

**TOWN OF CINCO BAYOU  
REGULAR COUNCIL MEETING  
MAY 12, 1994**

Mayor Laginess called the Cinco Bayou Town Council Meeting to order at 6:10 PM.

SILENT PRAYER

PLEDGE OF ALLEGIANCE TO THE FLAG

ROLL CALL            Present: Mayor Laginess  
                                 Councilman Broxson  
                                 Councilwoman Chamberlain  
                                 Councilman Gage  
                                 Councilman Skelly

Absent: Councilman Kendrick

Also Present: Attorney McInnis            Manager Borchik            Engineer King  
                         Carol Bradford            Wiley Page            Terry Thorne  
                         Ron Toole            Trudi Justice            Roger Justice  
                         John Wright            Bill Sullivan            Gene Earley

BID OPENING - Kidd Street Curb & Driveway Apron Project. Engineer King advised the Council that no bids had been received for this project. Mayor Laginess asked if the Engineer would consider changing the specifications to allow only a four (4) foot driveway apron as opposed to the 25 foot driveway apron and entrance as presently specified in the plans. Mr King advised that the driveway aprons were specifically designed to keep any stormwater either in the street or on the property. In response to the Mayor's question concerning precedence, Mr King stated that this design was "site specific" and would not set a precedence for future curb/driveway construction. Councilman Skelly then asked the Engineer to provide cost estimates for other curb/driveway/drainage projects at the June Council meeting. The Council agreed to prioritize projects based on the cost estimates. No action was taken on the Kidd Street project.

REGULAR BUSINESS

1. Minutes - April 14, 1994 - Councilman Skelly made a motion to approve the minutes of April 14, 1994, seconded by Councilwoman Chamberlain. The motion was unanimously approved.

2. Financial Report - April, 1994 - Councilwoman Chamberlain made a motion to approve the financial report of April, 1994, seconded by Councilman Skelly. The motion was unanimously approved.

3. MPO Briefing - Mr Wiley Page, West Florida Regional Planning Council and MPO Staff member, presented a briefing on the final adopted 2015 Needs and Cost Feasible Plan for the Fort Walton Beach Urbanized Area Transportation Study. The briefing addressed improvements to existing highways and proposed construction of additional roads based on the projected needs in Okaloosa County including the proposed by-pass from the Hurlburt Field area to Highway 20 east of Niceville and the Mid-Bay Bridge north shore entrance.

4. AMSEC Rate Increase Request - Mr. Staley - Councilman Skelly made a motion to approve the rate increase as requested by American Security of \$50.00 per month, seconded by Councilwoman Chamberlain. The motion was unanimously approved. Estimates for additional town patrol would be requested.

5. WPSM Radio Tower Building Permit - Mr. Thorne - Due to the Planning & Zoning Board action, Councilwoman Chamberlain made a motion to table this item, seconded by Councilman Gage. The motion was approved 3 to 1 with Councilman Skelly voting "Nay".

6. Captiva Cove Boat Dock Permit Councilman Skelly made a motion to approve authorization of a permit to construct the Captiva Cove Boat Dock, seconded by Councilwoman Chamberlain. The motion was unanimously approved.

7. Beautification Committee - Mayor Laginess advised the Council that the Beautification Committee has been dissolved as it was getting late in the planting season and a plan was still not prepared. Councilman Skelly expressed concern that although the funds were in this year's budget, once again, no trees were planted.

COUNCILMEMBERS REPORTS/COMMENTS - Councilman Skelly lauded the Council for their foresight in persevering to have the Eglin Parkway/Yacht Club Drive intersection pedestrian crossing signal installed.

PUBLIC REQUESTS WILL BE HEARD AT THIS TIME - None.

#### COMMITTEE REPORTS

1. Administrative Committee - No report.
2. Finance & Budget Committee - No report.
3. Comprehensive Plan Committee - No report.

#### CORRESPONDENCE

1. Letter, Mrs Horvath - Town Condition. In response to the letter, Councilman Gage stated that he believed her comments were concerned with the lack of code enforcement throughout the Town. The Town Manager advised the Council that the situation with the dumpster had been corrected and the removal of the vehicles behind the businesses on Beal Parkway is in progress. The Town Manager stated that code enforcement without a code enforcement board was a problem. Councilman Gage stated the Council would need to decide to either support the present code enforcement structure or replace it. The Town Manager offered that other code enforcement systems are available and can be adopted to satisfy the Town's needs. The Council asked the Town Manager to work with the Town Attorney and present their recommendations at the June Town Council meeting. The Council did not address Mrs Horvath's comment on dissolving the Town.

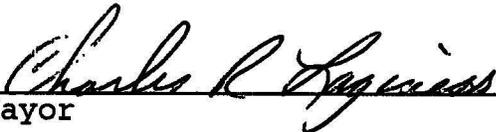
2. Letter, DAV - Memorial Day Ceremony. Mayor Laginess asked if anyone would be available to attend the Memorial Day Ceremony. There were no volunteers.

3. Letter, FLOC - FLOC Convention Ad. Following a short discussion, it was decided that the Town would not place an ad in the Florida League of Cities Convention magazine.

TOWN MANAGER'S REPORT - The Town Manager asked the Council to consider purchasing a new riding mower for the Town as the old mower is no longer serviceable. Following a short discussion, Councilman Skelly approved the purchase of a new mower, cost not to exceed \$2,000.00, seconded by Councilwoman Chamberlain. The motion was approved unanimously.

MAYOR'S ANNOUNCEMENTS - Mayor Laginess read Secretary Cook's resignation which was effective May 6, 1994. The mayor reminded everyone of the Town Picnic on Tuesday, May 17, 1994.

There being no further business, the meeting adjourned at 7:01 PM.

  
\_\_\_\_\_  
Mayor

ATTEST:

  
\_\_\_\_\_  
Town Manager/Clerk

RECEIVED  
4/20/94  
ASB

FORT WALTON BEACH URBANIZED AREA  
METROPOLITAN PLANNING ORGANIZATION

P.O. BOX 486 3435 NORTH 12TH AVENUE (904) 444-8910  
PENSACOLA, FLORIDA 32503-0486 FAX 444-8967

Bill W. Peebles, Jr.  
Chairman

Staff to the MPO:  
West Florida  
Regional Planning Council

April 15, 1994

Kathleen A. O'Dell  
Vice Chairman

Mayor Charles R. Laginess  
Town of Cinco Bayou  
10 Yacht Club Drive  
Fort Walton Beach, FL 32548-4436

RE: Request to be on City Council Agenda

Dear Mayor Laginess:

This letter is to confirm our request to be on the City Council Meeting Agenda for May 12, 1994 at 6:00 p.m. and to provide information for the agenda. We would also like to receive a copy of the agenda.

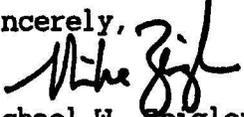
We are requesting 5 to 10 minutes to present the adopted Metropolitan Planning Organization (MPO) 2015 Transportation Plan Update for the Urbanized Area and answer any questions the Council Members may have. Enclosed are 9 copies of the Plan Update Summary Report for your distribution to the Council Members and staff. We will bring additional copies with us and have a display map for the presentation. One of the following MPO staff members will do the presentation:

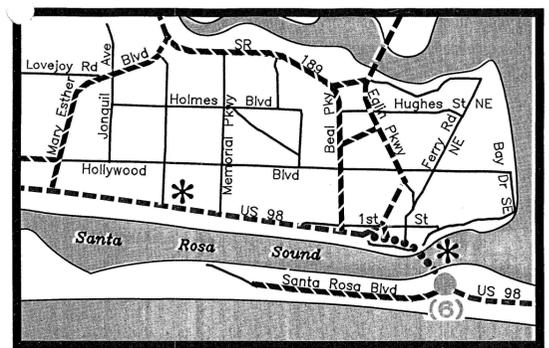
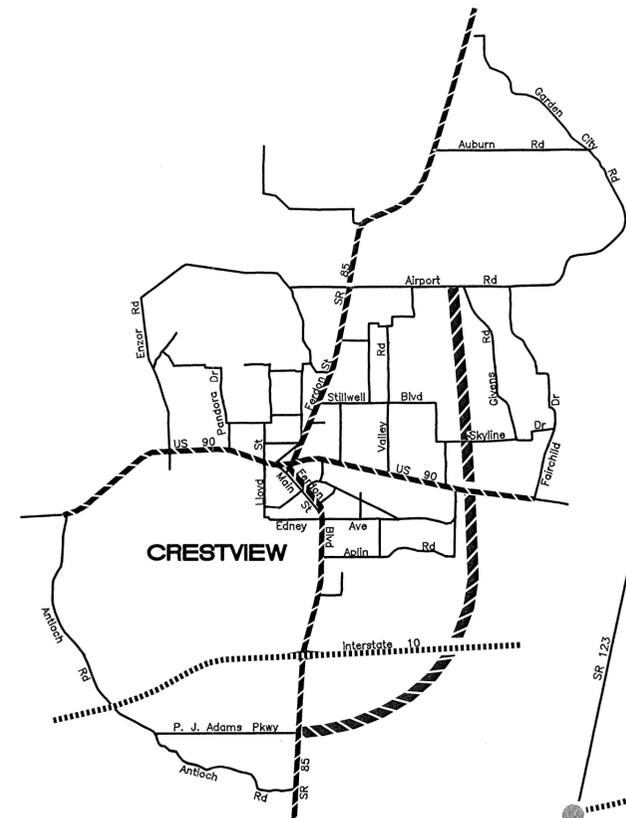
1. Mike Zeigler,
2. Nick Nickoloff, or
3. Wiley Page.

The Fort Walton Beach (MPO) is a planning body composed of local elected officials representing the urbanized portions of Okaloosa and Walton Counties. The MPO is responsible for developing transportation plans to address existing and future needs.

The MPO 2015 Plan Update, which was adopted in November 1993, outlines major transportation improvements needed to accommodate traffic forecasts to the Year 2015 and identifies cost feasible projects based on projected available revenue. We will discuss major projects within or near your jurisdiction and request that your staff and MPO staff work together to keep the MPO plan consistent with your local comprehensive plan.

For additional information, contact Mike Zeigler or Nick Nickoloff at the West Florida Regional Planning Council 1-800-226-8914.

Sincerely,  
  
Michael W. Zeigler, Director  
Transportation Planning



**INSET "A"**  
 \* Six (6) & Eight (8) lanes in Mary Esther & Ft. Walton Beach is shown as a capacity need only. The actual number of lanes & roadway configuration is to be determined by further study.

**Ocalaosa County Roadway Improvements**

ROAD NAME	SECTION	EXISTING		PROPOSED		STAGING	MAP REF. NUMBER
		LANES	FACILITY	LANES	FACILITY		
Azalea Trail / Stahlman Ave. (Destin)	US 98 to Indian Bayou Tr.	2	Local	4	Arterial	B	(1)
	Indian Bayou Tr. to Mid Bay Bridge Rd.	0	N.A.	4	Arterial	B	(1)
	Interchange @ Azalea Tr. & Mid Bay Bridge Rd.					C	
College Blvd. (Niceville)	SR 85 to SR 285	2	Local	4	Arterial	C	
Crestview Bypass	SR 85 to Airport Rd.	0	N.A.	4	Arterial	C	
	Interchange @ Azalea Tr. & Mid Bay Bridge Rd.					C	
Hurlburt Field Rd. (Race Track Ext.)	M.L. King Jr Blvd. to SR 189	2	Local	4	Arterial	C	
Mid Bay Bridge and Approaches	US 98 to SR 20	2	Arterial	4	Freeway	Toll Revenue	(2)
Hurlburt Field / Niceville Bypass	US 98 to 2 miles N. of US 98	0	N.A.	4	Freeway	C	
	Interchange @ US 98					C	
	Interchange 2 miles N. of US 98					C	
	2 miles N. of US 98 to N. Beal Pkwy. Ext.	0	N.A.	4	Freeway	C	
	Interchange @ N. Beal Pkwy. Ext.					C	
	N. Beal Pkwy. Ext. to SR 189 @ Mooney Rd.	0	N.A.	4	Freeway	C	
	Interchange @ SR 189 near Mooney Rd.					C	
	SR 189 near Mooney Rd. to SR 85	4	Arterial	4	Freeway	C	
	Interchange @ SR 189 & SR 85					C	
	SR 85 from SR 189 to W. of Wolverine Ave.	4	Arterial	4	Freeway	C	
	Interchange @ SR 85					C	
	SR 85 - SR 85 N.	0	N.A.	4	Freeway	C	
	Bridge Structure for Above Section					C	
	Interchange @ SR 85 N.					C	
	SR 85 N. - SR 285	0	N.A.	4	Freeway	C	
	Bridge Structure for Above Section					C	
	Interchange @ SR 285					C	
	SR 285 - SR 20	0	N.A.	4	Freeway	C	
	Bridge Structure for Above Section					C	
	Interchange @ Rocky Bayou Dr.					C	
	Interchange @ SR 20 & Mid Bay Bridge Road					C	
SR 20	West end of Rocky Bayou Bridge to Bay Dr.	2	Arterial	4	Arterial	A	(3)
	Bridge Structure for Above Section					A	(3)
	Bay Dr. to Mid Bay Bridge Rd.	2	Arterial	4	Arterial	A	(3)
	Mid Bay Bridge Rd. to Walton Co. line	2	Arterial	4	Arterial	C	
SR 85	1st St. to Perry Ave.	5	Arterial	6	Arterial	C	
	12th Ave. to Sunset Blvd.	4	Arterial	6	Arterial	C	
	SR 189 to W. of Wolverine Ave.					C	
	Fly-over at SR 123					B	(4)
	Government Ave. to SR 85 N.	4	Arterial	6	Arterial	B	(5)
	Airport Rd. to Auburn Rd.	2	Arterial	4	Arterial	C	
	Auburn Rd. to Study Area Boundary 2 mi. north	2	Arterial	4	Arterial	C	
	The MPO has requested SR 85 be 4-laned from Auburn Rd. to the Alabama State line						

\* The number of proposed lanes shown is a capacity need only. The actual number of lanes and roadway configuration will be determined by further study.

**Ocalaosa County Roadway Improvements Continued**

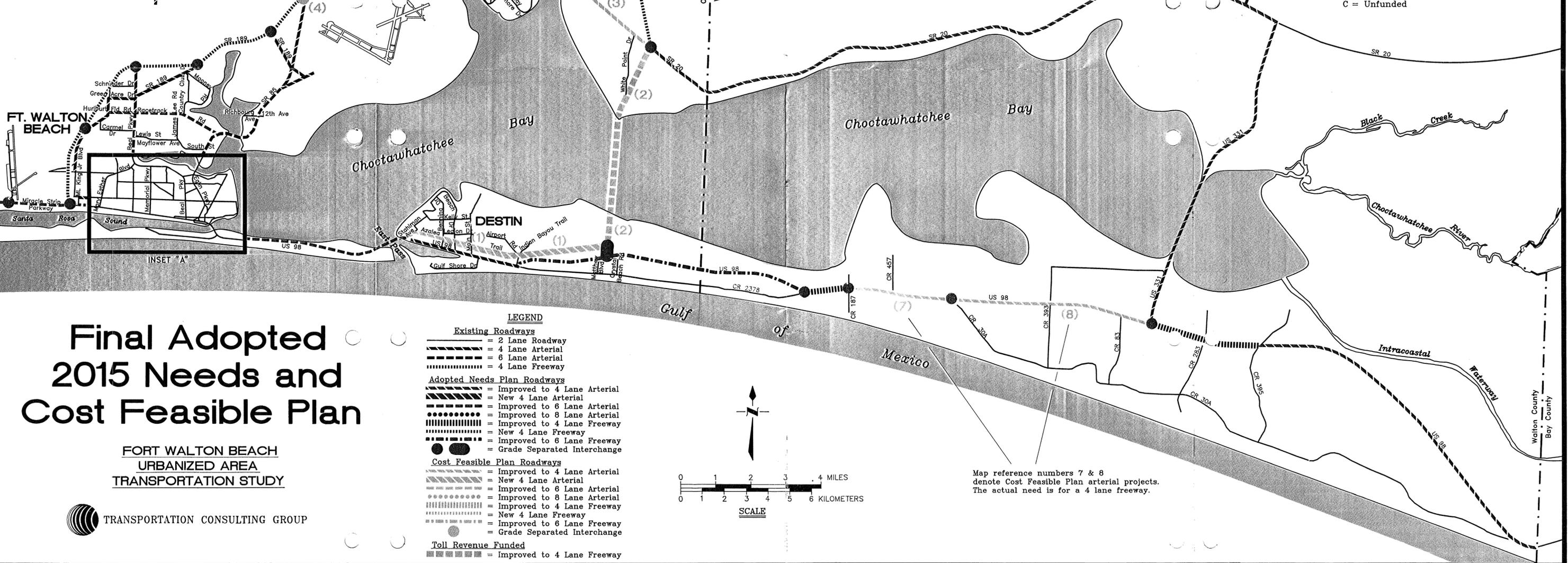
ROAD NAME	SECTION	EXISTING		PROPOSED		STAGING	MAP REF. NUMBER
		LANES	FACILITY	LANES	FACILITY		
SR 85 West Leg	US 98 to 1st St.	2	Arterial	4	Arterial	C	
SR 188 / Race Track Road	Beal Pkwy. to SR 85	4	Arterial	6	Arterial	C	
SR 189 / Beal Pkwy. / Lewis Turner Blvd.	Mary Esther Blvd. to Lewis Turner Blvd.	4	Arterial	6	Arterial	C	
	Lewis Turner Blvd. to By-Pass	2	Local	4	Arterial	C	
	Mooney Dr. to SR 85					C	
	Interchange @ SR 189 & SR 85					C	
US 98	Santa Rosa Co. line to Hurlburt gate	4	Arterial	6	Arterial	C	
	Interchange @ US 98 & Hurlburt gate					C	
	Hurlburt gate to Dolittle Ave.	4	Arterial	6*	Arterial	C	
	Dolittle Ave. to SR 85 West Leg	4	Arterial	6*	Arterial	C	
	SR 85 West Leg to Santa Rosa Blvd.	4	Arterial	8*	Arterial	C	(6)
	Interchange @ US 98 & Santa Rosa Blvd.					C	
	Santa Rosa Blvd. to Stahlman Blvd.	4	Arterial	6	Arterial	C	
	Bridge Structure for Above Section					C	
	Airport Rd. to Old US 98	4	Arterial	6	Freeway	C	
	Old US 98 to Walton Co. line	4	Arterial	6	Freeway	C	

**Walton County Roadway Improvements**

ROAD NAME	SECTION	EXISTING		PROPOSED		STAGING	MAP REF. NUMBER
		LANES	FACILITY	LANES	FACILITY		
SR 331	Ocalaosa Co. line to US 331 N. (S. Walton)	2	Arterial	4	Arterial	C	
US 331	US 98 to Study Area Boundary N. of Freeport	2	Arterial	4	Arterial	C	
	Bridge Structure for Above Section					C	
	The MPO has requested US 331 be 4-laned to I-10						
US 98	Ocalaosa Co. Line to Old US 98	4	Arterial	6	Freeway	C	
	Interchange @ Old US 98					C	
	Old US 98 to CR 187 S.	6	Arterial	4	Freeway	C	
	Interchange @ CR 187 S.					C	
	CR 187 S. to CR 30A	2	Arterial	4	Freeway	A	(7)
	Interchange @ CR 30A					C	
	CR 30A to US 331	2	Arterial	4	Freeway	B	(8)
	Interchange @ US 331					C	
	US 331 to CR 395	2	Arterial	4	Freeway	C	
	CR 395 to Bay Co. line	2	Arterial	4	Arterial	C	

\* The number of proposed lanes shown is a capacity need only. The actual number of lanes and roadway configuration will be determined by further study.

**STAGING**  
 A = Stage 1 Funded Year 2000  
 B = Stage 2 Funded Year 2015  
 C = Unfunded



# Final Adopted 2015 Needs and Cost Feasible Plan

FORT WALTON BEACH  
 URBANIZED AREA  
 TRANSPORTATION STUDY



**LEGEND**

**Existing Roadways**

- 2 Lane Roadway
- 4 Lane Arterial
- 6 Lane Arterial
- 4 Lane Freeway

**Adopted Needs Plan Roadways**

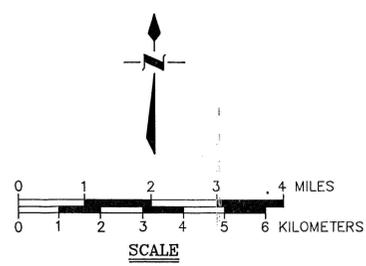
- Improved to 4 Lane Arterial
- New 4 Lane Arterial
- Improved to 6 Lane Arterial
- Improved to 8 Lane Arterial
- Improved to 4 Lane Freeway
- New 4 Lane Freeway
- Improved to 6 Lane Freeway
- Grade Separated Interchange

**Cost Feasible Plan Roadways**

- Improved to 4 Lane Arterial
- New 4 Lane Arterial
- Improved to 6 Lane Arterial
- Improved to 8 Lane Arterial
- Improved to 4 Lane Freeway
- New 4 Lane Freeway
- Improved to 6 Lane Freeway
- Grade Separated Interchange

**Toll Revenue Funded**

- Improved to 4 Lane Freeway



Map reference numbers 7 & 8 denote Cost Feasible Plan arterial projects. The actual need is for a 4 lane freeway.

**INTRODUCTION**

The urban area transportation planning process was initiated in the Fort Walton Beach Urbanized area to provide a continuing, cooperative and comprehensive guide to meeting the area's transportation needs. The Federal Highway Administration requires the process in urban areas of over 50,000 in population. Plans developed under the process are intended to assist policy makers in decision making.

The previous transportation plan update was completed in 1988 and projected transportation needs for the year 2015. This plan was the first update of the initial plan that was adopted in 1984. However, in June of 1990 it was decided that another update was required to revisit the adopted long range transportation plan and to strengthen the computer models used to project future travel. This update includes the following major features:

- Further analysis of bridge issues in the area
- Validation of the travel model to 1990 base year through cooperative FDOT/MPO effort
- Expansion of the study area to include the City of Crestview
- Refinement of the traffic analysis zone structure and highway network
- Use of FDOT's ARTPLAN computer program to determine Level of Service (LOS)
- Update of Needs and Cost Feasible Plans

This report summarizes the Fort Walton Beach Urbanized Area Transportation Study Update process and resulting recommendations.

**STUDY AREA**

The Fort Walton Beach Urbanized Area encompasses portions of Okaloosa and Walton Counties that are anticipated to be urbanized by the year 2015. The study area extends from the Santa Rosa County line on the west to the Bay County line on the east. The primary urban activity center is the City of Fort Walton Beach in south Okaloosa County. Other important activity centers in Okaloosa County include Hurlburt Field, Eglin Air Force Base, Niceville-Valparaiso, and the Cities of Crestview and Destin. The primary urban activity

center in South Walton County is the Sandestin area.

The study area's unique geography presents challenge to the application of travel demand models. Most centers of activity are separated by water bodies having limited crossings. Most notably, Brooks Bridge forms the only link between Fort Walton and Destin. Also, the beach area has a long, narrow roadway network with heavy traffic congestion associated with tourist activity during the summer months.

**STUDY ORGANIZATION**

The Florida Department of Transportation administers the urban transportation planning process for all of Florida's metropolitan areas. Plans are developed in each metropolitan area with the approval of a board of local elected officials called the Metropolitan Planning Organization (MPO). The Fort Walton Beach Urbanized Area MPO is comprised of representatives from Okaloosa County, Walton County, Fort Walton Beach, Crestview, Destin, Mary Esther, Niceville-Valparaiso and Eglin Air Force Base.

The MPO is assisted by its staff and two committees: the Citizens Advisory Committee (CAC) and the Technical Coordinating Committee (TCC). The CAC provides citizen viewpoints and goal direction to the planning process and the TCC provides research and technical study recommendations. Public hearings are also held to facilitate other citizen involvement prior to MPO adoption of major plan components.

Transportation Consulting Group, Inc., under contract to the MPO, has worked closely with FDOT, MPO Staff and its committees to develop a long range transportation plan for the Fort Walton Beach Urbanized Area. The long range plan is intended to be a realistic 25-30 year plan for transportation improvements based on projected changes in population, land use and travel demand.

**GOALS AND OBJECTIVES**

To develop a long range transportation plan, goals and objectives must be defined and adopted.

Goals and objectives are policy statements of the MPO that incorporate desirable transportation system characteristics. They are utilized during preparation of the evaluation criteria for the alternative needs plan analysis. Goals represent long term needs toward which improvement programs and activities are directed. Objectives identify specific, measurable, intermediate ends that are achievable and mark progress toward the associated goal.

The goals and objectives for the Fort Walton Beach Urbanized Area Transportation Study Update were developed by the Citizens Advisory Committee and adopted by the MPO in August 1991. The adopted goals are listed below.

- Provide a safe, economic and efficient transportation system
- Provide an energy efficient transportation system
- Provide a transportation system in harmony with environmental, social, economic and aesthetic features of the area
- Provide a transportation system which optimizes utilization of existing transportation facilities
- Provide measures to relieve financial constraints on improvements to the transportation system
- Provide a cooperative, continuing and comprehensive transportation planning process

**PLAN METHODOLOGY**

The plan developed under this study updates traffic forecasts and roadway improvement needs to a 2015 horizon year. This plan was formulated using the latest computerized traffic modeling techniques developed by FDOT. The computer program is called FSUTMS - The Florida Standard Urban Transportation Model Structure.

Preparation of the 2015 transportation plan entailed completion of the several major work tasks listed below:

- Base year data collection
- Preparation, refinement and validation of the computer-based travel forecast model
- Future land use projections
- Identification of year 2015 roadway deficiencies
- Evaluation of alternative highway needs plans for 2015

- Estimation of Adopted Needs Plan project construction and right-of-way costs
- Prioritization of Adopted Needs Plan projects
- Projection of year 2015 financial resources
- Selection and staging of Cost Feasible Plan projects

Several data sets were compiled in preparation for development of the computer-based urban transportation model. Input data were categorized into two groups - roadway system and socioeconomic data. Base year data collection was required to test model outputs against a known set of traffic conditions. Specifically, base year land use data were input and model results were compared to traffic counts for that year. The base year for this urban transportation study is 1990.

Roadway system data were used to develop a highway network onto which travel demand was simulated. All study area roadways were described by facility type, adjacent land use and number of lanes. Traffic counts were collected at nearly 250 locations throughout the study area. Both traffic count data and recent origin and destination studies were used to determine external trips which enter or exit the study area. In 1992, Transportation Consulting Group conducted an origin and destination survey in the Fort Walton Beach Urbanized Area to help determine the number of external trips.

Land use and socioeconomic data were collected for the nearly 290 traffic analysis zones (TAZs) in the Fort Walton Beach Urbanized Area. These data included information on the following variables:

- Dwelling units
- Persons per household
- Hotel units
- Housing vacancy rates
- Automobile ownership
- Employment
- School enrollment

Land use and socioeconomic data were projected to the year 2015 to reflect future conditions. These projections were developed using the Simplified Land Use Allocation Model

(SLAM). SLAM is a computer model created specifically for zonal data projections in Florida's smaller urbanized areas. The totals for each variable are allocated across the study area based on the development potential of each TAZ. Totals for the base year and horizon year variables are shown in Table 1.

**TABLE 1**

FWBUATS 2015 Plan Update 1990 and 2015 Socioeconomic Data Totals		
Data Variable	1990	2015
Population	149,879	234,818
Single Family D.U.	44,214	68,018
Multi-Family D.U.	27,971	58,166
Total D.U.	72,185	126,184
Indust. Employment	7,086	10,965
Comm. Employment	13,108	20,495
Service Employment	41,313	52,918
Total Employment	61,507	84,378
Hotel/Motel Units	4,976	8,026
School Enrollment	32,324	53,963

**TRAFFIC FORECAST MODEL APPLICATION**

The traffic simulation model was applied to analyze future year traffic first by loading 2015 traffic onto the "existing plus committed (E+C) network" consisting only of existing (1990) roadways plus improvements for which funds had been committed in the FDOT Five Year Transportation Plan. Roadway improvements added to the base year 1990 network include the following:

- Martin Luther King Jr. Boulevard in Fort Walton Beach joined Freedom Way to Lovejoy Road
- Mid Bay Bridge connected US 98 to SR 20 across Choctawhatchee Bay

US 98 in Sandestin was improved to six lanes from Old US 98 to CR 187

All of these committed projects have been completed since 1990.

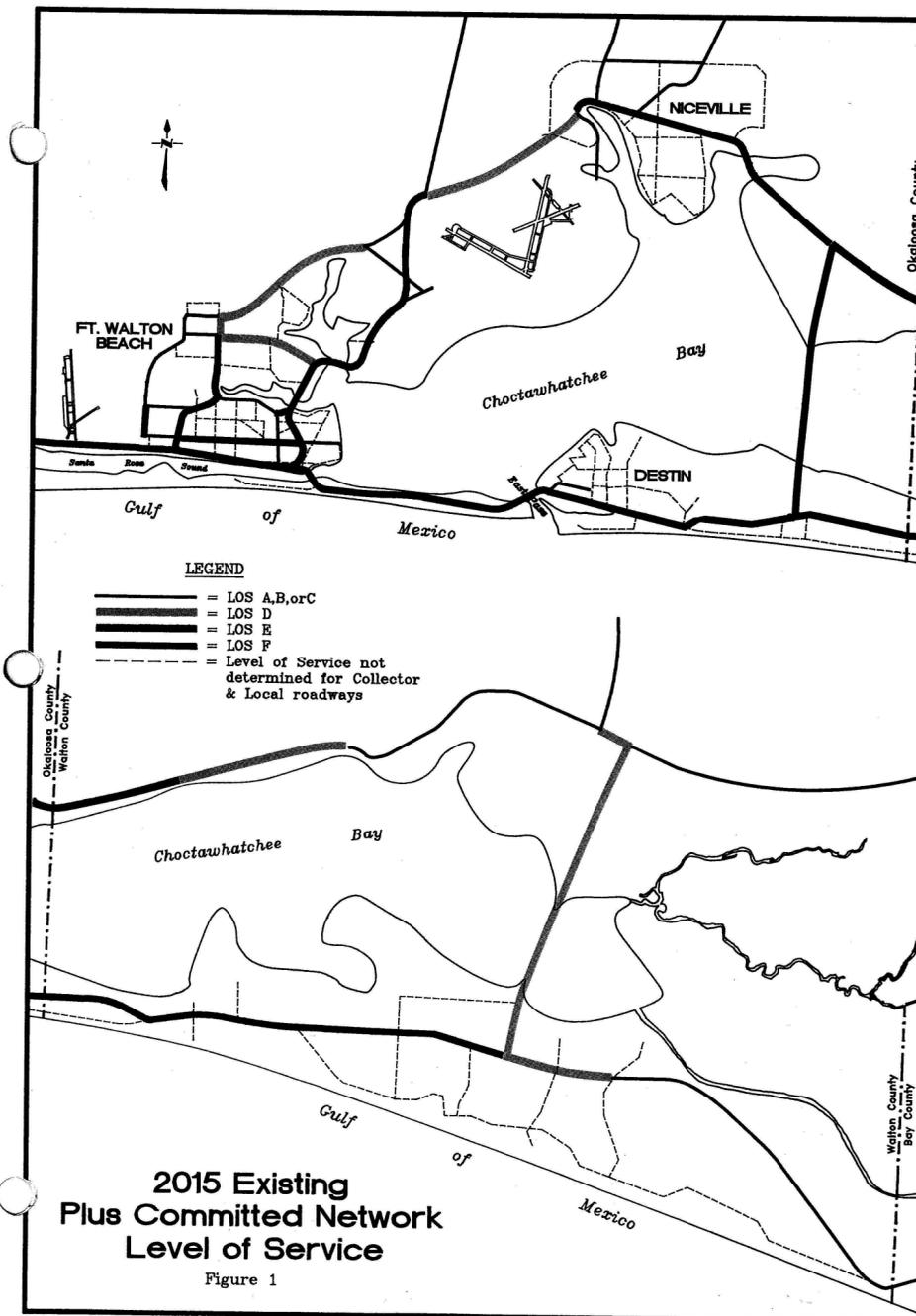
Assigning 2015 traffic to the E+C network led to the identification of deficient roadway segments. A program called ARTPLAN was used to determine which segments' LOS fell below the adopted Peak Hour Level of Service Standards. These deficient roadway segments were then targeted for improvement in the Needs Plan Development. Figure 1 shows the E+C network level of service. Crestview is not shown since all roadways were calculated to be LOS C or better.

**NEEDS PLAN DEVELOPMENT**

A Needs Plan is designed to resolve roadway deficiencies, assuming availability of needed funds. Several Alternative Needs Plans were developed and analyzed to address the area's 2015 traffic levels. A total of seven Alternative Needs Plans were presented to the CAC, TCC and MPO during the study. The Needs Plan adopted by the MPO on July 22, 1993 represents a combination of newly aligned transportation facilities and improvements to existing corridors. It is important to understand that Adopted Needs Plan projects do not necessarily represent the final number of lanes or alignment. Identification of projects justifies the need for further study and final design.

In Fort Walton Beach, the primary improvement in the Needs Plan is the Hurlburt Field/Niceville By-Pass. The four-laned freeway should alleviate roadway congestion caused by northeast/southwest movements through and within the developed area between Santa Rosa County and Niceville.

Among other Needs Plan improvements included in the Fort Walton Beach area is the six-laning of US 98 from the Santa Rosa County line to the west leg of SR 85. The section of US 98 between the west leg of SR 85 to Santa Rosa Boulevard is designated as an eight-lane arterial.



There has been considerable opposition to the widening of US 98 in the cities of Mary Esther and Fort Walton Beach. Both cities have adopted resolutions stating opposition to the widening. The six and eight lane sections in the Needs Plan are intended to show a capacity need only. The actual number of lanes and roadway configuration will be determined by further study and coordination with the cities of Fort Walton Beach and Mary Esther.

In Niceville, the primary Needs Plan improvement is also the by-pass. This facility aids east/west travel by connecting SR 85 and SR 20 around Niceville. The four-lane freeway section also continues across Choctawhatchee Bay to US 98 near Destin. Other improvements include the six-laning of SR 85 between Government Avenue and SR 85N and the four-laning of College Boulevard between SR 85 and SR 285. SR 20 is also four-laned from the west approach of Rocky Bayou Bridge to the Walton County line.

The main Needs Plan improvement in Destin is a facility named Azalea Trail that parallels US 98. The four-lane roadway follows the existing alignment of Azalea Drive, with an extended alignment to Indian Bayou Trail and then to the intersection of Mid Bay Bridge Road and US 98. A six-lane freeway to aid tourist traffic in the summer months also extends along US 98 from Airport Road to the Walton County line.

Needs Plan improvements in South Walton County include widening of US 98. The six-lane freeway continues from the Okaloosa County line to Old US 98, where it converts to a four-lane freeway extending to CR 395. East of CR 395, a four-lane arterial extends to the Bay County line. Additionally, US 331 is four-laned to Interstate 10 and SR 20 is four laned from the Okaloosa County line to US 331 South.

Crestview has two Needs Plan projects. They include a newly aligned four-lane arterial that connects SR 85 to Airport road and the four-laning of SR 85 from Airport Road to the Alabama State line.

Construction and right-of-way costs were estimated for the Adopted Needs Plan projects.

The total cost for all projects was estimated to be \$426.76 million.

#### COST FEASIBLE PLAN DEVELOPMENT

During Needs Plan development, the limitation of funding was not a consideration. However, development of the Cost Feasible Plan must consider the amount of funding available for improvement projects through the 2015 horizon year. Therefore, the Cost Feasible Plan matches the highest priority needs with anticipated future funding levels.

To maximize the benefits from limited funding, Cost Feasible projects were timed or *staged*. Staging allows counties to obtain incremental benefits from collected revenue rather than waiting until the horizon year before improvements are constructed. A revenue projection completed for this Plan Update estimates \$20.0 million will be available for Stage 1 (present to year 2000) and \$37.5 million will be available for Stage 2 (2000 to 2015). The estimated cost for all projects in the Adopted Needs Plan is \$426.76 million, meaning improvement costs exceed existing revenue by approximately \$369 million. This equates to a 15% funding of the Adopted Needs Plan.

As a part of the revenue projection process, additional sources of revenue were also investigated. Options for enhanced funding include expansion of the Local Option Gas Tax, the Ninth Cent Gas Tax, impact fees, a local government infrastructure surtax and other sources. If all possible enhanced funding were available, the Adopted Needs Plan could be 54% funded through the year 2015. To bridge the gap between available revenue and total needs costs, the CAC recommended that the MPO request local governments to adopt additional revenue sources.

Cost Feasible Plan projects were selected from among the Adopted Needs Plan projects based upon cost, funding availability, MPO priorities, capacity improvement benefits, citizen support and buildability. They represent a consensus of the improvement projects desired in the Fort Walton Beach Urbanized Area.

Cost Feasible projects in the Fort Walton Beach area include an interchange at US 98 and Santa Rosa Boulevard and a northbound fly-over on SR 85 at SR 123. These projects are designated for Stage 2 of the Cost Feasible Plan. The interchange will provide some relief of congestion on the east approach of the Brooks Bridge and the fly-over will eliminate current operational deficiencies and safety concerns at the SR 85/123 intersection.

Cost Feasible projects in Niceville include the four-laning of SR 20 from the west approach of Rocky Bayou Bridge to White Point Road in Stage 1 and the six-laning of SR 85 from Government Boulevard to SR 85N in Stage 2. These improvements were recommended to provide for anticipated growth along the SR 20 corridor south of Rocky Bayou as well as to accommodate traffic carried by the Mid Bay Bridge. Improvement of the Mid Bay Bridge and approach roads to a four lane freeway is included in the Cost Feasible Plan as a toll funded project from US 98 to SR 20.

There is one Cost Feasible improvement recommended for the Destin area in Stage 1. The Azalea Trail corridor will ease congestion occurring in this corridor by diverting traffic off US 98.

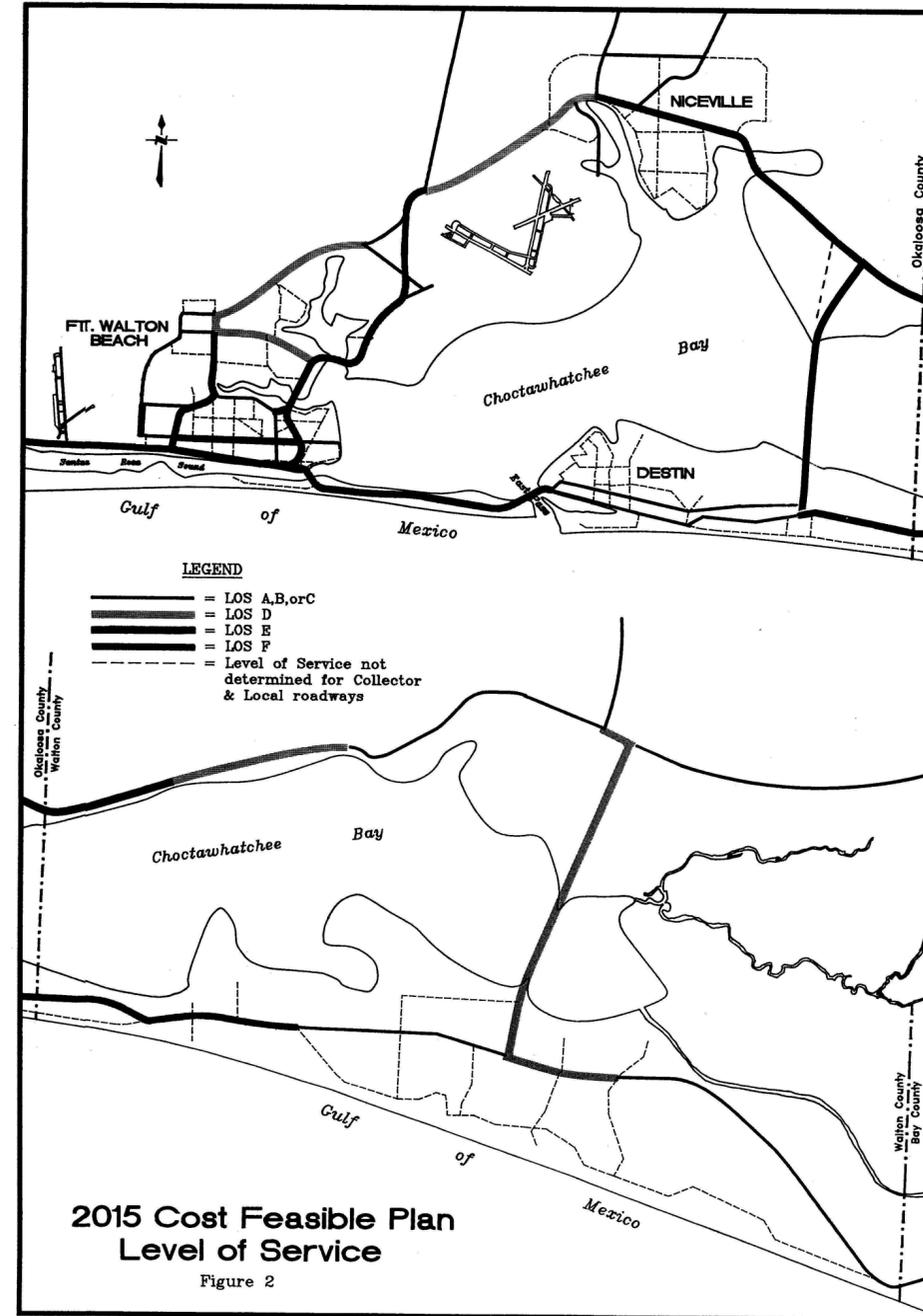
The Adopted Needs Plan designates US 98 be improved to a freeway facility for most of its length in Walton County. However, due to the expensive nature of freeway facilities, a less expensive improvement plan was developed for consideration in the Cost Feasible Plan. This plan, the Arterial Phased Development of US 98 in Walton County, provides capacity benefits that would otherwise not be obtained prior to the Needs Plan Freeway Development.

Cost Feasible improvements in the southern portion of Walton County are part of the Arterial Phased Development and include the four-laning of US 98 from CR 187 to US 331. This widening will be completed in two stages. The section between CR 187 and CR 30A will be constructed in Stage 1 and the remaining portion will be constructed in Stage 2. The four lane facility will provide added capacity for anticipated growth in this section of the county.

There are no Cost Feasible Plan Projects identified in Crestview.

Figure 2 depicts the level of service for year 2015 traffic on the Cost Feasible network. LOS in Crestview is not shown since all roadways were calculated to be LOS C or better.

The staged Cost Feasible Plan was presented at a public hearing on November 11, 1993. The MPO adopted the 2015 Cost Feasible Plan on November 18, 1993 after consideration of public hearing response. A portion of this response included resolutions from the cities of Mary Esther and Fort Walton Beach opposing the widening of US 98 and a resolution from the Niceville-Valparaiso Chamber of Commerce encouraging SR 20 improvements.

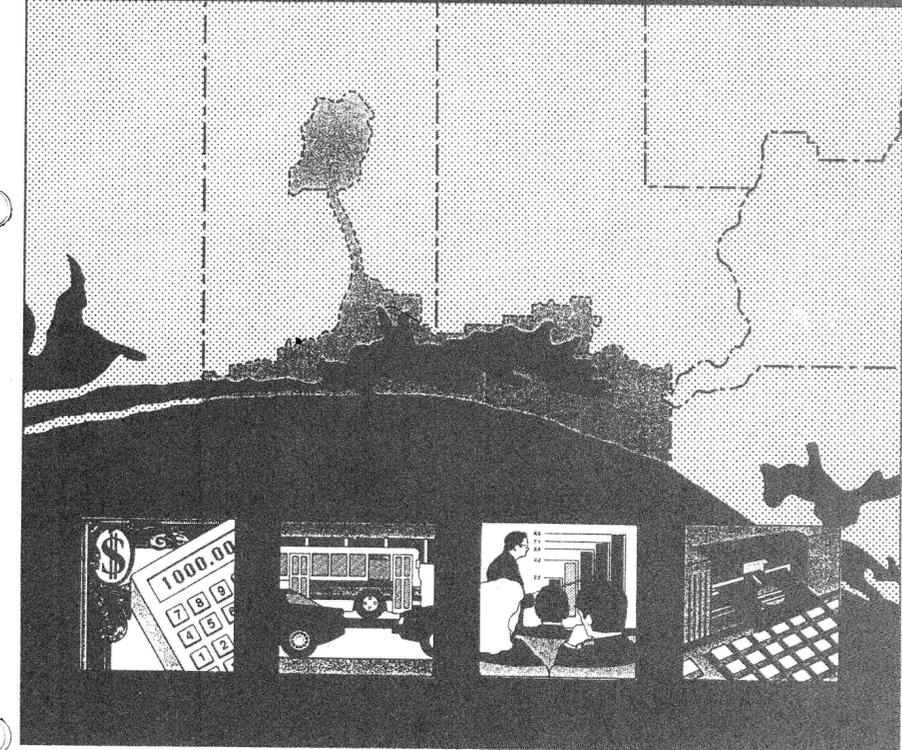


#### Summary Report

# Fort Walton Beach Urbanized Area Transportation Study

2015 Plan Update

Prepared for the Fort Walton Beach Urbanized Area Metropolitan Planning Organization



RECEIVED  
4/18/94 HB

April 15, 1994

Cinco Bayou Council:

I am sending you this letter as a concerned resident of Cinco Bayou. I am appalled to think that you would allow an eyesore such as the overflowing dumpster behind the carpet company on Eglin Parkway to go uncorrected for such a long period of time. There must be something you can do about this and I would hope that it will be soon.

Since our town is so small an area, it seems to me that our major objective would be to make that small area into a showcase. But this dumpster along with the vehicle graveyard south of Irwin Avenue and east of Beal, is disgraceful. Why did we spend so much money on getting ordinances and compliance procedures in place when we never force any businesses to comply?

I am beginning to think we would be better served if we were a part of Fort Walton Beach.

Sincerely,

*Mrs. George Horvath*

Mrs. George Horvath  
250 Kidd Street  
Ft. Walton Beach, FL 32548

**DISABLED AMERICAN VETERANS  
PLAYGROUND CHAPTER 72, INC.**

P.O. BOX 2275  
FT. WALTON BEACH, FL 32549  
TELEPHONE: (904) 862-9215



RECEIVED  
4/28/94  
183

26 April 1994

Honorable Mayor of Cinco Bayou  
10 Yacht Club Drive  
Fort Walton Beach FL 32548-4436

Dear Sir/Madam:

The Disabled American Veterans, Playground Chapter 72, will host the annual Memorial Day ceremonies at Beal Memorial Cemetery on Monday, 30 May 1994.

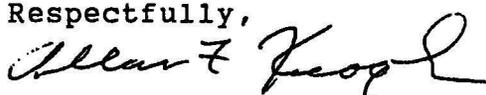
We cordially extend to you, your organization, and families an invitation to participate with us in these ceremonies honoring all veterans who have unselfishly given themselves in service to our great nation.

In order that appropriate homage be paid to the deceased veterans who were members of your organization, we respectfully request that, at your earliest convenience, you forward to us a "ROLL CALL" listing the names of those veterans who have expired since Veterans Day 1993, our last ceremony. It will be appreciated, for the sake of convenience and accuracy, to have our cut-off date of the deceased to be 15 days before the ceremony takes place.

As in the past, it is customary at these ceremonies for the organization to place a floral wreath at the memorial. If your organization desires to participate in this function, please indicate accordingly. It should be noted that the persons designated by you to place the wreath should be in place no later than 10:45 a.m. All others should arrive prior to 11:00 a.m.

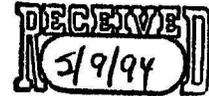
In order to establish our agenda and listing of participating persons and organizations, please return the attached form no later than 15 May 1994 to indicate your desires and intentions.

Respectfully,

  
Allan F. Keogh  
Commander

Telephone: 862-9215  
\*RSVP

*Motto: 'If I cannot speak good of my comrade. I will not speak ill of him.'*



## FLORIDA LEAGUE OF CITIES, INC.

### Memorandum

TO: City Managers/Clerks  
Local and Regional League Representatives

FROM: Priscilla Dawson, Art & Advertising Manager *P. Dawson*

DATE: May 5, 1994

We are pleased to announce that the 68th Annual Convention of the Florida League of Cities will be held August 25, 26 and 27, 1994 at the Buena Vista Palace in Lake Buena Vista, Florida.

As in previous years, we are extending to all Florida cities and local/regional leagues an invitation to advertise in the 100-page-plus special convention issue of *Quality Cities*. This offers an excellent opportunity to extend best wishes for a successful convention to our host, the City of Lake Buena Vista. Advertising space reservations should be made by June 3, 1994 and final advertising copy needs to be in the League office no later than June 8, 1994.

For your information, we are enclosing a sample copy of ad sizes and costs. Also, we have attached a form that must be signed and returned for ad placement. If your city placed an ad in the 1993 convention magazine, you should also receive a tear sheet showing that ad, so that you can use it in developing this year's ad. When developing your ad, please notice how much more attractive the ads can be when we include the city's logo or some artwork. Call us if you have questions about what kind of artwork will look good in your ad or if you want to send us your ad on computer disk.

We look forward to your continued cooperation and support in our efforts to make this convention the best ever.

Enclosures

## AD SIZES

**1 page — \$477.00**

width 7-1/8" x height 10"

**2/3 page — \$368.00**

width 4-3/4" x height 10"

**1/2 page — \$282.00**

width 7-1/8" x height 4-7/8"

**1/3 page — \$213.00**

width 2-3/8" x height 9-3/8"

**1/4 page — \$190.00**

width 4-3/4" x height 3-5/8"

**1/8 page — \$104.00**

width 2-3/8" x height 3-5/8"

2/3 Page

1/3 Page