wilkinson_Orry_cleburne@myokaloosa.com; elen.nettis@dot.state.fl.us
Cc: admin@fla-etat.org
Subject: ETDM #14450 - Northwest Crestview Bypass Public Meeting: Thursday, November 17, 2022
Date: Friday, October 28, 2022 12:55:09 PM
Attachments: [OkaloosaCounty_NWCrestviewBypass-4Page_PDFUA.pdf](#)

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Okaloosa County will hold a public meeting for the Northwest Crestview Bypass project, Thursday, November 17, 2022, from 5:30 to 6:30 p.m. Central Time, at Warrior's Hall, 201 Stillwell Boulevard, Crestview, FL.

This meeting will be held in-person (no virtual component) to provide interested persons an opportunity to express their views about the draft study.

The Northwest Crestview Bypass Alternative Corridor Evaluation (ACE) Study is a high-level planning study that focuses on the feasibility for a westerly bypass around Crestview as a continuation of the Southwest Bypass currently under construction. This northwest segment connects to the Southwest Bypass at US 90 and continues northwesterly to State Road 85. The purpose of this study is to provide regional system connectivity and improve mobility by providing an alternative to State Road 85 and completing the Western Bypass around the City of Crestview, consistent with local plans. The study area extends from US 90 north to Bill Lundy Road. The ACE Study (anticipated complete in 2023) will recommend corridor(s) to advance to the next phase, which is a Project Development and Environment (PD&E) Study. Future phases are not funded.

Maps, drawings, and other information will be on display at the meeting. A presentation will be provided. County representatives will be available to discuss the study, answer questions, and receive comments. Persons wishing to submit written comments may do so at the meeting or may contact the County Project Manager using the information provided. The deadline to submit official comments related to this public meeting is Friday, December 2, 2022.

If you have any questions or issues, please contact Stephen Blalock, P.E., Okaloosa County Project Manager, at (850) 683-6259 or via email at NWCB@myokaloosa.com.

Public Notification List Property Owner / Occupant, Interested Persons Notification List <i>(Note: map follows that shows notification area: 300-ft of each corridor alternative)</i> <i>The mailed notice is provided in Attachment D (same handout distributed at meeting)</i>		
Northwest Crestview Bypass Mailing List All Alternatives		
Parcel Identification Number	Owners Name	Mailing Address
02-3N-24-0000-0004-0000	Samuel and Alisa Pennington	1 Lindley Rd Crestview, FL 32536
01-3N-24-0000-0001-0020	Chavez Rental Properties LLC	100 John King Rd Crestview, FL 32539
07-3N-23-0000-0019-0050	Resident	100 Old Milligan Rd Crestview, FL 32536
12-3N-24-0000-0004-001C	Steven and Gina Pierce	100 Sioux Cir Crestview, FL 32536
05-3N-23-0000-0001-0000	Garden Street Communities LLC	100 W Garden St, 4th Floor Pensacola, FL 32502
31-4N-23-4399-0000-0010	Michael Greene	101 Beacons Bend Rd Crestview, FL 32536
12-3N-24-1500-000A-0090	Brandon and Heather Parsons	101 Conquest Ave Crestview, FL 32536
12-3N-24-0000-0004-0040	Resident	101 Sioux Cir Crestview, FL 32536
12-3N-24-1500-000A-0070	Lawrence Farve	1014 Airport Rd, Unit 101 Destin, FL 32541
31-4N-23-4399-0000-0210	Mary Yawn	102 Beacons Bend Rd Crestview, FL 32536
06-3N-23-5000-0000-0020	William and Linda Rusnak	102 Murfield Cove East Niceville, FL 32578
12-3N-24-0000-0004-001B	Andre and Victoria Clay	102 Sioux Cir Crestview, FL 32536
12-3N-24-055A-0001-0010	Resident	102 Springwood Cir Crestview, FL 32536
12-3N-24-1500-000A-0080	Vicki Millete	103 Conquest Ave Crestview, FL 32536
12-3N-24-0000-0004-004A	Charles and Vicky Strausbaugh	103 Sioux Cir Crestview, FL 32536

12-3N-24-055A-0002-0010	Resident	103 Springwood Cir Crestview, FL 32536
01-3N-24-0000-0001-0280	Francis and Aino Marcotte	1033 Tallokas Rd Crestview, FL 32536
02-3N-24-0064-000A-0020	Troy and Amanda Milburn	104 Old South Dr Crestview, FL 32536
12-3N-24-055A-0001-0020	Charlie and Chandra James	104 Springwood Cir Crestview, FL 32536
32-4N-23-1200-000A-0020	Whitowrth Builders Inc	105 Auburn Rd Ft Walton Beach, FL 32547
32-4N-23-1200-000D-0120	Oasis Property of NWF LLC	105 Auburn Rd Ft Walton Beach, FL 32547
12-3N-24-1500-000A-0070	Resident	105 Conquest Ave Crestview, FL 32536
12-3N-24-055A-0002-0020	Andrew and Sharon Pierce	105 Springwood Cir Crestview, FL 32536
33-4N-23-0000-0057-0050	NLA North Crestview LLC	105 Tallapoosa St, Ste 307 Montgomery, AL 36104
02-3N-24-0064-000A-0030	Catherine and William Pittman	106 Old South Dr Crestview, FL 32536
12-3N-24-055A-0001-0030	Thomas and Rita Staboleski	106 Springwood Cir Crestview, FL 32536
12-3N-24-1500-000A-0060	David Alday	107 Conquest Ave Crestview, FL 32536
09-4N-23-0000-0001-002Q	David Hartley	107 Hampton Dr Crestview, FL 32539
12-3N-24-055A-0002-0030	Marcelino and Laura Andino	107 Springwood Cir Crestview, FL 32536
02-3N-24-0064-000A-0040	Brandon and Stephanie Bannon	108 Old South Dr Crestview, FL 32536
12-3N-24-1100-000B-0830	Robert Bush	109 Harmony Wy Freeprt, FL 32439
31-4N-23-0000-0013-001B	Roland and Barbara Day	109 Lake Rd Laurel Hill, FL 32567
02-3N-24-0064-000A-0050	Lawrence and Pamela Musser	110 Old South Dr Crestview, FL 32536

02-3N-24-0064-000A-0060	Jonathan and Marilyn Wheeler	112 Old South Dr Crestview, FL 32536
11-3N-24-1301-0000-0CA0	Indian Trails Home Owners Association	113 Indian Trails Crestview, FL 32536
13-3N-24-0770-0001-0030	Jimmy Stewart	114 Center St Freeport, FL 32539
06-3N-23-5000-0000-0030	Quiroz Tostado	114 Phillips Dr Crestview, FL 32536
02-3N-24-0065-0000-0020	Julio and Regina Silva	115 Old South Dr Crestview, FL 32536
12-3N-24-0000-0004-0040	Davis Wanpen	1177 North 2825 West Layton, UT 84041
32-4N-23-0000-0020-0010	Hale Aina Crestview LLC	118 Black Bear Cir Niceville, FL 32578
30-4N-23-0000-0004-0050	Donald and Deborah Clabaugh	118 Old South Dr Crestview, FL 32536
11-3N-24-1301-0000-0CA0	Indian Trails Home Owners Association	118 Seneca Trl Crestview, FL 32536
02-3N-24-0065-0000-0040	William and Pamela Dyess	119 Old South Dr Crestview, FL 32536
28-4N-23-0000-0008-0010	Joyce Mathis	119 Shady Ln Crestview, FL 32536
12-3N-24-0800-000A-0050	Anthony Allen	119 Swaying Pine Ct Crestview, FL 32539
07-3N-23-0000-0005-0120	Josephine Watford	12 Pandora St Crestview, FL 32536
02-3N-24-0065-0000-0450	Merrita Bristow	120 Old South Dr Crestview, FL 32536
05-3N-23-0000-0001-0010	School Board Okaloosa County	120 SE Lowery Pl Ft Walton Beach, FL 32548
06-3N-23-0000-0014-0000	School Board Okaloosa County	120 SE Lowery Pl Ft Walton Beach, FL 32548
07-3N-23-1200-000G-0010	Diversified Twenty	120 W Williams Ave Crestview, FL 32536
11-3N-24-0000-0001-0200	Jonathan Shell	1208 E Gonzalez St Pensacola, FL 32504

02-3N-24-0065-0000-0050	TW and Katherine Kerlin	121 Old South Dr Crestview, FL 32536
02-3N-24-0065-0000-0440	Timothy and Erin Brush	122 Old South Dr Crestview, FL 32536
02-3N-24-0065-0000-0430	Robert and Tina Hartwell	124 Old South Dr Crestview, FL 32536
02-3N-24-0067-0000-0480	Barry and Lisa Fisher	12408 Heathfield Ln Oklahoma City, OK 73173
12-3N-24-1500-000B-0050	Michael Bartlett	125 Edge Ave Valparaiso, FL 32580
02-3N-24-0065-0000-0070	Nathan and Ashley Bell	125 Old South Dr Crestview, FL 32536
13-3N-24-1810-0000-007C	BCC Okaloosa County	1250 N Eglin Pkwy, Ste 102 Shalimar, FL 32579
36-4N-24-1000-000A-0070	Harrisburg LLC	126 Covington St Panama City Beach, FL 32413
18-3N-23-2640-0002-0060	Henry Cox Life Estate	1266 John Riley Barnhill Rd Baker, FL 32531
18-3N-23-2640-0002-010D	Mary and David Adams	130 Cayson Ave Crestview, FL 32536
07-3N-23-0000-0019-0050	K&R Cuts Lawn and Landscaping	1303 Farmer St Crestview, FL 32539
25-4N-24-0000-0007-002A	Joel D. Ring	1313 Grandview Dr Crestview, FL 32536
12-3N-24-0000-0040-0000	Indian Trails Home Owners Association	132 Indian Trails Crestview, FL 32536
18-3N-23-2640-0001-001B	Raymond Buffington	133 Cayson Ave Crestview, FL 32536
04-3N-23-0000-0026-0020	Resident	1336 Ferdon Blvd Crestview, FL 32536
28-4N-23-0000-0003-0030	Sandra Kacenak	134 Holmes Blvd NW Ft Walton Beach, FL 32548
31-4N-23-0000-0013-001A	Patricia Rogers	135 Jeff Dr Crestview, FL 32536
04-3N-23-0000-0025-0090	Resident	1355 N Perdon Blvd Crestview, FL 32539

11-3N-24-1441-000E-0190	Darlene Jones	137 Beacons Bend Rd Crestview, FL 32536
04-3N-23-0000-0026-0010	Jr Food Stores of West FL	1390 Ferdon Blvd Crestview, FL 32536
13-3N-24-1810-0000-003C	Edwin and James Melvin	1403 Sioux Cr Crestview, FL 32536
01-3N-24-0000-0001-1220	Paul and Amy Lowrey	1406 Sioux Cir Crestview, FL 32536
13-3N-24-0770-0001-0140	Cecil Elmore	1410 Elmore Ln Holt, FL 32564
36-4N-24-1000-000A-0060	Joseph Friends	14145 Greaterpines Blvd Clermont, FL 34711
12-3N-24-055A-0002-0010	Gayle Fredenburgh-Vickers	1418 Texas Pkwy Crestview, FL 32536
11-3N-24-1440-000B-0040	Lynn and Regina Gray	144 Thurston Pl Crestview, FL 32536
19-4N-23-1411-0003-0280	Coastal Palms Partners LLC	145 Country Club Rd Shalimar, FL 32579
18-3N-23-1800-0000-005D	Frederick and Betty Kaucher	1451 US Hwy 90 Crestview, FL 32536
02-3N-24-0067-0000-0510	Jonathan and Cheryl Sagava	147 Old South Dr Crestview, FL 32536
01-3N-24-0000-0001-1330	Kennedy Family Cemetery Foundation Inc	148 Woodlawn Dr Crestview, FL 32536
11-3N-24-1301-000B-0080	Moritz Mallandt	153 Nicole Ln Crestview, FL 32539
11-3N-24-1440-000B-0080	Terry and Jeanine Castleberry	156 Thurston Pl Crestview, FL 32536
06-3N-23-5000-0000-0090	Resident	1575 Texas Pkwy Crestview, FL 32536
06-3N-23-5000-0000-0080	Andrew and Monica Wallace	1577 Texas Pkwy Crestview, FL 32536
06-3N-23-5000-0000-0070	Robert and Teresa Champion	1579 Texas Pkwy Crestview, FL 32536
06-3N-23-5000-0000-0040	Thomas and Miriama Devine	1580 Texas Pkwy Crestview, FL 32536

06-3N-23-5000-0000-0050	Troy and Corinne Celinski	1582 Texas Pkwy Crestview, FL 32536
06-3N-23-5000-0000-0060	Nicole and Anthony Prien	1584 Texas Pkwy Crestview, FL 32536
11-3N-24-1440-000B-0090	Thomas and Linda Hadden	160 Thurston Pl Crestview, FL 32536
07-3N-23-0000-0005-0260	Spyra-US LLC	16105 Chancery Pl Tampa, FL 33613
04-3N-23-0000-0026-0010	Jr Food Stores of West FL	165 Flanders Rd Westborough, MA 01581
12-3N-24-055B-0003-0020	Tanner Cook and Nic Chamberlin and Aletha Chamberlin	166 Rainbow Dr NW Ft Walton Beach, FL 32548
10-4N-23-0000-0019-0050	UD DOT Fed Aviation Admin	1701 Coulmbia Ave Atlanta, GA 30337
27-4N-23-1820-0000-018E	Linc Grant Construction Inc	1702 E James Lee Blvd Crestview, FL 32539
29-4N-23-0000-0008-0010	Nature Lake of NW Florida LLC	17405 Perkins Rd Baton Rouge, LA 70810
06-3N-23-0000-0013-0010	Clifford and Sheryl Hayne	175 Ridge Lake Rd Crestview, FL 32536
11-3N-24-1301-000C-0050	Craig Baker	178 Seneca Trl Crestview, FL 32536
12-3N-24-0000-0031-0010	Stacie Jennings	180 Mary Ln Crestview, FL 32536
11-3N-24-1301-000C-0060	Resident	180 Seneca Trl Crestview, FL 32536
20-4N-23-0000-0004-0000	Richar and Victoria Evans	1800 Hermitage Blvd, Apt 430 Tallahassee, FL 32308
12-3N-24-0200-0000-0080	Barbara Guerra	181 Mary Ln Crestview, FL 32536
11-3N-24-1301-000B-0070	Daniel and Paula Carroll	181 Seneca Trl Crestview, FL 32536
12-3N-24-0000-0031-001A	WL Whitaker	182 Mary Ln Crestview, FL 32536
12-3N-24-0200-0000-0070	Guy and Gina Oakley	183 Mary Ln Crestview, FL 32536

11-3N-24-1301-000B-0060	Amy amd Jerome Gunn	183 Seneca Trl Crestview, FL 32536
12-3N-24-0000-0029-0000	Randolph and Alice Fors	184 Mary Ln Crestview, FL 32536
12-3N-24-0200-0000-0060	Scott and Christina Paczkowski	185 Mary Ln Crestview, FL 32536
11-3N-24-1301-000B-0050	Shawn Williams	185 Seneca Trl Crestview, FL 32536
13-3N-24-1811-0000-010A	Tommy and Deborah Henderson	1855 T W Dr Baker, FL 32531
12-3N-24-0200-0000-0050	Jones Falvorees IV	187 Mary Ln Crestview, FL 32536
29-4N-23-0000-0009-001B	Robert Simons	190 Adams Dr Crestview, FL 32536
11-3N-24-1300-000A-0050	Owner	190 Seneca Trl Crestview, FL 32536
11-3N-24-1301-000B-0030	Michael and Stella Mortimer	191 Seneca Trl Crestview, FL 32536
11-3N-24-1300-000A-0040	James and Rewa Horne	192 Seneca Trl Crestview, FL 32536
31-4N-23-0000-0018-001B	D. Blackmon	198 Jones Rd Crestview, FL 32536
05-3N-23-1000-0000-0LS0	City of Crestview	198 N Wilson St Crestview, FL 32536
36-4N-24-0000-0003-007C	Deborah Stone	199 Port Watson St Cortland, NY 13045
02-3N-24-0067-0000-0470	Gregory and Melissa Carr	200 Kirkwood Run Crestview, FL 32536
07-3N-23-0000-0019-0010	Resident	200 Old Milligan Rd Crestview, FL 32536
12-3N-24-055B-0003-0010	Jared and Crystal Sweeney	201 Brittany Ln Crestview, FL 32536
02-3N-24-0067-0000-0600	Daniel and Lois Tydings	201 Kirkwood Run Crestview, FL 32536
07-3N-23-0000-0019-0020	Superior Petroleum Serv Inc	201 Shell Rd Saraland, AL 36571

12-3N-24-1500-000B-0010	Resident	201 Warrior St Crestview, FL 32536
12-3N-24-055B-0002-0200	Johnny Gutierrez	202 Brittany Ln Crestview, FL 32536
12-3N-24-1500-000C-0120	Jared and Candy Hollingsworth	202 Warrior St Crestview, FL 32536
12-3N-24-055B-0003-0020	Resident	203 Brittany Ln Crestview, FL 32536
12-3N-24-1500-000B-0020	Alexander and Adele Barthe	203 Warrior St Crestview, FL 32536
19-4N-23-1411-0003-0200	Avis Land Ventures LLC	2033 W James Lee Blvd Crestview, FL 32536
12-3N-24-055B-0002-0190	Resident	204 Brittany Ln Crestview, FL 32536
02-3N-24-0067-0000-0490	Khalid and Elizabeth Moussa	204 Kirkwood Run Crestview, FL 32536
12-3N-24-1500-000C-0130	Dustin and Courtney Beck	204 Warrior St Crestview, FL 32536
12-3N-24-055B-0003-0030	Billy and Ann McGraw	205 Brittany Ln Crestview, FL 32536
12-3N-24-1500-000B-0030	Rebecca Wilcox	205 Warrior St Crestview, FL 32536
12-3N-24-1500-000B-0010	Sash Ventures LLC	2055 Deans Landing Dr Lawrenceville, GA 30043
12-3N-24-055B-0002-0180	Clayton and Karla Teboe	206 Brittany Ln Crestview, FL 32536
12-3N-24-1500-000C-0140	Vicolaus and Melissa Eddy	206 Warrior St Crestview, FL 32536
12-3N-24-1500-000B-0040	Resident	207 Warrior St Crestview, FL 32536
12-3N-24-1500-000C-0150	Phillip and Melanie Mathis	208 Warrior St Crestview, FL 32536
02-3N-24-0067-0000-0590	Daran Mason	209 Kirkwood Run Crestview, FL 32536
12-3N-24-1500-000B-0050	Resident	209 Warrior St Crestview, FL 32536

33-4N-23-0000-0057-0090	Erin and Carol Campbell	210 Sandhill Pines Dr Santa Rosa Beach, FL 32459
12-3N-24-1500-000C-0160	Tiffany and David Riffie	210 Warrior St Crestview, FL 32536
02-3N-24-0067-0000-0580	Dorothy Avery and Robin Hoops	211 Kirkwood Run Crestview, FL 32536
12-3N-24-1500-000B-0060	Rodney and Pamela Moore	211 Warrior St Crestview, FL 32536
32-4N-23-0000-0019-0000	VCP Crestview LLC	2110 Powers Ferry Rd, Ste 150 Atlanta, GA 30339
13-3N-24-0770-0001-0170	Joseph and Rebecca Murphy	21150 Chardonnay Dr Silverhill, AL 36576
02-3N-24-0067-0000-0530	Jennifer Peralta and Jo Pereyra	212 Kirkwood Run Crestview, FL 32536
01-3N-24-0000-0001-0060	Talbot Family Trust	212 SW 123rd St Newberry, FL 32669
12-3N-24-1500-000C-0170	Gregory Austin	212 Warrior St Crestview, FL 32536
02-3N-24-0067-0000-0570	Gary and Sue Magnusson	213 Kirkwood Run Crestview, FL 32536
12-3N-24-1500-000B-0070	Brian and Elizabeth Dasch	213 Warrior St Crestview, FL 32536
19-4N-23-0000-0005-0020	Cynthia and Dennis Hall	2131 Lake Silver Rd Crestview, FL 32536
32-4N-23-0000-0020-0000	Crosspoint United Methodist Church	214 Partin Dr Niceville, FL 32578
28-4N-23-0000-0003-0040	Faye Todd	214 Wedgewood Ln Crestview, FL 32536
02-3N-24-0067-0000-0560	Louis and Mary Richard	215 Kirkwood Run Crestview, FL 32536
12-3N-24-1500-000B-0080	Cole and Victoria Nordyke	215 Warrior St Crestview, FL 32536
02-3N-24-0067-0000-0550	Randy and Nikki Thomas	216 Kirkwood Run Crestview, FL 32536
12-3N-24-1500-000C-0190	Charles and Roslyn Baugh	216 Warrior St Crestview, FL 32536

12-3N-24-0800-000A-0030	Sophia and Michael White	217 Paradise Palm Cir Crestview, FL 32536
12-3N-24-1500-000B-0090	Theresa Vannier	217 Warrior St Crestview, FL 32536
12-3N-24-1100-000B-0800	Stephanie Snider	2182 Hagood Loop Crestview, FL 32536
12-3N-24-1100-000B-0810	Michele and Eric Garringer	2184 Hagood Loop Crestview, FL 32536
12-3N-24-1100-000B-0820	Resident	2186 Hagood Loop Crestview, FL 32536
12-3N-24-1100-000B-0830	Resident	2188 Hagood Loop Crestview, FL 32536
12-3N-24-0800-000A-0040	Katherine and Andrew McKeon	219 Paradise Palm Cir Crestview, FL 32536
12-3N-24-1100-000B-0840	Deanna and Leonard Schoenherr	2190 Hagood Loop Crestview, FL 32536
12-3N-24-1100-000B-0850	Ben Areliano and Limon Perez	2192 Hagood Loop Crestview, FL 32536
12-3N-24-0800-000D-0010	Jacob and Danielle Sawyer	220 Paradise Palm Cir Crestview, FL 32536
12-3N-24-0800-000A-0050	Resident	221 Paradise Palm Cir Crestview, FL 32536
12-3N-24-0800-000D-0020	Jason and Misty Busby	222 Paradise Palm Cir Crestview, FL 32536
13-3N-24-1811-0000-010A	Resident	2240 Hwy 90 Crestview, FL 32536
13-3N-24-1811-0000-0070	Resident	2249 James Lee Blvd W Crestview, FL 32536
12-3N-24-0000-0001-0000	Timothy Ray	225 Tacht Club Dr NE Ft Walton Beach, FL 32548
13-3N-24-1810-0000-003A	Katherine Ray and Cynthia Egan	225 Yacht Club Dr NE Ft Walton Beach, FL 32548
13-3N-24-1811-0000-0020	Resident	2269 James Lee Blvd W Crestview, FL 32536
09-4N-23-0000-0001-0020	Daniel Giddens and Marian Smith	2317 Hwy 179 Crayville, FL 32425

12-3N-24-1490-0002-0040	Erma Kolb	2335 Lewis St Crestview, FL 32539
12-3N-24-1490-0002-0030	Isabel Gray	2337 Lewis St Crestview, FL 32539
12-3N-24-1490-0003-0030	Christopher Montgomery	2338 Lewis St Crestview, FL 32539
12-3N-24-1490-0003-0010	Resident	2342 Lewis St Crestview, FL 32539
13-3N-24-1810-0000-003A	Resident	2349 James Lee Blvd W Crestview, FL 32536
13-3N-24-1810-0000-007B	Resident	2350 James Lee Blvd W Crestview, FL 32536
12-3N-24-0660-0002-0010	Resident	2352 Hill Dr Crestview, FL 32536
12-3N-24-0660-0003-0030	Jesse and Carey Jaynes	2352 Susan Dr Crestview, FL 32536
12-3N-24-0660-0003-0040	Resident	2354 Susan Dr Crestview, FL 32536
12-3N-24-0660-0002-0160	Darci and Joshua Lynch	2357 Susan Dr Crestview, FL 32536
12-3N-24-0660-0002-0060	JRW Investments LLC	2358 Hill Dr Crestview, FL 32536
12-3N-24-0660-0001-0030	Resident	2359 Hill Dr Crestview, FL 32536
12-3N-24-0660-0002-0140	James Lobue	2361 Susan Dr Crestview, FL 32536
02-3N-24-0067-0000-0540	Allen and Jennifer Arey	238 Merrill Dr Milton, FL 32570
29-4N-23-1400-0000-0CA0	Nature Lake of NW Florida LLC	24 Walter Marting Rd NE, Ste 201 Ft Walton Beach, FL 32548
31-4N-23-3120-0000-0520	Michael Stephens	2402 Mill Run Dr Crestview, FL 32536
31-4N-23-3120-0000-0530	Resident	2403 Mill Run Dr Crestview, FL 32536
30-4N-23-0000-0007-0000	Richard McDaniel	2430 Taylor Rd Crestview, FL 32536

30-4N-23-1200-0000-0190	Emonds and Valarie Kelly	2442 Dakota Wy Crestview, FL 32536
30-4N-23-0000-0005-0000	Cheryl Morris	2494 Taylor Rd Crestview, FL 32536
30-4N-23-0000-0002-0010	Resident	2497 Taylor Rd Crestview, FL 32536
19-4N-23-1411-0003-0120	Dillon Butcher	2500 S Lakeview Dr Crestview, FL 32536
30-4N-23-0000-0004-0070	William and Beth Bryant	2500 Taylor Rd Crestview, FL 32536
01-3N-24-0000-0001-005A	Andrew and Patricia Coston	2500 W 18th St Panama City, FL 32405
32-4N-23-1200-000C-0020	John and Hyon Newman	2501 Chinook Dr Crestview, FL 32536
19-4N-23-1411-0003-0130	Dennis and Ashley Barnett	2502 South Lakeview Dr Crestview, FL 32536
32-4N-23-1200-000D-0020	Michael and Elise Januleski	2504 Chinook Dr Crestview, FL 32536
19-4N-23-1411-0003-0140	John and Hope Misiewicz	2504 South Lakeview Dr Crestview, FL 32536
19-4N-23-1411-0002-0140	Chester Bates	2505 S Lakeview Dr Crestview, FL 32536
19-4N-23-0000-0007-001A	Jacqueline Fenoff	2507 Lake Silver Rd Crestview, FL 32536
19-4N-23-0000-0007-0010	Shirley and Jack Dollar	2509 Lake Silver Rd Crestview, FL 32536
19-4N-23-1411-0002-0170	William and Isabel Treadway	2509 S Lakeview Dr Crestview, FL 32536
30-4N-23-0000-0004-0080	Jason and Rachel Russell	2510 Taylor Rd Crestview, FL 32536
30-4N-23-0000-0002-0010	Edna and Charles Aultman	2522 Lake Silver Rd Crestview, FL 32536
30-4N-23-0000-0002-0000	Debra Haan and Scott Mixon	2528 Lake Silver Rd Crestview, FL 32536
30-4N-23-0000-0004-0060	Charles Scroggins	2530 Taylor Rd Crestview, FL 32536

19-4N-23-0000-0005-0010	Coastal Palms Partners LLC	2531 South Lakeview Dr Crestview, FL 33536
30-4N-23-0000-0004-0010	Justin and Kimberly Enders	2531 Taylor Rd Crestview, FL 32536
30-4N-23-1200-0000-0170	D R Horton Inc	25366 Profit Dr Daphne, AL 36526
30-4N-23-0000-0004-001A	Albert Bell	2537 Taylor Rd Crestview, FL 32536
30-4N-23-0000-0004-0000	John and Katherine Fleming	2540 Taylor Rd Crestview, FL 32536
02-3N-24-0065-0000-0460	Resident	2546 Taylor Rd Crestview, FL 32536
30-4N-23-0000-0003-0050	K & V Enterprises LLC	2567 Taylor Rd Crestview, FL 32536
25-4N-24-0000-0007-002D	Robert and H. Camp	257 Gholdston Dr Dayton, TN 37321
28-4N-23-0000-0006-0010	Robert Blanchard	26 Warwick Dr Shalimar, FL 32579
30-4N-23-1000-000D-0030	John and Saradabai Burgess	2604 Butterfly Alley Crestview, FL 32536
29-4N-23-0000-0009-006A	Michael Waterman	2605 Lake Silver Rd Crestview, FL 32536
30-4N-23-1000-000D-0040	David and Kimberley Johnston	2606 Butterfly Alley Crestview, FL 32536
30-4N-23-1000-000D-0050	Oliver and Mary Kahler	2608 Butterfly Alley Crestview, FL 32536
30-4N-23-0000-0001-0040	Paul Moritz	2612 Lake Silver Rd Crestview, FL 32536
30-4N-23-1000-000D-0080	James Reynolds	2614 Butterfly Alley Crestview, FL 32536
30-4N-23-1000-000D-0090	Tim Tarpley	2616 Butterfly Alley Crestview, FL 32536
30-4N-23-0000-0003-0020	Jeffrey and Jody Wait	2618 Lake Silver Rd Crestview, FL 32536
30-4N-23-0000-0003-0080	Keith and Barbara Brooks	2622 Lake Silver Rd Crestview, FL 32536

11-3N-24-1441-000C-0030	David and Beth Benedele	2631 London Ln Shiloh, IL 62221
12-3N-24-0800-000F-0090	Resident	264 Paradise Palm Cir Crestview, FL 32536
29-4N-23-0000-0006-006A	Robert and Amber Gillis	2640 Cricket Ln Crestview, FL 32536
29-4N-23-0000-0006-0000	Joseph and Rachel McDuffie	2648 Cricket Ln Crestview, FL 32536
29-4N-23-0000-0006-0060	Sarah Glesenkamp and Jonathan Stephens	2650 Cricket Ln Crestview, FL 32536
12-3N-24-0800-000F-0100	Aaron and Amber Ferguson	266 Paradise Palm Cir Crestview, FL 32536
12-3N-24-0800-000B-0010	Stephen and Emili Summers	269 Paradise Palm Cir Crestview, FL 32536
29-4N-23-0000-0007-0020	Alicia Humphrey	2700 Ruby Ridge Rd Crestview, FL 32536
29-4N-23-0000-0009-0060	Andrew and Dejah Anderson	2705 Ruby Ridge Rd Crestview, FL 32536
12-3N-24-0800-000B-0020	Stanley and Jamia Hampton	271 Paradise Palm Cir Crestview, FL 32536
12-3N-24-0800-000B-0030	Anthony and Erin Dewolfe	273 Paradise Palm Cir Crestview, FL 32536
31-4N-23-0000-0013-0060	Jillian Clark	275 Edgewood Ln Crestview, FL 32539
12-3N-24-0800-000C-0010	Jillian and Riccarrdo Young	275 Paradise Palm Cir Crestview, FL 32536
11-3N-24-1441-000E-0240	Larry and Martha Kried	2765 Oakridge Ln East Point, GA 30344
12-3N-24-0800-000C-0020	Lacy Wright	277 Paradise Palm Cir Crestview, FL 32536
12-3N-24-0800-000C-0030	Brian Martinez and Raquel Cammuse	279 Paradise Palm Cir Crestview, FL 32536
25-4N-24-0000-0007-001A	Toolan Development Inc	2797 Phil Tyner Rd Crestview, FL 32536
28-4N-23-0000-0011-0120	Nathan and Lauren Price	2801 Hogan Ln Crestview, FL 32539

12-3N-24-0800-000C-0040	Dane and Tara Brinkler	281 Paradise Palm Cir Crestview, FL 32536
17-4N-23-0000-0001-0040	Holman Living Trust	283 Adams Ln Orange Park, FL 32003
12-3N-24-0800-000C-0050	Shelina Taylor	283 Paradise Palm Cir Crestview, FL 32536
12-3N-24-0800-000C-0060	Haime and Ashli Hipolito	285 Paradise Palm Cir Crestview, FL 32536
31-4N-23-0000-0019-0030	Timothy Mallory and T L Martin	2850 Lake Silver Rd Crestview, FL 32539
28-4N-23-0000-0010-0000	Myron Currie	2860 S Stae Hwy 161 #104 Grand Prairie, TX 75052
32-4N-23-2233-000A-0030	Allen and Dorothy Chatterton	2865 Rhett Dr Beavercreek, OH 45434
12-3N-24-0800-000C-0070	Timothy and Rebecca Henry	287 Paradise Palm Cir Crestview, FL 32536
28-4N-23-0000-0011-0100	Resident	2883 Silverhill Rd Crestview, FL 32536
12-3N-24-0800-000C-0080	Todd Shedlock	289 Paradise Palm Cir Crestview, FL 32536
12-3N-24-0800-000C-0090	Liza and Lori Guzewich	291 Paradise Palm Cir Crestview, FL 32536
28-4N-23-0000-0009-0000	Barbara O'Connor	2952 Adams Rd Crestview, FL 32536
28-4N-23-0000-0005-0010	Jeffrey and Tammy Dahlgren	2953 Adams Rd Crestview, FL 32536
28-4N-23-0000-0006-0010	Resident	2957 Adams Rd Crestview, FL 32236
12-3N-24-0000-0004-006A	Stephen and Anna McCosker	296 Sioux Cir Crestview, FL 32536
28-4N-23-0000-0006-0000	Matthew Noel	2961 Adams Rd Crestview, FL 32536
13-3N-24-1810-0000-007B	Daniel and Brenda Fleming	3 Carl Brandt Shalimar, FL 32579
05-3N-23-1000-0000-0010	Adams Homes of NW FL Inc	3000 Gulf Breeze Pkwy Gulf Breeze, FL 32563

27-4N-23-1820-0000-015B	Thelma Sowell	3003 Adams Rd Crestview, FL 32536
32-4N-23-0000-0027-001A	BMH LLC	301 S Ferdon Blvd, Ste A Crestview, FL 32536
12-3N-24-055B-0001-0310	Kris McClure	301 Springwood Cir Crestview, FL 32536
12-3N-24-0800-000D-0150	Herman McDonald	301 Windmill Wy Crestview, FL 32536
27-4N-23-1820-0000-015A	Resident	3013 Adams Rd Crestview, FL 32536
12-3N-24-0000-0007-0000	BCC Okaloosa County	302 N Wilson St, Ste 203 Crestview, FL 32536
12-3N-24-0000-0004-003A	John Hostillo Heirs	302 Sioux Cir Crestview, FL 32536
12-3N-24-055B-0003-0200	Michael Cranford and Joy Bartlett	302 Springwood Cir Crestview, FL 32536
12-3N-24-1500-000C-0260	Andres Grisales and Sarah Cortes	302 Trinidad Ct Crestview, FL 32536
12-3N-24-0800-000E-0010	Anthony and Katenna Edwards	302 Windmill Wy Crestview, FL 32536
27-4N-23-1820-0000-013A	Joseph and Nellie Kearley	3023 Adams Rd Crestview, FL 32536
27-4N-23-1820-0000-015A	Kearley Family Trust	3023 Adams Rd Crestview, FL 32536
27-4N-23-1820-0000-0170	Roger and Mary Stephens	3024 Adams Rd Crestview, FL 32536
12-3N-24-055B-0001-0300	Resident	303 Springwood Cir Crestview, FL 32536
12-3N-24-0800-000D-0140	Anquan and Karen Lee	303 Windmill Wy Crestview, FL 32536
27-4N-23-1820-0000-0120	Thomas Kearly	3031 Adams Rd Crestview, FL 32536
27-4N-23-1820-0000-018B	Ghage Walker	3032 Adams Rd Crestview, FL 32536
12-3N-24-0000-0004-000A	Lawrence and Traci Medlock	304 Sioux Cir Crestview, FL 32536

12-3N-24-055B-0003-0190	Stephen and Teresa Lewis	304 Springwood Cir Crestview, FL 32536
12-3N-24-1500-000C-0250	Nicholas and Amanda Gonzalez	304 Trinidad Ct Crestview, FL 32536
12-3N-24-0800-000E-0020	Bruce and Carla Schreiber	304 Windmill Wy Crestview, FL 32536
12-3N-24-055B-0001-0290	Jessi and James Cooper	305 Springwood Cir Crestview, FL 32536
15-4N-23-0000-0005-0000	DW's Sitework LLC	3050 Log Cabin Ln Crestview, FL 32539
27-4N-23-1821-000A-0130	Kevin and Mary Voyles	3057 Auburn Rd Crestview, FL 32539
12-3N-24-055B-0003-0180	Mark Lebel and Won Kyong	306 Springwood Cir Crestview, FL 32536
12-3N-24-1500-000C-0240	Donald and Brianna Smith	306 Trinidad Ct Crestview, FL 32536
12-3N-24-1500-000C-0230	Kellie and Daniel Higgins	308 Trinidad Ct Crestview, FL 32536
12-3N-24-055A-0001-0010	Watts Properties LLC	308 W James Lee Blvd Crestview, FL 32536
12-3N-24-0660-0002-0060	JRW Investments LLC	308 W James Lee Blvd Crestview, FL 32536
15-4N-23-0000-0001-005E	Susan Hollingshead	3086 Aplin Rd Crestview, FL 32539
12-3N-24-1500-000C-0200	Zachary and Jennifer Nordstrom	309 Trinidad Ct Crestview, FL 32536
31-4N-23-0000-0015-0040	Auburn Water Systems Inc	3097 Locke Ln Crestview, FL 32536
02-3N-24-0065-0000-0060	Cassady Homes Corporation	310 Centennial Ct Crestview, FL 32536
36-4N-24-1000-000A-0050	Daniel and Beverly Holmes	313 Antiqua Wy Niceville, FL 32578
29-4N-23-0000-0007-0030	Curtis and Dorothy Bolton	3138 Forest Ave Crestview, FL 32539
31-4N-23-3120-0000-0530	Lella Rogers Life Trust	3144 Lost Creek Dr Crestview, FL 32533

07-3N-23-0000-0005-012A	Thomas and Barbara Gordon	3182 E James Lee Blvd Crestview, FL 32536
29-4N-23-0000-0009-001A	Danielle Clegg	320 Camborne Pl Pensacola, FL 32506
05-3N-23-0000-0006-0010	Ann Hatcher	320 Powell Dr Crestview, FL 32536
06-3N-23-0000-0012-0000	Benjamin White	325 Jones Rd Crestview, FL 32536
13-3N-24-0480-0000-0020	Evelyn Lowe	33 Carl Brandt Dr Shalimar, FL 32536
12-3N-24-0660-0003-0040	Ethaniel Foreman	371 Hwy 1883 Defuniak Springs, FL 32433
12-3N-24-0000-0020-0000	Crestview Housing Dev Corp	371 W Hickory Ave Crestview, FL 32536
01-3N-24-0000-0001-0650	Kenneth and Jacqueline Windsor	3741 Crossing Creek Blvd St Cloud, FL 34772
31-4N-23-0000-0010-0000	Johnnie Jordan	3842 Mediterranean Ct Jacksonville, FL 32223
27-4N-23-1820-0000-016A	Anne Rowell	3880 Throne Ct Milton, FL 32583
11-3N-24-0000-0001-0060	Eric Tauscher and B Williamson	3958 Painter Branch Rd Crestview, FL 32539
02-3N-24-0000-0004-001A	Laurie and Patrick Hutchison	40 Lindley Rd Crestview, FL 32536
04-3N-23-0000-0026-0020	Colonial Mart LTC	40 NE Loop 410, Ste 607 San Antonio, TX 78216
12-3N-24-0800-000E-0120	Ida Henson Life Estate	401 Pendo Pl Crestview, FL 32536
12-3N-24-0800-000F-0010	Brandi and Jeremy Smith	402 Pendo Pl Crestview, FL 32536
12-3N-24-0800-000E-0110	Charles and Arin Johnston	403 Pendo Pl Crestview, FL 32536
28-4N-23-0000-0006-0020	Valor Property Group LLC	404 Green Oak Ln Niceville, FL 32578
12-3N-24-0800-000F-0020	Thomas and Katelyn Miller	404 Pendo Pl Crestview, FL 32536

15-4N-23-0000-0001-005C	Laurel Hill Farm LLC	4073 Indian Bayou North Destin, FL 32541
11-3N-24-1301-0000-0RA0	City of Crestview	409 Onida Trl Crestview, FL 32536
29-4N-23-0000-0009-0020	Ray Currie	411 Barnes St Opp, AL 36467
07-3N-23-0000-0001-0000	Legacy Place of Crestview LLC	42 Business Center Dr, Ste 101 Miramar Beach, FL 32550
33-4N-23-0000-0056-0000	Big Boss Stores LLC	42 Business Centre Dr, Unit 101 Miramar Beach, FL 32550
17-4N-23-0000-0001-0020	HTL Family LTD PTR	4229 Hwy 90 Pace, FL 32571
06-3N-23-0000-0014-0000	School Board Okaloosa County	425 Adams Dr Crestview, FL 32536
12-3N-24-0800-000A-0010	CJL Construction LLC	4367 Cooper Ln Holt, FL 32564
31-4N-23-5225-0000-0030	Timothy Rice	4578 Davis Ln Crestview, FL 32539
11-3N-24-1441-000E-0230	Jared Kujala	4613 Live Oak Church Rd Crestview, FL 32539
11-3N-24-1301-000C-0060	Luis and Maria Marin	4653 NW 94th Pl Doral, FL 33178
02-3N-24-0000-0001-0000	Paul Cassady	4737 Live Oak Church Rd Crestview, FL 32539
09-4N-23-0000-0003-0000	Nelda Fleming	4757 Antioch Rd Crestview, FL 32536
07-3N-23-0000-0005-0090	Carol Johnson	5 Pandora St Crestview, FL 32536
32-4N-23-0000-0029-0020	RL Prop 2012-1 LLC	501 Commendencia St Pensacola, FL 32502
11-3N-24-0000-0001-0190	Stephen Shell	501 Panferio Dr Gulf Breeze, FL 32561
31-4N-23-3120-0000-0040	Michael Buckingham	510 Calhoun Ave Destin, FL 32541

12-3N-24-1100-000B-0820	Megan and Andrew Douglass and Lorraine and Charles Boche	5132 Whitehurst Ln Crestview, FL 32539
12-3N-24-055B-0002-0190	Brian Williams	5134 Dunedin St Crestview, FL 32539
18-3N-23-2640-0001-0020	George Day	518 Chetola Trl Townsend, TN 37882
30-4N-23-0000-0010-003A	Mary and Allen Grandstaff	519 Pocahontas Dr Ft Walton Beach, FL 32536
12-3N-24-0660-0001-0010	Sherman and Nora Wheeler	5254 Wheeler Ln Holt, FL 32564
13-3N-24-1810-0000-002D	AAA Economy Fence Inc	5395 Old Bethel Rd Crestview, FL 32536
11-3N-24-0000-0001-022A	David and Cathy Roy	5400 Blackfoot Trl Crestview, FL 32536
11-3N-24-0000-0001-000A	Daniel and Christine Cleek	5403 Blackfoot Trl Crestview, FL 32536
13-3N-24-1810-0000-002A	Crestview Wholesale Bldg	5403 Old Bethel Rd Crestview, FL 32536
12-3N-24-0000-0035-0000	Evelynne Moore	5404 Old Bethel Rd Crestview, FL 32536
12-3N-24-0000-0020-0000	Crestview Housing Dev Corp	5405 Malcom Tucker Ave A & B Crestview, FL 32536
12-3N-24-0700-0000-0020	Crestview Housing Dev Corp	5413 Malcom Tucker Ave A & B Crestview, FL 32536
12-3N-24-0700-0000-0030	Crestview Housing Dev Corp	5415 Malcom Tucker Ave A & B Crestview, FL 32536
12-3N-24-0700-0000-0040	Crestview Housing Dev Corp	5417 Malcom Tucker Ave A & B Crestview, FL 32536
12-3N-24-0000-0025-0030	Resident	5423 Old Bethel Rd Crestview, FL 32536
12-3N-24-0000-0033-0000	Christopher Burgess	5424 Old Bethel Rd Crestview, FL 32536
12-3N-24-0000-0025-0000	Resident	5427 Old Bethel Rd Crestview, FL 32536

12-3N-24-0000-0031-0000	Juanita and Lloyd Goodwin	5428 Old Bethel Rd Crestview, FL 32536
12-3N-24-0000-0009-0000	Edna Wilkinson	5433 Old Bethel Rd Crestview, FL 32536
12-3N-24-0000-0031-001B	Rachelle Dugan	5435 Old Bethel Rd Crestview, FL 32536
12-3N-24-0000-0009-0010	Cynthia Willis	5437 Old Bethel Rd Crestview, FL 32536
12-3N-24-0000-0027-0000	Henry Senterfitt	5446 Old Bethel Rd Crestview, FL 32536
12-3N-24-0000-0028-0000	Earnest Davis	5450 Old Bethel Rd Crestview, FL 32536
12-3N-24-0660-0003-0010	Victory Baptist Church of Crestview	5451 Old Bethel Rd Crestview, FL 32536
12-3N-24-0660-0002-0030	JRW Investments LLC	5457 Old Bethel Rd Crestview, FL 32536
12-3N-24-0660-0001-0010	Resident	5461 Old Bethel Rd Crestview, FL 32536
12-3N-24-0000-0007-0000	BCC Okaloosa County	5479 Old Bethel Rd Crestview, FL 32536
12-3N-24-0000-0010-0000	Glenda Botette	5497 Old Bethel Rd Crestview, FL 32536
01-3N-24-0000-0001-0460	Armphy Galloway Trust	55 Lakeshore Dr Shalimar, FL 32579
12-3N-24-0000-0010-0010	Sandra and Robert Cooney	5501 Old Bethel Rd Crestview, FL 32536
12-3N-24-1490-0002-0010	New Life Korean Church Inc	5502 Old Bethel Rd Crestview, FL 32539
11-3N-24-1440-000C-0010	John and Susuan Colby	5505 Kiowa Pass Crestview, FL 32536
11-3N-24-0000-0001-004A	Aaron and Renae Benson	5510 Grants Pass Crestview, FL 32536
11-3N-24-1441-000C-0030	Resident	5517 Kiowa Pass Crestview, FL 32536
11-3N-24-1441-000E-0220	Rocky and Rachel Hudson	5519 Royal St Crestview, FL 32536

11-3N-24-0000-0001-004D	Dillis and Pamela Frazier	5520 Grants Pass Crestview, FL 32536
11-3N-24-1441-000C-0040	Michael and Bonnie Dees	5525 Kiowa Pass Crestview, FL 32536
11-3N-24-1441-000C-0060	Keith and Nicole Gray	5534 Sam Carver Rd Crestview, FL 32536
11-3N-24-1441-000E-0110	Leah and Colton Young	5543 Algonquin Pl Crestview, FL 32536
11-3N-24-1441-000E-0120	Lance and Michelle Noell	5547 Algonquin Pl Crestview, FL 32536
11-3N-24-1441-000E-0130	Kelly and Judy Colton	5551 Algonquin Pl Crestview, FL 32536
11-3N-24-1441-000E-0140	Elaine and Robert Mantle	5553 Algonquin Pl Crestview, FL 32536
11-3N-24-1441-000E-0210	Anne Spies	5554 Algonquin Pl Crestview, FL 32536
12-3N-24-0000-0004-0010	Resident	5559 Old Bethel Rd Crestview, FL 32536
11-3N-24-1441-000E-0160	Ryan and Rosemary Frizzell	5561 Algonquin Pl Crestview, FL 32536
11-3N-24-1441-000E-0200	Owner	5562 Algonquin Pl Crestview, FL 32536
11-3N-24-1441-000E-0170	Samuel and Barbara Henderson	5563 Algonquin Pl Crestview, FL 32536
02-3N-24-0067-0000-0520	Genia Gartman	5571 Mount Olive Rd Crestview, FL 32539
12-3N-24-0000-0004-001A	Cheryl and Jeffrey Robbins	5572 Old Bethel Rd Crestview, FL 32536
12-3N-24-0000-0004-002A	Jason and Misty Patterson	5588 Old Bethel Rd Crestview, FL 32536
12-3N-24-0000-0004-0020	Ofelia and Terry Haney	5604 Old Bethel Rd Crestview, FL 32536
01-3N-24-0000-0001-1290	Herbert Brown and Bianca Gedeon	5630 Old Bethel Rd Crestview, FL 32536
01-3N-24-0000-0001-001A	Lana Holloway	5639 Old Bethel Rd Crestview, FL 32536

01-3N-24-0000-0001-1030	Theodore and Charlotte Dunkle	5642 Old Bethel Rd Crestview, FL 32536
01-3N-24-0000-0001-0010	Garrett Cole	5643 Old Bethel Rd Crestview, FL 32536
01-3N-24-0000-0001-034B	Donnie and Joye Lane	5644 Old Bethel Rd Crestview, FL 32536
01-3N-24-0000-0001-0340	Terry Hill and Anchale Tongsri	5652 Old Bethel Rd Crestview, FL 32536
01-3N-24-0000-0001-0020	Resident	5655 Old Bethel Rd Crestview, FL 32536
01-3N-24-0000-0001-034A	Michael and Georgette Morgan	5662 Old Bethel Rd Crestview, FL 32536
01-3N-24-0000-0001-0030	Dimitrios Gioglis	5663 Old Bethel Rd Crestview, FL 32536
01-3N-24-0000-0001-0040	Frances Davis and Frank Sapp	5667 Old Bethel Rd Crestview, FL 32536
01-3N-24-0000-0001-033A	Clarence and Terri Messersmith	5670 Old Bethel Rd Crestview, FL 32536
01-3N-24-0000-0001-0330	Nicky and Brodbeck Basinger	5674 Old Bethel Rd Crestview, FL 32536
01-3N-24-0000-0001-0380	Matthew and Jennifer Wayman	5686 Old Bethel Rd Crestview, FL 32536
01-3N-24-0000-0001-0050	Virginia Dullin	5687 Old Bethel Rd Crestview, FL 32536
01-3N-24-0000-0001-005C	Raymond and Jessica Banks	5691 Old Bethel Rd Crestview, FL 32536
01-3N-24-0000-0001-0390	Joseph Hayes	5694 Old Bethel Rd Crestview, FL 32536
01-3N-24-0000-0001-006B	Otis Stafford	5695 Old Bethel Rd Crestview, FL 32536
01-3N-24-0000-0001-0570	James Croussore	5697 Seminole Dr Crestview, FL 32536
01-3N-24-0000-0001-0460	Resident	5698 Old Bethel Rd Crestview, FL 32536
01-3N-24-0000-0001-0480	Timothy and Deborah Hullion	5698 Seminole Dr Crestview, FL 32536

33-4N-23-0000-0056-0000	Resident	5701 Hwy 85 N Crestview, FL 32539
01-3N-24-0000-0001-006A	Lendell Parker	5701 Old Bethel Rd Crestview, FL 32536
01-3N-24-0000-0001-040A	James and Carolyn Ward	5702 Old Bethel Rd Crestview, FL 32536
01-3N-24-0000-0001-0070	Edeltraut Oehler	5725 Old Bethel Rd Crestview, FL 32536
01-3N-24-0000-0001-007B	Shawn and Seraph Chase	5727 Old Bethel Rd Crestview, FL 32536
01-3N-24-0000-0001-007C	Robert and Linda Knox	5731 Old Bethel Rd Crestview, FL 32536
01-3N-24-0000-0001-0970	Susan and Arseneau Harrell	5732 Old Bethel Rd Crestview, FL 32536
06-3N-23-0000-0008-0000	Edith Hilburn (Life Estate)	5736 Normandy Rd Crestview, FL 32536
01-3N-24-0000-0001-0490	Wilfred and Paczkowski Benoit	5782 Old Bethel Rd Crestview, FL 32536
01-3N-24-0000-0001-054A	Betty and Jack Burge Trust	5783 Old Bethel Rd Crestview, FL 32536
01-3N-24-0000-0001-0550	Robert and Loraine Smith	5795 Old Bethel Rd Crestview, FL 32536
36-4N-24-0000-0001-0010	Resident	5798 Ward Ranch Rd Crestview, FL 32536
01-3N-24-0000-0001-0500	Simon Parker	5802 Old Bethel Rd Crestview, FL 32536
01-3N-24-0000-0001-0630	Michael and Patricia Black	5805 Old Bethel Rd Crestview, FL 32536
36-4N-24-0000-0003-007E	Barbara Corey	5806 Old Bethel Rd Crestview, FL 32536
32-4N-23-0000-0027-0040	Raul and Samantha Garcia	5811 Roberts Rd Crestview, FL 32536
36-4N-24-0000-0003-007F	Resident	5812 Old Bethel Rd Crestview, FL 32536
32-4N-23-0000-0027-001A	Resident	5813 Roberts Rd Crestview, FL 32536

36-4N-24-0000-0003-007D	Jean Fuller	5816 Old Bethel Rd Crestview, FL 32536
32-4N-23-0000-0027-001B	Preston and Mavis House	5817 Roberts Rd Crestview, FL 32536
36-4N-24-0000-0003-007C	Resident	5818 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0003-0000	Phil-Dirt Industries Inc	5820 Phil-Dirt Rd Crestview, FL 32536
36-4N-24-0000-0003-0100	Abraham and Sandra Douglas	5821 Old Bethel Rd Crestview, FL 32536
36-4N-24-0000-0003-007A	Karen Larson and George Hays	5822 Old Bethel Rd Crestview, FL 32536
36-4N-24-0000-0003-0010	Paula Parker and Lisa Jernigan and Ronnie Stewart	5825 Old Bethel Rd Crestview, FL 32536
36-4N-24-0000-0003-007B	Tricia Ferrufino	5826 Old Bethel Rd Crestview, FL 32536
33-4N-23-0000-0057-0070	Roxan and Sammy Carte	5829 Friendship Ln Crestview, FL 32536
36-4N-24-0000-0003-0060	Robert Mayer	5830 Old Bethel Rd Crestview, FL 32536
32-4N-23-2233-000B-0060	William and Gloria Erb	5831 Buckskin Ct Crestview, FL 32536
32-4N-23-2233-000B-0040	Thomas Montgomery	5832 Buckskin Ct Crestview, FL 32536
32-4N-23-2233-000A-0020	Waldemar Rentas-Munoz	5832 Hunting Meadows Dr Crestview, FL 32536
32-4N-23-2233-000B-0070	Resident	5833 Buckskin Ct Crestview, FL 32536
32-4N-23-2233-000B-0020	Robert and Carolyn Tarpley	5833 Hunting Meadows Dr Crestview, FL 32536
36-4N-24-0000-0003-0040	Michael Hinson	5833 Old Bethel Rd Crestview, FL 32536
36-4N-24-0000-0003-0120	Larry Pitts and P Huguette	5834 Old Bethel Rd Crestview, FL 32536
36-4N-24-0000-0003-0030	Robert and Naomi Dugan	5835 Old Bethel Rd Crestview, FL 32536

32-4N-23-2233-000A-0030	Resident	5836 Calumet Ct Crestview, FL 32536
32-4N-23-2233-000B-0030	Sdell and Delois Johnson	5837 Saratoga Dr Crestview, FL 32536
32-4N-23-2233-000A-0040	Suzanne and Jon McLeod	5838 Calumet Ct Crestview, FL 32536
36-4N-24-0000-0003-0020	Wayne and Patricia Behm	5838 Old Bethel Rd Crestview, FL 32536
36-4N-24-0000-0003-0090	Larry and Donna Forbes	5842 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0003-0070	Adam Hargis	5845 Bethelridge Cir Crestview, FL 32536
36-4N-24-0000-0003-0110	Michael and Melissa Strombelline	5845 Stacy Ln Crestview, FL 32536
31-4N-23-5225-0000-0040	David and Teresa Brim	5846 Antler Wy Crestview, FL 32536
36-4N-24-0000-0003-007F	Andrea Vida	5847 23rd St Fort Belvoir, VA 55060-5833
31-4N-23-5225-0000-0270	Tony Day	5847 Antler Wy Crestview, FL 32536
31-4N-23-5225-0000-0030	Resident	5850 Antler Wy Crestview, FL 32536
31-4N-23-5225-0000-0280	Lela Lobingler	5851 Antler Wy Crestview, FL 32536
31-4N-23-5225-0000-0020	Jose and Christina Banda	5854 Antler Wy Crestview, FL 32536
31-4N-23-0000-0005-002A	Resident	5855 Oak Hill Rd Crestview, FL 32536
31-4N-23-0000-0012-0020	Joshua Ward	5860 Staff Rd Crestview, FL 32536
36-4N-24-0000-0003-0000	Pamela and Deaira Smith	5876 Ward Ranch Rd Crestview, FL 32536
36-4N-24-0000-0001-0010	Ward Family Ranch LLC	5900 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0012-0010	Larry and Lawanna Caskey	5903 Old Bethel Rd Crestview, FL 32536

32-4N-23-1200-000A-0030	Robert and Elizabeth Frazier	5904 Wind Trace Rd Crestview, FL 32536
32-4N-23-1200-000A-0040	Jerry and Aida Cloud	5906 Wind Trace Rd Crestview, FL 32536
31-4N-23-0000-0022-0110	Carolle Ledlow and F Andrews	5909 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0009-0000	Frederick and Margie Jordan	5912 Oak Hill Rd Crestview, FL 32536
31-4N-23-0000-0009-0080	Dawn Jordan	5912 Oak Hill Rd Crestview, FL 32536
32-4N-23-1200-000B-0020	Jeffrey and Janel Moore	5914 Wind Trace Rd Crestview, FL 32536
31-4N-23-0000-0022-0090	Mark and Connie Sweetland	5917 Old Bethel Rd Crestview, FL 32536
32-4N-23-1200-000C-0180	Michele and Tracy Shelton	5919 Wind Trace Rd Crestview, FL 32536
31-4N-23-0000-0022-0100	Harold and Sherry Fowler	5921 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0015-0060	Stephen and Darlene Cooper	5921 Staff Rd Crestview, FL 32536
31-4N-23-0000-0015-0030	Resident	5930 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0015-0070	Charles Brown	5931 Staff Rd Crestview, FL 32536
31-4N-23-3120-0000-0340	Savannah and James Sheffield	5938 Creekside Cir Crestview, FL 32536
31-4N-23-3120-0000-0350	Melissa and Ross Kidd	5940 Creekside Cir Crestview, FL 32536
31-4N-23-0000-0015-003A	Janet and Jeffrey Turner	5940 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0015-0020	Connie Joyce	5941 Staff Rd Crestview, FL 32536
31-4N-23-3120-0000-0360	Paul and Susan Pronovost	5942 Creekside Cir Crestview, FL 32536
31-4N-23-0000-0009-0040	Susan McDaniel	5942 Oak Hill Rd Crestview, FL 32536

31-4N-23-3120-0000-0370	Jeffrey and Lillian Meyers	5944 Creekside Cir Crestview, FL 32536
31-4N-23-0000-0015-0010	Yolonda Lewis	5947 Staff Rd Crestview, FL 32536
31-4N-23-0000-0010-0010	Olivia Evans	5948 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0010-0020	Brian and Sonja Johnson	5952 Old Bethel Rd Crestview, FL 32536
32-4N-23-1200-000D-0110	Giuseppe Vitagliano	5955 Wind Trace Rd Crestview, FL 32536
31-4N-23-0000-0010-0000	Resident	5956 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0015-001B	Brett Phillips	5957 Staff Rd Crestview, FL 32536
31-4N-23-0000-0009-0060	Scott Jordan	5960 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0018-0070	Faafetai and Anne Apisal	5961 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0004-0000	Real and Maureen Marcotte	5965 Oak Hill Rd Crestview, FL 32536
31-4N-23-0000-0009-0080	Resident	5966 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0015-001A	Gladys and Roper Bournique	5967 Staff Rd Crestview, FL 32536
31-4N-23-5225-0000-0010	Morgan Werlitz	5969 Old Bethel Rd Crestview, FL 32536
31-4N-23-5225-0000-0290	Albert Dutzman	5973 Old Bethel Rd Crestview, FL 32536
31-4N-23-5225-0000-0300	Donna Roberts	5975 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0013-001A	Resident	5975 Staff Rd Crestview, FL 32536
31-4N-23-0000-0013-0040	Charles and Emily Castille	5976 Staff Rd Crestview, FL 32536
31-4N-23-0000-0013-0010	Scott Stegway	5977 Staff Rd Crestview, FL 32536

31-4N-23-3120-0000-0330	Derek Robinson	5978 Creekside Cir Crestview, FL 32536
31-4N-23-0000-0009-0020	Resident	5978 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0013-001C	Benjamin and Kandice Watson	5979 Staff Rd Crestview, FL 32536
31-4N-23-0000-0018-001A	James and Kathleen Wilhelm	5981 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0013-001D	James and Hannah Hoy	5981 Staff Rd Crestview, FL 32536
31-4N-23-0000-0013-004A	Sara Griffin	5982 Staff Rd Crestview, FL 32536
31-4N-23-0000-0013-001E	Billy and Jo Ann Mathis	5983 Staff Rd Crestview, FL 32536
31-4N-23-0000-0013-001B	Roland and Barbara Day	5985 Staff Rd Crestview, FL 32536
31-4N-23-0000-0009-0030	David and Angela Humbert	5988 Oak Hill Rd Crestview, FL 32536
31-4N-23-0000-0013-0000	Kathy McDonald	5991 Staff Rd Crestview, FL 32536
31-4N-23-0000-0013-005A	Noah Cisna	5995 Staff Rd Crestview, FL 32536
31-4N-23-0000-0009-003C	Curtis and Leah Marshall	5998 Oak Hill Rd Crestview, FL 32536
31-4N-23-0000-0013-0030	Marilyn Parker/Paige Parker	5999 Staff Rd Crestview, FL 32536
07-3N-23-0000-0005-0060	Ella Holland	6 Pandora Dr Crestview, FL 32536
30-4N-23-0000-0005-0030	Francis Holland	6 Pandora Dr Crestview, FL 32536
31-4N-23-0000-0020-0000	Viviane Prybille	6002 Old Bethel Rd Crestview, FL 32536
25-4N-24-0000-0007-001B	Daryl Parrish	6003 Staff Rd Crestview, FL 32536
31-4N-23-0000-0020-0010	Matthew Southard	6004 Old Bethel Rd Crestview, FL 32536

25-4N-24-0000-0007-001C	Johnathan and Jodi Gates	6004 Staff Rd Crestview, FL 32536
30-4N-23-0000-0010-003A	Resident	6005 Oak Hill Rd Crestview, FL 32536
31-4N-23-0000-0018-002A	Phillip and Patricia Lewis	6005 Old Bethel Rd Crestview, FL 32536
25-4N-24-0000-0007-0010	Terry Sanchez and S Hinson	6006 Staff Rd Crestview, FL 32536
31-4N-23-0000-0019-0030	Resident	6008 Old Bethel Rd Crestview, FL 32536
25-4N-24-0000-0007-002C	Frank Martin	6011 Staff Rd Crestview, FL 32536
31-4N-23-0000-0009-003A	Owner	6012 Oak Hill Rd Crestview, FL 32536
31-4N-23-0000-0019-0040	Margaret Blanton	6012 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0019-0050	David Slavens	6018 Old Bethel Rd Crestview, FL 32536
25-4N-24-0000-0007-002E	William Wutke	6021 Staff Rd Crestview, FL 32536
31-4N-23-0000-0019-0060	Dorota and George Hatzidakis	6022 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0019-0010	Tyler Burnette	6028 Old Bethel Rd Crestview, FL 32536
25-4N-24-0000-0007-0040	William and Katie Cantrell	6030 Staff Rd Crestview, FL 32536
31-4N-23-0000-0021-0000	Resident	6036 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0018-0030	Pamela Moon	6039 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0019-0020	Lori Gephart	6040 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0019-002A	Trinity Hayes	6042 Old Bethel Rd Crestview, FL 32536
29-4N-23-0000-0009-0030	Thelma Beausoleil	6048 Curry Rd Crestview, FL 32536

31-4N-23-0000-0003-0000	Resident	6048 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0017-0000	Grant Martin	6051 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0003-0040	Robert and Sarah Serrano	6054 Old Bethel Rd Crestview, FL 32536
18-3N-23-1800-0000-005C	Terrie Fulford	6054 Willsey Trl Crestview, FL 32539
31-4N-23-0000-0003-0020	Gabriel and Samantha Steele	6056 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0003-0090	Jeffrey Strack	6060 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0016-0040	Joseph and Robyn Helt	6063 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0003-0060	Charlene Vedol	6066 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0003-0030	Amanda Gaskin and Kirk John	6070 Old Bethel Rd Crestview, FL 32536
10-4N-23-0000-0016-0000	Roger and Carrie Riley	6072 Hwy 85 N Crestview, FL 32536
31-4N-23-0000-0016-0000	Jered Baggett	6077 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0003-0050	Rodney and Karen Mauldin	6080 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0003-010A	Belinda and Fred Bowman	6090 Old Bethel Rd Crestview, FL 32536
31-4N-23-0000-0003-001A	Kayla Baker	6096 Old Bethel Rd Crestview, FL 32536
07-3N-23-4650-000B-0010	Wesley Pettis	610 Adams Dr Crestview, FL 32536
30-4N-23-1101-000B-0420	John and Crystal Russun	6100 Burbank Ct Crestview, FL 32536
32-4N-23-0000-0028-001A	Thomas and Laurie Sadilek	6100 Old Bethel Rd Crestview, FL 32536
30-4N-23-0000-0004-0100	Richard Taylor	6101 Oak Hill Rd Crestview, FL 32536

25-4N-24-0000-0006-001A	Jerry and Jennifer Waver	6101 Staff Rd Crestview, FL 32536
30-4N-23-1101-000B-0410	Janey Sivley	6102 Burbank Ct Crestview, FL 32536
30-4N-23-1101-000B-0220	Nadine Nguyen and Hung Tang	6109 Burbank Ct Crestview, FL 32536
29-4N-23-0000-0008-0020	Annette Grant	6122 Dogwood Dr N Crestview, FL 32536
30-4N-23-1101-000A-0380	Desiree and Christopher Vincent	6131 Brickhill Ct Crestview, FL 32536
30-4N-23-1101-000A-0370	Jaclyn and James Schultz	6133 Brickhill Ct Crestview, FL 32536
30-4N-23-1101-000A-0360	Jerret and Pamela Pierce	6135 Brickhill Ct Crestview, FL 32536
28-4N-23-0000-0011-009K	James and Pamela Hight	6135 Bud Moulton Rd Crestview, FL 32536
30-4N-23-1101-0000-0RA0	BCC Okaloosa County	6137 Brickhill Ct Crestview, FL 32536
28-4N-23-0000-0011-0170	Melissa Fry	6139 Blueberry Ln Crestview, FL 32536
30-4N-23-1101-0000-0CA0	BCC Okaloosa County	6141 Brickhill Ct Crestview, FL 32536
28-4N-23-0000-0011-009J	Carol Cassity	6141 Bud Moulton Rd Crestview, FL 32536
28-4N-23-0000-0011-0090	Richard Mercer	6142 Beasley Rd Crestview, FL 32536
28-4N-23-0000-0011-0010	Patrick and Lillian Omalley	6142 Bud Moulton Rd Crestview, FL 32536
30-4N-23-0000-0004-0030	Stefanie Shea	6143 Oak Hill Rd Crestview, FL 32536
32-4N-23-0000-0029-0010	Moore Family Ironstone Trust	6143 Old Bethel Rd Crestview, FL 32536
27-4N-23-1820-0000-018A	Auburn Pentecostal Ministries	6144 Hwy 85 N Crestview, FL 32536
32-4N-23-0000-0029-0000	Moore Family Ironstone Trust	6145 Old Bethel Rd Crestview, FL 32536

30-4N-23-0000-0009-0010	Rhonda Staff	6145 Staff Rd Crestview, FL 32536
28-4N-23-0000-0011-0070	Samantha and Steven Fravel	6145 W Dogwood Dr Crestview, FL 32536
28-4N-23-0000-0011-001A	Morris Little	6147 Blueberry Ln Crestview, FL 32536
28-4N-23-0000-0011-009L	Marion and Pennie Hartzog	6148 Beasley Rd Crestview, FL 32536
29-4N-23-0000-0008-0040	Jerry Parker	6148 Dogwood Dr N Crestview, FL 32536
05-3N-23-1000-0000-0CA0	Ridgeway Landing HOA	6148 Old Bagdad Hwy Milton, FL 32583
28-4N-23-0000-0011-009A	Justin and Karen Prewitt	6151 Beasley Rd Crestview, FL 32536
28-4N-23-0000-0011-004D	D A and Stephanie Bowers	6156 W Dogwood Dr Crestview, FL 32536
27-4N-23-1821-000A-0140	Resident	6161 Bethany Dr Crestview, FL 32539
28-4N-23-0000-0002-0000	Thomas Fuqua	6166 Barnes Rd Crestview, FL 32536
32-4N-23-0000-0034-0010	Lewis Simmons	6166 Old Bethel Rd Crestview, FL 32536
32-4N-23-0000-0030-0000	Justin Cox	6167 Old Bethel Rd Crestview, FL 32536
12-3N-24-0000-0013-0000	Sherri Willis and Joanne Patti	6170 Evergreen Pkwy Crestview, FL 32539
29-4N-23-0000-0001-0030	Bill and Pamela Myers	6172 Dogwood Dr N Crestview, FL 32536
27-4N-23-1820-0000-013B	Thomas Kearly	6174 Hwy 85 Crestview, FL 32536
28-4N-23-0000-0003-0050	Charles and Glen Barnes	6176 Barnes Rd Crestview, FL 32536
28-4N-23-0000-0003-0000	Louise Barnes Trust	6178 Barnes Rd Crestview, FL 32536
28-4N-23-0000-0011-0040	Daniel Bowers	6179 W Dogwood Dr Crestview, FL 32536

27-4N-23-1820-0000-013B	Thomas Kearly	6180 Hwy 85 Crestview, FL 32536
29-4N-23-0000-0001-0010	Francis Parker	6184 Dogwood Dr N Crestview, FL 32536
30-4N-23-1101-000B-0210	Jim and Donna Price	6202 Plum Orchard Wy Crestview, FL 32536
32-4N-23-0000-0027-0000	James and Donna Lucas	6206 Old Bethel Rd Crestview, FL 32536
32-4N-23-0000-0027-0020	Kathylene and James Epperson	6216 Old Bethel Rd Crestview, FL 32536
32-4N-23-0000-0026-0000	Jerry and Jennifer Wayer	6222 Old Bethel Rd Crestview, FL 32536
32-4N-23-0000-0025-0010	Resident	6230 Old Bethel Rd Crestview, FL 32536
30-4N-23-1101-000A-0210	Melissa and Marvin Gee	6230 Plum Orchard Wy Crestview, FL 32536
32-4N-23-0000-0025-0010	Lakewood Community Church	6250 Old Bethel Rd Crestview, FL 32536
32-4N-23-0000-0019-0000	Resident	6256 Davidson Ln Crestview, FL 32536
05-3N-23-0000-0001-0010	School Board Okaloosa County	6261 Old Bethel Rd Crestview, FL 32536
32-4N-23-0000-0020-0000	Resident	6268 Old Bethel Rd Crestview, FL 32536
16-4N-23-0000-0005-0000	Clyde and Etal Bowling	6287 Will Owens Rd Laurel Hill, FL 32567
33-4N-23-0000-0057-0010	Tamako Hendricks	6288 Old Bethel Rd Crestview, FL 32536
15-4N-23-0000-0001-005C	Laurel Hill Farm LLC	6300 Bill Lundy Rd Laurel Hill, FL 32567
10-4N-23-0000-0017-0020	Donald and Maureen Westmoreland	6349 Bill Lundy Rd Laurel Hill, FL 32567
15-4N-23-0000-0001-0020	Resident	6350 Bill Lundy Rd Laurel Hill, FL 32567
15-4N-23-0000-0003-0000	Mary Garrett	6372 Bill Lundy Rd Laurel Hill, FL 32567

10-4N-23-0000-0019-0040	Roger and Carrie Riley	6373 Bill Lundy Rd Laurel Hill, FL 32536
15-4N-23-0000-0002-0000	Gwendolyn Jones	6392 Bill Lundy Rd Laurel Hill, FL 32567
07-3N-23-4650-000B-0030	Chapin Family Real Estate Trust	640 Adams Dr Crestview, FL 32536
09-4N-23-0000-0001-002C	Needa and Clayton Adams	640 Ferdon Blvd N Crestview, FL 32536
15-4N-23-0000-0004-0000	Joshua and Kasey McCoy	6416 Bill Lundy Rd Laurel Hill, FL 32567
09-4N-23-0000-0002-0010	Bonnie and Sidney Carroll	6429 Bill Lundy Rd Laurel Hill, FL 32536
10-4N-23-0000-0022-0000	Robert Carroll	6465 Bill Lundy Rd Laurel Hill, FL 32536
15-4N-23-0000-0008-0000	Larry Abbaleo	6480 Bill Lundy Rd Laurel Hill, FL 32567
11-3N-24-1441-000C-0050	Margaret Marusich	65 Indian Bayou Dr Destin, FL 32541
10-4N-23-0000-0019-0030	Sidney and Bonnie Carroll	6509 Bill Lundy Rd Laurel Hill, FL 32536
16-4N-23-0000-0001-0000	Stephen Madden	6510 Bill Lundy Rd Laurel Hill, FL 32567
16-4N-23-0000-0001-0040	Stephen and Indiana Madden	6522 Bill Lundy Rd Laurel Hill, FL 32567
16-4N-23-0000-0003-0000	Bacarra Pettis	6534 Bill Lundy Rd Laurel Hill, FL 32567
09-4N-23-0000-0005-0000	Charles Owens	6537 Bill Lundy Rd Laurel Hill, FL 32567
16-4N-23-0000-0007-0030	Evan and Arnold Miesch	6542 Bill Lundy Rd Laurel Hill, FL 32567
01-3N-24-0000-0002-0000	Old Bethel Cemetery Association	6544 Bill Lundy Rd Laurel Hill, FL 32567
16-4N-23-0000-0007-0000	James and Katrina Harris	6544 Bill Lundy Rd Laurel Hill, FL 32567
09-4N-23-0000-0003-0010	Shanna Suggs	6545 Bill Lundy Rd Laurel Hill, FL 32567

16-4N-23-0000-0007-0020	Edward Norris and Bessie Barrow	6546 Bill Lundy Rd Laurel Hill, FL 32567
16-4N-23-0000-0004-0030	Gerald Steele	6548 Bill Lundy Rd Laurel Hill, FL 32567
16-4N-23-0000-0004-0000	Henry Steele Life Estate	6552 Bill Lundy Rd Laurel Hill, FL 32567
16-4N-23-0000-0004-0010	Perry Barrow	6554 Bill Lundy Rd Laurel Hill, FL 32567
16-4N-23-0000-0002-0000	Prudencio and Christy Perez	6558 Bill Lundy Rd Laurel Hill, FL 32567
16-4N-23-0000-0006-0000	Charles and R. Ward	6568 Bill Lundy Rd Laurel Hill, FL 32567
16-4N-23-1000-000A-0020	Joe and Amanda Craddock	6568 Welannee Blvd Laurel Hill, FL 32567
09-4N-23-0000-0004-0000	Randall and Wanda Riley	6569 Bill Lundy Rd Laurel Hill, FL 32567
16-4N-23-1000-000A-0010	Evon Davis	6570 Welannee Blvd Laurel Hill, FL 32567
09-4N-23-0000-0001-002C	Resident	6571 Bill Lundy Rd Laurel Hill, FL 32567
16-4N-23-1000-000N-0100	Micheal and Vivian Wagner	6571 Welannee Blvd Laurel Hill, FL 32567
16-4N-23-1000-000N-0110	Pamilia Williams and J L Boyken	6573 Welannee Blvd Laurel Hill, FL 32567
17-4N-23-0000-0001-0040	Resident	6575 Caveman Rd Laurel Hill, FL 32567
09-4N-23-0000-0001-002Q	Resident	6583 Bill Lundy Rd Laurel Hill, FL 32567
09-4N-23-0000-0001-002S	Cynthia Palmer	6589 Bill Lundy Rd Laurel Hill, FL 32567
16-4N-23-0000-0011-0010	Christopher and Ronda Bell	6590 Bill Lundy Rd Laurel Hill, FL 32567
15-4N-23-0000-0006-0010	William and Doyle Owens	6590 Fisherman Ln Laurel Hill, FL 32567
09-4N-23-0000-0001-002R	Austin Caudill	6595 Bill Lundy Rd Laurel Hill, FL 32567

16-4N-23-0000-0011-0020	Resident	6596 Bill Lundy Rd Laurel Hill, FL 32567
09-4N-23-0000-0001-0070	Adam and Lora Wright	6598 Bill Lundy Rd Laurel Hill, FL 32567
07-3N-23-4650-000B-004A	Thomas and Alicia Wilson	660 Adams Dr Crestview, FL 32536
09-4N-23-0000-0001-0020	Resident	6602 Bill Lundy Rd Laurel Hill, FL 32567
27-4N-23-1821-000A-0140	Jayson Bell	6718 Hartford St Navarre, FL 32566
08-4N-23-0000-0002-0000	Leon and Betty Tillman	6732 Bill Lundy Rd Laurel Hill, FL 32567
17-4N-23-0000-0001-0030	Christopher Quarrier	6827 Bill Lundy Rd Laurel Hill, FL 32567
18-3N-23-2640-0002-0080	Kendar LLC	698 James Lee Blvd Crestview, FL 32536
07-3N-23-4650-000B-0040	Pamela Cox	700 Adams Rd Crestview, FL 32536
07-3N-23-0000-0001-0020	Resident	702 Adams Dr Crestview, FL 32536
07-3N-23-4650-000B-0070	Derick and Rachel Royer	708 Adams Dr Crestview, FL 32536
31-4N-23-0000-0015-0030	James and Kathy Latraille	709 Mary Ave Ft Walton Beach, FL 32547
15-4N-23-0000-0001-0020	Syretha Stokes	7100 Bill Lundy Rd Laurel Hill, FL 32567
07-3N-23-4650-000C-0010	Edward and Claudia Seeliger	712 Adams Dr Crestview, FL 32536
18-3N-23-1800-0000-005B	Ian Christiansen	712 Commanche St Ft Walton Beach, FL 32547
07-3N-23-4650-000C-0050	David and Sherry Campbell	716 Adams Dr Crestview, FL 32536
13-3N-24-1811-0000-0070	Timothy and Vanessa English	7384 Old Cox Pike Bon Aqua, TN 37025
04-3N-23-0000-0025-0100	Paul Phillos LLC	739 New Pines Dr Spring, TX 77373

12-3N-24-055B-0001-0300	Ernie Chavis	7542 Wisteria Ct Shaw AFB, SC 29152
31-4N-23-0000-0018-0100	Victoria and Daniel Prchal	765 Ridge Lake Rd Crestview FL, 32536
31-4N-23-0000-0022-0070	Primary Owner	766 Ridge Lake Rd Crestview FL, 32536
30-4N-23-1101-000A-0220	Alan Paul Construction Inc	770 Industrial Dr Crestview, FL 32539
31-4N-23-0000-0018-0090	Heike and Christopher Tand	771 Ridge Lake Rd Crestview FL, 32536
32-4N-23-2233-000B-0070	Nelson and Margaret Surette	7710 Buckingham Nursery Ct Severn, MD 21144
31-4N-23-0000-0022-0060	Jeremy and Kellie Kamplain	772 Ridge Lake Rd Crestview FL, 32536
31-4N-23-0000-0018-0000	Andrew And Karen Berube	775 Ridge Lake Rd Crestview, FL 32536
07-3N-23-0000-0005-0080	Donals and Sharesse Warfel	8 Pandora St Crestview, FL 32536
13-3N-24-0480-0000-001B	Charles and Wanda Batson	8120 Rockhill Rd Baker, FL 32531
12-3N-24-1490-0003-0010	Patricia Green	813 Narcissus Dr New Carlisle, OH 45344
10-4N-23-0000-0017-0040	Greg Bostwick and Sandra Jones	8252 Ludlum Rd Laurel Hill, FL 32567
12-3N-24-0000-0025-0000	Donna Nolin and John Palumbo	8713 Park Ridge Ct Biloxi, MS 39532
01-3N-24-0000-0001-0620	Theodore Meyer	8727 E Amelia Ave Scottsdale, AZ 85251
18-3N-23-1800-0000-005D	Resident	880 James Lee Blvd Crestview, FL 32536
18-3N-23-2640-0001-0020	Resident	881 Hwy 90 Crestview, FL 32536
12-3N-24-0000-0013-0000	Resident	89 Old Milligan Rd Crestview, FL 32536
18-3N-23-1800-0000-005B	Resident	892 US Hwy 90 Crestview, FL 32536

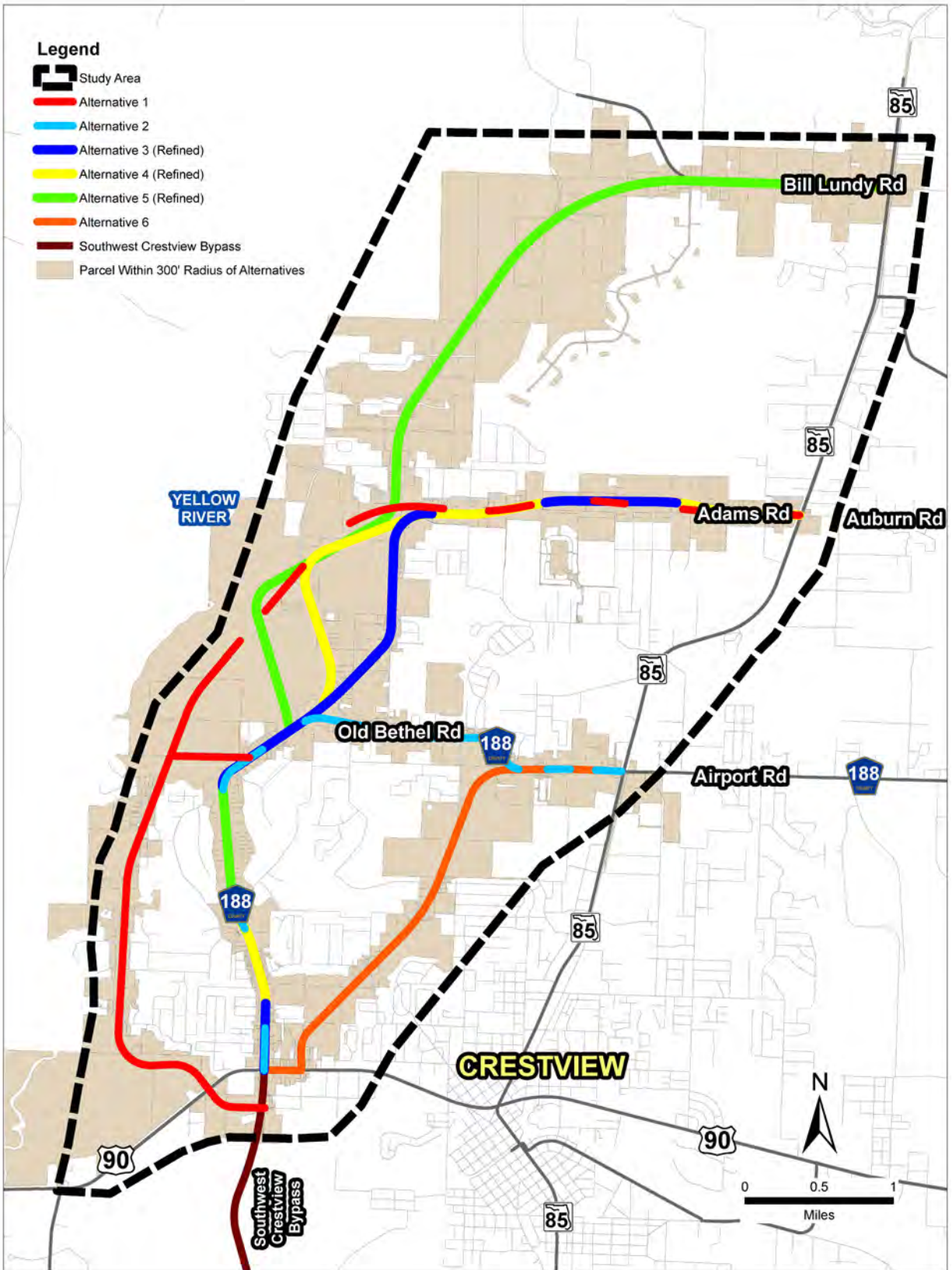
18-3N-23-1800-0000-005C	Resident	894 James Lee Blvd Crestview, FL 32536
12-3N-24-0660-0002-0010	Burle and Anne Southard	897 N Ferdon Blvd Crestview, FL 32536
13-3N-24-0480-0000-0060	William Rogers	900 Hwy 90 W Crestview, FL 32536
13-3N-24-0480-0000-0050	William Rogers	902 Hwy 90 W Crestview, FL 32536
31-4N-23-0000-0015-0000	Michael Le and Ann Nguyen	907 Spruce Ct Ft Walton Beach, FL 32547
16-4N-23-1000-0000-0RA0	Yellow River Plantation HOA	908 Gardengate Cir Pensacola, FL 32504
18-3N-23-2640-0002-0100	Okaloosa Co Farm Bureau	921 James Lee Blvd Crestview, FL 32536
28-4N-23-0000-0003-0070	Adam Barnes	9212 Fort King Rd Dade City, FL 33525
18-3N-23-2640-0002-0080	Resident	931 James Lee Blvd Crestview, FL 32536
29-4N-23-0000-0002-0020	Michael and Kara Readon	934 Nerganser Wy Crestview, FL 32539
13-3N-24-0480-0000-0020	Resident	956 Hwy 90 W Crestview, FL 32536
18-3N-23-2640-0002-0070	Crestview Paint and Body	956 US Hwy 90 Crestview, FL 32536
13-3N-24-0480-0000-001A	Wand and Charles Batson	958 Hwy 90 W A Crestview, FL 32536
07-3N-23-0000-0019-0020	Resident	96 Old Milligan Rd Crestview, FL 32536
13-3N-24-0770-0001-0170	Resident	966 B St Crestview, FL 32536
13-3N-24-0770-0001-016A	Ingrid, Thomas and Annie Kolmetz	968 B St Crestview, FL 32536
18-3N-23-2640-0002-0060	Resident	969 Hwy 90 Crestview, FL 32536
27-4N-23-1820-0000-015C	Jared Falivene	97 Turquoise Beach Dr Santa Rosa Beach, FL 32459

18-3N-23-2640-0002-0040	Resident	971 Hwy 90 Crestview, FL 32536
02-3N-24-0000-0003-0000	Eagle View Investments LLC	9729 Hammocks Blvd E107 Miami, FL 33196
13-3N-24-1810-0000-002A	Crestview Wholesale Bldg	980 Hwy 90 Crestview, FL 32536
12-3N-24-0800-000F-0090	Joe and Ranishia Johnson	98-2019 Kaahumanu St, Apt G Aiea, HI 96701
18-3N-23-2640-0002-0010	Resident	983 Enzor Rd S Crestview, FL 32536
01-3N-24-0000-0001-1320	Sregor Builders LLC	984 James Lee Blvd Crestview, FL 32536
12-3N-24-0000-0023-0000	Crestview Wholesale Bldg	984 James Lee Blvd W Crestview, FL 32536
12-3N-24-0000-0025-0030	John Rogers and Kellie Wilsdorf	984 James Lee Blvd W Crestview, FL 32536
13-3N-24-0480-0000-0050	William Rogers	984 James Lee Blvd W Crestview, FL 32536
13-3N-24-0770-0001-0010	Kathleen Day	987 Mayo Trl Crestview, FL 32536
13-3N-24-1810-0000-002F	Jr Food Stores of West FL	994 Hwy 90 Crestview, FL 32536
13-3N-24-1810-0000-016B	Kenneth and Charlotte Charrette	997 B St Crestview, FL 32536
13-3N-24-1810-0000-016C	Kenneth Charrette	999 B St Crestview, FL 32536
12-3N-24-1500-000B-0040	Deborah Elliott	D10 Evergreen Cir Liverpool, NY 13090
12-3N-24-0000-0004-0010	Artis Andrews and Danny Ross	PMB 353 4017 Washington Rd McMurray, PA 15317
02-3N-24-0065-0000-00RA	City of Crestview	PO Box 1209 Crestview, FL 32536
30-4N-23-1000-000D-0090	Tim Tarpley	PO Box 1428 Crestview, FL 32536
04-3N-23-0000-0025-0000	Ladon Dewrell OK Land CO	PO Box 1510 Ft Walton Beach, FL 32549

07-3N-23-0000-0015-0000	Crestview Investments CO LLC	PO Box 171 Crestview, FL 32536
32-4N-23-0000-0034-0000	Kerry Huffman	PO Box 223 Shalimar, FL 32579
09-4N-23-0000-0001-002T	Amber Ellis	PO Box 2247 Crestview, FL 32536
19-4N-23-1411-0003-0160	Ava Powell and E Gillis	PO Box 227 Crestview, FL 32536
32-4N-23-0000-0031-0010	Gulf States Conference	PO Box 240249 Montgomery, AL 36117
07-3N-23-0000-0019-0010	James Whitwaker	PO Box 267 Crestview, FL 32536
19-4N-23-0000-0006-0000	Gillis Powell	PO Box 277 Crestview, FL 32536
31-4N-23-0000-0009-0020	Joy Fellowship Ministries, Inc	PO Box 279 Crestview, FL 32536
16-4N-23-0000-0011-0020	Deborah Fontaine	PO Box 314 Crestview, FL 32536
06-3N-23-5000-0000-0090	Jay and Brandi Terrell	PO Box 351 Crestview, FL 32536
04-3N-23-0000-0025-0090	Real Sub LLC	PO Box 407 Lakeland, FL 33802
31-4N-23-0000-0021-0000	Hazel Barnes	PO Box 464 Crestview, FL 32536
31-4N-23-0000-0005-002A	Robert and Kimberly Hathcock	PO Box 473 Crestview, FL 32536
32-4N-23-2233-000A-0010	R A and Patricia Bonessi	PO Box 5497 Destin, FL 32540
28-4N-23-0000-0011-0100	Joseph Bowen	PO Box 606 Crestview, FL 32536
10-4N-23-0000-0023-0000	FL DOT	PO Box 607 Chipley, FL 32428
18-3N-23-2640-0002-0040	Old Spanish Trl Shrine	PO Box 639 Crestview, FL 32536
18-3N-23-2640-0002-0010	Barbara Henderson	PO Box 694 Crestview, FL 32536

13-3N-24-1811-0000-0020	Rhett Enzor	PO Box 848 Crestview, FL 32536
13-3N-24-1811-0000-0080	Opal and Phyllis Enzor	PO Box 848 Crestview, FL 32536
07-3N-23-0000-0001-0020	Bill Parker	PO Box 982 Crestview, FL 32536

Interested Persons Notification Map



Verification of mail-out

Dark Horse Signs and Printing, LLC
P.O. Box 17134
Pensacola, FL 32522-7134 US
(850) 463-7307
caleb@darkhorsesignsandprinting.com



INVOICE

BILL TO

Angie Hill
HDR
25 West Cedar Street, Suite
200
Pensacola, FL 32502

INVOICE # 3699

DATE 10/27/2022

DUE DATE 10/27/2022

TERMS Due on receipt

DESCRIPTION	QTY	RATE	AMOUNT
Okaloosa County Mailing	719	1.15	826.85
Postage and Handling	719	0.30	215.70
Extra Inserts	281	0.00	0.00

SUBTOTAL	1,042.55
TAX (7.5%)	62.01
TOTAL	1,104.56
BALANCE DUE	\$1,104.56

ATTACHMENTS

Attachment C: Sign-in Sheets

Okaloosa County
Northwest Crestview Bypass
Alternative Corridor Evaluation Public Meeting
Thursday, November 17, 2022, Warrior's Hall, Crestview

	NAME	MAILING ADDRESS	TELEPHONE NUMBER	EMAIL ADDRESS
1	THEODORE DUNKLE	5642 Old Bethel Rd	850 758-5861	tsdunkle@cox.net
2	William Cairns	6269 EVAN CIR	850-398-3017	williamgcairns@gmail.com
3	Lz w Pire	331 John King		
4	JB Whitten + Ann	102 Crab Apple Ave	850 634 3522	
5	Agnesine D Griffith	5878 CB Dr. Sat 4, Crestview	850-866-1450	None
6	Robert Cooney	5501 Old Bethel Road	850-830-4624	r5cooney86@cox.net
7	Alex Barthel	205 WARRIOR ST	850 714 517	spoon4@earthlink.net
8	William Rogers	984 West James Lee Blvd	850 682 5624	
9	Maureen Johnson			mjohnson@gardenstreetcommunities.com
10	Annelle Grant	6122 Dogwood Dr. W.	(850) 865-3128	

Information provided to Okaloosa County is subject to public record disclosure.

page 1 of 15

Okaloosa County
Northwest Crestview Bypass
Alternative Corridor Evaluation Public Meeting
Thursday, November 17, 2022: Warrior's Hall, Crestview

	NAME	MAILING ADDRESS	TELEPHONE NUMBER	EMAIL ADDRESS
1	PAT WATKINS	6087 END MOULTON RD CRESTVIEW 32536		patdy_watkins@yahoo.com
2	Lori Gephart	6040 Old Bethel Rd Crestview FL 32536	850-682-1843	elle.0326@hotmail.com
3	Joyce Vanderford	206 Westview Dr Crestview, FL 32536	850-612-2718	Joyce6689@gmail.com
4	John Reeves	136 Indian Trail Crestview FL	850 585 8245	John.Reeves04@gmail.com
5	BRUCE TEEL	114 Eagle Ct Crestview, FL	850 592 3822	Rightdog@aol.com
6	JAMES WARD	5702 Old Bethel Rd Crestview	850 685 7724	JWARD3124@AOL.com
7	Telly Sanchez	6006 STAFF RD CRESTVIEW FL 32536	910 987 2503	—
8	Cole Granger	3351 McLain Dr Crestview, FL	850-933-6281	grangermc@gmail.com
9	Brett House	5817 Roberts Rd Crestview FL	850-305-0556	Brethhouse@gmail.com
10	Elisabeth Moore	4900 Acorn Dr Crestview FL 32539		em12178@gmail.com

Information provided to Okaloosa County is subject to public record disclosure.

page 2 of 15

Okaloosa County
Northwest Crestview Bypass
Alternative Corridor Evaluation Public Meeting
Thursday, November 17, 2022, Warrior's Hall, Crestview

	NAME	MAILING ADDRESS	TELEPHONE NUMBER	EMAIL ADDRESS
1	Matt Wayman	5686 OLD BETHEL RD CV 32536	850 217 2955	rnattenjill2011@gmail.com
2	Linda Elders	335 Adams Dr CV 32536	850 830 7257	Lte65@yahoo.com
3	Melanie & Gary Zick	6082 Lake Lane 32536	850-902-0174	meli45@cox.net
4	Pam & Susan Cawthon	5942 Oak Hill Rd 32536	850 682-2061	cawthold1@yahoo
5	Fred & Margie Jordan	5912 Oak Hill Rd 32536	850-585-1458	jordanf45@yahoo.com
6	John Cannon	5918 Houston Ln 32539	850 902 2050	XICANNON3A@yahoo.com
7	B BRETT PHILLIPS	5957 STAFF RD 32536	850 582 5955	FLARES@AOL.COM
8	Linda Knox	5731 Old Bethel Rd 32536	850 259 0718	knoxrl@cox.net
9	LARRY CASKEY	5903 Old Bethel Rd 32536	850 826 1669	larrycaskey@gmail.com
10	Jose O. Mejias	6516 Welansee Blvd. 32567	850-603-2444	pp787@gmail.com

Information provided to Okaloosa County is subject to public record disclosure.

page 3 of 15

Okaloosa County
Northwest Crestview Bypass
Alternative Corridor Evaluation Public Meeting
Thursday, November 17, 2022; Warrior's Hall, Crestview

	NAME	MAILING ADDRESS	TELEPHONE NUMBER	EMAIL ADDRESS
1	HAROLD S. PHELPS	6355 MCDONALD ST ^{CRESTVIEW} 32536	850 612 5600	Homney19@cox.net
2	Martha Jordan Miley	5956 Old Bethel Rd, Crestview 32536	850-612-4907	mmiley1963@hotmail.com
3	Marla + Gelo Broadhead	5847 5847 Sunrise Dr CV		mbroadhead@cox.net
4	David Stant	8005 212 Bethel Rd	850 612 1875	dstant@cox.net
5	Michael Burke	2636 Sorrel Ridge Rd		
6	Tommy Rivers	5883 staff Rd	850-758-6584	tommytide1@hotmail.com
7	Andrew J. Krug	6046 S.W. MAULTON RD	850 836 4543	DREW_KRUG@yahoo.com
8	Antonio Novog	403 Tobago Ct Crestview 32536	213 200-1989	anovog1@yahoo.com
9	DOUGLAS CARR	720 RIDGE LAKE RD CRESTVIEW 32536	850 502-2170	CCARR@CITYOFCRESTVIEW.ORG
10	Shannon Hayes	553 Mc Donald St Crestview 32536	850-902 6717	asendsfla@aol.com

Information provided to Okaloosa County is subject to public record disclosure.

page 4 of 15

Okaloosa County
Northwest Crestview Bypass
Alternative Corridor Evaluation Public Meeting
Thursday, November 17, 2022, Warrior's Hall, Crestview

	NAME	MAILING ADDRESS	TELEPHONE NUMBER	EMAIL ADDRESS
1	GENE & DOROTHY BATTALIA	6532 WELLMER BLVD LAUREL HILL FL 32527	850 331 3810	battmuskdy@comcast.net
2	Timothy J Rincon	111 CONQUEST AVE CRESTVIEW, FL 32536	850-826 1168	Timothy.Rincon@cox.net
3	MARIA WELIN	132 PALMISTO DR CRESTVIEW FL 32539	503 442 0002	
4	Rita Benz	5918 Houston Dr CV, FL 32539	850/902-2050	
5	Dawn Squires	5167 STAFF RD CRESTVIEW, FL 32536	912-251-1444	
6	Sandy Jones	8256 Ludlum Rd LAUREL HILL	543-7113	
7	JUSTIN PREWITT	6151 BEASLEY RD. CRESTVIEW, FL 32536	405-826-0737	
8	Daniel A. Campbell	2893 Airport Rd Crestview, FL 32539	850-682-3887	
9	LANE WATKINS	60807 BUD MADRISON ROAD CRESTVIEW, FL 32536	904 675 0785	PARTY.GATOR@YAHOO.COM
10	Kathy Wilhelm	5981 Old Bethel Rd CV 32536	850 902 1280	Kathy@kathywilhelm.com

Information provided to Okaloosa County is subject to public record disclosure.

page 5 of 15

Okaloosa County
Northwest Crestview Bypass
Alternative Corridor Evaluation Public Meeting
Thursday, November 17, 2022: Warrior's Hall, Crestview

	NAME	MAILING ADDRESS	TELEPHONE NUMBER	EMAIL ADDRESS
1	Diana Jordan	5916 Old Bethel Rd Crestview FL 32536	850-700-5161	jordan887@gmail.com
2	RICHARD MOOK	103 CHEYENNE TRACE CRESTVIEW FL 32536	850-682-842	richard1markphoto@aol.com
3	Linda Tuggle Larry Tuggle	6087 Terrace Lane 32536	850-865-3630	SRA TUG@YAHOO.COM
4	LARRY WARD	5665 Gandy Ridge Rd. 32539	850-603-5595	lward248@yahoo.com
5	Scott Jordan	5960 Old Bethel Rd 32536	850-603-1509	jordan572@yahoo.com
6	Marjorie Reinwald	6072 Terrace Ln. 32536	303-725-0613	cmreinwald@msn.com
7	Daniel Williamson	1216 Tallahas Rd. 32536	(850)758-9006	daniel_p40@live.com
8	Michael Reardon	931 Morganer Hwy Crestview FL 32539	828 713 0822	mreardon145@gmail.com
9	MICHAEL MONTALBANO	650 TERRITORY CN CRESTVIEW, FL 32536	850 902 9366	MONTYML14@gmail.com
10	Donna Lerner	5940 Old Bethel Road Crestview, FL 32536	850-758-0879	tomadelite@yahoo.com

Information provided to Okaloosa County is subject to public record disclosure.

page 6 of 15


Okaloosa County
Northwest Crestview Bypass
Alternative Corridor Evaluation Public Meeting
Thursday, November 17, 2022, Warrior's Hall, Crestview

	NAME	MAILING ADDRESS	TELEPHONE NUMBER	EMAIL ADDRESS
1	Fressie Martin	2850 Lake Silver Rd Crestview	850.624. 6944	fressiemartin@outlook.com
2	Wade Hutto	6237 Riverloop Dr Crestview	850/974-3389	stump32536@yahoo.com
3	Angela Preithe	321 Springwood circle Crestview, 32536	850 586 4178	preitheaj@yahoo.com
4	Barbara Guerra-Deason	181 Mary lane Crestview FL 32536	850-378- 0446	FLORIDABARBI@cox.net
5	Allison Lynn Holman	Caveman Road Lawell Hill, FL	904 339-1496	bob@premierpowersystems.com
6	Diane Barnes	6176 Barnes Rd Crestview F	850 865 5362	dbarnes1105@gmail.com
7	William Kolmetz	735 Lovewood Rd Graceville FL	850-326-5082	Will.Kolmetz@kinley-horn.com
8	Darren Marshall	6273 Evan Circle Crestview FL	850 821 1629	darrenmarshall1969@gmail.com
9	John CAREY	6127 Saddle Horse Cn CV FL	850 826 2996	thedutchie-79@yahoo.com
10	Brian Adams	5403 Old Bethel rd	850-612-4206	Brian77we@gmail.com

Information provided to Okaloosa County is subject to public record disclosure.

page 7 of 15

Okaloosa County
Northwest Crestview Bypass
Alternative Corridor Evaluation Public Meeting
Thursday, November 17, 2022, Warrior's Hall, Crestview

	NAME	MAILING ADDRESS	TELEPHONE NUMBER	EMAIL ADDRESS
1	Steve Cooper	5721 Staff Rd	850-586-1972	sundaypbtoast@gmail.com
2	Katie Doughty		850 545 2708	
3	Jerry Wayer	6101 Staff Rd	850-902-0604	Wayerproperties@yahoo.com
4	THOMAS & COLLEEN BRAKE	305 EGAN DR 32536	850-382-2837	tcmebrake@cox.net
5	James Watts		850 246 6031	Jwatts@Jwattsproperties.com
6	Patti Rueth	6080 Bud Moulton Rd 32536	954 821-7152	Patti.rueth@aol.com
7	Kanan Chatchoosum		850 938 3310	kanan.bzz12@gmail.com
8		5732 ocd Beth	NA	NA
9	Chris Burgess	5424 Old Bethel	850 305 6194	Chris.Burgess64@gmail.com
10	Jeff & Mary Christy	5904 Roberts Rd	850 306-2157	marychristy59@gmail.com

Information provided to Okaloosa County is subject to public record disclosure.

page 8 of 15

Okaloosa County
Northwest Crestview Bypass
Alternative Corridor Evaluation Public Meeting
Thursday, November 17, 2022; Warrior's Hall, Crestview

	NAME	MAILING ADDRESS	TELEPHONE NUMBER	EMAIL ADDRESS
1	NICK TOMCEK	729 Tracy Dr. Frost	850 697 7709	ntomcek@gmail.com
2	Randy Misener	301857 1/2 West Blvd	850 758-7122	NA
3	Bart Brodbeck	5674 Old Bethel Rd Crestview FL 32536	850-901-0361	NA
4	Donald Chabot	575 Ridgeview Rd - Crestview 3286	850-635-1866	victoria@chabot.net
5	Michael Suggs	6545 B-11 County Rd County Hill Fl, 32567	850-423-0113	
6	Wynn Crantrel	6030 STAFF RD CRESTVIEW FL 32536	850.866.1866	wcantrell@usanova.com
7	ROBERT MAYER	5830 Old Bethel Rd Crestview, FL 32536	850-586-0476	
8	KARAN MACDONALD	5830 Old Bethel Rd Crestview, FL	850-398-3136	
9	George Hays	5822 Old Bethel Rd Crestview FL 32536	850 376 9625	
10	Karen Larson-Hays	5822 & 5818 Old Bethel Rd Crestview, FL 32536	850 376 6040	klee23@aol.com

Information provided to Okaloosa County is subject to public record disclosure.

page 9 of 15

Okaloosa County
Northwest Crestview Bypass
Alternative Corridor Evaluation Public Meeting
Thursday, November 17, 2022, Warrior's Hall, Crestview

	NAME	MAILING ADDRESS	TELEPHONE NUMBER	EMAIL ADDRESS
1	Tricia Ferrufino	5826 Old Bethel Rd Crestview FL 32536	8185311083	triciacantr@yahoo.com
2	Jack McCurry	5826 Old Bethel Rd Crestview FL 32536		
3	Cyndie Brown	314 Lakewood Dr. Crestview, FL 32536	606 547 7770	brown32413@yahoo.com
4	Eddie & Stacy Eastwood	6007 State Road (build new) Crestview F under const	912 596 6275	sleighbells70@yahoo.com
5	Robert Hartwell	124 Old South Dr	850 5435593	
6	Tammy Dahlgren	2753 Adams Rd	850-398-3810	tammiegirl30@yahoo.com
7	Karen Prewitt	6151 Brasley Rd	405-202-1210	Kmprewitt0418@gmail.com
8	Olen Pettis		850-330-1543	olen.pettis@dot.state.fl.us
9	Tiffany Bates	Emerald Coast Regional Council	850-982-1458	Tiffany.Bates@ECRC.com
10	Rex A. Watkins	6070 Bud Moulton Rd Crestview FL 32536	850-687-4990	RexWatkins@cox.net

Information provided to Okaloosa County is subject to public record disclosure.

page 10 of 15

Okaloosa County
Northwest Crestview Bypass
Alternative Corridor Evaluation Public Meeting
Thursday, November 17, 2022, Warrior's Hall, Crestview

	NAME	MAILING ADDRESS	TELEPHONE NUMBER	EMAIL ADDRESS
1	THEODORE CALLENDER	6255 EVAN CIR. 32536	850 830 5127	
2	J. Nick Guler	2531 Taylor Rd Crestview FL 32536	850 358 5558	JNEnders @ Gmail.com
3	Trisha Dall	702 Dixie St Crestview FL 32536	850-902-1729	trisha taddy2@aol.com
4	Maleah Richardson	1056 Driftwood Pt Rd SRB FL 32419		
5	Dan Bowers Jr	6156 Dogwood Drive West Crestview		
6	Lillian Lambert	5403 Old Bethel Rd.	(850) 603-9932	
7	Jill Wayman	5686 Old Bethel Rd	(850) 826-1819	
8	Annie & Mark Sweetland	5917 Old Bethel Rd	850 683 5219	
9	James Matthews			
10	Charlene Mathew			

Information provided to Okaloosa County is subject to public record disclosure.

page 11 of 15

Okaloosa County
Northwest Crestview Bypass
Alternative Corridor Evaluation Public Meeting
Thursday, November 17, 2022: Warrior's Hall, Crestview

	NAME	MAILING ADDRESS	TELEPHONE NUMBER	EMAIL ADDRESS
1	Dawn O'Connor	2952 Adams Rd. Crestview 32536	850-902-1028	dawnboconnor@gmail.com
2	Sandra Kemp	600 S Main St Crestview, FL 32536	850-525-5785	Sandra@crestviewbulletin.com
3	Isabella & Roberts	1916 N Main St Crestview 32536	850 398 9389	spotdele@yahoo.com
4	LARRY FERBAS	4052 Old Bethel Rd	480 234 1750	Dud1120@aol.com
5	Judy Newton	6008 Flamingo Rd 32539	850-378-7631	
6	Terr Messersmith	5670 Old Bethel Rd Crestview		
7	Michael Bishop	127 Villacrest Dr Crestview	850-689-1909	flubishop@cox.net
8	HAROLD REAUME	1216 VALLEY Rd CRESTVIEW	850 603-2717	RATON69@COX.NET
9	Paul S McQueen	115 ARAPAHO TRL	850 595-1423	MCQ2AT@ix.net
10	WAYNE HAROLD	4640 SCARLET DR E, CW	850 865-9292	WAYNE42016@HOTMAIL.COM

Information provided to Okaloosa County is subject to public record disclosure.

page 12 of 15

Okaloosa County
Northwest Crestview Bypass
Alternative Corridor Evaluation Public Meeting
Thursday, November 17, 2022: Warrior's Hall, Crestview

	NAME	MAILING ADDRESS	TELEPHONE NUMBER	EMAIL ADDRESS
1	Andrew Costea	5673 old bethel Rd	850-851-2591	apawut28@gmail.com
2	Matthew Stranley Scott	1475 Skyline Ln		Matthew.m.s.scott@gmail.com
3	Shawn & Seraph Chase	5727 old Bethel Rd	(406)992-1738	m.lomochaz@yahoo.com
4	Paula D Parker	5825 OLD BETHEL RD	(850)758-8640	Bruna32@cox.net
5	Laurie Jordan	5960 Old Bethel Road	850-685-1555	lmwtk@cox.net
6	Craig Reinwald	6072 Terrace Ln	303-949-4907	cmreinwald@msn.com
7	Rev. RONALD WILLIAMSON	5774 WILDWOOD RD	850-758-8657	ronjodara@hotmail.com
8	Daniel Bowers Sr	6179 W. Dogwood Dr	850-830-8411	dansherx@gmail.com
9	Robert Blanchard	2957 Adams Rd	850-543-0909	rblanchard63@gmail.com
10	Charlotte Dunkle	52642 Old Bethel	850-758-5862	onepegh@cox.net

Information provided to Okaloosa County is subject to public record disclosure.

page 13 of 15

Okaloosa County
Northwest Crestview Bypass
Alternative Corridor Evaluation Public Meeting
Thursday, November 17, 2022; Warrior's Hall, Crestview

	NAME	MAILING ADDRESS	TELEPHONE NUMBER	EMAIL ADDRESS
1	Lana Holloway	5639 Old Bethel Rd Crestview, FL 32636	850-259-2354	s-lana@ yahoo.com
2	Freem Willis	6848 Bluebird Ln Crestview 32539	850-682-5606	freem51 @ Cox.com
3	Sandra and Abe Douglas	5821 Old Bethel Rd Crestview FL 32536	(360) 791-1575	thesandran201@gmail.com
4	Richard Castells	6005 Bird Moulton Rd	N/A	N/A
5	USAG BARNETT	6071 Old Bethel Rd	850-305-6977	sjbarnett@gmail.com
6	Jonathan R Wheeler, Jr	112 Old South Rd	850-689-9961	marilyn.r.wheeler@gmail.com
7	Mike Byrd	311 Riverchase Blvd	850-603-7111	mrbyrds70@gmail.com
8	GARY SILLARS	5272 MARE CREEK DR CV.	850-689-0232	—
9	John Parker	158 8953 Adams Rd Crestview FL	850-682-7012	
10	Jared Kirlend		850-330-1540	jared.kirlend@dot.state.fl.us

Information provided to Okaloosa County is subject to public record disclosure.

page 14 of 15

Okaloosa County
Northwest Crestview Bypass
Alternative Corridor Evaluation Public Meeting
Thursday, November 17, 2022; Warrior's Hall, Crestview

	NAME	MAILING ADDRESS	TELEPHONE NUMBER	EMAIL ADDRESS
1	Tiff Muen	2654 Corner Creek		
2	Jeremy McVay	3295 Hwy 2 Laurel Hill	(850) 548-4211	Jeremy.McVay@gmail.com
3	Paul & Amy Lowrey	1406 Sioux Circle, Crestview 32536	(850) 689-1610	paulamy81@cox.net
4	Jeff Strack	6060 Old Bethel Road	850-612-5695	jfstrack1212@gmail.com
5				
6				
7				
8				
9				
10				

Information provided to Okaloosa County is subject to public record disclosure.

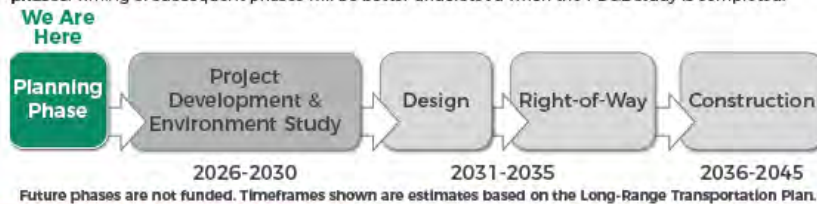
page 15 of 15

ATTACHMENTS

Attachment D: Handout

What's Next?

The ACE is the first step in the **Planning Phase**. The ACE process determines which corridors to eliminate, and recommends a corridor to advance to the next phase, which is a **Project Development and Environment (PD&E) Study**. Okaloosa County anticipates completing the ACE process in 2023. It could take several years to advance to the PD&E Phase based on how the project is prioritized by the Okaloosa-Walton Transportation Planning Organization (O-W TPO) and incorporated into the FDOT Work Program (Five Year Plan). Okaloosa County, the City of Crestview, FDOT, and the Okaloosa-Walton Transportation Planning Organization (O-W TPO) are coordinating to provide funding for the PD&E Study in the 2026-2030 timeframe. Funding is not yet identified for **Design, Right-of-Way, and Construction phases**. Timing of subsequent phases will be better understood when the PD&E study is completed.



Your Input is Needed Comment period closes Friday, December 2, 2022.

We encourage you to provide your feedback and comment on this study. At this phase in the planning process, we are especially interested in hearing from everyone (residents, community groups, associations, business owners, schools, churches, motorists) regarding the alternative corridors. Your input helps guide the planners and engineers at the City and County to develop a solution that best meets the community goals and visions for long-term growth.

You may provide comments at the public meeting, or by contacting the Okaloosa County Project Manager at the contact information below.

Contact Us:

Stephen Blalock, P.E.
Project Manager

Okaloosa County
Public Works
(850) 697-6259
NWCB@myokaloosa.com



Northwest Crestview Bypass Alternatives Public Meeting

November 17, 2022; 5:30 - 6:30 p.m.
Warrior's Hall, 201 Stillwell Boulevard, Crestview, FL



Welcome!

Okaloosa County welcomes you to the Corridor Alternatives public meeting for the Northwest Crestview Bypass project. This project is being led by Okaloosa County, in coordination with the City of Crestview and the Florida Department of Transportation (FDOT).

The purpose of this meeting is to provide you an opportunity to learn more about the alternative corridors, ask questions, and provide your comments. Information about the corridor alternatives and preliminary findings are on display. Project Team representatives are available to answer questions. We look forward to your input to help Okaloosa County, in conjunction with the City of Crestview, and FDOT reach a decision.

November 17, 2022; 5:30 - 6:30 p.m.
Warrior's Hall, 201 Stillwell Blvd.,
Crestview, FL

About the Project

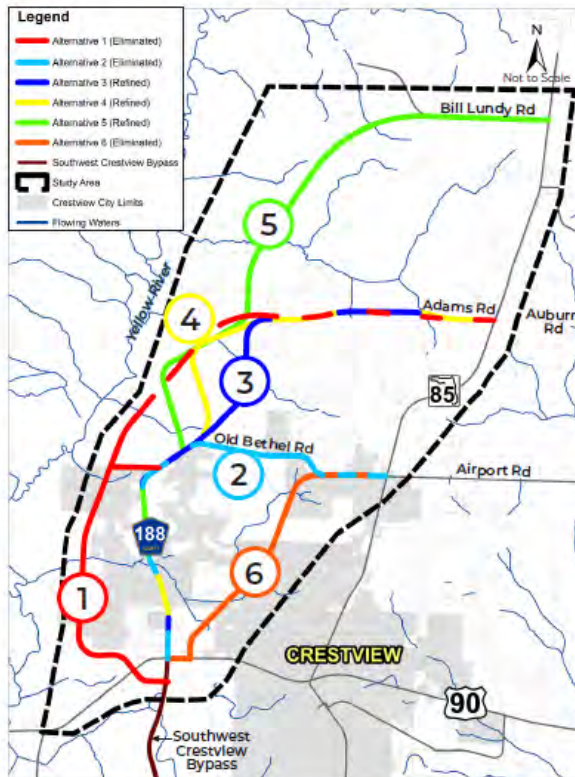
The Northwest Crestview Bypass Alternative Corridor Evaluation (ACE) Study is a high-level planning study that focuses on the feasibility for a westerly bypass around Crestview as a continuation of the Southwest Bypass currently under construction. This northwest segment connects to the Southwest Bypass at US 90 and continues northwesterly to State Road 85. The purpose of this study is to provide **regional system connectivity and improve mobility by providing an alternative to State Road 85, and completing the Western Bypass around the City of Crestview, consistent with local plans.** The study area extends from US 90 north to Bill Lundy Road. By the end of the study, we want to determine which corridors should be eliminated, and which corridor should advance to a more detailed Project Development and Environment (PD&E) phase.

Study Process

The goal of the ACE process is to identify, evaluate, and eliminate alternative corridors based on meeting the project purpose and need; avoidance and minimization of potential impacts to environmental resources; engineering feasibility; and public and stakeholder input. The ACE process ensures that the alternative corridors are evaluated consistently and its decisions can be directly incorporated into the PD&E process. Public involvement and agency coordination is part of the ACE process.

Alternative Corridor Evaluation (ACE) Process Steps





Corridor Alternatives

Alternative 1: (8.7 mi) Enzor Rd. along the Yellow River to Adams Rd. / Auburn Rd. at SR 85. **Red** **Eliminated.**

Alternative 2: (4.9 mi) Old Bethel Rd. from US 90 to Airport Rd. at SR 85. **Cyan** **Eliminated.**

Alternative 3: (7.7 mi) Old Bethel Rd. from US 90 to Adams Rd. / Auburn Rd. at SR 85. **Blue**

Alternative 4: (7.2 mi) Old Bethel Rd. from US 90 to Adams Rd. / Auburn Rd. at SR 85. **Yellow**

Alternative 5: (9.2 mi) Old Bethel Rd. from US 90 to Bill Lundy Rd. at SR 85. **Green**

Alternative 6: (3.6 mi) Enzor Rd. from US 90 to Airport Rd. at SR 85. **Orange** **Eliminated.**

The selected corridor will be refined and narrowed through subsequent planning to minimize impacts.

Typical Roadway Section

For planning purposes, the corridors are 250-foot wide. The roadway is assumed to provide two 11-foot travel lanes, separated by a 22-foot median, with 7-foot bike lanes, and 5-foot sidewalk on both sides. The actual roadway right-of-way is anticipated to range from 100 to 130 feet. The roadway configuration and future right-of-way would be further refined in the next study phase.

Corridor Evaluation

Six initial corridors were evaluated through a screening process for (1) purpose and need; (2) social, cultural, and natural environmental impacts; and (3) engineering considerations and costs. The purpose and need evaluation measured the ability of each corridor alternative to relieve congestion on SR 85, improve system performance, enhance regional connectivity, and support local comprehensive plans. Environmental evaluation included consideration of potential relocations, community facilities and neighborhoods, historical and cultural resources, and natural resources such as surface waters, wetlands, and wildlife. Engineering evaluation considered factors such as safety, traffic, utilities, drainage, and cost.

Preliminary Findings and Recommendations

Three alternative corridors were **eliminated** based on purpose and need screening: Alternatives **1** (**Red**), **2** (**Cyan**), and **6** (**Orange**). The remaining three corridors are recommended for further consideration. The results of this analysis, along with a summary of the public input received at tonight's meeting, will be documented in a corridor report. The corridor report will be reviewed by FDOT and the environmental agencies prior to FDOT reaching a decision on whether to proceed to the next phase.

Total Score will be the sum of the rankings once we have public input. **The final decision is based not only on the score. The scores are only one factor to help the County reach a final decision in coordination with the City of Crestview and FDOT.**

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.

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

ATTACHMENTS

Attachment E: Display Boards

Station 1: Looping Information Presentation

1. Welcome

Station 2: Overview

2. What is ACE
3. Purpose and Need
4. Study Area

Station 3: Corridor Development

5. Environmental constraints
6. Initial Corridors

Station 4: Corridors

7. Alt 1 (eliminated)
8. Alt 2 (eliminated)
9. Alt 3
10. Alt 4
11. Alt 5
12. Alt 6 (eliminated)

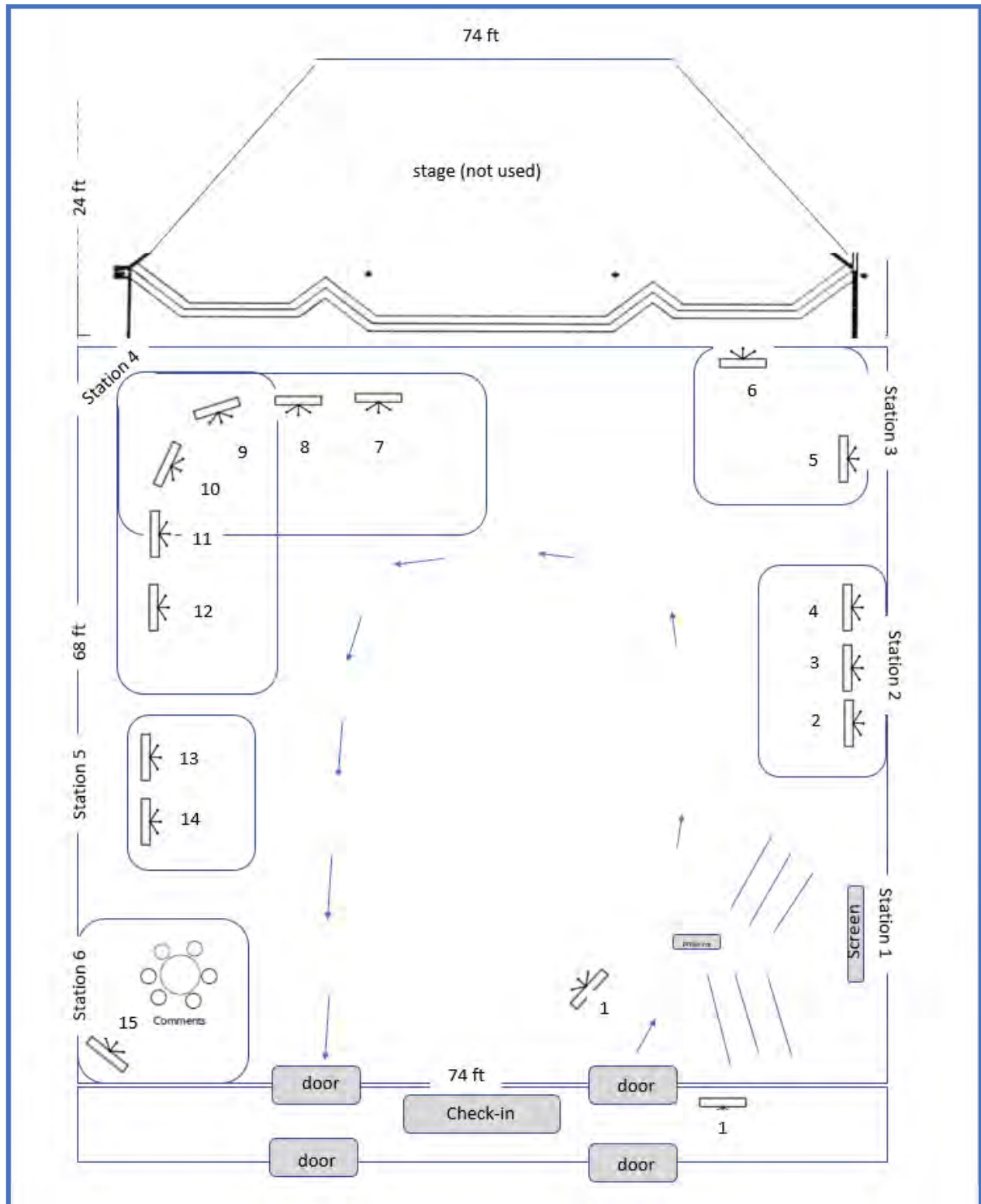
Station 5: Corridor Evaluation and Next Steps

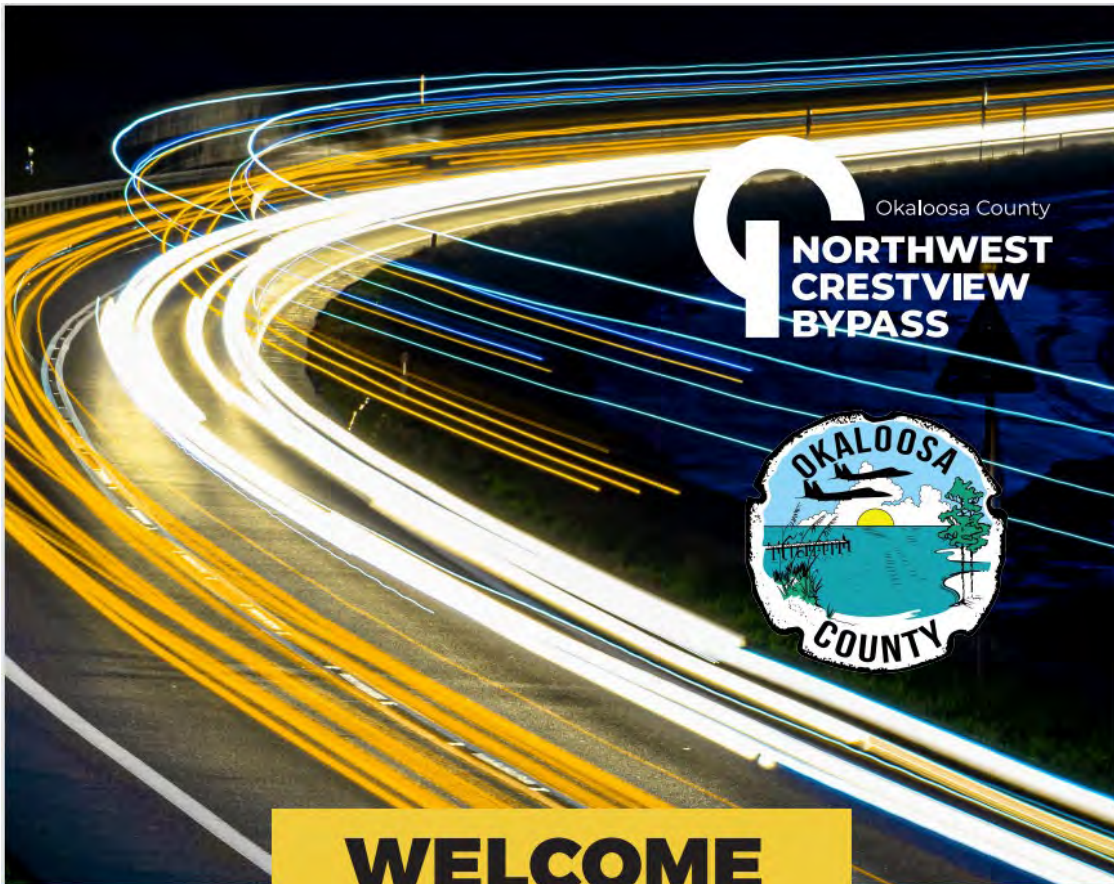
13. Other Projects
14. What's Next

Station 6: Comment Area

15. Thank You / How to Comment

Initial Room Layout





WELCOME

Okaloosa County
**Northwest Crestview Bypass
Alternative Corridor Evaluation
Alternatives Public Meeting**

November 17, 2022

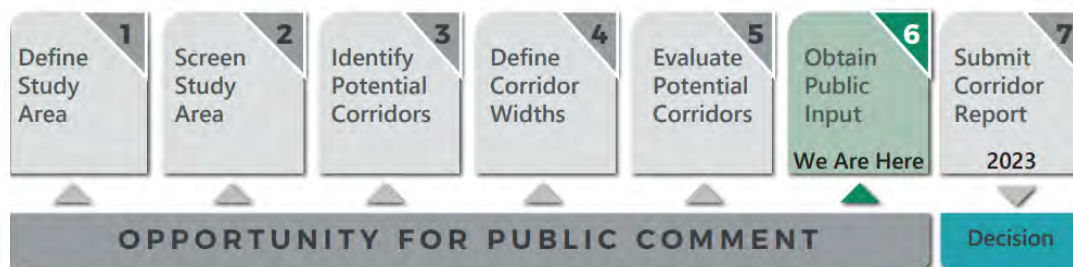




Alternative Corridor Evaluation (ACE) Process



- Follows structured process established by Florida Department of Transportation (FDOT)
- Allows for elimination of alternatives
- Provides a process to advance recommended alternative to next phase
- Meets planning requirements of the National Environmental Policy Act (NEPA)



**Station
2**

**Northwest Crestview Bypass
Alternative Corridor Evaluation (ACE)**

Alternatives Public Meeting
FPID: 438139-1-24-01
ETDM: 14450



Purpose and Need



- Improve mobility and provide regional connectivity
- Provide alternative to State Road 85
- Connect to Southwest Crestview Bypass currently under construction
- Create Northwest Crestview Bypass link between U.S. 90 and State Road 85
- Maintain consistency with local government comprehensive plans

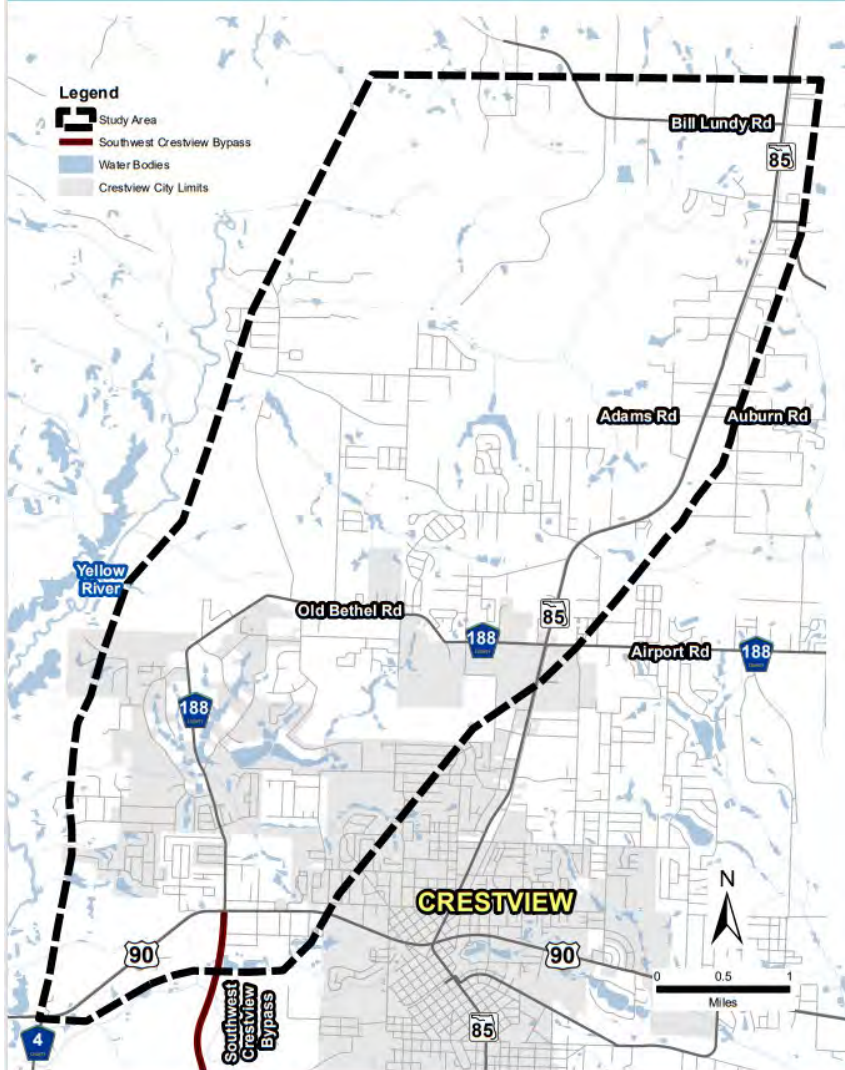


**Station
2**

**Northwest Crestview Bypass
Alternative Corridor Evaluation (ACE)**

Alternatives Public Meeting
FPID: 438139-1-24-01
ETDM: 14450

Study Area



• East of Yellow River, North of U.S. 90, West of State Road 85

• Defined by Okaloosa County, City of Crestview, and Okaloosa-Walton Transportation Planning Organization (TPO)

**Station
2**

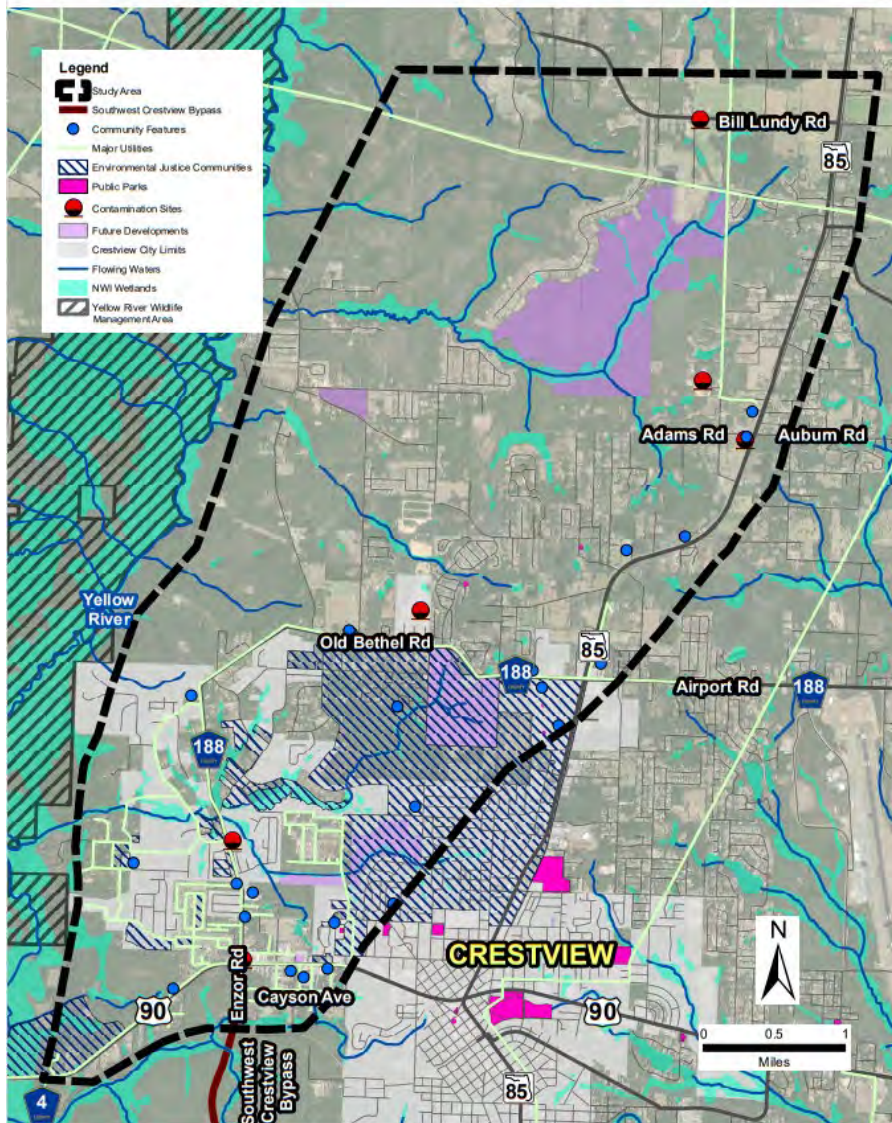
**Northwest Crestview Bypass
Alternative Corridor Evaluation (ACE)**

Alternatives Public Meeting
FPID: 438139-1-24-01
ETDM: 14450

NORTHWEST CRESTVIEW BYPASS



Environmental Constraints



- Communities
- Wetland, Creeks
- Public Parks
- Yellow River
- Future Development
- Utilities
- Farmland

**Station
3**

**Northwest Crestview Bypass
Alternative Corridor Evaluation (ACE)**

Alternatives Public Meeting
FPID: 438139-1-24-01
ETDM: 14450

NORTHWEST CRESTVIEW BYPASS

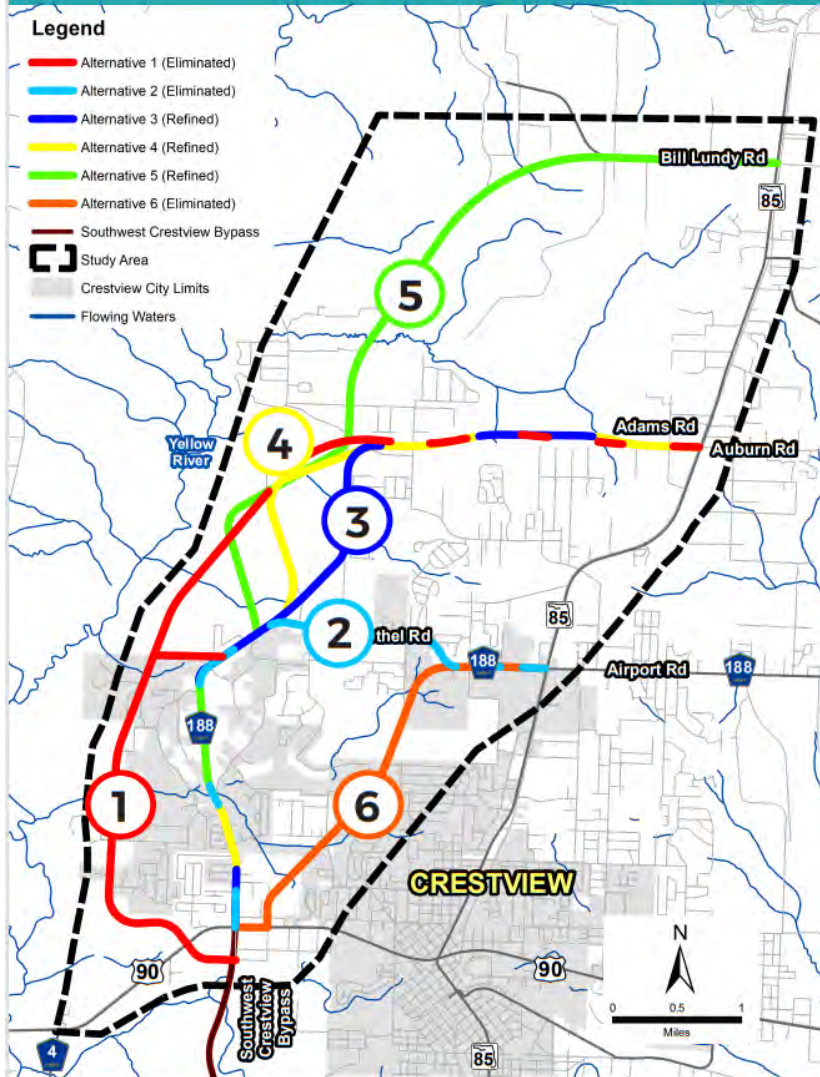


Initial Corridor Alternatives



Legend

- Alternative 1 (Eliminated)
- Alternative 2 (Eliminated)
- Alternative 3 (Refined)
- Alternative 4 (Refined)
- Alternative 5 (Refined)
- Alternative 6 (Eliminated)
- Southwest Crestview Bypass
- Study Area
- Crestview City Limits
- Flowing Waters



- Six initial corridors that build on previous studies
- Links to Southwest Crestview Bypass (under construction)
- Considers potential Eastern Crestview Bypass (future possibility)
- 250-ft wide corridor for evaluation purposes (actual will be less)
- Corridor Alternatives 3, 4, & 5 have been refined
- Corridor Alternatives 1, 2, and 6 have been eliminated

**Station
3**

**Northwest Crestview Bypass
Alternative Corridor Evaluation (ACE)**

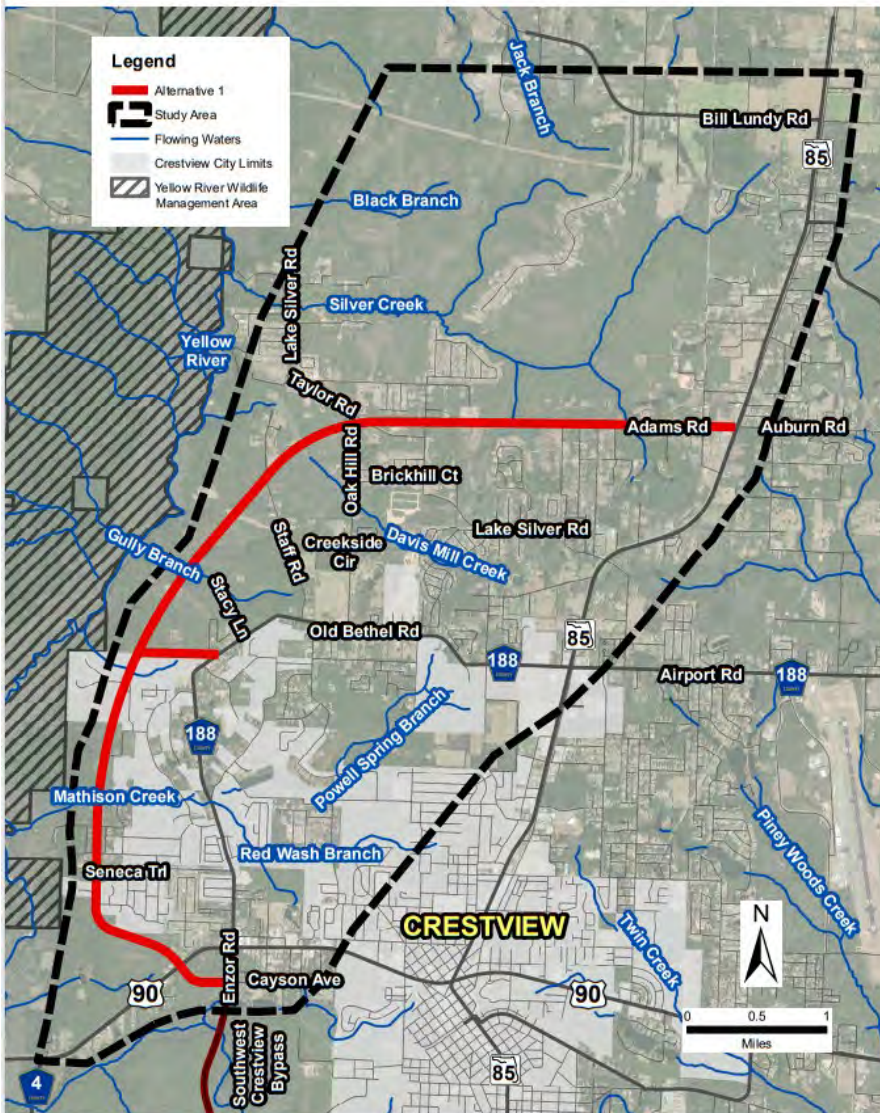
Alternatives Public Meeting
FPID: 438139-1-24-01
ETDM: 14450

NORTHWEST CRESTVIEW BYPASS



1

Corridor 1 Summary



Advantages

- Western-most alignment
- Avoids Old Bethel Road
- Expands roadway network

Disadvantages

- Agency concerns over proximity to Yellow River natural areas
- Not consistent with county comprehensive plan for River Protection Zone
- Therefore, does not meet primary purpose and need



Eliminated from Further Analysis

**Station
4**

**Northwest Crestview Bypass
Alternative Corridor Evaluation (ACE)**

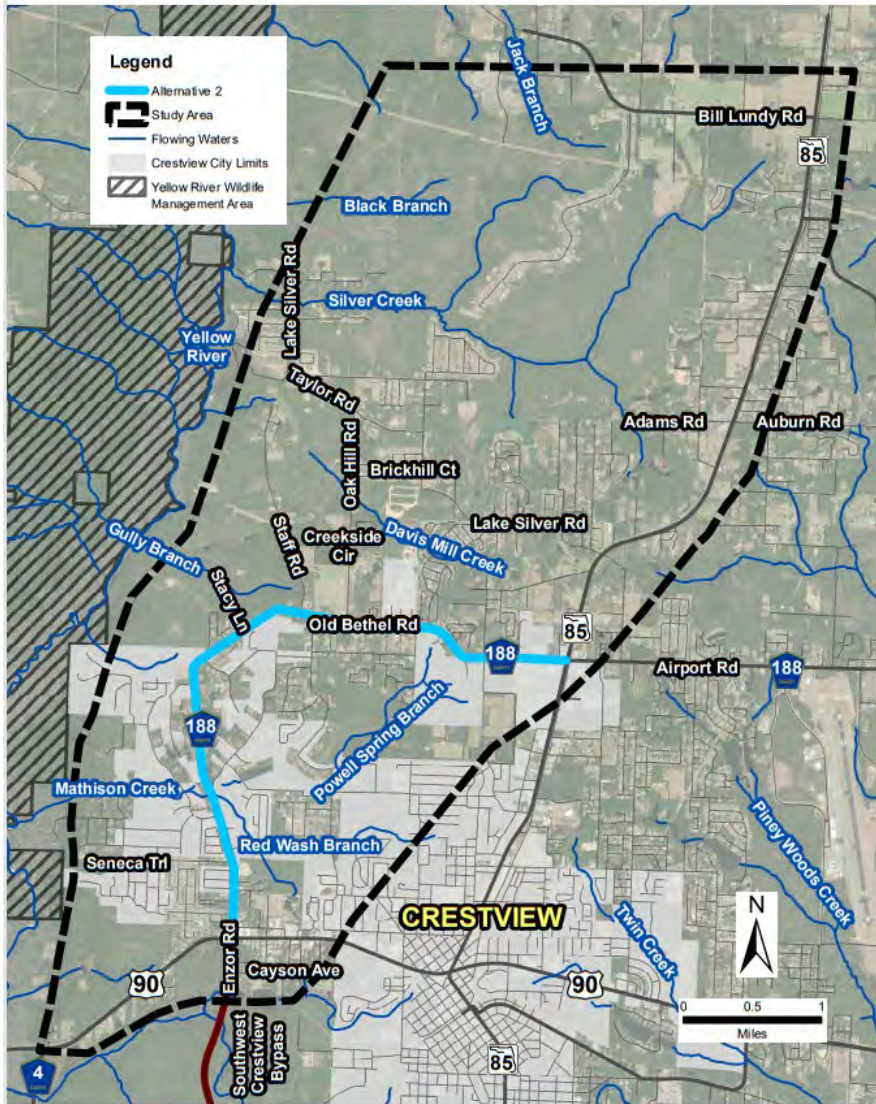
Alternatives Public Meeting
FPID: 438139-1-24-01
ETDM: 14450

NORTHWEST CRESTVIEW BYPASS



2

Corridor 2 Summary



Advantages

- Central corridor

Disadvantages

- Does not create new network
- Does not improve regional connectivity
- Therefore does not meet primary purpose and need



Eliminated from Further Analysis

Station
4

**Northwest Crestview Bypass
Alternative Corridor Evaluation (ACE)**

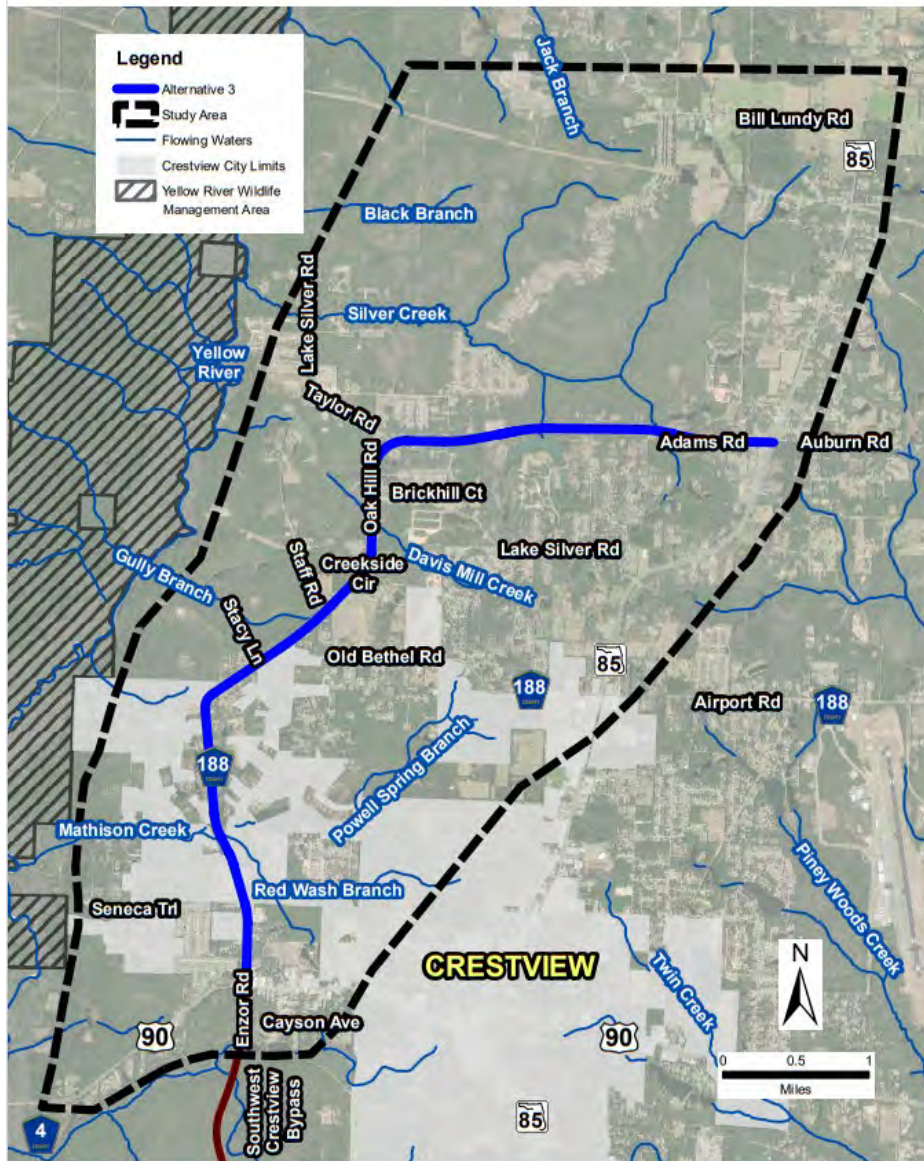
Alternatives Public Meeting
FPID: 438139-1-24-01
ETDM: 14450

NORTHWEST CRESTVIEW BYPASS



3

Corridor 3 Summary



Advantages

- Expands regional connectivity and provides new roadway network
- Creates new northerly connection to Adams / Auburn Road
- Opportunity for northern extension to Bill Lundy Road (Alternative 5)

Disadvantages

- Does not avoid right-of-way and relocations on Old Bethel Road
- Utility conflicts on Old Bethel Road



Remains Under Consideration

**Station
4**

**Northwest Crestview Bypass
Alternative Corridor Evaluation (ACE)**

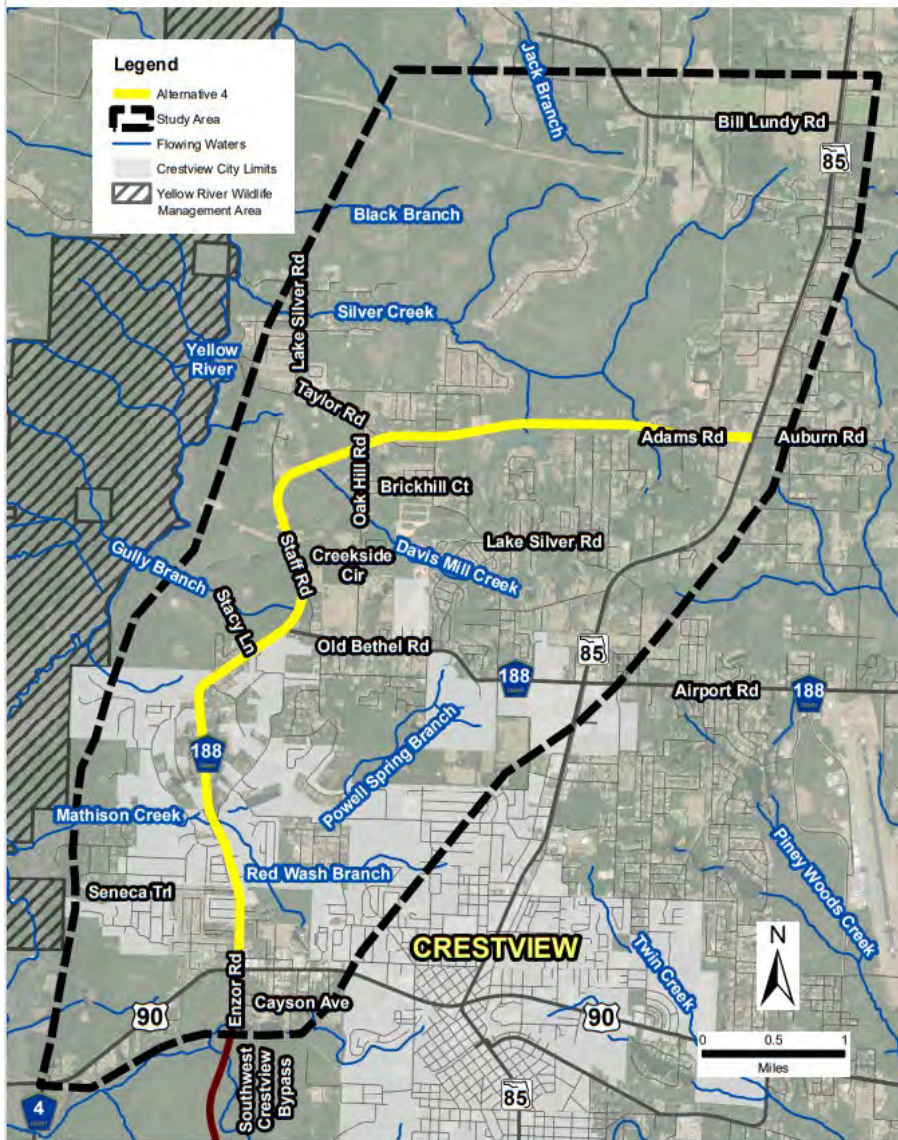
Alternatives Public Meeting
FPID: 438139-1-24-01
ETDM: 14450

NORTHWEST CRESTVIEW BYPASS



4

Corridor 4 Summary



Advantages

- Expands regional connectivity and provides new roadway network
- Creates new northerly connection to Adams / Auburn Road
- Opportunity for northern extension to Bill Lundy Road (Alternative 5)

Disadvantages

- Does not avoid right-of-way and relocations on Old Bethel Road
- Utility conflicts on Old Bethel Road



Remains Under Consideration

Station
4

**Northwest Crestview Bypass
Alternative Corridor Evaluation (ACE)**

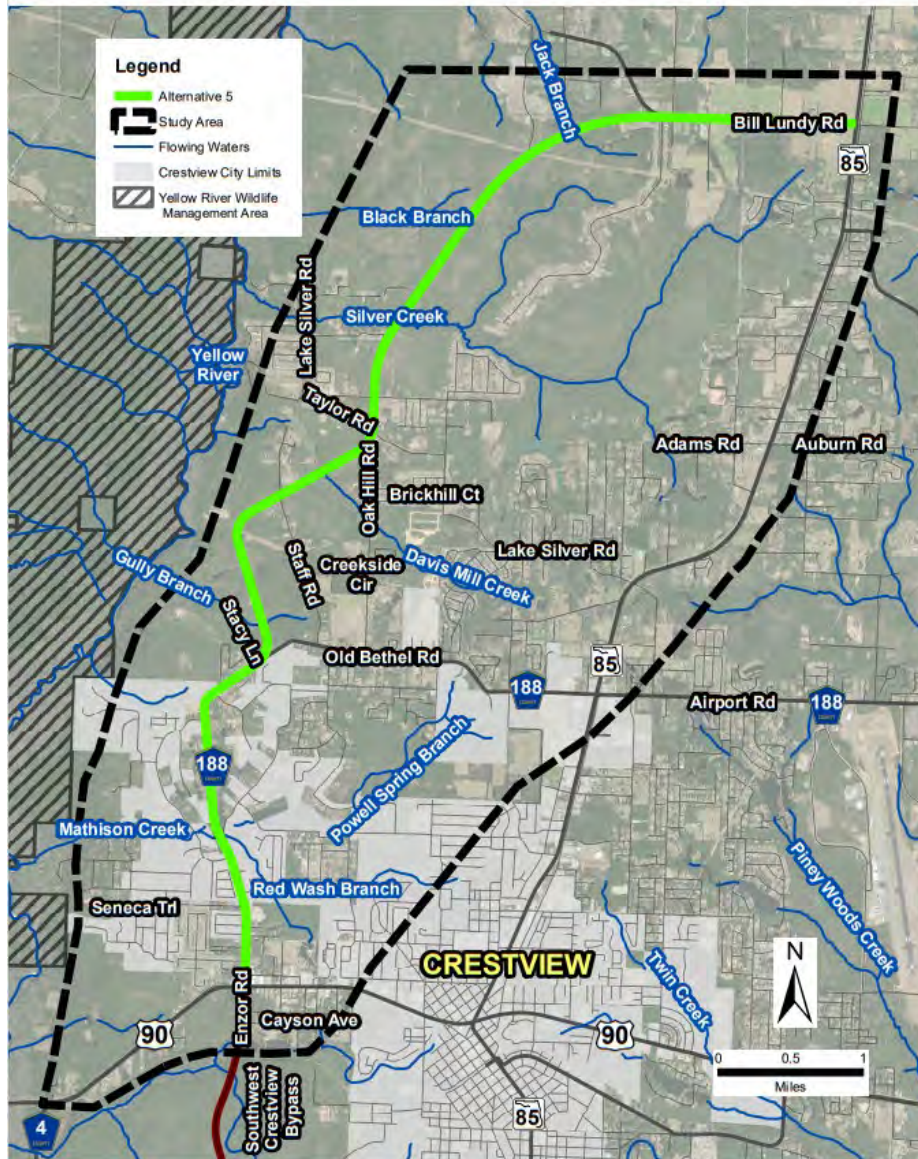
Alternatives Public Meeting
FPID: 438139-1-24-01
ETDM: 14450

NORTHWEST CRESTVIEW BYPASS



5

Corridor 5 Summary



Advantages

- Expands regional connectivity and provides new roadway network
- Creates new northerly connection to Bill Lundy Road
- Avoids future developments
- Best accommodates future growth north of Crestview
- Provides opportunity for collector street extension to Auburn Road

Disadvantages

- Does not avoid right-of-way and relocations on Old Bethel Road
- Utility conflicts on Old Bethel Road
- Greater cost and impacts due to greater length



Remains Under Consideration

**Station
4**

**Northwest Crestview Bypass
Alternative Corridor Evaluation (ACE)**

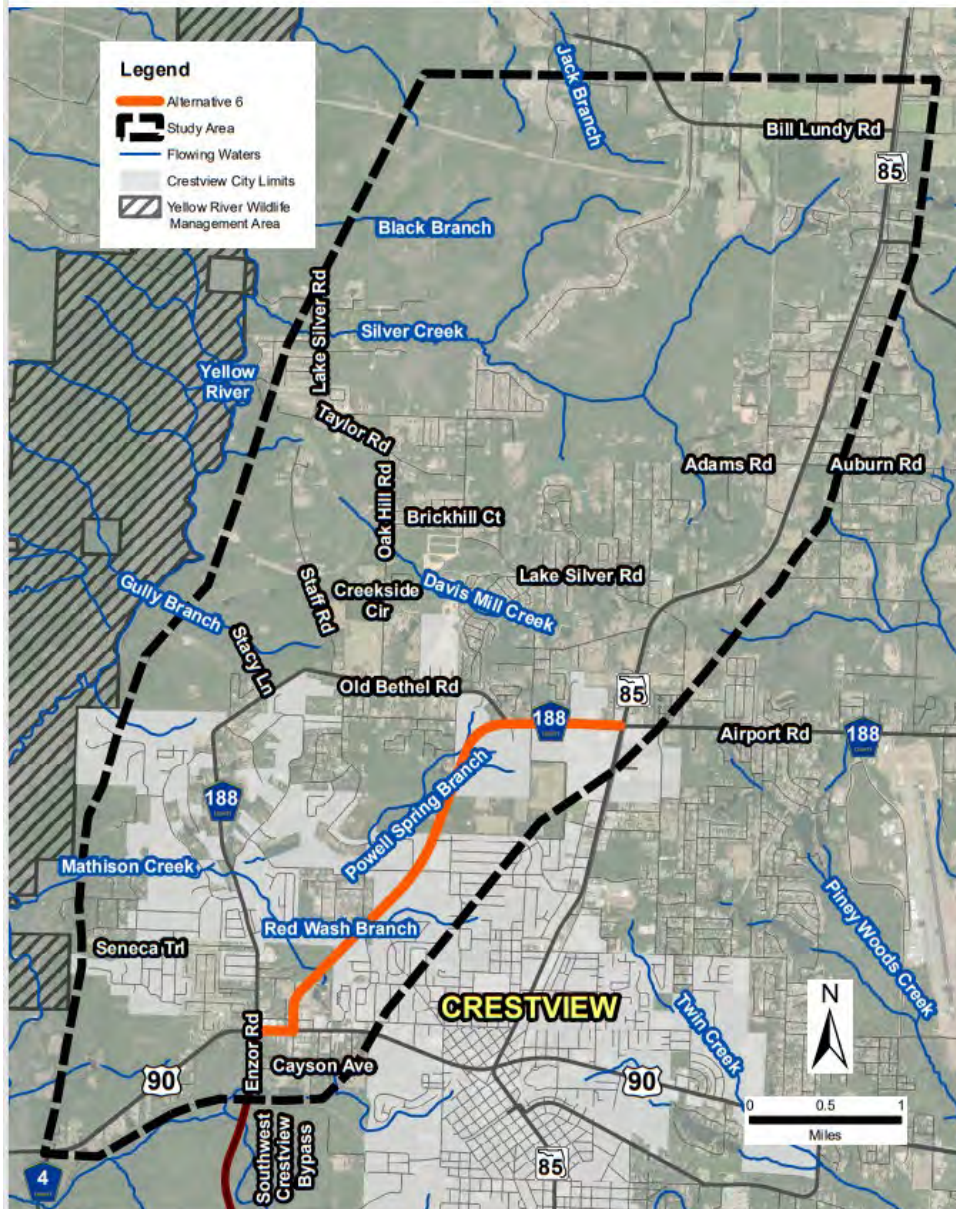
Alternatives Public Meeting
FPID: 438139-1-24-01
ETDM: 14450

NORTHWEST CRESTVIEW BYPASS



6

Corridor 6 Summary



Advantages

- Avoids Old Bethel Road
- Greatest distance from Yellow River

Disadvantages

- Does not provide regional connectivity
- Not consistent with county and city comprehensive plans for future development
- Therefore, does not meet primary purpose and need



Eliminated from Further Analysis

**Station
4**

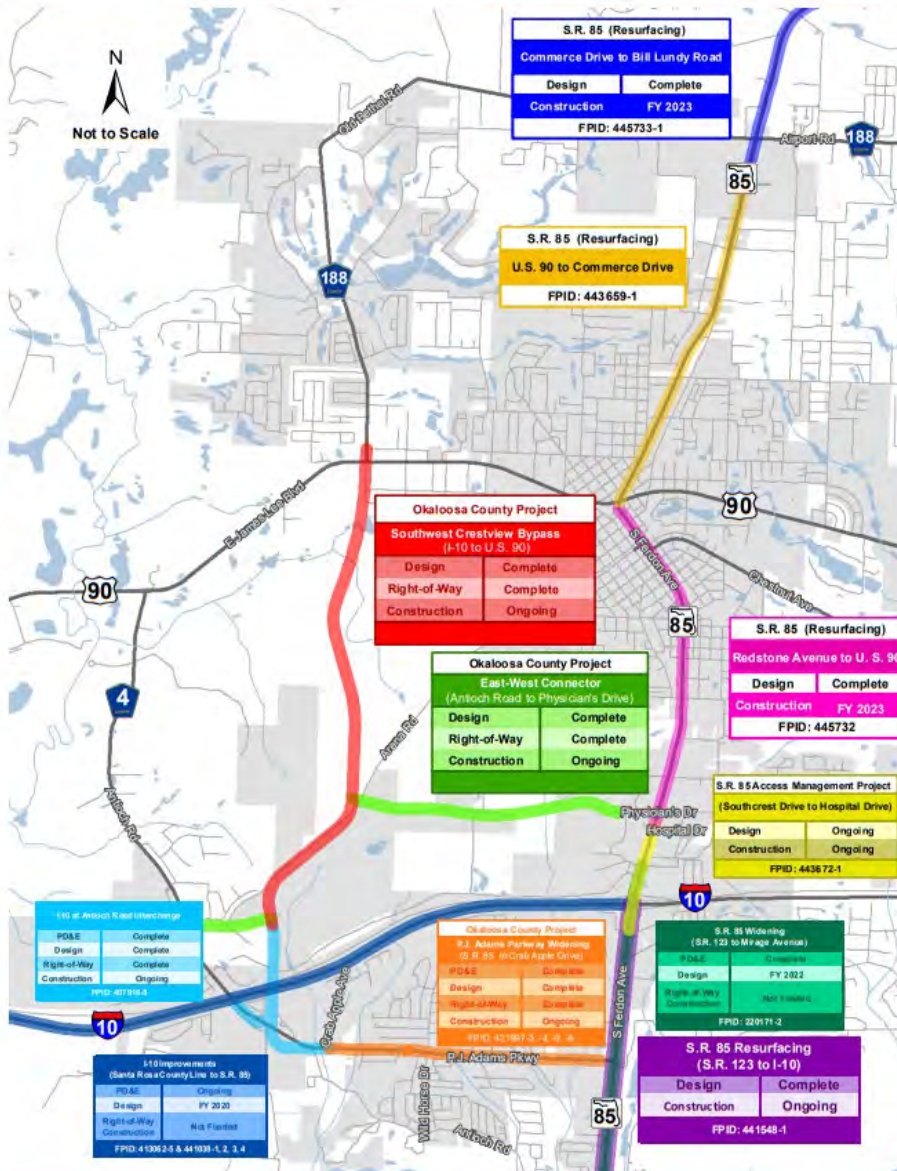
**Northwest Crestview Bypass
Alternative Corridor Evaluation (ACE)**

Alternatives Public Meeting
FPID: 438139-1-24-01
ETDM: 14450

NORTHWEST CRESTVIEW BYPASS



The seal of Okaloosa County, Florida, is a circular emblem. It depicts a scenic landscape with a bright yellow sun rising over a body of water. On the left, there are green reeds or marsh plants. On the right, a tall green pine tree stands. A black silhouette of a bird is shown in flight across the sky. The word "OKALOOSA" is written in a curved path along the top inner edge of the seal, and the word "COUNTY" is written along the bottom inner edge.



- Northwest Crestview Bypass will link to Southwest Crestview Bypass and projects currently under construction

Northwest Crestview Bypass Alternative Corridor Evaluation (ACE)

Alternatives Public Meeting
FPID: 438139-1-24-01
ETDM: 14450

NORTHWEST CRESTVIEW BYPASS

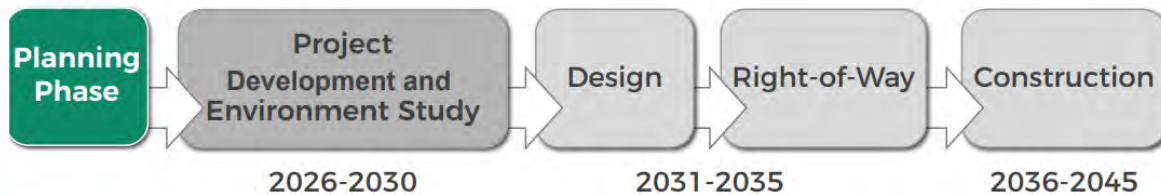




Next Steps

- ACE is the initial Planning Phase (2022)
- ACE determines the corridor(s) to advance (2023)
- Next phase is Project Development and Environment (PD&E) Study (2026 - 2030)
- Design, Right-of-Way, and Construction are not yet funded (2031 - 2045)

**We Are
Here**

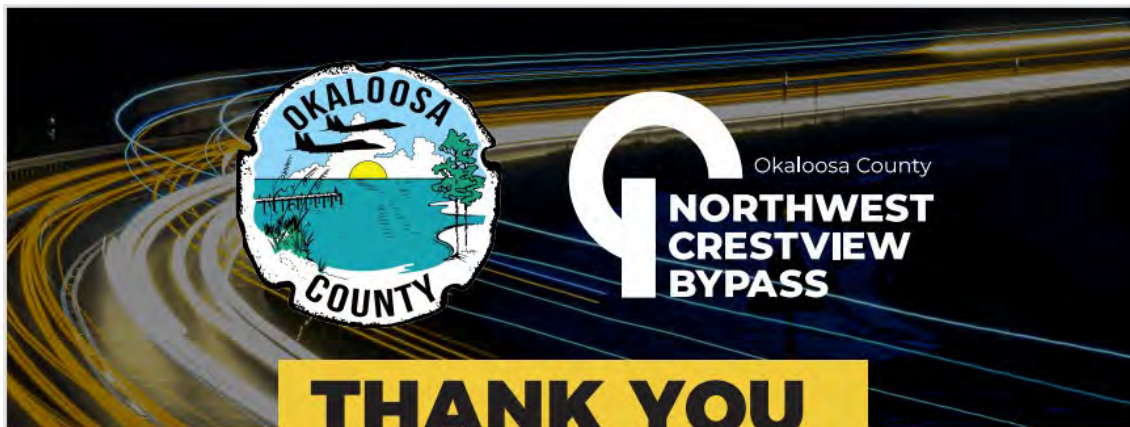


Future phases are not funded. Timeframes shown are estimates based on the Okaloosa-Walton Transportation Planning Organization (O-W TPO) 2045 Long Range Transportation Plan.

**Station
5**

**Northwest Crestview Bypass
Alternative Corridor Evaluation (ACE)**

Alternatives Public Meeting
FPID: 438139-1-24-01
ETDM: 14450



THANK YOU

Okaloosa County
**Northwest Crestview Bypass
Alternative Corridor Evaluation
Alternatives Public Meeting**

Comments & Questions?

1. Fill out comment form at meeting.
2. Email or contact project manager.

Comments to:

Stephen Blalock, P.E.

Okaloosa County Public Works

NWCB@myokaloosa.com

(850) 683-6259

Your Input is Needed




Comment period closes Friday, December 2, 2022.

ATTACHMENTS

Attachment F: Presentations

- | | |
|---|------|
| ○ City of Crestview City Council | F-2 |
| ○ Okaloosa County Board of County Commissioners | F-9 |
| ○ Public Meeting | F-18 |

- **Crestview City Council, Monday, November 14, 2022 Council Meeting**

CITY COUNCIL REGULAR MEETING AGENDA
November 14, 2022
6:00 p.m.
Council Chambers

The Public is invited to view our meetings on the City of Crestview Live stream at <https://www.cityofcrestview.org> or the City of Crestview Facebook Page. You may submit questions on any agenda item in advance (by 3:00 p.m. the day of the meeting) to cityclerk@cityofcrestview.org.

- 1. Call to Order**
- 2. Invocation, Pledge of Allegiance**
 - 2.1. Pastor Brian Walton, Community of Christ Church
- 3. Open Policy Making and Legislative Session**
- 4. Approve Agenda**
- 5. Presentations and Reports**
 - 5.1. Northwest Crestview Bypass ACE Meeting
 - 5.2. Powering Partnerships Certificate of Appreciation - Michael Beedie
 - 5.3. Presentation for Tripp Zick
 - 5.4. Proclamation declaring Saturday, November 26, 2022 as Small Business Saturday
- 6. Consent Agenda**
 - 6.1. Sewer Master Planning for Civic Complex Area
 - 6.2. Approval of the October 17, 2022 Special City Council Meeting Minutes
 - 6.3. Approval of the October 24, 2022 City Council Regular Meeting Minutes
- 7. Public Hearings / Ordinances on Second Reading**
 - 7.1. Ordinance 1900 - Antioch Road Annexation
 - 7.2. Ordinance 1901 - Antioch Road Comprehensive Plan Amendment
 - 7.3. Ordinance 1902 - Antioch Road Rezoning
 - 7.4. Ordinance 1903 - Friendship Lane Annexation
 - 7.5. Ordinance 1904 - Friendship Lane Comprehensive Plan Amendment

Page 1 of 266



CITY OF CRESTVIEW

Item # 5.1.

Staff Report

CITY COUNCIL MEETING DATE: November 14,
2022

TYPE OF AGENDA ITEM: Presentation

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Tim Bolduc, City Manager, Michael Criddle, Public Services Director, Kyle Lusk
DATE: 11/9/2022
SUBJECT: Northwest Crestview Bypass ACE Meeting

BACKGROUND:

Okaloosa County will hold a public meeting for the Northwest Crestview Bypass project, Thursday, November 17, 2022, from 5:30 to 6:30 p.m. Central Time, at Warrior's Hall, 201 Stillwell Boulevard, Crestview, FL.

This meeting will be held in-person (no virtual component) to provide interested persons an opportunity to express their views about the draft study.

The Northwest Crestview Bypass Alternative Corridor Evaluation (ACE) Study is a high-level planning study that focuses on the feasibility for a westerly bypass around Crestview as a continuation of the Southwest Bypass currently under construction. This northwest segment connects to the Southwest Bypass at US 90 and continues northwesterly to State Road 85. The purpose of this study is to provide regional system connectivity and improve mobility by providing an alternative to State Road 85 and completing the Western Bypass around the City of Crestview, consistent with local plans. The study area extends from US 90 north to Bill Lundy Road. The ACE Study (anticipated complete in 2023) will recommend corridor(s) to advance to the next phase, which is a Project Development and Environment (PD&E) Study. Future phases are not funded.

Maps, drawings, and other information will be on display at the meeting. A presentation will be provided. County representatives will be available to discuss the study, answer questions, and receive comments. Persons wishing to submit written comments may do so at the meeting or may contact the County Project Manager using the information provided. The deadline to submit official comments related to this public meeting is Friday, December 2, 2022.

If you have any questions or issues, please contact Stephen Blalock, P.E., Okaloosa County Project Manager, at (850) 683-6259 or via email at NWCB@myokaloosa.com.

This meeting is being held without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Project Manager at least seven days prior to the meeting.

DISCUSSION:

Cory Wilkinson, AICP, CEP will be available to answer any questions.

GOALS & OBJECTIVES

This item is consistent with the goals in A New View Strategic Plan 2020 as follows;

Foundational- these are the areas of focus that make up the necessary foundation of a successful local government.

Organizational Capacity, Effectiveness & Efficiency- To efficiently & effectively provide the highest quality of public services

Infrastructure- Satisfy current and future infrastructure needs

Communication- To engage, inform and educate public and staff

Quality of Life- these areas focus on the overall experience when provided by the city.

Safety- Ensure the continuous safety of citizens and visitors

Mobility- Provide safe, efficient and accessible means for mobility

Opportunity- Promote an environment that encourages economic and educational opportunity

FINANCIAL IMPACT

There is no cost to attending the Northwest Crestview Bypass Alternative Corridor Evaluation Study Public Meeting at Warrior Hall.

RECOMMENDED ACTION

Staff respectfully requests we allow Cory Wilkinson to discuss the upcoming Northwest Crestview Bypass Alternative Corridor Evaluation Study Public Meeting at Warrior Hall

Attachments

1. NW Crestview Bypass brief to Commission and Council



Okaloosa County

Northwest Crestview Bypass Alternative Corridor Evaluation

Public Meeting

**Briefing to
County
Commission and
City Council**

Page 6 of 266



Public Meeting



Public Meeting

Thursday, November 17, 2022

Warrior's Hall

201 Stillwell Blvd, Crestview

5:30 – 6:30 p.m.

Page 7 of 266



Overview of Area Projects

- Construction of **PJ Adams Parkway, Southwest Bypass**, and the new **I-10 interchange** at Antioch are underway and will provide new connections between SR 85, I-10, and US 90
- We are now planning the next phase: **Northwest Crestview Bypass**
- The Northwest Bypass will connect to SR 85 north of Crestview.

Funded by Okaloosa County Surtax dollars and a FDOT grant; developed with City of Crestview and FDOT.



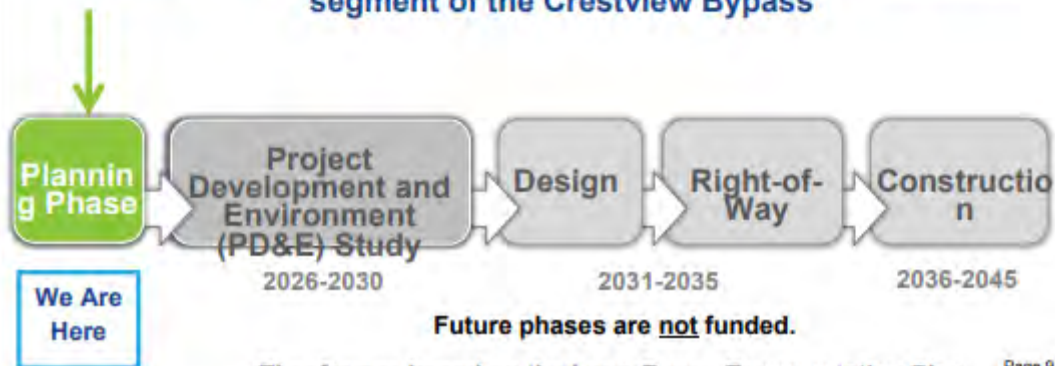
3 of 7



Objective and Overall Process



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



Timeframes based on the Long-Range Transportation Plan.

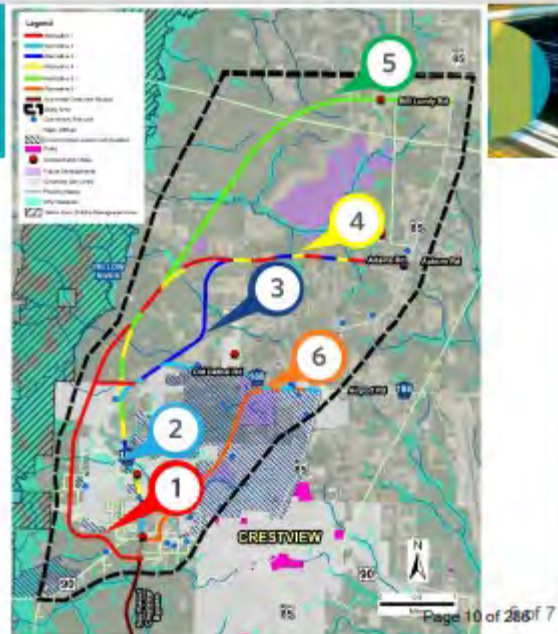
Page 9 of 28 of 7



Initial Corridors

- Six initial corridors were identified
- Builds on previous studies
- Corridors connect with the Southwest bypass currently under construction at or near US 90
- Corridors end at SR 85 and Airport Road, Adams Road or Bill Lundy Road.

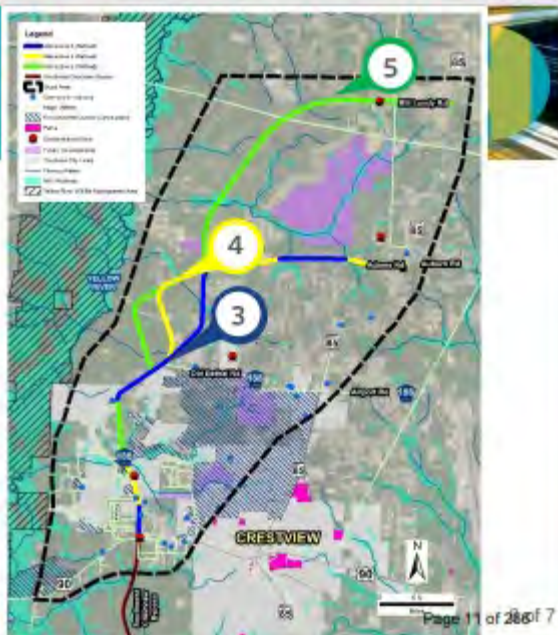
Study process is documented in the Alternative Corridor Evaluation Report (ACER)



Corridors Remaining

- Alternative 1, 2, and 6 were eliminated
- Alternatives 3, 4 and 5 were refined to minimize impacts to people and resources

County to select recommended corridor following public meeting





What's Next?



- Public meeting: November 17, 2022
- Comment period closes: December 2, 2022
- County recommendation: Spring 2023
- Report review / complete: Summer 2023

Comments to:

Stephen Blalock, P.E.
Okaloosa County Public Works

NWCB@myokaloosa.com

Page 12 of 28 of 7

- **Okaloosa County Board of County Commissioners, Tuesday, November 15, 2022**

Agenda
Okaloosa County Board of Commissioners
Tuesday, November 15, 2022– 8:30 AM
Okaloosa County Administration Building
*In accordance with Section 286.011,
Florida Statutes, this meeting was publicly noticed on May 3, 2022*

Regular Meeting (South)

Agenda

November 15, 2022

VIII. Public Hearing 8:30 a.m - Please fill out a Speaker Card

1. [PW] Public hearing for comment & consideration concerning a request to vacate a portion of alleyway in Block 108, Townsite of Port Dixie, Shalimar, FL.
Dist: 2 – Ketchel - *Page: 1388*
2. [PW] Public hearing for comment & consideration concerning a request to vacate a portion of alleyway in Block 3, Townsite of Port Dixie, Shalimar, FL.
Dist: 2 – Ketchel - *Page: 1399*

IX. Department Business

A. Sheila Fitzgerald/Deputy County Administrator - Support

1. Request confirmation of the County Administrator's recommendation to promote Mrs. Kelly Bird as Human Resources & Risk Management Director.
Dist: All - *Page: 1411*
2. Request the Board's consideration of a request from the HSU Educational Foundation for the County to act as primary applicant on their proposed \$102 Million Dollar Triumph Gulf Coast grant application for the "Fieldwerx Technology Hub". Dist: All - *Page: 1416*

B. Jason Autrey/Public Works

1. Request approval of Right-of-Way Acquisition Services for PJ Adams Turn Lane Widening - HDR Task Order 17 in the amount of \$208,066.80.
Dist: 3 – Boyles - *Page: 1423*
2. Request approval of \$1,500,000 2023 College Blvd./Forest Road Multi-Use Path Grant Agreement - Dist: 1-Mixon; 3 – Boyles, 5 – Ponder - *Page: 1434*
3. Request approval of \$3,000,000 2023 CR2 Road Safety and Bridge Upgrades Grant Agreement - Dist: 1 -Mixon & 3 – Boyles - *Page: 1463*
4. Northwest Crestview Bypass Alternative Corridor Evaluation Briefing to Board of County Commissioners and Announcement of Public Meeting. Dist: 1 - Mixon & 3 – Boyles - *Page: 1492*

X. Commissioners' Minute

XI. Continued and Additional Public Comments



BOARD OF COUNTY COMMISSIONERS AGENDA REQUEST

DATE: November 15, 2022
TO: Honorable Chairman and Distinguished Members of the Board
FROM: Jason Autrey
SUBJECT: Northwest Crestview Bypass Alternative Corridor Evaluation Briefing
DEPARTMENT: Public Works
BCC DISTRICT: All

STATEMENT OF ISSUE: Briefing from HDR Engineering on the Draft Alternative Corridor Evaluation Report (ACER) and announcement of the Public Meeting on Thursday, November 17, 2022 at Warrior's Hall located at 201 Stillwell Blvd., Crestview, Florida from 5:30 p.m. to 6:30 p.m.

BACKGROUND: HDR Engineering, Inc. was retained by Okaloosa County to assist in the evaluation of alternative corridors for the northwest segment of a bypass around the City of Crestview. The corridors were evaluated utilizing the FDOT Alternated Corridor Evaluation (ACE) framework. A meeting will be held on November 17, 2022 for public opportunity to review the draft ACER and provide feedback.

OPTIONS: This item is presented for informational purposes only; no action is required.

RECOMMENDATIONS: This item is presented for informational purposes only; no action is required.

RECOMMENDED BY:


Jason Autrey, Director, Public Works 11/7/2022

APPROVED BY:


John Hofstad, County Administrator 11/8/2022



Okaloosa County

Northwest Crestview Bypass Alternative Corridor Evaluation

Public Meeting

**Briefing to
County Commission
and City Council**

Packet Pg. 1493



Public Meeting



Public Meeting
Thursday, November 17, 2022
Warrior's Hall
201 Stillwell Blvd, Crestview
5:30 – 6:30 p.m.

2 of 7

Packet Pg. 1494



Overview of Area Projects

- Construction of **PJ Adams Parkway**, **Southwest Bypass**, and the new **I-10 interchange** at Antioch are underway and will provide new connections between SR 85, I-10, and US 90
- We are now planning the next phase: **Northwest Crestview Bypass**
- The Northwest Bypass will connect to SR 85 north of Crestview.

Funded by **Okaloosa County Surtax** dollars and a FDOT grant; developed with City of Crestview and FDOT.

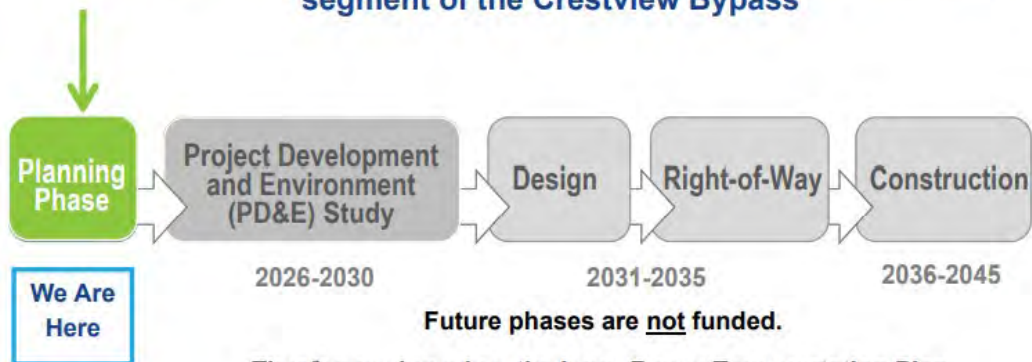




Objective and Overall Process



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



Timeframes based on the Long-Range Transportation Plan.

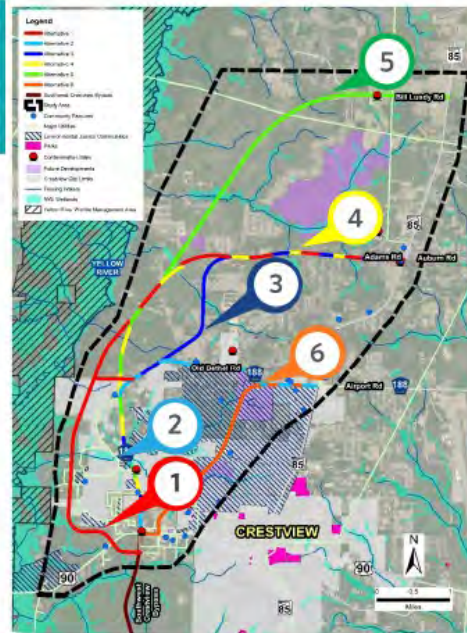
4 of 7



Initial Corridors

- Six initial corridors were identified
- Builds on previous studies
- Corridors connect with the Southwest bypass currently under construction at or near US 90
- Corridors end at SR 85 and Airport Road, Adams Road or Bill Lundy Road.

Study process is documented
in the Alternative Corridor
Evaluation Report (ACER)



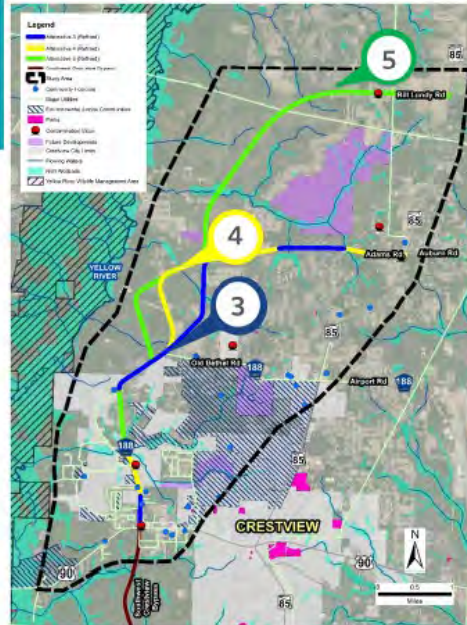
5 of 7



Corridors Remaining

- Alternative 1, 2, and 6 were eliminated
- Alternatives 3, 4 and 5 were refined to minimize impacts to people and resources

County to select recommended corridor following public meeting



6 of 7

Packet Pg. 1498



What's Next?



- Public meeting: November 17, 2022
- Comment period closes: December 2, 2022
- County recommendation: Spring 2023
- Report review / complete: Summer 2023

Comments to:

Stephen Blalock, P.E.
Okaloosa County Public Works

NWCB@myokaloosa.com

7 of 7

Packet Pg. 1499

**At Public Meeting, Thursday, November 17, 2022:
presented as continuous looping presentation with Closed-Caption available.
Also made available on county web site on day of meeting.**



[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

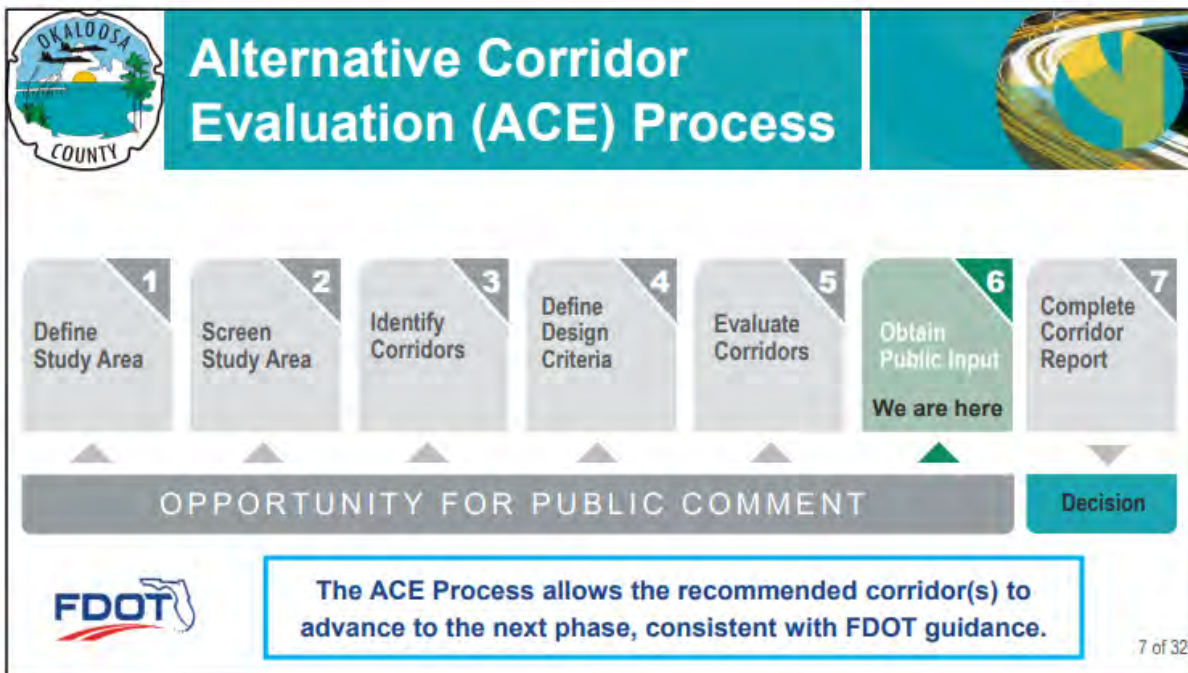
- **Improve regional connectivity by providing:**
 - Alternative to State Road (S.R.) 85
 - Northwestern bypass around Crestview
 - Consistent with plans
 - Connection to Southwest Bypass under construction
- **Study area from U.S. 90 to S.R. 85 north of Crestview**

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.

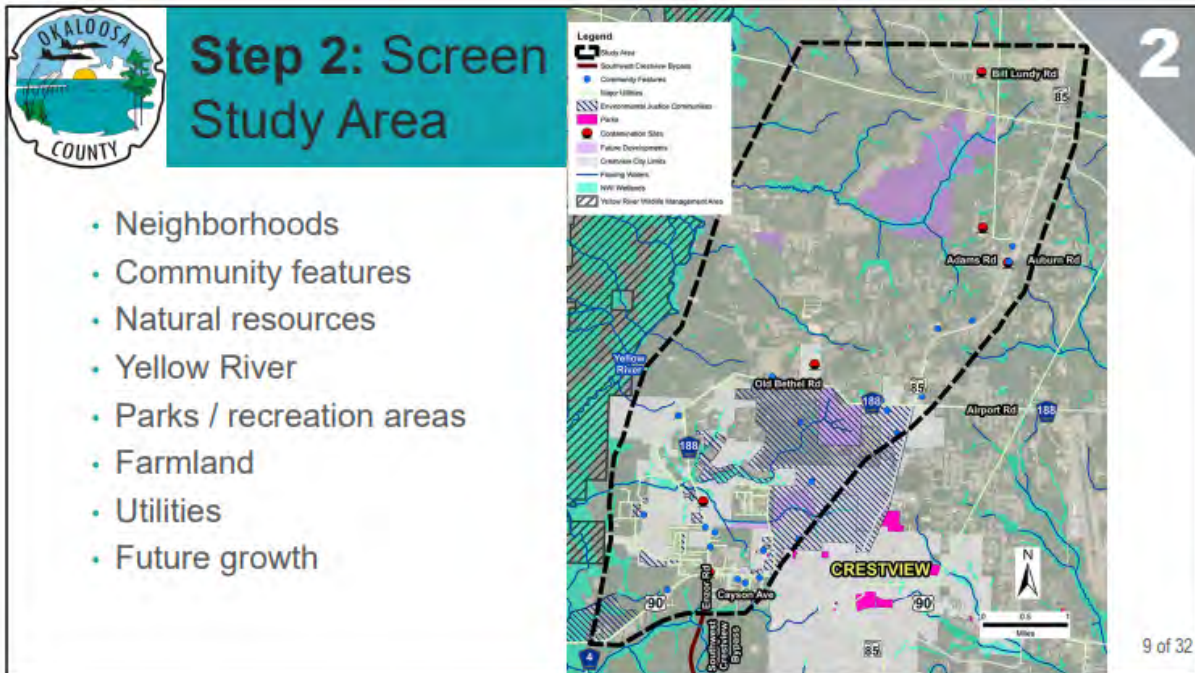
The study area is from US Highway 90 West James Lee Boulevard, to State Road 85 North Ferdon Boulevard, with the northern extent at Bill Lundy Road, on State Road 85.



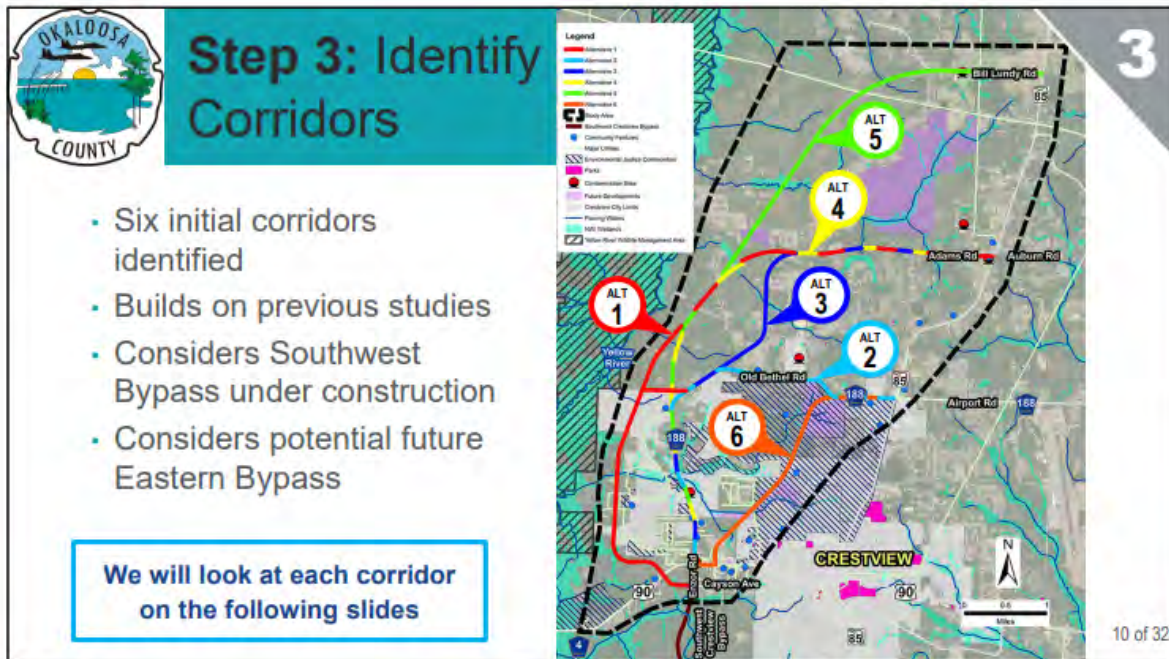
The study is currently in the planning phase and is following a process developed by the Florida Department of Transportation known as an Alternative Corridor Evaluation or ACE.

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.



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.



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

Alternative 2

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



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

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



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

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



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

Alternative 5

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



3

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

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



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



- 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 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.



Step 5: Evaluate Corridors

Alternative 1

- Incompatible with County River Protection Zone



Alternative 1 was eliminated from further consideration.



5

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

Alternative 6

- Functions as local route, not regional route
- Not compatible with future land use development plans



Alternative 6 was eliminated from further consideration.



Based on the purpose and need evaluation, Alternative 6 was also eliminated from further consideration.

Alternative 6 functions more as a local route rather than a regional route and is incompatible with existing and future land use plans.



Step 5: Evaluate Corridors



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

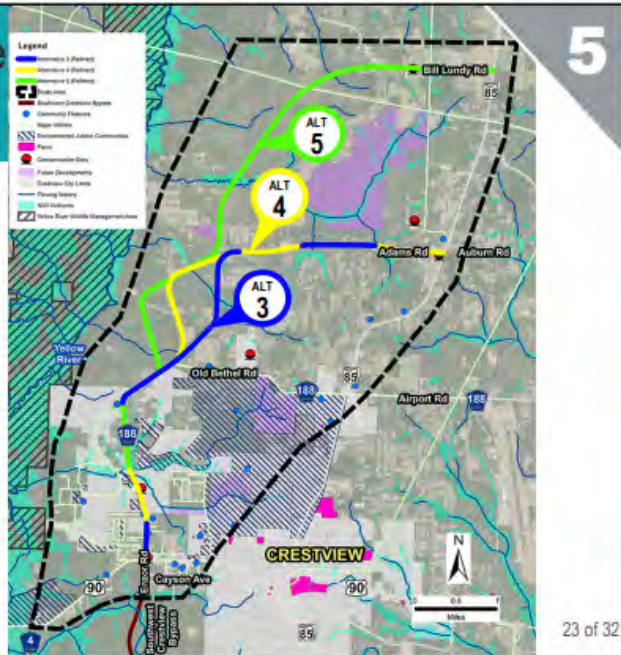
The three remaining alternatives were refined and further evaluated based on social, cultural, and natural considerations; and engineering and cost considerations.



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.



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

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.



5

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

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.



5

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



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.

27 of 32

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.

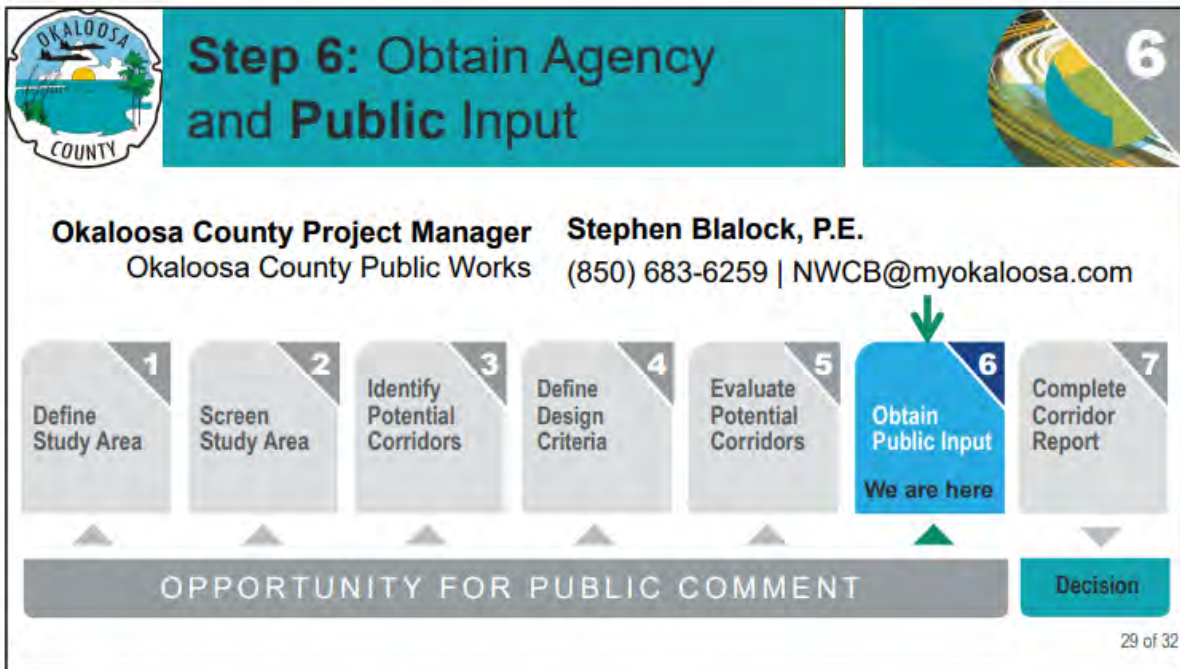
	Social and Economic						Cultural and Tribal	Natural			Physical			
	Social	Economic	Land Use Changes	Mobility	Aesthetic Effects	Relocation Potential	Section 4(f) Wetland	Recreational and Protected Lands	Historic and Archaeological Sites	Wetlands and Surface Waters	Floodplains	Protected Species and Habitat	Coastal and Marine	None
Alternative 1 From: 81st Road To: Auburn Rd and SR 85 Published: 10/04/2021 Reviewed from 05/27/2021 to 07/15/2021	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Alternative 2 From: US 90 To: SR 85 Published: 10/04/2021 Reviewed from 05/27/2021 to 07/15/2021	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Alternative 3 From: US 90 To: Auburn Rd and SR 85 Published: 10/04/2021 Reviewed from 05/27/2021 to 07/15/2021	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Alternative 4 From: US 90 To: Auburn Rd and SR 85 Published: 10/04/2021 Reviewed from 05/27/2021 to 07/15/2021	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Alternative 5 From: US 90 To: Billy Landy Rd and SR 85 Published: 10/04/2021 Reviewed from 05/27/2021 to 07/15/2021	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Alternative 6 From: US 90 To: Old Bethel Rd and SR 85 Published: 10/04/2021 Reviewed from 05/27/2021 to 07/15/2021	3	3	3	3	3	3	3	3	3	3	3	3	3	3

28 of 32

Step 6 involves agency and public input.

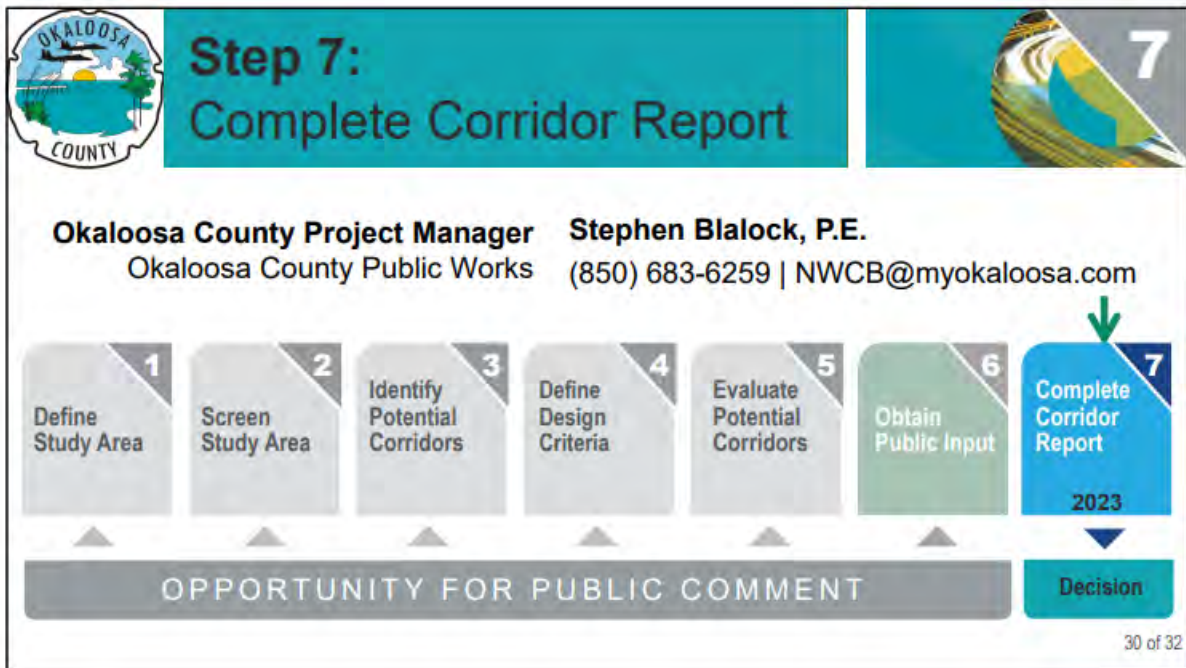
The environmental resource agencies were afforded an opportunity to review and comment on all corridors through the FDOT Efficient Transportation Decision Making, or E – T – D – M, process.

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



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

We anticipate completion of the report in 2023.

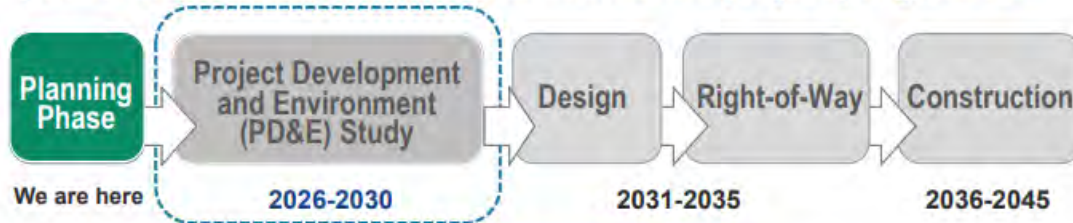
This will allow the County to work with the Florida Department of Transportation to advance the recommended alternative to the next study phase, which is a Project Development and Environment, or P – D – and – E, study.



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.

ATTACHMENTS

Attachment G: Photos



Directional signage



Entrance and ADA parking and ramp



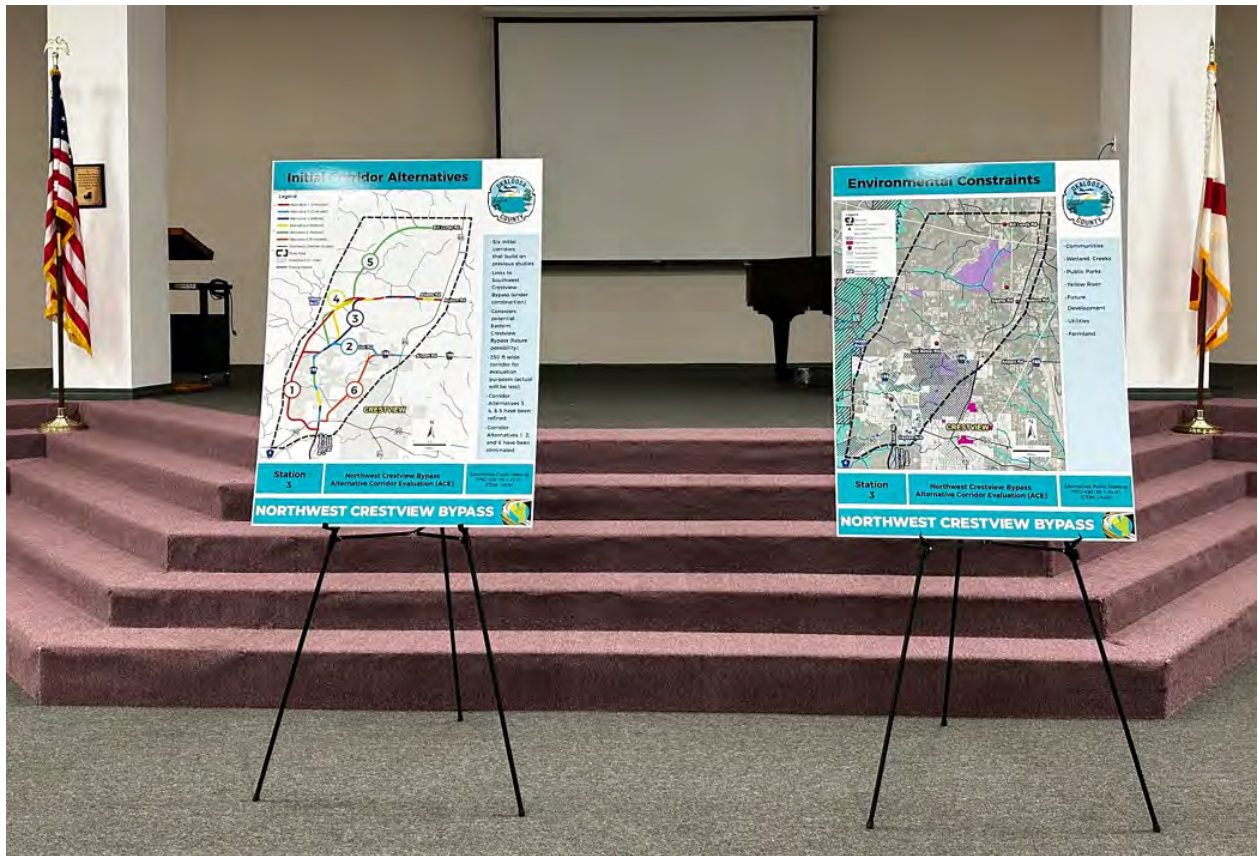
Welcome area and web link QR Code



Station 1: Looping Audio / Video Presentation



Station 2: Study Area, Purpose and Need, ACE Process Steps



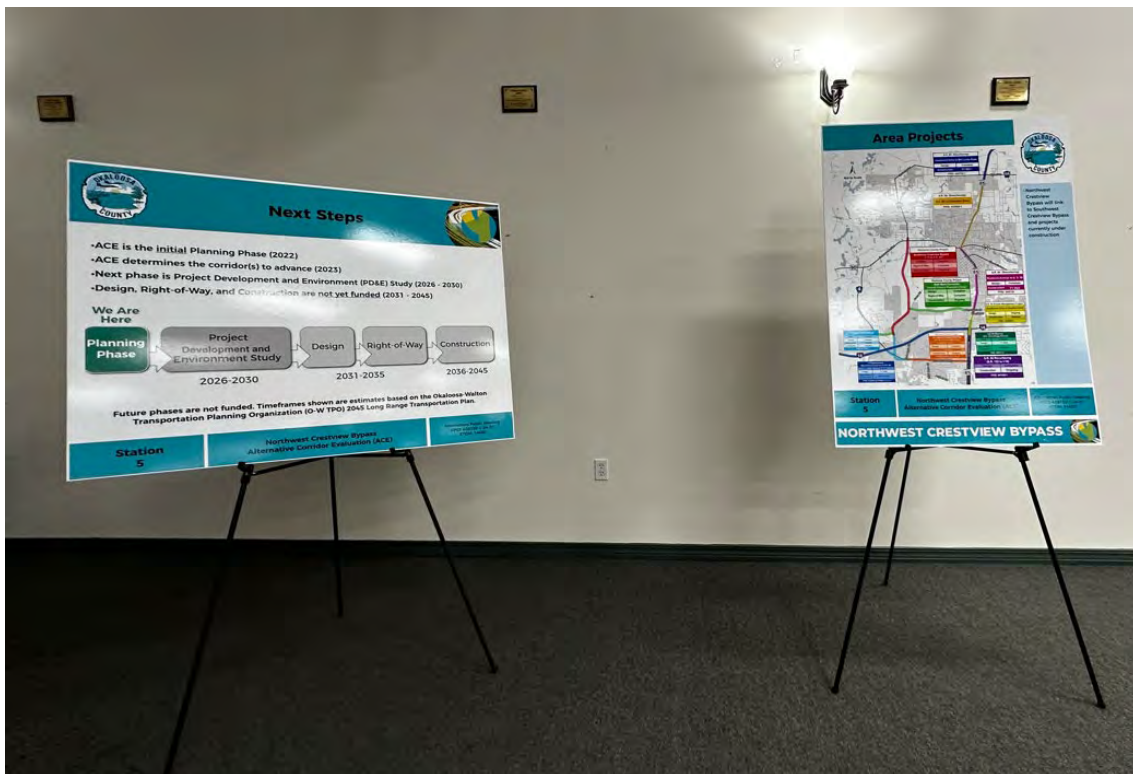
Station 3: Constraints and Initial Corridors



Station 4: Six Corridors



Station 5: Other Area Projects, What's Next, Comment, and copy of ACE Report





Meeting participants



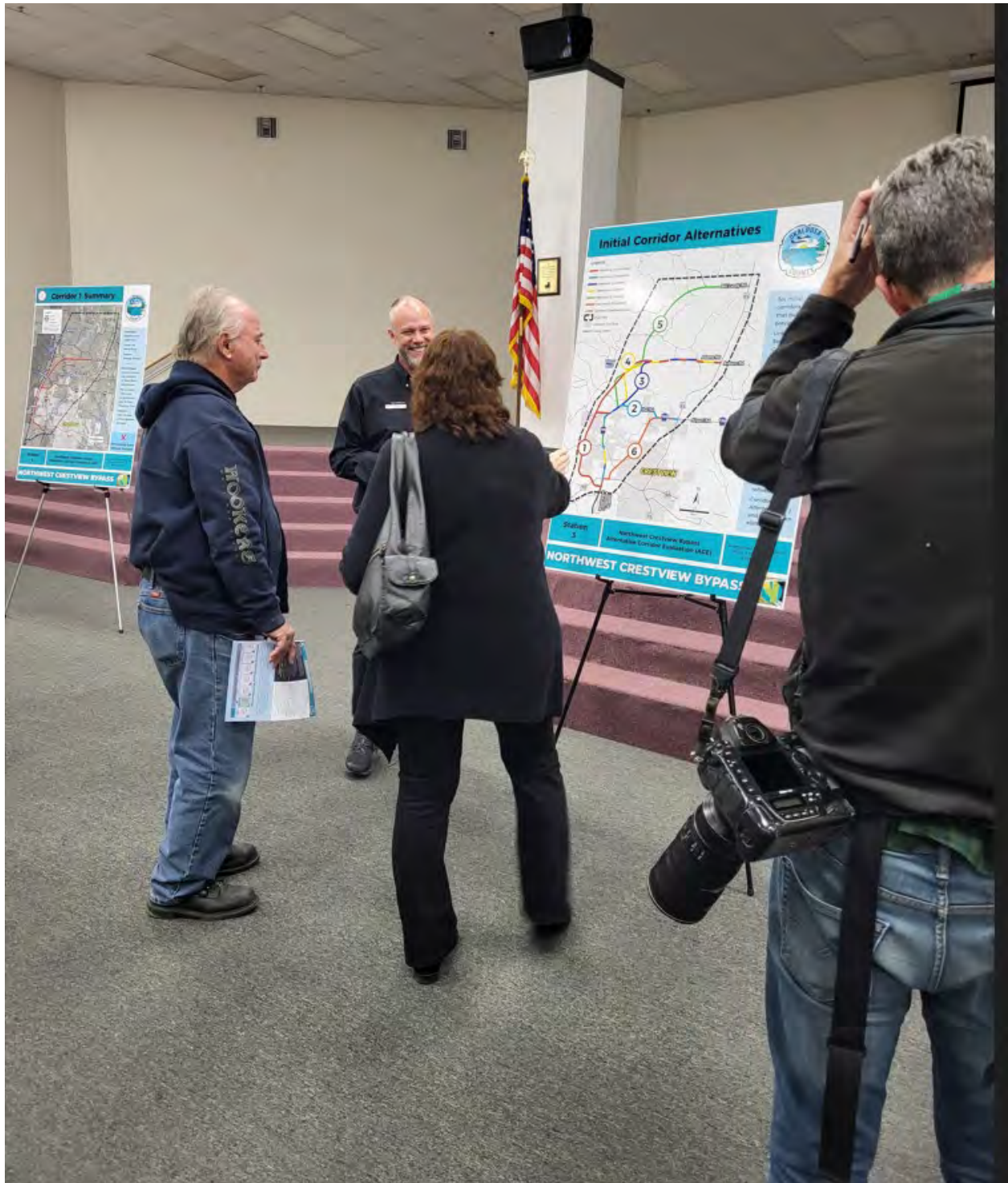
Commissioner Nixon and Mayor Whitten
(photo from Okaloosa County Public Affairs)



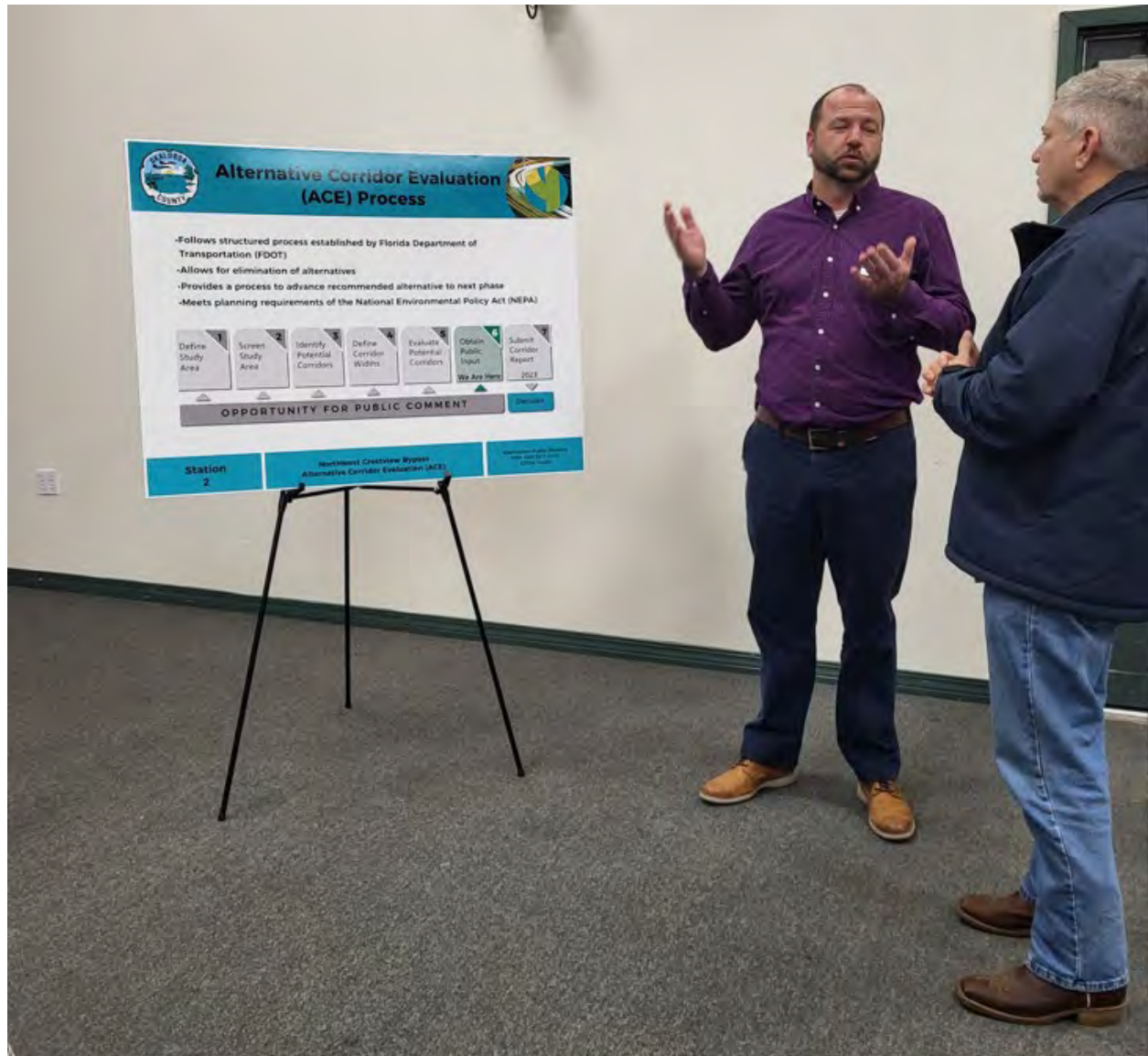
Commissioner Boyles
(photo from Okaloosa County Public Affairs)



Meeting participants



Meeting participants



Meeting participants



Meeting participants



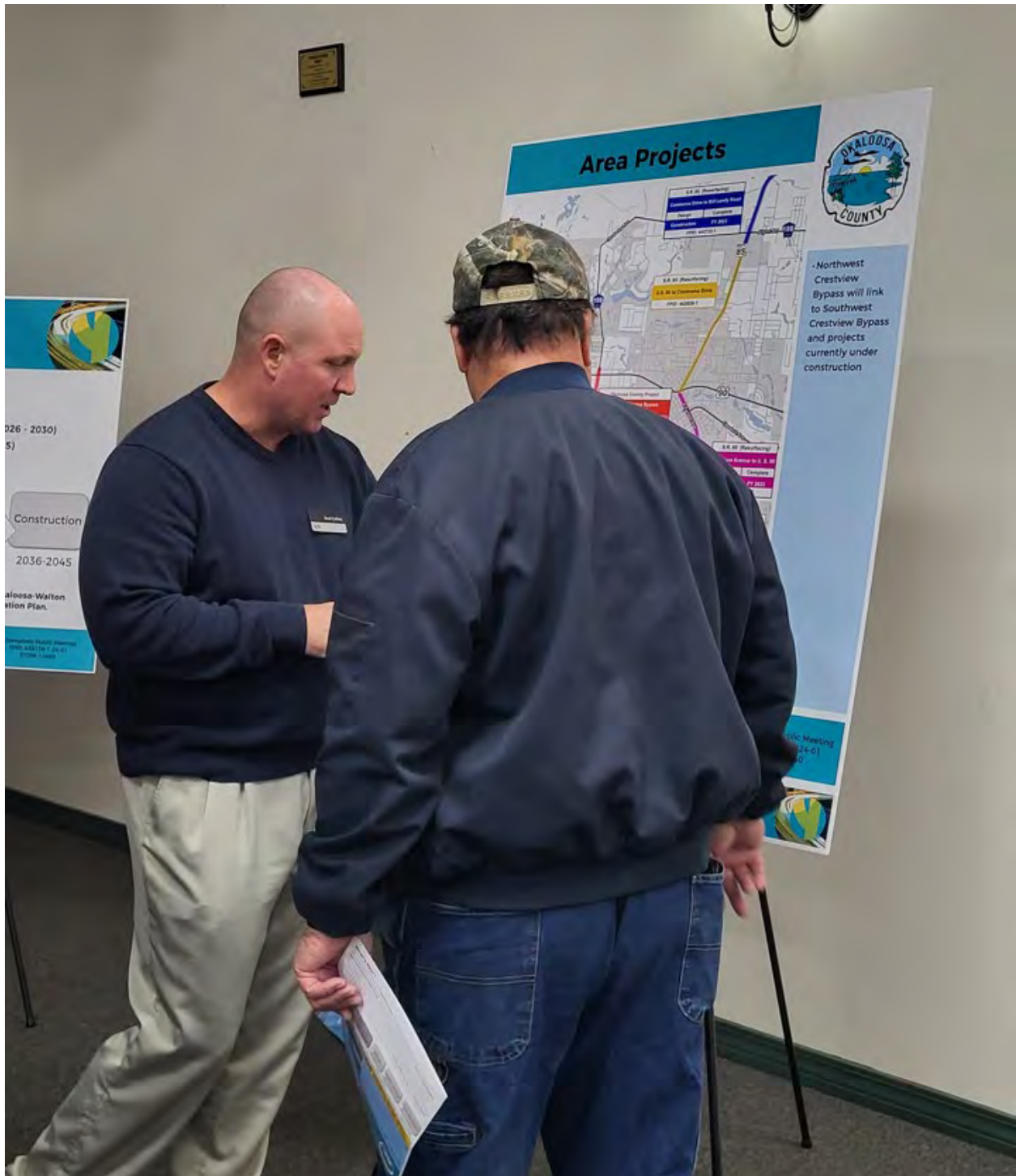
Meeting participants



Meeting participants



Meeting participants



Meeting participants



Meeting participants

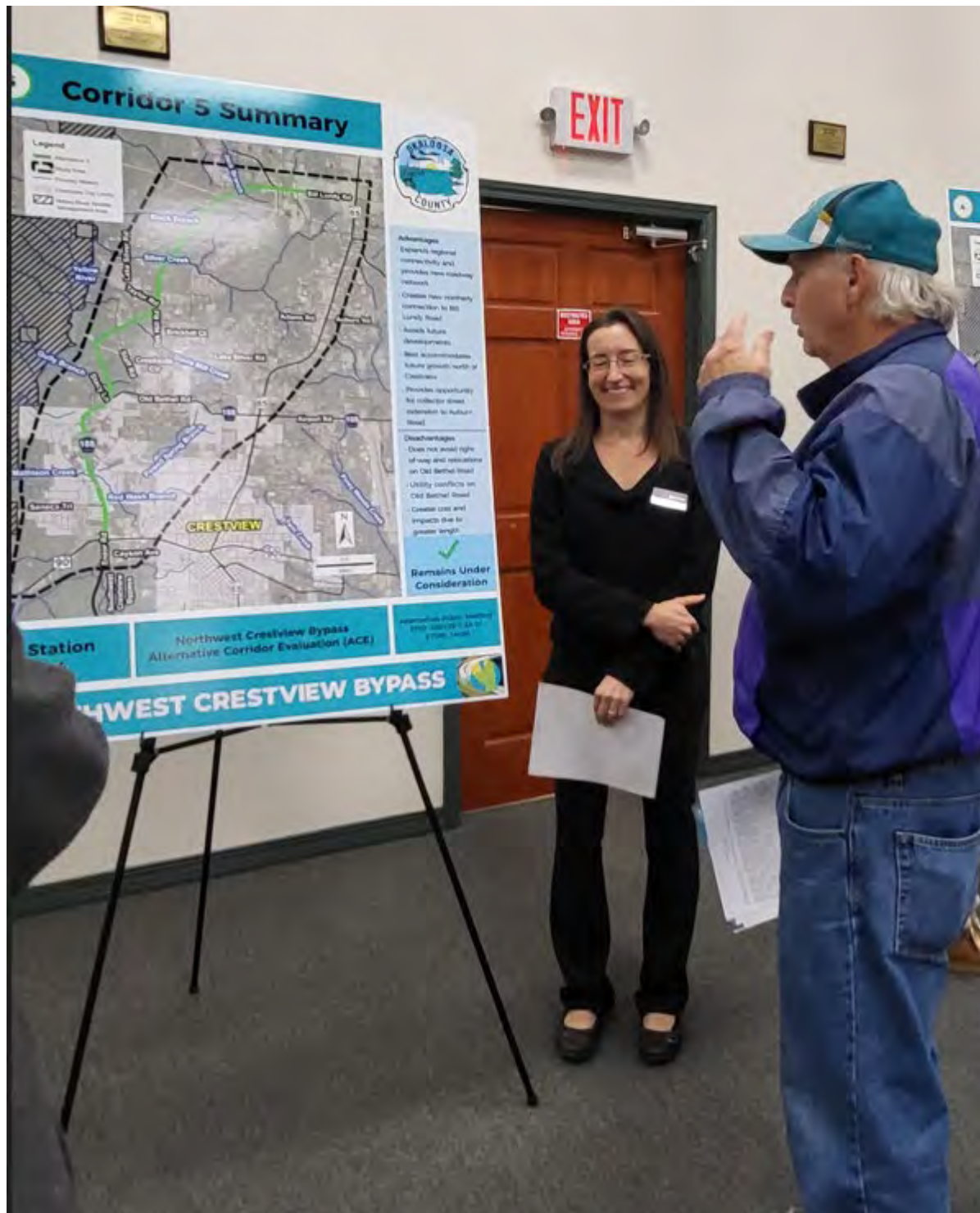


Meeting participants





Meeting participants



Meeting participants



Meeting participants



Meeting participants



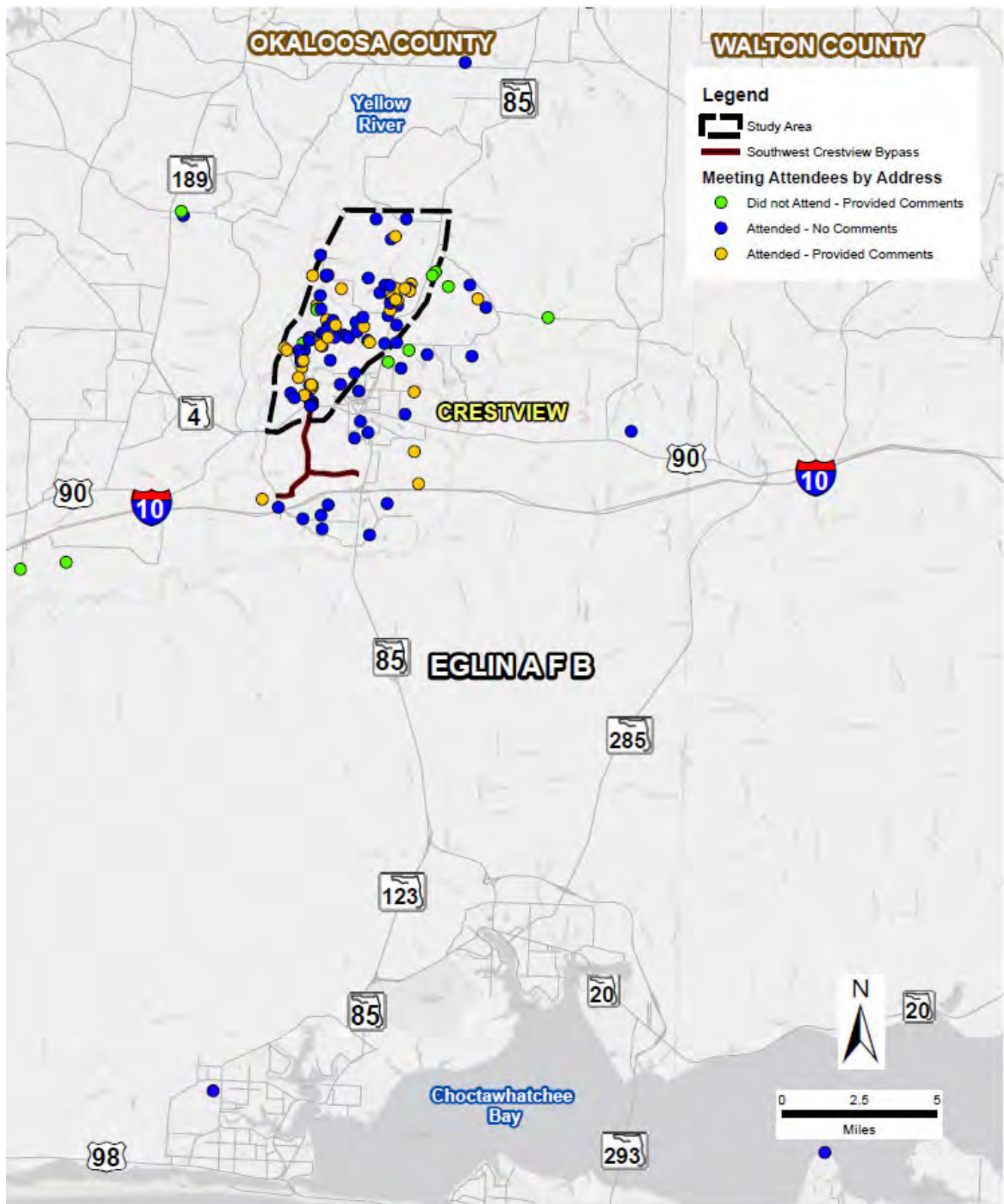
Meeting participants

ATTACHMENTS

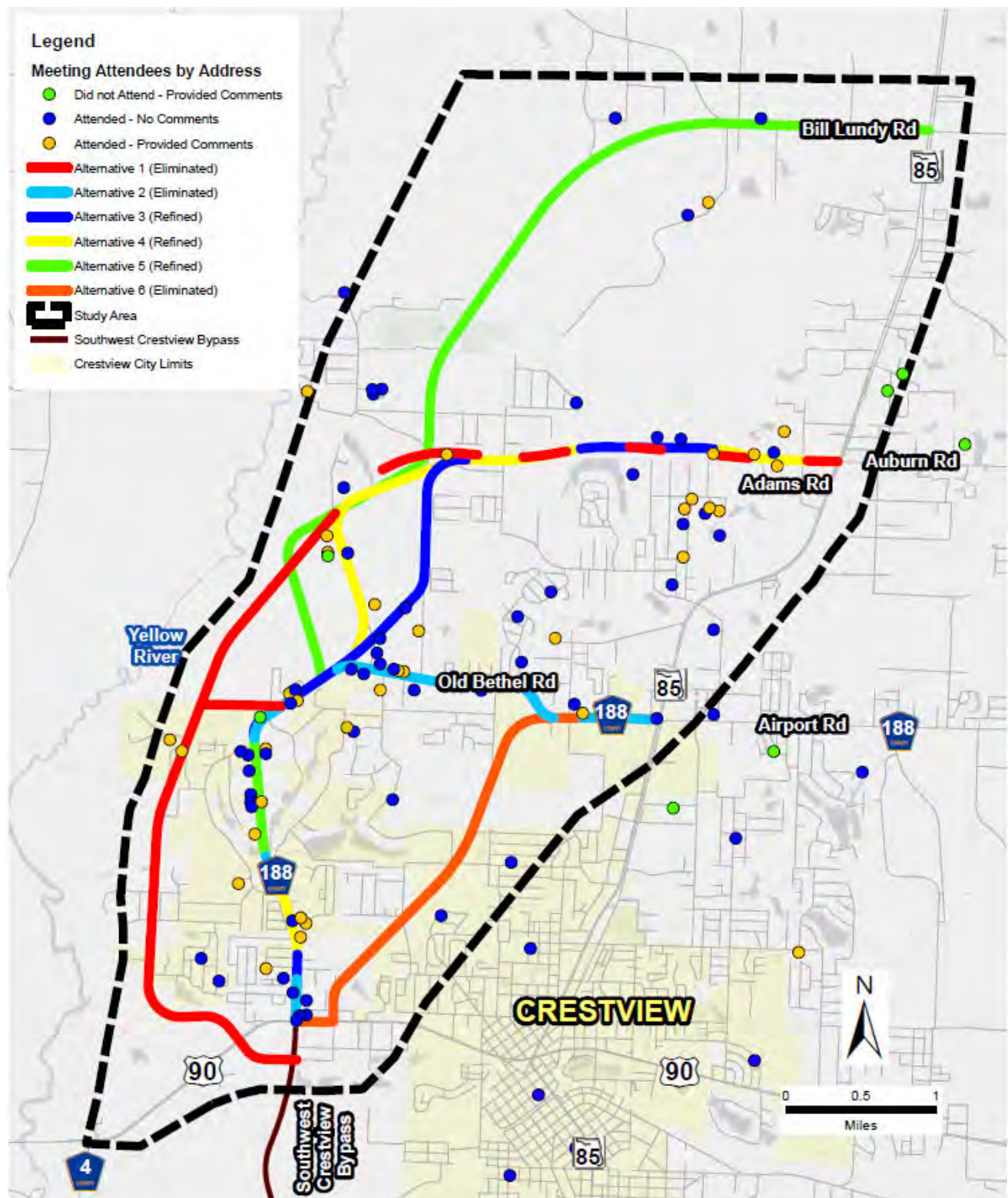
Attachment H: Comments and Responses

[PDFs attached of comments and response letters]

[01]	Jonathan Wheeler, Jr.	[42]	Tricia Ferrufino
[02]	No name 1	[43]	Dawn O'Conner
[03]	No name 2	[44]	Patricia Watkins
[04]	No name 3	[45]	Lane Watkins
[05]	No name 4	[46]	Wallace Jacobs
[06]	No name 5	[47]	Theodore Scott Dunkle
[07]	Will Cantrell	[48]	Jessica Morales
[08]	Angela Reinke	[49]	Andrew Krog
[09]	No name 6	[50]	Bret Phillips
[10]	Nick Ender	[51]	Rev. Daniel Williamson
[11]	No name 7	[52]	Jericha Williamson
[12]	Diane Barnes	[53]	James Livingston
[13]	Robert Blanchard	[54]	Linda Tuggle (see [60])
[14]	Timothy Rincon	[55]	Larry Tuggle
[15]	Justin Prewitt (see [35])	[56]	Michael Reardon
[16]	Robert Hartwell	[57]	Pam Smith
[17]	Elisabeth Moore	[58]	Robert and Sandra Cooney
[18]	Richard Mook	[59]	Sheila Watson
[19]	Douglas Antonio Novaq Gonzalez	[60]	Linda Tuggle
[20]	Tricia Ferrufino (see [42])	[61]	Troy Watson
[21]	Margie Jordan	[62]	Jeff Christy
[22]	Michael Montalbano	[63]	Mary Christy
[23]	Councilman Capps	[64]	Patsy Williamson
[24]	Andrew Coston	[65]	Jacquelin Griffith
[25]	Karen Larson-Hays (see [32])	[66]	Kathryn Helms
[26]	Melanie and Gary Zick	[67]	Sheron Brown
[27]	Judy Newton	[68]	Ashlie Hoerter
[28]	Dawn Jordan	[69]	Gene Battaglia
[29]	Wade Hutto	[70]	Dorothy Battaglia
[30]	Randy Emisenheina	[71]	Margaret Swift
[31]	George W. Hays	[72]	Patricia Reuth
[32]	Karen Larson-Hays	[73]	Terry Sanchez
[33]	Susan McDaniel	[74]	John and Betty Kotasenski
[34]	Pat Watkins (see [44])	[75]	Magdelene Barrow
[35]	Justin Prewitt	[76]	Leila Lawson
[36]	Jonathan Gates	[77]	Stephen Powell
[37]	Douglas Heath	[78]	Linda Chessher
[38]	Christina Paczkowski	[79]	Reuben Elliott
[39]	Linda and Robert Knox	[80]	Gwinnell Giazewski
[40]	Laurie Jordan		
[41]	Paula D Parker		



Location of Meeting Attendees and Comments



**Location of Meeting Attendees and Comments
within Study Area**



State of Florida



January 30, 2023

Jonathan D. Wheeler, Jr.
112 Old South Drive
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Wheeler:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

In response, we have evaluated all six alternative corridors considering multiple planning factors including future traffic conditions. The traffic models take into consideration projected future growth and land use decisions made by the local governments. The roadway typical sections and alignments are designed to accommodate the future traffic volumes and patterns. However, we will conduct additional traffic analysis on the selected corridor prior to advancing the study to the next phase to help us make the best-informed decisions possible in this early planning phase.

We will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete. We anticipate a corridor decision by 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

letter 11-15-2022
My 2 cents

Looking at the 6 plans, there are only 2 plans that make any sense and that would effectively work.

Plan 1 would go around everything and not interrupt traffic on Old Bethel. It is the longest and I am sure the most expensive, but what we need is an effective proposal not one to save money. This project needs to be 4 laned and viaducts need to be figured in for crossing 90. Trying to send traffic down Old Bethel, thousands and thousands of cars with a red light at Old Bethel and 90 is a total disaster. Right now on a good day that light lets 15 cars go through. On top of that our incompetent Mayor, City Council and City Manager worked and approved 3 developments that will increase traffic by 2,000 cars in the next few years, plus an apartment complex on Airport Rd. is being built which connects to Old Bethel. The CITY approves all annexes without any idea or concern of the consequences. On top of that Old Bethel is not scheduled to be 4 laned until 2036. That is almost 13 years from now. When that date was set (probably years and years ago) they had no idea that hundreds and hundreds of homes would be built near Old Bethel along with apartment complexes. That 2036 date has to be moved up to now. ★ As the beltway and the connector is finished and cars are invited down Old Bethel it will be a total nightmare. Everything is going to be funneled down to Old Bethel- a narrow 2 lane road and cars and traffic jams in the morning and afternoon are going to be the norm. Once all of these additional apartments and houses are completed (you can figure 2 or 3 cars per house or apartment) along Old Bethel it is going to be a gigantic traffic jam. Instead of using the beltway they will stay on 85. It will be faster. People going to work will have to add 30 min. to their travel time to make it to work.

The other plan is Plan 6. I am not sure where it cuts through, but it is the shortest and again needs to be 4 laned. How it contacts or crosses 90 I am not sure about, but again it could be built without affecting daily traffic now. It is the shortest, just over 3 miles and should be the easiest to complete.

Any plans that use Old Bethel 2,3,4,5 will only become traffic nightmares. Again, relief for Old Bethel is 13 years away.

Jonathan D. Wheeler, Jr. 850-689-8961 *dlw*

PS I hope you are opened minded and haven't already decided and this is a show. I have lived off Old Bethel for 15 years and I am aware of traffic problems. The people and citizens of Crestview are sick and tired of all these traffic problems and now all these unfinished slow moving traffic problems. We are years into this mess with years to go and no relief in sight. Our city leaders have no clue about leadership and do not care about the citizens of Crestview. There is no conversation going on between the city and the public, and the city likes it that way. We hope you will listen.



State of Florida



January 30, 2023

No Name Provided

RE: Northwest Crestview Bypass Public Meeting Input

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

In response, we have evaluated all six alternative corridors considering multiple planning factors including future traffic conditions. The traffic models take into consideration projected future growth and land use decisions made by the local governments. The roadway typical sections and alignments are designed to accommodate the future traffic volumes and patterns. However, we will conduct additional traffic analysis on the selected corridor prior to advancing the study to the next phase to help us make the best-informed decisions possible in this early planning phase.

Environmental factors such as wildlife corridors and wetlands are important planning factors. The primary wildlife corridor is along the Yellow River which is one of many reasons why development through that protected area is not recommended. Issues such as wetlands and flooding will be more fully analyzed in the next study phase once roadway alignments are better understood.

You made recommendations for Alternative 5 to be more westerly, eliminating Alternatives 3 and 4. We will explore how Alternative 5 can be further refined going forward.

You identified concerns for local churches. In the next study phase, we will have a better understanding of roadway alignment options and will be able to better understand how best to minimize impacts to community features such as churches.

Alternative 6 was eliminated based on future growth already under consideration by the City of Crestview, and because it operates more like a parallel corridor for SR 85 than a bypass.

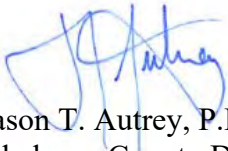
1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

We will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,



Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

Having a bypass that converges around Taylor Rd and Oak Hill Road will cause undue traffic issues, will not meet the intended purpose will greatly impact the social/cultural environment - reaction and reverberations to current activities - will have social consequences for people to pursue the way of life in their own neighborhood. Consider also the small corridor for wildlife that only has a small area left in which to live and the two creeks - this is an environmental impact that cannot be ignored.

Of the proposed bypass suggestions only alternative 5 comes close to being reasonable and even that should run on a path west along Staff Road and not jog far to the east, but continue up Lake Silver north, choosing a route that goes through uninhabited ^{north of there} land eventually through Gillis Powell's land to Bill Lundy Road. Alternative 3 and 4 have too many issues impacting neighborhoods, relocations - 4 would render it impossible for Auburn Church to even hold services and their north parking lot would be taken - the roadway would be within a few feet of their sanctuary. Joy Fellowship Church would be harmfully impacted by especially route 3 but also 4.

Why was Alternative 6 eliminated? It would seem less impactful on all fronts, especially for those that live or have businesses and churches right on the roadway 188 (Old Bethel starting at the most southern point connected to Hwy 90 W.) I believe the only church that provides an adult day care service for the mentally handicapped is right on this part of Old Bethel. There is also not boggy land at the south of Kennedy Lakes and it is an area prone to flooding during heavy rains or hurricanes.

Please give careful consideration - perhaps an amended route 5 not joggling to the east or reconsider route 6. Negate 3 and 4 now. There are too many obstacles for community facilities, potential relocations, disturbing the natural environment and all of these impact the cost, feasibility and public satisfaction.



State of Florida



January 30, 2023

No Name Provided

RE: Northwest Crestview Bypass Public Meeting Input

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You stated that not all citizens that live in the paths under consideration received notice and information. Property owners and occupants within 300 feet of each of the six options were mailed a meeting notice. In addition, two public notices were published in the *Northwest Florida Daily News*, and at the noticed public meetings of the county commission and city council. These noticing methods are consistent with state requirements. We agree that sharing information openly and honestly is important for an informed decision process.

We will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

Concern -

Not all citizens that live in the paths being considered as proposals, received information, the pamphlet, not even a notice.

This can be considered unscrupulous, questionable behavior from our County representatives. Sharing this information openly and honestly with the public is paramount.

But most especially those that may be impacted by proposals being considered and ultimately decisions made without input or even knowledge.



State of Florida



January 30, 2023

No Name Provided

RE: Northwest Crestview Bypass Public Meeting Input

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You voiced a concern for thoughtful consideration of people who may be affected. We will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources. Where impacts to properties cannot be avoided, the county will follow established processes, in accordance with Florida Statutes.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

Consider

Our leaders need to give thoughtful consideration to the number of people who will be displaced that do not have the financial wherewithal (even with government paying for properties). Some are renters or elderly and with housing prices like they are here, inflation and the general state of the economy where can we go?



State of Florida



January 30, 2023

No Name Provided

RE: Northwest Crestview Bypass Public Meeting Input

Thank you for participating in our November 17, 2022 public process meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You provided a suggestion for an alternative route further to the west that might utilize US Highway 90, Old River Road, and/or Highway 2.

A more westerly corridor outside of the study area was considered with county and city staff early in the project planning. However, traffic analysis indicates that corridors too far removed from proximity to State Road 85 would not relieve sufficient congestion on State Road 85, which is an objective of this project. In addition, a more westerly corridor would not provide increased roadway network options to serve future growth already planned within the study area. For these reasons, we considered these more westerly options, but did not further explore options outside of the study area.

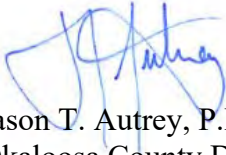
We will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

We anticipate a corridor decision by the Commissioners in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Autrey", is positioned above the printed name.

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

Viable Long Term Bypass that Would Serve As A Safe Evacuation Route

This is a better alternative than any of the proposed routes because it serves multiple purposes to improve system performance, enhance regional connectivity and will be more cost effective and environmentally sound in the long term.

It would require building a bridge across Yellow River on Highway 90 W in order to create another two lanes, but the reality is that this is already needed. At certain times of the day especially, the connection where Highway 90 narrows to two lanes is hazardous and has and will lead to dangerous traffic conditions, injury and death. Having a bridge that creates safety for our citizens here is more cost effective to do now, rather than later and will not involve all the battles of eminent domain/condemning properties.

Growth is going to require it.

Route:

- Hwy 90
- Old River Road
- Hwy 2
- South to Bill Lundy Road

Evacuation from Hwy 2 to 189 is a viable alternative so that evacuation on Hwy 85 N is not stymied and will provide safer passage for citizens.



State of Florida



January 30, 2023

No Name Provided

RE: Northwest Crestview Bypass Public Meeting Input

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You provided a suggestion to further consider Staff Road and the property available to the west of Staff Road. We will further explore these recommendations to refine Alternatives 4 and 5 should one of these corridors be recommended for further study.

We will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

Wiser and More Cost Effective

It would be wiser and more cost effective to employ an already established roadway, Staff Road. The Ward family, that own a very large tract of land just to the west of Staff have expressed that they are amenable to this roadway going through a portion of the east border of their land as long as they are paid appropriately.

This would require dealing with the area where the dam goes across Staff pond, but there are creeks flowing towards the river and wet areas on all the proposed routes now. The road could extend north on established Lake Silver Road (not turning eastward) . Continue on the east border of Tracy Acre Construction property, across Coastal Palm and Partners property, across Powell Gillis Jr property in a north easterly route through land without housing, to Bill Lundy Road. The Acre Construction, Coastal Palm and Powell groups are in the business of developing properties for housing areas and would probably find this roadway advantageous for creating safe passage for people that would buy houses in the areas.



State of Florida



January 30, 2023

Will Cantrell
6030 Staff Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Cantrell:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed support for options that utilize Oak Hill Road or Ward's Ranch and concern for options that include Staff Road as that option splits your homestead.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete.





We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

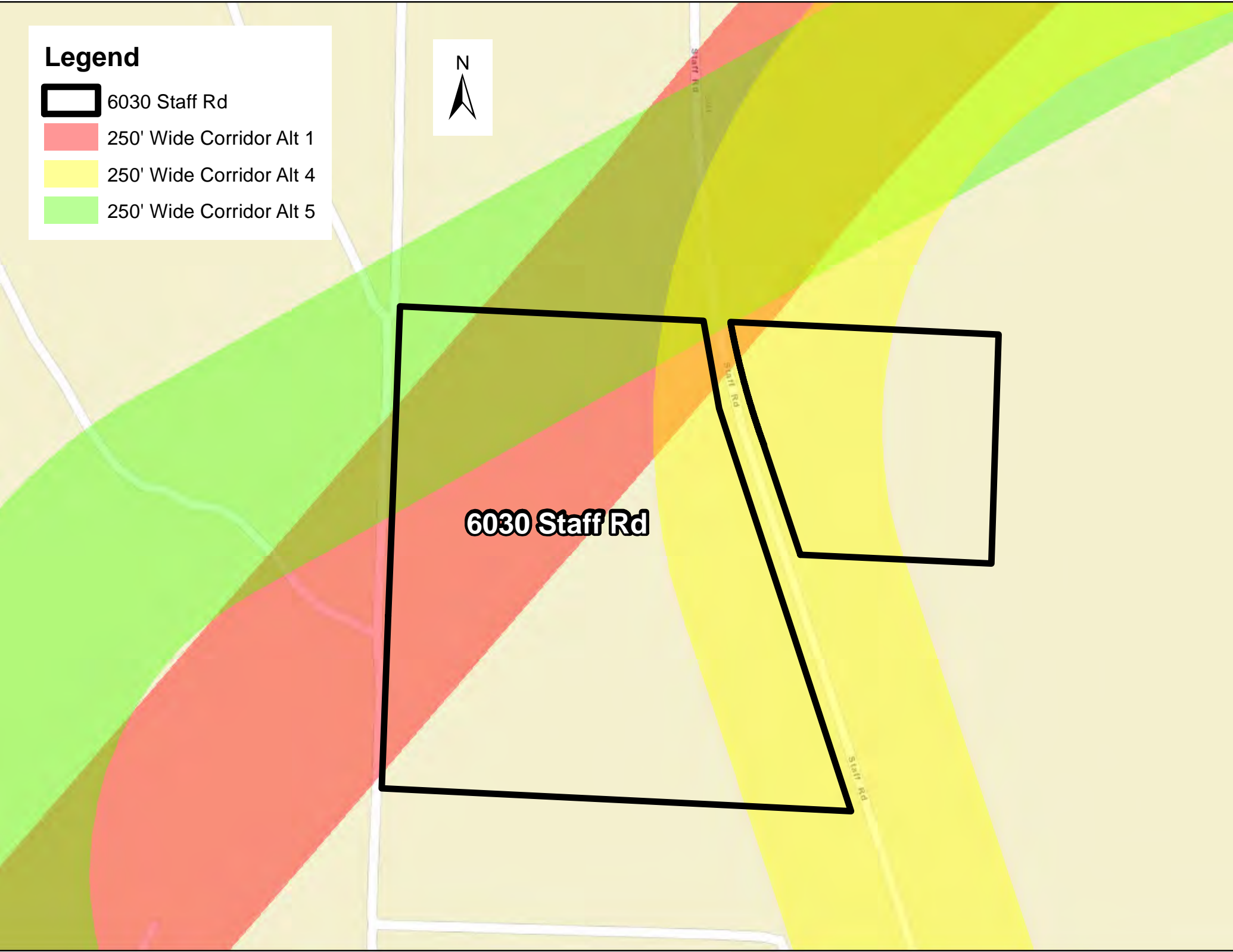
1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

Legend

-  6030 Staff Rd
-  250' Wide Corridor Alt 1
-  250' Wide Corridor Alt 4
-  250' Wide Corridor Alt 5



6030 Staff Rd



**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name:

Will Cantrell

Address:

6030 STAFF RD CRESTVIEW FL 32536

Telephone:

850-866-1866

E-mail:

Wcantrell@usanova.com

Do you agree with the recommendations of corridor evaluation?

Yes

No



If you do not agree with the recommendations, provide additional input below.

Comments:

I DO NOT AGREE WITH ALIGNMENT OPTION THAT INCLUDES STAFF ROAD, AS THAT OPTION WOULD SPLIT MY HOMESTEAD, DEVERBED AT ENORMOUS EXPENSE TO ME AND REPRESENTS MUCH OF OUR FIVE CHILDREN'S INHERITANCE.

MY PREFERENCE WOULD BE THE OPTIONS THAT RUN THROUGHT OAKHILL RD. OR WARD'S RANCH. OAKHILL OPTION BEING MOST PREFERRED BECAUSE THE WARD RANCH OPTION WOULD END UP IN DEVELOPED PROPERTIES BEHIND MY HOMESTEAD, WHICH IS NOW A NATURAL HUNTING + WILDLIFE OBSERVATION RESERVE.

THANKS FOR THE OPPORTUNITY TO VOICE MY CONCERNS!

Information provided to Okaloosa County is subject to public record disclosure.

2 – Fold Here

Place
Stamp
Here

Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

1– Fold Here



State of Florida



January 30, 2023

Angela Reinke
321 Springwood Circle
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Ms. Reinke:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for a potential four-lane roadway through an established neighborhood, concerns for future increased traffic, a desire to stay off Old Bethel Road, and to have your voice heard.

In response, we have evaluated all six alternative corridors considering multiple planning factors including future traffic conditions. The traffic models take into consideration projected future growth and land use decisions made by the local governments. The roadway typical sections and alignments are designed to accommodate the future traffic volumes and patterns. However, we will conduct additional traffic analysis on the selected corridor prior to advancing the study to the next phase to help us make the best-informed decisions possible in this early planning phase.

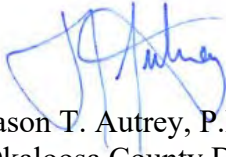
We will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources. Your voice will continue to be heard as the County evaluates all public comment received and seeks to make an informed decision to provide for infrastructure needs for the future.

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Autrey", is positioned above the printed name.

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name:

Angela Reinhe

Address:

321 Springwood circle, Crestview, FL 32536

Telephone:

850-580-4148

E-mail:

Reinhea.j@yahoo.com

Do you agree with the recommendations of corridor evaluation?

Yes



No



Heck

If you do not agree with the recommendations, provide additional input below.

Comments:

Why would you 4 lane a residential neighborhood?!! I moved to the North End of Crestview to escape the NOISE POLLUTION of the interstate, and then you put in a bypass to the end of my street. Now you want to 4 lane it and increase the traffic through our neighborhood, increase noise pollution. Find a better way. We locals moved to the North end for a reason! Pushing us out will drive in lower income families due to us seeking peace & quiet. Enjoy less tax for all your projects there! Also, this was not a "meeting" you didn't tell us 1 thing we do not already know, hence why we are here. We want our voices heard.

Information provided to Okaloosa County is subject to public record disclosure.

This is Bullshit! Stay off old Bethel, go some where else! This decreases my property value & quality of life.

2 – Fold Here

Place
Stamp
Here

Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

1 – Fold Here



State of Florida



January 30, 2023

No Name Provided

RE: Northwest Crestview Bypass Public Meeting Input

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for future roadway development along Old Bethel Road with a four-lane roadway.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

Imagine when you first purchased or built your home, the pure joy and pride in your heart the overwhelming happiness. This is a new feeling to me. I may not have grown up in Crestview however I have chosen Crestview, Old Bethel Road as my life long home and suddenly the hopes and dreams that I have been putting into my new home are now shattered. My investment into my future, the future of my children and future grandchildren now hangs in the balance of a 4 lane road racing past my property. A portion of my land, my land that I have worked hard to obtain taken. Why? For a bypass? A bypass for what, what are we bypassing? I cannot help but to think this is about expanding a town that is already too big for its infrastructure. There are multiple Subdivisions already in the works on Old Bethel, making getting out of your own driveway dangerous. This is not about a bypass or alleviating traffic congestion this is about greed. There are better options if your true goal is alleviating traffic congestion....Old Bethel houses so many of Crestview's lifelong residents approximately 275 registered voters live on Old Bethel Road alone. Residents who take pride and joy into their homes and I stand with them as a resident who will not back down and let you destroy the integrity of Old Bethel.

Approximately 121 homes



State of Florida



January 30, 2023

J. Nick Ender
2531 Taylor Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Ender:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed support for options that connect to Adams and Auburn Roads.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: J. Nick Ender
Address: 2531 Taylor Rd Groveland FL 32536
Telephone: 850 398 5858
E-mail: JNEnders@gmail.com

Do you agree with the recommendations of corridor evaluation?

Yes	No
<input checked="checked" type="checkbox"/>	<input type="checkbox"/>

If you do not agree with the recommendations, provide additional input below.

Comments:

Connection to Aden & Auburn Rd best bet

2 – Fold Here

Place
Stamp
Here

Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

1– Fold Here



State of Florida



January 30, 2023

No Name Provided

RE: Northwest Crestview Bypass Public Meeting Input

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for the Adams Road option and support for an option further north. You noted potential impact to gopher tortoise burrows on your property.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

Environmental resources such as gopher tortoise will be identified and evaluated and protected in accordance with applicable regulation. Okaloosa County has successfully relocated gopher tortoise on other roadway projects.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: _____
Address: _____
Telephone: _____
E-mail: _____

Do you agree with the recommendations of corridor evaluation?

Yes	No
<input type="checkbox"/>	<input type="checkbox"/>

If you do not agree with the recommendations, provide additional input below.

Comments: For the Adams Road Evaluation I disagree as it will not truly be a bypass. Recent traffic at newly installed ^{on Adams Rd} red light ^{at Hwy 85} is comparable to Old Bethel Rd. Bringing the by pass in further north would allow traffic diversion before the red light and would provide a "truer" by-pass. For my property I currently have gopher tortoise holes that are active and would require mitigation.

* Adams Rd & Hwy 85

2 – Fold Here

Place
Stamp
Here

Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

1– Fold Here



State of Florida



January 30, 2023

Diane Barnes
6176 Barnes Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Ms. Barnes:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You requested a copy of the Alternative Corridor Evaluation Report. This document was available at the public meeting and is currently available on the county's web site at: <https://myokaloosa.com/bcc/northwest-bypass>.

You also requested a more in-depth picture of the corridor that may affect your properties at 6176 Barnes Road and 6036 Old Bethel Road. Attached, we have provided parcel maps for each of those locations. A 250-foot wide corridor is shown for purposes of evaluating alignments, but the actual right-of-way required will be less.

Once a corridor is selected, the next project phase is a Project Development and Environment (PD&E) Study. The PD&E Study defines the roadway layout, intersection configurations, turn lane options, and access management requirements. The Alternative Corridor Evaluation Report is considering a 250-foot wide *corridor*. Roadway alignment will be determined in the PD&E Study for options *within* that corridor. Alignment options could include center, left-shift, or right-shift. The actual right-of-way will be in the 250-foot corridor, but will be less than 250 feet in width. The actual roadway right-of-way is anticipated to range from 100 to 130 feet, to be determined in the PD&E phase. Therefore, it is not known at this time to what extent roadway improvements might affect your property.

We will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

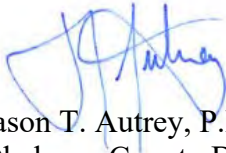
1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

You also requested information on additional meetings. No additional meetings are scheduled at this time, however, public input will continue with the next study phase.

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Autrey", is positioned above the printed name.

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

Legend



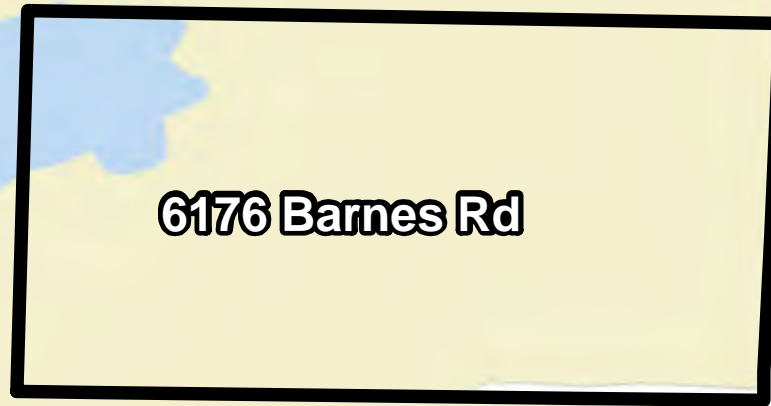
6176 Barnes Rd



250' Wide Corridor Alt 1



250' Wide Corridor Alts 3 and 4



Legend



6036 Old Bethel Rd



250' Wide Corridor Alt 2



6036 Old Bethel Rd

Beacons Bend Rd

Beacons Bend Rd

Bethel Rd

0023

Old Bethel Rd

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Diane Barnes
Address: 6176 Barnes Rd
Telephone: 850 865 5367
E-mail: dbarnes1105@gmail.com

Do you agree with the recommendations of corridor evaluation?

Yes

No

☐☐

If you do not agree with the recommendations, provide additional input below.

~~Comments~~ Too confused to make an intelligent decision.

* I wish to have a copy of Alternative Corridor Evaluation Report (Draft)

* A more indepth picture of the corridor that may effect our properties.

6176 Barnes Rd Crestview, FL

6036 Old Bethel Rd Crestview FL

When are meeting concerning this subject

2 – Fold Here

Place
Stamp
Here

Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

1– Fold Here



State of Florida



January 30, 2023

Robert Blanchard
2957 Adams Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Blanchard:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for Adams Road and support for a more northerly corridor.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Robert Blanchard
Address: 2957 Adams Rd
Telephone: 850-543-0909
E-mail: rblanchard63@gmail

Do you agree with the recommendations of corridor evaluation?	Yes	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If you do not agree with the recommendations, provide additional input below.		

Comments:

Proposed bypass using Adams Rd is too far
south to provide adequate traffic diversion.
The corridor to the north would provide a "true"
diversion and would have less impact on current
development along Adams Rd.

2 – Fold Here

Place
Stamp
Here

Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

1– Fold Here



State of Florida



January 30, 2023

Timothy J. Rincon
111 Conquest Avenue
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Rincon:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed support for Alternative 3.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Timothy J Rincon
Address: 111 Conquest Ave Crestview FL
Telephone: 850-826-1168
E-mail: Timothy.Rincon@cox.net

Do you agree with the recommendations of corridor evaluation?

Yes

No



If you do not agree with the recommendations, provide additional input below.

Comments: I prefer option ③

2 – Fold Here

Place
Stamp
Here

Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

1– Fold Here



State of Florida



January 30, 2023

Robert Hartwell
124 Old South Drive
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Hartwell:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

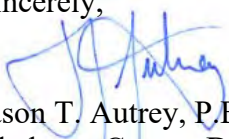
You expressed support for Alternative 1 and concern for all options unless County Road 188 (Old Bethel Road) can be four-laned.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

You also noted a lack of quantitative information. May we direct your attention to the Alternative Corridor Evaluation Report, which was made available at the meeting and continues to be available on the county's web site at the address below. The report provides quantitative analysis of options in Section 6.0.

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete. We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,


Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Robert Hartwell
Address: 124 Old South
Telephone: 850 543 5593
E-mail: _____

Do you agree with the recommendations of corridor evaluation?

Yes	No
<input type="checkbox"/>	<input type="checkbox"/>

If you do not agree with the recommendations, provide additional input below.

Comments:

None of the COAs presented for further development work, unless 188 can be 4 laned. Keeping it 2 lanes creates an even larger congestion issue with a road that is already routinely backed up.

~~Was~~ Option #1 was the best option as an actual bypass. As long as 188 can be 4 laned, option #5 would be the next best.

(Phd. EP, MSME)
As an engineer I found the lack of quantitative info in the mailer alarming. It's nothing but qualitative, useless info. Not even a scalar legend for weights. At least give a link to the full report.

Information provided to Okaloosa County is subject to public record disclosure.

2 – Fold Here

Place
Stamp
Here

Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

1 – Fold Here



State of Florida



January 30, 2023

Technical Sergeant (TSgt) Elisabeth Moore
4800 Acord Drive
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear TSgt. Moore:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for military families who commute and a desire for solutions on State Road 85.

In conjunction with Eglin Air Force Base, the Florida Department of Transportation (FDOT) has recently completed a Project Development and Environment (PD&E) Study to provide capacity improvements on State Road 85. That project is currently advancing to the Design Phase. You can learn more about that project, and view project documents, at:
<https://nwflroads.com/projects/220171-2>.

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Autrey".

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Elisabeth Moore (TSGT)
Address: 4800 ACORN DR
Telephone: _____
E-mail: em12178@gmail.com

Do you agree with the recommendations of corridor evaluation?

Yes

No



If you do not agree with the recommendations, provide additional input below.

Comments: This is one step forward in providing for the future needs of the Crestview community. However, because Crestview suffers so much from traffic congestion on 85 from Redstone (Okaloosa Hospital) to the Shoal River bridge I would want planning and funds to go to finding a workable solution to that problem first. If you can't (leadership of Crestview) I don't trust your plans for development in North Crestview. The military families that commute to Duke, Hurlburt and Eglin provide such a resource for this city. It would show concern for the needs of Crestview constituents if you could make the commute to those bases easier.

2 – Fold Here

Place
Stamp
Here

Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

1 – Fold Here



State of Florida



January 30, 2023

Richard L. Mook
103 Cheyenne Trace
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Mook:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed support for Alternative 1, and concern for Alternatives 3, 4, and 5. You also suggested utilizing Highway 4 between Holt and Baker. You note that a bypass should have off- and on-ramps and limited traffic flow.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

A more westerly corridor outside of the study area was considered with county and city staff early in the project planning. However, traffic analysis indicates that corridors too far removed from proximity to State Road 85 would not relieve sufficient congestion on State Road 85, which is an objective of this project. In addition, a more westerly corridor would not provide increased roadway network options to serve future growth already planned within the study area.

While a roadway typical section has not been determined at this time, may we direct your attention to the Alternative Corridor Evaluation Report, which was available at the meeting and is currently available on the county's web page at the address below. Section 5.1 of the report further discusses design parameters.

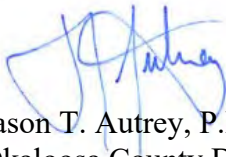
The roadway is anticipated to be limited access as defined in the Okaloosa County Land Development Code (LDC), which regulates the distance between access points and new connections. However, the LDC is not intended to deny access to any existing lot, parcel, or track of land for which the only means of access would be by the limited access road. For current requirements, please see the LDC Chapter 6, Section 6.03.09. Roadway configuration, including intersections, turn lanes, and safety considerations, would be further evaluated in the next study phase once a corridor has been selected.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,



Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: RICHARD L. MOOK
Address: 103 CHEYENNE TRACE CRESTVIEW, FL 32536
Telephone: ~~CRESTVIEW, FL 32536~~ (850) 682-8212(h) (850) 797-6340(c)
E-mail: richardl.mook@hotmail.com

Do you agree with the recommendations of corridor evaluation?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>

If you do not agree with the recommendations, provide additional input below.

Comments: A bypass should provide for uninterrupted traffic flow with limited interruptions (i.e.) stop lights etc. It should have an off/on ramp that intersect to other main streets to facilitate local traffic entrance/exit. Of the options presented number 1 is most closely met that ideal. Options 3, 4, 5 would be very disruptive to many local residents along Old Bethel Rd. & would destroy many of the nicest homes in Crestview. Also local traffic entering/leaving the bypass would either be very dangerous with people making left hand turns onto a four lane road or would require numerous stop lights, that defeats the purpose of a bypass. Another option that should be considered is to use Highway 4 between Holt & Baker as the north/south segment & just put two bridges across Yellow River. That would probably be less of an environmental concern.

2 – Fold Here

Place
Stamp
Here

Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

1– Fold Here



State of Florida



January 30, 2023

Douglas Antonio Novoq Gonzalez
403 Tobago Court
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Gonzalez:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed a skeptical view of the process and the meeting format, and made a request for the County to do the right thing following a more democratic process.

Okaloosa County is following a structured process developed by the Florida Department of Transportation (FDOT) to objectively evaluate options based on data, input of local governments, Tribes, agencies, and the public. The process has been vetted and evaluated and used throughout the state. You may find additional information on the process at:

- <https://www.fdot.gov/environment/sched/oemtrainingprogramstandalonetrainingevents/OEM-Training-Program---ETDM-ACE-Process>
- <https://www.fdot.gov/environment/pubs/etdm/etdmmanual.shtm> [Chapter 4, Section 4.6]
- <https://www.fdot.gov/environment/pubs/pdeman/pdeman-current> [Part 1, Chapter 4, Section 4.2.4]

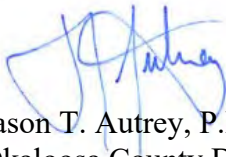
The meeting format was an open house format with an information presentation and display boards, and staff present so that you could speak one-on-one to have questions addressed. This is a standard format for public meetings used by FDOT, and is consistent with FDOT guidance in the PD&E Manual, Part 1, Chapter 11, Section 11.2.4.2. While this is a County project, it is being developed in coordination with FDOT and FDOT policies and practices are being followed. We hope you will continue to participate in this structured public process and encourage you to reach out to your elected officials with any concerns or input.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,



Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Douglas Antonio Novoa Gonzalez
Address: 403 Tobago Ct, Crestview 32536
Telephone: (213) 200-1989
E-mail: anovoa1@yahoo.com

Do you agree with the recommendations of corridor evaluation?	Yes	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If you do not agree with the recommendations, provide additional input below.		

Comments:

I am very skeptical of the whole process, most humans are like parasitic leeches we destroy everything we touch. There are huge financial incentives for individuals corporations to build or go through with any of the available choices. Humans need to take care of the environment, the habitat fauna animals not only build and destroy. Extremely disappointed with the process and the divide and conquer political use to gain acceptance about this project. I do not trust the process^{the} evaluation of corridor choices and the elected officials. A more democratic process on which environmentalist human leaders that have no financial incentives and new ideas of forest and animal preservation is needed to find the solution for this issue that will impact the life of Crestview residents, wetlands environment and animals. Do the right thing and do not go thru the process. Eliminate the process completely. Stop wasting tax payers money on a useless project. Do the right thing ASAP.

Information provided to Okaloosa County is subject to public record disclosure.

2 – Fold Here

Place
Stamp
Here

Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

1 – Fold Here



State of Florida



January 30, 2023

Margie Jordan
5912 Oak Hill Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Ms. Jordan:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed support for Alternative 5.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name:

Margie Jordan

Address:

5972 Oakhill Rd.

Telephone:

850-612-0018

E-mail:

jordan m46@yahoo.com

Do you agree with the recommendations of corridor evaluation?

Yes

☐

No

☐

If you do not agree with the recommendations, provide additional input below.

Comments:

I recommend option 5 as it seems to effect the least residential and better plans for the future.

2 – Fold Here

Place
Stamp
Here

Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

1 – Fold Here



State of Florida



January 30, 2023

Michael Montalbano
650 Territory Lane
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Montalbano:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed support for Alternative 4 as a good compromise between present and future needs.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: MICHAEL MONTALBANO
Address: 650 TERRITORY LN CRESTVIEW, FL 32536
Telephone: 850 902 9366
E-mail: MONTYML14@gmail.com

Do you agree with the recommendations of corridor evaluation?	Yes	No
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If you do not agree with the recommendations, provide additional input below.		

Comments:

PREFER ALTERNATIVE 4 (YELLOW).

GOOD COMPROMISE BETWEEN PRESENT AND
FUTURE NEEDS.

2 – Fold Here

Place
Stamp
Here

Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

1 – Fold Here



State of Florida



January 30, 2023

Councilman Douglas Capps
720 Ridge Lake Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Councilman Capps:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed support for Alternatives 3 or 4 and feel the bypass may be less effective as far north as Bill Lundy Road.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: DOUGLAS CAPPS

Address: 720 RIDGE LAKE RD 32536

Telephone: 850-582-2170

E-mail: CAPPSD@CITY OF CRESTVIEW.ORG

Do you agree with the recommendations of corridor evaluation?	Yes	No
	<input checked="checked" type="checkbox"/>	<input type="checkbox"/>
If you do not agree with the recommendations, provide additional input below.		

Comments:

PREFER OPTION 3 OR 4, FEEL THE BYPASS MAY BE LESS EFFECTIVE AS
FARI NORTH AS BILL LUNDY RD.

2 – Fold Here

Place
Stamp
Here

Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

1 – Fold Here



State of Florida



January 30, 2023

Andrew Coston
5673 Old Bethel Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Coston:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern regarding traffic volumes and suggested a route outside of town.

In response, we have evaluated all six alternative corridors considering multiple planning factors including future traffic conditions. The traffic models take into consideration projected future growth and land use decisions made by the local governments. The roadway typical sections and alignments are designed to accommodate the future traffic volumes and patterns. However, we will conduct additional traffic analysis on the selected corridor prior to advancing the study to the next phase to help us make the best-informed decisions possible in this early planning phase.

The next study phase will more fully evaluate roadway safety. May we also direct your attention to the Alternative Corridor Evaluation Report, which was available at the meeting and is currently available on the county's web page at the address below. Section 5.1 of the report further discusses design parameters. The roadway proposed would be designed with the appropriate context classification for the surrounding land uses.

We will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

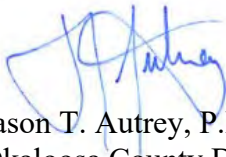
A more westerly corridor outside of the study area was considered with county and city staff early in the project planning. However, traffic analysis indicates that corridors too far removed from proximity to State Road 85 would not relieve sufficient congestion on State Road 85, which is an objective of this project. In addition, a more westerly corridor would not provide increased roadway network options to serve future growth already planned within the study area.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,



Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Andrew Costen
Address: 5673 old bethel Rd
Telephone: 850 851 7591
E-mail: apout28@GMAIL.COM

Do you agree with the recommendations of corridor evaluation?	Yes	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If you do not agree with the recommendations, provide additional input below.		

Comments: land owner and current Avenue does not provide a
bypass but a street which will inhibit travel due to volume.
out side of town is a possible route to take traveler out of the
current over loaded avenues you are suggest if the bypass
is place on current plan it will be detriment to neighborhood
environment and water ways.

2 – Fold Here

Place
Stamp
Here

Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

1– Fold Here



State of Florida



January 30, 2023

Melanie and Gary Zick
6082 Lake Lane
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. and Mrs. Zick:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for traffic congestion on State Road 85 and lack of connector roads. You also recommend a bypass *over* the city and express doubt that the county will consider the input received.

An objective of this study is to alleviate traffic congestion on State Road 85 and to provide new roadway network options. You can find more information on how the corridors were evaluated by reviewing the Alternative Corridor Evaluation Report. This document was available at the public meeting and is currently available on the county's web site at:
<https://myokaloosa.com/bcc/northwest-bypass>.

An option for an elevated roadway over the city was not considered as it would neither be cost-reasonable, nor in accordance with the planning principles in the county and city comprehensive plans.

We will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

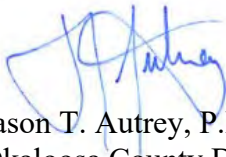
Your voice will continue to be heard as the county evaluates all public comment received and seeks to make an informed decision to provide for infrastructure needs for the future.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,



Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Melanie & Gary Zick
Address: 6082 Lake Lane
Telephone: 850 - 501 - 1693
E-mail: mel_45 @ cox. net

Do you agree with the recommendations of corridor evaluation?	Yes	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If you do not agree with the recommendations, provide additional input below.		

Comments:

None of this is a good idea. If the County doesn't stop allowing businesses to build right on H. 85. The traffic is already past capacity. We have no connector roads and adding more housing etc. without widening the roads.

This state needs to build a by-pass OVER the city.

Actually does it really mean anything to have comments? The county will do as it chooses anyway.

2 – Fold Here

Place
Stamp
Here

Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

1– Fold Here



State of Florida



January 30, 2023

Judy Newton
6008 Flamingo Road
Crestview, FL 32539

RE: Northwest Crestview Bypass Public Meeting Input

Dear Ms. Newton:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed support for a combination of Alternatives 3 and 5 with an east / west connection to Adams / Auburn Roads as a benefit to new residential development.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name:

Judy Newton

Address:

6008 Flannery Rd

Telephone:

850-683-9655

E-mail:

Do you agree with the recommendations of corridor evaluation?

Yes

No



If you do not agree with the recommendations, provide additional input below.

Comments:

*A combination of 3+5 Plus Adams to Auburn Auburn
would benefit all the new housing going up and existing
in Auburn.*

2 – Fold Here

Place
Stamp
Here

Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

1– Fold Here



State of Florida



January 30, 2023

Dawn Jordan
5966 Old Bethel Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Ms. Jordan:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for Alternatives 3 and 4 and support for Alternative 5 as better for future planning.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name:

Dawn Jordan

Address:

5916 Old Betner Rd Crestview

Telephone:

850-200-5161

E-mail:

jordan827@gmail.com

Do you agree with the recommendations of corridor evaluation?

Yes

☐

No

☒

If you do not agree with the recommendations, provide additional input below.

Comments:

I DO NOT AGREE WITH RECS 3 & 4 AS THEY END TO FAR SOUTH AND IMPACT MORE EXISTING RESIDENCES CORRIDOR 5 MAKES MORE "FUTURE PLANNING" SENSE AS THE CAUSE OF THIS IS DUE TO CONTINUED GROWTH TO THE NORTH

ADDITIONALLY IT APPEARS CORRIDOR 5 IMPACTS THE LEAST AMOUNT OF EXISTING RESIDENCES AND WITH PROPER PLANNING COULD ~~AVOID~~ ELIMINATE UPROOTING HOUSEHOLDS UNNECESSARILY.

2 – Fold Here

Place
Stamp
Here

Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

1 – Fold Here



State of Florida



January 30, 2023

Wade Hutto
6237 Riverloop Drive
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Hutto:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern that none of the alternatives are a true bypass and recommended an alternative route utilizing Highway 4 through Baker or County Road 393.

A more westerly corridor outside of the study area was considered with county and city staff early in the project planning. However, traffic analysis indicates that corridors too far removed from proximity to State Road 85 would not relieve sufficient congestion on State Road 85, which is an objective of this project. In addition, a more westerly corridor would not provide increased roadway network options to serve future growth already planned within the study area. For these reasons, we considered these more westerly options, but did not further explore options outside of the study area.

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Wade Hutto

Address: _____

Telephone: (850) 974-3389

E-mail: _____

Do you agree with the recommendations of corridor evaluation?

Yes

No



If you do not agree with the recommendations, provide additional input below.

Comments:

None of these are a by-pass
A True by-pass would be Hwy 4 thru Baker
or up 393, which was already a possibility
but the County screwed that as usual

2 – Fold Here

Place
Stamp
Here

Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

1 – Fold Here



State of Florida



January 30, 2023

Randy Emisenheina
3018 Stillwell Boulevard
Crestview, FL 32539

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Emisenheina:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You indicated you had additional input on the written comment form, but declined to further elaborate.

I hope you used the opportunity at the open house public meeting to engage our staff for one-on-one discussion. Feel free to contact county staff directly if you wish to discuss further.

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Randy Eusebio
Address: 3018 STILLWELL BLVD
Telephone: 1-850-758-9122
E-mail: RandyW64251222@gmail.com

Do you agree with the recommendations of corridor evaluation?	Yes	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If you do not agree with the recommendations, provide additional input below.		

Comments: I NOT going to go any further
TO much TO tell and no one is going to But
what you all going to do

2 – Fold Here

Place
Stamp
Here

Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

1 – Fold Here



State of Florida



January 30, 2023

George W. Hays
5822 Old Bethel Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Hays:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for utilizing Old Bethel Road as a bypass, the width of the corridor with respect to your property, and support for utilizing Alternative 1.

Alternative 1 does not meet the primary purpose and need as it encroaches into lands and resources identified for protection by the county, the state, and the federal government.

Once a corridor is selected, the next project phase is a Project Development and Environment (PD&E) Study. The PD&E Study defines the roadway layout, intersection configurations, turn lane options, and access management requirements. The Alternative Corridor Evaluation Report is considering a 250-foot wide *corridor*. Roadway alignment will be determined in the PD&E Study for options *within* that corridor. Alignment options could include center, left-shift, or right-shift. The actual right-of-way will be in the 250-foot corridor, but will be less than 250 feet in width. The actual roadway right-of-way is anticipated to range from 100 to 130 feet, to be determined in the PD&E phase. Therefore, it is not known at this time to what extent improvements on Old Bethel Road, if any, might affect your property.

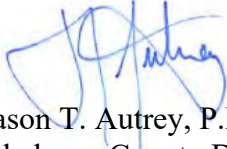
We will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

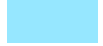
A handwritten signature in blue ink, appearing to read "J. Autrey", is positioned above the printed name.

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

Legend



5822 Old Bethel Rd



250' Wide Corridor Alt 2



250' Wide Corridor Alts 3, 4 and 5



5822 Old Bethel Rd

Stacy Ln

Stacy Ln

Old Bethel Rd

Ward's Ranch Rd

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: George W. Hays
Address: 5822 Old Bethel Road, Crestview FL 32536
Telephone: 8503769625
E-mail: george_hays@yahoo.com

Do you agree with the recommendations of corridor evaluation?	Yes	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If you do not agree with the recommendations, provide additional input below.		

Comments: Old Bethel Road as a bypass for planning is looking at 250 foot corridor even if is 100 to 130 feet my home is 82 feet and my neighbor road. Which means you are going to take either his or my land which will take either that the people on the south side of 85 have been paid less than the property is worth a lot of money making it our home for our retirement and this will affect us the 6 proposed routes and the 3 that are still on the table affect the most people living means you have not taken into account people that have lived here for 30+ years. It owners from 90 to Staff Road which has another 35 or more properties along Staff. This properties which will be affected as the connection to Adams Road is put in. Looking at best choice and understand this route passes through NMF Water MNGT Dist lands. better choice, if the county and city had done this 30 years ago it would not be the issue it is now. Poor

Information provided to Okaloosa County is subject to public record disclosure.

2 – Fold Here

Place
Stamp
Here

Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

1– Fold Here



State of Florida



January 30, 2023

Karen Larson-Hays
5822 Old Bethel Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Ms. Larson-Hays:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

In two comment letters, you expressed concern over Alternatives 2, 3, 4, or 5 for impacts to the long-standing neighborhood of Old Bethel, making it unsafe. You recommended a combination of Alternatives 1 and 5 utilizing vacant land west of Woolley Communications.

You requested a copy of the Alternative Corridor Evaluation Report. This document was available at the public meeting and is currently available on the county's web site at:
<https://myokaloosa.com/bcc/northwest-bypass>.

Alternative 1 does not meet the primary purpose and need as it encroaches into lands and resources identified for protection by the county, the state, and the federal government. Regarding the other options, no decisions have been made at this time.

We will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

The next study phase will more fully evaluate roadway safety. Section 5.1 of the Alternative Corridor Evaluation Report of the report further discusses design parameters. The roadway proposed would be designed with the appropriate context classification for the surrounding land uses. Appendix B (Traffic Analysis), Section 3 of the report provides additional discussion on the safety analysis for all corridor options.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Autrey", is positioned above the printed name.

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name:

Karen Hays-Hays

Address:

5822 Old Bethel Rd

Telephone:

850-217-6040

E-mail:

kloe243@cox.net

Do you agree with the recommendations of corridor evaluation?

Yes

No



If you do not agree with the recommendations, provide additional input below.

Comments:

I would like a copy of the
Alternative Corridor Evaluation Book -

I want to strongly ^{oppose} disagree with
proposals 2, 3, 4 & 5. By pursuing any
of these proposals you will significantly
impact the long standing neighborhood
of Old Bethel.

Many families have lived here for
30 years. The average length of
time folks have lived here 20 years.

- This proposal will devastate the neighborhood
increase crime and make it very unsafe.

Information provided to Okaloosa County is subject to public record disclosure.

2 – Fold Here

Place
Stamp
Here

Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

1 – Fold Here

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to NWCB@myokaloosa.com. Mailed comments postmarked by Friday, December 2, 2022 or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Karen Larson-Hays
Address: 5822 Old Bethel Rd Crestview Fl
Telephone: 850-217-6040
E-mail: klee243@cox.net

Do you agree with the recommendations of corridor evaluation?	Yes	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If you do not agree with the recommendations, provide additional input below.		

Comments: I am strongly opposed to any type of bypass that utilizes Old Bethel Rd. Old Bethel rd is
a neighborhood community comprised of residents that have lived here any average of 30 years
or in some cases longer. I have owned my home since 2002 with the hopes and desires of being here
until I pass on. By selecting either alternative 2,3,4,or the current 5 you will be some fashion or another
destroying
the lives of a minimum of 139 families from highway 90 to Staff Rd, this number does not take into account
all the families on Sioux Circle, the 2 subdivision on the lower end toward 90 and the residents of Stacey
lane and Staff Rd. The presence of a bypass would endanger the children, elderly and business that live her
I would like to suggest that you use a combination and Alternative 1 and 5 , there is currently land for sale
on Highway 90 just west of Wooleys computer that would allow the county , state and city to move forward
with the least impact to long time residents. This route would come along but not in Yellow river
which even if you touch wetlands , it is very possible to build a bridge and leave those area intact.
I am sure that this would not be the first project that has been completed in this county that would effect
wetlands.

I would like to close by saying that I am happy to chat with anyone regarding this matter, as i will remain
strongly opposed to this project on Old Bethel . I will also be writing my county commissioners and state
representatives regarding these alternative proposal.

Information provided to Okaloosa County is subject to public record disclosure.

2 – Fold Here

Place
Stamp
Here

Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

1 – Fold Here



State of Florida



January 30, 2023

Susan McDaniel
No mailing address provided
moores5888@gmail.com

RE: Northwest Crestview Bypass Public Meeting Input

Dear Ms. McDaniel:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern that a neighbor two miles away informed you of the project and meeting, yet you did not receive notice even though you believe one of the alternatives affects your property.

If you would like to provide us with a specific property address, we can further evaluate. An e-mail response was sent to you on November 7, 2022. Property owners and occupants within 300 feet of each of the six options were mailed a meeting notice. In addition, two public notices were published in the *Northwest Florida Daily News*, and at the noticed public meetings of the county commission and city council. These noticing methods are consistent with state requirements.

We will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

The materials we presented at the public meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

A handwritten signature in blue ink, appearing to read 'J. Autrey', is written over a faint, light blue rectangular stamp or watermark.

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

From: S McDaniel <moores5888@gmail.com>
Sent: Friday, November 4, 2022 2:17 PM
To: DL PW NW Crestview Bypass
Subject: Have not received any notice of a meeting about propose Crestview Bypass

November 4, 2022

Dear Sirs,

A neighbor about a 2 miles from me has shared information concerning a Bypass that has multiple plans, including one that goes through the middle of my homestead.

I have not received any notice or messages from any office of Okaloosa County. This is extremely concerning.

If this is the correct office to contact, and if there is a plan concerning a bypass, was the county planning to contact those of us that could be most directly impacted? I checked with my nearest neighbors on Oak Hill Road and they have not received any information concerning this either.

If this is not the correct office to contact, please let us know so that we can have information concerning our home.

Sincerely,
Susan McDaniel

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



State of Florida



January 30, 2023

Justin Prewitt
6151 Beasley Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Prewitt:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

In your first comment letter, you expressed opposition to the bypass in general, but specifically Alternatives 3 and 4 due to potential impacts to your property. In your second comment letter, you expressed concern for Alternatives 3 and 4 due to their potential impact to your property at 6151 Beasley Road.

Once a corridor is selected, the next project phase is a Project Development and Environment (PD&E) Study. The PD&E Study defines the roadway layout, intersection configurations, turn lane options, and access management requirements. The Alternative Corridor Evaluation Report is considering a 250-foot wide corridor. Roadway alignment will be determined in the PD&E Study for options within that corridor. Alignment options could include center, left-shift, or right-shift. The actual right-of-way will be in the 250-foot corridor, but will be less than 250 feet in width. The actual roadway right-of-way is anticipated to range from 100 to 130 feet, to be determined in the PD&E phase. Therefore, it is not known at this time to what extent improvements on Beasley Road, if any, might affect your property.

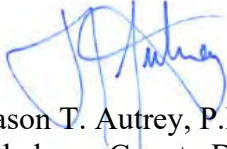
We will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Autrey", is positioned above the printed name.

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

Legend



6151 Beasley Rd



250' Wide Corridor Alt 1



250' Wide Corridor Alternates 3 and 4



6151 Beasley Rd

Bud Moulton Rd
6190

Beasley Rd
6101

Pump Branch

From: Stephen Blalock
Sent: Thursday, November 3, 2022 10:16 AM
To: Justin Prewitt; DL PW NW Crestview Bypass; Carisse LeJeune
Subject: RE: Northwest Crestview Bypass Comments

Mr. Prewitt,

At this time, the Alternatives being discussed are very general in nature and should be considered guides more than the actual path. We are at least 10 years away from having a corridor designed to the point where impacts to any specific address could be identified. I look forward to meeting you on Nov 17 at the Townhall meeting.

V/R,

Stephen D. Blalock, P.E.
Design Engineer/Project Manager
Okaloosa County Public Works
(850) 423-4871/(850) 902-6538 (cel)
sblalock@myokaloosa.com

Please note: Due to Florida's very broad public records laws, most written communications to or from county employees regarding county business are public records, available to the public and media upon request. Therefore, this written e-mail communication, including your e-mail address, may be subject to public disclosure.

From: Justin Prewitt <jgprewitt@gmail.com>
Sent: Tuesday, November 1, 2022 7:58 AM
To: DL PW NW Crestview Bypass <nwcb@myokaloosa.com>
Subject: Northwest Crestview Bypass Comments

Good morning - I have received the notice of public meeting regarding the Northwest Crestview Bypass alternatives and would like to register for the record my opposition to Alternative 3 and Alternative 4 due to their routing through my property at 6151 Beasley Road, Crestview, FL.

Respectfully,
Justin Prewitt
(405)826-0737

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: JUSTIN PREWITT
Address: 6151 BEASLEY RD. CRESTVIEW, FL 32536
Telephone: 405-826-0737
E-mail: JGPREWITT@GMAIL.COM

Do you agree with the recommendations of corridor evaluation?	Yes	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If you do not agree with the recommendations, provide additional input below.		

Comments:

I OPPOSE THE NORTHWEST CRESTVIEW BYPASS IN
GENERAL AND ALTERNATIVES THREE AND FOUR
SPECIFICALLY DUE TO THEIR ROUTING THROUGH/NEAR
MY PROPERTY.

V/R
[Signature]

2 – Fold Here

Place
Stamp
Here

Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

1– Fold Here



State of Florida



January 30, 2023

Jonathan Gates
6004 Staff Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Gates:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed support for Alternative 5, or a combination of alternatives.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

From: Johnathan Gates <j.c.gates@icloud.com>
Sent: Wednesday, November 2, 2022 4:37 PM
To: DL PW NW Crestview Bypass
Subject: Comment on NW Crestview Bypass Alternatives

My name is Johnathan Gates and I own/live at 6004 Staff Road, Crestview, FL.

After reviewing the corridor options presented in the brochure I received in the mail, I would prefer option 5 for the entire route because when reviewing the timeline and future growth in the area, that option would most likely serve the area best at time of construction. Cost may be slightly higher, but if the goal is to move traffic around Crestview, in 2045, that would likely achieve more success than the other options.

If the entire route associated with option 5 can't be utilized, it appears to me that a combination of alternatives would be most beneficial when considering cost, environmental impact, engineering requirements, and impact to residents. I would recommend option 5 up to the intersection of option 3 & 4. At the intersection of options 3 & 4, carry the roadway out to the East at Adams Rd and Hwy 85. This would provide traffic relief and manage impacts.

I appreciate the ability to provide input. I hope that my opinion is weighed in the consideration.
Respectfully,
Johnathan Gates

Sent from my iPhone

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



State of Florida



January 30, 2023

Douglas Heath
No address provided
douglas.heath@icloud.com

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Heath:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for any bypass alternative.

The need for the project is more fully explained in the draft Alternative Corridor Evaluation Report. The draft study was made available at the November 17 public meeting and is available on the county web site at: <https://myokaloosa.com/bcc/northwest-bypass>. The bypass is intended to provide for enhanced roadway network options, designed with the appropriate context classification for the surrounding land uses.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

From: [Stephen Blalock](#)
To: [Wilkinson, Cory](#); [Wimberly, John](#)
Cc: [Carisse LeJeune](#); [Roy Petrey](#); [sbitterman](#)
Subject: FW: Crestview bypass suggestion -Douglas
Date: Tuesday, November 15, 2022 9:08:53 AM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Stephen D. Blalock, P.E.
Design Engineer/Project Manager
Okaloosa County Public Works
(850) 423-4871/(850) 902-6538 (cel)
sblalock@myokaloosa.com

Please note: Due to Florida's very broad public records laws, most written communications to or from county employees regarding county business are public records, available to the public and media upon request. Therefore, this written e-mail communication, including your e-mail address, may be subject to public disclosure.

-----Original Message-----

From: Douglas A Heath <douglas.heath@icloud.com>
Sent: Monday, November 14, 2022 9:25 AM
To: DL PW NW Crestview Bypass <nwcb@myokaloosa.com>
Subject: Crestview bypass suggestion -Douglas

Hello My Okaloosa,

In my opinion, crestview does not need any bypass. This is not Atlanta, we are a community of 60k residents.

We need 3 lanes from Shoal River bridge north to Auburn with the traffic light timed for peak hours in the morning and afternoon. That's it! No bypass needed.

Niceville has 3 lanes on Highway 20, Shalimar has 3 lanes on H85, FWB has 3 lanes on H85, Destin has 3 lanes on H98.

Pensacola built a bridge over the bay, had it messed up by barges and fixed it all faster than crestview can add two lanes through the middle of town.

Highway 123 and VPS have been upgraded so it causes extra traffic in Crestview basically at I-10.

3 lanes each way and proper interstate connection would solve most of our problems not another fast paced 4 lanes in another of our established neighborhoods.

Thank you
Douglas Heath

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



State of Florida



January 30, 2023

Christina Paczkowski
5782 Old Bethel Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Ms. Paczkowski:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You asked if there is a way to watch or see minutes from the meeting. The display boards and presentation are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. As this was an interactive open-house format, and not a hearing, there is no transcript of the meeting. However, all materials presented are available at the web site address.

You expressed concern for alternatives that might affect your property at 5782 Old Bethel Road.

In response, attached is a map showing additional detail on the conceptual alternatives. Once a corridor is selected, the next project phase is a Project Development and Environment (PD&E) Study. The PD&E Study defines the roadway layout, intersection configurations, turn lane options, and access management requirements. The Alternative Corridor Evaluation Report is considering a 250-foot wide *corridor*. Roadway alignment will be determined in the PD&E Study for options *within* that corridor. Alignment options could include center, left-shift, or right-shift. The actual right-of-way will be in the 250-foot corridor, but will be less than 250 feet in width. The actual roadway right-of-way is anticipated to range from 100 to 130 feet, to be determined in the PD&E phase. Therefore, it is not known at this time to what extent improvements on Old Bethel Road, if any, might affect your property.

We will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,



Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

Legend



5782 Old Bethel Rd



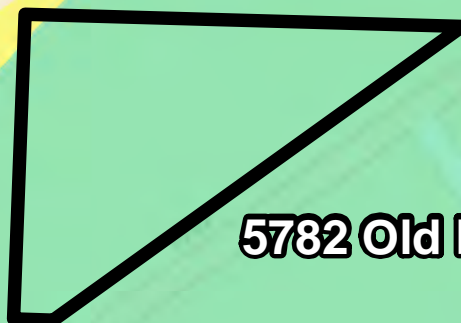
250' Wide Corridor Alt 1



250' Wide Corridor Alt 2



250' Wide Corridor Alts 3, 4 and 5



5782 Old Bethel Rd

Seminole Dr

Wards Ranch Rd

Old Bethel Rd

5782

Old Bethel Rd

From: [Stephen Blalock](#)
To: [Wilkinson, Cory](#)
Cc: [Carisse LeJeune](#); [Roy Petrey](#); [sbitterman](#)
Subject: FW: Old Bethel Rd
Date: Tuesday, November 22, 2022 2:08:43 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Steve Blalock

Please note: Due to Florida's very broad public records laws, most written communications to or from county employees regarding county business are public records, available to the public and media upon request. Therefore, this written e-mail communication, including your e-mail address, may be subject to public disclosure.

From: Christina Paczkowski <christina.paczkowski@cox.net>
Sent: Tuesday, November 22, 2022 12:58 PM
To: DL PW NW Crestview Bypass <nwcb@myokaloosa.com>
Subject: Old Bethel Rd

Good Afternoon,

My name is Christina Paczkowski, and I am the co-owner of 5782 Old Bethel Rd. Unfortunately, I was not able to attend the public meeting last week. Is there a way to watch or see minutes from the meeting?

Also, of most concern is if the bypass will be taking place directly next to the water tower which is adjacent to my property. The map included in the mailer is confusing as to exactly where it will take place. I would greatly appreciate if someone would contact me regarding the planning of the bypass and how it directly will affect my property.

Kind regards,

Christina Paczkowski

5782 Old Bethel Rd

850.218.6792

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



State of Florida



January 30, 2023

Linda and Robert Knox
5731 Old Bethel Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. and Mrs. Knox:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for the process and meeting format, support for Alternative 1, and support for a combination of Alternatives 1 and 5. You also mentioned the need for three-lane improvement on State Road 85.

Okaloosa County is following a structured process developed by the Florida Department of Transportation (FDOT) to objectively evaluate options based on data, input of local governments, Tribes, agencies, and the public. The FDOT process has been used throughout the state. You may find additional information on the process at:

- <https://www.fdot.gov/environment/sched/oemtrainingprogramstandalonetrainingevents/OEM-Training-Program---ETDM-ACE-Process>
- <https://www.fdot.gov/environment/pubs/etdm/etdmmanual.shtml> [Chapter 4, Section 4.6]
- <https://www.fdot.gov/environment/pubs/pdeman/pdeman-current> [Part 1, Chapter 4, Section 4.2.4]

The meeting format was an open house format with an information presentation and display boards, and staff present so that you could speak one-on-one to have questions addressed. This is a standard format for public meetings used by FDOT, and is consistent with FDOT guidance in the PD&E Manual, Part 1, Chapter 11, Section 11.2.4.2. While this is a County project, it is being developed in coordination with FDOT and FDOT policies and practices are being followed. We hope you will continue to participate in this structured public process and encourage you to reach out to your elected officials with any concerns or input.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

You expressed support for Alternative 1. Alternative 1 does not meet the primary purpose and need as it encroaches into lands and resources identified for protection by the county, the state, and the federal government. You may wish to read the draft Alternative Corridor Evaluation Report to more fully understand how the options were evaluated and the structured process that was used. The report was available at the public meeting and remains available on the county web site at: <https://myokaloosa.com/bcc/northwest-bypass>.

Regarding the other alternatives, no decisions have been made at this time. We will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources. Your voice will continue to be heard as the county evaluates all public comment received and seeks to make an informed decision to provide for infrastructure needs for the future.

You made reference to improvements on State Road 85 that are needed before a bypass project. In conjunction with Eglin Air Force Base, FDOT has recently completed a Project Development and Environment (PD&E) Study to provide capacity improvements on State Road 85. The improvements on State Road 85 are proposed to provide six lanes (three in each direction) south of I-10. That project is currently advancing to the Design Phase. You can learn more about that project, and view project documents, at: <https://nwflroads.com/projects/220171-2>.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Autrey", is written over a faint, light blue circular stamp or watermark.

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Linda (+ Robert) Knox
Address: 5731 Old Bethel Rd
Telephone: 850-259-0718
E-mail: knoxr1@cox.net

Do you agree with the recommendations of corridor evaluation?	Yes	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If you do not agree with the recommendations, provide additional input below.		

Comments: First of all when I walked into this public meeting I was shocked, dismayed & actually insulted. The "PRETTY" displays and slide show was just that... "PRETTY"... no more informative than what was in the pamphlet we received in the mail. The money spent for all that would have been better utilized for a "REAL" meeting with experts in the various fields with this project complete with explanations & answers to serious questions. I respect the County Public Works employees but they were unable to satisfy questions by the public. I feel like we got "The Bum's Rush" and that you are counting on the "slippage" factor which I know well from sales & marketing.

Alternative Corridor #1 should be reconsidered for the Bypass. actually #1 & #5 would be good together. To me this would offer the best route taking traffic the furthest out & off of Hwy 85 & fully developed neighborhoods. I do not

Information provided to Okaloosa County is subject to public record disclosure.

over →

understand its elimination at the first scoring on Purpose & need. We absolutely need this route for the purpose of Traffic Congestion. Okaloosa Co. North cannot stay ahead of anything it seems, & we have lived here since 1986. Any other corridor than #1 (with #5) would perpetuate that in my mind. Even starting the planning phase in 2026 will cause us to fall short, let alone 23 years from now in 2045. Why can't we get ahead of the game to start? Alternative #1 gives us that along with a solid base for further growth in No. County. I truly hope that there are no "pressure"(s) from any source influencing decision-making aside from the obvious legitimate ones such as budgeting, environmental issues, engineering, etc.

2 - Fold Here

Some years back we understood Antioch Rd was strongly considered for the Bypass, continuing across highway 90 and on through mostly underdeveloped areas. What happened to that?

Place
Stamp
Here

also at the meeting there was acknowledgement that 3-laning Hwy 85 was going to be done. It seems to me that should have been

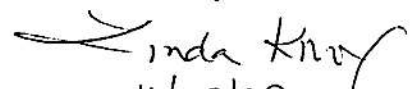
Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

done prior to starting a Bypass, although planning could still be done to be ready for that need.

No one wants to lose their property/investment or have it devalued. I do understand, however the "Greater Good" philosophy. I just think we are missing the mark if we don't go with

1 - Fold Here

alternative #1. If we could have had a more professional meeting perhaps I'd feel differently.


11/18/22



State of Florida



January 30, 2023

Laurie Jordan
5960 Old Bethel Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Ms. Jordan:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for Alternatives 3 and 4 and support for Alternative 5.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: LAURIE JORDAN
Address: 5960 OLD BETHEL ROAD
Telephone: 850-685-1555
E-mail: lmwk@cox.net

Do you agree with the recommendations of corridor evaluation?	Yes	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If you do not agree with the recommendations, provide additional input below.		

Comments:

I BELIEVE CORRIDOR 3 INVOLVES THE DISRUPTION & DISPLACEMENT OF TOO MANY HOMESTEADS. I DON'T UNDERSTAND HOW THIS "BYPASSES" ANYTHING. CORRIDOR 5 WOULD TAKE THE BYPASS AWAY FROM ALREADY ESTABLISHED HOMES & SUBDIVISIONS, AND TAKE IT THROUGH AREA THAT IS LESS POPULATED AND INVOLVED. WITH CORRIDOR 5 LOCATION BEING LESS POPULATED AT THIS TIME COMPARED TO CORRIDOR 3, IT WOULD MAKE SENSE TO LIMIT NEW CONSTRUCTION IN CORRIDOR 5 FROM NOW UNTIL CONSTRUCTION TIME THERE SO FUTURE RESIDENTS WOULD NOT FIND THEMSELVES IN THIS SAME POSITION & HAVE TO BE UPROOTED & RELOCATED. I VOTE "NO" TO CORRIDOR 3 & 4. I VOTE "YES" TO CORRIDOR 5.

Information provided to Okaloosa County is subject to public record disclosure.

2 – Fold Here

PENSACOLA FL 325

19 NOV 2022 PM 2 L



Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

32536-844898



1 – Fold Here



State of Florida



January 30, 2023

Paula Denise Parker
5825 Old Bethel Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Ms. Parker:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern that the proposal is not a true bypass due to residential areas and the route should be more westerly than northerly. If the corridor needs to utilize Old Bethel Road, then the roadway alignment should focus on one side to impact as few residents as possible.

A more westerly corridor outside of the study area was considered with county and city staff early in the project planning. However, traffic analysis indicates that corridors too far removed from proximity to State Road 85 would not relieve sufficient congestion on State Road 85, which is a primary objective of this project. In addition, a more westerly corridor would not provide increased roadway network options to serve future growth already planned within the study area.

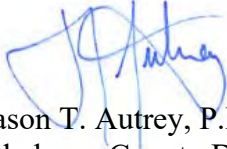
We will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Autrey", is positioned above the printed name.

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

From: [Denise Parker](#)
To: [DL PW NW Crestview Bypass](#)
Subject: NWCB Comments
Date: Wednesday, November 30, 2022 6:48:27 PM

Name: Paula D Parker

Address: 5825 Old Bethel Rd, Crestview< FL 32536

Telephone: 850 758-1360

E-mail: Bnana32@cox.net

Do you agree with the recommendations of corridor evaluation? No

Comments:

This is not a true bypass when it goes thru residential areas. It should go more West (closer to Yellow River) and then North to go around heavy residential areas. If it does have to go down Old Bethel then take it from one side or the other to impact as few residents as possible and the cost to buy up properties would be less.

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



State of Florida



January 30, 2023

Tricia Ferrufino
5826 Old Bethel Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Ms. Ferrufino:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

In your first comment letter, you expressed concern for your property on Old Bethel Road and a four-lane roadway as an unsafe option. In your second comment letter, you expressed concern for safety as well.

A more westerly corridor outside of the study area was considered with county and city staff early in the project planning. However, traffic analysis indicates that corridors too far removed from proximity to State Road 85 would not relieve sufficient congestion on State Road 85, which is an objective of this project. In addition, a more westerly corridor would not provide increased roadway network options to serve future growth already planned within the study area.

The next study phase will more fully evaluate roadway safety. May we also direct your attention to the Alternative Corridor Evaluation Report, which was available at the meeting and is currently available on the county's web page at the address below. Section 5.1 of the report further discusses design parameters. The roadway proposed would be designed with the appropriate context classification for the surrounding land uses. Appendix B (Traffic Analysis), Section 3 of the report provides additional discussion on the safety analysis for all corridor options. Roadway configuration, including intersections, turn lanes, and safety considerations, would be further evaluated in the next study phase once a corridor has been selected.

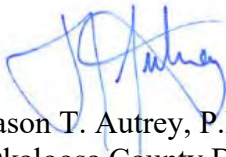
We will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,



Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

From: [Tricia Ferrufino](#)
To: [DL PW NW Crestview Bypass](#)
Subject: Northwest Crestview Bypass
Date: Wednesday, November 30, 2022 1:29:08 PM

I along with many others oppose the use of Old Bethel Road as part of the Northwest Crestview Bypass. I live at 5826 Old Bethel Road in Crestview. This is the first home I have purchased ever, I am proud of my home and feel safe in my home. I have many plans for my just under 1 acre lot(0.92) purchasing my home just one year ago I have all ready put a tremendous amount of money into it. This is my lifelong home where I will continue to raise my children and one day my grandchildren will visit me in. Expanding the road would take that safety away and devalue MY hardwork. People all ready speed down Old Bethel DAILY. Expanding that road would not only up the speed limit it will most definitely lead to accidents and even deaths. If Old Bethel Road is used as part of the bypass I will now live in fear that a speeding vehicle can crash into the bedrooms of one of my children or future grandchildren visiting. There are other options. Many other options that will not destroy the hard work of the approximately 275 registered voters on Old Bethel.

Sincerely,

Tricia L Ferrufino
5826 Old Bethel Road
Crestview FL 32536
(818) 531-1083

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name:

Trida Ferrufino

Address:

5826 Old Bethel Rd 32536

Telephone:

(818) 531-1083

E-mail:

triciacan78@yahoo.com

Do you agree with the recommendations of corridor evaluation?

Yes

☐

No

☒

If you do not agree with the recommendations, provide additional input below.

Comments:

Purchasing my dream home on Old Bethel a mere 12 months ago only to find all of my hard earned money I have put into the home is about to ripped from under me. makes me extremely sad for all of the 275 registered voters that live on Old Bethel Now with 4 lanes running in front of my home the constant fear of a car landing in my home. These are ALL UNSAFE options. Do Better

Information provided to Okaloosa County is subject to public record disclosure.

2 – Fold Here

Place
Stamp
Here

Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

1– Fold Here



State of Florida



January 30, 2023

Dawn O'Connor
2952 Adams Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Ms. O'Connor:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

1. You raised concerns about a speed limit of 45-55 mph.
2. You indicated that a roadway width of 130-150 feet would not be safe, based on the assumption that speeding will occur.
3. You raised concern that homes on Old Bethel Road and Adams Road are close to the roadway and that a roadway width of 130-150 feet will put the home close to speeding traffic.

A *posted speed* has not been determined. The *design speed* is anticipated at 45 mph. The posted speed can be less. For planning purposes, the typical section was assumed to have two 11-foot lanes in each direction, separated by a 22-foot median, with 7-foot bike lanes and 5-foot sidewalks. The design criteria are based on Florida Department of Transportation guidance and standards, as listed in Table 5-1 of the draft Alternative Corridor Evaluation Report.

The next study phase will more fully evaluate roadway safety. May we also direct your attention to the Alternative Corridor Evaluation Report, which was available at the meeting and is currently available on the county's web page at the address below. Section 5.1 of the report further discusses design parameters. The roadway proposed would be designed with the appropriate context classification for the surrounding land uses. Appendix B (Traffic Analysis), Section 3 of the report provides additional discussion on the safety analysis for all corridor options.

Roadway configuration, including intersections, turn lanes, and safety considerations, would be further evaluated in the next study phase once a corridor has been selected.

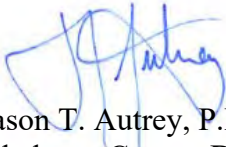
1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

We will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,



Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

From: dawnboconnor@gmail.com
To: [DL PW NW Crestview Bypass](#)
Subject: Northwest Crestview Bypass Alternative Comment
Date: Monday, November 28, 2022 11:19:57 AM
Importance: High

To: Stephan Blalock, P.E.
From: Dawn O'Connor

Thank you for your explanations of the bypass project. I agree that the bypass is needed, but have three concerns with the Old Bethel Road and Adams Road paths:

1. A speed limit of 45-55 mph will not be adhered to by the driving public. Just take any evening of the week on Highway 85 north of Airport/Old Bethel, and you will find that most of the cars will be traveling at 65-85 mph.
2. Assuming that motorists will speed on the bypass as they do on Highway 85, a road width of 130 to 150 feet, will not be safe.
3. Many of the homes on Old Bethel and on Adams Road are close to the roadway, and even a width of 130-150 feet, will put them perilously close to the speeding traffic.

My suggestion would be to only go through areas that would afford the 230 to 250 feet of highway width and appropriate setbacks for homes, in order to accommodate for the inevitable high-speed traffic.

Thank you for the opportunity to comment. Please keep me posted on developments. My address and other contact information is below.

Yours truly,

Dawn O'Connor

Dawn O'Connor
2952 Adams Road
Crestview, Florida 32536
Cell: 850-902-1085
dawnboconnor@gmail.com

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



State of Florida



January 30, 2023

Patricia Watkins
6087 Bud Moulton Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Ms. Watkins:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

In your first comment letter prior to the public meeting (November 3, 2022), you asked five questions:

1. How were the alternatives determined?

The process of selecting alternatives was developed by a working group of the county, city, and the consultant. Alternatives were based on prior studies reaching back to conceptual options developed by the Florida Department of Transportation (FDOT) through the Efficient Transportation Decision Making System as project number 2891 in 2004. Those early options were further evaluated based on updated land use considerations and other constraints, considering the objectives of the current study, and considering options that have preliminarily been identified by FDOT for an eastern bypass in the July 2019 Feasibility Study. For additional discussion on the existing and future conditions that were considered, you may wish to review the draft Alternative Corridor Evaluation Report. The draft study was made available at the November 17 public meeting and is available on the county web site at: <https://myokaloosa.com/bcc/northwest-bypass>. Section 5 of the draft report more fully explains the initial corridors and considerations.

2. How were the points determined on page 3 of the handout?

Section 6 of the draft Alternative Corridor Evaluation Report explains the methodology by which corridors were evaluated and scored. This is based on the approved Methodology Memorandum provided in Appendix C of the draft report. Scoring is explained in the draft report for Secondary Purpose and Need (Section 6.3), Environmental (Section 6.4), Engineering (Section 6.5), and Cost (Section 6.6).

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

3. A lower total score indicates an alternative is more beneficial and likely to be chosen?

A lower score is generally more beneficial. Total score will be the sum of the rankings once we have public input. The final decision is based not only on the score. The scores are only one factor to help the County reach a final decision in coordination with the City of Crestview and FDOT. 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.

4. Will the bypass be limited access?

The roadway is anticipated to be limited access as defined in the Okaloosa County Land Development Code (LDC), which regulates the distance between access points and new connections. However, the LDC is not intended to deny access to any existing lot, parcel, or track of land for which the only means of access would be by the limited access road. For current requirements, please see the LDC Chapter 6, Section 6.03.09. Roadway configuration, including intersections, turn lanes, and safety considerations, would be further evaluated in the next study phase once a corridor has been selected.

5. Is it the intention of the bypass to intersect and be accessible to Beasley Road, Bud Moulton Road, Blueberry Lane, W. Dogwood Drive, or combination?

Once a corridor is selected, the next study phase will evaluate roadway and intersection configurations.

In your second comment letter following the public meeting (December 1, 2022), you asked for clarification on five points and recommendations:

Please include this letter in the Okaloosa County public records.

1. Point 1. Since construction is not even planned to begin until 2036-2045 timeframe according to your publication, it would make more sense for the bypass to be Option 5. Why? Because by that time, north Okaloosa County will most likely have grown way north of what could be served by any other option. It might be even possible that even Option 5 will not be practical by that time. However, no matter which route is decided, there should be minimal impact on existing neighborhoods. No impact would be the best. Since Right-of-Way has not been funded, that must mean it has not been acquired. Right? Now would be the time to rethink where Right-of-Way should really be.

Recommendation: Plan for the future, not what is easy or politically expedient. Plan for the future and where this bypass should really be constructed.

The Alternative Corridor Evaluation Process is the first step in the overall project development process as explained in the presentation at the meeting, and in the meeting handout. Okaloosa County is following a structured process developed by the Florida Department of Transportation (FDOT) to plan for the future and objectively evaluate options based on data, input of local governments, Tribes, agencies, and the public. The process has been vetted and evaluated and used in throughout the state. You may find additional information on the process at:

- <https://www.fdot.gov/environment/sched/oemtrainingprogramstandalonetrainingevents/OEM-Training-Program---ETDM-ACE-Process>
- <https://www.fdot.gov/environment/pubs/etdm/etdmmanual.shtm> [Chapter 4, Section 4.6]
- <https://www.fdot.gov/environment/pubs/pdeman/pdeman-current> [Part 1, Chapter 4, Section 4.2.4]

Once a decision has been made on a corridor, Okaloosa County will begin the process of protecting the corridor through the County Comprehensive Plan, Land Development Code, or other means. However, right-of-way acquisition does not occur until after the Project Development and Environment (PD&E) study, and the Design phase, that determine roadway alignment and right-of-way requirements.

2. Point 2. Why would you not involve the citizenry in the north part of the county in the planning phase/process—the ones who will be affected? Do you have any plans for additional meetings with us? Meetings where we can have actual input that would influence the outcome.

Recommendation: Involve us. We have much to offer our county. Let our voices involve us in such a way that we can influence the outcome and help determine the future of our county.

Property owners and occupants within 300 feet of each of the six options were mailed a meeting notice. In addition, two public notices were published in the *Northwest Florida Daily News*, and at the noticed public meetings of the county commission and city council. These noticing methods are consistent with state requirements. The meeting format was an open house format with an information presentation and display boards, and staff present so that you could speak one-on-one to have questions addressed. This is a standard format for public meetings used by FDOT. These methods are consistent with FDOT guidance in the PD&E Manual, Part 1, Chapter 11, Section 11.2.4.2. While this is a County project, it is being developed in coordination with FDOT and FDOT policies and practices are being followed.

There are no additional meetings planned for this first step in the process. When we advance to the next phase, which is the Project Development and Environment (PD&E) study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

3. Point 3. Your brochure contains a paragraph entitled Corridor Evaluation that lists (1) purpose and need, (2) social, cultural and natural environmental impacts and (3) engineering considerations and costs. What are they? Please provide a detailed definition. These 3 items are too vague to have any meaning.

Recommendation: Be specific. Provide a detailed explanation of these vague concepts.

Section 6 of the draft Alternative Corridor Evaluation Report explains the methodology by which corridors were evaluated and scored. This is based on the approved Methodology Memorandum provided in Appendix C of the draft report. Scoring is explained in the draft report for Secondary Purpose and Need (Section 6.3), Environmental (Section 6.4), Engineering (Section 6.5), and Cost (Section 6.6).

4. Point 4. The scoring system—how was that determined? What criteria was used? Who did the scoring?

Recommendation: Explain this to us, including the criteria used, how the scoring was created, who did the scoring.

Section 6 of the draft Alternative Corridor Evaluation Report explains the methodology by which corridors were evaluated and scored. This is based on the approved Methodology Memorandum provided in Appendix C of the draft report. Scoring is explained in the draft report for Secondary Purpose and Need (Section 6.3), Environmental (Section 6.4), Engineering (Section 6.5), and Cost (Section 6.6).

5. Point 5. Funding—the long-range timeline on page 4 of the brochure does not address funding. How will funding be accomplished? Already the county is requiring residential developers in the north end of the county to pay mitigation fees for a road project in the south part of Crestview, miles away from that residential development. If this continues, there will be no “mitigation money” for the north end of our county’s needs.

Recommendation: Make sure that adequate funding will be in place before construction begins. This “Robbing Peter to pay Paul” current practice will eventually catch up and bite the county where it hurts.

The Alternative Corridor Evaluation Process is the first step in the overall project development process as explained in the presentation at the meeting, and in the meeting handout. Okaloosa County is following a structured process developed by the Florida Department of Transportation (FDOT) to plan for the future and objectively evaluate options. The subsequent phases of the Project Development and Environment (PD&E) Study, and the Design Phase, will define project costs. Okaloosa County will continue to work with FDOT and the Okaloosa-Walton Transportation Planning Organization (O-W TPO) to plan and allocate funding consistent with the Okaloosa-Walton Long Range Transportation Plan, which seeks to prioritize and fund roadway projects. You can learn more about the O-W TPO and the Long Range Transportation Plan at:

https://ecrc.org/programs/transportation_planning/okaloosa-walton_tpo/index.php

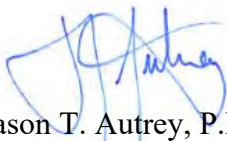
In both letters, you asked that your letter and response be included in the Okaloosa County public records. All public comment and responses are incorporated as part of the final Alternative Corridor Evaluation Report.

No decisions have been made at this time. Your voice will continue to be heard as the county evaluates all public comment received and seeks to make an informed decision to provide for infrastructure needs for the future. The next study phase will define roadway alignment options and seek to minimize impacts on individuals.

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,



Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

From: party.gator@yahoo.com
To: [DL PW NW Crestview Bypass](#)
Subject: Bypass comments.
Date: Thursday, December 1, 2022 8:36:02 PM

2022-12-01 Bypass01

Mr. Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Blvd.
Crestview, FL 32536

via: nwcb@myokaloosa.com

RE: Northwest Crestview Bypass

Mr. Blalock:

In reference to the Northwest Crestview Bypass:

Point 1. Since construction is not even planned to begin until 2036-2045 timeframe according to your publication, it would make more sense for the bypass to be Option 5. Why? Because by that time, north Okaloosa County will most likely have grown way north of what could be served by any other option. It might be even possible that even Option 5 will not be practical by that time.

However, no matter which route is decided, there should be minimal impact on existing neighborhoods. No impact would be the best. Since Right-of-Way has not been funded, that must mean it has not been acquired. Right? Now would be the time to rethink where Right-of-Way should really be.

Recommendation: Plan for the future, not what is easy or politically expedient. Plan for the future and where this bypass should really be constructed.

Point 2. Why would you not involve the citizenry in the north part of the county in the planning phase/process—the ones who will be affected? Do you have any plans for additional meetings with us? Meetings where we can have actual input that would influence the outcome.

Recommendation: Involve us. We have much to offer our county. Let our voices involve us in such a way that we can influence the outcome and help determine the future of our county.

Point 3. Your brochure contains a paragraph entitled Corridor Evaluation that lists (1) purpose and need, (2) social, cultural and natural environmental impacts and (3) engineering considerations and costs. What are they? Please provide a detailed definition. These 3 items are too vague to have any meaning.

Recommendation: Be specific. Provide a detailed explanation of these vague concepts.

Point 4. The scoring system—how was that determined? What criteria was used? Who did the scoring?

Recommendation: Explain this to us, including the criteria used, how the scoring was created, who did the scoring.

Point 5. Funding—the long-range time line on page 4 of the brochure does not address funding. How will funding be accomplished? Already the county is requiring residential developers in the north end of the county to pay mitigation fees for a road project in the south part of Crestview, miles away from that residential development. If this continues, there will be no “mitigation money” for the north end of our county’s needs.

Recommendation: Make sure that adequate funding will be in place before construction begins. This “Robbing Peter to pay Paul” current practice will eventually catch up and bite the county where it hurts.

Please include this letter in the Okaloosa County public records on this subject matter.

Thank you,

Patricia Watkins
6087 Bud Moulton Rd.
Crestview, FL 32536

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: party.gator@yahoo.com
Sent: Thursday, November 3, 2022 11:21 AM
To: DL PW NW Crestview Bypass
Cc: party.gator@yahoo.com
Subject: Northwest Crestview Bypass Alternatives

Northwest Crestview Bypass Alternatives Public Meeting notice

Questions

Stephen Blalock, P.E. via email: nwcb@myokaloosa.com
Project Manager
Okaloosa Public Works
1759 S. Ferdon Blvd.
Crestview, FL 32536

1. How were the Corridor Alternatives determined? Who was the deciding group?
2. Reference the table on Page 3: How were those points determined?
3. Reference the table on Page 3: The * note seems to indicate that a lower total score would make that Alternative more beneficial and more likely to be chosen. Is that true?
4. Has it been decided whether or not this bypass will be a limited access traffic way?
5. Two of the Alternatives have a northern terminus at the intersection of Hwy 85/Adams Rd. As the roads progress westward, is it the intention for the bypass to intersect and be accessible to Beasley Rd., Bud Moulton Rd., Blueberry Ln., W. Dogwood Dr.? Or any combination of those roads? If yes, which ones?

Please make this message and your response a part of the official record for this project.

Please respond to party.gator@yahoo.com

Thank you,

Pat Watkins

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



State of Florida



January 30, 2023

Lane Watkins
6087 Bud Moulton Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Watkins:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You asked for clarification on schedule and future meetings, clarification about whether the roadway would be limited access and how it would connect to local roads, and clarification on the scoring system and evaluation for future years.

Schedule and Next meeting:

The overall project schedule was presented in the meeting presentation and in the meeting handout. Both are currently available on the county web site. We are in the first step of a multi-step planning process. The Alternative Corridor Evaluation Report is anticipated to be finalized in 2023. The Project Development and Environment (PD&E) Study phase is anticipated to take place in the 2026-2030 timeframe. Design, and Right-of-Way phases could occur in the 2031-2035 timeframe. Construction could occur in the 2036-2045 timeframe. These timeframes are contingent on funding to advance the project to the next phase.

Okaloosa County will continue to work with Florida Department of Transportation (FDOT) and the Okaloosa-Walton Transportation Planning Organization (O-W TPO) to plan and allocate funding consistent with the Okaloosa-Walton Long Range Transportation Plan, which seeks to prioritize and fund roadway projects. You can learn more about the O-W TPO and the Long Range Transportation Plan at:

https://ecrc.org/programs/transportation_planning/okaloosa-walton_tpo/index.php

There are no additional meetings planned for this first step in the process. When we advance to the next phase, which is the Project Development and Environment (PD&E) study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase. Future phases of PD&E, Design, Right-of-Way, and Construction are not funded at this time, but will all include public outreach.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

Limited access and local connections:

The roadway is anticipated to be limited access as defined in the Okaloosa County Land Development Code (LDC), which regulates the distance between access points and new connections. However, the LDC is not intended to deny access to any existing lot, parcel, or track of land for which the only means of access would be by the limited access road. For current requirements, please see the LDC Chapter 6, Section 6.03.09. Roadway configuration, including intersections, turn lanes, and safety considerations, would be further evaluated in the next study phase once a corridor has been selected.

Scoring and Evaluation:

Section 6 of the draft Alternative Corridor Evaluation Report explains the methodology by which corridors were evaluated and scored. This is based on the approved Methodology Memorandum provided in Appendix C of the draft report. Scoring is explained in the draft report for Secondary Purpose and Need (Section 6.3), Environmental (Section 6.4), Engineering (Section 6.5), and Cost (Section 6.6).

Traffic analysis is based on an Opening Year 2045, and a Design Year 2055. Traffic analysis methodology is more fully explained in Section 2 of the Traffic Analysis Report, which is Appendix B of the Alternative Corridor Evaluation Report.

We will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,



Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

From: party.gator@yahoo.com
To: [DL PW NW Crestview Bypass](#)
Cc: Party.gator@yahoo.com
Subject: Comments regarding the NW Crestview Bypass
Date: Thursday, December 1, 2022 8:29:08 PM

Name: Lane Watkins
Address: 6087 Bud Moulton Road
Telephone: 904 673 0788
E-mail: party.gator@yahoo.com

There needs to be a schedule of project planning meetings where the public can ask questions. Please provide this schedule on your web site.

Will this bypass be limited access or connect to many or most local roads in their path? We received conflicting and vague responses from the officials at the Nov. 17 meeting. Please respond with the criteria for connecting to local roads.

The scoring system for selection of the route is missing an important element. It needs some means of assessing the most appropriate route for the year 2040 time frame, the estimated time of completion. By that time, growth along the Hwy 85 corridor would have moved north from the Auburn Road area. To have the bypass connect with Hwy 85 at Auburn Road is a wasted effort. There needs to be a way to acknowledge this reality.

Please notify us of the next public meeting on this matter.

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



State of Florida



January 30, 2023

Wallace Jacobs
No address provided
jacobs35@yahoo.com

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Jacobs:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You recommended to provide three northbound and three southbound lanes through Crestview starting south of the Shoal River to Airport Road.

This study considers alternative routes to SR 85. However, capacity improvements are planned for State Road 85 generally south of I-10. In conjunction with Eglin Air Force Base, the Florida Department of Transportation (FDOT) has recently completed a Project Development and Environment (PD&E) Study to provide capacity improvements on State Road 85. That project is currently advancing to the Design Phase. You can learn more about that project, and view project documents, at: <https://nwflroads.com/projects/220171-2>.

The materials we presented at the public meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,


Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

From: [Wallace Jacobs](#)
To: [DL PW NW Crestview Bypass](#)
Subject: Crestview traffic.
Date: Thursday, December 1, 2022 7:49:54 PM

Hi!

my name is Wallace Jacobs, and I'm a concerned citizen of Crestview traffic.

I have a suggestion to have 3 northbound and 3 southbound lanes going through Crestview starting at just south of Shoal river and running up to airport road. I think it would help to also remove the center medians and put in a center turn lane.

[Sent from Yahoo Mail on Android](#)

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



State of Florida



January 30, 2023

Theodore Dunkle
5642 Old Bethel Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Dunkle:

Thank you for participating in our November 17, 2022 public meeting for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

In your comment letter, you requested additional information on seven questions:

1. Will an environmental impact to the area lakes be conducted/published/released?

Yes. The next project phase is a Project Development and Environment (PD&E) Study. While this is a County project, it is being developed in coordination with the Florida Department of Transportation (FDOT) using the FDOT PD&E process. This process is FDOT fulfills the requirements of the National Environmental Policy Act (NEPA). To learn more about the FDOT PD&E process, visit:

<https://www.fdot.gov/environment/pubs/pdeman/pdeman-current>.

The PD&E Manual defines methodology for evaluating wetlands and other surface waters in Part 2, Chapter 9; water resources in Part 2, Chapter 11; and protected species and habitat in Part 2, Chapter 16.

2. Will a groundwater hydrology study be conducted/published/released to investigate potential impacts to local lakes due to projected road construction?

Yes. Building on the response above, the PD&E Manual defines methodology for evaluating drainage and engineering considerations in Part 2, Chapter 3.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

3. With a median divided roadway, how will north bound traffic make a left hand turn to enter residences on the west side of Old Bethel? Similarly, how will south bound traffic make a left turn to enter residences on the east side of Old Bethel?

A decision has not been made on whether medians will be applied to any or all roadway segments. More detail will be developed during the PD&E including roadway layout, intersection configurations, turn lane options and access management requirements. Generally, if a median were introduced, access would be provided to all properties but some access could require a U-turn at designated median openings.

4. Is the center of the current roadway assumed to be the center of the proposed roadway and all new measurements made from that point?

No. The Alternative Corridor Evaluation Report is considering a 250-foot wide corridor. Roadway alignment will be determined in the PD&E Study for options within that corridor. Alignment options could include center, left-shift, or right-shift. The actual right-of-way will be within the 250-ft wide corridor but is anticipated to range from 100 to 130 feet, to be determined in the PD&E phase.

5. What is the anticipated impact of alternatives 3, 4, or 5 to the address given above?

Attached, we have provided a parcel map for the requested location based on the corridor. Recognize, however, that no decisions have been made at this time, and roadway alignments will be further refined and evaluated in the next study phase.

6. What is the likelihood that the planned schedule will move to the right or left?

The overall project schedule is determined by available funding which is not fully defined at this point early in the planning phase.

7. Does Florida statute dictate a minimum distance between a major roadway and an occupied residence before the residence is deemed uninhabitable?

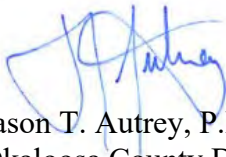
We are not aware of a Florida Statute that defines a minimum distance. However, we would comply with laws determined to apply.

We will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,



Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

Legend



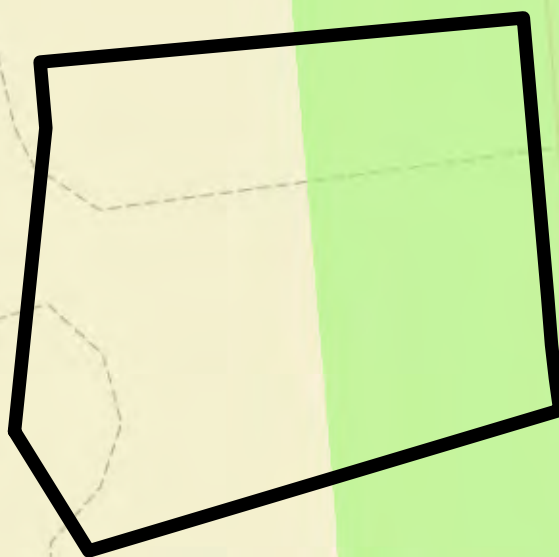
5642 Old Bethel Rd



250' Wide Corridor Alts 2, 3, 4 and 5



5642 Old Bethel Rd



**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Theodore Dunkle

Address: 5642 Old Bethel Road Crestview FL

Telephone: 850 758 5861

E-mail: tsdunkle@cox.net

Do you agree with the recommendations of corridor evaluation?	Yes	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If you do not agree with the recommendations, provide additional input below.		

Comments: Need additional information:

1. Will an environmental impact to the area lakes be conducted/published/released?
2. Will a groundwater hydrology study be conducted/published/released to investigate potential impacts to local lakes due to projected road construction?
3. With a median divided roadway, how will north bound traffic make a left hand turn to enter residences on the west side of Old Bethel? Similarly, how will south bound traffic make a left turn to enter residences on the east side of Old Bethel?
4. Is the center of the current roadway assumed to be the center of the proposed roadway and all new measurements made from that point?
5. What is the anticipated impact of alternatives 3, 4, or 5 to the address given above?
6. What is the likelihood that the planned schedule will move to the right or left?
7. Does Florida statute dictate a minimum distance between a major roadway and an occupied residence before the residence is deemed uninhabitable?

Information provided to Okaloosa County is subject to public record disclosure.

2 – Fold Here

Place
Stamp
Here

Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

1– Fold Here



State of Florida



January 30, 2023

Jessica U. Morales
Fixel Law Firm
211 S. Gadsden Street
Tallahassee, FL 32301

RE: Northwest Crestview Bypass Public Meeting Input

Dear Ms. Morales:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You requested the maps and documents that were on display at the public meeting.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision by 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

From: Jessica Morales <jmorales@fixelfirm.com>
Sent: Friday, December 2, 2022 10:00 AM
To: DL PW NW Crestview Bypass <nwcb@myokaloosa.com>
Subject: NWCB - Maps request

Good morning Mr. Blalock—please inform me if I need to submit this to a different email, but I have public records request for all of the maps and any documents that were on display at the public meeting held in November. Thank you~

~Jessica U. Morales

Fixel Law Firm
211 S. Gadsden Street
Tallahassee, FL 32301
Telephone: (850) 681-1800
Email: jmorales@fixelfirm.com

Confidential: This email may contain a communication protected by the attorney-client privilege or which constitutes confidential work product. If you are not the intended recipient of this email, please delete this email without reading it or any attachment(s) and then notify the sender of the inadvertent delivery.



State of Florida



January 30, 2023

Andrew Krog
6046 Bud Moulton Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Krog:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

Overall, you agree on the need for a bypass, but expressed concern with the process by which the county manages future growth and plans for infrastructure to accommodate that growth. In response, your comments have been provided to the county's Growth Management Department.

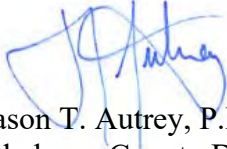
You provide specific examples of proposed future development that might conflict with Alternatives 3 and 4. In response, county Growth Management Department staff were involved in the overall corridor development and provided guidance on future development to avoid. The corridor is not an exact roadway alignment and can be adjusted. Once a decision is made on the corridor to advance, the county can begin the process of protecting that corridor from future development.

You may recall from the materials we presented, also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>, we are in the very early stages of a planning process which could take many years to complete.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,



Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

cc: Okaloosa County Growth Management Department

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: _____

Address: _____

Telephone: _____

E-mail: _____

Do you agree with the recommendations of corridor evaluation?	Yes	No
	<input type="checkbox"/>	<input type="checkbox"/>
If you do not agree with the recommendations, provide additional input below.		

Comments: _____

2 – Fold Here

Place
Stamp
Here

Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

1– Fold Here



State of Florida



January 30, 2023

Brett Phillips
5957 Staff Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Phillips:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for Alternatives 3 and 4 as a resident of Staff Road for 25 years. You expressed support for options that stay west of Staff Road, and for Alternatives 1 and 5 and disagreed with the alternatives that were eliminated prior to public input by an engineering firm that has no employees or residents in the project area.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

The Alternative Corridor Evaluation process is the first step in the overall project development process as explained in the presentation at the meeting, and in the meeting handout. Okaloosa County is following a structured process developed by the Florida Department of Transportation (FDOT) to plan for the future and objectively evaluate options based on data, input of local governments, Tribes, agencies, and the public. The process has been vetted and evaluated and used throughout the state.

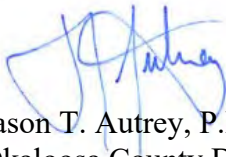
The process of developing and evaluating alternatives was developed by a working group of the county, city, and the consultant. Section 6 of the draft Alternative Corridor Evaluation Report explains the methodology by which corridors were evaluated and scored. This is based on the approved Methodology Memorandum provided in Appendix C of the draft report. Scoring is explained in the draft report for Secondary Purpose and Need (Section 6.3), Environmental (Section 6.4), Engineering (Section 6.5), and Cost (Section 6.6).

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,



Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Brett Phillips
Address: 5957 Staff Rd. Crestview, FL 32536
Telephone: (850) 582-5955
E-mail: Flares@aol.com

Do you agree with the recommendations of corridor evaluation?	Yes	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If you do not agree with the recommendations, provide additional input below.		

Comments: Frankly, all three (3) remaining options seriously hurt residents that have homes in an area we chose to live based on living away (northside of town) from all the congestion and traffic south of Hwy 90. I particularly do not agree with option 3 or 4. I've been a Staff Rd. resident for 25 years. People that have purchased land and built homes on this road did it for the quiet seclusion, little home "turnover" (buy and sell), and non-thoroughfare nature that Staff Rd. provides. Options 3 and 4 will completely destroy the serenity we have had in the past, and currently enjoy. It will be a disaster for those that have homes on the road if Option 3 or 4 is adopted. They are not viable in my opinion.

Option 5 has the potential to do the same though it would be the lessor of three evils. However, it would be better if the proposed bypass stayed west of Staff Rd until north of the Staff residence (property) on the north end of the road. That is the location where the current Staff road dead ends.

In summary, I really do not any of three remaining proposed corridors. Option 1 (already eliminated prior to the first public meeting!!!) should be a no brainer to minimize the impact on current resident's lives and properties. I understand there are some concerns with wetlands and proximity to the Yellow River. However, I feel it should still be considered and put back for review and discussion. In closing, I am disappointed that three options were eliminated (such a "final" word) before any public meeting and input. "Eliminated" and "Refined" recommendations were made by an engineering firm that has no employees that are residents on, or live anywhere near the six (6) proposed corridors.

If I was made to choose one and only one option I regrettably would choose Alternative Five.

<<signed>>
Brett Phillips

Information provided to Okaloosa County is subject to public record disclosure.

2 – Fold Here

Place
Stamp
Here

Stephen Blalock, P.E.
Okaloosa County Project Manager
1798 S. Ferdon Boulevard
Crestview, Florida 32536

1– Fold Here



State of Florida



January 30, 2023

Rev. Daniel Williamson
1216 Tallokas Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Rev. Williamson:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for alternatives that involve Adams Road / Auburn Road for impacts to your church parking lot and sanctuary, resulting in the need for relocation of the church to a new location due to traffic noise and loss of parking. You expressed support for Alternative 5 to Bill Lundy Road.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

Once a corridor is selected, the next project phase is a Project Development and Environment (PD&E) Study. The PD&E Study defines the roadway layout, intersection configurations, turn lane options, and access management requirements. The Alternative Corridor Evaluation Report is considering a 250-foot wide *corridor*. Roadway alignment will be determined in the PD&E Study for options *within* that corridor. Alignment options could include center, left-shift, or right-shift. The actual right-of-way will be in the 250-foot corridor, but will be less than 250 feet in width. The actual roadway right-of-way is anticipated to range from 100 to 130 feet, to be determined in the PD&E phase. Therefore, it is not known at this time to what extent improvements on Adams Road / Auburn Road, if any, might affect your church property.

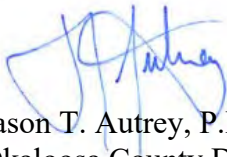
Attached, we have provided a parcel map for your location based on the *corridor*. Recognize, however, that no decisions have been made at this time, and roadway alignments will be further refined and evaluated in the next study phase within the selected corridor to avoid and minimize impacts.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,



Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

Legend



6144 Hwy 85



250' Wide Corridor Alts 1, 3 and 4



From: [Daniel Williamson](#)
To: [DL PW NW Crestview Bypass](#)
Subject: Proposed Highway Bypass
Date: Friday, December 2, 2022 6:29:56 PM

To whom it may concern,

My name is Rev. Daniel Williamson. I am the Co-Pastor of Auburn Pentecostal Church. I would like to submit my comment on the proposed highway bypass that would significantly and also negatively impact our church and its many members. Respectfully, I do not agree with the recommendations of the corridor evaluation. Auburn Pentecostal has been a part of the Auburn community for many decades now, but under the construction proposed by this body, this simply may no longer be a possibility. The road construction would be directly adjacent to and come within feet of our sanctuary building, and it would also remove all of our northern parking lot. From the both the leadership's and congregation's view, this would render our sanctuary unusable and unfit to hold services within. For example, we recently had a red light installed in front of the church on Hwy 85, and the road noise has increased drastically. We can only imagine what it will be when there is a major Highway bypass within feet of our main building. It is the church's opinion that we would be forced to move to a new location, and that would cost our church many millions of dollars to accomplish. We believe that this would place an undue burden upon a church that has always endeavored to serve and be a vital member of its community for this many years. The Auburn community is already full of residents and if the construction of this project doesn't begin until 2030's then we can only imagine what the traffic in Auburn will be like by then. If the goal of this project is to avoid much of the congestion and traffic then it would be our suggestion that this bypass be constructed further to the north through Bill Lundy Road, which I believe is Option 5. This church body respectfully and humbly asks those who will make this decision to consider with much prayer and carefulness the ramifications of a decision to install this bypass through our church property.

Thank you for your time,
Daniel Williamson
1216 Tallokas Road
Crestview, FL 32536
(850) 758-9006
Daniel_p40@live.com

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



State of Florida



January 30, 2023

Jericha Williamson
1216 Tallokas Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mrs. Williamson:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for alternatives that involve Adams Road / Auburn Road for impacts to your church parking lot and sanctuary, resulting in the need for relocation of the church to a new location due to traffic noise and loss of parking. You expressed support for Alternative 5 to Bill Lundy Road.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

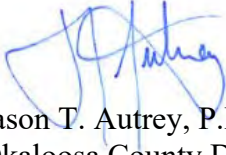
Once a corridor is selected, the next project phase is a Project Development and Environment (PD&E) Study. The PD&E Study defines the roadway layout, intersection configurations, turn lane options, and access management requirements. The Alternative Corridor Evaluation Report is considering a 250-foot wide *corridor*. Roadway alignment will be determined in the PD&E Study for options *within* that corridor. Alignment options could include center, left-shift, or right-shift. The actual right-of-way will be in the 250-foot corridor, but will be less than 250 feet in width. The actual roadway right-of-way is anticipated to range from 100 to 130 feet, to be determined in the PD&E phase. Therefore, it is not known at this time to what extent improvements on Adams Road / Auburn Road, if any, might affect your church property.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Autrey", is positioned above the printed name.

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

From: [Jericha Williamson](#)
To: [DL PW NW Crestview Bypass](#)
Subject: IMPORTANT BYPASS INFO
Date: Friday, December 2, 2022 6:40:52 PM

To whom it may concern,

My name is Jericha Williamson, the wife of Rev. Daniel Williamson. He is the Co-Pastor of Auburn Pentecostal Church. I would like to submit my comment on the proposed highway bypass that would significantly and also negatively impact our church and its many members. Respectfully, I do not agree with the recommendations of the corridor evaluation. Auburn Pentecostal has been a part of the Auburn community for many decades now, but under the construction proposed by this body, this simply may no longer be a possibility. The road construction would be directly adjacent to and come within feet of our sanctuary building, and it would also remove all of our northern parking lot. From both the leadership's and congregation's view, this would render our sanctuary unusable and unfit to hold services within. For example, we recently had a red light installed in front of the church on Hwy 85, and the road noise has increased drastically. We can only imagine what it will be when there is a major Highway bypass within feet of our main building. It is the church's opinion that we would be forced to move to a new location, and that would cost our church many millions of dollars to accomplish. We believe that this would place an undue burden upon a church that has always endeavored to serve and be a vital member of its community for this many years. The Auburn community is already full of residents and if the construction of this project doesn't begin until 2030's then we can only imagine what the traffic in Auburn will be like by then. If the goal of this project is to avoid much of the congestion and traffic then it would be our suggestion that this bypass be constructed further to the north through Bill Lundy Road, which I believe is Option 5. This church body respectfully and humbly asks those who will make this decision to consider with much prayer and carefulness the ramifications of a decision to install this bypass through our church property.

Thank you for your time,

Jericha Williamson
1216 Tallokas Rd
Crestview, FL 32536
334-449-3306
Jleigh_8@yahoo.com

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



State of Florida



January 30, 2023

James Livingston
450 Sugarman Lane
PO Box 234
Holt, FL 32564

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Livingston:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for alternatives that involve taking Auburn Pentecostal Church property.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

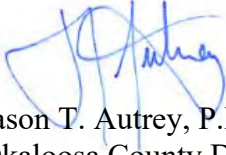
Once a corridor is selected, the next project phase is a Project Development and Environment (PD&E) Study. The PD&E Study defines the roadway layout, intersection configurations, turn lane options, and access management requirements. The Alternative Corridor Evaluation Report is considering a 250-foot wide *corridor*. Roadway alignment will be determined in the PD&E Study for options *within* that corridor. Alignment options could include center, left-shift, or right-shift. The actual right-of-way will be in the 250-foot corridor, but will be less than 250 feet in width. The actual roadway right-of-way is anticipated to range from 100 to 130 feet, to be determined in the PD&E phase. Therefore, it is not known at this time to what extent improvements on Adams Road / Auburn Road, if any, might affect your church property.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Autrey", is positioned above the printed name.

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name:

JAMES Livingston

Address:

P.O. Box 234 450 Sugarman Ln Holt FL 32564

Telephone:

365-7250

E-mail:

Do you agree with the recommendations of corridor evaluation?

Yes

No



If you do not agree with the recommendations, provide additional input below.

Comments: I Do NOT agree with Taking Auburn penticostal
Property.



State of Florida



January 30, 2023

Larry Tuggle
6087 Terrace Lane
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Tuggle:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed support for Alternative 4.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

From: [Larry Tuggle](#)
To: [DL PW NW Crestview Bypass](#)
Subject: Input on Alternative
Date: Friday, December 2, 2022 12:21:33 PM

My request is to go with Route #4

Larry Tuggle
6087 Terrace Lane
Crestview, FL 32536

850 830 4224

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



State of Florida



January 30, 2023

Michael Reardon
934 Merganser Way
Crestview, FL 32539

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Reardon:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed general understanding for the need for a bypass, but concern for an option that would affect your land such as Alternatives 3 or 4. You expressed concern that those affected would not be compensated. You made reference to the Crestview Strategic Plan and do not see the need for sidewalk or bicycle accommodations and favor a two-lane road with a turning median. You expressed support for Alternative 5 as a more realistic bypass option for future growth considerations that would off-set the greater initial development costs, but should not include any median, bike paths, or sidewalks.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

The Alternative Corridor Evaluation process is the first step in the overall project development process as explained in the presentation at the meeting, and in the meeting handout. Okaloosa County is following a structured process developed by the Florida Department of Transportation (FDOT) to plan for the future and objectively evaluate options based on data, input of local governments, Tribes, agencies, and the public. The process has been vetted and evaluated and used in throughout the state. As this study area involves more than the City of Crestview, other planning considerations must be taken into account including the Okaloosa County Comprehensive Plan, and FDOT design standards.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

Once a corridor is selected, the next project phase is a Project Development and Environment (PD&E) Study. The PD&E Study defines the roadway layout, intersection configurations, turn lane options, and access management requirements. Right-of-way requirements will be better understood in the PD&E Phase. Right-of-Way acquisition would not occur until the Right-of-Way phase and must follow applicable requirements. To learn more about the FDOT right-of-way acquisition process, visit: www.fdot.gov/rightofway/default.shtm.

FDOT adheres to a Complete Streets Policy and Complete Streets Implementation Plan, which calls for roadway design to consider all users, including all ages and abilities, not just vehicles. Multi-modal accommodations for bicycles and pedestrians are required based on the appropriate context. It is the county's desire to accommodate multi-modal considerations on its roadways as well when possible and appropriate to the context, in a manner consistent with FDOT guidelines. To learn more about Complete Streets, visit: www.flcompletestreets.com.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,



Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

From: [Michael Reardon](#)
To: [DL PW NW Crestview Bypass](#)
Subject: Comments on NW Crestview Bypass
Date: Friday, December 2, 2022 4:56:38 PM

Good afternoon,

I want to start off saying that I understand the need for a bypass as the population continues to grow within the area. I also understand that not every single person can be accommodated during the process. While I understand all this, I AM NOT in favor of a bypass that would not only go through my land but other resident's land and homes. In particular I am not in favor of options 3 and 4 as proposed since they will both go through my land near Lake Silver. Both these options will go directly through my land that I use for private hunting and farming to provide for my family as well as teach my young children. Additionally, both these options will go through my neighbor's land and will affect their well water systems as well as their homes. Additionally, these options don't provide a true bypass option around the city if someone were to be traveling southbound on SR 85. It would only create more traffic in a heavy residential area and will destroy peoples homes and land who will not be adequately compensated. Option 5 still creates a similar issue, but will only affect residential areas on the southern half when it connects to Old Bethel Road. In any case, all three options that are being considered will greatly impact residents, businesses, local Churches, etc. Those that will be affected will not be adequately compensated and in the cases where people will have to move due to homes being taken for the road, they will have to incur further debt to move into new homes with already increasing interest rates.

Within the Crestview Strategic Plan, it only states a goal to "provide safe, efficient accessible means for mobility." With that said, they don't directly state that a bypass is needed; if a road needs to be placed to meet this goal, it does not need to be a four lane road with a median, bike path and sidewalk on each side. In the area where a bypass is proposed, I have not seen people riding bicycles or walking alongside SR 85 or any other road unless they are out exercising in which case they will not be traveling long distances to go around the city. Most individuals that ride or walk do so in a more urban environment and not a rural one like North Crestview. As previously stated if a road is needed then it does not need to have a bike path or sidewalk alongside it. In my opinion and experience I would propose a two lane road with a turning median to fulfill the goal of the Crestview Strategic Plan.

If the true purpose is to provide regional system connectivity to improve mobility through and around Crestview, it would behoove planners, council members, local officials, engineers, etc. to utilize an option that would not only address the issue we are facing now, but one that will address similar issues that will occur when new developments are established in North Crestview near Laurel Hill. In my opinion Option 5 provides a more realistic bypass that will not only address the current issues, but it will allow for an easier connection to a Northeastern Bypass around the city and future businesses and will also address future growth around the Silver Creek and Black Branch areas. Additionally, option 5 provides an incentive for developers to come in and develop the land in that area to allow for more commerce and capital for the city and county. While initially it will cost more for the taxpayer to construct option 5, it will be more beneficial in the long run for the taxpayers, the city and the county as more bypasses will not have to be created to address the future growth.

Should a bypass be created, my recommendation would be to utilize the route that option 5

provides, but instead of a four lane with median, bike paths, sidewalks, etc. along the entirety I would suggest making a two lane with a turning lane in the middle to run the entire distance from Bill Lundy to Hwy 90 or if a four lane is a requirement, then only doing a four lane with a turn lane as on SR 85 just North of HWY 90 to the High School. This will allow for the road and will also not take as much from the land and homeowners who will be affected.

In conclusion, I AM NOT in favor of options 3 and 4 as they will have the most socioeconomic impact on residents and will not allow for future growth of the city or county. However, if a bypass has to be created, then the route of Option 5 should be taken, but should not include any median, bike paths or sidewalks.

Regards,

Michael Reardon

Phone: 828-713-0822

Email: mrreardon145@gmail.com

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



State of Florida



January 30, 2023

Pam Smith
No address provided
pamsmith2714@yahoo.com

RE: Northwest Crestview Bypass Public Meeting Input

Dear Ms. Smith:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for bypass options that utilize Old Bethel Road and support for improvements to State Road 85 beginning at Duke Field and continuing to I-10.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

The Alternative Corridor Evaluation process is the first step in the overall project development process as explained in the presentation at the meeting, and in the meeting handout. Okaloosa County is following a structured process developed by the Florida Department of Transportation (FDOT) to plan for the future and objectively evaluate options based on data, input of local governments, Tribes, agencies, and the public. The process has been vetted and evaluated and used throughout the state.

Once a corridor is selected, the next project phase is a Project Development and Environment (PD&E) Study. The PD&E Study defines the roadway layout, intersection configurations, turn lane options, and access management requirements.

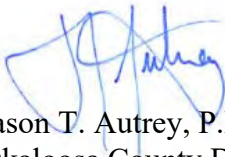
In conjunction with Eglin Air Force Base, the Florida Department of Transportation (FDOT) has recently completed a Project Development and Environment (PD&E) Study to provide capacity improvements on State Road 85 generally south of I-10. That project is currently advancing to the Design Phase. You can learn more about that project, and view project documents, at: <https://nwflroads.com/projects/220171-2>.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

The materials we presented at the public meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Autrey", is written over a faint, light blue rectangular stamp or watermark.

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

From: [Pam Smith](#)
To: [DL PW NW Crestview Bypass](#)
Subject: Old Bethel bypass
Date: Friday, December 2, 2022 6:20:50 PM

I live off of Ward Ranch Rd. We used to live off of PJ Adams but moved out here four years ago to have some acreage and get away from the traffic and noise. Now we find out about this bypass. From a personal standpoint, it's angering, because we moved here to avoid noise and traffic. If you put this bypass in it will change everything for everyone along the Old Bethel area in a negative way. This whole area is peaceful and quiet and now you want to run a major bypass right through a residential area?! If you end up buying out the one house in front of us, the bypass will be our view and basically our front yard. Not okay. I have talked to many neighbors and friends that live along or off of Old Bethel and not one is on board with this project. What about what this will do to our property values? They will plummet. How is that fair? If you are really taking into consideration the public's concerns, then I don't see how you could proceed. I have also talked to friends that live off of Airport Rd., and they think it's ridiculous as well to think that they would come up out of their way to get into town or out of Crestview when they can hop on 85 way faster and easier. We do not have commuters using Old Bethel as a bypass now, so why would they use this bypass. The traffic in the mornings and evenings is extremely minimal. You say this is to alleviate the traffic on 85. Well, the only way to do that is to fix 85! The problem starts at about Duke Field coming into town and once you get past 10, everything flows. Leaving town it starts at about Starbucks and opens up after the bridges. This bypass is not going to fix or help the issues on 85. It will be a ridiculous and embarrassing misuse of funding and our tax dollars. I say this respectfully but you all are in for a fight over this one. I know of several people who have the means and are already gearing up to fight this legally. Find another solution. Fix/widen 85 and then you will have something that actually fixes the problem.

Thank you,
Pam Smith

Sent from my iPhone

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



State of Florida



January 30, 2023

Robert (Bob) and Sandra Cooney
5501 Old Bethel Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. and Mrs. Cooney:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for traffic on Old Bethel Road and how the future improvements would change the access and result in loss of property. You also requested project reviews at each milestone to pause the decision process so that each step is informed by the previous step, particularly in terms of the overall project need and traffic demand.

We will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

In response to your concern that each step in the process should be informed by the previous step, Okaloosa County is following a structured process developed by the Florida Department of Transportation (FDOT) to objectively evaluate options based on data, input of local governments, Tribes, agencies, and the public. The process has been vetted and evaluated and used throughout the state.

The first step in the process is the Alternative Corridor Evaluation. The draft report further explains the process and how the need was developed with respect to traffic and land use. The report was available at the meeting and is currently available on the county's web page at the address below. Section 5.1 of the report further discusses design parameters. The roadway proposed would be designed with the appropriate context classification for the surrounding land uses. Appendix B (Traffic Analysis), Section 3 of the report provides additional discussion on the safety analysis.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

The traffic models take into consideration projected future growth and land use decisions made by the local governments. The roadway typical sections and alignments are designed to accommodate the future traffic volumes and patterns. However, we will conduct additional traffic analysis on the selected corridor prior to advancing the study to the next phase to help us make the best-informed decisions possible in this early planning phase.

Following the Alternative Corridor Evaluation, the selected corridor would be more fully evaluated in a Project Development and Environment (PD&E) Study, developed from and informed by the information, input, and decisions made in the Alternative Corridor Evaluation Report. Like the Alternative Corridor Evaluation process, the PD&E process follows a structured process used by FDOT state-wide to systematically evaluate engineering, traffic, and environmental considerations before decisions are made. For additional information on the PD&E process, visit: <https://www.fdot.gov/environment/pubs/pdeman/pdeman-current>.

Following the PD&E study, the project moves into the Design Phase, developed from and informed by the information, input, and decisions made in the PD&E Phase. Once the final engineering design has been determined, the project can enter the final Right-of-Way and Construction phases, based on available funding. Each phase in this multi-year planning process is developed from and informed by the information, input, and decisions made in the prior steps. Each phase in the process includes opportunities for public input.

Okaloosa County will continue to work with FDOT and the Okaloosa-Walton Transportation Planning Organization (O-W TPO) to plan and allocate funding consistent with the Okaloosa-Walton Long Range Transportation Plan, which seeks to prioritize and fund roadway projects. You can learn more about the O-W TPO and the Long-Range Transportation Plan at:

https://ecrc.org/programs/transportation_planning/okaloosa-walton_tpo/index.php

The materials we presented at the meeting are also available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,



Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

From: [Rob & Sandy Cooney](#)
To: [DL PW NW Crestview Bypass](#)
Subject: Northwest Crestview Bypass Comments
Date: Friday, December 2, 2022 7:04:08 PM

December 2, 2022

Mr. Blaylock,

Comments provided based on information provided at the Public Hearing on Nov 17, 2022 and other information we have reviewed on the project. Input follows paper form provided on Nov 17th.

Name: Robert & Sandra Cooney
Addr: 5501 Old Bethel Road / Crestview / 32536
Phone: 850-830-4624 (R)
850-830-0467
Email: rscooney86@cox.net

We DO NOT agree with the recommendations of the corridor evaluation.

Inputs/Rationale Below:

1. Traffic on Old Bethel Road today is sometimes challenging. Increasing capacity and traffic flow will make it more difficult to get in/out of properties. This project will affect many of us who have lived on Old Bethel for over 20 years. It will dramatically affect our way of life to solve a problem that appears to have been solved with the south Crestview projects (that affect very few people).
2. This proposal will substantially affect property values due to reduced access and the loss of front yard property. The Old Bethel expansion differs in two ways from the PJ Adams expansion.
 - a. First, a great majority of the residences on PJ Adams are in subdivisions and not on the main road. On Old Bethel there are fewer subdivisions and many more residences are actually on Old Bethel. The impact on homeowners is greater on Old Bethel.
 - b. Second, the facing of the yards is different. PJ Adams residences typically have backyards facing the main road. On Old Bethel residences have their front yards facing the road. Expansion will encroach on front yards, greatly reducing property value and safety.
3. Aside from property impacts, one aspect of this decision process that stands out is that the lack of a formal review of project need at each milestone. Project need should be reviewed at every milestone to take into account actual traffic flow, actual residential growth, and evaluate these actuals against projections. For example, if this area follows national trends, it's likely that we will see increases in telework positions. This would reduce traffic flow and reduce expansion demand.
4. The point is that a pause in the decision process for project need will inform the next step. This provides a disciplined approach that re-assesses non-selected material solutions and continually assess emerging non-material solutions.

The bottom line is that this project will have multiple intended and unintended consequences. It solves a problem that is mostly solved with the south Crestview road expansions. And, there are no plans to review project need at each milestone to take into account current road demand and projections.

Please contact us if you would like clarification or additional information.

Robert & Sandra Cooney

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



State of Florida



January 30, 2023

Sheila G. Watson
123 Winchester Way
Crestview, FL 32539

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mrs. Watson:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for alternatives that involve Adams Road / Auburn Road due to impacts to your church. You expressed support for Alternative 5 to Bill Lundy Road.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

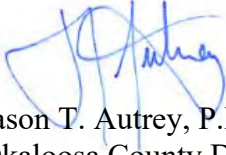
Once a corridor is selected, the next project phase is a Project Development and Environment (PD&E) Study. The PD&E Study defines the roadway layout, intersection configurations, turn lane options, and access management requirements. The Alternative Corridor Evaluation Report is considering a 250-foot wide *corridor*. Roadway alignment will be determined in the PD&E Study for options *within* that corridor. Alignment options could include center, left-shift, or right-shift. The actual right-of-way will be in the 250-foot corridor, but will be less than 250 feet in width. The actual roadway right-of-way is anticipated to range from 100 to 130 feet, to be determined in the PD&E phase. Therefore, it is not known at this time to what extent improvements on Adams Road / Auburn Road, if any, might affect your church property.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Autrey", is positioned above the printed name.

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Sheila G. Watson
Address: 123 Winchester Way, Crestview, FL 32539
Telephone: _____
E-mail: _____

Do you agree with the recommendations of corridor evaluation?	Yes	No
	<input type="checkbox"/>	<input type="checkbox"/>
If you do not agree with the recommendations, provide additional input below.		

Comments:

As a member of Auburn Pentecostal Church
I respectfully request that you route
the proposed bypass to Bill Lundy Road
so as not to destroy the Auburn
Pentecostal Church.

Thank you.

Information provided to Okaloosa County is subject to public record disclosure.



State of Florida



January 30, 2023

Linda Tuggle
6087 Terrace Lane
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mrs. Tuggle:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed support for Alternative 4 to Adams Road / Auburn Road, and support for Alternative 5 to Bill Lundy Road. You also requested your comments be included in the record of the official input.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources. Your comments will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

To: File
Subject: Linda Tuggle voice mail transcript

Hi, Good Afternoon. This is a message for Stephen Blalock, project manager of the Okaloosa County Northwest Bypass. My name is Linda Tuggle. I live at 6087 Terrace Lane, Crestview, Fl. And I wanted to call in my vote for alternative [pause] 4 Old Bethel Road from US 90 to Adams Road / Auburn Road at State Road 85. It's a yellow sign on the map that we were given at the county at the meeting. My number is 850-865-3630 and again I would like to vote for alternative 4. My preference is for alternative 5 because by the time 2043 gets here, there's going to be so many commercial businesses between Lake Silver Road and Airport – or – um excuse me -- Auburn Road / Adams Road – that the bypass going all the way up to Bill Lundy *will* bypass more commercial properties, but I don't think that's the one that going to win. So I'm voting for Alternative 4. Thank you. God Bless. Bye now. Oh, I would like for my comments to be listed in the minutes of the county – or however you keep track of who's call and the record that of the people who've given input.

From: [Linda Tuggle](#)
To: [DL PW NW Crestview Bypass](#)
Subject: Feedback on bypass alternative corridors
Date: Friday, December 2, 2022 11:42:46 AM

I vote for Alternative # 4

Linda Tuggle
6087 Terrace Lane
Crestview, FL 32535
850-865-3630

The Lord is good, a stronghold in the day of trouble;...Nahum1:7a

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



State of Florida



January 30, 2023

Troy H. Watson
123 Winchester Way
Crestview, FL 32539

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Watson:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for alternatives that involve Adams Road / Auburn Road for impacts to your church. You expressed support for Alternative 5 to Bill Lundy Road.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

Once a corridor is selected, the next project phase is a Project Development and Environment (PD&E) Study. The PD&E Study defines the roadway layout, intersection configurations, turn lane options, and access management requirements. The Alternative Corridor Evaluation Report is considering a 250-foot wide *corridor*. Roadway alignment will be determined in the PD&E Study for options *within* that corridor. Alignment options could include center, left-shift, or right-shift. The actual right-of-way will be in the 250-foot corridor, but will be less than 250 feet in width. The actual roadway right-of-way is anticipated to range from 100 to 130 feet, to be determined in the PD&E phase. Therefore, it is not known at this time to what extent improvements on Adams Road / Auburn Road, if any, might affect your church property.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

A handwritten signature in blue ink, appearing to read 'J. Autrey', is written over a faint, light blue circular stamp or watermark.

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Troy H. Watson
Address: 123 Winchester Way Crestview FL 32539
Telephone: _____
E-mail: _____

Do you agree with the recommendations of corridor evaluation?	Yes	No
	<input type="checkbox"/>	<input type="checkbox"/>
If you do not agree with the recommendations, provide additional input below.		

Comments: I ask that you consider using Bill Lundy
road for the Bypass as it would not be as
congested a little further North of town.
I am a member of Auburn Pentecostle Church
and if you use Adams Rd, it will Destroy our
Church property and I would hate to see that
happen. Thank you

Information provided to Okaloosa County is subject to public record disclosure.



State of Florida



January 30, 2023

Jeff Christy
5904 Roberts Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Christy:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for alternatives that involve Adams Road / Auburn Road for impacts to your church. You expressed support for Alternative 5 to Bill Lundy Road.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

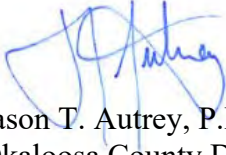
Once a corridor is selected, the next project phase is a Project Development and Environment (PD&E) Study. The PD&E Study defines the roadway layout, intersection configurations, turn lane options, and access management requirements. The Alternative Corridor Evaluation Report is considering a 250-foot wide *corridor*. Roadway alignment will be determined in the PD&E Study for options *within* that corridor. Alignment options could include center, left-shift, or right-shift. The actual right-of-way will be in the 250-foot corridor, but will be less than 250 feet in width. The actual roadway right-of-way is anticipated to range from 100 to 130 feet, to be determined in the PD&E phase. Therefore, it is not known at this time to what extent improvements on Adams Road / Auburn Road, if any, might affect your church property.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Autrey", is positioned above the printed name.

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Jeff Christy
Address: 5904 ROBERTS RD CRESTVIEW FL 32536
Telephone: (850) 305-7256
E-mail: jeffchristy21@gmail.com

Do you agree with the recommendations of corridor evaluation?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If you do not agree with the recommendations, provide additional input below.		

Comments: WE'VE ATTEND Church at AUBURN
PENTECOSTAL Church for the past 13 years.
THIS BYPASS ~~is~~ if it comes out Adams
RD. it will AFFECT OUR church in a
VERY NEGATIVE way. THE PROPOSED ROUTE
WOULD TAKE OUR WHOLE FRONT PARKING
LOT. WE WOULD CONSIDER A GREAT IDEA if
you would move the BYPASS ON Northward
to Bill Lundy rd. EVERYTHING south of
Bill Lundy is ALREADY built up. IF THE
Bill Lundy ROUTE is CONSIDERED it will
LEAVE ROOM for MORE GROWTH.

THANK YOU



State of Florida



January 30, 2023

Mary Christy
5904 Roberts Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mrs. Christy:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for alternatives that involve Adams Road / Auburn Road for impacts to your church. You expressed support for Alternative 5 to Bill Lundy Road.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

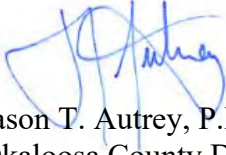
Once a corridor is selected, the next project phase is a Project Development and Environment (PD&E) Study. The PD&E Study defines the roadway layout, intersection configurations, turn lane options, and access management requirements. The Alternative Corridor Evaluation Report is considering a 250-foot wide *corridor*. Roadway alignment will be determined in the PD&E Study for options *within* that corridor. Alignment options could include center, left-shift, or right-shift. The actual right-of-way will be in the 250-foot corridor, but will be less than 250 feet in width. The actual roadway right-of-way is anticipated to range from 100 to 130 feet, to be determined in the PD&E phase. Therefore, it is not known at this time to what extent improvements on Adams Road / Auburn Road, if any, might affect your church property.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Autrey", is positioned above the printed name.

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Mary Christy
Address: 5904 Roberts Rd. Crestview, FL 32536
Telephone: (850) 306-2157
E-mail: marychristy59@gmail.com

Do you agree with the recommendations of corridor evaluation?	Yes	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If you do not agree with the recommendations, provide additional input below.		

Comments: As a member of Auburn Pentecostal Church for 13 years this by pass would affect our church in a negative way. Asking you to consider option 5 on Bill Lundy road due to less development in the area. I appreciate you allowing for comments.



State of Florida



January 30, 2023

Patsy Williamson
5774 Wildwood Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mrs. Williamson:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for alternatives that involve Adams Road / Auburn Road for impacts to your church parking lot and sanctuary, resulting in the need for relocation of the church to a new location due to traffic noise and loss of parking. You expressed support for Alternative 5 to Bill Lundy Road and asked why the road would need to be 250-feet wide.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

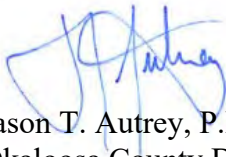
Once a corridor is selected, the next project phase is a Project Development and Environment (PD&E) Study. The PD&E Study defines the roadway layout, intersection configurations, turn lane options, and access management requirements. The Alternative Corridor Evaluation Report is considering a 250-foot wide *corridor*. Roadway alignment will be determined in the PD&E Study for options *within* that corridor. Alignment options could include center, left-shift, or right-shift. The actual right-of-way will be in the 250-foot corridor, but will be less than 250 feet in width. The actual roadway right-of-way is anticipated to range from 100 to 130 feet, to be determined in the PD&E phase. Therefore, it is not known at this time to what extent improvements on Adams Road / Auburn Road, if any, might affect your church property.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,



Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Patsy Williamson
Address: 5774 Wildwood Rd Crestview, FL 32536
Telephone: 850-758-8656
E-mail: ron_patsy-williamson@hotmail.com

Do you agree with the recommendations of corridor evaluation?	Yes	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If you do not agree with the recommendations, provide additional input below.		

Comments: Please, please do not make bypass go down
Adams Rd. This will take away the complete parking lot
of Auburn Pentecostal Church on the north side. The road
would butt up next to our church sanctuary and create such a
noise problem that our sanctuary would be unusable.
Please take the road up to Bill Lundy Rd. where the growth
will be in the next few years.
Why does road have to be 250 feet wide? Can't it be cut down?

Please take road down Staff Rd. instead of through resident's
homes and property.



State of Florida



January 30, 2023

Jacqueline Wynnette Griffith
5878 C.B. Drive, Lot 4
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Ms. Griffith:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for alternatives that involve Adams Road / Auburn Road for impacts to your church. You expressed support for Alternative 5 to Bill Lundy Road.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

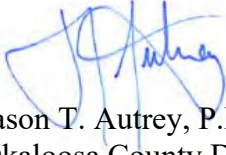
Once a corridor is selected, the next project phase is a Project Development and Environment (PD&E) Study. The PD&E Study defines the roadway layout, intersection configurations, turn lane options, and access management requirements. The Alternative Corridor Evaluation Report is considering a 250-foot wide *corridor*. Roadway alignment will be determined in the PD&E Study for options *within* that corridor. Alignment options could include center, left-shift, or right-shift. The actual right-of-way will be in the 250-foot corridor, but will be less than 250 feet in width. The actual roadway right-of-way is anticipated to range from 100 to 130 feet, to be determined in the PD&E phase. Therefore, it is not known at this time to what extent improvements on Adams Road / Auburn Road, if any, might affect your church property.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Autrey", is positioned above the printed name.

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Jacqueline Wynette Griffith
Address: 5878 C.B. Drive (lot 4) Crestview FL 32536
Telephone: (850) 866-1450 C/P
E-mail: N/A N/A N/A

Do you agree with the recommendations of corridor evaluation?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>

If you do not agree with the recommendations, provide additional input below.

Comments: As a resident of Crestview, Fla -
since 1973 (49 yrs), and a member of
Aburn Pentecostal Church the By-Pass,
would affect our church in a negative
way. I would like for you to consider
"Option 5" on Bill Sunday Rd, due to
less development in the area. Thanks
for you giving me the opportunity to
comment regarding this matter at hand.



State of Florida



January 30, 2023

Kathryn Helms
3133 Zadie Lane
Crestview, FL 32539

RE: Northwest Crestview Bypass Public Meeting Input

Dear Ms. Helms:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for alternatives that involve Adams Road / Auburn Road due to impacts to your church.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

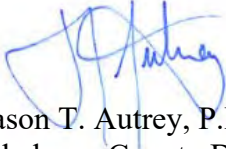
Once a corridor is selected, the next project phase is a Project Development and Environment (PD&E) Study. The PD&E Study defines the roadway layout, intersection configurations, turn lane options, and access management requirements. The Alternative Corridor Evaluation Report is considering a 250-foot wide *corridor*. Roadway alignment will be determined in the PD&E Study for options *within* that corridor. Alignment options could include center, left-shift, or right-shift. The actual right-of-way will be in the 250-foot corridor, but will be less than 250 feet in width. The actual roadway right-of-way is anticipated to range from 100 to 130 feet, to be determined in the PD&E phase. Therefore, it is not known at this time to what extent improvements on Adams Road / Auburn Road, if any, might affect your church property.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Autrey", is positioned above the printed name.

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Kathryn Helms
Address: 3133 Zadie Lane, Crestview, FL 32539
Telephone: 850-333-1121
E-mail: KATNART49@GMail.COM

Do you agree with the recommendations of corridor evaluation?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>

If you do not agree with the recommendations, provide additional input below.

Comments: I do not wish to see the by pass
proposal to reroute coming out on Adams Road
by Auburn Penacostal Church - This would cause
a major disruption of Church property and
cause a beautiful church which serves this
community to possibly ~~re-locate~~ be forced to
re locate -
Please consider a different re-route alternative -

Thank you!

Information provided to Okaloosa County is subject to public record disclosure.



State of Florida



January 30, 2023

Sheron Brown
8061 Steel Mill Creek Road
Laurel Hill, FL 32537

RE: Northwest Crestview Bypass Public Meeting Input

Dear Sheron:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for alternatives that involve Adams Road / Auburn Road for impacts to your church with reference to an I-10 road. You expressed support for Alternative 5 to Bill Lundy Road.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

Once a corridor is selected, the next project phase is a Project Development and Environment (PD&E) Study. The PD&E Study defines the roadway layout, intersection configurations, turn lane options, and access management requirements. The Alternative Corridor Evaluation Report is considering a 250-foot wide *corridor*. Roadway alignment will be determined in the PD&E Study for options *within* that corridor. Alignment options could include center, left-shift, or right-shift. The actual right-of-way will be in the 250-foot corridor, but will be less than 250 feet in width. The actual roadway right-of-way is anticipated to range from 100 to 130 feet, to be determined in the PD&E phase. Therefore, it is not known at this time to what extent improvements on Adams Road / Auburn Road, if any, might affect your church property.

You made reference to a roadway like I-10. The proposed roadway will not be modeled after an interstate with widely spaced entry and exit ramps. Instead, the proposed roadway is anticipated to be limited access as defined in the Okaloosa County Land Development Code (LDC), which regulates the distance between access points and new connections. However, the LDC is not intended to deny access to any existing lot, parcel, or track of land for which the only means of access would be by the limited access road. For current requirements, please see the LDC Chapter 6, Section 6.03.09.

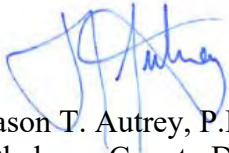
1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

Roadway configuration, including intersections, turn lanes, and safety considerations, would be further evaluated in the next study phase once a corridor has been selected.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,



Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Sheron Brown
Address: 8061 Steel Mill Creek Rd. Laurel Hill, FL
Telephone: 850-398-1407
E-mail: Browns1275@fairpoint.net

Do you agree with the recommendations of corridor evaluation?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>

If you do not agree with the recommendations, provide additional input below.

Comments: I go to Auburn Pentecostal Church and do not want you to bother our church by putting in I-10 road. That is a very busy intersection anyway. We don't need more congestion on it. Bill Lundy road has less traffic and less houses. Please consider it for your by pass.

Information provided to Okaloosa County is subject to public record disclosure.



State of Florida



January 30, 2023

Ashlie Hoerter
3133 Zadie Lane
Crestview, FL 32539

RE: Northwest Crestview Bypass Public Meeting Input

Dear Ms. Hoerter:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for alternatives that involve Adams Road / Auburn Road for impacts to your church sanctuary as an historical landmark. You expressed support for Alternative 5 to Bill Lundy Road.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

Once a corridor is selected, the next project phase is a Project Development and Environment (PD&E) Study. The PD&E Study defines the roadway layout, intersection configurations, turn lane options, and access management requirements. The Alternative Corridor Evaluation Report is considering a 250-foot wide *corridor*. Roadway alignment will be determined in the PD&E Study for options *within* that corridor. Alignment options could include center, left-shift, or right-shift. The actual right-of-way will be in the 250-foot corridor, but will be less than 250 feet in width. The actual roadway right-of-way is anticipated to range from 100 to 130 feet, to be determined in the PD&E phase. Therefore, it is not known at this time to what extent improvements on Adams Road / Auburn Road, if any, might affect your church property.

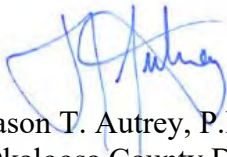
The church building at 6144 Highway 85N in parcel 27-4N-23-1820-0000-018A has not yet been evaluated or recorded with the State Historic Preservation Officer for eligibility for listing in the *National Register of Historic Places*. As part of the PD&E Study, this evaluation would be performed by the County if the Adams Road / Auburn Road corridor is selected. Structures that are eligible for listing would be afforded additional protection. For additional information on how historical resources are designated and managed, visit the FDOT PD&E Manual, Part 2, Chapter 8 at: <https://www.fdot.gov/environment/pubs/pdeman/pdeman-current>.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,



Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Ashlie Hoerter
Address: 3133 Zadie Ln. Crestview, FL 32539
Telephone: (850) 612-2557
E-mail: hoerttera@gmail.com

Do you agree with the recommendations of corridor evaluation?

Yes

No



If you do not agree with the recommendations, provide additional input below.

Comments:

I don't wish to see the by-pass proposal to reroute traffic coming out on Adams Rd. I'm in favor of the By-pass coming out on Bill Lundy Rd.

I don't want to see the Auburn Pentecostal Church moved or torn down when another road could be used to reroute traffic.

If you've never been inside Auburn Pentecostal church, I encourage you to do so and see for yourself what a beautiful Sanctuary this house of God has. It would be Shameful and a injustice to the people of Auburn community to loose this historical landmark.

Information provided to Okaloosa County is subject to public record disclosure.



State of Florida



January 30, 2023

Eugene (Gene) Battaglia
6532 Welannee Boulevard
Laurel Hill, FL 32567

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Battaglia:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed support for Alternative 4 and for Alternative 5 to Bill Lundy Road and asked about future land acquisition for an eastern bypass.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

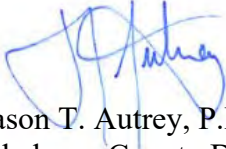
An eastern bypass has been considered in a high-level Feasibility Study by the Florida Department of Transportation (FDOT) as project number 425832-2-12-05 (July 2019) and screened through the FDOT Efficient Transportation Decision Making (ETDM) System as project number 2891. The Feasibility Study concluded that an eastern bypass would not yet achieve the desired reduction in congestion on State Road 85, but recommended continuation of planning for the western bypass. Because of the findings of the Feasibility Study, FDOT has not further advanced planning for an eastern bypass at this time. Therefore, it has not entered any of the subsequent planning phases such as Alternative Corridor Evaluation, Project Development and Environment (PD&E), Design, or Right-of-Way. Okaloosa County remains aware of the possibility of future planning and did consider a possible eastern bypass in planning for the western bypass.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Autrey", is positioned above the printed name.

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: EUGENE BATTAGLIA
Address: 6532 WELANNEE BLVD LAUREL HILL, FL 32527
Telephone: 850-331-3810
E-mail: gene.battaglia@cox.net

Do you agree with the recommendations of corridor evaluation?	Yes	No
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If you do not agree with the recommendations, provide additional input below.		

Comments: I WOULD LIKE TO SEE CHOICE #4 USED FOR THE
BYPASS. BY GOING OUT BEYOND THE CURRENT HOMES, THE COST
OF PURCHASING THE LAND WILL BE LESS.

IT ALSO HAS THE OPPORTUNITY TO GO UP TO BILL LUNDY LATER
IN TIME SHOULD THE POPULATION OF THE NORTH COUNTY
CONTINUE TO GROW.

BY HAVING THE BYPASS GO THAT FAR OUT, AWAY FROM
CURRENT NEIGHBORHOODS, IT WILL KEEP TRAFFIC NOISE LOWER
AS WELL.

OFF THE TOPIC - BUT THE SLIDE SHOW SAID SOMETHING ABOUT
AN EAST BYPASS AS WELL. HAS ANYTHING BEEN DONE ABOUT
LAND ACQUISITION BEFORE THAT AREA GETS BUILT UP?



State of Florida



January 30, 2023

Dorothy Battaglia
6532 Welannee Boulevard
Laurel Hill, FL 32567

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mrs. Battaglia:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed support for Alternative 3 with possible future expansion to Alternative 5 to Bill Lundy Road.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name:

Dorothy Battaglia

Address:

4532 WELANDER BLVD., LAUREL HILL

Telephone:

905-570-3313

E-mail:

battmnsldy@cox.net

Do you agree with the recommendations of corridor evaluation?

Yes

No



If you do not agree with the recommendations, provide additional input below.

Comments:

I think ALTERNATIVE 3 is the better choice.

① TRAFFIC LIGHT ALREADY IN PLACE

② Disadvantages are same for last 3 options.

③ Alt #3 cost is less and does leave option to expand with Alt 5, when tax base (residents) is larger to cover additional costs.

Thank you!

D. Battaglia

Information provided to Okaloosa County is subject to public record disclosure.



State of Florida



January 30, 2023

Margaret Swift
3871 Poverty Creek Road
Crestview, FL 32539

RE: Northwest Crestview Bypass Public Meeting Input

Dear Ms. Swift:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed support for Alternative 5 to Bill Lundy Road.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Margaret Swift
Address: 3871 Poverty Creek Rd. Crestview
Telephone: 540-405-3404
E-mail: _____

Do you agree with the recommendations of corridor evaluation?	Yes	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If you do not agree with the recommendations, provide additional input below.		

Comments:

Please Put the extension Rd. on Lundy Rd.

Information provided to Okaloosa County is subject to public record disclosure.



State of Florida



January 30, 2023

Patricia Rueth
6080 Bud Moulton Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Ms. Rueth:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed support for Alternative 3 and for a future Alternative 5 to Bill Lundy Road.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name:

PATRICIA RUETH

Address:

6080 Bud Moulton Rd

Telephone:

954 821 7152

E-mail:

patrueth@aol.com

Do you agree with the recommendations of corridor evaluation?

Yes

No

☐☐

If you do not agree with the recommendations, provide additional input below.

Comments:

After chatting with members last night @ Warner Hall, I believe the best corridor for the "near future" would be alternative #3. I also believe that the corridor that connects with the current Adams Dr would benefit current neighbors with a quicker access to NB 95 to AL. I would like to think that a 'future spur' near Oak Hill Rd (Alt #5) would be in the best interest of Okaloosa Co with the growth of the county by 2045 and beyond, but as of date Alt 5 isn't feasible.

Sincerely & Respectfully

Information provided to Okaloosa County is subject to public record disclosure.



State of Florida



January 30, 2023

Terry Sanchez
6006 Staff Road
Crestview, FL 32536

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Sanchez:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed support for an eastern alignment and Alternative 3.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

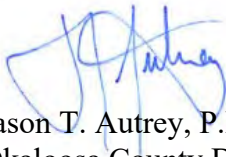
An eastern bypass has been considered in a high-level Feasibility Study by the Florida Department of Transportation (FDOT) as project number 425832-2-12-05 (July 2019), and screened through the FDOT Efficient Transportation Decision Making (ETDM) System as project number 2891. The Feasibility Study concluded that an eastern bypass would not yet achieve the desired reduction in congestion on State Road 85, but recommended continuation of planning for the western bypass. Because of the findings of the Feasibility Study, FDOT has not further advanced planning for an eastern bypass at this time. Therefore, it has not entered any of the subsequent planning phases such as Alternative Corridor Evaluation, Project Development and Environment (PD&E), Design, or Right-of-Way. Okaloosa County remains aware of the possibility of future planning and did consider a possible eastern bypass in planning for the western bypass.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,



Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

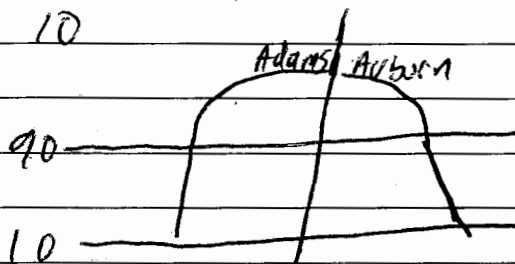
Name: Telly Sanchez
Address: N. Crestview FL 32536
Telephone: 910 987 2503
E-mail: sanchezoda796@gmail.com

Do you agree with the recommendations of corridor evaluation?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>

If you do not agree with the recommendations, provide additional input below.

Comments: Seems the housing market dictated the need
for a new road. I feel if the county went the other
way, going east of 85 onto Airport Road they could
connect to 90 on the existing road near Bob Sykes Airport.
Then connect 90; Adams/Auburn Rd / Airport to 90. Connect 90 to 10
by the rest area ^{west of the river} by going south on 90. This splits the traffic
from houses on the east side of 85. The connect Adams
to Lake Silver road and going down Oak Hill to pick up
the west side houses, using the existing roads minus
the connection from Adams. Option 3. This will give 3 ways
south to 10



- minimal impact on people
 - minimal environment
 - Saving money
- (Roads are already there)
mostly

Information provided to Okaloosa County is subject to public record disclosure.

- Keeps Crestview free of congestion!



State of Florida



January 30, 2023

John and Betty Kotasenski
3871 Poverty Creek Road
Crestview, FL 32539

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. and Mrs. Kotasenski:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed support for Alternative 3 using Route 188, and then to Alternative 5 to Bill Lundy Road.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: John & Betty L Kotasenski
Address: 3871 Poverty Creek Rd.
Telephone: cell- 850-603-0295- Home 850-331-3849
E-mail: N/A

Do you agree with the recommendations of corridor evaluation?

Yes

No



If you do not agree with the recommendations, provide additional input below.

Comments: Please start your road work from
option 3 - Blue route, using Route 188 as the best
starting point. Then to option 5 - Green route
to Bell Bundy road. This is closer to where
the 4 lane stops and 2 lane begins.

Thank You
John E Kotasenski
Retired Military & Law Enforcement
Off.

Information provided to Okaloosa County is subject to public record disclosure.



State of Florida



January 30, 2023

Magdelene Barrow
137 E. 4th Avenue
Crestview, FL 32539

RE: Northwest Crestview Bypass Public Meeting Input

Dear Ms. Barrow:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed support for Alternative 5 to Bill Lundy Road.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Magdalena Barrow
Address: 137 E. 4th Av. Crestview, FL 32539
Telephone: 850-902-2301
E-mail: m32barrow@yahoo.com

Do you agree with the recommendations of corridor evaluation?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>

If you do not agree with the recommendations, provide additional input below.

Comments: Take it up to Bill Lundy Rd to
connect to Hwy 85 N.



State of Florida



January 30, 2023

Leila Lawson
1469 Vinson Ray Road
Baker, FL 32531

RE: Northwest Crestview Bypass Public Meeting Input

Dear Ms. Lawson:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for alternatives that involve Adams Road / Auburn Road for impacts to your church parking lot and sanctuary. You expressed support for Alternative 5 to Bill Lundy Road.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

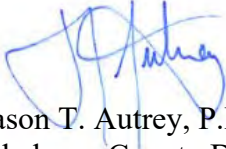
Once a corridor is selected, the next project phase is a Project Development and Environment (PD&E) Study. The PD&E Study defines the roadway layout, intersection configurations, turn lane options, and access management requirements. The Alternative Corridor Evaluation Report is considering a 250-foot wide *corridor*. Roadway alignment will be determined in the PD&E Study for options *within* that corridor. Alignment options could include center, left-shift, or right-shift. The actual right-of-way will be in the 250-foot corridor, but will be less than 250 feet in width. The actual roadway right-of-way is anticipated to range from 100 to 130 feet, to be determined in the PD&E phase. Therefore, it is not known at this time to what extent improvements on Adams Road / Auburn Road, if any, might affect your church property.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Autrey", is positioned above the printed name.

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Leila Lawson
Address: 1469 Kinson Ray Rd. Baker, FL 32531
Telephone: 850-603-3672
E-mail: _____

Do you agree with the recommendations of corridor evaluation?	Yes	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If you do not agree with the recommendations, provide additional input below.		

Comments:

I am a member of Auburn Pentecostal Ch.
If you go out Adams Road, you will
take our front parking lot, God property,
Please consider the Bill Landy outlet.

Thank you and God Bless you

Leila Lawson



State of Florida



January 30, 2023

Stephen Powell
7166 Remer Road
Holt, FL 32564

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Powell:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for alternatives that involve Adams Road / Auburn Road for impacts to your church parking lot and sanctuary, resulting in the need for relocation of the church to a new location. You expressed support for Alternative 5 to Bill Lundy Road.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

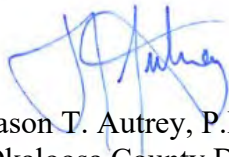
Once a corridor is selected, the next project phase is a Project Development and Environment (PD&E) Study. The PD&E Study defines the roadway layout, intersection configurations, turn lane options, and access management requirements. The Alternative Corridor Evaluation Report is considering a 250-foot wide *corridor*. Roadway alignment will be determined in the PD&E Study for options *within* that corridor. Alignment options could include center, left-shift, or right-shift. The actual right-of-way will be in the 250-foot corridor, but will be less than 250 feet in width. The actual roadway right-of-way is anticipated to range from 100 to 130 feet, to be determined in the PD&E phase. Therefore, it is not known at this time to what extent improvements on Adams Road / Auburn Road, if any, might affect your church property.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,



Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Stephen C Powell
Address: 7106 Reman Rd, HOLT, FL 32564
Telephone: 850-207-9397
E-mail: charlie.roster@yahoo.com

Do you agree with the recommendations of corridor evaluation?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
If you do not agree with the recommendations, provide additional input below.		

Comments: I'm a member of Auburn Pentecostal Church
By coming out on ADAMS Rd you will take
90% of our front parking lot and force us to
relocate to a rather location. According to your
plans on Adams Rd you will take up to
75 FT. of our parking lot. The Route to
Bill Lundy Rd would By pass most of residential
homes & opening more commercial growth on
Bill Lundy Rd. Please consider this option
above other routes.

Yours Truly

Stephen C Powell



State of Florida



January 30, 2023

Linda Chessher
6250 Winstead Road
Crestview, FL 32539

RE: Northwest Crestview Bypass Public Meeting Input

Dear Ms. Chessher:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for alternatives that involve Adams Road / Auburn Road for impacts to your church, resulting in the need for relocation. You expressed support for Alternative 5 to Bill Lundy Road.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

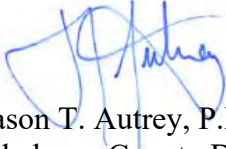
Once a corridor is selected, the next project phase is a Project Development and Environment (PD&E) Study. The PD&E Study defines the roadway layout, intersection configurations, turn lane options, and access management requirements. The Alternative Corridor Evaluation Report is considering a 250-foot wide *corridor*. Roadway alignment will be determined in the PD&E Study for options *within* that corridor. Alignment options could include center, left-shift, or right-shift. The actual right-of-way will be in the 250-foot corridor, but will be less than 250 feet in width. The actual roadway right-of-way is anticipated to range from 100 to 130 feet, to be determined in the PD&E phase. Therefore, it is not known at this time to what extent improvements on Adams Road / Auburn Road, if any, might affect your church property.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Autrey", is positioned above the printed name.

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Linda Chessher
Address: 6250 Winstead Rd - Crestview, FL 32539
Telephone: 850-612-6033
E-mail: _____

Do you agree with the recommendations of corridor evaluation?	Yes	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If you do not agree with the recommendations, provide additional input below.		

Comments: I attend Auburn Pentecostal Church. If
you use the Adams Rd exit it brings the
traffic right to us, also we would most
likely have to relocate.
I hope you will consider the Bill
Lundy Exit.
Thanks + God Bless you!



State of Florida



January 30, 2023

Reuben L. Elliott
933 Broxson Road
Holt, FL 32564

RE: Northwest Crestview Bypass Public Meeting Input

Dear Mr. Elliott:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for alternatives that involve Adams Road / Auburn Road for impacts to your church. You expressed support for Alternative 5 to Bill Lundy Road.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

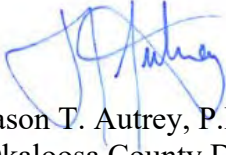
Once a corridor is selected, the next project phase is a Project Development and Environment (PD&E) Study. The PD&E Study defines the roadway layout, intersection configurations, turn lane options, and access management requirements. The Alternative Corridor Evaluation Report is considering a 250-foot wide *corridor*. Roadway alignment will be determined in the PD&E Study for options *within* that corridor. Alignment options could include center, left-shift, or right-shift. The actual right-of-way will be in the 250-foot corridor, but will be less than 250 feet in width. The actual roadway right-of-way is anticipated to range from 100 to 130 feet, to be determined in the PD&E phase. Therefore, it is not known at this time to what extent improvements on Adams Road / Auburn Road, if any, might affect your church property.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Autrey", is positioned above the printed name.

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name:

Reuben L. Elliott

Address:

933 BRAXSON RD., HOLT, FL, 32564

Telephone:

212-757-2817

E-mail:

ReubenLarry.Elliott@outlook.com

Do you agree with the recommendations of corridor evaluation?

Yes

No

☐☒

If you do not agree with the recommendations, provide additional input below.

Comments:

I am a member of 'The Auburn Pentecostal Church' located @ 6144 Highway 85 North in Auburn.

I request that Option # 5 is chosen for the corridor.

If you choose to use Adams Road it would destroy the church parking lot, and the noise created by traffic would make it impossible to hold services in the church. We have our church, which has been in this location since 1940.

Sincerely, Reuben Elliott

Information provided to Okaloosa County is subject to public record disclosure.



State of Florida



January 30, 2023

Gwinnell Giazewski
3205 Auburn Road
Crestview, FL 32539

RE: Northwest Crestview Bypass Public Meeting Input

Dear Ms. Giazewski:

Thank you for participating in our November 17, 2022 public meeting process for the Northwest Crestview Bypass Alternative Corridor Evaluation study. We are evaluating all input received.

We have read the comments you provided. They are attached to this letter and will be incorporated into the Alternative Corridor Evaluation Report as part of the project record.

You expressed concern for alternatives that involve Adams Road / Auburn Road for impacts to your church, resulting in closure, and additional traffic impacts to the Auburn community area.

In response, we will continue to evaluate and refine corridors to seek to minimize impacts to people and property. No decisions have been made at this time. Roadway alignments and width options will seek to avoid and minimize impacts to properties and resources.

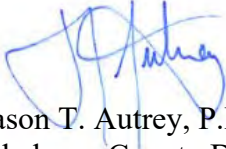
Once a corridor is selected, the next project phase is a Project Development and Environment (PD&E) Study. The PD&E Study defines the roadway layout, intersection configurations, turn lane options, and access management requirements. The Alternative Corridor Evaluation Report is considering a 250-foot wide *corridor*. Roadway alignment will be determined in the PD&E Study for options *within* that corridor. Alignment options could include center, left-shift, or right-shift. The actual right-of-way will be in the 250-foot corridor, but will be less than 250 feet in width. The actual roadway right-of-way is anticipated to range from 100 to 130 feet, to be determined in the PD&E phase. Therefore, it is not known at this time to what extent improvements on Adams Road / Auburn Road, if any, might affect your church property.

The materials presented at the meeting are available on our website at <https://myokaloosa.com/bcc/northwest-bypass>. We are in the very early stages of a planning process which could take many years to complete.

1759 S. Ferdon Blvd, Crestview, FL 32536
Office (850) 689 5772
Fax (850) 689-5786

We anticipate a corridor decision in 2023, followed by a more detailed Project Development and Environment (PD&E) study which will evaluate the roadway configuration and give us a better understanding of what to expect going forward. Future phases of Design, Right-of-Way, and Construction are not funded at this time. When we advance to the next phase, which is the PD&E study, we will re-engage the public process with additional outreach and meetings, taking into account what we learned through this early planning phase.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Autrey", is positioned above the printed name.

Jason T. Autrey, P.E., C.P.M.
Okaloosa County Director of Public Works

**Northwest Crestview Bypass
Corridor Alternatives Public Meeting
Comment Form
November 17, 2022**

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, mail to Stephen Blalock, P.E., Okaloosa County Project Manager, at the address listed on the back of this form, or email to **NWCB@myokaloosa.com**. Mailed comments postmarked by **Friday, December 2, 2022** or email comments received by Friday, December 2, 2022 will be made part of the official record.

Name: Gwinnett GIAZewski
Address: 3205 Auburn Rd
Telephone: 850-682-2807
E-mail: _____

Do you agree with the recommendations of corridor evaluation?	Yes	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If you do not agree with the recommendations, provide additional input below.		

Comments: Auburn Pentecostal Church has been a pillar of the community for over 50 years. By putting the by pass in next to the church will lead to its closure. On top of losing the church the Auburn area roads are already under stress and have constant traffic accidents, violations and congestion. A traffic light has already been implemented to help control the explosive growing population in the Auburn area. It would not be prudent to put the by pass in an area with large and growing residential populations and a severe loss to the community by losing Auburn Pentecostal Church.

Information provided to Okaloosa County is subject to public record disclosure.

ATTACHMENTS

Attachment I: Other PDF Attachments

[Added to provide clarity where the image was not clear in previous report sections.]

1. Florida Administrative Register
2. Northwest Florida Daily News, Ad 1
3. Northwest Florida Daily News, Ad 2
4. Affidavit of Publication
5. Elected Officials Notice and List

1. Call to Order Denver Stutler
2. Prior Board Meeting Minutes Approval (9-21-2022) Denver Stutler
3. New Business
 - a. Agency/Department Update Secretary Dixon
 - b. FFCE Admin Developments Erica Averion
 - Operational Infrastructure
 - Actions with legal counsel
 - Amendment/Adoption of operational docs
 - Branding/Web Design
 - Accounting
 - Fund Development
5. Discussion Items Denver Stutler
 - a. Board Development: Members, Committees
 - b. Officer Reports
 - d. Projected Programming to Support: Programmatic execution within budget
6. FFCE Strategic Roadmap Exercise Mark Inch
7. Next Steps/Next Meetings (regular meeting schedule) Denver Stutler
8. Meeting Adjourned Denver Stutler

A copy of the agenda may be obtained by contacting: erica@flcorrectionalexcellence.com

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 2 days before the workshop/meeting by contacting: If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

If any person decides to appeal any decision made by the Board with respect to any matter considered at this meeting or hearing, he/she will need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence from which the appeal is to be issued.

For more information, you may contact: erica@flcorrectionalexcellence.com.

HDR ENGINEERING, INC. - PENSACOLA

The Okaloosa County announces a public meeting to which all persons are invited.

DATE AND TIME: Thursday, November 17, 2022, 5:30 p.m. – 6:30 p.m. Central Time

PLACE: Warrior's Hall, 201 Stillwell Boulevard, Crestview, FL

GENERAL SUBJECT MATTER TO BE CONSIDERED: The Northwest Crestview Bypass Alternative Corridor Evaluation (ACE) Study is a high-level planning study that focuses on the feasibility for a westerly bypass around Crestview as a continuation of the Southwest Bypass currently under construction. This northwest segment connects to the

Southwest Bypass at US 90 and continues northwesterly to State Road 85. The purpose of this study is to provide regional system connectivity and improve mobility by providing an alternative to State Road 85, and completing the Western Bypass around the City of Crestview, consistent with local plans. The study area extends from US 90 north to Bill Lundy Road. The ACE Study (anticipated complete in 2023) will recommend corridor(s) to advance to the next phase, which is a Project Development and Environment (PD&E) Study. Future phases are not funded.

Maps, drawings, and other information will be on display at the meeting. A presentation will be provided. County representatives will be available to discuss the study, answer questions, and receive comments. Persons wishing to submit written comments may do so at the meeting or may contact the County Project Manager using the information provided. The deadline to submit official comments related to this public meeting is Friday, December 2, 2022.

This meeting is being held without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Project Manager at least seven days prior to the meeting.

A copy of the agenda may be obtained by contacting: Stephen Blalock, P.E., Okaloosa County Project Manager, at (850)683-6259 or via email at NWCB@myokaloosa.com.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 7 days before the workshop/meeting by contacting: If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

For more information, you may contact: Stephen Blalock, P.E., Okaloosa County Project Manager, at (850)683-6259 or via email at NWCB@myokaloosa.com.

INFINITE SOURCE COMMUNICATIONS GROUP, LLC

The Florida Department of Transportation (FDOT), District Six, announces a hearing to which all persons are invited.

DATE AND TIME: Tuesday, November 15, 2022, 6:00 p.m.

PLACE: IN-PERSON: FDOT District Six Auditorium, 1000 NW 111 Avenue, Miami, FL 33172

Limited availability, visit www.fdotmiamidade.com/work-program to RSVP by November 7, for planning purposes.

VIRTUAL: To attend from your computer, tablet or smartphone please register using the link below: <https://attendee.gotowebinar.com/register/3318154994102840077>

COVID-19

Continued from Page 1A

The size of Florida’s elderly populace — 4.3 million — alone does not explain this.

California outnumbered Florida’s elderly by 1.3 million

Californians 65-and-older outnumber those Floridians by about 1.3 million; its 85-and-older count is about 187,000 higher, U.S. Census Bureau estimates show. California, third behind Florida in elderly deaths, is the only state with more senior residents, but the virus killed fewer of them, more than 24,000. Florida’s elderly COVID death toll since last spring is followed by Texas, which has tallied more than 27,000.

Florida has also become No. 1 for COVID deaths among seniors 85 and older with 9,828 fatalities, followed by California, Texas and New York.

Scientists say decisions and policies by the DeSantis administration could explain why COVID has killed an exceptionally high number of Floridians in the age group most vulnerable to the respiratory disease.

“I think it was a rather laissez-faire approach to dealing with a rather aggressive virus,” former Harvard University epidemiologist Dr. Michael Mina said. “I think Florida is reeling with that decision at this point.”

In Barber’s case, Tinsley believes a maskless person in St. Cloud brought the coronavirus into the rehab and spread it to her father. Many residents there refuse to mask up, she said. More than 50% of voters in that town — about 30 miles south of Orlando — backed Donald Trump in the 2020 presidential election.

“It was the community attitude, in my opinion, picked up from DeSantis and Trump, who encouraged people not to wear a mask and make fun of those of us who do,” Tinsley said.

Masks aren’t the only tool to combat the disease.

Vaccinating seniors not enough; younger people need it to protect the elderly

Vaccinating seniors is not enough, University of Florida epidemiologist Dr. Frederick Southwick said. “It’s not just that the elderly become vaccinated, but everyone becomes vaccinated because that does reduce the spread.”

About 21% of Floridians younger than 65 have gotten boosted, compared with 36% in California and 32% in New York and Illinois. The more young people who get their shots, Southwick said, the harder it is for the airborne pathogen to spread to their parents and grandparents and penetrate their immune systems.

But since early 2021, DeSantis has signed executive orders or legislation outlawing COVID vaccine requirements for businesses, schools and government agencies; and banning cities and counties from enacting widespread masking orders.

Fewer seniors died when DeSantis backed the vaccine early on

“The problem is they’re ignoring science,” Southwick said. “Early on, (DeSantis) did promote the vaccine but later on, he did not.”

Most of Florida’s elderly died after April 2021, when vaccines became widely available. Not so for the rest of the country, where most died when the shots were scarce.

From December 2020 until April 2021, when DeSantis pushed his campaign to inoculate “Seniors First,” Florida logged fewer COVID fatalities among retirement-age residents than California, Texas and New York.

“To me, it’s obvious what happened in Florida,” Mina said. “We have low vaccination rates even after accounting for the excess fraction of older individuals in Florida. I think that’s a reflection of how Florida chose to deal with this virus. We saw the Florida surgeon general multiple times undermining efforts to combat this virus.”

Florida Surgeon General Joseph Ladapo, a DeSantis appointee, is the only top health official of any state recommending large swaths of the population skip COVID vaccination. He has said children and men younger than 40 should not get inoculated.

Ladapo has touted unproven COVID treatments such as an anti-parasitic livestock medicine called Ivermectin.

Like New York, California and Illinois, more than 90% of Florida’s seniors have gotten the initial two-dose Moderna or Pfizer regimens, or the single-shot Johnson & Johnson.

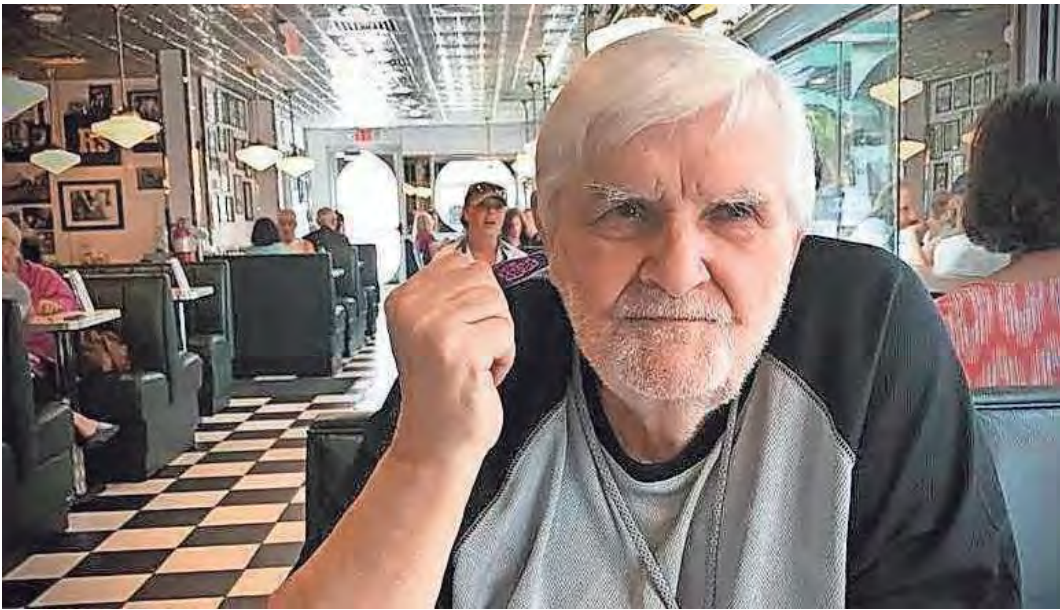
But unlike those states, far fewer Florida seniors have gotten booster shots — about 60% — putting the state at No. 36 in the nation.

Rate of death among Florida’s seniors also higher than most states

Even after accounting for population sizes, Florida seniors are more likely to die of COVID compared with the majority of elderly people in America.

Since April 2021, COVID has killed about 691 Florida seniors for every 100,000 elderly residents, a death rate higher than 30 other states.

Florida’s elderly COVID death rate is about 60%



Raymond Barber, 87, of Poinciana, between Orlando and Lakeland, sits in a restaurant in 2021. He died of COVID despite being triple vaccinated. PROVIDED BY DAUGHTER LESLEY O’CONNELL

higher than California, 28% higher than New York and 25% higher than Illinois.

Florida’s COVID death rate for seniors is also 42% higher than Maine’s, where, like the Sunshine State, about 1 in 5 residents is at least 65 years old.

Infection rates also higher for Sunshine State’s seniors

The disease also has spread faster among Florida’s seniors than those in other states.

While states do not uniformly report what share of people 65 and older have been infected, comparisons of Florida data to elderly population estimates show that 17% have been infected since April 2021. In California, it’s 11%. And New Jersey, 12%.

When The Palm Beach Post presented statistics to the Florida Department of Health showing that Florida has become No. 1 for senior COVID deaths and its per-capita death rate is higher than most states, department spokesperson Weesam Khoury called the analysis “illiterate.”

“The Department cannot confirm and will not respond to the data or patterns you are referencing because they seem to be ambiguous data correlations within random timeframes that somehow fit your intended narrative,” Khoury said in an email.

DeSantis’ office did not return requests for comment.

But infectious disease specialists say that analyzing deaths after April 2021 is optimal because that’s when doses became readily available.

“It’s a reasonable period of time to look at,” Mina said.

When vaccines first rolled out in December 2020, DeSantis prioritized the shots going to the elderly in his “Seniors First” campaign. Those 65 and older, along with health care workers, were eligible in the early days of the vaccine. Most victims were, and still are, elderly.

“Since he did not publicize or push the vaccine and has been very anti-mask ... and really prevented local areas from mandating masks, that really has taken away one of the key interventions preventing the spread,” said Southwick, the UF epidemiologist.

Barber, the retired engineer, was vaccinated and boosted, his daughter said. But by then, the pathogen’s omicron mutation had engulfed Florida. And the variant could more easily infect seniors who received the shots that were designed to fight the original strain

from Wuhan, China.

DeSantis’ actions have hindered inoculation statewide.

Organizations that ask for proof of vaccination are subject to investigations by the state that could result in hefty fines. When the Special Olympics wanted to host games in Florida this past summer, the DeSantis administration threatened organizers with a \$27.5 million fine for requiring COVID inoculation. The Special Olympics dropped the rule.

Spring break hot spots such as Daytona Beach and Miami Beach experienced COVID infection spikes in March 2021, which their mayors blamed on DeSantis’ orders restricting them from enforcing masking rules.

When the coronavirus’ deadly delta variant swept the state in the summer of 2021, DeSantis sued the federal government to stop cruise ships from asking passengers to show proof of vaccination. Cruise lines supported the requirement.

DeSantis has also taken to badmouthing the vaccine.

“The vaccinations are not preventing infection,” DeSantis said during a news conference in January in Fort Lauderdale.

Lisa Zoubek, 57, of Spring Hills, believes that her mother, Madelyn Wilder, died because she believed DeSantis’ message.


Zoubek suspects DeSantis’ anti-vaccine, anti-mask messages broadcast on Fox News or via live news conferences on local TV got to her mother. Wilder received her first dose of the vaccine, but not the second, her daughter said. A retired nurse, Wilder spent much of her time watching TV at her home in Citrus County, Zoubek said, more than an hour’s drive north of Tampa.

“Ron DeSantis was telling people, ‘Oh, you don’t need to wear masks. You don’t need to get vaccines,’” Zoubek said. “She wasn’t hearing anything on the TV saying, ‘This is horrible. You need to get a vaccine as soon as it comes out.’”

Wilder succumbed to COVID in August 2021, when Florida logged more COVID deaths than anywhere else in the nation for the second summer in a row.

“People are talking about, ‘Oh, we were able to keep our businesses open and go back to school and not force us to wear masks,’” Zoubek said. “Yeah, great. Your business is open, but my mom’s gone.”

Chris Persaud is The Palm Beach Post’s data reporter. Email him at cpersaud@pbpost.com. Click @ChrisMPersaud and follow him on Twitter.



Northwest Crestview Bypass Public Meeting

Thursday, November 17, 2022, Warrior’s Hall, 201 Stillwell Boulevard, Crestview 5:30 – 6:30 p.m

Okaloosa County will hold a public meeting for the Northwest Crestview Bypass project, **Thursday, November 17, 2022, from 5:30 to 6:30 p.m.** Central Time, at Warrior’s Hall, 201 Stillwell Boulevard, Crestview, FL.

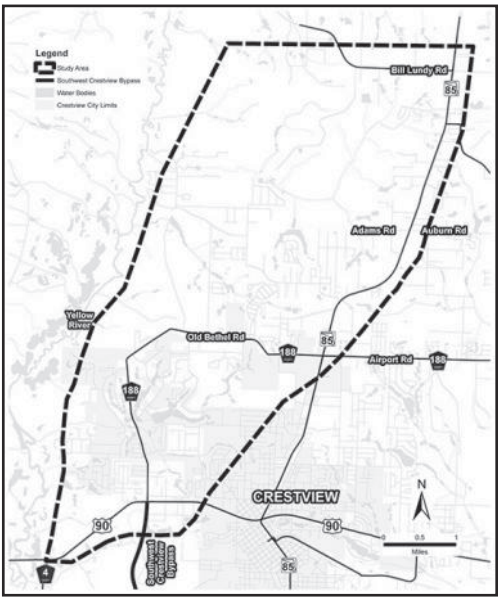
This meeting will be held in-person (no virtual component) to provide interested persons an opportunity to express their views about the draft study.

The Northwest Crestview Bypass Alternative Corridor Evaluation (ACE) Study is a high-level planning study that focuses on the feasibility for a westerly bypass around Crestview as a continuation of the Southwest Bypass currently under construction. This northwest segment connects to the Southwest Bypass at US 90 and continues northwesterly to State Road 85. The purpose of this study is to provide regional system connectivity and improve mobility by providing an alternative to State Road 85, and completing the Western Bypass around the City of Crestview, consistent with local plans. The study area extends from US 90 north to Bill Lundy Road. The ACE Study (anticipated complete in 2023) will recommend corridor(s) to advance to the next phase, which is a Project Development and Environment (PD&E) Study. Future phases are not funded.

Maps, drawings, and other information will be on display at the meeting. A presentation will be provided. County representatives will be available to discuss the study, answer questions, and receive comments. Persons wishing to submit written comments may do so at the meeting or may contact the County Project Manager using the information provided. The deadline to submit official comments related to this public meeting is **Friday, December 2, 2022.**


If you have any questions or issues, please contact Stephen Bialock, P.E., Okaloosa County Project Manager, at (850) 683-6259 or via email at NWCB@myokaloosa.com.

This meeting is being held without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Project Manager at least seven days prior to the meeting.



Study Area Map

FO-32905621



Power Your Home

The Geneverse Solar Generator (HomePower PRO Series) is the most reliable and affordable backup power solution for emergencies. It's safe to use indoors, easy to charge, and its compact and portable design make it convenient for any room in your home. It is compatible with home appliances, electronic communication and medical devices, security systems, and more.

Each Geneverse solar generator system includes the backup battery power station and all-weather, portable solar panels. A single charge by solar panel or wall outlet stores energy for up to a year so you have power whenever you need it most. Turn it on, plug in your device, and you have power.

Fall Into Power!

\$150 OFF

any Geneverse PRO Series Model*

PROMO CODE: **GEN4FL**

*Choose from 10 variations of generator + solar panel bundles. Must mention ad at time of contact. Limited Time Offer.

CONTACT US TODAY TO SPEAK TO A GENEVERSE EXPERT

850-904-2122

Inflation strikes disrupt trains, flights in Greece, Belgium

Elena Becatoros
ASSOCIATED PRESS

ATHENS, Greece – Thousands of protesters marched through the streets of Athens and the northern Greek city of Thessaloniki on Wednesday as public and some private sector workers walked off the job for a 24-hour general strike against price hikes, one of the latest actions across Europe as rising inflation squeezes consumers.

The strike disrupted services around the country, with ferries tied up in port – severing connections to Greece’s islands – state-run schools shut, public hospitals running with reduced staff and most public transport grinding to a standstill.

Brief clashes broke out between small groups of protesters and riot police at the tail-end of marches in both Athens and Thessaloniki, Greece’s second-largest city. In both places, small groups of demonstrators threw Molotov cocktails and rocks at police, who responded with tear gas and stun grenades. There were no immediate reports of injuries.

Europe has faced a series of protests and strikes over the past few months over the soaring cost of living. As Russia’s war in Ukraine has driven up energy and food prices, workers from nurses to pilots to railway staff have walked off the job, seeking wages that keep pace with rising inflation. Others have joined in by taking to the streets to pressure governments to do more to ease rising bills even as European leaders have passed energy relief packages.

Workers in Belgium also were holding a nationwide strike Wednesday over cost-of-living increases, snarling traffic through much of the country and disrupting businesses as workers set up picket lines at supermarkets and shopping centers.

The main trade unions are calling for wage increases, and the action led most trains and public urban traffic to be reduced to a minimum and 60% of flights to be canceled at Brussels airport. Staff in about two-thirds of hospitals in the French-speaking Walloon region and Brussels joined in, with non-urgent appointments and operations postponed, the CSC union said.

In Britain, the country’s largest nursing union, the Royal College of Nursing, was due to announce a strike ballot of its hundreds of thousands of members Wednesday. Nurses are expected to back the first nationwide strike in the union’s 106-year history.

The U.K. has not had a general strike for almost a century, but labor unrest has been spreading across both public and private sector workplaces as inflation has crept above 10%. Railway staff, postal workers, lawyers, British Telecom staff, dock workers and garbage collectors have all staged walkouts.

In Greece’s capital on Wednesday, no buses or trolleys were running, while only one of the three subway

lines was operating, running a limited service only until the afternoon.

Flight traffic controllers had been due to participate in the strike with a six-hour work stoppage but had to reverse that decision late Tuesday after a court deemed their participation illegal. However, airlines had already canceled dozens of flights, which they could not all reschedule at the last minute.

Passengers arriving at Athens’ international airport had extremely limited options to get into town, with no bus, regular taxi, subway or suburban railway services available. Crowds gathered at car rental agencies, while others tried to leave on intercity buses, which were the only form of public transport still running.


“Workers along with unions are fighting against increased prices that are drowning Greek households,”

said GSEE, a confederation of private sector trade unions, citing price hikes for energy and basic goods.

Unions called for an increase in salaries and in the minimum wage, which is just over 700 dollars per month for salaried workers, and bolder measures to tackle inflation.

Inflation in the 19 countries that use the euro currency, including Greece and Belgium, hit a record 10.7% last month, largely driven by higher energy prices. Inflation was a bit lower in Greece at 9.8% in October – a drop from 12.1% in September – and higher in Belgium at 13.1%, according to EU statistics agency Eurostat.

Belgian trade unions say gas prices have gone up by 130% in just one year, electricity by 85% and fuel by 57%. Food prices also have gone up.



Northwest Crestview Bypass Public Meeting

Thursday, November 17, 2022, Warrior’s Hall, 201 Stillwell Boulevard, Crestview 5:30 – 6:30 p.m

Okaloosa County will hold a public meeting for the Northwest Crestview Bypass project, **Thursday, November 17, 2022, from 5:30 to 6:30 p.m.** Central Time, at Warrior’s Hall, 201 Stillwell Boulevard, Crestview, FL.

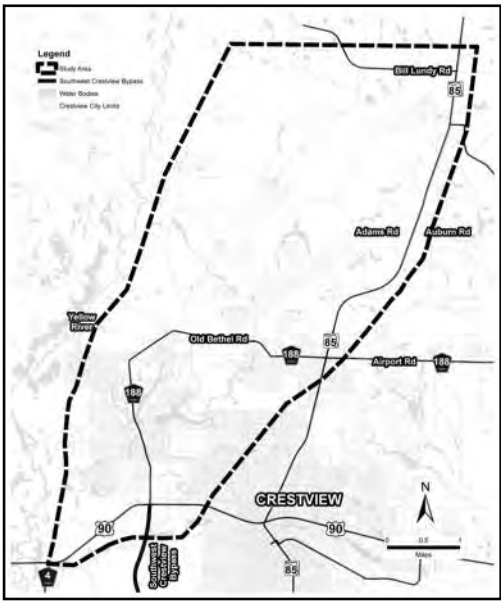
This meeting will be held in-person (no virtual component) to provide interested persons an opportunity to express their views about the draft study.

The Northwest Crestview Bypass Alternative Corridor Evaluation (ACE) Study is a high-level planning study that focuses on the feasibility for a westerly bypass around Crestview as a continuation of the Southwest Bypass currently under construction. This northwest segment connects to the Southwest Bypass at US 90 and continues northwesterly to State Road 85. The purpose of this study is to provide regional system connectivity and improve mobility by providing an alternative to State Road 85, and completing the Western Bypass around the City of Crestview, consistent with local plans. The study area extends from US 90 north to Bill Lundy Road. The ACE Study (anticipated complete in 2023) will recommend corridor(s) to advance to the next phase, which is a Project Development and Environment (PD&E) Study. Future phases are not funded.

Maps, drawings, and other information will be on display at the meeting. A presentation will be provided. County representatives will be available to discuss the study, answer questions, and receive comments. Persons wishing to submit written comments may do so at the meeting or may contact the County Project Manager using the information provided. The deadline to submit official comments related to this public meeting is **Friday, December 2, 2022.**

If you have any questions or issues, please contact Stephen Blalock, P.E., Okaloosa County Project Manager, at **(850) 683-6259** or via email at **NWCB@myokaloosa.com**.

This meeting is being held without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Project Manager at least seven days prior to the meeting.



Study Area Map

FO-32905621



Tired of dirty carpets?

Stop living with unsightly floors and get a professional carpet cleaning experience with **Oxi Fresh** of Destin and Fort Walton Beach today!

Oxi Fresh is the World’s Greenest Carpet Cleaner® and we’re proud of our commitment to environmentally friendly cleaning methods.

We offer these Residential and Commercial services:

- Carpet Cleaning • Rug Cleaning
 - Upholstery Cleaning
 - Tile & Grout Cleaning
 - Odor Elimination

TWO ROOM SPECIAL

\$90

*a \$15 service charge will apply

2 rooms cleaned for \$90



PROMO CODE: **TODAY22**

5 ROOM SPECIAL

\$194

*a \$15 service charge will apply

5 rooms for \$194



PROMO CODE: **TODAY22**

FOR MORE INFO CALL **850-801-1628**

LOCALiQ

The Gainesville Sun | The Ledger
Daily Commercial | Ocala StarBanner
News Chief | Herald-Tribune | News Herald
Northwest Florida Daily News

PO Box 631244 Cincinnati, OH 45263-1244

PROOF OF PUBLICATION

Hdr Engineering Inc
Denise Curry
Hdr Engineering Inc
25 W CEDAR STREET
SUITE 200
Pensacola FL 32502

STATE OF FLORIDA, COUNTY OF OKALOOSA

The Northwest Florida Daily News, a newspaper printed and published in the city of Fort Walton, and of general circulation in the Counties of Okaloosa, Santa Rosa and Walton, State of Florida, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issue dated or by publication on the newspaper's website, if authorized, on:

11/03/2022, 11/10/2022

and that the fees charged are legal.
Sworn to and subscribed before on 11/10/2022

D. Roberts
Legal Clerk

Kathleen Allen
Notary, State of WI, County of Brown

1-7-25
My commission expires

Publication Cost: \$1039.88

Order No: 7988161

of Copies:

Customer No: 536127

1

PO #:

THIS IS NOT AN INVOICE!

Please do not use this form for payment remittance.

KATHLEEN ALLEN
Notary Public
State of Wisconsin



Northwest Crestview Bypass Public Meeting

Thursday, November 17, 2022, Warrior's Hall, 201
Stillwell Boulevard, Crestview 5:30 – 6:30 p.m

Okaloosa County will hold a public meeting for the Northwest Crestview Bypass project, **Thursday, November 17, 2022, from 5:30 to 6:30 p.m.** Central Time, at Warrior's Hall, 201 Stillwell Boulevard, Crestview, FL.

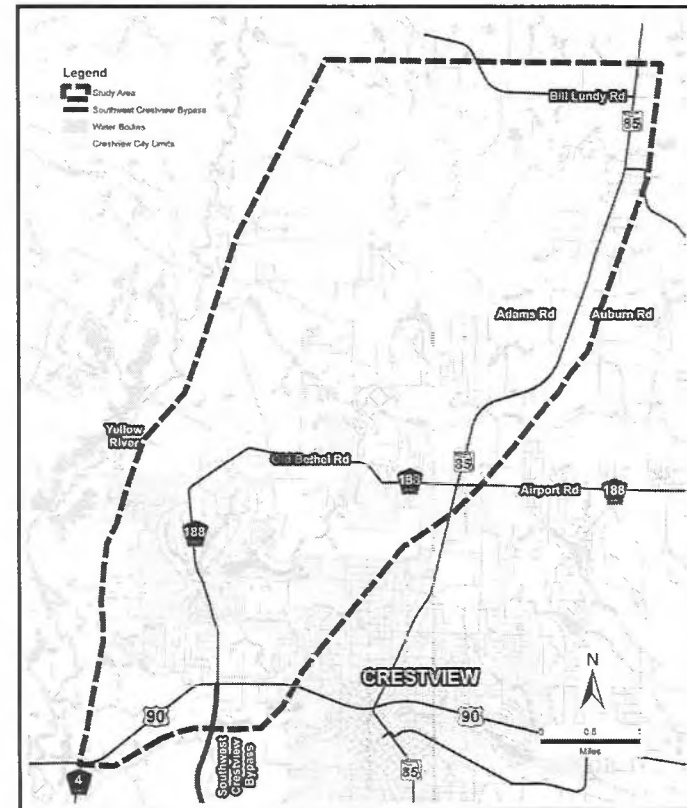
This meeting will be held in-person (no virtual component) to provide interested persons an opportunity to express their views about the draft study.

The Northwest Crestview Bypass Alternative Corridor Evaluation (ACE) Study is a high-level planning study that focuses on the feasibility for a westerly bypass around Crestview as a continuation of the Southwest Bypass currently under construction. This northwest segment connects to the Southwest Bypass at US 90 and continues northwesterly to State Road 85. The purpose of this study is to provide regional system connectivity and improve mobility by providing an alternative to State Road 85, and completing the Western Bypass around the City of Crestview, consistent with local plans. The study area extends from US 90 north to Bill Lundy Road. The ACE Study (anticipated complete in 2023) will recommend corridor(s) to advance to the next phase, which is a Project Development and Environment (PD&E) Study. Future phases are not funded.

Maps, drawings, and other information will be on display at the meeting. A presentation will be provided. County representatives will be available to discuss the study, answer questions, and receive comments. Persons wishing to submit written comments may do so at the meeting or may contact the County Project Manager using the information provided. The deadline to submit official comments related to this public meeting is **Friday, December 2, 2022.**

If you have any questions or issues, please contact Stephen Blalock, P.E., Okaloosa County Project Manager, at **(850) 683-6259** or via email at **NWCB@myokaloosa.com**.

This meeting is being held without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Project Manager at least seven days prior to the meeting.



Study Area Map

From: [Carisse LeJeune](#)
To: [Wilkinson, Cory](#)
Subject: FW: Northwest Crestview Bypass Public Meeting: Thursday, November 17, 2022. Warrior's Hall
Date: Thursday, October 27, 2022 10:59:11 AM
Attachments: [OkaloosaCounty_NWCrestviewBypass-1Page_PD/FIA.pdf](#)

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Here you go. Please let me know if I can be of any further assistance. ☺

Carisse LeJeune
Surtax Project Manager
Okaloosa County Public Works
1759 South Ferdon Blvd.
Crestview, FL 32536
Ofc: 850-689-5772
Cell: 850-902-6521
Email: CLeJenne@myokaloosa.com

Please note: Due to Florida's very broad public records laws, most written communications to or from county employees regarding county business are public records, available to the public and media upon request. Therefore, this written e-mail communication, including your e-mail address, may be subject to public disclosure.

From: Carisse LeJeune
Sent: Wednesday, October 26, 2022 12:07 PM
To: 'marybeth_barrows@rubio.senate.gov' <marybeth_barrows@rubio.senate.gov>; 'josh_gabel@rubio.senate.gov' <josh_gabel@rubio.senate.gov>; 'help@rickscott.senate.gov' <help@rickscott.senate.gov>; 'Dawn.Mcardle@mail.house.gov' <Dawn.Mcardle@mail.house.gov>; 'jillian.lanewyant@mail.house.gov' <jillian.lanewyant@mail.house.gov>; 'gainer.george.web@flsenate.gov' <gainer.george.web@flsenate.gov>; 'broxson.doug.web@flsenate.gov' <broxson.doug.web@flsenate.gov>; 'patt.maney@myfloridahouse.gov' <patt.maney@myfloridahouse.gov>; 'jayer.williamson@myfloridahouse.gov' <jayer.williamson@myfloridahouse.gov>; Paul Mixon <pmixon@myokaloosa.com>; Carolyn Ketchel <cketchel@myokaloosa.com>; Nathan Boyles <nboyles@myokaloosa.com>; Trey Goodwin <tgoodwin@myokaloosa.com>; Mel Ponder <mponder@myokaloosa.com>; 'chambersm@okaloosaschools.com' <chambersm@okaloosaschools.com>; 'amber.floyd@okaloosaschools.com' <amber.floyd@okaloosaschools.com>; 'Lamar.White@okaloosaschools.com' <Lamar.White@okaloosaschools.com>; 'marti.gardner@okaloosaschools.com' <marti.gardner@okaloosaschools.com>; 'evanchykl@okaloosaschools.com' <evanchykl@okaloosaschools.com>; 'Tim.Bryant@okaloosaschools.com' <Tim.Bryant@okaloosaschools.com>; 'kelleyd@okaloosaschools.com' <kelleyd@okaloosaschools.com>; 'Sheriff@sheriff-okaloosa.org' <Sheriff@sheriff-okaloosa.org>;

'pio@sheriff-okaloosa.org' <pio@sheriff-okaloosa.org>; 'mnicholson@sheriff-okaloosa.org' <mnicholson@sheriff-okaloosa.org>; 'smithb@okaloosaschools.com' <smithb@okaloosaschools.com>; John Hofstad <jhofstad@myokaloosa.com>; 'managerinfo@myokaloosa.com' <managerinfo@myokaloosa.com>; Craig Coffey <ccoffey@myokaloosa.com>; 'managerinfo@myokaloosa.com' <managerinfo@myokaloosa.com>; Sheila Fitzgerald <sfitzgerald@myokaloosa.com>; 'managerinfo@myokaloosa.com' <managerinfo@myokaloosa.com>; Jason Autrey <jautrey@myokaloosa.com>; Patrick Maddox <pmaddox@myokaloosa.com>; Elliot Kampert <ekampert@myokaloosa.com>; OCPIO <OCPIO@myokaloosa.com>; Scott Bitterman <sbitterman@myokaloosa.com>; 'enginfo@myokaloosa.com' <enginfo@myokaloosa.com>; Jeff Littrell <jlittrell@myokaloosa.com>; Tyrone Parker <tparker@myokaloosa.com>; 'info@flyvps.com' <info@flyvps.com>; Tracy Stage <tstage@myokaloosa.com>; Carolyn Ketchel <cketchel@myokaloosa.com>; 'jbwhitten@cityofcrestview.org' <jbwhitten@cityofcrestview.org>; 'shannonhayes@cityofcrestview.org' <shannonhayes@cityofcrestview.org>; 'joeblocker@cityofcrestview.org' <joeblocker@cityofcrestview.org>; 'cappsd@cityofcrestview.org' <cappsd@cityofcrestview.org>; 'andrew.rencich@cityofcrestview.org' <andrew.rencich@cityofcrestview.org>; 'cynthiab@cityofcrestview.org' <cynthiab@cityofcrestview.org>; 'TimBolduc@cityofcrestview.org' <TimBolduc@cityofcrestview.org>; 'cityclerk@cityofcrestview.org' <cityclerk@cityofcrestview.org>; 'natashapeacock@cityofcrestview.org' <natashapeacock@cityofcrestview.org>; 'hollanda@cityofcrestview.org' <hollanda@cityofcrestview.org>; 'cds@cityofcrestview.org' <cds@cityofcrestview.org>; 'McCoskers@crestviewpd.org' <McCoskers@crestviewpd.org>; 'criddlem@cityofcrestview.org' <criddlem@cityofcrestview.org>; 'planning@cityofcrestview.org' <planning@cityofcrestview.org>; Nathan Boyles <nboyles@myokaloosa.com>; Mel Ponder <mponder@myokaloosa.com>; 'planningdir@freeportflorida.gov' <planningdir@freeportflorida.gov>; 'cityplanner@freeportflorida.gov' <cityplanner@freeportflorida.gov>; Scott Bitterman <sbitterman@myokaloosa.com>; 'Abarthe2135@theupsstore.com' <Abarthe2135@theupsstore.com>; 'dreams@gnt.net' <dreams@gnt.net>; 'austin.mount@ecrc.org' <austin.mount@ecrc.org>; 'marybeth.washnock@ecrc.org' <marybeth.washnock@ecrc.org>; 'maryjo.gustave@ecrc.org' <maryjo.gustave@ecrc.org>; 'tiffany.bates@ecrc.org' <tiffany.bates@ecrc.org>; 'Jill.Lavender@ecrc.org' <Jill.Lavender@ecrc.org>; 'JasonKing@flhsmv.gov' <JasonKing@flhsmv.gov>; 'roberttiff@flhsmv.gov' <roberttiff@flhsmv.gov>; 'jennifer.marshall@dot.state.fl.us' <jennifer.marshall@dot.state.fl.us>; 'katasha.cornwell@dot.state.fl.us' <katasha.cornwell@dot.state.fl.us>; 'brittany.bianco@dot.state.fl.us' <brittany.bianco@dot.state.fl.us>; 'marketing@myokaloosa.com' <marketing@myokaloosa.com>; Jennifer Adams <jadams@myokaloosa.com>; 'nathan@florida-edc.org' <nathan@florida-edc.org>; 'lsheekley@handfirm.com' <lsheekley@handfirm.com>; 'Jillian.mcqueen@innisfreehotels.com' <Jillian.mcqueen@innisfreehotels.com>; 'kayr@florida-edc.org' <kayr@florida-edc.org>; 'brett.cyphers@nwfwater.com' <brett.cyphers@nwfwater.com>; 'public.information@nwfwater.com' <public.information@nwfwater.com>; 'alix@fltrucking.org' <alix@fltrucking.org>; 'brian@fltrucking.org' <brian@fltrucking.org>; 'bwyer@gcmcc.info' <bwyer@gcmcc.info>; 'ocnaacp@gmail.com' <ocnaacp@gmail.com>; 'art@act-so.com' <art@act-so.com>; 'crestviewrotary@outlook.com' <crestviewrotary@outlook.com>; 'info@crestviewchamber.com' <info@crestviewchamber.com>; 'sandra@crestviewchamber.com'

<sandra@crestviewchamber.com>; 'daveclausen99@yahoo.com' <daveclausen99@yahoo.com>;
'florida@tnc.org' <florida@tnc.org>; 'fta@floridatrail.org' <fta@floridatrail.org>;
'janetakerson@floridatrail.org' <janetakerson@floridatrail.org>; 'justin.baldwin@floridadep.gov'
<justin.baldwin@floridadep.gov>; 'cba@nwfsc.edu' <cba@nwfsc.edu>; 'mcdowel2@nwfsc.edu'
<mcdowel2@nwfsc.edu>; 'mel@ecaor.com' <mel@ecaor.com>;
'Bernard.Johnson@nexteraenergy.com' <Bernard.Johnson@nexteraenergy.com>;
'michael.spaits@us.af.mil' <michael.spaits@us.af.mil>

Subject: Northwest Crestview Bypass Public Meeting: Thursday, November 17, 2022. Warrior's Hall

Okaloosa County will hold a public meeting for the Northwest Crestview Bypass study, Thursday, November 17, 2022, from 5:30 to 6:30 p.m. Central Time, at Warrior's Hall, 201 Stillwell Boulevard, Crestview, FL.

This meeting will be held in-person (no virtual component) to provide interested persons an opportunity to express their views about the draft study.

The Northwest Crestview Bypass Alternative Corridor Evaluation (ACE) Study is a high-level planning study that focuses on the feasibility for a westerly bypass around Crestview as a continuation of the Southwest Bypass currently under construction. This northwest segment connects to the Southwest Bypass at US 90 and continues northwesterly to State Road 85. The purpose of this study is to provide regional system connectivity and improve mobility by providing an alternative to State Road 85 and completing the Western Bypass around the City of Crestview, consistent with local plans. The study area extends from US 90 north to Bill Lundy Road. The ACE Study (anticipated complete in 2023) will recommend corridor(s) to advance to the next phase, which is a Project Development and Environment (PD&E) Study. Future phases are not funded.

Maps, drawings, and other information will be on display at the meeting. A presentation will be provided. County representatives will be available to discuss the study, answer questions, and receive comments. Persons wishing to submit written comments may do so at the meeting or may contact the County Project Manager using the information provided. The deadline to submit official comments related to this public meeting is Friday, December 2, 2022.

If you have any questions or issues, please contact Stephen Blalock, P.E., Okaloosa County Project Manager, at **(850) 683-6259** or via email at NWCB@myokaloosa.com.

This meeting is being held without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Project Manager at least seven days prior to the meeting.

Please note: Due to Florida's very broad public records laws, most written communications to or from county

employees regarding county business are public records, available to the public and media upon request.
Therefore, this written e-mail communication, including your e-mail address, may be subject to public disclosure.

Welcome!

Okaloosa County welcomes you to the Corridor Alternatives public meeting for the Northwest Crestview Bypass project. This project is being led by Okaloosa County, in coordination with the City of Crestview and the Florida Department of Transportation (FDOT).

The purpose of this meeting is to provide you an opportunity to learn more about the alternative corridors, ask questions, and provide your comments. Information about the corridor alternatives and preliminary findings are on display. Project Team representatives are available to answer questions. We look forward to your input to help Okaloosa County, in conjunction with the City of Crestview, and FDOT reach a decision.

November 17, 2022; 5:30 - 6:30 p.m.
Warrior's Hall, 201 Stillwell Blvd.,
Crestview, FL

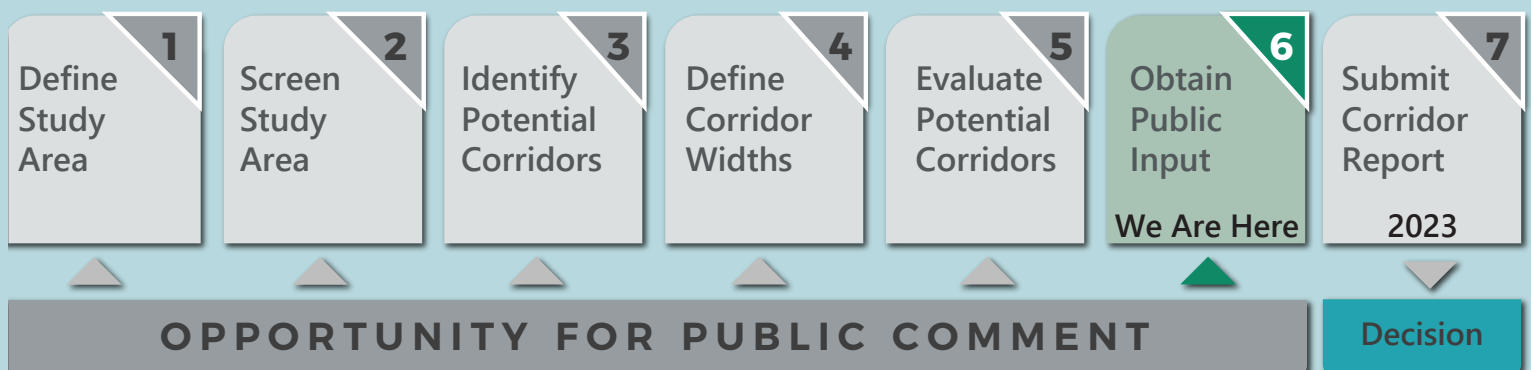
About the Project

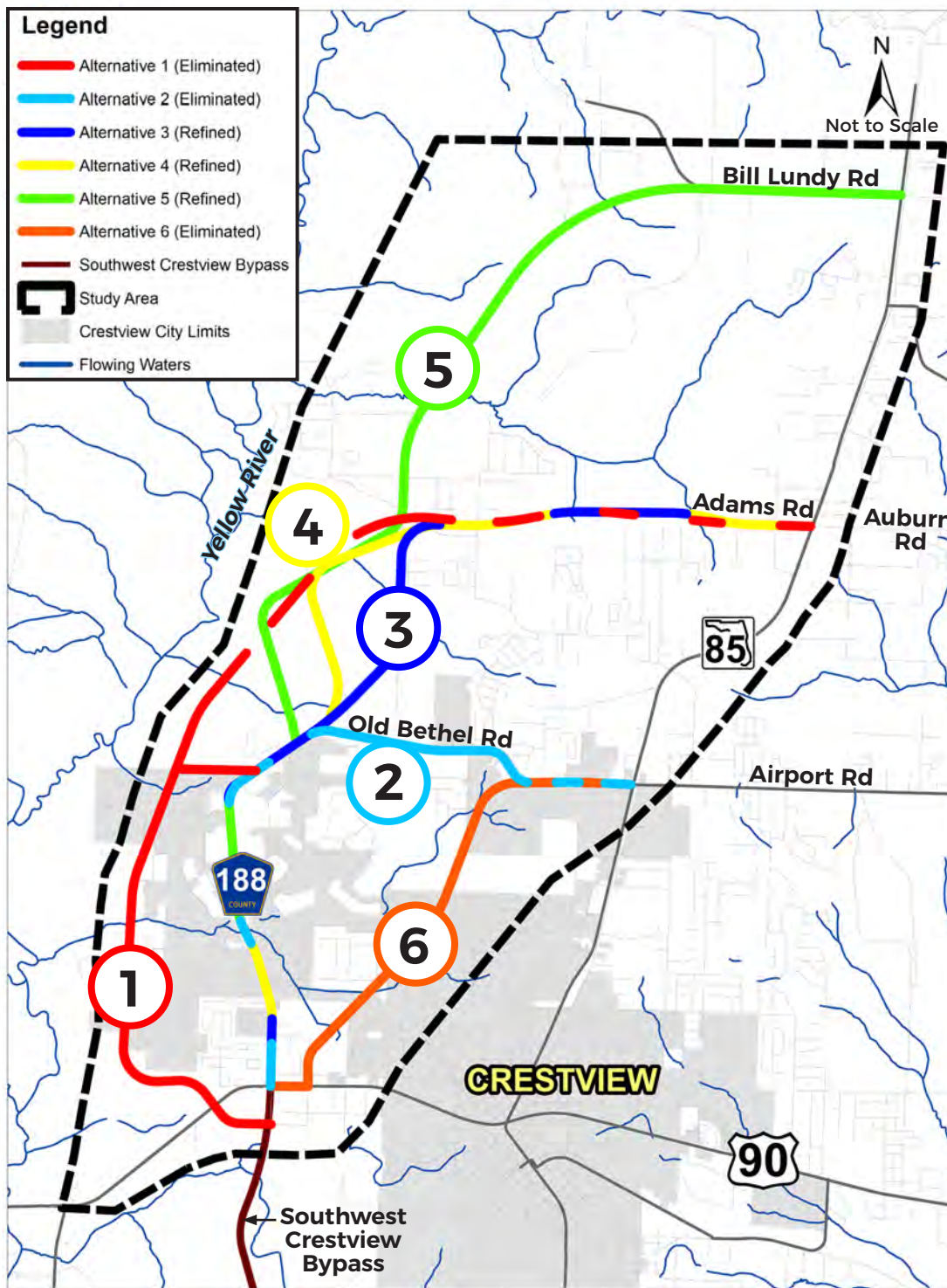
The Northwest Crestview Bypass Alternative Corridor Evaluation (ACE) Study is a high-level planning study that focuses on the feasibility for a westerly bypass around Crestview as a continuation of the Southwest Bypass currently under construction. This northwest segment connects to the Southwest Bypass at US 90 and continues northwesterly to State Road 85. The purpose of this study is to provide **regional system connectivity and improve mobility by providing an alternative to State Road 85, and completing the Western Bypass around the City of Crestview, consistent with local plans.** The study area extends from US 90 north to Bill Lundy Road. By the end of the study, we want to determine which corridors should be eliminated, and which corridor should advance to a more detailed Project Development and Environment (PD&E) phase.

Study Process

The goal of the ACE process is to identify, evaluate, and eliminate alternative corridors based on meeting the project purpose and need; avoidance and minimization of potential impacts to environmental resources; engineering feasibility; and public and stakeholder input. The ACE process ensures that the alternative corridors are evaluated consistently and its decisions can be directly incorporated into the PD&E process. Public involvement and agency coordination is part of the ACE process.

Alternative Corridor Evaluation (ACE) Process Steps





Corridor Alternatives

Alternative 1: (8.7 mi) Enzor Rd. along the Yellow River to Adams Rd. / Auburn Rd. at SR 85. **[Red] Eliminated.**

Alternative 2: (4.9 mi) Old Bethel Rd. from US 90 to Airport Rd. at SR 85. **[Cyan] Eliminated.**

Alternative 3: (7.7 mi) Old Bethel Rd. from US 90 to Adams Rd. / Auburn Rd. at SR 85. **[Blue]**

Alternative 4: (7.2 mi) Old Bethel Rd. from US 90 to Adams Rd. / Auburn Rd. at SR 85. **[Yellow]**

Alternative 5: (9.2 mi) Old Bethel Rd. from US 90 to Bill Lundy Rd. at SR 85. **[Green]**

Alternative 6: (3.6 mi) Enzor Rd. from US 90 to Airport Rd. at SR 85. **[Orange] Eliminated.**

The selected corridor will be refined and narrowed through subsequent planning to minimize impacts.

Typical Roadway Section

For planning purposes, the corridors are 250-feet wide. The roadway is assumed to provide two 11-foot travel lanes, separated by a 22-foot median, with 7-foot bike lanes, and 5-foot sidewalk on both sides. The actual roadway right-of-way is anticipated to range from 100 to 130 feet. The roadway configuration and future right-of-way would be further refined in the next study phase.

Corridor Evaluation

Six initial corridors were evaluated through a screening process for (1) purpose and need; (2) social, cultural, and natural environmental impacts; and (3) engineering considerations and costs. The purpose and need evaluation measured the ability of each corridor alternative to relieve congestion on SR 85, improve system performance, enhance regional connectivity, and support local comprehensive plans. Environmental evaluation included consideration of potential relocations, community facilities and neighborhoods, historical and cultural resources, and natural resources such as surface waters, wetlands, and wildlife. Engineering evaluation considered factors such as safety, traffic, utilities, drainage, and cost.

Preliminary Findings and Recommendations

Three alternative corridors were **eliminated** based on purpose and need screening: Alternatives 1 **[Red]**, 2 **[Cyan]**, and 6 **[Orange]**. The remaining three corridors are recommended for further consideration. The results of this analysis, along with a summary of the public input received at tonight's meeting, will be documented in a corridor report. The corridor report will be reviewed by FDOT and the environmental agencies prior to FDOT reaching a decision on whether to proceed to the next phase.

Total Score will be the sum of the rankings once we have public input. **The final decision is based not only on the score. The scores are only one factor to help the County reach a final decision in coordination with the City of Crestview and FDOT.**

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.

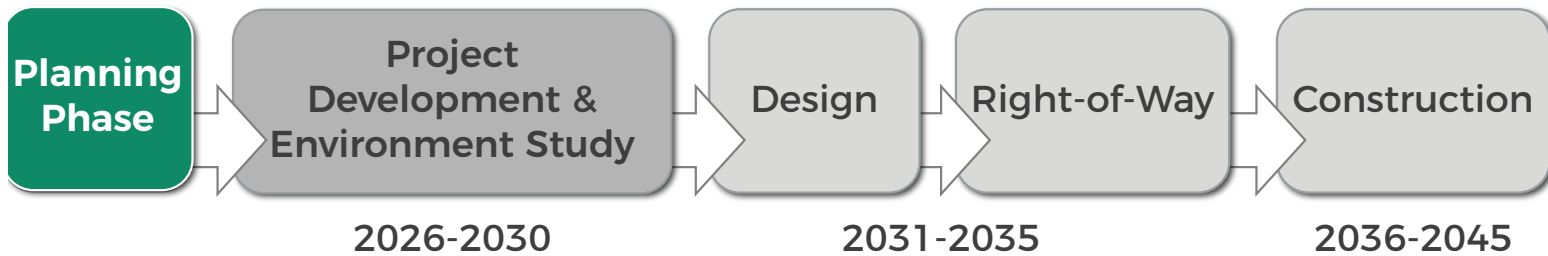
Alternative Corridor	Purpose and Need Score		Evaluation Criteria Scores				Total Score	Recommended for Further Consideration
	Primary	Secondary	Environmental Impacts	Engineering Performance	Public Support	Cost		
Alternative 1	N							Eliminated based on primary purpose and need
Alternative 2	N							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

What's Next?

The ACE is the first step in the **Planning Phase**. The ACE process determines which corridors to eliminate, and recommends a corridor to advance to the next phase, which is a **Project Development and Environment (PD&E) Study**. Okaloosa County anticipates completing the ACE process in 2023. It could take several years to advance to the PD&E Phase based on how the project is prioritized by the Okaloosa-Walton Transportation Planning Organization (O-W TPO) and incorporated into the FDOT Work Program (Five Year Plan). Okaloosa County, the City of Crestview, FDOT, and the Okaloosa-Walton Transportation Planning Organization (O-W TPO) are coordinating to provide funding for the PD&E Study in the 2026-2030 timeframe. Funding is not yet identified for **Design, Right-of-Way, and Construction phases**. Timing of subsequent phases will be better understood when the PD&E study is completed.

**We Are
Here**



Future phases are not funded. Timeframes shown are estimates based on the Long-Range Transportation Plan.

Your Input is Needed

**Comment period closes
Friday, December 2, 2022.**

We encourage you to provide your feedback and comment on this study. At this phase in the planning process, we are especially interested in hearing from everyone (residents, community groups, associations, business owners, schools, churches, motorists) regarding the alternative corridors. Your input helps guide the planners and engineers at the City and County to develop a solution that best meets the community goals and visions for long-term growth.

You may provide comments at the public meeting, or by contacting the Okaloosa County Project Manager at the contact information below.

Contact Us:

Stephen Blalock, P.E.
Project Manager

**Okaloosa County
Public Works**
(850) 683-6259
NWCB@myokaloosa.com



NW Crestview Bypass ACER		
Name/Title	Organization	Email Address
US Elected Officials - Senate		
The Honorable Marco Rubio, Senator	US Senate	marybeth_barrows@rubio.senate.gov; josh_gabel@rubio.senate.gov
The Honorable Rick Scott, Senator	US Senate	help@rickscott.senate.gov
US Elected Officials - House		
The Honorable Matt Gaetz, Representative	US House of Representatives, District 1	Dawn.Mcardle@mail.house.gov; jillian.lanewyant@mail.house.gov
FL Elected Officials		
The Honorable George B. Gainer, Senator	The Florida Senate, District 2	gainer.george.web@flsenate.gov
The Honorable Doug Broxson, Senator	The Florida Senate, District 1	broxson.doug.web@flsenate.gov
The Honorable Patt Maney, Representative	Florida House of Representatives, District 4	patt.maney@myfloridahouse.gov
The Honorable Jayer Williamson, Representative	Florida House of Representatives, District 3	jayer.williamson@myfloridahouse.gov
OKALOOSA COUNTY		
The Honorable Paul Mixon, Commissioner	Okaloosa County, Commissioner District 1	pmixon@myokaloosa.com
The Honorable Carolyn Ketchel, Commissioner	Okaloosa County, Commissioner District 2	cketchel@myokaloosa.com
The Honorable Nathan Boyles, Vice-Chair	Okaloosa County, Commissioner District 3	nboyles@myokaloosa.com
The Honorable Trey Goodwin, Commissioner	Okaloosa County, Commissioner District 4	tgoodwin@myokaloosa.com
The Honorable Mel Ponder, Chair	Okaloosa County, Commissioner District 5	mponder@myokaloosa.com
Mr. Marcus Daniel Chambers, Superintendent	Okaloosa County School District	chambersm@okaloosaschools.com; amber.floyd@okaloosaschools.com
Dr. Lamar White	Okaloosa County School District, Board Member, District 1	Lamar.White@okaloosaschools.com
Ms. Marti Gardner	Okaloosa County School District, Board Member, District 2	marti.gardner@okaloosaschools.com
Ms. Linda Evanchyk	Okaloosa County School District, Board Member, District 3	evanchykl@okaloosaschools.com
Mr. Tim Bryant, Chair	Okaloosa County School District, Board Member, District 4	Tim.Bryant@okaloosaschools.com
Dr. Diane Kelley, Vice-Chair	Okaloosa County School District, Board Member, District 5	kelleyd@okaloosaschools.com
Sheriff Eric Aden	Okaloosa County Sheriff's Office	Sheriff@sheriff-okaloosa.org pio@sheriff-okaloosa.org; mnicholson@sheriff-okaloosa.org
Ms. Michele Nicholson, Public Information Officer	Okaloosa County Sheriff's Office	
Dr. Bill Smith, Program Director	Okaloosa County School District, Facilities Planning and Maintenance	smithb@okaloosaschools.com
Okaloosa County Non-elected Officials / Appointed		
Mr. John Hofstad, County Administrator	Okaloosa County	jhofstad@co.okaloosa.fl.us; managerinfo@myokaloosa.com
Mr. Craig Coffey, Deputy County Administrator	Okaloosa County	ccoffey@co.okaloosa.fl.us; managerinfo@myokaloosa.com
Ms. Sheila Fitzgerald, Deputy County Administrator	Okaloosa County	sfitzgerald@co.okaloosa.fl.us; managerinfo@myokaloosa.com
Mr. Jason Autrey, Director	Okaloosa County Public Works Director	jautrey@co.okaloosa.fl.us

Mr. Patrick Maddox, Director	Okaloosa County Department of Public Safety/Emergency Management	pmaddox@myokaloosa.com
Mr. Elliot Kampert, Director	Okaloosa County Growth Management	ekampert@myokaloosa.com
Ms. April Sarver, Public Information Officer	Okaloosa County	ocpio@co.okaloosa.fl.us
Mr. Scott Bitterman, County Engineer	Okaloosa County	sbitterman@co.okaloosa.fl.us; enginfo@myokaloosa.com
Mr. Jeff Littrell, Director	Okaloosa County Water and Sewer	jlittrell@co.okaloosa.fl.us
Mr. Booker "Tyrone" Parker, Transit Division Manager	Okaloosa County	tparker@myokaloosa.com
Mr. Tracy Stage	Okaloosa County Airport	info@flyvps.com; tstage@myokaloosa.com
The Honorable Carolyn Ketchel, Chair, Commissioner	Okaloosa County Transportation Disadvantaged Coordinating Board	cketchel@myokaloosa.com
CITY OF CRESTVIEW		
The Honorable JB Whitten, Mayor	City of Crestview	jbwhitten@cityofcrestview.org
The Honorable Shannon Hayes, Councilman	City of Crestview, Precinct 2	shannonhayes@cityofcrestview.org
The Honorable Joe Blocker, Councilman	City of Crestview, Precinct 1	joeblocker@cityofcrestview.org
The Honorable Douglas Capps, Councilman	City of Crestview, Precinct 3	capps@cityofcrestview.org
The Honorable Andrew Rencich, Councilman, Mayor Pro Tem	City of Crestview, Group 1	andrew.rencich@cityofcrestview.org
The Honorable Cynthia Brown, Councilwoman	City of Crestview, Group 2	cynthiab@cityofcrestview.org
Crestview Non-elected Officials / Appointed		
Mr. Tim Bolduc, City Manager	City of Crestview	TimBolduc@cityofcrestview.org
Ms. Maryanne Schrader, City Clerk	City of Crestview	cityclerk@cityofcrestview.org
Ms. Natasha Peacock, City Clerk Administrative Assistant	City of Crestview	natashapeacock@cityofcrestview.org
Fire Chief Anthony D. Holland	City of Crestview Fire Department	hollanda@cityofcrestview.org
Community Development Services	City of Crestview	cds@cityofcrestview.org
Police Chief Stephen G. McCosker	City of Crestview Police Department	McCoskers@crestviewpd.org
Mike Criddle, Director	City of Crestview Public Services	criddlem@cityofcrestview.org
Crestview Planning and Development Board	City of Crestview	planning@cityofcrestview.org
Okaloosa-Walton Transportation Planning Organization		
The Honorable Anthony Vallee, Chairman	Okaloosa-Walton Transportation Planning Organization	nboyles@co.okaloosa.fl.us
The Honorable Mel Ponder, Vice Chairman	Okaloosa-Walton Transportation Planning Organization	mponder@myokaloosa.com
Latilda Hughes-Neel, Chair	Okaloosa-Walton Transportation Planning Organization Technical Coordinating Committee	planningdir@freeportflorida.gov; cityplanner@freeportflorida.gov
Scott Bitterman, Vice Chair	Okaloosa-Walton Transportation Planning Organization Technical Coordinating Committee	sbitterman@co.okaloosa.fl.us
Alexander Barthe, Chair	Okaloosa-Walton Transportation Planning Organization Citizens Advisory Committee	Abarthe2135@theupsstore.com
Amy Jamieson, Vice Chair	Okaloosa-Walton Transportation Planning Organization Citizens Advisory Committee	dreams@gnt.net
O-W TPO / Emerald Coast Regional Council		
Mr. Austin Mount, Chief Executive Officer	Emerald Coast Regional Planning Council	austin.mount@ecrc.org

Ms. Mary Beth Washnock, Transportation Planning Manager	Emerald Coast Regional Planning Council	marybeth.washnock@ecrc.org
Ms. Mary Jo Gustave, Public Relations Manager	Emerald Coast Regional Planning Council	maryjo.gustave@ecrc.org
Ms. Tiffany Bates, Community Relations Liaison	Emerald Coast Regional Planning Council	tiffany.bates@ecrc.org
Ms. Jill Nobles, Planner	Emerald Coast Regional Planning Council	Jill.Lavender@ecrc.org
State of Florida		
Lt. Jason King, Public Affairs Officer Troop A	Florida Highway Patrol	JasonKing@flhsmv.gov
Captain Robert Ifft, Panama City District Commander	Florida Highway Patrol	robertiff@flhsmv.gov
FDOT OEM		
Jennifer Marshall, Director	Office of Environmental Management	jennifer.marshall@dot.state.fl.us
Katasha Cornwell, State Environmental Process Administrator	Office of Environmental Management	katasha.cornwell@dot.state.fl.us
Brittany Bianco, Project Delivery Coordinator	Office of Environmental Management	brittany.bianco@dot.state.fl.us
Agencies - use current ETDM Environmental Technical Advisory Team (ETAT) Distribution List		
Other		
Ms. Jennifer Adams, Director	Okaloosa County Tourist Development	marketing@myokaloosa.com; jadams@myokaloosa.com
Mr. Nathan Sparks, Director	One Okaloosa County Economic Development Council	nathan@florida-edc.org
Ms. Leslie Sheekley, Chair	One Okaloosa County Economic Development Council	lsheekley@handfirm.com
Mr. Jillian McQueen, Vice Chair	One Okaloosa County Economic Development Council	Jillian.mcqueen@innisfreehotels.com
Ms. Kay Rasmussen, Councilmember	Okaloosa County RESTORE Council	kayr@florida-edc.org
Mr. Brett Cyphers, Executive Director	Northwest Florida Water Management District	brett.cyphers@nwfwater.com; public.information@nwfwater.com
Dr. Alix Miller, President	FL Trucking Association	alix@fltrucking.org
Mr. Brian Nerland, Vice President	FL Trucking Association	brian@fltrucking.org
Mr. Brian Wyer, Director	Gulf Coast Minority Chamber of Commerce	bwyer@gcmcc.info
Mr. Raymond Nelson, Chairman	Okaloosa County NAACP Branch #5633	ocnaacp@gmail.com; art@act-so.com
Ms. Deborah Gething, President	Rotary Club of Crestview	crestviewrotary@outlook.com
Ms. Justina Turner, Chair	Crestview Area Chamber of Commerce	info@crestviewchamber.com
Ms. Sandra Wilson, Executive Director	Crestview Area Chamber of Commerce	sandra@crestviewchamber.com
Mr. Dave Clausen, President	Choctawhatchee Audubon Society	daveclausen99@yahoo.com
Ms. Fran Perchick, Media and Marketing	Nature Conservancy in Florida	florida@tnc.org
Ms. Janet Akerson, Administrative Director	Florida Trail Association	fta@floridatrail.org; janetakerson@floridatrail.org
Mr. Justin Baldwin, Coordinator North Region	FDEP, Office of Greenways and Trails	justin.baldwin@floridadep.gov
Ms. Alison McDowell, Executive Director	Choctawhatchee Basin Alliance	cba@nwfsc.edu; mcdowell2@nwfsc.edu
Mr. Mel Ponder	Emerald Coast Association of Realtors	mel@ecaor.com
Mr. Bernard Johnson	Florida Power and Light	Bernard.Johnson@nexteraenergy.com
Mr. Mike Spaits	96 TW/PA, Eglin Public affairs	michael.spaits@us.af.mil



Okaloosa County

**NORTHWEST
CRESTVIEW
BYPASS**

