

APPENDIX C.3: TRANSPORTATION CONCURRENCY MANAGEMENT SYSTEM METHODOLOGY AND PROCEDURES*

***Editor's note:** Ord. No. 2007-10, § 1, adopted July 10, 2007, amended App. C, App. C.3 in its entirety to read as herein set out. Former App. C.3, §§ 1--16, attachments A--E, pertained to similar subject matter, and derived from Ord. No. 2006-02, § 1, adopted Feb. 14, 2006.

1. PURPOSE AND INTENT.

In maintaining the Walton County Transportation Concurrency Management System, the purpose of a Transportation Concurrency Analysis is to identify the potential impacts of new development on the Walton County maintained transportation system and to provide information allowing a concurrency determination to be made on each roadway segment in the Transportation Concurrency Network. A complete Transportation Concurrency Analysis will identify proposed project development traffic volumes on each impacted roadway segment in the study area, identify whether the adopted Level of Service (LOS) standard is maintained on those segments, include link and intersection analyses and recommend potential mitigation solutions for those segments and intersections on which the adopted Level of Service standard is not maintained. Consistent with Section 3.00.01 of the Walton County Land Development Code, the intent of this document is to establish an equitable and consistent methodology, identifying the procedures and requirements for submitting a Transportation Concurrency Analysis in Walton County measuring the potential impact of a development upon the adopted minimum acceptable LOS (LOS standard) for concurrency roadway facilities as provided in the Walton County Comprehensive Plan.

2. APPLICABILITY.

A. *General.* The methodology for a Transportation Concurrency Analysis contained in this document shall apply to all Development Orders in unincorporated Walton County. For all proposed land development projects in unincorporated Walton County, it will be the responsibility of the Applicant to demonstrate to the County (consistent with Section 3.01.04, Walton County Land Development Code) that:

1. The adopted level of service (LOS) standard on roadways in the Transportation Concurrency Network, within the study area, will be maintained without mitigation, or
2. The adopted level of service (LOS) standard on roadways in the Transportation Concurrency Network, within the study area, will be maintained with a specified mitigation plan, consistent with Section 3.03.04, Walton County Land Development Code and Section 14 of this document.

B. *Multi-Phase Land Development Projects.*

1. *First Application.* A Transportation Concurrency Analysis for a multi-phase land development project shall be submitted in conjunction with the first application for a concurrency determination for the project and shall include analysis for all future development phases. A Transportation Concurrency Analysis shall remain valid and in effect in accordance with Section 3.01.03, Walton County Land Development Code.

2. *Subsequent Applications.* Subsequent development phases seeking a concurrency determination shall be required to update a Transportation Concurrency Analysis with current data.

3. *Amended Applications.* Amendments to single-phase or multi-phase approved Development Orders, which do not increase the net PM peak hour trips (entering or exiting) on any roadway segment in the Transportation Concurrency Network or intersection shall not be subject to the methodology and procedures of this document. For the purposes of this determination, the trip generation rates, internal capture and pass-by rates (if applicable) shall be updated to the current standard for both the approved and proposed land uses. If an increase in net external PM peak hour trips (entering or exiting) is calculated, then the net new external project trips shall be subject to additional transportation concurrency impacts. All amended applications subject to new transportation concurrency review shall be required to submit roadway segment capacity and intersection analyses prescribed under Sections 11 and 12 of this document, respectively.

4. *Expiration of Certificate of Concurrency.* If a Certificate of Concurrency has expired in accordance with Section 3.01.03, Walton County Land Development Code, then any subsequent applications for a development approval will be subject to transportation concurrency review.

5. *Aggregation.* Properties near and adjacent to the submitted application owned by the same property owner or owner(s) shall be reviewed for Aggregation. Rules for Aggregation are defined in the Florida Statutes and Florida Administrative Code as referenced in Section 16 of this document.

C. *Redevelopment Projects.* To encourage infill and redevelopment, proposed land development projects that are the subject of a redevelopment shall be exempt from transportation concurrency review for up to 110 percent of the traffic impact generated by the immediately preceding existing development. This exemption shall be limited to 100 percent if the proposed development has direct access to a Hurricane Evacuation Route or a backlogged or constrained roadway as identified in the County's Transportation Concurrency Management System. To qualify as a redevelopment project, the immediately preceding existing development must have been active, operational, or occupied within 12 months prior to the filing for a concurrency review for this provision to apply. Active, operational, or occupied status shall be based on at least one of the following criteria:

1. A valid, unexpired Certificate of Occupancy for the premises;
2. Maintained utility connections and/or service;
3. Active or continued marketing of the property;

4. Ongoing legal proceedings related to the subject property (i.e. change of ownership, foreclosures, bankruptcies, land use amendments, etc.) or

5. The Owner/Applicant is granted an extension by the Board of Adjustments on appeal pursuant to Section 10.01.02 of the Walton County Land Development Code.

D. *Vested Rights*. Notwithstanding the provisions of this document to the contrary, the requirements of this document shall not apply in any manner to impair vested rights established pursuant to Florida law, to the extent that any land development project, or portion thereof, is vested against the requirements of this document.

E. *Inter-Local Agreements*. A municipality may, with the consent of the Walton County Board of County Commissioners, enter into an inter-local agreement with the Board whereby the municipality, by a concurrency management ordinance, implements the methodologies and procedures in this document in the land development approval process. The agreement and ordinance shall ensure that all development is subject to the methodologies and procedures in this document, and that data is forwarded to the Walton County Planning and Development Division for capacity management and review consistent with this document.

Pursuant to Chapter 163.3180(10), F.S., "in establishing adequate level-of-service standards for any arterial roads, or collector roads as appropriate, which traverse multiple jurisdictions, local governments shall consider compatibility with the roadway facility's adopted level-of-service standards in adjacent jurisdictions. Each local government within a county shall use a professionally accepted methodology for measuring impacts on transportation facilities for the purposes of implementing its concurrency management system. Counties are encouraged to coordinate with adjacent counties, and local governments within a county are encouraged to coordinate, for the purpose of using common methodologies for measuring impacts on transportation facilities for the purpose of implementing their concurrency management systems."

3. LEVEL OF SERVICE (LOS) STANDARDS.

A. The Level of Service standards used for a transportation concurrency determination shall be consistent with the Transportation Element of the Walton County Comprehensive Plan.

B. Pursuant to Ch. 163.3180(10), F.S., for those urbanized areas not meeting the criteria of Chapter 334.03(36), F.S., facilities on the Florida Intrastate Highway System (FIHS), local governments shall adopt the Level of Service standard established by the Florida Department of Transportation (FDOT) by rule. For all other roads on the State Highway System, local governments shall establish an adequate Level of Service standard that need not be consistent with any Level of Service standard established by the FDOT.

C. When two (2), or more, roadways with differing classification or adopted level of service (LOS) standards intersect and an intersection analysis is required, the lower LOS standard shall govern the intersection, unless one of the roadways is

on the Florida Intrastate Highway System (FIHS), in which case the FIHS standard shall prevail.

4. PLANNED AND PROGRAMMED IMPROVEMENTS.

Planned and programmed improvements to be included in the Walton County Transportation Concurrency Network shall be based on criteria contained in Section 3.03.03C of the Walton County Land Development Code.

5. TRANSPORTATION CONCURRENCY DATABASE MANAGEMENT AND AVAILABLE COUNTY DATA AND INFORMATION.

The County shall be the custodian of data used to maintain and update the Transportation Concurrency Management System. These types of data are described below.

A. *Transportation Concurrency Network Traffic Count Data.* For each roadway segment in the Transportation Concurrency Network, the County shall maintain and update, on an annual basis, the directional traffic volume data to be used as a baseline (peak season peak hour and peak directional traffic) for transportation concurrency determinations.

The locations of the traffic count stations will include all temporary (portable) and permanent stations maintained and operated by the Florida Department of Transportation (FDOT) as well as any supplemental locations maintained by the County that are not included in FDOT's count program. A list of the traffic monitoring locations is contained in Attachment A (this list may be updated by the County as necessary).

An Applicant may be required to supplement the County's traffic count data where needed or for locations where data is not currently available.

B. *Transportation Concurrency Management System Database.* For each roadway segment in the Transportation Concurrency Network, the County shall monitor, maintain and update, on a continual basis, a database of the countywide transportation concurrency conditions and shall include at a minimum:

1. District location identification (1--5).
2. Segment identification number.
3. FDOT or Walton County count station number.
4. Roadway names identified by local name as well as any enumerated federal, state, or county road designations.
5. Uniform roadway sections.
6. Roadway segment termini within each roadway section.
7. Identification of the PM peak direction (derived from the annual traffic counts, as a result of the peak direction being subject to change from one count year to the next).
8. Directional traffic information.
9. Adopted Level of Service standard.
10. PM peak hour directional service volume ("capacity") at the adopted Level of Service standard.
11. One percent de minimis threshold.

12. Current year PM peak hour traffic volume (for each direction). These counts incorporate a peak seasonal adjustment factor unless the count was otherwise obtained during the peak season period.
13. Date of traffic count (month/day/year).
14. Average Annual Daily Traffic (AADT).
15. Annual Growth Rate (based on the most recent five-year period of historical AADT).
16. PM peak hour vested demand and concurrency approved committed demand as defined in Section 6.B.2.e(3) of this document. Only concurrency-approved traffic shall count against the available capacity.
17. Percent of the maximum service volume (at the adopted Level of Service) utilized based on existing and committed (concurrency approved) demand.
18. PM peak hour (directional) project traffic (as defined in Section 6.B.2.e(4) of this document).
19. PM peak hour (directional) total future demand which is the estimated demand on a roadway segment in the Transportation Concurrency Network that is attributable to existing demand plus the committed demand from approved, but unbuilt, concurrency approved development projects.
20. PM peak hour available capacity for each roadway segment in the Transportation Concurrency Network.
21. Roadway area type.
22. Roadway functional classification.
23. Segment length (in feet).
24. Scheduled improvements within three (3) years affecting capacity.
25. Type of construction and fiscal year of scheduled construction of improvement.

Attachment B identifies the roadway segmentation structure of the Transportation Concurrency Management Database. The roadways included in the Transportation Concurrency Network and the data contained in the Transportation Concurrency Management Database may be updated by County staff as necessary.

C. Transportation Concurrency Management Database Maintenance.

1. In coordination with the Walton County Public Works Department, Okaloosa-Walton Transportation Planning Organization (TPO), and the Florida Department of Transportation, the Planning and Development Services staff will provide maintenance and continual updates to the Transportation Concurrency Management Database with timely information received regarding changes to the Transportation Concurrency Network affecting capacity. This information may include, but are not limited to:
 - a. New PM peak hour traffic volume counts or turning movement counts
 - b. Changes in the schedule for programmed improvements
 - c. Changes in signal timings and phasing
 - d. Any other actions affecting roadway capacity and traffic circulation on the Transportation Concurrency Network.

2. In response to information provided under Section 5.B, the Transportation Concurrency Manager will update the Transportation Concurrency Management Database to account for any changes to the available capacity.
 3. In approval of a concurrency application and issuance of a certificate of concurrency, the Transportation Concurrency Manager will incorporate changes by adding to the committed demand on affected roadway segments in the Transportation Concurrency Network database.
 4. The Transportation Concurrency Manager will, as needed, incorporate any changes by subtracting trips from the committed demand due to the buildout of vested or concurrency approved projects. In addition, the Transportation Concurrency Manager will, as needed, incorporate any changes in demand due to the withdrawal of a concurrency project or expiration of a certificate of concurrency in accordance with Chapter 3.01.03 of the Land Development Code.
- D. *Transportation Concurrency Review Files.* The County shall maintain a file of approved transportation concurrency studies, which may be used, at the County's approval, as a reference for future transportation concurrency analyses.

6. HIERARCHY OF TRANSPORTATION CONCURRENCY REVIEW.

A. *De Minimis Developments.*

1. Pursuant to Ch. 163.3180(6), F.S., the impact of a single-family home on an existing lot of record, or the replacement of an existing dwelling unit when no additional dwelling units are created are exempt from any transportation concurrency requirement.
2. Developments generating less than five (5.0) trips during an average weekday PM peak hour will be considered to have a de minimis impact on the Transportation Concurrency Network. However, a PM peak hour trip distribution, consistent with Section 10 of this document, will be provided by the Applicant (or conducted by County staff) to adequately account for committed demand in Walton County Concurrency Management System. These external project trips will be assigned only to the directly accessed segment on the Transportation Concurrency Network. No further review of the transportation impacts of a de minimis development will be required and a final concurrency determination may be issued subject to other provisions contained elsewhere in the Walton County Land Development Code.

B. *Minor Transportation Concurrency Review.*

1. Proposed developments generating five (5.0) or more average weekday PM peak hour trips, but less than fifty (50.0) average weekday PM peak hour trips (5.0 to 49.9 average weekday PM peak hour trips), before internal capture and pass-by reduction is applied, will be required to submit a Minor Transportation Concurrency Analysis.
2. A Minor Transportation Concurrency Analysis will include the following:
 - a. A land use description (amount and type) of the project development plan including ITE Land Use Codes and number of units for each land use.

- b. A site plan and description of the location of the development including the number and location of access points and any proposed restricted movements (if applicable) associated with any access point.
- c. Consistent with Sections 9 of this document, an estimate of the number of PM peak hour trips generated including the number of new net external project trip ends that will impact the Transportation Concurrency Network after internal capture and pass-by reduction, if applicable, is applied.
- d. The impacts of PM peak hour net external project traffic (for both directions) shall be assigned to all roadway segments in the Transportation Concurrency Network (in accordance with Section 10 of this document) that are within a 0.5 mile driving radius of each access point of the proposed project. In the case of projects without direct access to a roadway segment in the Transportation Concurrency Network then project traffic is to be evaluated at the nearest segment or segments to the project's site accesspoints which are in the Transportation Concurrency System.
- e. In addition to the criteria in Section 6.B.2.d, The impacts of PM peak hour net external project traffic (for both directions) shall be assigned to all roadway segments, and one (1) segment beyond, in the Transportation Concurrency Network located outside the 0.5 mile driving radius on which project trips are equal to or greater than three percent (3.0%) of the maximum service volume at the adopted Level of Service standard or if project trips on the segment are greater than or equal to 75 directional trips, whichever is less.
- f. For each roadway segment in the study area, the peak hour/peak directional maximum service volume at the adopted level of service (LOS), the existing and committed PM peak hour directional traffic volume demand, and the estimated PM peak hour directional project traffic are defined as follows:
 - (1) *Maximum Service Volume.* The maximum hourly rate at which vehicles can be reasonably expected to traverse a point of uniform section of a roadway under prevailing roadway, traffic and control conditions while maintaining the adopted LOS standard.
 - (2) *Existing Traffic Demand.* The PM peak hour directional demand on a segment in the transportation concurrency network that is attributable to existing development and travel patterns and is established from annual traffic volume counts. These counts are adjusted to the peak season unless the counts are otherwise obtained during the peak season period.
 - (3) *Committed Traffic Demand.* The PM peak hour directional demand on a segment in the transportation concurrency network that is held in reserve and is expected to occur due to unbuilt, concurrency-approved or vested development projects.
 - (4) *Proposed Project Traffic Demand.* The PM peak hour directional demand on a segment in the transportation concurrency network that is estimated (consistent with procedures in Section 10 of this document) to occur due to a proposed development project under review for a transportation concurrency determination.

g. Identification of transportation infrastructure improvement(s) to mitigate the addition of proposed project traffic, which exceeds a roadway segment's available capacity.

h. If the proposed project under review does not directly access a segment on the Transportation Concurrency Network, then the impact of project traffic shall be evaluated on the roadway segments in the Transportation Concurrency Network to which project traffic is assigned relative to its adopted LOS.

Using the information as required by Section 2.A. of this document, a determination shall be made by the County whether or not the roadway facilities in the Transportation Concurrency Network are adequate to maintain the adopted level of service standard upon build-out of the proposed development.

3. If a Minor Transportation Concurrency Analysis submitted pursuant to Section 2.A.2 of this document determines that the LOS is projected to fall below the adopted standard on a given segment in the Transportation Concurrency Network, then the Applicant may:

a. Provide a more detailed evaluation of future roadway operating conditions, using a methodology approved by the County, to demonstrate that the LOS at the adopted standard will be maintained, or

b. Propose transportation improvements and/or mitigation strategies to restore the deficient roadway to the adopted level of service standard (consistent with Section 14 of this document).

c. Resubmit an application based on a reduction in the type and intensity of the proposed development plan.

4. Appeals related to determinations for a Minor Transportation Concurrency Review shall be made pursuant to the provisions set forth in Section 10.01.02, Walton County Land Development Code.

C. Comprehensive Transportation Concurrency Review.

1. Proposed developments generating fifty (50.0) or more average weekday PM peak hour trips, before internal capture and pass-by reduction is applied, will be required to submit a Comprehensive Transportation Concurrency Analysis.

2. The Applicant is required to attend a Pre-Application Meeting to discuss the traffic concurrency analysis requirements as it pertains to a proposed land development project prior to submittal for a concurrency determination review. Requirements for the Pre-Application Meeting pertaining to transportation concurrency review are detailed in Section 7 of this document.

3. A Comprehensive Transportation Concurrency Analysis must satisfy the following submission requirements to be reviewed for a transportation concurrency determination.

a. Five copies of the completed Comprehensive Transportation Concurrency Analysis must be submitted to the County at the time of a completed application for a concurrency determination.

b. The format of the Comprehensive Transportation Concurrency Analysis must contain the elements specified in Section 6.C.6 of this document.

c. A Comprehensive Transportation Concurrency Analysis must be prepared and submitted by an individual with responsible transportation engineering and/or transportation planning experience and must be either a Registered Professional

Engineer (PE) or certified through the American Institute of Certified Planners (AICP), acting as the designated representative of the Applicant.

4. The County shall determine if all required data has been submitted for a Comprehensive Transportation Concurrency Analysis is sufficient and acceptable.

5. Appeals related to determinations for a Comprehensive Transportation Concurrency Analysis shall be made pursuant to the provisions set forth in Section 10.01.02, Walton County Land Development Code.

6. To facilitate the transportation concurrency review process, an Applicant submitting a Comprehensive Transportation Concurrency Analysis will be required to provide the following elements outlined below. Specific information required in addressing these elements may be referenced in subsequent sections of this document.

a. *Letter of transmittal addressed to the Walton County Planning and Development Division.*

b. *Title page, table of contents, list of exhibits (including figures and maps) and list of tables.*

c. *Introduction and Executive Summary:*

(1) The introduction shall include a description of the location (including a general site location map), proposed development plan, current land uses (if proposal is a redevelopment), current and proposed zoning, phasing schedule and buildout year.

(2) The executive summary shall include a concise summary of the study purpose, conclusions, and recommendations. It shall not contain detailed technical information.

d. *Proposed Land Development Plan.* The proposed land uses shall be identified by land use type with the intensity expressed in units as follows as described in the Trip Characteristics table in Attachment C of this document. This information shall be submitted for each phase with the buildout year for each phase identified. In addition a map showing internal traffic circulation shall be provided for each phase.

e. *Study Area.* The methodology criteria for establishing the study area (area of influence) for determining the roadway segments in the Transportation Concurrency Network that shall be included in a Comprehensive Transportation Concurrency Analysis as identified in Section 8 of this document.

f. *Existing PM Peak Hour Traffic Volume Conditions.* An inventory of existing PM peak hour traffic volumes on all roadway segments in the Transportation Concurrency Network is maintained by the County. The information contained in this database for existing conditions, as well as data for committed project demand, shall be used as the base traffic conditions for all roadways segments identified in the study area.

g. *Estimate of Site-Generated Traffic.* A PM peak hour trip generation analysis shall be provided based on the criteria detailed in Section 9 of this document.

h. *Project Trip Distribution and Assignment* - The required information to be provided for project trip distribution and assignment is detailed in Section 10 of this document.

i. *Roadway Segment Analysis*. An evaluation of PM peak hour (directional) project traffic impacts shall be provided for each segment in the Transportation Concurrency Network determined to be within the project study area. Criteria for conducting the roadway segment analysis are specified in Section 11 of this document.

j. *Intersection Operations Analyses*. Based on criteria in Section 12 of this document, analyses will be provided (if applicable) addressing intersection level of service and safety issues. Based on the type of development proposed, additional time periods beyond the PM peak hour conditions may require analysis. Whether or not other time periods will need to be analyzed will be determined at the Pre-Application Meeting.

k. *Mitigation Plan (if applicable)*. For any roadway segment or intersection level of service deficiency identified in the Roadway Segment Analysis and/or the Traffic Operations Analyses, a mitigation plan shall be provided identifying the strategy(ies) for addressing each deficiency. Specific requirements for addressing mitigation are detailed in Section 14 of this document.

l. *Site Circulation and Access Management*. For each site access point onto a roadway in the Transportation Concurrency Network, in accordance with Section 15 of this document, an analysis shall be provided addressing turn lane requirements, minimum driveway throat length, applicable drive-thru facilities, and applicable traffic control devices.

m. *Appendices*. Based on the analyses required, the Applicant shall provide the following support data (where applicable):

- (1) Traffic count data:
 - (a) Turning movement counts.
 - (b) Traffic volume counts.
- (2) Intersection capacity analysis worksheets.
- (3) Arterial level of service (LOS) analysis worksheets.
- (4) FSUTMS model files.
- (5) Other applicable analysis worksheets.

7. PRE-APPLICATION MEETING (COMPREHENSIVE TRANSPORTATION CONCURRENCY ANALYSIS).

A. For a Comprehensive Transportation Concurrency Analysis, a Pre-Application Meeting between the County and the Applicant is required. One of the purposes of the mandatory Pre-Application Meeting is to provide guidance and direction to the Applicant concerning the conduct of a Comprehensive Transportation Concurrency Analysis. The Applicant shall initiate a request for a Pre-Application Meeting, and shall transmit a Methodology Statement for conducting the Transportation Concurrency Analysis to the County at least five working days prior to the meeting.

B. The assumptions agreed upon in the Methodology Statement shall be valid for a period of 90 calendar days from the date of the Pre-Application Meeting or the date the methodology statement is signed by both parties, whichever is later. If an application for a concurrency determination is not submitted to the County within the 90-day period established herein, the Applicant must obtain approval

from the County for the continued use of approved methodology statement, or revise assumptions as necessary with updated information specified by the County.

8. STUDY AREA (AREA OF INFLUENCE).

The following procedure will be used to determine the study area (area of influence) for a Transportation Concurrency Analysis.

A. The impacts of PM peak hour net external project traffic (for both directions) shall be assigned to all roadway segments in the Transportation Concurrency Network (in accordance with Section 10 of this document) that are within a 0.5 mile driving radius of each access point of the proposed project. In the case of projects without direct access to a roadway segment in the Transportation Concurrency Network then project traffic is to be evaluated at the nearest segment or segments to the project's site accesspoints which are in the Transportation Concurrency System.

B. In addition to the criteria in Section 8.A, the impacts of PM peak hour net external project traffic (for both directions) shall be assigned to all roadway segments in the Transportation Concurrency Network (in accordance with Section 10 of this document) located outside the 0.5 mile driving radius on which project trips are equal to or greater than three percent of the maximum service volume at the adopted Level of Service standard or if project trips on the segment are greater than or equal to 75 directional trips, whichever is less.

C. The study area shall cover one segment beyond the criteria listed in Sections 8.(A, B) to show that the criteria in Section 8.B are satisfied but will not be subject to mitigation.

D. For any additional roadway segments in the Transportation Concurrency Network, extending up to two miles outside the study area limits that are currently operating at (or above) 90 percent of the maximum service volume at the adopted Level of Service standard and are projected to bear project trips, the estimated project traffic shall be reported for the purposes of accounting for committed demand, but shall not be subject to mitigation.

E. On a case-by-case basis, some additional impacted segments (or intersections) over and above those required by the criteria set forth in Sections 8.(A--C), may be added to the study area when, as determined by the County, if determined to be in the best interest of Walton County to do so to maintain the adopted Level of Service standards on the Transportation Concurrency Network. These additional impacted segments shall be identified during the Pre-Application Meeting.

F. Projects with a phased land development plan shall be required to perform a Transportation Concurrency Analysis assessing the impacts of the phase(s) seeking a Certificate of Concurrency as well as a separate analysis of cumulative impacts of the total planned buildout of the project. The purpose for analyzing the total buildout plan is to provide an assessment of the systemwide transportation improvement needs due to the proposed development's impact. The analysis of the total buildout plan shall not, however, serve as a basis for a determination of transportation concurrency or for issuance of a Certificate of Concurrency of the

phase(s) seeking a Certificate of Concurrency. The methodology for establishing the study area of a phased land development project shall be based on the following:

1. The Study Area (Area of Influence) for total buildout of the proposed development plan shall be determined by the extent of all impacted segments for the total project, including subsequent planned phases and previous phases which have received a Certificate of Concurrency or have been otherwise approved.

For any phase(s) of the a project seeking a Certificate of Concurrency, a transportation concurrency evaluation will be performed and reviewed based on the Study Area (Area of Influence) using the criteria contained in Section 8 herein to account for the phase(s) seeking the Certificate of Concurrency and the cumulative effect of development previously approved within the project for which a Certificate of Concurrency has been issued subsequent to May 1, 1991 (the date of adoption of the first Walton Co. Concurrency Ordinance).

2. Proposed land development projects that are an expansion of, or an addition to, an existing land development project constructed or permitted prior to May 1, 1991, will be analyzed based upon the impacts of incremental change in the overall development plan.

3. Proposed land development projects that are an expansion of, or an addition to, an existing land development project constructed or permitted subsequent to May 1, 1991, will be analyzed based upon the cumulative impact of all concurrency-approved development subsequent to May 1, 1991.

9. CALCULATING TRIP GENERATION.

A. *[Specification.]* Each Transportation Concurrency Analysis shall specify all land uses (including units and intensities) with the applicable ITE Land Use Code.

B. *[Sources.]* County approved sources for trip generation average rates (and/or fitted-curve equations) for each land use category identified under Section 9.A above are as follows:

1. Trip generation average rates or fitted-curve equations provided in the most recent version of ITE's Trip Generation.

- a. To determine whether the average rate or fitted-curve equation should be applied, the Applicant shall refer to Attachment C or follow the guidelines provided in the most recent version of ITE's Trip Generation Handbook (Section 3.4).

- b. The County shall make the final determination as to whether the average rate or fitted-curve equation should be applied.

- c. The applicability of an ITE average rate or fitted-curve equation for a specified land use is subject to approval by the County.

- d. The independent variable to be used in a trip generation calculation for a given land use is identified in Attachment C.

- e. Data and information contained in Attachment C, may be subject to amendment and update as necessary, by County staff. The latest version of Attachment C may be made available upon request.

2. A trip generation rate from a previously approved transportation concurrency analysis (or trip generation study) conducted within Walton County for a similar land use upon approval by the County's current Concurrency Manager.
 3. A trip generation rate derived from a site-specific trip generation study, conducted by the Applicant (and approved by the County), for the same (or similar) type of proposed land use(s).
 - a. Any site-specific trip generation study conducted for a transportation concurrency determination or a traffic operations analysis shall be conducted in accordance with the guidelines provided in the most recent version of ITE's *Trip Generation Handbook* (Chapter 4). The methodology to be used must be reviewed and approved by the County.
 - b. All data and analysis for a trip generation study shall be subject to review and acceptance by the County. This review will be based on currently accepted traffic engineering principles.
- C. *Internal Capture for Mixed-Use (or Multi-Use) Sites.* A mixed-use (or multi-use) project development is considered to consist of two or more land use classifications between which project-related trips can be made without using the external roadway network. These "internally captured" project trips can be made entirely on an internal street network (or pathway system) without using public roadways that are external to the site. The guidelines for applying internal capture are as follows:
1. Internal capture may only be applied after the total site trip generation has been calculated for all proposed land uses in the development plan. Internal capture shall be estimated as a percentage of the total number trips estimated for a site.
 2. A separate internal capture analysis shall be provided for each cumulative phase of development seeking a concurrency determination. The format of the analysis shall consist of a table, matrix, or diagram and shall clearly show that the internally captured trips balance among all proposed land uses.
 3. Acceptable sources for internal capture rates for each land use are identified below:
 - a. The unconstrained internal capture rates for trip origins and trip destinations (for the PM peak hour of the adjacent street traffic) as reported in the most recent version of ITE's *Trip Generation Handbook* (Chapter 7, Multi-Use Development). These internal capture rates are based on data collected at a limited number of multi-use sites in Florida.
 - b. Internal capture rate(s) for paired land uses from a previously approved transportation concurrency analysis (or other traffic impact study) in Walton County for a similar land use pairing upon approval by the County's current Concurrency Manager. If specific data and analysis on internal capture rates by paired land uses can be obtained on a local level, the local data may be given preference to other sources.
 - c. Local data on internal capture rates for paired land uses may be collected and analyzed using guidelines provided in the most recent version of ITE's *Trip Generation Handbook* (Chapter 7.7, Data Collection at Multi-Use Developments),

or another methodology based on currently accepted traffic engineering principals and as approved by the County.

d. If an Applicant proposes to use internal capture rates that are derived from methods or means other than those identified in Section 9.C.3(a--c), then justification must be provided, and will be subject to approval by the County at the Pre-Application Meeting.

e. All internal capture data and analysis will be subject to review and acceptance by the County.

4. The evaluation of internal capture shall be subject to, but not limited to, the following guiding principals:

a. In accordance with limits generally accepted by the Florida Department of Transportation, internal capture rates exceeding 20 percent are considered to be very high. For any Transportation Concurrency Analysis that incorporates trip reduction due to internal capture, justification must be provided for the rate (or rates) used for each cumulative phase of development. Proposed internal capture rates that exceed 20 percent must be justified by empirical data obtained in accordance with Section 9.C.3(c, d) of this document.

b. All calculated internally captured trips, shall be subtracted from the total trip generation before any applicable pass-by trip reductions are applied (guidelines for pass-by reductions are contained in Section 9.D of this document).

c. The internal roadway network must be in place to support the internal capture rate(s).

d. Project trips that cross or use public roads are not to be considered as internally captured trips.

e. Mixed-use (multi-use) developments should be constructed to optimize internal capture at each phase of buildout.

f. Residential land uses and employment centers should be compatible (income sensitive) for internal capture to be considered.

g. Residential uses (single-family, multi-family, etc.) should be analyzed for trip generation separately, but should be combined for the purposes of estimating internal capture.

h. A shopping center is considered to be a single land use for the purposes of trip generation. The established rates and equations for shopping centers account for the "mixed-use (multi-use)" nature of the land use. No internal capture may be applied to a stand-alone shopping center.

i. Internal capture and shopping center outparcels:

(1) If an outparcel has direct access to the adjacent street, then it may be analyzed separately and internal capture allowed between it and the rest of the shopping center.

(2) If an outparcel's only access is from a shopping center's driveway (no direct access to the adjacent street), then it should be evaluated as a part of the shopping center's total size and intensity and no internal capture applied.

D. *Pass-By Traffic (Percent New Trips)*. As defined by ITE, pass-by trips are trips made as intermediate stops on the way from an origin to a primary destination. Pass-by trips are attracted from traffic passing on an adjacent street that has direct access to the generator. These trips do not require a diversion

from another roadway and do not represent new trips added to the system. The guidelines for applying pass-by reduction are as follows:

1. Pass-by trips are drawn from the passing traffic stream, but are always included in the site driveway movements for traffic operations analyses.
2. Typically, credit for pass-by is only allowed for commercial and retail-oriented land uses.
3. Pass-by reduction is only applicable to trips that enter or exit a site from the external roadway network. Pass-by calculations are applied toward the external trip generation after any reductions to the total trip generation have been made due to internal capture.
4. For an analysis of pass-by trips, the Applicant shall provide the following:
 - a. A calculation of the number of new trips and pass-by trips for the site. The sum of these should be equal to the external project trips (after internal capture has been subtracted from the total trip generation).
 - b. An assignment of pass-by trips to the roadway network in proportion to the directional volumes of the adjacent street.
 - c. A map (or diagram) illustrating the distribution and assignment of pass-by trips to the adjacent street network.
5. Acceptable sources for pass-by rates are identified below:
 - a. ITE's Trip Generation Handbook (most recent version) provides average pass-by trip percentages for several common commercial and retail-oriented land uses.
 - b. Attachment C provides data that has been referenced historically for traffic impact studies in Walton County. The data provided in Attachment C as "new trip" percentages are based on the following sources: Tindall-Oliver Trip Generation Study, 1989, USDOT, "Personal Travel in the U.S.," 1986, and ITE's *Trip Generation Handbook*, 2004.
 - c. Pass-by percentages previously approved by the County for a similar land use category or another published study as approved by the County's current Concurrency Manager.
 - d. A site-specific origin/destination survey of an identical or similar land use. The proposed survey site, methodology, and survey results shall be subject to review and approval by the County.
6. Based on FDOT recommended procedures, the number of pass-by trips should not exceed ten percent of the adjacent street traffic during the peak hour or 25 percent of the project's external trip generating potential.

10. PROJECT TRAFFIC DISTRIBUTION AND ASSIGNMENT.

- A. For the purpose of a Transportation Concurrency Analysis, project traffic will be distributed and assigned only to roadways that are identified and monitored in the Walton County Transportation Concurrency Network.
- B. The Applicant shall provide the PM peak hour project trip distribution and assignment for both the peak and non-peak directions. In providing this information, the analysis shall include:
 1. By means of a map or diagram, identification of all vehicular site access points, including indication of permitted and restricted turning movements into

and out of the proposed project development. This shall include information regarding any existing or proposed median breaks (if applicable) that would facilitate access to the site.

2. For proposed project developments with more than one access point, a copy of the proposed site plan shall be provided which clearly illustrates the location, configuration and number of existing and/or proposed parking areas (if applicable).

3. In accordance with Section 8 of this document, the applicant shall provide in tabular and map format:

a. The impacts of PM peak hour net external project traffic (for both directions) shall be assigned to all roadway segments in the Transportation Concurrency Network that are within a 0.5 mile driving radius of each access point of the proposed project. In the case of projects without direct access to a roadway segment in the Transportation Concurrency Network then project traffic is to be evaluated at the nearest segment or segments to the project's site access points which are in the Transportation Concurrency System.

b. The impacts of PM peak hour net external project traffic (for both directions) shall be assigned to all roadway segments, and one segment beyond, in the Transportation Concurrency Network located outside the 0.5 mile driving radius on which project trips are equal to or greater than three percent of the maximum service volume at the adopted Level of Service standard or if project trips on the segment are greater than or equal to 75 directional trips, whichever is less.

c. The impacts of PM peak hour net external project traffic (for both directions) shall be assigned to all roadway segments in the Transportation Concurrency Network that meet the criteria of Section 8.C--E of this document, as applicable.

4. For project trips distributed onto a segment, the project volume representing the highest point loading shall be measured against the available capacity to assess the project impacts to that segment. Attachment D provides an illustration of project trip distribution.

5. The table provided in accordance with Section 10.B.3(a--c) shall be formatted to identify separately the impact of each major land use category, as well as the cumulative project impact, on each study area segment in the Transportation Concurrency Network.

6. A separate map for each proposed major land use category shall be provided illustrating each land use's trip distribution for each proposed major land use category. In addition, a map shall be provided showing the cumulative project trip distribution.

7. The assignment should clearly show the specific roadways or driveways onto which project trips are assigned. All trip attenuation (mid-segment reductions) must be clearly shown and explained.

8. An electronic copy of the trip distribution and assignment table shall be provided in a format requested by the County and suitable for review.

C. The distribution and assignment of project traffic to roadway segments in the Transportation Concurrency Network shall be made in accordance with accepted traffic engineering and transportation planning principles using one of the following, or a combination thereof, as approved by the County:

1. Manual Distribution Methods.

a. *Analogy Method.* Bases trip distribution on existing data collected at sites that are similar to the subject development. Such data are usually derived from traffic volume counts and turning movement counts.

b. *Origin-Destination Studies.* Applicable when both the origin and destination can be determined clearly.

c. *Market-Based Method.* Applicable to proposed project developments (primarily retail-oriented developments) that have performed a market-area analysis. This method involves the specified delineation anticipated service or market areas.

d. *Surrogate Data.* In some cases, suitable data for a manual distribution are not available. As appropriate, surrogate sources of data (i.e. employees' addresses or zip codes) may be used to estimate trip distribution. Any data proposed to be used for such purpose, shall be documented by the Applicant and subject to review and approval by the County.

e. *Manual Gravity Model Method.* The gravity model method used by FSUTMS for calculating trip distribution may be performed manually. The theory behind the gravity model provides that the number of trips between two zones is proportional to the total number of trips produced in Zone 1 and the total number of trips attracted to Zone 2, and inversely proportional to the travel time required for trips in Zone 1 to reach Zone 2. The reliability of this method is directly related to the quality and availability of the land use and socio-economic data in areas affected by the proposed development. When the manual gravity model method is completed, the result will be two trip tables:

(1) Trips from the site to each possible destination zone, and

(2) Trips from each possible origin zone destined for the site.

2. Model Distribution Method. The Applicant may employ the use of FSUTMS model as developed for the Okaloosa-Walton Transportation Planning Organization (TPO). If the FSUTMS model is used, the results of the trip distribution located in the "DISTRIB.OUT" file as well as model plots illustrating the project distribution shall be provided to the County for review.

3. Similar to the analogy method, project trip distribution may be based upon a previously approved Walton County traffic impact analysis of a similar development plan located in the vicinity of the proposed project development. The use, and manner of use, of any approved traffic impact analyses shall be subject to approval by the County at the Pre-Application Meeting.

D. The chosen trip distribution and assignment method shall be reported by the Applicant in the methodology statement prior to the Pre-Application Meeting.

11. ROADWAY SEGMENT CAPACITY ANALYSIS.

A. For a Transportation Concurrency Analysis, a roadway segment capacity analysis shall apply to all roadway segments in the Transportation Concurrency Network that are applicable to Section 10.B of this document.

B. Consistent with Section 6.B.2.e(1--4) of this document, the peak hour/peak directional maximum service volume at the adopted level of service (LOS), the

existing and committed PM peak hour directional traffic volume demand, and the estimated PM peak hour directional project traffic are defined as follows:

1. *Maximum Service Volume.* The maximum hourly rate at which vehicles can be reasonably expected to traverse a point of uniform section of a roadway under prevailing roadway, traffic and control conditions while maintaining the adopted LOS standard.

2. *Existing Traffic Demand.* The PM peak hour directional demand on a segment in the transportation concurrency network that is attributable to existing development and travel patterns and is established from annual traffic volume counts. These counts are adjusted to the peak season unless the counts are otherwise obtained during the peak season period.

3. *Committed Traffic Demand.* The PM peak hour directional demand on a segment in the transportation concurrency network that is held in reserve and is expected to occur due to unbuilt, concurrency-approved or vested development projects.

4. *Proposed Project Traffic Demand.* The PM peak hour directional demand on a segment in the transportation concurrency network that is estimated (consistent with procedures in Section 10 of this document) to occur due to a proposed development project under review for a transportation concurrency determination.

C. The purpose of analyzing roadway segment capacity and future conditions for a Transportation Concurrency Analysis is to determine the impact of estimated net external trips generated by a proposed project development on the performance of the Transportation Concurrency Network. Once the estimated net external project trips from a proposed development have been distributed and assigned to the Transportation Concurrency Network, the impacts of these trips are evaluated on each roadway segment in the Transportation Concurrency Network to determine if the project impacts cause the roadway segment's available capacity to be exceeded (deficient) at the adopted level of service standard. If a proposed land development project is estimated to impact the PM peak direction of a roadway segment in the Transportation Concurrency Network, based on total traffic demand (existing, committed, and project demand), and that segment is estimated to be over capacity (deficient), then the transportation concurrency standards have not been met.

1. *Test for Significance.* The significance of a land development's project traffic is determined by calculating the percentage of PM peak hour directional traffic on a roadway segment that is generated by that development in relationship to the maximum service volume ("capacity") at the adopted Level of Service standard.

a. *De Minimis Impact.*

(1) For the purposes of a Transportation Concurrency Analysis, and pursuant to Chapter 163.3180(6), F.S., a de minimis impact is an impact on a roadway segment that would not affect more than one percent of the PM peak hour directional maximum service volume at the adopted Level of Service standard of the affected transportation facility in the Transportation Concurrency Network.

(2) No impact will be determined to be de minimis for a roadway segment in the Transportation Concurrency Network if the sum of the existing traffic demand

(existing peak season traffic count) and the committed traffic demand (projected volumes from concurrency approved projects) and project traffic would exceed 110 percent of the maximum service volume at the adopted Level of Service standard.

(3) An impact of a single-family home on an existing lot of record is exempt from any transportation concurrency requirement of this section.

(4) With the exception of Section 11.C.1.a(3), no impact will be considered de minimis if it would exceed the adopted Level of Service standard of any affected designated hurricane evacuation route. The applicable roadways shall correspond to the primary evacuations routes identified by the Emergency Management Department with the Emergency Response Division.

b. *Significant Impact.* If a proposed development project is projected to contribute greater than one percent of the maximum service volume at the adopted Level of Service standard on any roadway segment in the Transportation Concurrency Network for the peak hour and peak direction, then it is determined to have a significant impact on that roadway segment.

2. *Test for Deficiency.* A PM peak hour/peak directional roadway segment in the Transportation Concurrency Network is considered to be deficient if:

a. The roadway segment is estimated to be impacted by project traffic if the sum of existing, committed and project demand exceeds the PM peak directional maximum service volume at the adopted Level of Service standard.

b. The roadway segment is estimated to be impacted by project traffic if it is currently identified as a constrained roadway facility (a roadway that will not be widened or expanded because of physical, policy or environmental limitations).

c. The roadway segment is estimated to be impacted by project traffic if it is currently identified as a backlogged roadway facility (a roadway that is currently operating below its LOS standard but is not programmed for improvement within three years in FDOT's Five Year Work Program or within five years of the County's, or a municipality's, Capital Improvements Plan or Transportation Improvement Program).

D. The maximum service volumes ("capacities") for the roadway segments identified in the Transportation Concurrency Network are typically derived using a planning level analysis based on methods described in the latest version of the Highway Capacity Manual (HCM).

1. If the PM peak hour directional traffic on an impacted segment in the Transportation Concurrency Network is projected to exceed the maximum service volume at the adopted Level of Service standard for any development phase of a proposed project, a more detailed arterial analysis must be performed to determine if the actual roadway segment's operational characteristics are such that additional capacity is available. This analysis may include operational intersection analyses that consider individual intersection approaches and lane groups.

2. Prior to conducting a more detailed segment (arterial) analysis, the Applicant must submit a written methodology describing the approach to be used for each segment to be analyzed. This methodology shall be subject to review and approval by the County.

3. A segment capacity analysis may include an evaluation for optimizing signal timing, as well as signal coordination. In conducting a segment capacity analysis for this purpose, it shall be performed in accordance with accepted traffic engineering methodologies and procedures using such computer software programs as Highway Capacity Software (HCS), Synchro, ART_PLAN, HIGHPLAN, or other software package subject to approval by the County.
4. Any proposed methodology for conducting a segment capacity (arterial) analysis shall be subject to the review and approval by the County.

12. INTERSECTION LEVEL OF SERVICE ANALYSIS.

A. For a Transportation Concurrency Analysis, an intersection operational analysis shall be performed for any signalized, or unsignalized intersection, corresponding to an endpoint of a defined segment in the Transportation Concurrency Network where the total peak hour traffic demand (existing traffic demand, committed traffic demand, and the proposed project traffic demand) on one or more roadway segments forming a leg of the intersection is projected to equal or exceed 90 percent of the maximum service volume at the adopted Level of Service standard for any phase of a proposed land development project.

B. For the purposes of a Transportation Concurrency Analysis, the intersection level of service shall be analyzed by approach. Consistent with Section 3.C of this document, when two, or more, roadways differing classification or adopted level of service (LOS) standards intersect and an intersection analysis is required, the lower LOS standard shall govern the intersection, unless one of the roadways is on the Florida Intrastate Highway System (FIHS), in which case the FIHS standard shall prevail.

C. The methodology and procedures for conducting an intersection analysis shall be based upon criteria established in the most recent edition of the Highway Capacity Manual, Transportation Research Board Special Report 209, using Highway Capacity Software (HCS), Synchro, or other professionally accepted methodology approved by the County.

D. For each analyzed intersection where the total traffic impact results in a level of service below the adopted standard, the Applicant shall provide the recommend improvement(s) as well as an additional intersection analysis to show that the recommended improvement(s) will solve the level of service deficiency.

E. For each intersection level of service analysis, the Applicant shall provide the following:

1. Printed summary report outputs.
2. Copies of any traffic counts collected (turning movement counts or traffic volume counts), or used in the analysis, including any adjustment factors applied.
3. Any other applicable data or information as requested by the County Transportation Concurrency Manager.

13. PROCEDURES FOR SUPPLEMENTAL TRAFFIC COUNTS.

A. If traffic volume count information on an impacted roadway segment is unavailable for the current calendar year, or if the most recent available traffic

volume count is more than 18 months old, an Applicant may elect to conduct a new or updated traffic volume count according to the procedures identified in Section 13.B and 13.C of this document.

1. Traffic volume counts used for an analysis that are more than 18 months old, but not greater than 24 months old, shall be factored by the County-approved annual growth rate reported in the Transportation Concurrency Management Database for the subject segment (or segment nearest the subject segment if historical data are unavailable) to estimate the current year traffic volume.

2. Regardless of the County's programmed schedule for counting the subject segment, if a traffic volume count for an impacted segment is older than 24 months, then a new traffic volume count must be conducted according to the procedures identified in Section 13.B and 13.C of this document.

B. If an Applicant conducts a segment traffic volume count, the count shall be conducted according to the following guidelines:

1. Directional (north and south) or (east and west) counts for a minimum of 72 consecutive hours between 12:00 a.m. Tuesday and 12:00 a.m. Friday.

2. Legal holidays, special events, or other days as specified by the County shall be excluded.

3. The traffic volume data shall be summarized by direction in 15 minute intervals. The AM and PM peak hour periods shall be identified as well as each peak hour period's respective directional volume.

4. Independent traffic volume counts shall be adjusted to the peak season using applicable FDOT seasonal adjustment factors in addition to any applicable truck axle adjustment factors.

5. Data collection for other time periods (Friday, weekend, or holiday counts) may be required for land uses active on weekends for traffic operations analyses (not for a transportation concurrency determination), as determined by the County.

6. Any and all independent traffic volume count will be subject to review and acceptance by the County.

C. Turning movement counts collected for a traffic operations analysis or for distribution and assignment purposes shall be conducted according to the following guidelines:

1. Data shall be collected on one typical weekday (Tuesday, Wednesday or Thursday) during the PM peak hour (and/or AM peak hour if required for traffic operations analyses) as established by the most recent FDOT synopsis report or hourly profile from the nearest traffic volume count station, or as otherwise specified by the County.

2. Legal holidays, special events, or other days as specified by the County shall be excluded.

3. The turning movement count data shall be summarized by movement for each approach in 15 minute intervals with the peak hour period clearly identified.

4. Independent turning movement counts shall be adjusted to the peak season using applicable FDOT seasonal adjustment factors.

5. Data collection for other time periods (Friday, weekend, or holiday counts) may be required for land uses active on weekends for traffic operations analyses

(not for a transportation concurrency determination), as determined by the County.

6. Any and all independent turning movement counts will be subject to review and acceptance by the County.

14. PROPORTIONATE FAIR SHARE PROGRAM.

A. *Purpose and Intent.* The purpose of this Section is to establish a method whereby the impacts of development on transportation facilities can be mitigated by the cooperative efforts of the public and private sectors, to be known as the Proportionate Fair Share Program, as required by and in a manner consistent with Chapter 163.3180(16), F.S.

B. *Findings.*

(1) The Board of County Commissioners finds and determines that transportation capacity is a commodity that has a value to both the public and private sector and that the County's Proportionate Fair Share Program:

(a) Provides a method by which the impacts of development on transportation facilities can be mitigated by the cooperative efforts of the public and private sectors;

(b) Allows developers to proceed under certain conditions, notwithstanding the failure of transportation concurrency, by contributing their proportionate fair share of the cost of a transportation facility,

(c) Contributes to the provision of adequate public facilities for future growth and promotes a strong commitment to comprehensive facilities planning, thereby reducing the potential for moratoria or unacceptable levels of traffic congestion;

(d) Maximizes the use of public funds for adequate transportation facilities to serve future growth, and may, in certain circumstances, allow the County to expedite transportation improvements by supplementing funds currently allocated for transportation improvements in the Capital Improvements Element;

(e) Is consistent with Chapter 163.3180(16), F.S. and supports the objectives and policies in the County's Comprehensive Plan.

C. *Applicability.* The Proportionate Fair Share Program shall apply to all developments in the County that impact a road segment in accordance with the County's Concurrency Management System (Appendix C-3, Walton County Land Development Code) and have been denied transportation concurrency approval except for DRI's using proportionate share under Section 163.3180(12), F.S., and developments exempted from concurrency as provided in the County's Land Development Code, Section 3.02.02, Exempt Activities.

D. *Relationship to the Concurrency Management System.*

(1) The County's Transportation Concurrency Management System (CMS), Methodology and Procedures (Appendix C-3) of the Walton County Land Development Code, guides the determination of concurrency and as such, determines the need for mitigation by identifying links that are operating below the adopted level of service standard. To advance the intent of the Proportionate Fair Share Program the CMS shall be consistent with Chapter 163.3180 F.S., and:

(a) Transportation facilities needed to serve the impacts of new development shall be in place or under construction within three years after approval of a Development Order permit or its functional equivalent for the stage or phase of development being approved.

(b) To promote equity in the assignment of capacity from scheduled improvements and to encourage private participation in the Capital Improvements Program, potential traffic capacity expected by a scheduled capital improvement reflected in the Capital Improvement Program shall not be added to the Concurrency Management System.

(c) Concurrency reservation on facility segments or links not subject to the provisions of this Section shall be subject to the standard provisions of the County's Transportation Concurrency Management System.

E. *Definitions.* Definitions within this section of the LDC pertaining to the Fair Share Program are as defined herein or defined consistent with the definitions of Chapter 163.3180(16), F.S.

F. *General Requirements.*

(1) An applicant may satisfy the transportation concurrency requirements of the County's (CMS) by making a proportionate fair share contribution, pursuant to the following requirements:

(a) The proposed development is consistent with the comprehensive plan and applicable land development regulations and would not create extreme adverse conditions on the transportation system that in the opinion of the County would compromise the public health, safety, and welfare.

(b) The County has calculated the proportionate fair-share contribution according to the formula established in Section 163.3180(12), F.S. and Section H of this Proportionate Fair Share Program for each improvement needed to achieve an acceptable level-of-service on facilities for which transportation concurrency was denied.

The County has identified one or more of the following transportation improvements that mitigates the impact of the development on transportation facilities operating at or below the minimum adopted level-of service (LOS) standard:

1. An improvement is contained in the adopted County's Capital Improvements Program for each facility that the proposed development is expected to cause to exceed the adopted LOS standard. Said improvement may be for the impacted facility, a parallel facility, or a connecting facility.

2. An improvement is contained in the adopted County's Capital Improvements Program for each facility on which the proposed development is expected to add traffic that currently exceeds the adopted LOS standard. Said improvements may be either on the impacted facility, a parallel facility, or a connecting facility.

3. An improvement that is not contained in the Capital Improvements Program may be identified and used as part or all of the proportionate fair share calculation, pursuant to one of the following:

i. The County's adopts, by Resolution or Ordinance, a commitment to add the improvement to the Capital Improvements Program no later than the next regular update and to complete the improvement within a specified timeframe not to

exceed 15 years. To qualify for consideration under this section, the proposed improvement must be reviewed by the County and determined to be financially feasible, consistent with the Comprehensive Plan, and in compliance with the provisions of this Section of the Concurrency Management System.

ii. The improvement is contained in a long term schedule of capital improvements from an adopted long term concurrency management system.

iii. The County elects to accept a proportionate share contribution toward one or more improvements which will, in the opinion of the County, significantly benefit the impacted transportation system. To qualify for consideration under this section, the proposed improvements must be contained in an adopted short- or long-range plan or program of the local government, MPO, FDOT and/or transit agency. Proposed improvements not reflected in an adopted plan or improvement program, may be considered at the discretion of the County where they are determined to be consistent with the Comprehensive Plan and the provisions of this Section.

(c) Any improvement project proposed to meet the developer's fair share obligation must conform to applicable standards of the County for locally maintained roadways and those of the FDOT for the state highway system.

(2) The Capital Improvements Program shall be reviewed annually and updated as necessary to reflect fair share contributions.

(3) The County is responsible for funding all capital improvements in the adopted Capital Improvements Program for which proportionate fair share payments are collected and for making up any shortfall or evaluating capital improvement projects, revenue sources, and amending the CIP appropriately.

G. Determining Proportionate Fair Share Contribution.

(1) Proportionate fair share mitigation for concurrency impacts may include, without limitation, separately or collectively, private funds, contributions of land, and construction and contribution of facilities.

(2) A development shall not be required to pay more than its proportionate fair share. The fair market value of the proportionate fair share mitigation for the impacted facilities shall not differ regardless of the method of mitigation.

(3) The proportionate fair-share mitigation that is payable by the applicant shall be determined per segment for each improvement needed to achieve an acceptable level-of-service on facilities for which transportation concurrency was denied and calculated as provided for in 163.3180(12) F.S., as follows:

"The cumulative number of trips from the proposed development expected to reach roadways during peak hours from the complete buildout of a stage or phase being approved, divided by the change in the peak hour maximum service volume (MSV) of roadways resulting from construction of an improvement necessary to maintain the adopted level of service, multiplied by the construction cost, at the time of developer payment, of the improvement necessary to maintain the adopted level of service."

OR

Proportionate Share = $\sum \left[\frac{\text{Development Trips}_i}{\text{SV Increase}_i} \right] \times \text{Cost}_i$

(Note: This is the sum of all necessary improvements.)

Where:

Development Trips_i = Trips from the development that are assigned to roadway segment i;

SV Increase_i = Service volume increase provided by the improvement necessary to maintain the adopted level of service on roadway segment i;

Cost_i = Adjusted cost of the improvement to segment i.

Cost shall include all improvements and associated costs, such as design, ROW acquisition, planning, engineering, inspection, and associated physical development costs directly associated with construction. For the purposes of determining proportionate share obligations, the County shall determine improvement costs based upon the actual cost of the improvement as obtained from the County's Capital Improvements Program, the MPO Transportation Improvement Program, or the FDOT Work Program. Where such information is not available, improvement costs shall be determined using one of the following methods:

(a) An analysis by the County of costs by cross section type that incorporates data from recent projects on right-of-way acquisition, drainage and utility costs, and is updated annually and approved by the County Commission; or

(b) The most recent issue of FDOT Transportation Costs, as adjusted based upon the type of cross section (urban or rural); locally available data from recent projects on acquisition, drainage, and utility costs; and significant changes in the cost of materials due to unforeseeable events; or

(c) The most recent National Society of Professional Engineers cost estimates.

In order to accommodate increases in construction material costs, project costs, as determined from Florida DOT or local agency construction cost estimates, shall be adjusted based on the following formula:

$Cost_n = Cost_0 \times (Cost_growth_{3yr})^n$ Where:

Cost_n = The cost of the improvements in year n;

Cost₀ = The cost of the improvement in the current year;

Cost_{growth3yr} = The growth rate of costs over the last 3 years;

n = The number of years until the improvement is constructed.

The three-year growth rate is determined by the following formula:

$Cost_growth_{3yr} = [Cost_growth_{-1} + Cost_growth_{-2} + Cost_growth_{-3}] / 3$

Where:

Cost_{growth3yr} = The growth rate of costs over the last 3 years;

Cost_{growth-1} = The growth rate of costs in the previous year;

Cost_{growth-2} = The growth rate of costs two years prior;

Cost_{growth-3} = The growth rate of costs three years prior.

(4) If the County has accepted an improvement project proposed by the applicant, then the cost of the improvement shall be determined using one of the methods provided in this Section. If the estimated value of a proportionate fair share improvement proposed by the applicant is less than the County's estimated total proportionate fair share obligation for that development, then the applicant must also pay the difference.

(5) If the County has accepted right-of-way dedication for the proportionate fair share payment for County roadways, credit for the dedication of the non-site

related right-of-way shall be valued on the date of the dedication at 115 percent of the most recent assessed value by the County's property appraiser or, at the option of the applicant, by fair market value established by an independent appraisal approved by the County and at no expense to the County. The applicant shall supply 1. a drawing and legal description of the land and 2. a certificate of title or title search of the land to the County at no expense to the County. If the estimated value of the right-of-way dedication proposed by the applicant is less than the County's estimated total proportionate fair share obligation for that development, then the applicant must also pay the difference.

(6) If the County has accepted right-of-way dedication for the proportionate fair share payment for State roadways the Developer shall provide an appraisal that is consistent with the Uniform Standards of Professional Appraisal Practice (USPAP) establishing the fair market value for the property. In addition, the FDOT District 3 Appraisal Office shall review the appraisal to ensure that it reflects a reasonably accurate estimate of current fair market value. The Developer shall provide a Phase I environmental report, a boundary and topographic survey, and legal description of the property. Dedication shall be in the form of a warranty deed to the County. If the estimated value of the right-of-way dedication proposed by the applicant is less than the County's estimated total proportionate fair share obligation for that development, then the applicant must also pay the difference.

(7) Should the County in the future adopt an impact fee ordinance at the time the proportionate fair share obligation is being determined, the County will also compute the anticipated impact fee obligation, provided the County has implemented impact fee's, for the proposed development. Applicants shall be eligible for impact fee credit for that portion of their proportionate fair share obligation that applies to a segment or link of a facility contemplated by the County's impact fee ordinance. If the applicant's proportionate fair share obligation is less than the development's anticipated total road impact fee, then the applicant must pay the difference to the County. Because the proportionate fair share obligation is intended to mitigate the transportation impacts of a proposed development at a specific location, any road impact fee credit provided pursuant to this Section shall not be eligible for transfer to any other location except as may be permitted for excess contributions under Section J(3).

H. *Proportionate Fair Share Contribution.*

(1) Payment of the Proportionate Fair Share Contribution is due in full prior to issuance of the final building permit or recording of the final plat and shall be nonrefundable. If the period of payment exceeds 12 months from the date of receipt of the Transportation Certificate of Concurrency in which a Proportionate Fair Share Contribution has been calculated then the proportionate share cost shall be recalculated based on the best estimate of the construction cost of the required improvement at the time of payment, pursuant to Section H and adjusted accordingly.

(2) Upon payment of a Proportionate Fair Share Contribution in full, all trips attributable to the development shall be deemed vested, in conformity with Chapter III of the County's Land Development Code.

(3) Developer improvements authorized under this Program involving dedications to the County must be completed upon final acceptance of the improvements and receipt of a warranty bond.

(4) Developer improvements authorized under this Program not involving dedications to the County must be completed upon recording of the final plat for residential development or upon issuance of a certificate of occupancy for non-residential development.

(5) Any requested change to a development project subsequent to a development order will be subject to additional proportionate fair share contributions.

(6) Applicants may submit a letter to withdraw their Development Order at any time prior to payment of their proportionate fair share contribution.

I. *Fair Share Fund.*

(1) There is hereby created a special revenue fund, called the Fair Share Fund, for appropriation of proportionate fair share payments made pursuant to this Program. Revenue from this fund shall be used toward funding of scheduled improvements in the Capital Improvements Element of the Comprehensive Plan, or as otherwise established in the terms of the Development Order.

(2) Special accounts may be established within the Fair Share Fund for appropriation of payments toward a major transportation improvement that will be accomplished through collaboration among private developers and the County through a multiparty facility improvement agreement, as provided in Section I or for a facility improvement that is subject to an interlocal agreement as provided in Section [L].

(3) In the event a scheduled improvement is removed from the CIP, then the Fair Share funds collected for its construction may be applied toward the construction of other transportation improvements in the Capital Improvement Program.

(4) Where an applicant constructs a transportation facility that exceeds the applicant's proportionate fair share obligation calculated under Section H, then the County may reimburse the applicant for the excess contribution using one or more of the following methods.

(a) An impact fee credit account may be established for the applicant in the amount of the excess contribution, for use only within the road impact zone in which the project site is located, and a portion or all of which may be assigned and reassigned under the terms and conditions acceptable to the County.

(b) An account may be established for the applicant for the purpose of reimbursing the applicant for the excess contribution with proportionate share payments from future applicants on the facility.

(c) The County may compensate the applicant for all or part of the excess contribution through payment or some other means acceptable to the County and the applicant.

J. *Proportionate Share Program for TCEAs, TCMAAs, and MMTDs.* If the County has implemented the concept of Transportation Concurrency Management Areas, as described in Section 163.3180(7), F.S., or Multimodal Transportation Districts, as described in Section 163.3180(15), F.S., or Transportation

Concurrency Exception Areas, as described in Section 163.3180(5) then the County may establish a proportionate fair share assessment within said District(s), based on the expected costs and transportation benefits of all the programmed improvements within that District, and based on the expected trip generation of the proposed development. As an alternative to proportional fair share assessments for programmed improvements within the CR30A transportation corridor Attachment E of this document identifies alternative mitigation strategies available. These strategies may be used in lieu of and/or to supplement the traditional fair share assessment identified within the CR30A corridor to promote multi-modal transportation within the corridor. Any use of these strategies in lieu of a proportionate fair share assessment for programmed improvements within the corridor shall be with the approval of the Transportation Concurrency Manager and agreed to at the applicant's pre-application meeting.

K. Cross Jurisdictional Impacts.

(1) In the interest of intergovernmental coordination and to reflect the shared responsibilities for managing development and concurrency, the County shall address cross jurisdictional impacts of development on regional transportation facilities. Cross jurisdictional impacts will be addressed when a development application submitted to the County is subject to a transportation concurrency determination, and meets all of the following criteria:

(a) All or part of the proposed development is located within one mile of the area which is under the jurisdiction, for transportation concurrency, of an adjacent local government, and;

(b) Using its own concurrency analysis procedures, the County concludes that the additional traffic from the proposed development would use five percent or more of the adopted peak hour level of service maximum service volume of a regional transportation facility within the concurrency jurisdiction of the adjacent local government ("impacted regional facility"); and

(c) The impacted regional facility is projected to be operating below the level of service standard, adopted by the adjacent local government, when the traffic from the proposed development is included;

(2) Upon identification of an impacted regional facility, the County shall notify the applicant and the affected adjacent local government in writing of the opportunity to derive an additional proportionate fair share contribution, based on the projected impacts of the proposed development on the impacted adjacent facility, and on an improvement in the Capital Improvement Element of the adjacent local government which will mitigate such impacts.

(a) The adjacent local government shall be provided up to 90 days in which to notify the County of a proposed specific proportionate share obligation, and the intended use of the funds when received. The adjacent local government must provide reasonable justification that both the amount of the payment and its intended use comply with the requirements of Chapter 163.3180(16), F.S.

(b) If the subject application is subsequently approved by the County, the approval shall include a condition that the applicant provides, prior to the issuance of any building permit covered by that application, evidence that the proportionate share obligation to the adjacent local government has been

satisfied. The County may require the adjacent local government to declare, in a Resolution, Ordinance, or equivalent document, its intent for the use of the concurrency funds to be paid by the applicant.

(3) Where an impacted regional facility has been designated as a regionally significant transportation facility in an adopted regional transportation plan as provided in Chapter 339.155, F.S., then the County may coordinate with other impacted local governments to apply proportionate share contributions and local government contributions to seek funding for improving the impacted regional facility under the FDOT Transportation Regional Incentive Program (TRIP). Such coordination shall take the form of an interlocal agreement that establishes a procedure for earmarking of developer contributions for this purpose.

15. SITE ACCESS REQUIREMENTS.

A. *Auxiliary Turn Lanes.* For each site access point from a roadway on the Transportation Concurrency Network, the Applicant shall provide an analysis to determine whether exclusive left and/or right turn lanes are warranted to accommodate project traffic. In conducting warrant analysis the applicant shall utilize existing, committed, and project traffic in analysis.

1. *Left Turn Lane Analysis.* A left turn lane warrant analysis shall be conducted using *Highway Research Record No. 211 -- Volume Warrants for Left Turn Storage Lanes at Unsignalized Grade Intersections* or another methodology approved by the County.

2. *Right Turn Lane Analysis.* A right turn lane warrant analysis shall be conducted based on guidance in the *National Cooperative Highway Research Program (NCRHP) Report No. 279* or another methodology approved by the County.

3. If an auxiliary lane is warranted for site access, the total deceleration length shall be determined based on FDOT's Standard Index No. 301 (Turn Lanes).

4. At unsignalized intersections, the storage (queue length) for a warranted left turn lane shall be calculated using the following formula:

$$SL_{\text{unsig}} = T \times 25\text{ft.} \times (VL / 60 \text{ min.})$$

Where:

SL_{unsig} = Unsignalized left turn storage (feet).

T = Storage time in minutes (2 minutes).

VL = Left turn volume (vehicles per hour).

In accordance with FDOT's Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways, as a minimum requirement, storage for at least two passenger cars (50 feet) shall be provided.5. At unsignalized intersections, only the appropriate deceleration length is required as determined in FDOT's Standard Index No. 301.

B. *Driveway Throat Length.* The Applicant shall demonstrate that two-minute stacking for each driveway access, from the existing roadway edge of pavement, future planned roadway widening, or public right-of-way, during critical peak hour(s) is provided without obstruction to parking or internal access aisles. The formula provided in Section 15.A.4 shall be used to make this calculation.

C. *Drive-Thru Facilities.* Land uses with drive-thru facilities must be designed such that queued vehicles do not extend into the public right-of-way or impede access to onsite parking. A study may be required of the Applicant, based on a similar land use, to determine the estimated queue during the peak hour for site traffic (peak of the generator) using an hourly flow rate based on the peak 15-minute period.

D. *[Gated Entrances.]* For developments with gated entrances, the gates must be setback from the public right-of-way a minimum of 100 feet, or 75 feet if it is a residential development with less than ten single-family dwelling units.

E. *[Site Circulation Plan.]* The Applicant shall demonstrate that delivery vehicles will be safely accommodated. The site circulation plan shall be designed so that there will be no backing into the right-of-way along any major collector or arterial roadway.

16. AGGREGATION.

For the purposes of addressing aggregation for a concurrency determination in Walton County, the legal description for determining whether two (2) or more properties shall be considered separate or aggregated as provided in Chapter 380.0651(4), F.S. and as stated in Rule 9J-2.0275, F.A.C., shall apply to all proposed Walton County land development projects.

ATTACHMENT A

Florida Department of Transportation Traffic Count Locations (95 Locations)

TABLE INSET:

Site #	Roadway	Description
60-0005	Boy Scout Road	300' South of SR 10 (US 90)
60-0006	SR 10 (US 90)	300' East of SR 285
60-0010	SR 10 (US 90)	1375' West of CR 183, Walton County
60-0012	SR 81	300' South of CR 183
60-0050	SR 83	300' North of SR 2 (West)
60-0051	SR 83	0.6 mi. North of CR 192, North of DeFuniak Springs
60-0055	CR 183B	Southeast of CR 185
60-0056	CR 185	300' East of SR 187 (US 331)

60-0057	CR 192	300' East of SR 187 (US 331)
60-0058	SR 187 (US 331)	300' North of CR 1084
60-0069	SR 20	0.700 mile East of SR 83 (US 331) South, Freeport
60-0089	SR 20	500' West of Bridge over Big Alaqua Creek
60-0090	SR 20	300' East of Hammock Camp Road
60-0101	SR 10 (US 90)	1,000' West of SR 187 (US 331) North
60-0107	SR 20	50' West of Bridge over Lafayette Creek
60-0108	CR 183	1 mile South of SR 10 (US 90)
60-0112	CR 283	300' South of SR 30 (US 98)
60-0113	CR 185	300' East of CR 183B
60-0120	CR 183	300' North of SR 10 (US 90)
60-0121	SR 285	300' South of SR 10 (US 90)
60-0123	SR 83 (US 331)	300' South of Choctawhatchee Bay Bridge
60-0128	SR 85	Okaloosa/Walton County Line
60-0131	SR 85	At the Florida/Alabama State Line
60-0141	SR 30 (US 98)	300' East of SR 83 (US 331)
60-0151	CR 394	300' East of SR 83
60-0168	SR 30 (US 98)	0.1 mi. East of Okaloosa/Walton County Line

60-0186	CR 183	300' West of SR 81
60-0188	CR 183A	300' East of SR 83
60-0214	CR 395 (South)	300' South of SR 30 (US 98)
60-0216	CR 1087	300' North of SR 10 (US 90)
60-0219	CR 30A (West End)	300' East of SR 30 (US 98)
60-0220	CR 30A	300' West of CR 393
60-0221	CR 393	300' South of SR 30 (US 98)
60-0223	CR 83A	100' South of SR 20
60-0228	CR 2	300' West of SR 187 (US 331)
60-0230	CR 147	300' North of CR 2
60-0231	CR 2A	300' East of SR 187 (US 331)
60-0232	CR 183	300' East of CR 280
60-0234	Oak Grove Road	300' North of CR 181, East of Gaskin
60-0235	CR 30A	300' West of SR 30 (US 98)
60-0236	Radar Site Road	300' North of SR 20
60-0237	CR 181	300' East of SR 81
60-0238	CR 2	300' West of SR 83, North of DeFuniak Springs
60-0240	CR 83A	300' South of SR 20

60-0241	CR 2	300' East of SR 83, North of DeFuniak Springs
60-0242	CR 181	300' East of SR 83

ATTACHMENT

B

Transportation Concurrency Roadway Network Segmentation

TABLE INSET:

District	Juris.	Segment #	Road	Section	Segment	Direction	Existing Count Station	"New" Count Station
US 90 (SR 10)								
3	Walton	U090.010-E	US 90 (SR 10)	Okaloosa Co. Line to SR 285	Okaloosa Co. Line to Laird Road	EB	0006	57-0124
3	Walton	U090.010-W	US 90 (SR 10)	SR 285 to Okaloosa Co. Line	Laird Road to Okaloosa Co. Line	WB	0006	57-0124
3	Walton	U090.020-E	US 90 (SR 10)	Okaloosa Co. Line to SR 285	Laird Road to SR 285	EB	0006	57-0124
3	Walton	U090.020-W	US 90 (SR 10)	SR 285 to Okaloosa Co. Line	SR 285 to Laird Road	WB	0006	57-0124
3 & 4	Walton	U090.030-E	US 90 (SR 10)	SR 285 to US 331 (SR 187)	SR 285 to Hinote Road	EB	0101	0006
3 & 4	Walton	U090.030-W	US 90 (SR 10)	US 331 (SR 187) to SR 285	Hinote Road to SR 285	WB	0101	0005
3 & 4	Walton	U090.040-E	US 90 (SR 10)	SR 285 to US 331 (SR 187)	Hinote Road to CR 1087	EB	0101	0006
3 & 4	Walton	U090.040-W	US 90 (SR 10)	US 331 (SR 187) to SR 285	CR 1087 to Hinote Road	WB	0101	0006
3 & 4	Walton	U090.050-E	US 90 (SR 10)	SR 285 to US 331 (SR 187)	CR 1087 to Girl Scout Road	EB	0101	0006
3 & 4	Walton	U090.050-W	US 90 (SR 10)	US 331 (SR 187) to SR 285	Girl Scout Road to CR 1087	WB	0101	0006
3 & 4	Walton	U090.060-E	US 90 (SR 10)	SR 285 to US 331 (SR 187)	Girl Scout Road to Walden Road	EB	0101	0006
3 & 4	Walton	U090.060-W	US 90 (SR 10)	US 331 (SR 187) to SR 285	Walden Road to Girl Scout Road	WB	0101	0006
3 & 4	Walton	U090.070-E	US 90 (SR 10)	SR 285 to US 331 (SR 187)	Walden Road to Boy Scout Road	EB	0101	0006

3 & 4	Walton	U090.070-W	US 90 (SR 10)	US 331 (SR 187) to SR 285	Boy Scout Road to Walden Road	WB	0101	0006
3 & 4	Walton	U090.080-E	US 90 (SR 10)	SR 285 to US 331 (SR 187)	Boy Scout Road to Kings Lake Road	EB	0101	0006
3 & 4	Walton	U090.080-W	US 90 (SR 10)	US 331 (SR 187) to SR 285	Kings Lake Road to Boy Scout Road	WB	0101	0006
3 & 4	Walton	U090.090-E	US 90 (SR 10)	SR 285 to US 331 (SR 187)	Kings Lake Road to Woodyard Road	EB	0101	0006
3 & 4	Walton	U090.090-W	US 90 (SR 10)	US 331 (SR 187) to SR 285	Woodyard Road to Kings Lake Road	WB	0101	0006
3 & 4	Walton	U090.100-E	US 90 (SR 10)	SR 285 to US 331 (SR 187)	Woodyard Road to US 331 (SR 187) [Defuniak Springs City Limit]	EB	0101	0006
3 & 4	Walton	U090.100-W	US 90 (SR 10)	US 331 (SR 187) to SR 285	US 331 (SR 187) [Defuniak Springs City Limit] to Woodyard Road	WB	0101	0006
3 & 4	DFS	U090.110-E	US 90 (SR 10)	US 331 (SR 187) to Shoemaker Drive	US 331 (SR 187) [Defuniak Springs City Limit] to Shoemaker Drive	EB	1501	5006
3 & 4	DFS	U090.110-W	US 90 (SR 10)	Shoemaker Drive to US 331 (SR 187)	Shoemaker Drive to US 331 (SR 187) [Defuniak Springs City Limit]	WB	1501	5006
3 & 4	DFS	U090.120-E	US 90 (SR 10)	Shoemaker Drive to 5th Street	Shoemaker Drive to 20th Street	EB	1501	5006
3 & 4	DFS	U090.120-W	US 90 (SR 10)	5th Street to Shoemaker Drive	20th Street to Shoemaker Drive	WB	1501	5006
3 & 4	DFS	U090.130-E	US 90 (SR 10)	Shoemaker Drive to 5th Street	20th Street to US 331S (14th Street)	EB	1501	5006
3 & 4	DFS	U090.130-W	US 90 (SR 10)	5th Street to Shoemaker Drive	US 331S (14th Street) to 20th Street	WB	1501	5006

1 & 3	DFS	U090.140-E	US 90 (SR 10)	Shoemaker Drive to 5th Street	US 331S (14th Street) to 11th Street	EB	1501	1502
1 & 3	DFS	U090.140-W	US 90 (SR 10)	5th Street to Shoemaker Drive	11th Street to US 331S (14th Street)	WB	1501	1502
1 & 3	DFS	U090.150-E	US 90 (SR 10)	Shoemaker Drive to 5th Street	11th Street to SR 83 (9th Street)	EB	1501	1502
1 & 3	DFS	U090.150-W	US 90 (SR 10)	5th Street to Shoemaker Drive	SR 83 (9th Street) to 11th Street	WB	1501	1502
1 & 2	DFS	U090.160-E	US 90 (SR 10)	Shoemaker Drive to 5th Street	SR 83 (9th Street) to 7th Street	EB	1501	1502
1 & 2	DFS	U090.160-W	US 90 (SR 10)	5th Street to Shoemaker Drive	7th Street to SR 83 (9th Street)	WB	1501	1502
1 & 2	DFS	U090.170-E	US 90 (SR 10)	Shoemaker Drive to 5th Street	7th Street to 5th Street	EB	1501	5008
1 & 2	DFS	U090.170-W	US 90 (SR 10)	5th Street to Shoemaker Drive	5th Street to 7th Street	WB	1501	5008
1 & 2	DFS	U090.180-E	US 90 (SR 10)	5th Street to Dorsey Avenue	5th Street to 2nd Street	EB	1501	5009
1 & 2	DFS	U090.180-W	US 90 (SR 10)	Dorsey Avenue to 5th Street	2nd Street to 5th Street	WB	1501	5009
1 & 2	DFS	U090.190-E	US 90 (SR 10)	5th Street to Dorsey Avenue	2nd Street to Dorsey Avenue	EB	1501	6009
1 & 2	DFS	U090.190-W	US 90 (SR 10)	Dorsey Avenue to 5th Street	Dorsey Avenue to 2nd Street	WB	1501	5009
1 & 2	DFS	U090.200-E	US 90 (SR 10)	Dorsey Avenue to Holmes Co. Line	Dorsey Avenue to Davis Lane	EB	0010	1501
1 & 2	DFS	U090.200-W	US 90 (SR 10)	Holmes Co. Line to Dorsey Avenue	Davis Lane to Dorsey Avenue	WB	0010	1501
1 & 2	DFS	U090.210-E	US 90 (SR 10)	Dorsey Avenue to Holmes Co. Line	Davis Lane to Defuniak Springs City Limit	EB	0010	1501
1 & 2	DFS	U090.210-W	US 90 (SR 10)	Holmes Co. Line to Dorsey Avenue	Defuniak Springs City Limit to Davis Lane	WB	0010	1501
1 & 2	Walton	U090.220-E	US 90 (SR 10)	Dorsey Avenue to Holmes Co.	Defuniak Springs City	EB	0010	1501

				Line	Limit to S. Norwood Road			
1 & 2	Walton	U090.220-W	US 90 (SR 10)	Holmes Co. Line to Dorsey Avenue	S. Norwood Road to Defuniak Springs City Limit	WB	0010	1501
1 & 2	Walton	U090.230-E	US 90 (SR 10)	Dorsey Avenue to Holmes Co. Line	S. Norwood Road to CR 183N (Kidd Road)	EB	0010	1501
1 & 2	Walton	U090.230-W	US 90 (SR 10)	Holmes Co. Line to Dorsey Avenue	CR 183N (Kidd Road) to S. Norwood Road	WB	0010	1501
1 & 2	Walton	U090.240-E	US 90 (SR 10)	Dorsey Avenue to Holmes Co. Line	CR 183N (Kidd Road) to CR 183S (Railroad Avenue)	EB	0010	0010
1 & 2	Walton	U090.240-W	US 90 (SR 10)	Holmes Co. Line to Dorsey Avenue	CR 183S (Railroad Avenue) to CR 183N (Kidd Road)	WB	0010	0010
1 & 2	Walton	U090.250-E	US 90 (SR 10)	Dorsey Avenue to Holmes Co. Line	CR 183S (Railroad Avenue) to CR 10-A	EB	0010	0010
1 & 2	Walton	U090.250-W	US 90 (SR 10)	Holmes Co. Line to Dorsey Avenue	CR 10-A to CR 183S (Railroad Avenue)	WB	0010	0010
1 & 2	Walton	U090.260-E	US 90 (SR 10)	Dorsey Avenue to Holmes Co. Line	CR 10-A to Holmes Co. Line	EB	0010	0010
1 & 2	Walton	U090.260-W	US 90 (SR 10)	Holmes Co. Line to Dorsey Avenue	Holmes Co. Line to CR 10-A	WB	0010	0010
US 98 (SR 30)								
5	Walton	U098.010-E	US 98 (SR 30)	Okaloosa Co. Line to CR 2378 (Old US 98)	Okaloosa Co. Line to Holiday Road	EB	0168	0168
5	Walton	U098.010-W	US 98 (SR 30)	CR 2378 (Old US 98) to Okaloosa Co. Line	Holiday Road to Okaloosa Co. Line	WB	0168	0168
5	Walton	U098.020-E	US 98 (SR 30)	Okaloosa Co. Line to CR 2378 (Old US 98)	Holiday Road to South Shore Drive	EB	0168	0168
5	Walton	U098.020-W	US 98 (SR 30)	CR 2378 (Old US 98) to Okaloosa Co. Line	South Shore Drive to Holiday Road	WB	0168	0168

5	Walton	U098.030-E	US 98 (SR 30)	Okaloosa Co. Line to CR 2378 (Old US 98)	South Shore Drive to Poinciana Boulevard	EB	0168	0168
5	Walton	U098.030-W	US 98 (SR 30)	CR 2378 (Old US 98) to Okaloosa Co. Line	Poinciana Boulevard to South Shore Drive	WB	0168	0168
5	Walton	U098.040-E	US 98 (SR 30)	Okaloosa Co. Line to CR 2378 (Old US 98)	Poinciana Boulevard to CR 2378 (Old US 98)	EB	0168	0168
5	Walton	U098.040-W	US 98 (SR 30)	CR 2378 (Old US 98) to Okaloosa Co. Line	CR 2378 (Old US 98) to Poinciana Boulevard	WB	0168	0168
5	Walton	U098.050-E	US 98 (SR 30)	CR 2378 (Old US 98) to CR 187S (Sandestin Boulevard)	CR 2378 (Old US 98) to CR 187S (Sandestin Boulevard)	EB	0253	0253
5	Walton	U098.050-W	US 98 (SR 30)	CR 187S (Sandestin Boulevard) to CR 2378 (Old US 98)	CR 187S (Sandestin Boulevard) to CR 2378 (Old US 98)	WB	0253	0253
5	Walton	U098.060-E	US 98 (SR 30)	CR 187S (Sandestin Boulevard) to CR 30-A (West End)	CR 187S (Sandestin Boulevard) to Baytowne Lane	EB	0255	0255
5	Walton	U098.060-W	US 98 (SR 30)	CR 30-A (West End) to CR 187S (Sandestin Boulevard)	Baytowne Lane to CR 187S (Sandestin Boulevard)	WB	0255	0255
5	Walton	U098.070-E	US 98 (SR 30)	CR 187S (Sandestin Boulevard) to CR 30-A (West End)	Baytowne Lane to Sandestin Lane	EB	0255	0255
5	Walton	U098.070-W	US 98 (SR 30)	CR 30-A (West End) to CR 187S (Sandestin Boulevard)	Sandestin Lane to Baytowne Lane	WB	0255	0255
5	Walton	U098.080-E	US 98 (SR 30)	CR 187S (Sandestin Boulevard) to CR 30-A (West End)	Sandestin Lane to CR 457 (Mack Bayou Road)	EB	0257	0257
5	Walton	U098.080-W	US 98 (SR 30)	CR 30-A (West End) to CR 187S (Sandestin Boulevard)	CR 457 (Mack Bayou Road) to Sandestin Lane	WB	0257	0257
5	Walton	U098.090-E	US 98 (SR 30)	CR 187S	CR 457 (Mack	EB	0257	0257

				(Sandestin Boulevard) to CR 30-A (West End)	Bayou Road) to W. Hewitt Road			
5	Walton	U098.090-W	US 98 (SR 30)	CR 30-A (West End) to CR 187S (Sandestin Boulevard)	W. Hewitt Road to CR 457 (Mack Bayou Road)	WB	0257	0257
5	Walton	U098.100-E	US 98 (SR 30)	CR 187S (Sandestin Boulevard) to CR 30-A (West End)	W. Hewitt Road to CR 30-A (West End)	EB	0257	0257
5	Walton	U098.100-W	US 98 (SR 30)	CR 30-A (West End) to CR 187S (Sandestin Boulevard)	CR 30-A (West End) to W. Hewitt Road	WB	0257	0257
5	Walton	U098.110-E	US 98 (SR 30)	CR 30-A (West End) to CR 393	CR 30-A (West End) to Thompson Road	EB	0252	0252
5	Walton	U098.110-W	US 98 (SR 30)	CR 393 to CR 30-A (West End)	Thompson Road to CR 30-A (West End)	WB	0252	0252
5	Walton	U098.120-E	US 98 (SR 30)	CR 30-A (West End) to CR 393	Thompson Road to CR 393	EB	0252	0252
5	Walton	U098.120-W	US 98 (SR 30)	CR 393 to CR 30-A (West End)	CR 393 to Thompson Road	WB	0252	0252
5	Walton	U098.130-E	US 98 (SR 30)	CR 393 to US 331	CR 393 to CR 83	EB	0261	0261
5	Walton	U098.130-W	US 98 (SR 30)	US 331 to CR 393	CR 83 to CR 393	WB	0261	0261
5	Walton	U098.140-E	US 98 (SR 30)	CR 393 to US 331	CR 83 to US 331	EB	0261	0261
5	Walton	U098.140-W	US 98 (SR 30)	US 331 to CR 393	US 331 to CR 83	WB	0261	0261
1	Walton	U098.150-E	US 98 (SR 30)	US 331 to CR 395	US 331 to CR 283	EB	0141	0141
1	Walton	U098.150-W	US 98 (SR 30)	CR 395 to US 331	CR 283 to US 331	WB	0141	0141
1	Walton	U098.160-E	US 98 (SR 30)	US 331 to CR 395	CR 283 to CR 395	EB	0285	0285
1	Walton	U098.160-W	US 98 (SR 30)	CR 395 to US 331	CR 395 to CR 283	WB	0265	0265
1	Walton	U098.170-E	US 98 (SR 30)	CR 395 to Bay Co. Line	CR 395 to S. Watersound Parkway	EB	0270	0270

1	Walton	U098.170-W	US 98 (SR 30)	Bay Co. Line to CR 395	S. Watersound Parkway to CR 395	WB	0270	0270
1	Walton	U098.180-E	US 98 (SR 30)	CR 395 to Bay Co. Line	S. Watersound Parkway to CR 30-A	EB	0270	0270
1	Walton	U098.180-W	US 98 (SR 30)	Bay Co. Line to CR 395	CR 30-A to S. Watersound Parkway	WB	0270	0270
1	Walton	U098.190-E	US 98 (SR 30)	CR 395 to Bay Co. Line	CR 30-A to Bay Co. Line	EB	0270	0270
1	Walton	U098.190-W	US 98 (SR 30)	Bay Co. Line to CR 395	Bay Co. Line to CR 30-A	WB	0270	0270
US 331								
2	PAX	U331.010-S	US 331 (SR 187)	Alabama State Line to US 90 (SR 10)	Alabama State Line to CR 147	SB	0346	0346
2	PAX	U331.010-N	US 331 (SR 187)	US 90 (SR 10) to Alabama State Line	CR 147 to Alabama State Line	NB	0346	0346
2	PAX	U331.020-S	US 331 (SR 187)	Alabama State Line to US 90 (SR 10)	CR 147 to Paxton Town Limit	SB	0272	0272
2	PAX	U331.010-N	US 331 (SR 187)	US 90 (SR 10) to Alabama State Line	Paxton Town Limit to CR 147	NB	0272	0272
2	Walton	U331.030-S	US 331 (SR 187)	Alabama State Line to US 90 (SR 10)	Paxton Town Limit to CR 285	SB	0272	0272
2	Walton	U331.030-N	US 331 (SR 187)	US 90 (SR 10) to Alabama State Line	CR 285 to Paxton Town Limit	NB	0272	0272
2	Walton	U331.040-S	US 331 (SR 187)	Alabama State Line to US 90 (SR 10)	CR 285 to CR 0605	SB	0272	0272
2	Walton	U331.040-N	US 331 (SR 187)	US 90 (SR 10) to Alabama State Line	CR 0605 to CR 285	NB	0272	0272
2	Walton	U331.050-S	US 331 (SR 187)	Alabama State Line to US 90 (SR 10)	CR 0605 to CR 2 (West)	SB	0272	0272
2 & 3	Walton	U331.050-N	US 331 (SR 187)	US 90 (SR 10) to Alabama State Line	CR 2 (West) to CR 0605	NB	0272	0272
2 & 3	Walton	U331.060-S	US 331 (SR 187)	Alabama State Line to US 90 (SR 10)	CR 2 (West) to CR 2-A	SB	0058	0058
2 & 3	Walton	U331.060-N	US 331 (SR 187)	US 90 (SR 10) to Alabama	CR 2-A to CR 2 (West)	NB	0058	0058

				State Line				
2 & 3	Walton	U331.070-S	US 331 (SR 187)	Alabama State Line to US 90 (SR 10)	CR 2-A to CR 2 (East)	SB	0058	0058
2 & 3	Walton	U331.070-N	US 331 (SR 187)	US 90 (SR 10) to Alabama State Line	CR 2 (East) to CR 2-A	NB	0058	0058
2 & 3	Walton	U331.080-S	US 331 (SR 187)	Alabama State Line to US 90 (SR 10)	CR 2 (East) to Williams Road	SB	0058	0058
2 & 3	Walton	U331.080-N	US 331 (SR 187)	US 90 (SR 10) to Alabama State Line	Williams Road to CR 2 (East)	NB	0058	0058
2 & 3	Walton	U331.090-S	US 331 (SR 187)	Alabama State Line to US 90 (SR 10)	Williams Road to CR 1084	SB	0058	0058
2 & 3	Walton	U331.090-N	US 331 (SR 187)	US 90 (SR 10) to Alabama State Line	CR 1084 to Williams Road	NB	0058	0058
3	Walton	U331.100-S	US 331 (SR 187)	Alabama State Line to US 90 (SR 10)	CR 1084 to CR 192	SB	0058	0058
3	Walton	U331.100-N	US 331 (SR 187)	US 90 (SR 10) to Alabama State Line	CR 192 to CR 1084	NB	0058	0058
3	Walton	U331.110-S	US 331 (SR 187)	Alabama State Line to US 90 (SR 10)	CR 192 to Kings Lake	SB	0058	0058
3	Walton	U331.110-N	US 331 (SR 187)	US 90 (SR 10) to Alabama State Line	Kings Lake to CR 192	NB	0058	0058
3	Walton	U331.120-S	US 331 (SR 187)	Alabama State Line to US 90 (SR 10)	Kings Lake to Sunrise Road	SB	1505	1505
3	Walton	U331.120-N	US 331 (SR 187)	US 90 (SR 10) to Alabama State Line	Sunrise Road to Kings Lake	NB	1505	1505
3	Walton	U331.130-S	US 331 (SR 187)	Alabama State Line to US 90 (SR 10)	Sunrise Road to Walton Road (Defuniak Springs City Limit)	SB	1505	1505
3	Walton	U331.130-N	US 331 (SR 187)	US 90 (SR 10) to Alabama State Line	Walton Road (Defuniak Springs City Limit) to Sunrise Road	NB	1505	1505
3	DFS	U331.140-S	US 331 (SR 187)	Alabama State Line to US 90 (SR 10)	Walton Road (Defuniak Springs City Limit) to US 90	SB	1505	1505

					(SR 10)			
3	DFS	U331.140-N	US 331 (SR 187)	US 90 (SR 10) to Alabama State Line	US 90 (SR 10) to Walton Road (Defuniak Springs City Limit)	NB	1505	1505
1 & 4	DFS	U331.150-S	US 331	US 90 (SR 10) to s/o Interstate 10 (SR 8)	US 90 (SR 10) to Live Oak Avenue	SB	5001	5001
1 & 4	DFS	U331.150-N	US 331	s/o Interstate 10 (SR 8) to US 90 (SR 10)	Live Oak Avenue to US 90 (SR 10)	NB	5001	5001
1 & 4	DFS	U331.160-S	US 331	US 90 (SR 10) to s/o Interstate 10 (SR 8)	Live Oak Avenue to Bruce Avenue	SB	5001	5001
1 & 4	DFS	U331.160-N	US 331	s/o Interstate 10 (SR 8) to US 90 (SR 10)	Bruce Avenue to Live Oak Avenue	NB	5001	5001
1 & 4	DFS	U331.170-S	US 331	US 90 (SR 10) to s/o Interstate 10 (SR 8)	Bruce Avenue to Walton Shopping Plaza	SB	5001	5001
1 & 4	DFS	U331.170-N	US 331	s/o Interstate 10 (SR 8) to US 90 (SR 10)	Walton Shopping Plaza to Bruce Avenue	NB	5001	5001
1 & 4	DFS	U331.180-S	US 331	US 90 (SR 10) to s/o Interstate 10 (SR 8)	Walton Shopping Plaza to Bob Sikes Road (CR 280)	SB	5001	5001
1 & 4	DFS	U331.180-N	US 331	s/o Interstate 10 (SR 8) to US 90 (SR 10)	Bob Sikes Road (CR 280) to Walton Shopping Plaza	NB	5001	5001
1 & 4	DFS	U331.190-S	US 331	US 90 (SR 10) to s/o Interstate 10 (SR 8)	Bob Sikes Road (CR 280) to Interstate 10 (North Ramps)	SB	1508	1508
1 & 4	DFS	U331.190-N	US 331	s/o Interstate 10 (SR 8) to US 90 (SR 10)	Interstate 10 (North Ramps) to Bob Sikes Road (CR 280)	NB	1508	1508
1 & 4	DFS	U331.200-S	US 331	US 90 (SR 10) to s/o Interstate 10 (SR 8)	Interstate 10 (North Ramps) to Interstate 10 (South Ramps)	SB	1508	1508
1 & 4	DFS	U331.200-N	US 331	s/o Interstate 10 (SR 8) to US 90	Interstate 10 (South Ramps)	NB	1508	1508

				(SR 10)	to Interstate 10 (North Ramps)			
1 & 4	DFS	U331.210-S	US 331	US 90 (SR 10) to s/o Interstate 10 (SR 8)	Interstate 10 (South Ramps) to CR 278 (North)	SB	1508	1508
1 & 4	DFS	U331.210-N	US 331	s/o Interstate 10 (SR 8) to US 90 (SR 10)	CR 278 (North) to Interstate 10 (South Ramps)	NB	1508	1508
1 & 4	DFS	U331.220-S	US 331	US 90 (SR 10) to s/o Interstate 10 (SR 8)	CR 278 (North) to 2L/4L Transition	SB	1511	1511
1 & 4	DFS	U331.220-N	US 331	s/o Interstate 10 (SR 8) to US 90 (SR 10)	2L/4L Transition to CR 278 (North)	NB	1511	1511
1 & 4	DFS	U331.230-S	US 331	s/o Interstate 10 (SR 8) to SR 20	2L/4L Transition to Defuniak Springs City Limit	SB	1511	1511
1 & 4	DFS	U331.230-N	US 331	SR 20 to s/o Interstate 10 (SR 8)	Defuniak Springs City Limit to 2L/4L Transition	NB	1511	1511
1 & 4	Walton	U331.240-S	US 331	s/o Interstate 10 (SR 8) to SR 20	Defuniak Springs City Limit to CR 278 (South)	SB	1511	1511
1 & 4	Walton	U331.240-N	US 331	SR 20 to s/o Interstate 10 (SR 8)	CR 278 (South) to Defuniak Springs City Limit	NB	1511	1511
1 & 4	Walton	U331.250-S	US 331	s/o Interstate 10 (SR 8) to SR 20	CR 278 (South) to Rock Hill Road	SB	1511	1511
1 & 4	Walton	U331.250-N	US 331	SR 20 to s/o Interstate 10 (SR 8)	Rock Hill Road to CR 278 (South)	NB	1511	1511
1 & 4	Walton	U331.260-S	US 331	s/o Interstate 10 (SR 8) to SR 20	Rock Hill Road to CR 282	SB	0246	0246
1 & 4	Walton	U331.260-N	US 331	SR 20 to s/o Interstate 10 (SR 8)	CR 282 to Rock Hill Road	NB	0246	0246
1 & 4	Walton	U331.270-S	US 331	s/o Interstate 10 (SR 8) to SR 20	CR 282 to Owls Head Road	SB	0246	0246
4	Walton	U331.270-N	US 331	SR 20 to s/o Interstate 10 (SR 8)	Owls Head Road to CR 282	NB	0246	0246
4	Walton	U331.280-S	US 331	s/o Interstate 10	Owls Head to	SB	N/A	

				(SR 8) to SR 20 - NEW SECTION	Industrial Park Boulevard			
4	Walton	U331.280-N	US 331	SR 20 to s/o Interstate 10 (SR 8) - NEW SECTION	Industrial Park Boulevard to Owl's Head	NB	N/A	
1	Walton	U331.290-S	US 331	s/o Interstate 10 (SR 8) to SR 20 - NEW SECTION	Industrial Park Boulevard to Freeport City Limit	SB	N/A	
1	Walton	U331.290-N	US 331	SR 20 to s/o Interstate 10 (SR 8) - NEW SECTION	Freeport City Limit to Industrial Park Boulevard	NB	N/A	
1	FPT	U331.300-S	US 331	s/o Interstate 10 (SR 8) to SR 20 - NEW SECTION	Freeport City Limit to SR 20	SB	N/A	
1	FPT	U331.300-N	US 331	SR 20 to s/o Interstate 10 (SR 8) - NEW SECTION	SR 20 to Freeport City Limit	NB	N/A	
1 & 4	FPT	U331.310-S	US 331	SR 20 to Bay Grove (South)	SR 20 to Freeport City Limit	SB	0275	0275
1 & 4	FPT	U331.310-N	US 331	Bay Grove (South) to SR 20	Freeport City Limit to SR 20	NB	0275	0275
1 & 4	Walton	U331.320-S	US 331	SR 20 to Bay Grove (South)	Freeport City Limit to Lagrange Road	SB	0275	0275
1 & 4	Walton	U331.320-N	US 331	Bay Grove (South) to SR 20	Lagrange Road to Freeport City Limit	NB	0275	0275
1 & 4	Walton	U331.330-S	US 331	SR 20 to Bay Grove (South)	Lagrange Road to CR 3280 (Black Creek Road)	SB	0275	0275
1 & 4	Walton	U331.330-N	US 331	Bay Grove (South) to SR 20	CR 3280 (Black Creek Road) to Lagrange Road	NB	0275	0275
1 & 4	Walton	U331.340-S	US 331	SR 20 to Bay Grove (South)	CR 3280 (Black Creek Road) to Bay Grove (North)	SB	0275	0275
1 & 4	Walton	U331.340-N	US 331	Bay Grove (South) to SR 20	Bay Grove (North) to CR 3280 (Black Creek Road)	NB	0275	0275

1 & 4	Walton	U331.350-S	US 331	SR 20 to Bay Grove (South)	Bay Grove (North) to Bay Grove (South)	SB	0275	0275
1 & 4	Walton	U331.350-N	US 331	Bay Grove (South) to SR 20	Bay Grove (South) to Bay Grove (North)	NB	0275	0275
1, 4 & 5	Walton	U331.360-S	US 331	Bay Grove (South) to Chat Holly Road	Bay Grove (South) to Chat Holly Road	SB	0123	0123
1, 4 & 5	Walton	U331.360-N	US 331	Chat Holly Road to Bay Grove (South)	Chat Holly Road to Bay Grove (South)	NB	0123	0123
5	Walton	U331.370-S	US 331	Chat Holly Road to US 98 (SR 30)	Chat Holly Road to Coastal Center Boulevard	SB	0123	0123
5	Walton	U331.370-N	US 331	US 98 (SR 30) to Chat Holly Road	Coastal Center Boulevard to Chat Holly Road	NB	0123	0123
5	Walton	U331.380-S	US 331	Chat Holly Road to US 98 (SR 30)	Coastal Center Boulevard to US 98 (SR 30)	SB	0123	0123
5	Walton	U331.380-N	US 331	US 98 (SR 30) to Chat Holly Road	US 98 (SR 30) to Coastal Center Boulevard	NB	0123	0123
OLD US 331 (North)								
4	Walton	U331X.010-S	US 331	US 331 to SR 20	Owls Head to Industrial Park Boulevard	SB	0246	0246
4	Walton	U331X.010-N	US 331	SR 20 to US 331	Industrial Park Boulevard to Owls Head	NB	0246	0246
1	Walton	U331X.020-S	US 331	US 331 to SR 20	Industrial Park Boulevard to Freeport City Limit	SB	0246	0246
1	Walton	U331X.020-N	US 331	SR 20 to US 331	Freeport City Limit to Industrial Park Boulevard	NB	0246	0246
1	FPT	U331X.030-S	US 331	US 331 to SR 20	Freeport City Limit to SR 20	SB	0246	0250
1	FPT	U331X.030-N	US 331	SR 20 to US 331	SR 20 to Freeport City Limit	NB	0246	0250
11th Street								
3	DFS	L020.010-S	11th Street (South)	US 90 (SR 10) to Bruce	US 90 (SR 10) to Live Oak	SB	N/A	

				Avenue	Avenue			
3	DFS	L020.010-N	11th Street (South)	Bruce Avenue to US 90 (SR 10)	Live Oak Avenue to US 90 (SR 10)	NB	N/A	
3	DFS	L020.020-S	11th Street (South)	US 90 (SR 10) to Bruce Avenue	Live Oak Avenue to Park Avenue	SB	N/A	
3	DFS	L020.020-N	11th Street (South)	Bruce Avenue to US 90 (SR 10)	Park Avenue to Live Oak Avenue	NB	N/A	
3	DFS	L020.030-S	11th Street (South)	US 90 (SR 10) to Bruce Avenue	Park Avenue to Bruce Avenue	SB	N/A	
3	DFS	L020.030-N	11th Street (South)	Bruce Avenue to US 90 (SR 10)	Bruce Avenue to Park Avenue	NB	N/A	
19th Street (South)								
3	DFS	L040.010-S	19th Street (South)	Live Oak Avenue to CR 280	Live Oak Avenue to Orange Avenue	SB	N/A	
3	DFS	L040.010-N	19th Street (South)	CR 280 to Live Oak Avenue	Orange Avenue to Live Oak Avenue	NB	N/A	
3	DFS	L040.020-S	19th Street (South)	Live Oak Avenue to CR 280	Orange Avenue to CR 280	SB	N/A	
3	DFS	L040.020-N	19th Street (South)	CR 280 to Live Oak Avenue	CR 280 to Orange Avenue	NB	N/A	
20th Street								
3	DFS	L060.010-S	20th Street (North)	Walton Road to US 90 (SR 10)	Walton Road to US 90 (SR 10)	SB	N/A	
3	DFS	L060.010-N	20th Street (North)	US 90 (SR 10) to Walton Road	US 90 (SR 10) to Walton Road	NB	N/A	
3	DFS	L060.020-S	20th Street (South)	US 90 (SR 10) to Orange Avenue	US 90 (SR 10) to Orange Avenue	SB	N/A	
3	DFS	L060.020-N	20th Street (South)	Orange Avenue to US 90 (SR 10)	Orange Avenue to US 90 (SR 10)	NB	N/A	
Allen Loop Drive								
5	Walton	L080.010-N	Allen Drive Loop	CR 30-A (West Connection) to CR 30-A (East Connection)	CR 30-A (East Connection) to Thompson Road	NB	N/A	T
5	Walton	L080.010-S	Allen Drive Loop	CR 30-A (East Connection) to CR 30-A (West)	Thompson Road to CR 30-A (West)	SB	N/A	T

				Connection)	Connection)			
5	Walton	L080.020-S	Allen Drive Loop	CR 30-A (West Connection) to CR 30-A (East Connection)	Thompson Road to CR 30-A (East Connection)	SB	N/A	T
5	Walton	L080.020-N	Allen Drive Loop	CR 30-A (East Connection) to CR 30-A (West Connection)	CR 30-A (East Connection) to Thompson Road	NB	N/A	T
Baldwin Avenue								
1 & 4	DFS	L100.010-E	Baldwin Avenue	20th Street to Dorsey Avenue	20th Street to 11th Street	EB	N/A	
1 & 4	DFS	L100.010-W	Baldwin Avenue	Dorsey Avenue to 20th Street	11th Street to 20th Street	WB	N/A	
1	DFS	L100.020-E	Baldwin Avenue	20th Street to Dorsey Avenue	11th Street to 7th Street	EB	N/A	
1	DFS	L100.020-W	Baldwin Avenue	Dorsey Avenue to 20th Street	7th Street to 11th Street	WB	N/A	
1	DFS	L100.030-E	Baldwin Avenue	20th Street to Dorsey Avenue	7th Street to 6th Street	EB	N/A	
1	DFS	L100.030-W	Baldwin Avenue	Dorsey Avenue to 20th Street	6th Street to 7th Street	WB	N/A	
1	DFS	L100.040-E	Baldwin Avenue	20th Street to Dorsey Avenue	6th Street to Dorsey Avenue	EB	N/A	
1	DFS	L100.040-W	Baldwin Avenue	Dorsey Avenue to 20th Street	Dorsey Avenue to 6th Street	WB	N/A	
Bay Avenue								
1	DFS	L120.010-W	Bay Avenue	2nd Street (CR 280-A) to Bay Street	2nd Street (CR 280-A) to Bay Street	WB	5012	6012
1	DFS	L120.010-E	Bay Avenue	Bay Street to 2nd Street (CR 280-A)	Bay Street to 2nd Street (CR 280-A)	EB	5012	5012
Bay Grove Road								
4	Walton	L125.010-W	Bay Grove Road	US 331 (North End) to US 331 (South End)	US 331 (North End) to Grove Lane	WB	N/A	KK
4	Walton	L125.010-E	Bay Grove Road	US 331 (South End) to US 331 (North End)	Grove Lane to US 331 (North End)	EB	N/A	KK
4	Walton	L125.020-E	Bay Grove Road	US 331 (North End) to US 331 (South End)	Grove Lane to US 331 (South End)	EB	N/A	LL
4	Walton	L125.020-W	Bay Grove Road	US 331 (South End)	US 331 (South End)	WB	N/A	LL

			Road	End) to US 331 (North End)	End) to Grove Lane			
Black Creek Boulevard								
1	Walton	L140.010-S	Black Creek Boulevard	SR 20 to CR 3280 (Black Creek Road)	SR 20 to CR 3280 (Black Creek Road)	SB	N/A	U
1	Walton	L140.010-N	Black Creek Boulevard	CR 3280 (Black Creek Road) to SR 20	CR 3280 (Black Creek Road) to SR 20	NB	N/A	U
Boy Scout Road								
4	Walton	L160.010-S	Boy Scout Road	US 90 (SR 10) to Bob Sikes Road	US 90 (SR 10) to Bob Sikes Road	SB	0005	0005
4	Walton	L160.010-N	Boy Scout Road	Bob Sikes Road to US 90 (SR 10)	Bob Sikes Road to US 90 (SR 10)	NB	0005	0005
Bruce Avenue								
1	DFS	L180.010-E	Bruce Avenue	US 331 to CR 280-A	US 331 to S 11th Street	EB	5013	5013
1	DFS	L180.010-W	Bruce Avenue	CR 280-A to US 331	S. 11th Street to US 331	WB	5013	5013
1	DFS	L180.020-E	Bruce Avenue	US 331 to CR 280-A	S. 11th Street to CR 280-A	EB	5013	5013
1	DFS	L180.020-W	Bruce Avenue	CR 280-A to US 331	CR 280-A to S. 11th Street	WB	5013	5013
Burdick Avenue								
2	DFS	L200.010-E	Burdick Avenue	SR 83 to 5th Street	SR 83 to 5th Street	EB	5015	5015
2	DFS	L200.010-W	Burdick Avenue	5th Street to SR 83	5th Street to SR 83	WB	5015	5015
Chat Holly Road								
5	Walton	L220.010-E	Chat Holly Road	CR 393 to US 331	CR 393 to J.D. Miller Road	EB	N/A	V
5	Walton	L220.010-W	Chat Holly Road	US 331 to CR 393	J.D. Miller Road to CR 393	WB	N/A	V
5	Walton	L220.020-E	Chat Holly Road	CR 393 to US 331	J.D. Miller Road to US 331	EB	N/A	V
5	Walton	L220.020-W	Chat Holly Road	US 331 to CR 393	US 331 to J.D. Miller Road	WB	N/A	V
Collinsworth Road								
2	Walton	L240.010-S	Collinsworth Road	CR 83 to CR 2	CR 83 to Alford Road (Partial Pavement)	SB	N/A	MM
2	Walton	L240.010-N	Collinsworth Road	CR 2 to CR 83	Alford Road to CR 83 (Partial Pavement)	NB	N/A	MM

2	Walton	L240.020-S	Collinsworth Road	CR 83 to CR 2	Alford Road to CR 2	SB	N/A	MM
2	Walton	L240.020-N	Collinsworth Road	CR 2 to CR 83	CR 2 to Alford Road	NB	N/A	MM
E. Pt. Washington Road								
1	Walton	L260.010-E	E. Washington Road Pt.	CR 283 to CR 395	CR 283 to Dick Saltsman Road	EB	N/A	NN
1	Walton	L260.010-W	E. Washington Road Pt.	CR 395 to CR 283	Dick Saltsman Road to CR 283	WB	N/A	NN
1	Walton	L260.020-E	E. Washington Road Pt.	CR 283 to CR 395	Dick Saltsman Road to CR 395 (Unpaved Road)	EB	N/A	NN
1	Walton	L260.020-W	E. Washington Road Pt.	CR 395 to CR 283	CR 395 to Dick Saltsman Road (Unpaved Road)	WB	N/A	NN
Forest Shore Drive								
5	Walton	L280.010-E	Forest Shore Drive	Walton Way to US 98 (SR 30)	Walton Way to Holiday Road	EB	N/A	OO
5	Walton	L280.010-W	Forest Shore Drive	US 98 (SR 30) to Walton Way	Holiday Road to Walton Way	WB	N/A	OO
5	Walton	L280.020-E	Forest Shore Drive	Walton Way to US 98 (SR 30)	Holiday Road to US 98 (SR 30)	EB	N/A	OO
5	Walton	L280.020-W	Forest Shore Drive	US 98 (SR 30) to Walton Way	US 98 (SR 30) to Holiday Road	WB	N/A	OO
Holiday Road								
5	Walton	L300.010-S	Holiday Road	Forest Shore Drive to US 98 (SR 30)	Forest Shore Drive to US 98 (SR 30)	EB	N/A	PP
5	Walton	L300.010-N	Holiday Road	US 98 (SR 30) to Forest Shore Drive	US 98 (SR 30) to Forest Shore Drive	WB	N/A	PP
5	Walton	L300.020-S	Holiday Road	US 98 (SR 30) to Old US 98 (CR 2378)	US 98 (SR 30) to Old US 98 (CR 2378)	EB	N/A	QQ
5	Walton	L300.020-N	Holiday Road	Old US 98 (CR 2378) to US 98 (SR 30)	Old US 98 (CR 2378) to US 98 (SR 30)	WB	N/A	QQ
J.D. Miller Road								
5	Walton	L320.010-S	J.D. Miller Road	Chat Holly Road to US 98 (SR 30)	Chat Holly Road to US 98 (SR 30)	SB	N/A	RR
5	Walton	L320.010-N	J.D. Miller Road	US 98 (SR 30) to Chat Holly	US 98 (SR 30) to Chat Holly	NB	N/A	RR

				Road	Road			
J.W. Hollington Road								
1	Walton	L340.010-S	J.W. Hollington Road	North Terminus to SR 20	North Terminus to SR 20	SB	N/A	SS
1	Walton	L340.010-N	J.W. Hollington Road	SR 20 to North Terminus	SR 20 to North Terminus	NB	N/A	SS
Juniper Lake Road								
3	DFS	L360.010-N	Juniper Lake Road	Walton Road to SR 83	Walton Road to Defuniak Springs City Limit	NB	N/A	W
3	DFS	L360.010-S	Juniper Lake Road	SR 83 to Walton Road	Defuniak Springs City Limit to Walton Road	SB	N/A	W
3	Walton	L360.020-N	Juniper Lake Road	Walton Road to SR 83	Defuniak Springs City Limit to Ruckel Drive	NB	N/A	W
3	Walton	L360.020-S	Juniper Lake Road	SR 83 to Walton Road	Ruckel Drive to Defuniak Springs City Limit	SB	N/A	W
3	Walton	L360.030-N	Juniper Lake Road	Walton Road to SR 83	Ruckel Drive to Bob McCaskill Road	NB	N/A	W
3	Walton	L360.030-S	Juniper Lake Road	SR 83 to Walton Road	Bob McCaskill Road to Ruckel Drive	SB	N/A	W
3	Walton	L360.040-E	Juniper Lake Road	Walton Road to SR 83	Bob McCastoil Road to SR 83	EB	N/A	W
3	Walton	L360.040-W	Juniper Lake Road	SR 83 to Walton Road	SR 83 to Bob McCaskill Road	WB	N/A	W
Kings Lake Road								
3	Walton	L380.010-S	Kings Lake Road	US 331 (SR 187) to US 90 (SR 10)	US 331 (SR 187) to Engles Road	SB	N/A	X
3	Walton	L380.010-N	Kings Lake Road	US 90 (SR 10) to US 331 (SR 187)	Engles Road to US 331 (SR 187)	NB	N/A	X
3	Walton	L380.020-S	Kings Lake Road	US 331 (SR 187) to US 90 (SR 10)	Engles Road to US 90 (SR 10)	SB	N/A	X
3	Walton	L380.020-N	Kings Lake Road	US 90 (SR 10) to US 331 (SR 187)	US 90 (SR 10) to Engles Road	NB	N/A	X
Laird Road/Richardson Road								

3	Walton	L400.010-N	Laird Road	US 90 (SR 10) to CR 1087	US 90 (SR 10) to Deshazo Road	NB	N/A	Y
3	Walton	L400.010-S	Laird Road	CR 1087 to US 90 (SR 10)	Deshazo Road to US 90 (SR 10)	SB	N/A	Y
3	Walton	L400.020-N	Laird Road	US 90 (SR 10) to CR 1087	Deshazo Road to Hinote Road	NB	N/A	Y
3	Walton	L400.020-S	Laird Road	CR 1087 to US 90 (SR 10)	Hinote Road to Deshazo Road	SB	N/A	Y
3	Walton	L400.030-E	Richardson Road	US 90 (SR 10) to CR 1087	Hinote Road to Long Road	EB	N/A	Z
3	Walton	L400.030-W	Richardson Road	CR 1087 to US 90 (SR 10)	Long Road to Hinote Road	WB	N/A	Z
3	Walton	L400.040-E	Richardson Road	US 90 (SR 10) to CR 1087	Long Road to CR 1087	EB	N/A	Z
3	Walton	L400.040-W	Richardson Road	CR 1087 to US 90 (SR 10)	CR 1087 to Long Road	WB	N/A	Z
Live Oak Avenue								
4	DFS	L420.010-E	Live Avenue Oak	25th Street to US 331	25th Street to US 331	EB	N/A	
4	DFS	L420.010-W	Live Avenue Oak	US 331 to 25th Street	US 331 to 25th Street	WB	N/A	
1	DFS	L420.020-E	Live Avenue Oak	US 331 to 11th Street	US 331 to 11th Street	EB	N/A	
1	DFS	L420.020-W	Live Avenue Oak	11th Street to US 331	11th Street to US 331	WB	N/A	
Long Road								
3	Walton	L440.010-S	Long Road	CR 2 to Richardson Road	CR 2 to Cassidy Road (Partial Pavement)	SB	N/A	TT
3	Walton	L440.010-N	Long Road	Richardson Road to CR 2	Cassidy Road to CR 2 (Partial Pavement)	NB	N/A	TT
3	Walton	L440.020-S	Long Road	CR 2 to Richardson Road	Cassidy Road to Bear Bay Flats Road (Unpaved Road)	SB	N/A	TT
3	Walton	L440.020-N	Long Road	Richardson Road to CR 2	Bear Bay Flats Road to Cassidy Road (Unpaved Road)	NB	N/A	TT
3	Walton	L440.030-S	Long Road	CR 2 to Richardson Road	Bear Bay Flats Road to Richardson Road	SB	N/A	TT
3	Walton	L440.030-N	Long Road	Richardson Road to CR 2	Richardson Road to Bear	NB	N/A	TT

					Bay Flats Road			
Oakwood Lakes Boulevard								
3	Walton	L500.010-E	Oakwood Lakes Boulevard	Owens Road to US 331 (SR 187)	Owens Road to Smith Road	EB	N/A	UU
3	Walton	L500.010-W	Oakwood Lakes Boulevard	US 331 (SR 187) to Owens Road	Smith Road to Owens Road	WB	N/A	UU
3	Walton	L500.020-E	Oakwood Lakes Boulevard	Owens Road to US 331 (SR 187)	Smith Road to US 331 (SR 187)	EB	N/A	UU
3	Walton	L500.020-W	Oakwood Lakes Boulevard	US 331 (SR 187) to Owens Road	US 331 (SR 187) to Smith Road	WB	N/A	UU
Orange Avenue								
4	DFS	L520.010-E	Orange Avenue	19th Street to US 331	19th Street to 17th Street	EB	N/A	
4	DFS	L520.010-W	Orange Avenue	US 331 to 19th Street	17th Street to 19th Street	WB	N/A	
4	DFS	L520.020-E	Orange Avenue	19th Street to US 331	17th Street to US 331	EB	N/A	
4	DFS	L520.020-W	Orange Avenue	US 331 to 19th Street	US 331 to 17th Street	WB	N/A	
1	DFS	L520.030-E	Orange Avenue	US 331 to 11th Street	US 331 to 13th Street	EB	N/A	
1	DFS	L520.030-W	Orange Avenue	11th Street to US 331	13th Street to US 331	WB	N/A	
1	DFS	L520.040-E	Orange Avenue	US 331 to 11th Street	13th Street to 12th Street	EB	N/A	
1	DFS	L520.040-W	Orange Avenue	11th Street to US 331	12th Street to 13th Street	WB	N/A	
1	DFS	L520.050-E	Orange Avenue	US 331 to 11th Street	12th Street to 11th Street	EB	N/A	
1	DFS	L520.050-W	Orange Avenue	11th Street to US 331	11th Street to 12th Street	WB	N/A	
Owens Road								
3	Walton	L540.010-S	Owens Road	Oakwood Lakes Boulevard to US 90 (SR 10)	Oakwood Lakes Boulevard to US 90 (SR 10)	SB	N/A	
3	Walton	L540.010-N	Owens Road	US 90 (SR 10) to Oakwood Lakes Boulevard	US 90 (SR 10) to Oakwood Lakes Boulevard	NB	N/A	
Punch Bowl Road								
2	Walton	L560.010-E	Punch Bowl	CR 181 to Mims	CR 181 to Mims Road (Unpaved)	EB	N/A	AA

			Road	Road	Road)			
2	Walton	L560.010-W	Punch Bowl Road	Mims Road to CR 181	Mims Road to CR 181 (Unpaved Road)	WB	N/A	AA
2	Walton	L560.020-E	Punch Bowl Road	Mims Road to SR 83	Mims Road to SR 83	EB	N/A	AA
2	Walton	L560.020-W	Punch Bowl Road	SR 83 to Mims Road	SR 83 to Mims Road	WB	N/A	AA
Rock Hill Road								
1	Walton	L580.010-E	Rock Hill Road	US 331 to SR 81	US 331 to McKinnon Bridge Road	EB	N/A	BB
1	Walton	L580.010-W	Rock Hill Road	SR 81 to US 331	McKinnon Bridge Road to US 331	WB	N/A	BB
1	Walton	L580.020-E	Rock Hill Road	US 331 to SR 81	McKinnon Bridge Road to Walton Bridge Road	EB	N/A	CC
1	Walton	L580.020-W	Rock Hill Road	SR 81 to US 331	Walton Bridge Road to McKinnon Bridge Road	WB	N/A	CC
1	Walton	L580.030-E	Rock Hill Road	US 331 to SR 81	Walton Bridge Road to SR 81	EB	N/A	CC
1	Walton	L580.030-W	Rock Hill Road	SR 81 to US 331	SR 81 to Walton Bridge Road	WB	N/A	CC
Shoemaker Drive								
3	DFS	L620.010-S	Shoemaker Drive	Walton Road to US 90 (SR 10)	Walton Road to US 90 (SR 10)	SB	N/A	
3	DFS	L620.010-N	Shoemaker Drive	US 90 (SR 10) to Walton Road	US 90 (SR 10) to Walton Road	NB	N/A	
S. Church Street								
5	Walton	L640.010-S	S. Church Street	Chat Holly Road to US 98 (SR 30)	Chat Holly Road to US 98 (SR 30)	SB	N/A	W
5	Walton	L640.010-N	S. Church Street	US 98 (SR 30) to Chat Holly Road	US 98 (SR 30) to Chat Holly Road	NB	N/A	W
S. Watersound Parkway (add to system when designated as a public road)								
1	Walton	L660.010-S	S. Watersound Parkway	US 98 (SR 30) to CR 30-A	US 98 (SR 30) to Fazio Drive	SB	N/A	DD
1	Walton	L660.010-N	S. Watersound Parkway	CR 30-A to US 98 (SR 30)	Fazio Drive to US 98 (SR 30)	NB	N/A	DD
1	Walton	L660.020-S	S. Watersound	US 98 (SR 30)	Fazio Drive to	SB	N/A	DD

			Parkway	to CR 30-A	CR 30-A			
1	Walton	L660.020-N	S. Watersound Parkway	CR 30-A to US 98 (SR 30)	CR 30-A to Fazio Drive	NB	N/A	DD
Sunrise Road								
3	Walton	L680.010-E	Sunrise Road	US 331 (SR 187) to SR 83	US 331 (SR 187) to Oak Ridge Road	EB	N/A	EE
3	Walton	L680.010-W	Sunrise Road	SR 83 to US 331 (SR 187)	Oak Ridge Road to US 331 (SR 187)	WB	N/A	EE
3	Walton	L680.020-E	Sunrise Road	US 331 (SR 187) to SR 83	Oak Ridge Road to Piney Grove Church Road	EB	N/A	EE
3	Walton	L680.020-W	Sunrise Road	SR 83 to US 331 (SR 187)	Piney Grove Church Road to Oak Ridge Road	WB	N/A	EE
3	Walton	L680.030-E	Sunrise Road	US 331 (SR 187) to SR 83	Piney Grove Church Road to SR 83	EB	N/A	EE
3	Walton	L680.030-W	Sunrise Road	SR 83 to US 331 (SR 187)	SR 83 to Piney Grove Church Road	WB	N/A	EE
Thompson Road								
5	Walton	L700.010-S	Thompson Road	US 98 (SR 30) to Allen Loop Drive	US 98 (SR 30) to Allen Loop Drive	SB	N/A	FF
5	Walton	L700.010-N	Thompson Road	Allen Loop Drive to US 98 (SR 30)	Allen Loop Drive to US 98 (SR 30)	NB	N/A	FF
Walton Road								
3	Walton	L740.010-E	Walton Road	US 331 (SR 187) to SR 83	US 331 (SR 187) to Defuniak Springs City Limit	EB	N/A	GG
3	Walton	L740.010-W	Walton Road	SR 83 to US 331 (SR 187)	Defuniak Springs City Limit to US 331 (SR 187)	WB	N/A	GG
3	DFS	L740.020-E	Walton Road	US 331 (SR 187) to SR 83	Defuniak Springs City Limit to Juniper Lake Road	EB	N/A	GG
3	DFS	L740.020-W	Walton Road	SR 83 to US 331 (SR 187)	Juniper Lake Road to Defuniak Springs City Limit	WB	N/A	GG
3	DFS	L740.030-E	Walton Road	US 331 (SR 187) to SR 83	Juniper Lake Road to SR 83	EB	N/A	GG

				187) to SR 83	Road to Shoemaker Drive			
3	DFS	L740.030-W	Walton Road	SR 83 to US 331 (SR 187)	Shoemaker Drive to Juniper Lake Road	WB	N/A	GG
3	DFS	L740.040-E	Walton Road	US 331 (SR 187) to SR 83	Shoemaker Drive to 20th Street	EB	N/A	HH
3	DFS	L740.040-W	Walton Road	SR 83 to US 331 (SR 187)	20th Street to Shoemaker Drive	WB	N/A	HH
3	DFS	L740.050-E	Walton Road	US 331 (SR 187) to SR 83	20th Street to SR 83	EB	N/A	HH
3	DFS	L740.050-W	Walton Road	SR 83 to US 331 (SR 187)	SR 83 to 20th Street	WB	N/A	HH
Williams Road								
3	Walton	L760.010-E	Williams Road	CR 1087 to US 331 (SR 187)	CR 1087 to Turkey Creek Pit Road (Unpaved Road)	EB	N/A	II
3	Walton	L760.010-W	Williams Road	US 331 (SR 187) to CR 1087	Turkey Creek Pit Road to CR 1087 (Unpaved Road)	WB	N/A	II
3	Walton	L760.020-E	Williams Road	CR 1087 to US 331 (SR 187)	Turkey Creek Pit Road to Raley Road	EB	N/A	II
3	Walton	L760.020-W	Williams Road	US 331 (SR 187) to CR 1087	Raley Road to Turkey Creek Pit Road	WB	N/A	II
3	Walton	L760.030-E	Williams Road	CR 1087 to US 331 (SR 187)	Raley Road to US 331 (SR 187)	EB	N/A	II
3	Walton	L760.030-W	Williams Road	US 331 (SR 187) to CR 1087	US 331 (SR 187) to Raley Road	WB	N/A	II
Woodyard Road								
4	Walton	L780.010-S	Woodyard Road	US 90 (SR 10) to Bob Sikes Road	US 90 (SR 10) to Bob Sikes Road	SB	N/A	JJ
4	Walton	L780.010-N	Woodyard Road	Bob Sikes Road to US 90 (SR 10)	Bob Sikes Road to US 90 (SR 10)	NB	N/A	JJ

ITE Code	Land Use Description	Independent Variable	ITE PM Peak Hour Rate/Equation (Default)	Percent New Trips	Pass-by Percentage
Port and Terminal (Land Use Codes 000--099)					
022	General Aviation Airport	Average Flights Per Day	Average Rate	100%	0%
Industrial (Land Use Codes 100--199)					
110	General Light Industrial (< 200,000 SF)	1,000 SF (GFA)	Average Rate	92%	8%
110	General Light Industrial (> or = 200,000 SF)	1,000 SF (GFA)	Equation	92%	8%
130	Industrial Park	1,000 SF (GFA)	Equation	92%	8%
140	Manufacturing	1,000 SF (GFA)	Equation	92%	8%
150	Warehousing	1,000 SF (GFA)	Equation	92%	8%
151	Mini-Warehouse	1,000 SF (GFA)	Equation	92%	8%
Residential (Land Use Codes 200--299)					
210	Single-Family Detached Housing	Dwelling Units	Equation	100%	0%
*210	Recreational/Seasonal/Vacation Homes [5+ bedrooms]	Dwelling Units	Equation (ITE Code 210)	100%	0%
*210/260	Recreational/Seasonal/Vacation Homes [4 bedrooms or less]	Dwelling Units	$T \frac{1}{[(1.01+0.26)/2]*X} =$	100%	0%
220	Apartment	Dwelling Units	Equation	100%	0%
230	Residential Condominium/Townhouse	Dwelling Units	Equation	100%	0%
240	Mobile Home Park	Occupied Dwelling	Equation	100%	0%
254	Assisted Living Facility	Occupied Beds	Average Rate	98%	2%
Lodging (Land Use Codes 300--399)					
310	Hotel	Occupied Rooms	Equation	100%	0%
311	All Suites Hotel	Occupied Rooms	Average Rate	100%	0%
312	Business Hotel	Occupied Rooms	Average Rate	100%	0%
320	Motel	Occupied Rooms	Equation	59%	41%
330	Resort Hotel	Occupied Rooms	Average Rate	100%	0%
Recreational (Land Use Codes 400--499)					
412	County Park	Acres	Average Rate	90%	10%
415	Beach Park	Acres	Average Rate	90%	10%
416	Campground/Recreational Vehicle Park	Occupied Camp Sites	Average Rate	100%	0%
420	Marina	Berths	Average Rate	90%	10%
430	Golf Course	Holes	Average Rate	100%	0%
443	Movie Theater without Matinee	Movie Screens	Average Rate	85%	15%
444	Movie Theater with Matinee	Movie Screens	Average Rate	85%	15%
445	Multiplex Movie Theater	Movie Screens	Average Rate	85%	15%

492	Health/Fitness Club	1,000 SF (GFA)	Average Rate	75%	25%
493	Athletic Club	1,000 SF (GFA)	Average Rate	75%	25%
495	Recreational Community Center	1,000 SF (GFA)	Average Rate	90%	10%
Institutional (Land Use Codes 500--599)					
520	Elementary School	Students	Equation	80%	20%
522	Middle School/Junior High School	Students	Average Rate	80%	20%
530	High School	Students	Average Rate	90%	10%
540	Junior/Community College	Students	Average Rate	90%	10%
550	University/College	Students	Equation	90%	10%
560	Church	1,000 SF (GFA)	Average Rate	90%	10%
561	Synagogue	1,000 SF (GFA)	Average Rate	90%	10%
565	Day Care Center	1,000 SF (GFA)	Equation	74%	26%
590	Library	1,000 SF (GFA)	Average Rate	90%	10%
Medical (Land Use Codes 600--699)					
610	Hospital (< 450 Beds)	Beds	Average Rate	77%	23%
610	Hospital (> or = 450 Beds)	Beds	Equation	77%	23%
620	Nursing Home	Beds	Average Rate	75%	25%
630	Clinic	1,000 SF (GFA)	Average Rate	92%	8%
Office (Land Use Codes 700--799)					
710	General Office Building (< 100,000 SF)	1,000 SF (GFA)	Average Rate	100%	0%
710	General Office Building (> or = 100,000 SF)	1,000 SF (GFA)	Equation	100%	0%
720	Medical-Dental Office Building	1,000 SF (GFA)	Equation	100%	0%
Retail (Land Use Codes 800--899)					
813	Free-Standing Discount Superstore	1,000 SF (GFA)	Average Rate	72%	28%
814	Specialty Retail Center	1,000 SF (GFA)	Equation	90%	10%
815	Free-Standing Discount Store	1,000 SF (GFA)	Average Rate	83%	17%
816	Hardware/Paint Store	1,000 SF (GFA)	Equation	74%	26%
817	Nursery (Garden Center)	Acres	Average Rate	90%	10%
818	Nursery (Wholesale)	Acres	Average Rate	90%	10%
820	Shopping Center	1,000 SF (GFA)	Equation	ITE Equation	
823	Factory Outlet Center	1,000 SF (GFA)	Equation	ITE Equation (Code 820)	
841	New Car Sales	1,000 SF (GFA)	Equation	79%	21%
843	Automobile Parts Sales	1,000 SF (GFA)	Equation	57%	43%
848	Tire Store	Service Bays	Average Rate	72%	28%
849	Tire Superstore	Service Bays	Average Rate	72%	28%
850	Supermarket	1,000 SF (GFA)	Equation	64%	36%

851	Convenience Market (Open 24 Hours)	1,000 SF (GFA)	Average Rate	39%	61%
853	Convenience Market with Gasoline Pumps	Vehicle Fueling Positions	Average Rate	34%	66%
854	Discount Supermarket	1,000 SF (GFA)	Equation	77%	23%
861	Discount Club	1,000 SF (GFA)	Average Rate	83%	17%
862	Home Improvement Superstore	1,000 SF (GFA)	Average Rate	52%	48%
863	Electronic Superstore	1,000 SF (GFA)	Average Rate	60%	40%
880	Pharmacy/Drugstore without Drive-Through Window	1,000 SF (GFA)	Average Rate	47%	53%
881	Pharmacy/Drugstore with Drive-Through Window	1,000 SF (GFA)	Average Rate	51%	49%
890	Furniture Store	1,000 SF (GFA)	Average Rate	47%	53%
896	Video Rental Store	1,000 SF (GFA)	Equation	70%	30%
Services (Land Use Codes 900--999)					
911	Walk-in Bank	1,000 SF (GFA)	Average Rate	80%	20%
912	Drive-in Bank	Drive-in Lanes	Average Rate	53%	47%
931	Quality Restaurant	1,000 SF (GFA)	Average Rate	56%	44%
932	High-Turnover (Sit-Down) Restaurant	1,000 SF (GFA)	Average Rate	57%	43%
934	Fast Food Restaurant with Drive-Through Window	1,000 SF (GFA)	Average Rate	50%	50%
936	Drinking Place	1,000 SF (GFA)	Average Rate	56%	44%
941	Quick Lubrication Vehicle Stop	Servicing Positions	Average Rate	72%	28%
944	Gasoline/Service Station	Vehicle Fueling Positions	Average Rate	58%	42%
945	Gasoline/Service Station with Convenience Market	Vehicle Fueling Positions	Average Rate	44%	56%
946	Gasoline/Service Station with Convenience Market and Car Wash	Vehicle Fueling Positions	Average Rate	44%	56%
947	Self-Service Car Wash	Wash Stalls	Average Rate	67%	33%

ATTACHMENT

C

Walton County PM Peak Hour Trip Characteristics

TABLE INSET:

SOURCES:

- ITE Trip Generation (7th Edition), 1997
- ITE Trip Generation Handbook (2nd Edition), 2004
- Tindall-Oliver Trip Generation Study, 1989
- U.S. DOT, "Personal Travel in the U.S.," 1986

NOTE:

* Based on the small sample size of the study conducted for ITE Code 210 these rates if utilized must be approved at the pre-application meeting by the County's

Concurrency Manager. An applicant may be permitted to utilize trip generation information not specifically listed in the table above if the rates can be documented as recognized as acceptable engineering standards and approved by the County's Concurrency Manager at the pre-application meeting.

ATTACHMENT

D

Project Trip Distribution Procedures

GRAPHIC LINK: [Click here for graphic](#)

ATTACHMENT

E

Vehicle Trip Credits--Applied to CR30-A Only

TABLE INSET:

Potential Trip Reductions	Vehicle	Requirements
		As an alternative to proportional fair share assessments for programmed improvements within the CR30A transportation corridor this document identifies alternative mitigation strategies available. These strategies may be used in lieu of and/or to supplement the traditional fair share assessment identified within the CR30A corridor to promote multi-modal transportation. Vehicle trip credits or incentives for livable community design features are proposed to increase safety and travel alternatives. Good design and inclusion of multi-modal amenities will enhance the quality of life and provide a livable community for the many users of CR 30-A. Any use of these strategies in lieu of a proportionate fair share assessment for programmed improvements within the corridor shall be subject to the approval of the Transportation Concurrency Manager and agreed upon at the applicant's pre-application meeting. The applicant shall be responsible for design and implementation of any system improvements, or proportionate fair share funding of transit implementation/operations or other strategies if determined applicable by the Transportation Concurrency Manager. A Development Agreement will be entered into between Walton County and the applicant, to identify implementation time frame and mitigation details such as minimum design requirements and long-term maintenance.
1) Internal (Vehicle)	Internal Connections	Internal vehicle trip capture shall be calculated consistent with ITE Trip Generation Handbook procedures and before any pass-by capture
	Internal capture trip reduction	

<p>can be applied to reduce the total project trip generation.</p>	<p>percentage is applied. A credit for all combined parcels which are physically interconnected can be considered in these calculations, and combined parcels can not exceed up to one (1) mile in length of total roadway frontage along CR 30-A. This internal capture trip reduction credit will only be applied if two conditions are satisfied: 1 the applicant secures a public easement within their property and, 2 the applicant obtains written approval from the adjacent property owner(s) of developed parcels only, in which they are proposing to connect. Condition 1 will apply to any required vehicle interconnection as required by the Land Development Code; however, without an approval from adjacent property owner(s) the connection will be constructed to the property line. For internal vehicle trip reductions to be considered, written approvals in Condition 2) must be provided with the concurrency application package. The applicant shall provide a Statement of Certification identifying the adjacent land uses (adjacent land uses can be verified by the Walton County Planning Department, Building Inspection, or Property Appraiser's Office). PM peak hour trip generation calculations must be provided for these adjacent developed parcels. If a direct vehicle connection is secured to a developed adjacent land use(s), credit for the full adjacent parcel(s) (1st tier) intensity will be allowed. If there are subsequent (2nd tier) adjoining developed parcel(s) and a written authorization to connect is secured, 50% of that parcel's land use intensity can be used in the internal capture calculation. For any 3rd tier parcel having a physical vehicle connection secured to these aforementioned parcels, 25% of the parcel's land use intensity can be applied to internal capture calculations.</p>
<p>2) Internal Connections (Bike/Pedestrian) (i.e., Retail to retail--5%, office to retail--5%, residential to residential--3%, office to residential--2%, schools to residential--10%, schools to</p>	<p>Bicycle/pedestrian internal connections must be a minimum width of 10', paved, and satisfy Walton County standards. Public easements must be recorded for these connections and extend from the proposed bicycle/pedestrian connection to an existing or future planned off-street bike route. In addition, for any golf cart to be allowed on this</p>

<p>retail/office--2%)</p>	<p>facility, the off-street bike route must be 12' wide, include dedicated easements (internal to developments), exceed a distance of \geq 1/2 mile and connect to a destination-oriented retail area.</p>
<p>3) Access Management (Medians/turn movement restrictions) Up to 5% or up to 15 peak hour vehicle trip credits whichever is greater for 200' of treated median.</p>	<p>Medians are required when left turn lanes are warranted and constructed. Medians help direct left turning movements to controlled intersections, increase safety, and provide an enhanced pedestrian environment. Median designs must satisfy Walton County and CR 30-A design requirements.</p>
<p>4) Transit Credit up to 30% vehicle trip credits or up to 160 peak hour trips whichever is greater for private transit service.</p>	<p>An Applicant can provide a private transit service (or shuttle service). This service must be provided in perpetuity for the life of the development and all details on operations shall be included in the Development Agreement. Details include number of vehicles, size/type of vehicle, hours of operation, proposed stop locations, headway, seasonal operational variations, and maximum fare to be charged to outside users. A minimum system shall include a 30' bus or trolley with capacity for 20 seated passengers, operations between 8:00 a.m. - 8:00 p.m., 2-hour maximum headway, and destinations along CR 30-A including to a public beach access for properties not located along the Gulf of Mexico or without private beach access.</p> <p>An applicant can opt to pay a fee of \$3,500.00 per net external PM peak hour trip into a transit fund once a transit development plan for Walton County has been identified as part of the Okaloosa County Transit Authority (OCTA), since OCTA is the designated recipient for government apportionment of funds for transit systems for the area. The County or its designee (i.e., Okaloosa County or private entity) will be responsible for operating and maintaining the transit system.</p>
<p>5) Trails/Sidewalks Up to 5% peak hour vehicle trip credit.</p>	<p>A ten (10) foot multi-use trail is required along the CR 30-A corridor for any new or redeveloped project fronting CR 30-A, which does not currently include an adjacent multi-use trail. An applicant will receive a person-trip equivalent or PM peak hour vehicle trip reduction credit when a wider trail width would be advantageous to the development and surrounding area to promote bicycle and pedestrian</p>

	<p>travel. To demonstrate the need for an increased trail width (and eligibility for vehicle trip credits), person trip equivalents calculations are required. A minimum of 300 person trips per peak 15 minute period is required.</p> <p>300--350 persons per peak 15 minute period - 11' multi-use trail width</p> <p>351--400 persons per peak 15 minute period - 11' multi-use trail width</p> <p>401--500 persons per peak 15 minute period - 13' multi-use trail width</p> <p>501--550 persons per peak 15 minute period - 14' multi-use trail width</p> <p>> 550 persons per peak 15 minute period - 15' multi-use trail width</p> <p>For every one (1) foot in sidewalk width added above this minimum requirements, the applicant will receive a person-trip equivalent or a vehicle trip reduction credit. This calculation, shall be determined using the following formula: $\text{Number of Required Parking Spaces} \times 90\% \text{ Parking Occupancy} \times 1.6 \text{ Persons per Vehicle} / (8 \text{ Hours} / 4) = \text{Total Number Person-Trips per peak 15 minute.}$ Modifications to this equation may be justified for parking turnover rates, for example, as approved by the Walton County Plans Review Engineer. Parking spaces within 1/4 mile walking distance, from the property boundary, may be included in this calculation.</p> <p>If 1' added width = 5% added person-trips --> 2% vehicle trip reduction</p> <p>If 2' added width = 8% added person-trips --> 4% vehicle trip reduction</p> <p>If 3' added width = 12% added person-trips --> 6% vehicle trip reduction</p> <p>If 4' added width = 15% added person-trips --> 8% vehicle trip reduction</p> <p>If 5' added width = 18% added person-trips --> 10% vehicle trip reduction</p>
6) ITS	<p>Vehicle trip credits will be provided to applicants that install Intelligent Transportation System (ITS) features along CR 30-A, along County Roads that connect CR 30-A with US 98, or at the approaches to the two (2) CR 30-A/US 98 intersections along</p>

	<p>US 98. Devices as indicated below include: fixed Dynamic Message Signs (DMS), fiber-optic communication, replacement of span wire flashers/signals with mast arm signals, and Closed-Circuit Television (CCTV). ITS equipment is intended to improve traffic mobility and safety. In addition, these devices can assist with traffic management during unscheduled/scheduled events (i.e., hurricane evacuation, roadway/lane closures, construction activities, fog/weather conditions and special events).</p>
<p>a) Dynamic Message Sign (DMS) 10% or up to 90 peak hour vehicle per hour trip credits, whichever is greater.</p>	<p>The DMS sign must meet FDOT District 3 Regional ITS Architectural Standards, meet NTCIP Standards, be a fixed structure, satisfy CR 30-A scenic corridor and design standards, and must be maintained by FDOT or other parties under contract with FDOT or Walton County. Sign locations must be approved by Walton County Public Works and Emergency Management staff to ensure sign placement satisfies the goal of providing useful motorist information in a timely manner to allow motorists to choose an alternative travel route. A CCTV is recommended to be installed with a DMS.</p>
<p>b) Fiber Optic Communications 5% or up to 30 peak hour vehicle trip credits, whichever is greater for every one (1) mile of underground communications.</p>	<p>The applicant is responsible for design, permitting and installation of fiber communications systems. A fiber communications plan must indicate the benefit of the installation to connect existing or future signals. Fiber materials and specifications shall be approved by Walton County or its designated agent, and installation methods per FDOT specifications. A minimum 2" conduit with a minimum 48 fiber count shall be provided.</p>
<p>c) Mast Arm Signal Support 5% or up to 65 peak hour vehicle per hour trip credits, whichever is greater.</p>	<p>Credits will be provided to an applicant who replaces an overhead span wire flasher or signal with a mast arm signal support system. Signal specifications identified by Walton County and CR 30-A design standards must be satisfied. The applicant is responsible for design, permitting and construction.</p>
<p>d) Closed-Circuit Television (CCTV) 1% or up to 10 peak hour vehicle trip credits, whichever is greater.</p>	<p>Trip reductions shall be provided to an applicant who installs CCTV (i.e., traffic monitoring cameras). The CCTV will improve daily signal timing as well as improve traffic management for scheduled and</p>

	<p>unscheduled events. Cameras must be designed, permitted and installed by the applicant. Specifications must meet FDOT District 3 Regional ITS Standards, and must be maintained by FDOT or other parties contracted by FDOT or Walton County.</p>
<p>7) Bike Supply 10% peak hour vehicle trips credits for free bike use or a credit of 2% peak hour vehicle trips for on-site bike rental.</p>	<p>Credits will be allowed if the applicant provides free use of bicycles and demonstrates the supply of bicycles would reasonably meet development demand. Trip credits for on-site bike rentals can also be obtained.</p>
<p>8) Security Lighting Five (5) peak hour vehicle trip credits per street light.</p>	<p>Vehicle trip credit will be provided to an applicant who provides on-street lighting along the CR 30-A Right-of-Way adjacent to State owned parcels (i.e., parks, forest), or parcels that are never intending to add lighting shall be installed adjacent to the pedestrian/bicycle trail for security purposes. Light fixtures shall not be spaced closer than 150' and must be approved by Walton County Public Works Department. The applicant is responsible for design, permitting and installation. All related maintenance issues shall be addressed in a R.O.W. Agreement as necessary. Lighting luminaries must meet CR 30-A design standards.</p>
<p>9) TDM (Transportation Demand Management) Strategies Up to 10% peak hour vehicle trip credits.</p>	<p>Vanpool, carpool, park-n-ride, and guaranteed ride home programs can be implemented by the applicant in perpetuity. Vehicle trip reduction estimates shall be provided by the applicant and to document minimum program trip requirements, benefits and credits, be approved by Walton County staff. A trained qualified position, employed by the property owner, must be assigned to manage and enhance the TDM program(s).</p>
<p>10) Office Building Showers 5% or up to 35 peak hour vehicle trips whichever is greater.</p>	<p>A credit can be applied to the office use only for any office or mixed land use site for shower and locker facilities provided to employees to encourage bicycle and pedestrian travel. This trip reduction would be applied to total project trips and prior to any trip reductions for internal and pass-by capture.</p>
<p>11) Benches/Water Fountains 1% peak hour vehicle trip credit for each bench and 2%</p>	<p>Credits are allowed if the applicant provides benches and/or water fountains for the general public. These facilities must be near or adjacent to</p>

<p>peak hour vehicle trip credit for each water fountain.</p>	<p>the multi-use trail along CR 30-A, spaced a minimum of 600', and located on private property or within CR 30-A Right-of-Way (requiring a Right-of-Way Agreement). The property owner shall own and maintain these amenities in perpetuity for the life of the development and is responsible for removal if these amenities are no longer to be maintained by the property owner.</p>
<p>12) Informational Kiosks Up to 3% peak hour vehicle trip credit for each kiosk or up to ten (10) peak hour vehicle trip credits for hard copy maps.</p>	<p>Applicant can provide an informational electronic kiosk which identify nearby restaurants and other retail establishments. Kiosks shall be interactive and allow for users to identify desired destination land uses (i.e., retail, restaurants, beach access) and ultimately transit schedules when available. Hard copy maps of retail establishments, located at a minimum of five (5) miles from the property boundaries, must be produced, regularly updated and available at all times.</p>
<p>13) Shade Trees Adjacent to Sidewalks/Trails Up to five (5) vehicle peak hour trips per ten (10) trees.</p>	<p>Vehicle trip credit will be provided to an applicant who provides trees along the CR 30-A Right-of-Way adjacent to State owned parcels along CR 30-A (i.e., parks, forest) or other parcels never intending to add trees. Trees must be mature and approximately 4-6" caliber. Trees should be installed in close proximity to the bicycle/pedestrian facility in accordance with Walton County regulations and the CR 30-A design standards. Tree spacing shall be approved by Walton County and will vary depending on the species. The applicant is responsible for maintenance, pruning and watering during the maturation period. Trees must be under warranty and any tree that does not survive after one (1) year from installation shall be replaced at the applicant's cost.</p>
<p>14) Bus Shelters 2% or up to eight (8) vehicle peak hour trip credits, whichever is greater.</p>	<p>Bus shelter credits will only be considered if transit exists. Transit shelter must be maintained in perpetuity for the life of the development and the property owner is responsible for removal if these are no longer to be maintained.</p>

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