

# Freight Plan Implementation



# Purpose

To build on the adopted Regional Freight Network Plan by evaluating needs on high priority regional freight corridors



# Background

**The *Regional Freight Network Plan* (also known as *Highways of Commerce*) was adopted in 2010**

- a high level analysis based on secondary data sources and input from freight stakeholders

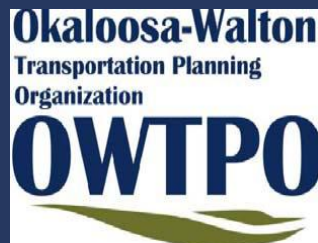
**Evaluate the needs identified in the *Regional Freight Network Plan***

- Detailed analysis supported by field observations
- Investigate problem areas identified in the plan (freight bottlenecks, chokepoints, and other “hot spots”)
- Coordinate implementing through resurfacing and other near-term projects



# Scope of Work

- **Task 1: Agency Coordination on Upcoming Projects**
- **Task 2: Screening High Priority Regional Freight Corridors**
- **Task 3: Evaluate Needs and Refine Priority Improvement Needs**
- **Task 4: Research Potential Freight Project Funding**
- **Task 5: Report Production**



# Project Schedule

- **Kick-off Meeting**
  - July 14, 2011
- **Local Officials Coordination – corridor selection**
  - August – September 2011
- **Field Screening and Data Collection**
  - September -October, 2011
- **Draft Reports Submitted**
  - November 30, 2011
- **Draft Report Presented to TPO**
  - February 16, 2012
- **Final Plan Presented to TPO**
  - March 15, 2012



# Corridor Selection

Based on:

- number of issues or hot spots within a corridor
- priority established in the Regional Freight Plan
- potential for improvements within five years
- consultation with TPO staff
  
- Three corridors screened within the TPO boundary



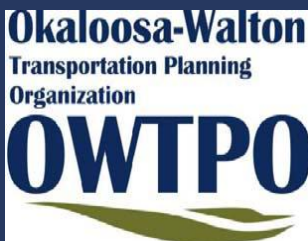
# Corridors Screened

- SR 85 from John King Road to Airport Road
- US 98 from the Destin Bridge to the Walton County Line
- US 331 from Edgewood Circle to US 331 North



# Evaluation Issues

- operations
- physical characteristics
- available right-of-way
- traffic counts and projections
- capacity and LOS
- congestion and delay
- signal timing and synchronization
- maneuverability
- railroad crossings
- signage



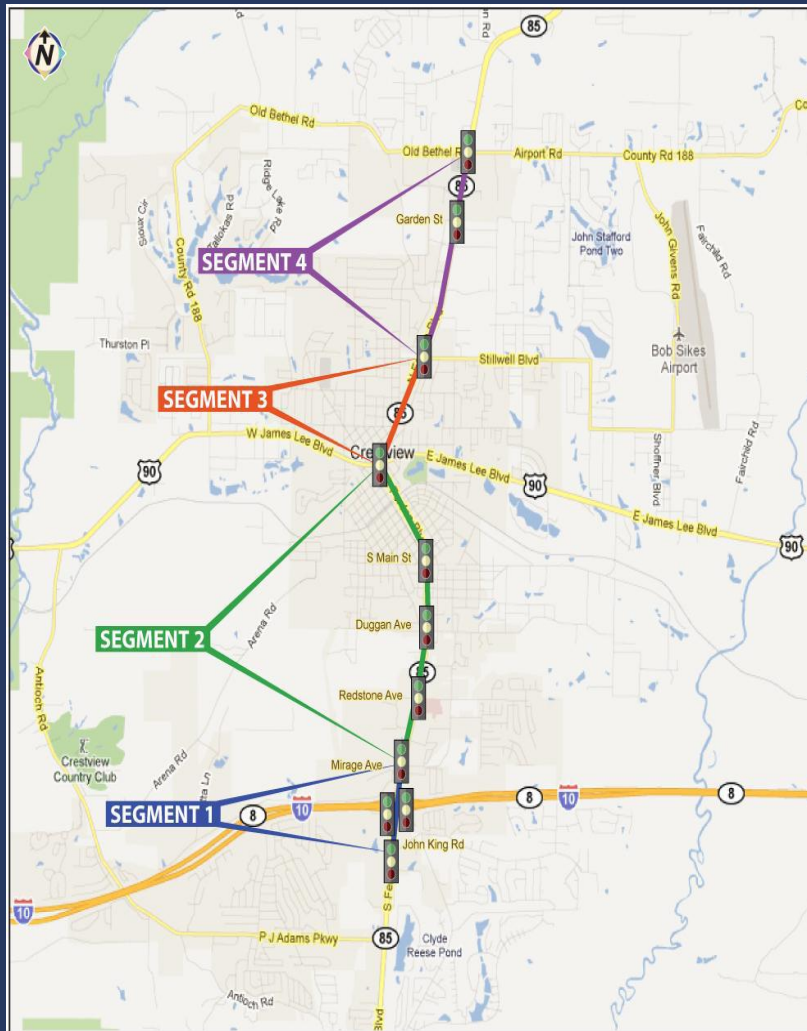


# Evaluation Issues

- Roadway Geometry
  - turning radii
  - sight lines
  - lane widths
  - grades
- Pavement Condition
  - Rutting
  - Heaving
  - Cracking
  - Curb or shoulder erosion
- Access Management
  - median openings and driveways
- Safety Conditions
  - crash data
  - railroad crossings
  - bicycle/pedestrian conflicts



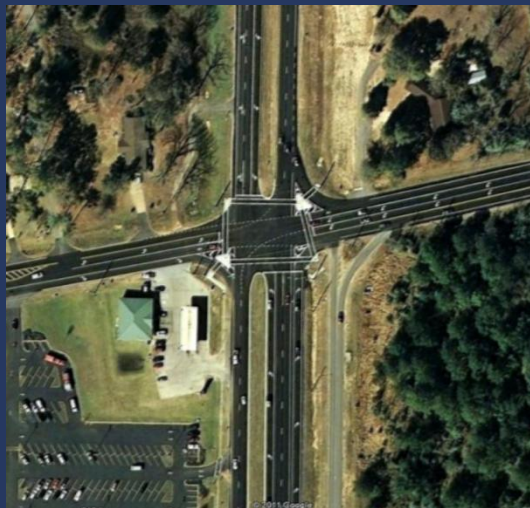
# SR 85 from John King Rd to Airport Rd



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# SR 85 from John King Rd to Airport Rd



# SR 85 from John King Rd to Airport Rd

- Construct a dedicated right-turn lane at the NE quadrant of US 90 and SR 85. (OW1)
- Improve turning radii at NE and SE quadrants of Stillwell Blvd. (OW2)
- Ensure signal progression from Mirage Ave to Duggan Ave permits through truck traffic to proceed without stopping at each signal. (OW3)



## SR 85 from John King Rd to Airport Rd

- Move stop bar on Stillwell Blvd back to allow trucks to turn without encroaching on opposing traffic lane. (OW4)
- Extend pavement at northeast and southeast quadrants of John King Rd to prevent rutting of the soft shoulders. If possible, relocate the power pole at the northeast corner away from the roadway. (OW5)



## SR 85 from John King Rd to Airport Rd

- Remove curbs between pedestrian ramps at the corners of Mirage Avenue and W. Redstone Avenue/Redstone Drive. (OW6)
- Construct frontage roads on both sides of SR 85 from P.J. Adams Parkway north to I-10 to facilitate access to the commercial properties. Close four median openings to improve efficiency in this area. (OW7)



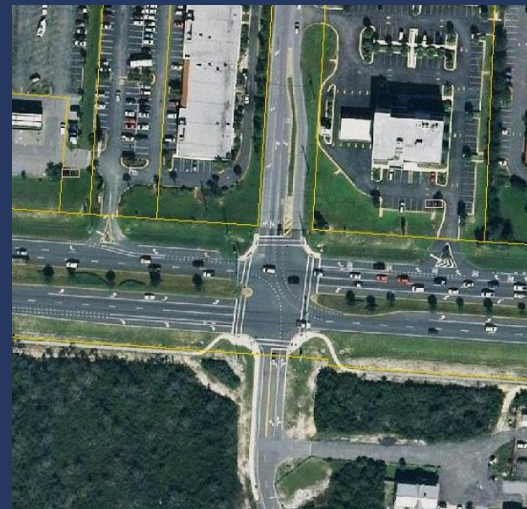
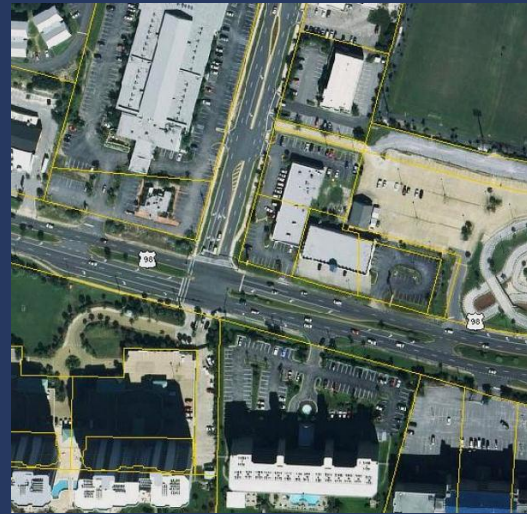
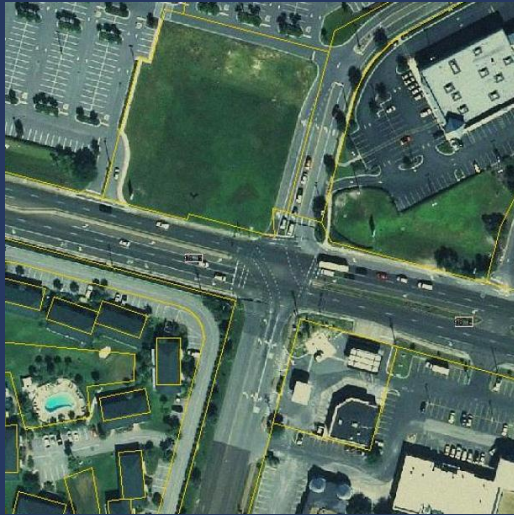
# US 98 - Destin Bridge to Walton County Line



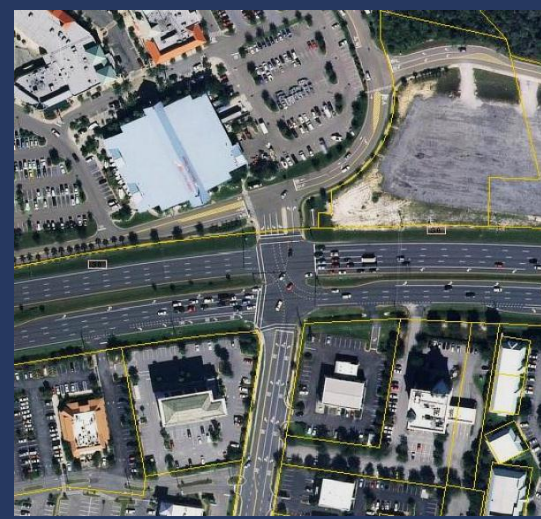
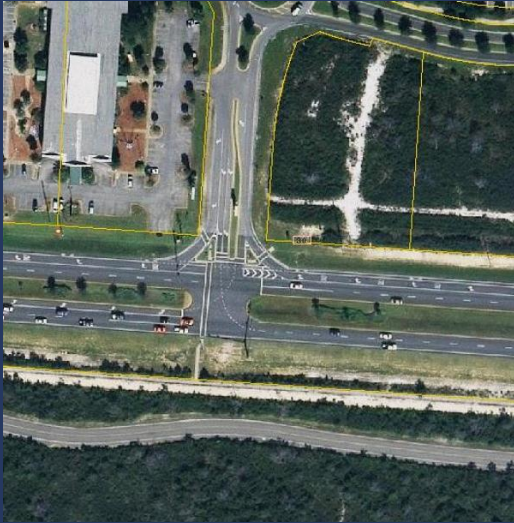
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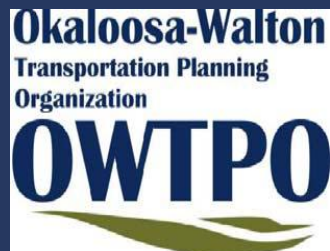




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## US 98 - Destin Bridge to Walton County Line

- Conduct an engineering evaluation to change corner radius at SE quadrant of Matthew Blvd. There is a steep drop-off from the corner pavement, an abrupt end to the sidewalk, and a concrete culvert opening below. Trucks that off-track may drop into the ditch and over-turn the trailer. (OW8)





## US 98 - Destin Bridge to Walton County Line

- Conduct a study of the intersections at Scenic Highway 98 and at Restaurant Rd to evaluate relocating the traffic signal. Scenic Highway 98 would become a right in/out only and traffic going east on US 98 would be directed to Restaurant Road. Close the median opening at Scenic Highway 98 and remove the U-Turn lane. (OW9)

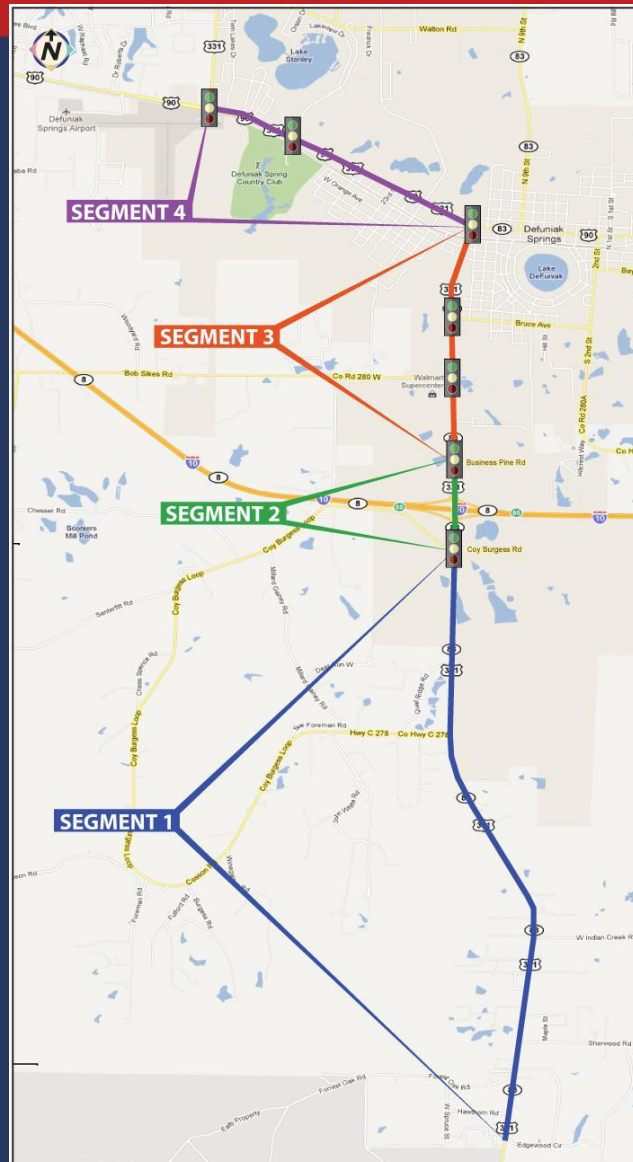


## US 98 - Destin Bridge to Walton County Line

- Consider relocating the mast arm currently located within the concrete pedestrian island at the northwest quadrant of Danny Wuerffel Way to a safer location. It is located dead center on the southbound right-turn lane and poses a potential crash issue. (OW10)



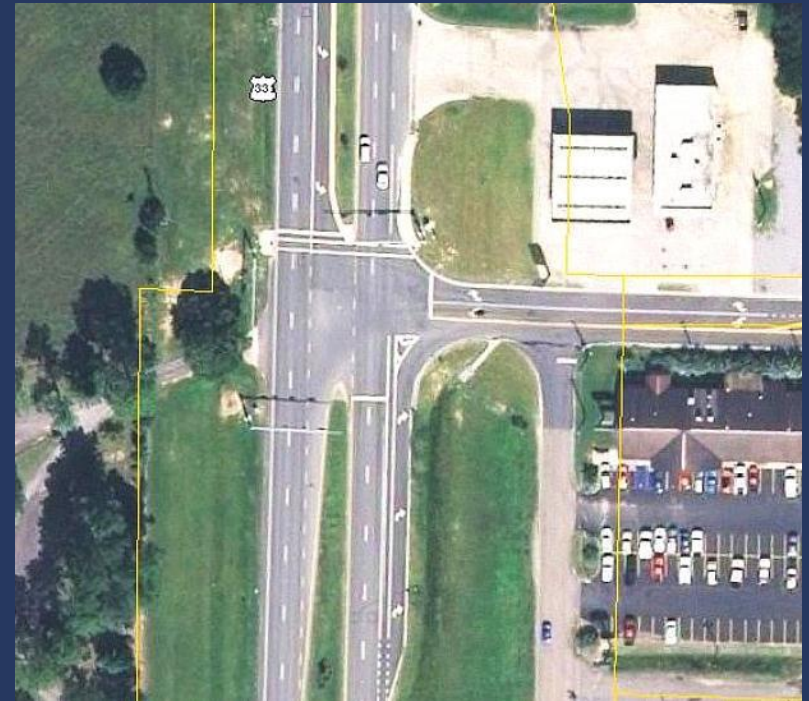
# US 331 - Edgewood to US 331 North



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- At the US 90 intersection with US 331 North ensure that the corner geometries (at US 90) are designed to reduce off-tracking and off-road rutting. Since this is a signalized intersection, the SB left-turn lane stop bar should be located further back to allow trucks to turn north onto US 331 without encroaching on the left-turn lane. (OW11)



# US 331 - Edgewood to US 331 North

- Evaluate the functionality of the Hugh Adams Rd intersection with Business Park Rd located immediately east (less than 100 feet) of US 331. Difficult for trucks to make a left turn from Hugh Adams Rd. Consider adding a new right in/out access point further south on US 331, extend the right-turn lane and convert Hugh Adams Rd to a right in/out only intersection. (OW12)



# US 331 - Edgewood to US 331 North

- Ensure that the left-turn lanes to all commercial properties are long enough to accommodate trucks and that the signal timing for left turns is sufficient to allow trucks to complete turns within the allotted time. (OW13)





# US 331 - Edgewood to US 331 North

- The intersection of US 90 and US 331 South should be milled and resurfaced to remove the deep rutting on the through lanes and the worn out pavement markings. (OW14)
- Extend the roadway pavement at all four quadrants of Coy Burgess Road. (OW15)



# Questions/Comments

