Regional Freight Network Plan

"Highways of Commerce"

FINAL REPORT

Adopted April 2010

Prepared for: Florida-Alabama TPO Transportation Planning Organization; Okaloosa-Walton Transportation Planning Organization OWTPO; Bay County TPO

Prepared by: West Florida Regional Planning Council, Staff to TPO; URS; DRMP

This report was financed in part by the U.S. Department of Transportation, Federal Highway Administration, and the Florida Department of Transportation.

Regional Freight Network Plan

"Highways of Commerce"

FINAL REPORT

Adopted April 2010

WEST FLORIDA REGIONAL PLANNING COUNCIL

4081 East Olive Road, Suite A
Pensacola, Fl 32514
Telephone: 850.332.7976
Toll Free: 800.226.8914
FAX: 850.637.1923
www.wfrpc.org

Prepared for:

Florida-Alabamaama TPO Transportation Planning Organizationanization

Okaloosa-Walton Transportation Planning Organization OWTPO

Bay County TPO

Prepared by:

West Florida Regional Planning Council
Staff to TPO

URS

DRMP

This report was financed in part by the U.S. Department of Transportation, Federal Highway Administration, and the Florida Department of Transportation.

Table of Contents

Cover photo courtesy of Florida Department of Agriculture and Consumer Affairs

List of Tables

List of Maps

List of Figures

1.0 INTRODUCTION

Purpose and Scope of Study

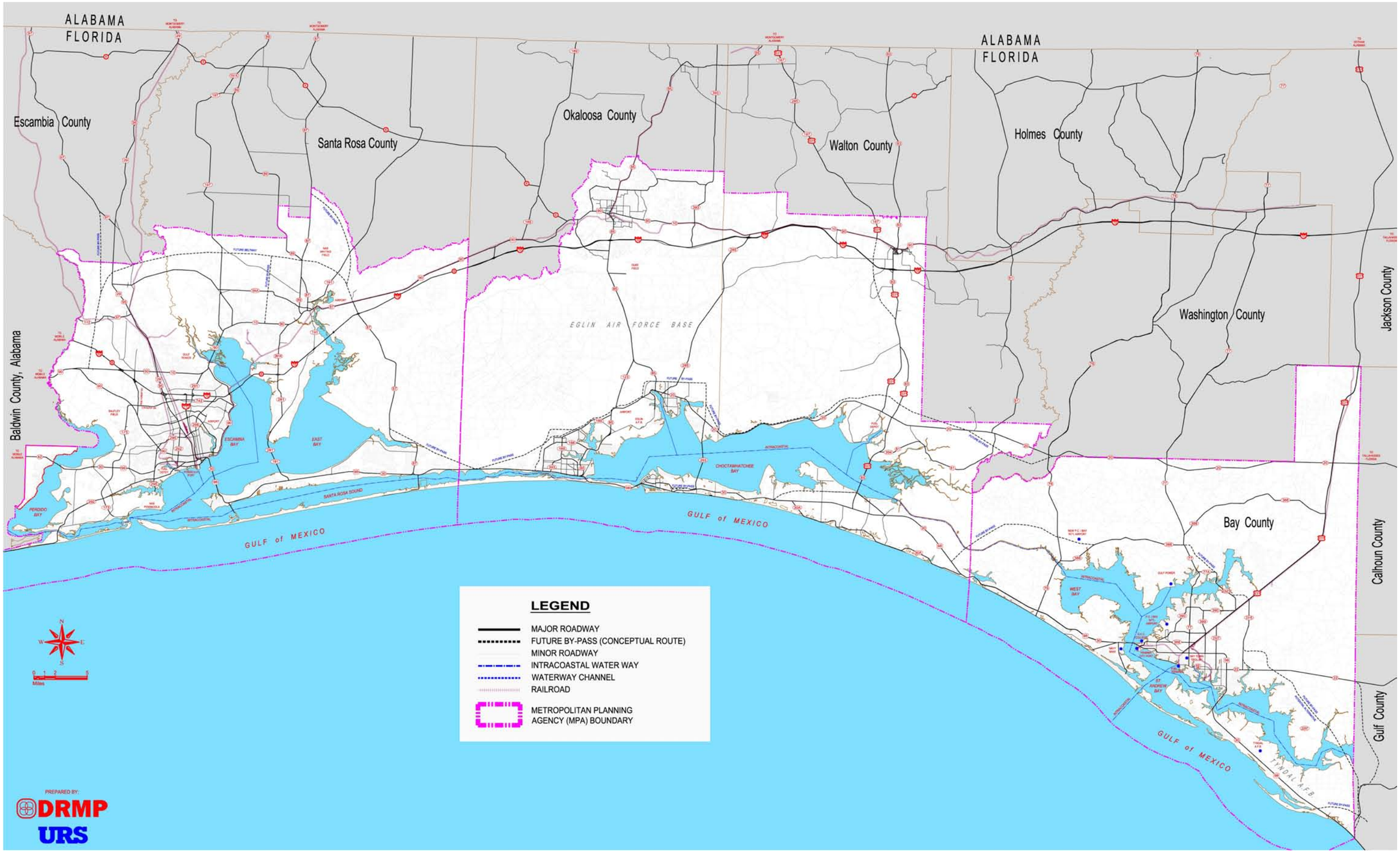
The purpose of this plan is to identify existing and future "highways of commerce" and transportation improvements needed to enhance the economic competitiveness of the region. The plan focuses on the planning areas for three Transportation Planning Organizations (TPOs) in the Florida panhandle, namely:

- Florida-Alabama TPO, consisting of Pensacola and the urbanized parts of Escambia and Santa Rosa counties in Florida and the Lillian portion of Baldwin County, Alabama;
- Okaloosa-Walton TPO, including Fort Walton Beach and the urbanized portions of those two counties; and
- Bay County TPO, including Panama City and the remainder of that county.

Map 1-1 shows the study area for this plan.

Specific steps accomplished as part of this study include:

- Identifying existing and future economic activity centers that have the potential to provide an economic benefit to the region;
- For each TPO, identifying the primary types and volume of goods, as well their value being transported;
- Identifying the existing and future freight network, consisting of roadways, railroads, waterways, ports, airports, and intermodal facilities;
- Determining the existing and projected level of service on the identified highways; and
- Developing a plan for improvement of the existing and future highways of commerce to enhance the economic competitiveness of the TPO planning areas.



Map 1-1
Regional Freight Network Plan Study Area

What Are Highways of Commerce?

"Highways of Commerce" as used in this plan is a term that describes major freight corridors connecting the nation and even the world to the region covered by the three TPOs. Highways of commerce move significant volumes of freight and freight that has a high value to end users. Importantly, although the majority of these freight corridors are on the regional highway network, highways of commerce can also include major waterways, rail lines, and air links to origins or destinations outside of the region. In addition to the main corridors, highways of commerce can also include connectors that move significant volumes of freight to and from a major economic activity center such as a port, intermodal facility, or industrial and distribution complexes.

Why Are They Important?

In the past, transportation planning dealt almost exclusively on travel by individuals journeying to their workplace, school, shopping, or other daily destinations. Little thought was given to the movement of commodities and finished products, despite the fact that people and the economy depend on them. In recent years, this has been changing due to the convergence of a number of factors:

- Increased Globalization: Local economies no longer function in an isolated fashion but instead depend on trading partners across the nation and in some cases on the other side of the world. This means that more freight is moving longer distances to get to end users, placing additional demands on the transportation system.

- Just-in-Time Deliveries: To compete in today's economy, more businesses are keeping their inventory costs down by relying on increasingly sophisticated supply chains that deliver goods just when they are needed in a production process or to be stocked on a store shelf. Consequently, planners are being asked to put more emphasis on reliability and reduced travel times.

- Economic Competitiveness: States and localities realize that efficient connections to move freight can be viewed as an asset that can be used to attract capital and economic development to their regions.

- Truck Traffic Growth: By some estimates, the number of trucks in Florida is expected to double by 2035.[1] Because they take up more space and accelerate and brake more slowly, heavy trucks both contribute to and suffer from traffic congestion more than other vehicles. Traffic planners and engineers are, therefore, realizing that addressing freight needs tends to benefit both trucks and autos.

- Community Impacts: Truck traffic is often perceived as having adverse impacts on surrounding communities. Planners have to contend with truck-related noise, emissions, and vibration that can disrupt nearby homes, retail districts, and other sensitive land uses.

[1] Freight Analysis Forecasts (FAF2), Federal Highway Administration.

Economic Activity Centers

Highways of commerce are closely associated with economic activity that generates or attracts significant amounts of freight. Such activity may result from private firms that extract raw materials used to manufacture other products, firms that require materials to make a product, and firms that ship finished goods to customers. Economic activity can also result in the need to transfer freight from one mode to another, such as water to truck, or truck to rail. Finally, economic activity is also created by the public sector, most notably concentrations of military personnel, installations, and affiliated suppliers.

Therefore, to identify the region's economic activity centers, the following landmarks were compiled and displayed on **Maps 1-2 to 1-4**:

- Industrial parks and land uses,
- Major manufacturers,
- Distribution centers,
- Rail terminals,
- Ports,
- Airports,
- Fuel depots, and
- Military bases.

Identifying Highways of Commerce

Table 1-1 shows the highways of commerce corridors identified for the region. They are also shown on **Maps 1-2 to 1-4.** A highway of commerce was selected by inclusion as part of Florida's Strategic Intermodal System (SIS)[2], or on the regional transportation network, if it serves a major economic (freight) activity center, and if it carries significant truck volumes based on recent counts. As discussed in Section 2.0, a group of public and private sector freight stakeholders also assisted by reviewing and suggesting corridors to add or delete from the map.

[2] The Strategic Intermodal System (SIS) is a statewide network of high-priority transportation facilities, including the state's largest and most significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. These facilities are the workhorses of Florida's transportation system, carrying more than 99 percent of all commercial air passengers, virtually all waterborne freight tonnage, almost all rail freight, and more than 68 percent of all truck traffic and 54 percent of total traffic on the State Highway System. (source: http://www.dot.state.fl.us/planning/sis/)

County	Regional Highway of Commerce	From	To	Designated SIS/RTN Highway[1]	Truck Volume Range[2]	Access to Regional FAC[3]	Connects to SIS Roads or Freight Hubs	Existing/ (Planned) Typical Section[4]	Comments
Escambia	I-10	Alabama Line	Santa Rosa Co. Line	SIS	7,000 – 12,000	C	YES	4F	6F US 29 to SR 291
	I-110	US 98	I-10	SIS	5,000 – 7,000	D	YES	4-6F	Port of Pensacola
	US 90 Business	US 29	JCT US 90 (West)	RTN	850 – 3,800	C	NO	2U, 4D, 4C	Port of Pensacola
	US-90/SR 10	Alabama Line	Santa Rosa Co. Line	RTN	1,000 – 3,000	C	YES	4D, 2E	2E AL line to US 29
	US 98/SR 30	Alabama Line	Santa Rosa Co. Line	RTN	500 – 3,000	D/C	NO	2E, 4D, 4C	4U E St to SR 92; Port of Pensacola
	US 29/ N Palafox St	US 90	I-10	RTN	1,700 – 6,500	D/C	NO	4C	Port of Pensacola & CSX rail yard
	US 29/SR 95	I-10	Alabama Line	SIS	1,000 – 5,000	D/C	NO	4D, 6D	Connects to I-65 in Alabama
	SR 291	I-10	JCT US 90 (East)	RTN	1,000 – 3,000	C	NO	6D, 4C	
	SR 97	US 29/SR 97	Alabama Line	RTN	500 – 1,000		NO	2U	Connects to I-65 in Alabama
	SR 173 / Blue Angel Hwy	Pine Forest Rd	NAS Pensacola	RTN	1,000 – 3,000	D	NO	4D	Connects to NAS Pensacola
	Pine Forest Rd	SR 173 / Blue Angel Hwy	I-10	RTN		C	NO		Connects to Blue Angel Hwy
Santa Rosa	I-10	Escambia Co. Line	Okaloosa Co. Line	SIS	5,500 – 7,500	C	YES	4F	
	US 90/SR 10	Escambia Co. Line	SR 87 (East)	RTN	2,000 – 2,500	D/C	NO	4D	2E within Milton 2U Milton to SR 87
	US 98/SR 30	Escambia Co. Line	Okaloosa Co. Line	RTN	1,500 – 2,000		YES	4D	
	SR 87	US 98	US 90	SIS	750 – 1,800	C	YES	4D, 2U	
	SR 87	US 90	Alabama Line	RTN	1,000 – 3,000	D	YES	4D, 2U	2U N of 87A
	SR 281/Avalon Blvd	I-10	US 90	RTN	1,000 – 3,000	D	YES	4D, 2U	
Okaloosa	I-10	Santa Rosa Co. Line	Walton Co. Line	SIS	6,000 – 7,000	D/C	YES	4F	
	US 90/SR 10	SR 85	Walton Co. Line	RTN	900 – 1,900	D/C	NO	4E/D	2U East of Fairchild Rd
	US 98/SR 30	Santa Rosa Co. Line	Walton Co. Line	RTN	1,500 – 3,700	C	YES	4D	Hurlburt Field
	SR 123	SR 85/189	SR 85	SIS	3,000 – 3,500	D	YES	2U	
	SR 85/189	US 98	SR 123	RTN	1,600 – 3,900	C	YES	6C, 4D	Okaloosa County Airport & Eglin AFB (Main)
	SR 85	SR 20	SR 123	RTN	1,000 – 1,300		NO	4D	Okaloosa County Airport
	SR 85	SR 123	I-10	SIS	2,500 – 3,000		YES	4D	
	SR 85	I-10	Walton County Line	RTN	< 500	C	YES	4D, 2U	4C in Crestview I-10 to Porter Ln
	SR 20	SR 85	Walton County Line	RTN	1,200 – 3,500		NO	2U	
	Adams Pkwy/Antioch Rd	SR 85	US 90	RTN		C	NO	2U	By-passes Crestview
Walton	I-10	Okaloosa Co. Line	Holmes Co. Line	SIS		C	YES	4F	
	US 331/SR 83	US 98	Alabama Line	SIS	1,300 – 1,800	C	YES	2U	
	US 98/SR 30	Okaloosa Co. Line	Bay Co. Line	SIS	800 – 2,500	C	YES	4D	
	SR 20	Okaloosa Co. Line	Washington Co. Line	RTN	500 -700	D	YES	2U	
	US 90/SR 10	Okaloosa Co. Line	US 331/SR 83	RTN	1,000 – 3,000	D	YES	2LU	
	SR 85	Okaloosa Co. Line	Alabama Line	RTN	<500		NO	2U	
Bay	US 98/SR 30	Walton Co. Line	Gulf County Line	RTN	1,200 – 2,200	D/C	YES	4-6D	4C/E Hathaway Bridge to US 231
	US 98 Business	Chevron Fuel Terminal	US 98/SR 30						
	SR 22/Wewa Hwy	US 98 Business	Gulf County Line						
	US 231/SR 75	US 98/SR 30	Jackson Co. Line	SIS	1,000 – 3,500	D/C	NO	4D	
	SR 77	US 231	SR 390	RTN	1,500 – 1,800	D/C	YES	4C	4D 25th St to 17th St
	SR 77	SR 390	Washington Co. Line	SIS	1,000 – 1,500	C	YES	4C	2U north of Marina Dr
	SR 79	US 98/SR 30	CR 388	RTN	1,000 – 1,200	C	YES	4D	
	SR 79	CR 388	Washington Co. Line	SIS	900 – 1,000	C	YES	2U	Proposed Panama City Airport
	CR 390	US 231/SR 75	SR 77	RTN	800 – 1,000	D/C	YES	2E	Existing airport & Port of Panama City
	SR 390	SR 77	SR 368	SIS	1,000 – 1,200	D/C	YES	2E	Existing airport & Port of Panama City
	SR 368/W. 23rd St	SR 390	US 98/SR 30	RTN	1,000 – 1.200	D	YES	4C/E	Port of Panama City
	CR 2315/Star Ave	SR 22/Wewa Hwy	US 231/SR 75	RTN		C	NO	2U	
	CR 2327/Transmitter Rd	SR 22/Wewa Hwy	US 231/SR 75	RTN		C	NO	2U	
	CR 389/N. East Ave	S. of SR 22/ Wewa Hwy	CR 390	RTN		C	NO	2U	
	CR 388	US 231	SR 79	RTN	<1,000	C	YES	2U	
	Thomas Dr	US 98	Coastal Palms Blvd	RTN		D	YES	4D	Navy Base
	SR 368/W. 23rd St	SR 390	US 98/SR 30	RTN		C	NO	4U	
	CR 2297	SR 22	End	RTN			NO	2U	

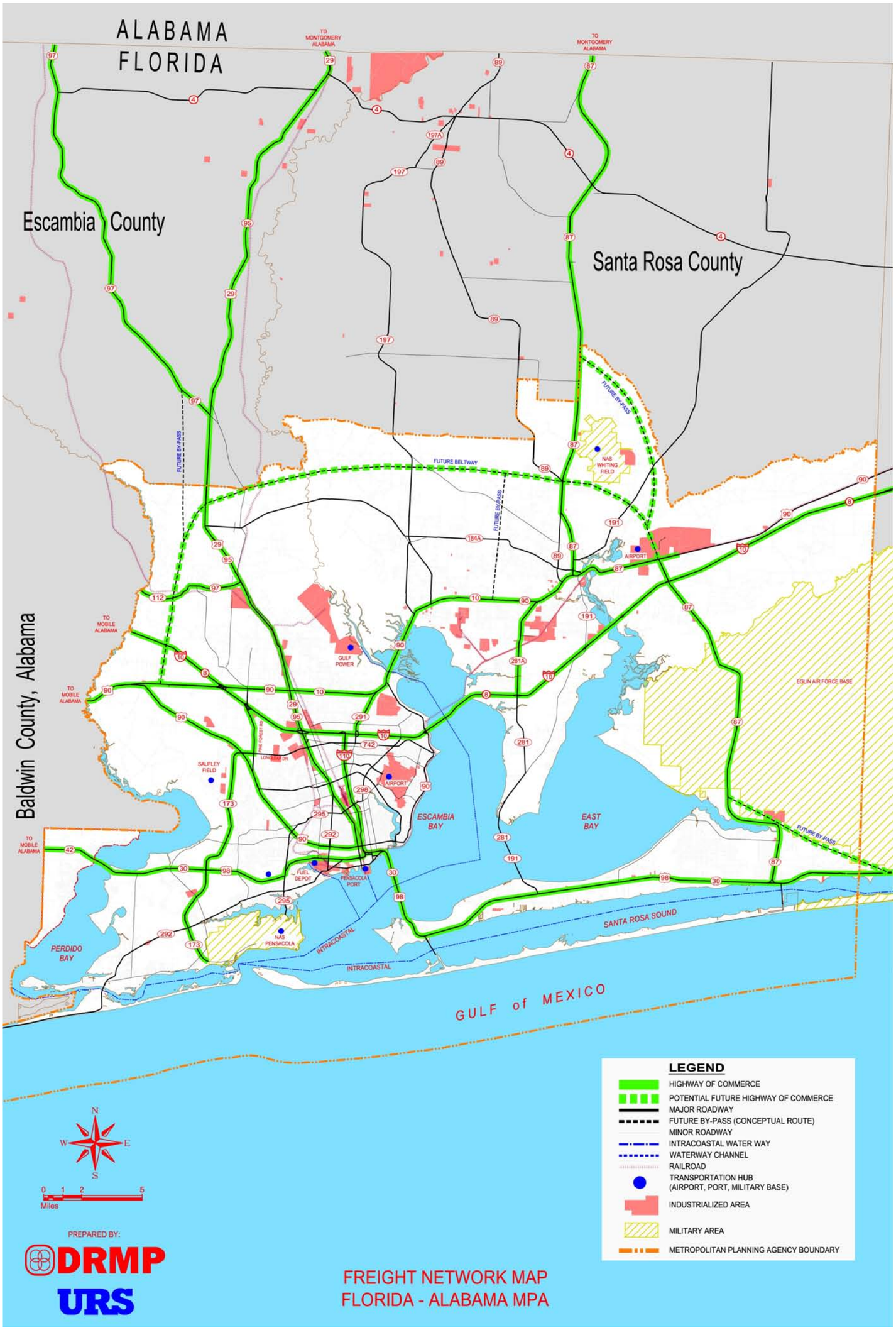
[1] SIS = Strategic Intermodal System; RTN = Regional Transportation Network.

[2] 2008 Traffic data

[3] **D** = Direct access. **C** = Access via connector road.

[4] Based on 2030 LRTP for each MPO. **D** = Divided by median or barrier; **U** = Undivided **C** = Continuous turn lane; **E** = Enhanced (left turn lanes at major and some minor intersections); F = Freeway.

Table 1-1
Recommended Regional Highways of Commerce



Map 1-2
Florida Alabama TPO – Economic Activity Centers & Highways of Commerce

Map 1-3
Okaloosa-Walton TPO –
Economic Activity Centers & Highways of Commerce

Map 1-4
Bay County TPO –
Economic Activity Centers & Highways of Commerce

2.0 REGIONAL FREIGHT STAKEHOLDER PARTICIPATION

Working with the consultant team, TPO staff identified a cross-section of freight stakeholders who were contacted to participate in the study. Stakeholders included representatives of the freight industry, major industrial firms, chambers of commerce, economic development agencies, the Florida Department of Transportation (FDOT), transportation authorities, and city and county public works and planning directors as well as port and airport directors.

The study kicked off with stakeholder meetings held in each TPO area in August 2009. Participants were briefed on the background and purpose of the study, schedule, and their role. They were advised that interviews or surveys would be conducted to ascertain stakeholders' freight needs, issues, and opportunities. Stakeholders were also asked to suggest others who should be involved in the study.

The consultant team developed stakeholder interview/survey questions geared towards three major groups: private firms and economic development organizations, public agencies, and intermodal operators (e.g., port, airport, and railroad representatives). At the suggestion of the stakeholders, major military installations were added to the interview list and included with intermodal operators. Copies of the interview/survey forms are included in Appendix A. The consultant team then contacted a cross-section of stakeholders via e-mail and telephone. Telephone interviews were scheduled and conducted from September to December 2009. Interviewees were provided a copy of the questions in advance and some participants opted to simply fill it out and return it. The interview/survey forms were also posted on the TPO websites so that any stakeholder could provide their input and several unsolicited interview/survey forms were returned to the TPOs.

Stakeholder Interview/Survey Results

Thirty interviews or surveys were conducted, representing 28 entities (one entity had two people respond). This survey was not based on a random sample of freight stakeholders, but an effort was made to capture input from a broad and representative range of interests. Responses were received from the following stakeholder groups:

Group	Responses
Public Agencies	6
Private Firms & Economic Development Organizations	15
Intermodal Operators & Military Bases	6
Total	27

Findings

Interview and survey responses were compiled in a spreadsheet included in Appendix B. The following section summarizes key findings and themes.

Importance of the Transportation System

Private firms and economic development organizations uniformly agreed that the transportation system is critical to their businesses in terms of moving their raw materials and products. Economic development entities cited the importance of good transportation to being able to attract and grow local employment. One major industrial firm noted that, "any disruption in the flow of raw material in and/or finished goods out jeopardizes our operation." Responses also cited specific facilities or modes such as the interstate system, rail connections, ports, and airports as being vital economic assets. Others noted the growth in "just-in-time" shipments, and how efficient freight movement also benefits ordinary commuters and everyday drivers sharing the road.

Intermodal operators generally shared these views. Good landside access to ports, airports, and military bases is considered essential to their efficient operation and in the case of ports and airports, their ability to generate cargo revenue.

Largest Industries, Manufacturers, and Shippers

The following were noted by respondents as the most significant employers in their county in terms of industrial manufacturers and commercial operations with major shipping needs:

Bay County

- Military installations such as Tyndal AFB, Naval Support activity
- Trane
- Smurfit-Stone Container Corp.
- Eastern Shipbuilding
- Arizona Chemical

Escambia County

- Navy Federal
- International Paper (Highway 29, Cantonment)
- Pensacola Naval Air Station (including associated installations)

Santa Rosa County

- Clearwire
- MTI
- Boise Lumber Company
- R&L Carriers
- Perfect Birds
- Pro Lumber
- WTEC (anticipated)

Walton County

- Retailers such as:
  - Wal-Mart
  - Lowe's
  - Ace Hardware
- Grocers such as:
  - Winn Dixie
  - Publix
- Tourist destinations such as:
  - Sandestin Golf & Beach Resort
  - South Walton Hilton

Okaloosa County

- Manufacturers associated with Eglin AFB such as BAE, Boeing, L3 Communications, Lockheed-Martin, Raytheon

What is Shipped?

Respondents cited the following as their primary commodities and finished products shipped to or from their local areas:

Bay County

- Timber pulp wood
- Clothing
- Copper
- Refined pine-based chemicals, i.e., turpentine, black tar
- Linerboard board rolls
- Agricultural products
- Processed food
- Cables
- Piping
- Machinery
- Boats
- Underwater connectors
- Air conditioners
- Washing machines
- Air condition and heating equipment
- Building materials

Escambia County

- Consumable chemicals
- Paper products
- Wind turbines
- Garage doors
- Military and Naval Supplies
- Uniforms (Apparel)

Santa Rosa County

- Agricultural produce and livestock
- Building materials
- Food
- Lumber
- Rubber Materials
- Cabling

Okaloosa County

- Satellite equipment
- Armaments and munitions
- IT products such as radar; unmanned aircraft
- Aircraft modifications & parts

Walton County

- Ferguson bath and plumbing supply distributor
- Construction products
- Professional Products (Ezy Wrap orthopedic and health care products)
- Medical therapeutic devices
- Re-manufactured electric transformers

Respondents indicated that significant portions (20 to 100 percent) of their shipments originate or are shipped to destinations within the region, including pulp suppliers and freight distribution facilities.

Market Trends

Bay County

Several firms and economic development organizations noted the growth of aerospace and high tech industries tied to defense and aviation facilities in the region. Some of these are "through the fence" operations, with businesses co-located at military airfields. The new Panama City International Airport scheduled to open in May 2010 in west Bay County was cited as a major new transportation asset.

Port Panama City sees the potential for growth in barge traffic: paper to Mobile and steel from Alabama. They expect growth in their trade with Mexico and other areas. The Port is also developing a new intermodal facility off of US Highway 231 to handle more containers.

More freight is shifting from rail to trucks, according to one interviewee, and containers and shipments of copper sheets are growing. Another respondent noted that the production of paper packaging is up, whereas printed and writing pulp not expected to grow as much. The railroad operator who was interviewed noted that an improving economy will result in more rail business.

Escambia and Santa Rosa Counties

New development and construction is down resulting in a decline in bulk shipments such as concrete, aggregate rock, and liquid asphalt moving through the Port of Pensacola. The Port of Pensacola expects increases in cargo related to wind energy, off-shore oil and gas service, and frozen poultry.

Pensacola Airport saw a decline in air cargo with the loss of DHL. However, over the next five years the airport will be developing an air commerce park adjacent to the airport. Pensacola NAS shipped almost 540 tons of goods and received over 1,200 tons in 2009 (CY and FY respectively), with approximately 273 trucks arriving monthly.

Santa Rosa County has been closely working with the U.S. Department of Defense to secure and develop industrial parks adjacent to facilities such as NAS Whiting Field. By gaining "through the fence" access for aircraft servicing and aviation-related industries, Santa Rosa County seeks to position itself as a key part of the Gulf Coast aerospace corridor. The County also participates in the Florida – Alabama Strategic Transportation initiative to develop a better connection from I-10 to I-65 in Alabama and thereby to markets north of Florida.

Okaloosa and Walton Counties

Both counties are undergoing economic growth due to the military's Base Realignment and Closure (BRAC). Activity at Eglin AFB is picking up due to the location of the Joint Strike Fighter and Special Forces missions and increasing number of personnel there and at Hurlburt Field.

Significance of Intermodal Facilities

Several respondents reported that their trucks accessed intermodal freight through the region's seaports, notably the Port of Panama City. The Port of Panama City and Bay Line Railroad plan to increase container trade, including the development of a new intermodal yard located on US Highway 231 in Panama City due to a lack of space at the Port itself. Likewise, the Port of Pensacola is located on a 50 acre site with no contiguous land for expansion (which is why the Florida-Alabama TPO recently conducted an inland port study).

From the survey responses received, air cargo plays a lesser role in intermodal transportation but several respondents noted the growth in aviation-related business, such as defense industry manufacturers who desire to locate adjacent to airfields. Likewise, the new international airport in Panama City opening in 2010 was noted by several respondents as a significant development in terms of intermodal transportation. Other public airports such as DeFuniak Springs also noted their expansion plans and potential to attract industry.

According to the airport's executive director, the Pensacola Gulf Coast Airport has two 7,000-foot runways but most air cargo operators desire a runway of at least 8,500 feet. On the other hand however, the airport has land sufficient to extend the runway, so the potential to attract air cargo operators exists.

Corridors Critical to Business Success

Table 2-1 compiles specific corridors that respondents cited as critical to the success of their business or operations. They are divided into North-South or East-West corridors and ranked by the frequency with which stakeholders cited them.

Table 2-1
Corridors Cited as Critical to Business Success

Frequency of Citations	Connector or Link	TPO Area
North/South Corridors		
More than 4	US 231	Bay
	US 331	O-W
	SR 77	O-W
	SR 79	O-W
2 to 4	SR 85	O-W
	SR 390/CR 390	Bay
	SR 87	FL-AL
	Avalon Blvd.	FL-AL
1	US 29	FL-AL
	SR 388	Bay
	I-110	FL-AL
	Bay Line Railroad	Bay
	SR 123	O-W
	SR 285	O-W
	Transmitter Road (CR 2327)	Bay
East/West Corridors		
More than 10	US 98	FL-AL, O-W, Bay
4 to 9	I-10	FL-AL, O-W, Bay
	US 90 E.	FL-AL, O-W
	SR 20	Bay
2 to 4	SR 22	Bay
	Gulf Coast Parkway (proposed)	Bay
1	Scenic Highway/Cervantes	FL-AL
	West Bay Parkway (proposed)	Bay
	CR 389	Bay
	Business 98	FL-AL
	Emerald Coast Parkway	O-W
	23rd Street (Panama City)	Bay
	CSX Main Line	FL-AL, O-W, Bay

Freight Issues or Needs Affecting Critical Links

Several respondents noted that traffic volumes have recently decreased due to the economic downturn. Nonetheless, respondents cited issues or needs on the corridors and locations shown in **Table 2-2** (these also include locations noted at stakeholder meetings held to kick-off this study). These include problems or needs such chronic delays caused by congestion (especially seasonal traffic), capacity constraints, chokepoints impeding heavy vehicles, better access to specific sites, and/or safety problems, including those due to the incompatibility of truck traffic with the surrounding area:

Table 2-2
Freight Issues and Needs

Roadway	Location	Issue
Bay Co. TPO		
Business US 98	East Ave.	Chokepoint; NB turning radii
CR 2321/ CR 390	US 231	Congestion & delay
East Avenue	US 231 (NB)	Congestion & delay; needs dual left turn lanes
SR 77	Bay County	Lacks turn lanes at key intersections
SR 77	Southport Bridge (Lynn Haven)	Capacity
Star Avenue	SR 22	Congestion & delay; needs turn lanes
Transmitter Road	US 231 RR crossing	At-grade crossing improvement
US 231	Transmitter Road	Congestion & delay; needs right turn lane, NB turn lane
US 231	Star Ave. to Harrison	Congestion & delay
US 231	Bay County	Lacks turn lanes at key intersections
US 231	New Panama City intermodal yard	Access to industrial area connector
US 98	Star Ave.	Congestion & delay
US 98	US 231	Congestion & delay; lacks SB to WB merge lane
US 98	SR 77	Chokepoint; lacks turning radii
US 98	SR 79	Lacks capacity
W 23rd St.	US 98/15th Street RR crossing	Grade separation for needed for port access. Trains entering port block highway.
W 23rd St.	15th St./US 98	Congestion & delay; needs flyover for Port access
W Beach Dr	W 5th and W 6th	Chevron Terminal, Panama City Acute left (5th St) then right turn(W 6th St) difficult for trucks
	Panama City	Lacks limited access link to I-10
	Panama City	Lacks limited access connection to Interstate
Florida - Alabama TPO		
9th Ave	E. Gregory	Port of Pensacola access to I-110 difficult due to acute turns

Table 2-2 (Continued)
Freight Issues and Needs

Roadway	Location	Issue
Bayfront	E. Chase St	Port of Pensacola Access to I-110 difficult due to acute turns
CSX Line	Downtown Pensacola	Quiet RR crossings (incompatibility)
East Main St	S. Barracks St (Port of Pensacola entrance)	Lacks signal at Port entrance
Fairfield Drive	Lillian Highway (SR 298)	Chokepoint; lacks turning radii
I-10	Kingsfield Rd. (Pensacola)	New exit for future commerce park
I-10	Ninth Ave.	New exit for improved access to Pensacola Gulf Coast Airport
I-10		Need centers to transfer interstate loads to local delivery services
Jeff Ates Rd.	East Milton	Access to industrial area connector
N. 9th Avenue	Tippen St. & Langley Ave.	Congestion & delay for access to Pensacola Gulf Coast Airport
Nine Mile Road	Chemstrand to I-10 (Pensacola)	Access to industrial area connector
Palafox St.	Fairfield Drive	Chokepoint; lacks turning radii
US 29 N.	Chemstrand to I-10 (Pensacola)	Congestion & delay
US 98	Pensacola Beach Boulevard to East End Naval Live Oaks	Congestion & delay
US 98	East End Naval Live Oaks to CR 191B (Soundside Drive)	Congestion & delay
US 98	CR 191B (Soundside Drive) to Hickory Shores Road	Turning heavy vehicles; median openings and addition of storage lane and bulb outs
	Port of Pensacola	Signal timing & maintenance; see access study conducted 3-4 years ago.
	Palafox area, Pensacola	Older Streets not truck friendly; lack turning radii
	Port of Pensacola & freight hubs in general	Lacks adequate signage
	Pensacola area	Adequate rail connections other than CSX main line
Avalon Blvd.	Commerce Rd.	Lacks signal
Bell Lane	Sterling Way to US 90	Access to industrial area (Sterling Fibers) from US 90; residential incompatibility
Commerce Rd.	Avalon Blvd./SR 281	Access to industrial area connector
CR 191	Forsyth Street and Garcon Point Road	Lack of southbound turning radii
CR 191	US 90 (City of Milton)	Intersection improvement
Da Lisa	Garcon Point Rd	Access to industrial area (County Land fill & mining) connector

Table 2-2 (Continued)
Freight Issues and Needs

Roadway	Location	Issue
East Bay Boulevard (C.R. 399)	SR 87	Intersection improvement: re-striping with stop bars further from intersection; new traffic detection loops
Parkmore Plaza Road	Old Bagdad Highway to US 90	Add pedestrian facility
SR 87	Gulf coast to I-65 (Alabama)	Lacks strategic connection
SR 87N	South of SR 4 in Berrydale	Line-of-sight safety
Sterling Way	Bell Lane to Avalon Blvd	Access to industrial area (Sterling Fibers) from Avalon Blvd; residential incompatibility
US 90	Five Points (Quintette)	Needs beltway around Milton to relieve traffic
US 90	Parkmore Plaza Rd.	Access to industrial area connector
US 90	Galt City Rd.	Access to industrial area connector
US 90 E.	Downtown Milton to SR 87	Congestion & delay, incompatibility; evaluate truck signage through downtown
US 98	Edgewood Drive to Okaloosa Co. Line	Congestion & delay
US 98	Naval Live Oaks Reservation to Soundside Dr.	Capacity, safety
	Navarre	Pedestrian safety
	Bagdad	Pedestrian safety; evaluate truck signage through downtown
Okaloosa - Walton TPO		
SR 85	Crestview	Congestion & delay
SR 85	Airport Rd	Access to Sikes Airport, Crestview
SR 85	SR 123	Needs NB flyover
SR 85	I-10	Choke point
SR 85	Duke Field	Needs overpass
US 90	Avalon Boulevard to SR 87 (Stewart St)	Congestion & delay
US 90	Fairchild Rd Bob Sikes Airport, Crestview	Access to Sikes Airport, Crestview
US 98	SR 87 to US 331	Capacity
US 331	Two lane segment north of Bay	Congestion & delay & safety
US 331	DeFuniak Springs	Congestion & delay
US 98	South Walton	Congestion & delay (seasonal)
Gulf Aerospace Corridor	East/West connections to Alabama	Capacity for emerging industry
SR 390 / CR 390		Capacity
US 98	Downtown	Lack of parking for deliveries

Other general issues cited by respondents included wear and tear on pavement caused by heavy vehicles such as rutting, crushed curbs and shoulder deterioration, and weight restrictions on certain bridges.

Programmed Projects

Public sector officials who were interviewed or responded to the survey identified the following projects related to freight and goods movement. (Note that these projects were brought out in surveys and interview; a more complete list of programmed projects is included in Sections 4 and 5 of this report.)

Santa Rosa County

- SR 87, US 90 to north to Whiting Field and south to I-10; eastern and southern bypasses to divert traffic around Milton and serve Whiting Aviation Park; PD&E study underway; construction unfunded.
- SR 87 south of SR 4; safety; add passing lanes; PD&E study underway; construction unfunded.
- Avalon Blvd., I-10 to US 90; two segments closest to US 90 underway; segment including CSX RR crossing scheduled for 2011; last segment from I-10 to the Moors Golf Club House unfunded.
- Galt City Road; widening and resurfacing in the FDOT Five-Year Work Program as a Small County Outreach Program project in 2011.
- Navarre Community Access Road, Edgewood Drive to east of Panhandle Trail; PD&E study and design in County CIP.

Escambia County

- Freeway ITS system in the Pensacola urban area.

Okaloosa County

- US 98 overpass at Hurlburt Field (partially funded).

3.0 ANALYSIS OF FREIGHT TRAFFIC BY TPO AREA

Source of Data

A comprehensive database of freight traffic flows as of 2003 was acquired for this study through the Florida Department of Transportation (FDOT). FDOT purchased this proprietary data from Transearch, which is maintained by IHS Global Insight, a private company that annually compiles detailed commodity origin and destination data disaggregated to the county level. According to Transearch, "the database draws from a wide variety of data sources covering commodity volume and modal flow, including a long term, proprietary motor carrier traffic sample, proprietary railroad data, and numerous commercial and federal government surveys, samples, and census." Although the information used in this study is seven years old, it is widely considered as the most detailed, comprehensive and reliable data source available for planning purposes. Due to the current recession, the data may somewhat overstate current freight traffic, but are likely to reflect goods movement once the economy rebounds.

A number of queries of the database were conducted to isolate the freight flows for each TPO area – into, out of, and within – as shown in the charts below. The data were used to identify the top five commodities or freight shipments as measured by weight (tons), volume (truckloads), and value (dollars). More detailed tables are provided in Appendix C.

Florida-Alabama TPO

Overall, this area had more than 44.4 million tons of inbound and 33.1 million tons of outbound freight, worth more than $108 billion, which translates into approximately 7.2 million annual truckloads divided almost evenly between inbound and outbound movements. In addition, approximately 6 million tons moved within these two counties, accounting for an additional 280,000 annual truckloads.

As shown in **Figures 3-1 and 3-2**, **non-metallic minerals**, defined as "mined or quarried sand, gravel, stone, clay, and refractory materials"[3] is the top commodity accounting for the largest share of both inbound and outbound shipments when measured in tons. These are bulk products often used in construction for aggregate, concrete, cinder blocks and related products. Rounding out the top five commodities in descending order as measured by weight were:

- Secondary moves (for example, from port to warehouse or vice versa);
- Clay, concrete, glass, and stone;
- Petroleum and coal;
- Food and kindred products; and
- Chemicals and allied products.

[3] Source: US Census Bureau (http://www.census.gov/epcd/ec97/def/327.htm).

Figure 3-1: Florida-Alabama TPO
Top 5 Outbound Commodities (Annual Tons)
Total Outbound Commodities = 33,141,595 Tons

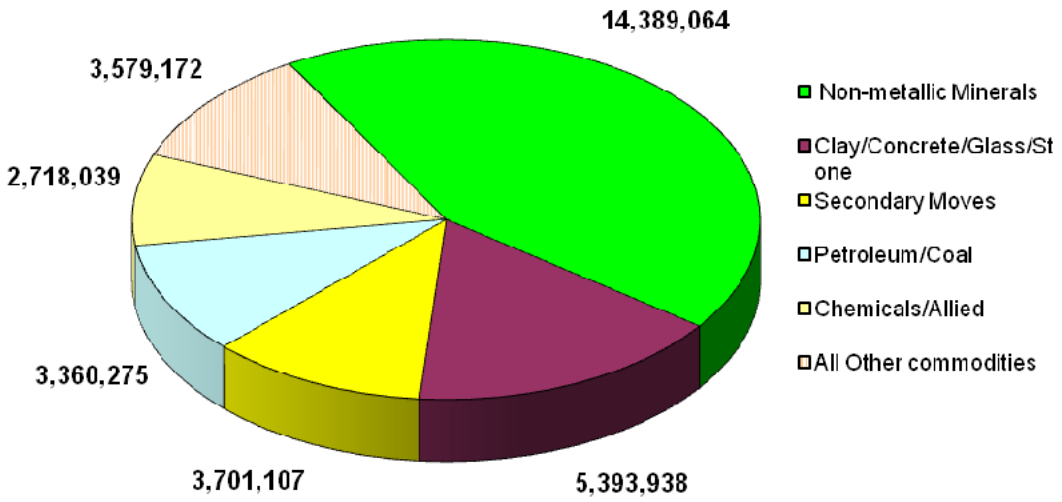
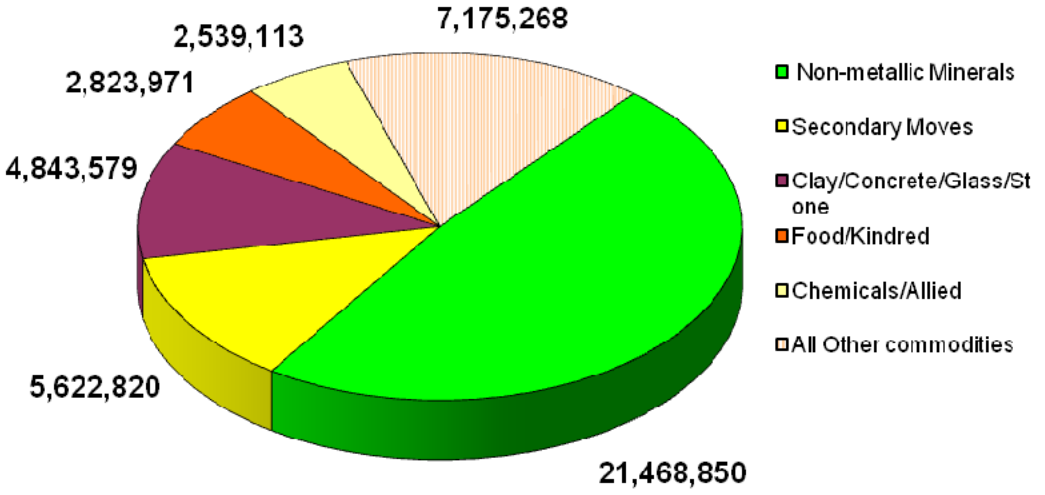


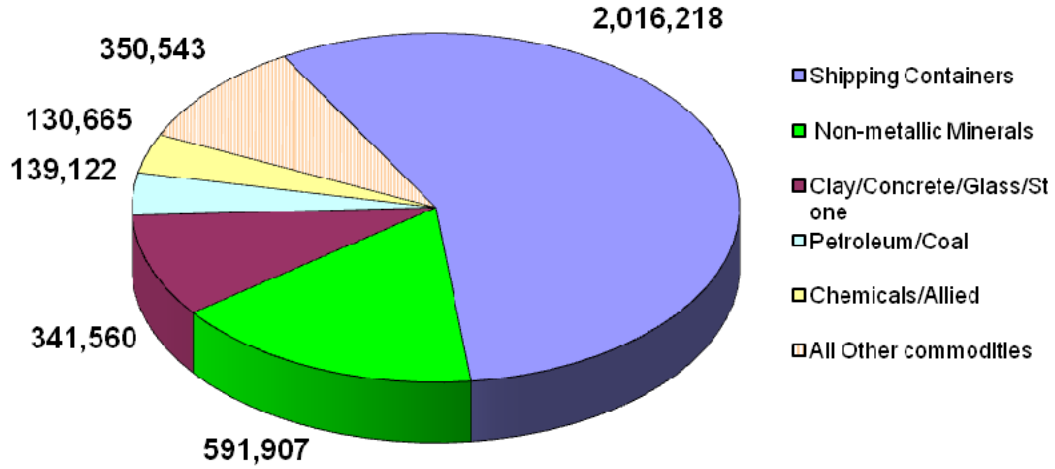
Figure 3-2: Florida-Alabama TPO
Top 5 Inbound Commodities (Annual Tons)
Total Inbound Commodities = 44,473,601 Tons



Source: Transearch 2003.

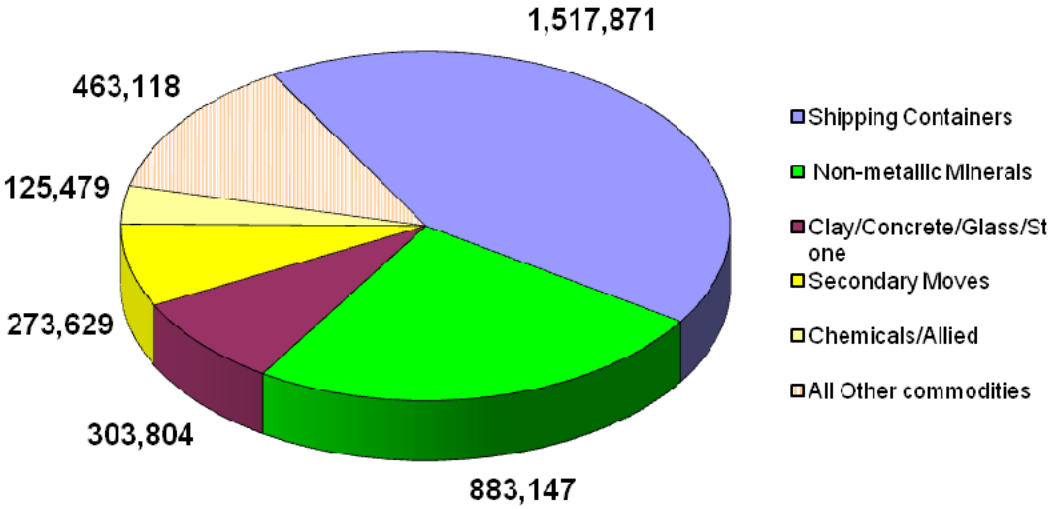
Figures 3-3 and 3-4 present the top five commodities as measured by truckloads. **Shipping containers** made up the largest share, most likely comprising empty containers returning to their origin with no cargo.

Figure 3-3: Florida-Alabama TPO
Top 5 Outbound Commodities (AnnualTruck Loads)
Total Outbound Truckloads = 3,570,015



Source: Transearch 2003.

Figure 3-4: Florida-Alabama TPO
Top 5 Inbound Commodities (Annual Truck Loads)
Total Inbound Truckloads = 3,567,048



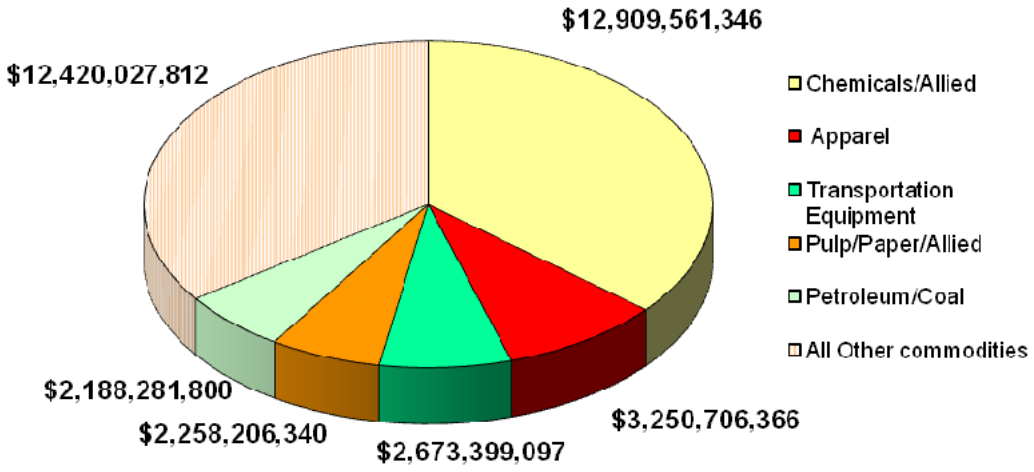
Following shipping containers in descending order in terms of truckloads were:

- Non-metallic minerals;
- Clay, concrete, glass, and stone;
- Secondary moves;
- Petroleum and coal; and
- Chemicals and allied products.

As shown in **Figure 3-5**, the Florida-Alabama TPO area's biggest export as measured by value were **chemical and allied products**, followed in descending order by:

- Apparel;
- Transportation equipment;
- Pulp, paper, and allied products; and
- Petroleum and coal.

Figure 3-5: Florida-Alabama TPO
Top 5 Outbound Commodities (Value $)
Total Outbound = $35,700,182,761

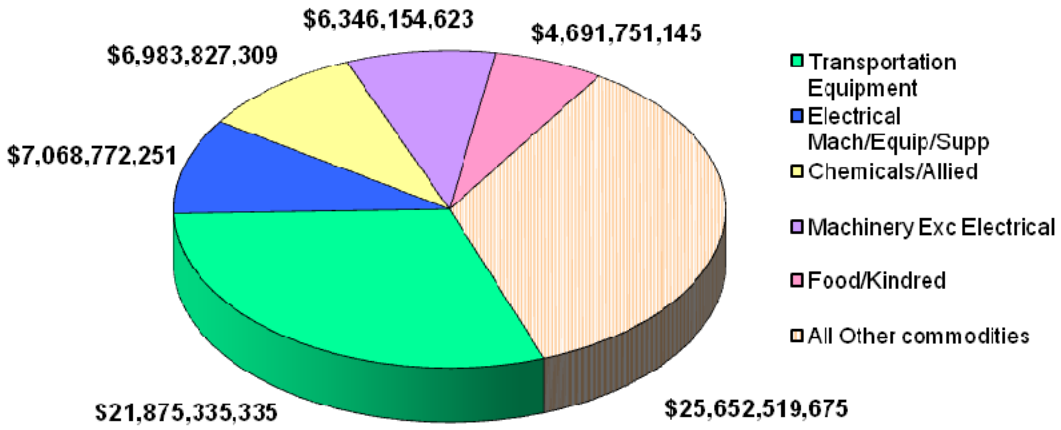


Source: Transearch 2003.

Figure 3-6 shows the corresponding value of imports to the Florida – Alabama TPO area. **Transportation equipment** made up the largest inbound product, followed in descending order by:

- Electrical machinery, equipment, and supplies;
- Chemical and allied products;
- Machinery excluding electrical; and
- Food and kindred products.

Figure 3-6: Florida-Alabama TPO
Top 5 Inbound Commodities (Value $)
Total Inbound = $72,618,360,339



Source: Transearch 2003

Okaloosa-Walton TPO

The Okaloosa-Walton TPO area had 13.2 million annual tons of outbound and 21.5 million annual tons of inbound freight, worth over $60 billion and equating to 3.2 million annual truckloads divided equally between inbound and outbound movements. Internal freight movement constituted 1.4 million tons and 61,000 truckloads.

Figures 3-7 and 3-8 show the breakdown of most significant commodities, as measured by weight. **Non-metallic minerals** made up the most significant inbound and outbound commodity, followed by:

- Secondary moves (for example, from port to warehouse or vice versa);
- Food and kindred products;
- Petroleum and coal;

- Clay, concrete, glass, and stone;
- Chemicals and allied products; and
- Lumber/wood.

Figure 3-7: Okaloosa-Walton TPO
Top 5 Outbound Commodities (Annual Tons)
Toal Outbound Commodities = 13,171,485 Tons

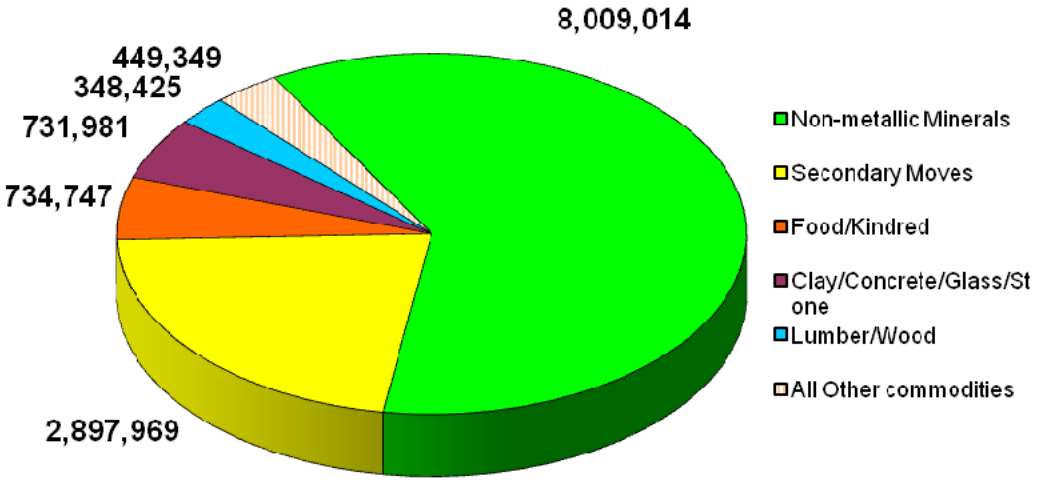
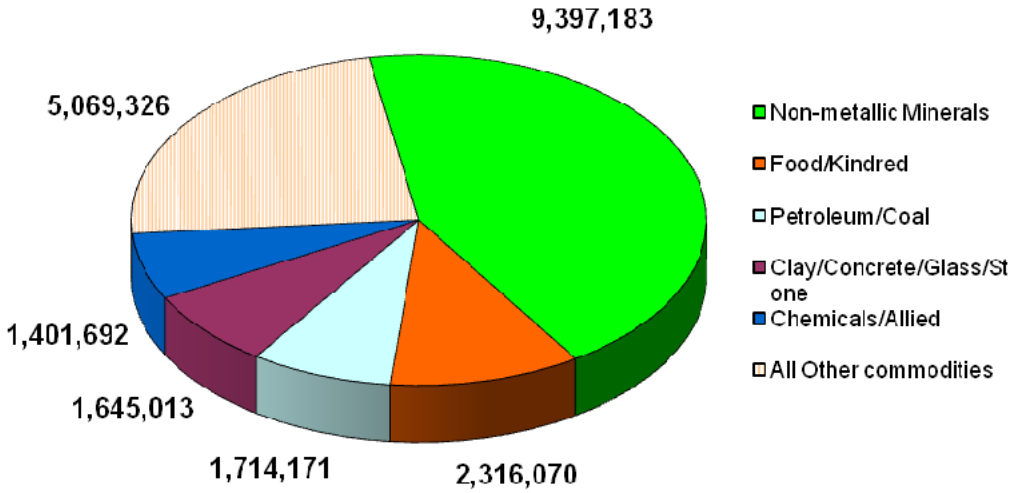


Figure 3-8: Okaloosa-Walton TPO
Top 5 Inbound Commodities (Annual Tons)
Total Inbound Commodities = 21,543,455 Tons



Source: Transearch 2003.

Measured by truckloads as shown in **Figures 3-9 and 3-10**, **shipping containers** were the top shipment and the following commodities accounted for most of the remaining freight movement in the Okaloosa-Walton TPO area, in descending order:

- Non-metallic minerals;
- Secondary moves;
- Clay, concrete, glass, and stone;
- Food and kindred products; and
- Petroleum and coal.

Figure 3-9: Okaloosa-Walton TPO
Top 5 Outbound Commodities (Annual Truck Loads)
Total Outbound Truckloads = 1,588,965

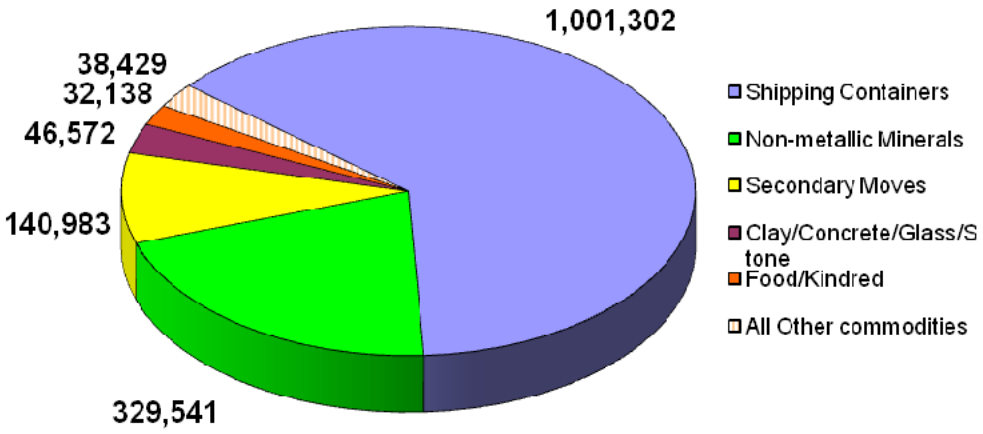
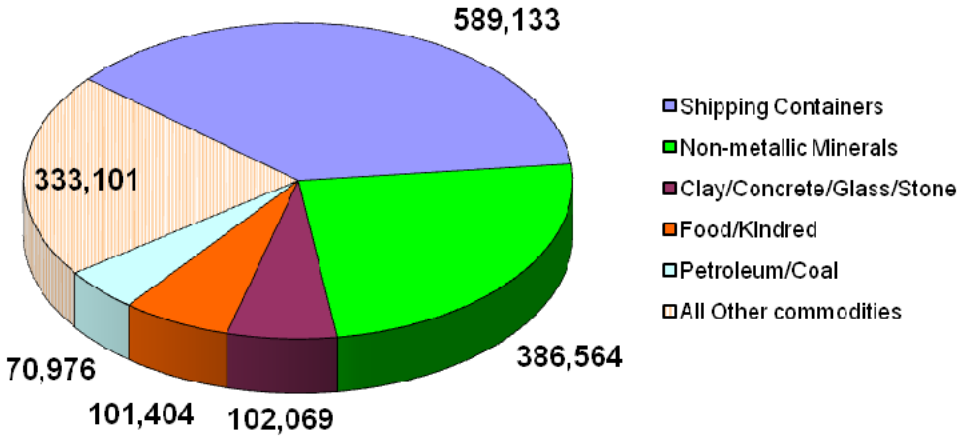


Figure 3-10: Okaloosa-Walton TPO
Top 5 Inbound Commodities (Annual Truck Loads)
Total Inbound Truckloads = 1,583,247



Source: Transearch 2003.

Measured by value, **Figure 3-11** shows that **electrical machinery, equipment and supplies** were the most significant outbound shipments from the Okaloosa-Walton TPO area, followed by:

- Apparel;
- Food and kindred products;
- Miscellaneous manufacturing; and
- Transportation equipment.

Figure 3-12 shows that **transportation equipment** was the most significant import in terms of value to the Okaloosa-Walton TPO area, followed by:

- Electrical machinery, equipment, and supplies;
- Machinery excluding electrical;
- Food and kindred products; and
- Chemical and allied products.

Figure 3-11: Okaloosa-Walton TPO
Top 5 Outbound Commodities (Value $)
Total Outbound = $7,809,058,116

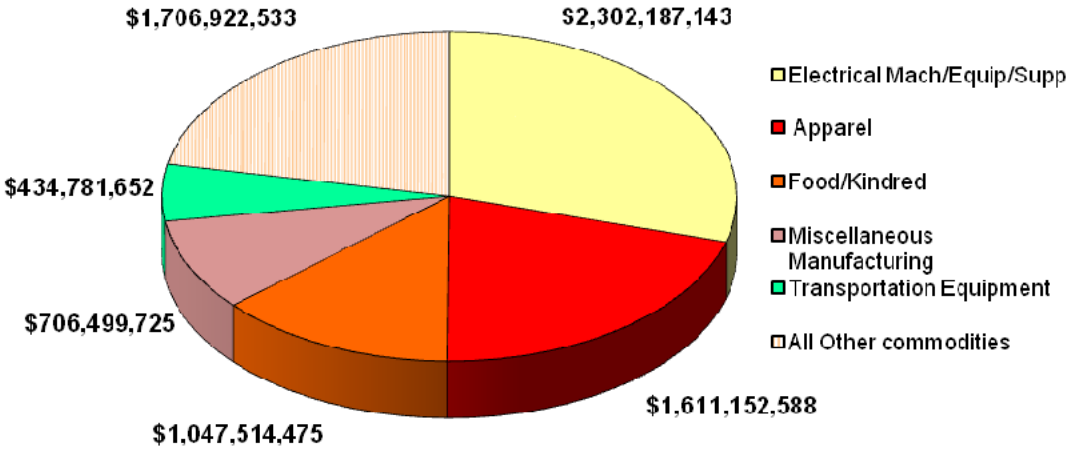
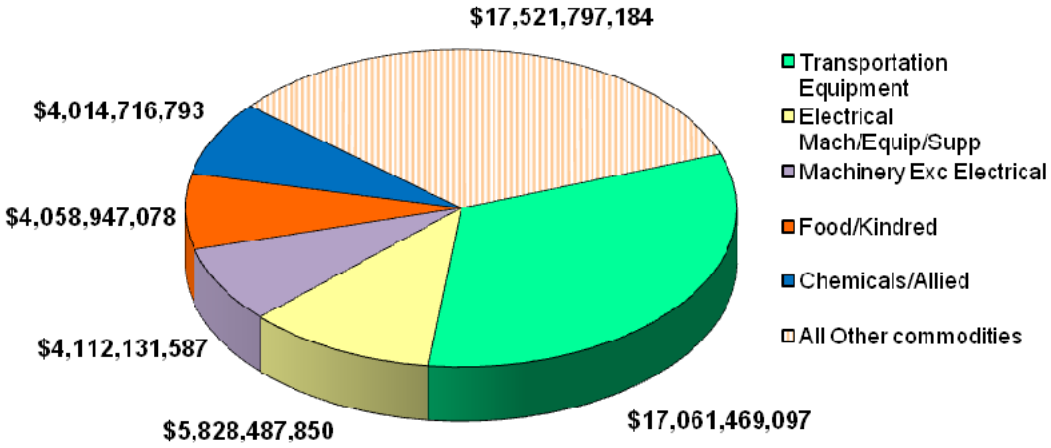


Figure 3-12: Okaloosa-Walton TPO
Top 5 Inbound Commodities (Value $)
Total Inbound = $52,597,549,588



Source: Transearch 2003.

Bay County TPO

Bay County had over 11 million tons of inbound and 6.3 tons of outbound freight, equating to 1.56 million truckloads in 2003. In addition, Bay County had over 368,000 tons of freight moved internally, equating to more than 17,000 truckloads.

Figures 3-13 and 3-14 provide a breakdown of the top commodities as measured by weight. Again, **non-metallic minerals** were the top shipment, followed by:

- Secondary moves (for example, from port to warehouse or vice versa);
- Food and kindred products;
- Clay, concrete, glass, and stone;
- Petroleum and coal;
- Pulp, paper, and allied products; and
- Lumber and wood.

Figure 3-13: Bay TPO
Top 5 Outbound Commodities (Annual Tons)
Total Outbound = 6,340,478 Tons

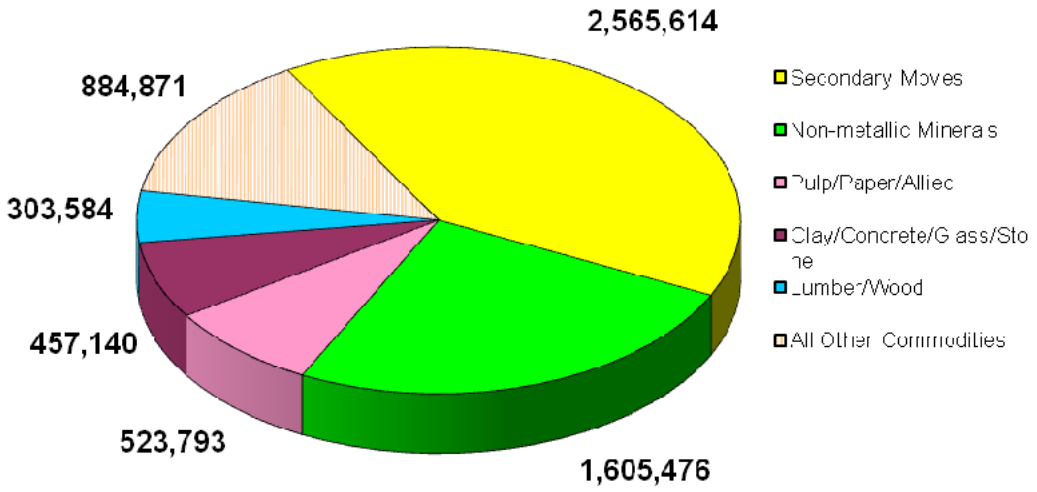
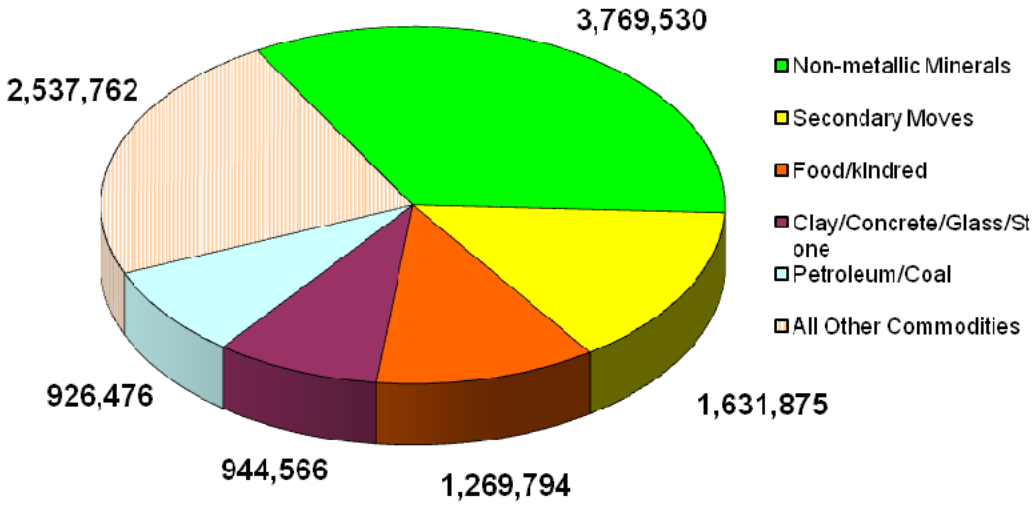


Figure 3-14: Bay TPO
Top 5 Inbound Commodities (Annual Tons)
Total Inbound = 11,080,003 Tons

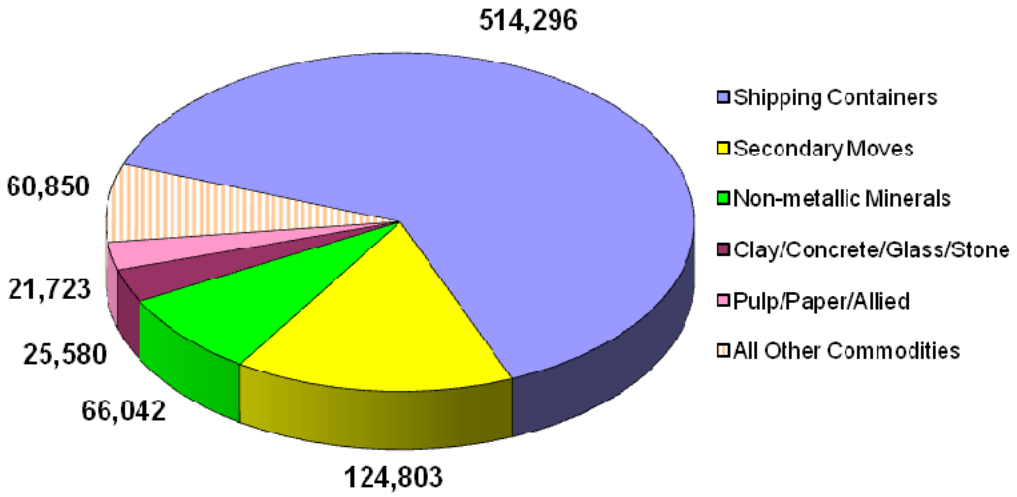


Source: Transearch 2003.

Figures 3-15 and 3-16 show the breakdown of the top commodities as measured by truckload. **Shipping containers** made up the largest share (most likely empty containers returning to their origin with no cargo). Following that in descending order in terms of truckloads were:

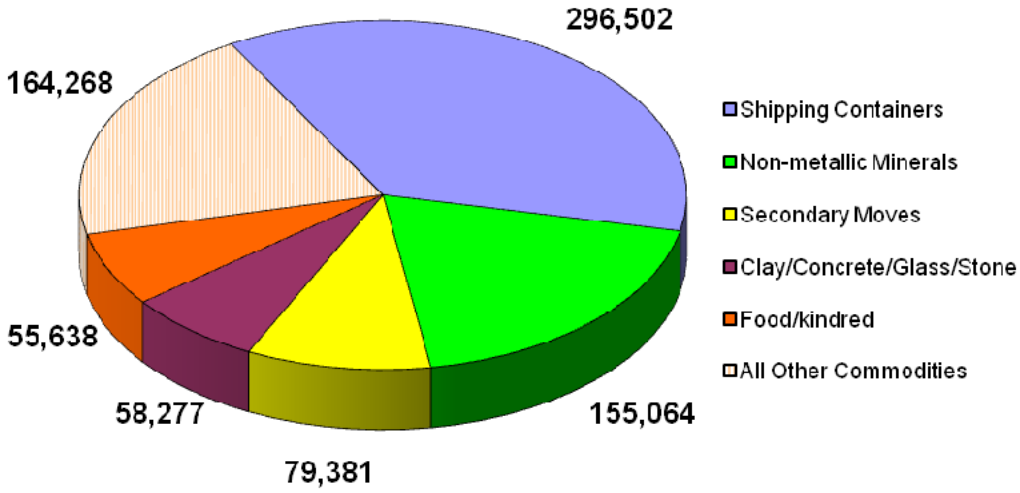
- Non-metallic minerals;
- Secondary moves;
- Clay, concrete, glass, and stone;
- Food and kindred products; and
- Pulp, paper and allied products.

Figure 3-15: Bay TPO
Top 5 Outbound Commodities (Annual Truck Loads)
Total Oubound Truckloads = 752,000



Source: Transearch 2003.

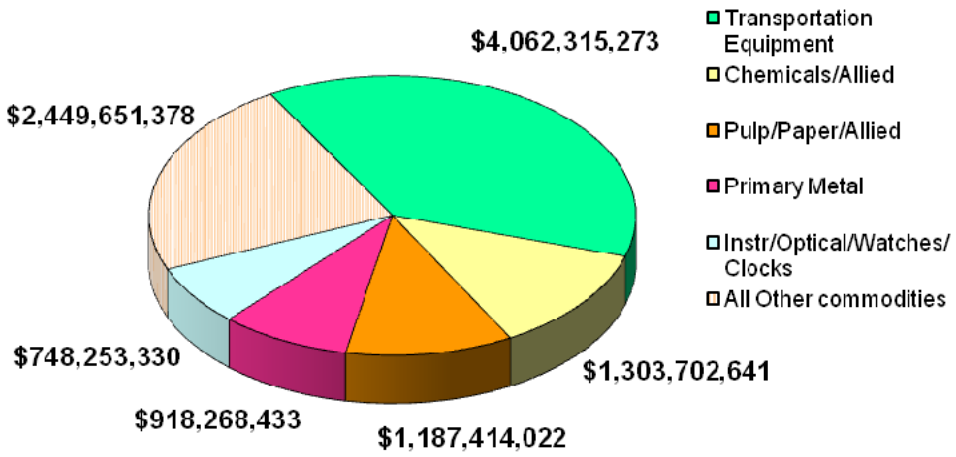
Figure 3-16: Bay TPO
Top 5 Inbound Commodities (Annual Truck Loads)
Total Inbound Truckloads = 809,130



Bay County had total shipments of almost $31.5 billion. **Figure 3-17** shows that the top export was **transportation equipment**, followed by:

- Chemicals and allied products;
- Pulp, paper, and allied products;
- Primary metal; and
- Instruments, optical equipment, watches, and clocks.

Figure 3-17: Bay TPO
Top 5 Outbound Commodities (Value $)
Total Outbound = $10,669,605,077

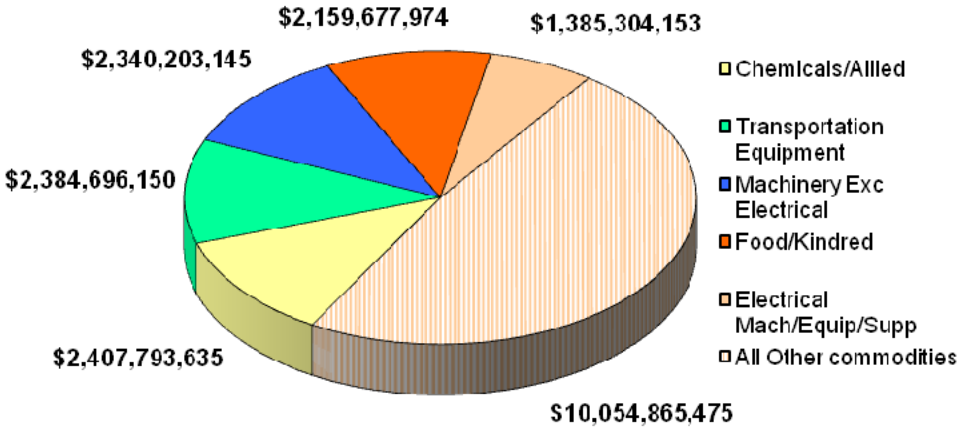


Source: Transearch 2003.

As shown in **Figure 3-18**, Bay County's imports consisted primarily of **chemicals and allied products**, followed closely by:

- Transportation equipment;
- Machinery, excluding electrical;
- Food and kindred products; and
- Electrical machinery, equipment, and supplies.

Figure 3-18: Bay TPO
Top 5 Inbound Commodities (Value $)
Total Inbound = $20,732,540,531



Source: Transearch 2003.

Rail, Water and Air Freight

The vast majority of freight in the United States is transported by truck, and northwest Florida is no exception. By weight, trucks accounted for an estimated 93 percent of the region's freight movements, with rail moving 3.7 percent, water moving 3.2 percent, and air cargo accounting for less than one percent. More detail is provided in Appendix C.

Nonetheless, according to the Transearch data for 2003, water transport moved almost 4.5 million tons, primarily through Bay County and the Florida-Alabama TPO areas. As shown in **Table 3-1**, in Bay County inbound petroleum and coal was the most significant commodity, followed by outbound waste and scrap material. In the Florida-Alabama area, inbound petroleum and coal was the top waterborne commodity, followed by waste and scrap material moving in both directions.

Table 3-1
Top Water Borne Commodities

Commodity	Area	Direction	Tons
Petroleum/Coal	FL-Alabama	Inbound	1,621,474
Petroleum/Coal	Bay County	Inbound	1,180,397
Waste/Scrap Material	Bay County	Outbound	569,724
Waste/Scrap Material	FL-Alabama	Inbound	484,446

Source: Transearch 2003.

Transearch data for freight moved by rail is available only at the level of FDOT districts, so it is not strictly comparable to the TPO areas. However, since the TPO areas comprise a majority of population and economic centers within FDOT District Three, the data are indicative of the role played by rail in moving freight within the TPO areas. Measured by weight, the top commodities moved by rail in District Three are shown in **Table 3-2**.

Table 3-2
Top Rail Borne Commodities

Commodity	Direction	Tons
Non-Metallic Minerals	Inbound	1,811,054
Chemicals/Allied	Outbound	596,104
Paper/Pulp/Allied	Outbound	485,076
Chemicals/Allied	Inbound	436,697
Coal	Inbound	279,921
Lumber/Wood	Outbound	270,306

Source: Transearch 2003.

When compared by weight, air carries only a minute fraction of the region's overall freight. Shippers typically rely on air to transport high value cargo that must arrive within short delivery times. The Florida-Alabama area recorded the only significant amounts of air freight, with the top categories shown in **Table 3-3**.

Table 3-3
Top Air Borne Commodities

Commodity	Direction	Tons
Chemicals/Allied	Outbound	1,624
Printed Matter	Inbound	1,399
Electric Mach./Equip./Supply	Outbound	1,174

Source: Transearch 2003.

4.0 IDENTIFYING AND PRIORITIZING FREIGHT NEEDS

Input from the region's freight stakeholders was used to identify both the importance of individual Highways of Commerce and problems perceived to impede the efficient movement of freight. This was combined with commodity flow information and other data to create a methodology to score and prioritize the issues and needs affecting the region's Highways of Commerce. The objective of this exercise was to rank the needs on the freight corridors by importance to the region's economic competitiveness. Once prioritized in this manner, potential solutions can begin to be developed to address these needs.

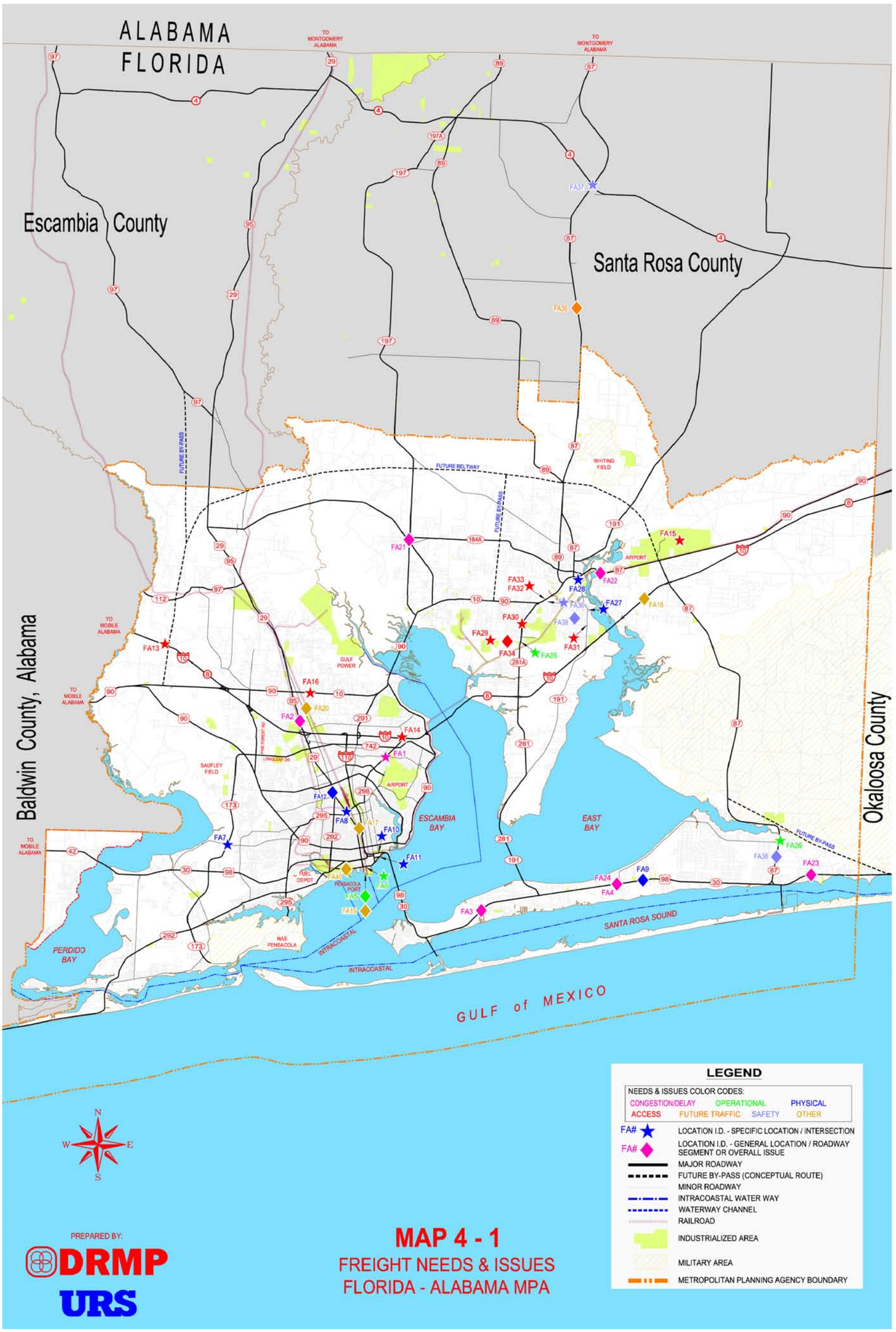
Freight-Related Issues and Needs

To begin this process, freight-related issues or needs brought out in stakeholder interviews or surveys were evaluated and grouped into the following categories:

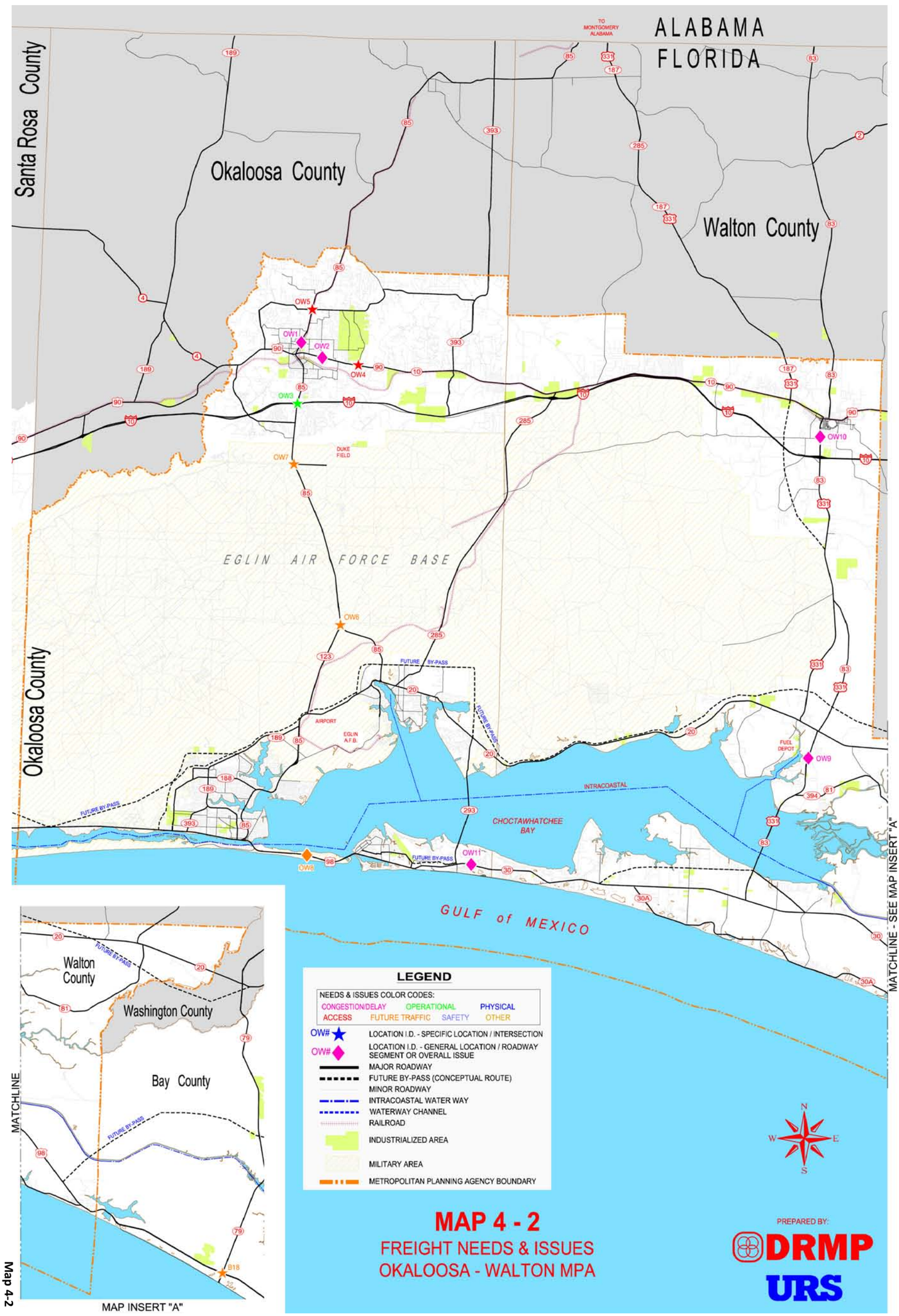
#	Issue

1. Congestion/Delay;
2. Operational (number of signalized Intersections, left turn signal timing, signals not synchronized for trucks, too many driveways/median openings, merging choke points, etc.);
3. Physical (turning radii, infrastructure constraints, surface conditions, etc.);
4. Access (median openings, driveways, etc.);
5. Future traffic;
6. Safety; and
7. Other.

Needs or problem locations were then sorted by TPO area and corridor. **Maps 4-1 to 4-3** show the location and category of each of the identified problems.



Map 4-1
Freight Needs & Issues – Florida-Alabama MPA



Map 4-2
Freight Needs & Issues – Okaloosa-Walton MPA

Map 4-3
Freight Needs & Issues – Bay County MPA

Prioritizing Freight Issues & Needs

The top five commodities as measured by truckloads and/or value were used to identify the major economic activity centers within each TPO area. For example, if pulp and paper products were among the top five commodities being shipped, the locations of major paper and pulp mills were mapped. **Maps 4-4 to 4-6** show the locations of these major economic activity centers in relation to the corridors serving them.

This information was combined with corridors identified by stakeholders as critical to the success of their business or operations. The more frequently a corridor was cited in stakeholder interviews or surveys, the higher it was rated. In addition, factors related to current and future traffic such as current truck volumes and level of service (existing and future) were also used to help prioritize corridors. Another factor taken into consideration was ease of implementation or potential for "quick fixes." For example, if an intersection could be improved for truck movement by simply moving the stop bar, or signal re-timing, it would be rated as a higher priority.

Lastly, transportation improvements already underway or programmed for funding were also taken into account. Information was derived from each of the TPO's Transportation Improvement Programs. If a project was identified that could address a freight-related need, it was noted.

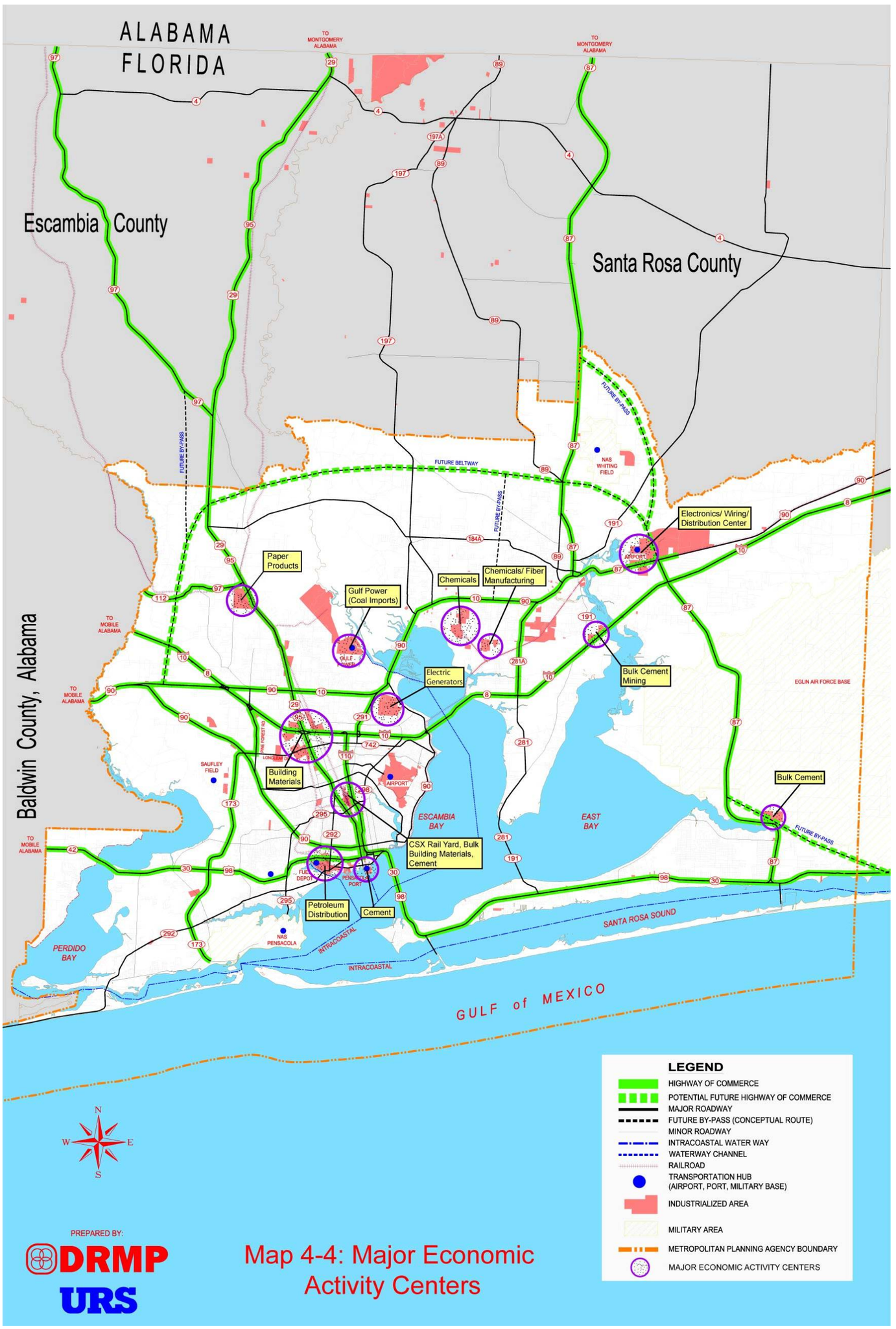
Table 4-1 summarizes the criteria used to prioritize corridors by their need for improvement.

All of the identified issues or needs were put through this evaluation and scoring process and a cumulative score was calculated. **Table 4-2** presents the issues and needs ranked in descending order for each TPO.

Table 4-1

Freight Corridor Prioritization Criteria and Scoring

1.	Serves a Top Five Commodity as identified by:	
	Truckloads	1 point
	Value	1 point
2.	Deemed Critical to Business Success (frequency of stakeholder citations)	
	10 or more	5 points
	9 to 4	4 points
	2 to 4	3 points
	1	2 points
	0	0 points
3.	Truck Volumes (AADTT)	
	5,000 to 7,000	4 points
	3,000 to 4,999	3 points
	1,000 to 2,999	2 points
	1,000 or less	1 point
4.	Deficient Level of Service (Existing and Future):	
	F	3 points
	E	2 points
	C or D	1 point
5.	Ease or Cost to Implement Solutions	
	Operational Low Cost	4 points
	Physical Low Cost	3 Points
	Physical Medium Cost	2 points
	Physical High Cost	1 point



Map 4-4
Major Economic Activity Centers
Florida-Alabama TPO

Map 4-5
Major Economic Activity Centers
Okaloosa-Walton TPO

Map 4-6
Major Economic Activity Centers
Bay County TPO

COUNTY	HIGHWAY OF COMMERCE CORRIDOR AFFECTED	LOCATION	MAP ID	ISSUE CODE	STAKEHOLDER ISSUE	TOP 5 COMMODITY TRUCKLOADS	TOP 5 COMMODITY TRUCKLOAD SCORE	TOP 5 COMMODITY VALUE	TOP 5 COMMODITY VALUE SCORE	CRITICAL TO SUCCESS	CRITICAL SUCCESS SCORE[1]	TRUCK AADT[2]	TRUCK AADT SCORE	LOS (2008)[3]	EXISTING LOS SCORE	LOS (2018)[3]	FUTURE LOS SCORE	IN TIP	EASE/COST TO IMPLEMENT[4]	EASE/COST SCORE	CUMULATIVE TOTAL SCORE	COMMENTS
BAY COUNTY TPO																						
Bay	W 23rd St.	US 98/RR crossing	B15	4	Grade separation for needed for port access. Trains entering port block highway.	Y	1	Y	1	Y	5	3,001-5,000	3	F	3	F	3	Intersection Project # 2179763	PH	1	17	Intersection project programmed.
Bay	US 231	Bay County	B10	2	Lacks turn lanes at key intersections	Y	1	Y	1	Y	4	3,001-5,000	3	C	1	F	3		PL	3	16	Consider directional median openings.
Bay	US 231	Transmitter Road	B4	1	Congestion & delay	Y	1	Y	1	Y	4	1,000-3,000	2	C	1	F	3		OL/PL	3	15	Needs right turn lane, NB turn lane.
Bay	SR 390	US 231	B2	1	Congestion & delay	Y	1	Y	1	Y	3	1,000-3,000	2	C	1	F	3		OL/PH	3	14	Signal timing/add 2L to SR 390
Bay	US 231	Star Ave. to Harrison	B5	1	Congestion & delay	Y	1	Y	1	Y	4	3,001-5,000	3	C	1	F	3		OL/PH	1	14	Traffic signal timing improvements; Capacity improvements
Bay	US 98	US 231	B7	1	Congestion & delay; lacks SB to WB merge lane	Y	1	Y	1	Y	5			F	3	F	3		PH	1	14	Needs EB to NB flyover
Bay	SR 390/CR 390		B21	5	Capacity	Y	1	Y	1	Y	3	1,000-3,000	2	F	3	F	3		PH	1	14	Consider expansion from the port to SR 77 (emerging SIS connector)
Bay	US 231	Star Ave. (CR 2315)	B6	1	Congestion & delay	Y	1	Y	1	Y	4	3,001-5,000	3	D	1	D	1		PM	2	13	Intersection improvements
Bay	US 98	SR 77	B13	3	Chokepoint; lacks turning radii	Y	1	Y	1	Y	5	1,000-3,000	2	B		B	1		PH	3	13	Needs intersection improvements to fix turning radii issue. SR 77 has been designated as an emerging SIS connector.
Bay	US 231	New Panama City intermodal yard (Penny Rd)	B16	4	Access to industrial area connector					Y	4	3,001-5,000	3	C	1	F	3		PM	2	13	Will require intersection modifications at the median opening when intermodal center is developed. May require a traffic signal.

Legend:

[1] Critical Success Score:
≥10 = 5
4-9 = 4
2-4 = 3
1 = 2
0 = 0

[2] Truck AADT Score:
5,001-7,000 = 4
3,001-5,000 = 3
1,000-3,000 = 2
<1,000 = 1

[3] Level of Service Score*:
F = 3
E = 2
C/D = 1
* Where not available, an average score of 1 was assigned for 2008 and 2 was assigned for 2018.

[4] Ease/Cost to Implement Score:
(OL) Operational Low Cost = 4
(PL) Physical Low Cost = 3
(PM) Physical Medium Cost = 2
(PH) Physical High Cost = 1

Issue Code:
1 = Congestion/Delay
2 = Operational
3 = Physical
4 = Access
5 = Future Traffic
6 = Safety
7 = Other

Table 4-2
Identification and Prioritization of Stakeholder Issues and Needs

COUNTY	HIGHWAY OF COMMERCE CORRIDOR AFFECTED	LOCATION	MAP ID	ISSUE CODE	STAKEHOLDER ISSUE	TOP 5 COMMODITY TRUCKLOADS	TOP 5 COMMODITY TRUCKLOAD SCORE	TOP 5 COMMODITY VALUE	TOP 5 COMMODITY VALUE SCORE	CRITICAL TO SUCCESS	CRITICAL SUCCESS SCORE[1]	TRUCK AADT[2]	TRUCK AADT SCORE	LOS (2008)[3]	EXISTING LOS SCORE	LOS (2018)[3]	FUTURE LOS SCORE	IN TIP	EASE/COST TO IMPLEMENT[4]	EASE/COST SCORE	CUMULATIVE TOTAL SCORE	COMMENTS
Bay	W 23rd St.	US 98 (15th St.)	B1	1	Congestion & delay; needs flyover for Port access	Y	1	Y	1	Y	5			D	1	F	3	Intersection Project # 2179763	PH	1	12	Grade separation planned. ROW & construction not funded.
Bay	SR 77	Bay County	B9	2	Lacks turn lanes at key intersections					Y	4	1,000-3,000	2	D	1	D	1		PL	3	11	Where needed?
Bay	US 98	SR 79	B18	5	Lacks capacity					Y	5	1,000-3,000	2	C	1	C	1	Resurfacing Project # 4193121	PM	2	11	Minor intersection improvements may be incorporated into the schedule resurfacing project. However, the issue may be addressed upon completion of future by-pass.
Bay	Star Ave	SR 22 (Wewa Hwy)	B3	1	Congestion & delay; needs turn lanes					Y	3			D	1	F	3	PD&E Project # 4258031	PL	3	10	Add turn lanes at CR 101, Merritt Brown Rd, Frank Hough Rd
Bay	Transmitter Rd	US 231 RR crossing	B12	3	At-grade crossing improvement. Crossing is adjacent to US 231	Y	1	Y	1	Y	2			C	1	F	3		PM	2	10	Consider NB dedicated RT lane.
Bay	N. East Avenue (NB SR 389)	US 231 (NB)	B8	2	Congestion & delay; needs dual left turn lanes					Y	2			C	1	F	3		OL/PL	3	9	Signal timing/intersection improvements
Bay	US 98 Bus	SR 389 (N. East Ave.)	B11	3	Chokepoint; NB turning radii					Y	2	3,001-5,000	3	B		C	1		PL	3	9	NE corner turning radii. Relocate Left turn stop bar to allow wide turns by trucks.
Bay	SR 77	Southport Bridge (Lynn Haven)	B17	5	Capacity	Y	1	Y	1	Y	4	1,000-3,000	2	B		B			PH	1	9	Check LOS
Bay	W Beach Dr	W 5th and W 6th	B14	3	Chevron Terminal, Panama City, Acute left (5th St) then acute right turn(W 6th St) difficult for trucks	Y	1							E	2	F	3		PM	2	8	Improve acute turning radii. Need to study internal to external traffic circulation around fuel depot.
Bay		Panama City	B20	5	Lacks limited access connection to Interstate									N/A	1	N/A	2				3	These issues need to be addressed through a regional corridor study.

Legend:

[1] Critical Success Score:
≥10 = 5
4-9 = 4
2-4 = 3
1 = 2
0 = 0

[2] Truck AADT Score:
5,001-7,000 = 4
3,001-5,000 = 3
1,000-3,000 = 2
<1,000 = 1

[3] Level of Service Score*:
F = 3
E = 2
C/D = 1
* Where not available, an average score of 1 was assigned for 2008 and 2 was assigned for 2018.

[4] Ease/Cost to Implement Score:
(OL) Operational Low Cost = 4
(PL) Physical Low Cost = 3
(PM) Physical Medium Cost = 2
(PH) Physical High Cost = 1

Issue Code:
1 = Congestion/Delay
2 = Operational
3 = Physical
4 = Access
5 = Future Traffic
6 = Safety
7 = Other

Table 4-2 (Continued)
Identification and Prioritization of Stakeholder Issues and Needs

COUNTY	HIGHWAY OF COMMERCE CORRIDOR AFFECTED	LOCATION	MAP ID	ISSUE CODE	STAKEHOLDER ISSUE	TOP 5 COMMODITY TRUCKLOADS	TOP 5 COMMODITY TRUCKLOAD SCORE	TOP 5 COMMODITY VALUE	TOP 5 COMMODITY VALUE SCORE	CRITICAL TO SUCCESS	CRITICAL SUCCESS SCORE[1]	TRUCK AADT[2]	TRUCK AADT SCORE	LOS (2008)[3]	EXISTING LOS SCORE	LOS (2018)[3]	FUTURE LOS SCORE	IN TIP	EASE/COST TO IMPLEMENT[4]	EASE/COST SCORE	CUMULATIVE TOTAL SCORE	COMMENTS
Bay		Panama City	B19	5	Lacks limited access link to I-10									N/A	1	N/A	2				3	See above.
FLORIDA-ALABAMA TPO																						
Santa Rosa	US 98 (Gulf Breeze Parkway)	Pensacola Beach Boulevard to East End Naval Live Oaks	FA3	1	Congestion & delay			Y	1	Y	5	1,000-3,000	2	F	3	F	3	Resurfacing Project # 4216441	OL/PL	3	17	Signal timing/intersection geometry/driveway access. Investigate alternate routing north SR 87 to potential future by-pass.
Santa Rosa	US 98 (Gulf Breeze Parkway)	East End Naval Live Oaks to CR 191B (Soundside Drive)	FA4	1	Congestion & delay			Y	1	Y	5	1,000-3,000	2	F	3	F	3	Resurfacing Project # 4216442	OL/PL	3	17	Signal timing/intersection geometry /driveway access. Investigate alternate routing north SR 87 to potential future by-pass.
Santa Rosa	US 90	Avalon Boulevard to SR 87 (Stewart St) Milton	FA41	1	Congestion & delay	Y	1	Y	1	Y	4	1,000-3,000	2	D	1	F	3		OL	4	16	Signal timing/intersection geometry
Santa Rosa	US 98	Naval Live Oaks Reservation to Soundside Dr.	FA24	1	Capacity, safety					Y	5	1,000-3,000	2	F	3	F	3	Resurfacing Project # 4216442	OL/PL	3	16	Signal timing/ add directional median openings
Santa Rosa	Avalon Blvd.	Commerce Rd	FA25	2	Lacks signal	Y	1	Y	1	Y	3	1,000-3,000	2	F	3	F	3	Widening Project # 2204125	PL	3	16	Signal warrant study. Include in highway widening project.
Escambia	US 29 N.	I-10 (Pensacola)	FA2	1	Congestion & delay	Y	1			Y	4	3,001-5,000	3	C	1	D	1		OL	4	14	Numerous commercial driveways and also along Chemstrand Rd.
Santa Rosa	US 98	CR 191B (Soundside Drive) to Hickory Shores Road	FA9	3	Turning heavy vehicles; median openings and addition of storage lane and bulb outs					Y	5	1,000-3,000	2	C	1	F	3		PL	3	14	Need LT storage lanes at some median openings for access to industrial sites on north side of highway.
Santa Rosa	US 98	Edgewood Drive to Okaloosa Co. Line	FA23	1	Congestion & delay					Y	5	1,000-3,000	2	C	1	F	3	Resurfacing Project # 4216442	OL/PL	3	14	Signal timing/intersection geometry. Access management issues. Check future LOS. Consider future by-pass.

Legend:

[1] Critical Success Score:
≥10 = 5
4-9 = 4
2-4 = 3
1 = 2
0 = 0

[2] Truck AADT Score:
5,001-7,000 = 4
3,001-5,000 = 3
1,000-3,000 = 2
<1,000 = 1

[3] Level of Service Score*:
F = 3
E = 2
C/D = 1
* Where not available, an average score of 1 was assigned for 2008 and 2 was assigned for 2018.

[4] Ease/Cost to Implement Score:
(OL) Operational Low Cost = 4
(PL) Physical Low Cost = 3
(PM) Physical Medium Cost = 2
(PH) Physical High Cost = 1

Issue Code:
1 = Congestion/Delay
2 = Operational
3 = Physical
4 = Access
5 = Future Traffic
6 = Safety
7 = Other

Table 4-2 (Continued)
Identification and Prioritization of Stakeholder Issues and Needs

COUNTY	HIGHWAY OF COMMERCE CORRIDOR AFFECTED	LOCATION	MAP ID	ISSUE CODE	STAKEHOLDER ISSUE	TOP 5 COMMODITY TRUCKLOADS	TOP 5 COMMODITY TRUCKLOAD SCORE	TOP 5 COMMODITY VALUE	TOP 5 COMMODITY VALUE SCORE	CRITICAL TO SUCCESS	CRITICAL SUCCESS SCORE[1]	TRUCK AADT[2]	TRUCK AADT SCORE	LOS (2008)[3]	EXISTING LOS SCORE	LOS (2018)[3]	FUTURE LOS SCORE	IN TIP	EASE/COST TO IMPLEMENT[4]	EASE/COST SCORE	CUMULATIVE TOTAL SCORE	COMMENTS
Santa Rosa	US 90	Downtown Milton to SR 87	FA22	1	Congestion & delay, incompatibility; evaluate truck signage through downtown	Y	1	Y	1	Y	4	1,000-3,000	2	D	1	F	3	Bridge Replacement Project # 4229071	PM	2	14	Consider PD&E for bypass route
Santa Rosa	US 90	Parkmore Plaza Rd. (Galt City Rd)	FA32	4	Access to industrial area connector	Y	1	Y	1	Y	4	1,000-3,000	2	D	1	F	3		PM	2	14	Intersection improvement. Add NB to WB left turn lane.
Escambia	US 90 (Nine Mile Rd)	Chemstrand to I-10 (Pensacola)	FA16	4	Access to industrial area connector	Y	1			Y	4			F	3	F	3	Resurfacing Project # 4169401	PH	1	12	Depends on future industrial development.
Santa Rosa	CR 191	US 90 (City of Milton)	FA28	3	Intersection improvement	Y	1	Y	1	Y	4			D	1	F	3	Resurfacing Project # 4216361	PM	2	12	Intersection geometry and operations improvements. Through truck traffic should be discouraged on CR 191
Santa Rosa	US 90	Galt City Rd.	FA33	4	Access to industrial area connector	Y	1	Y	1	Y	4	1,000-3,000	2	D	1	F	3	Resurfacing Project # 4256801			12	See above. (same intersection)
Escambia	I-10		FA18	7	Need distribution centers to transfer interstate loads to local delivery services					Y	4	5,001-7,000	4	N/A	1	N/A	2				11	Private sector responsibility.
Escambia	I-10	Kingsfield Rd. (Pensacola)	FA13	4	Needs new exit for future commerce park					Y	4	5,001-7,000	4	B		C	1		PH	1	10	FDOT IJR when needed. Future interchange with by-pass.
Escambia	I-10	Ninth Ave.	FA14	4	Needs new exit for improved access to Pensacola Gulf Coast Airport					Y	4	5,001-7,000	4	B		C	1	Widening Project # 2224771	PH	1	10	Requires FDOT IJR. Existing overpass, no on/off ramps
Santa Rosa	US 90	Five Points (Quintette), CR 197	FA21	1	Needs beltway around Milton to relieve traffic					Y	4	1,000-3,000	2	N/A	1	N/A	2	Widening Project # 4219941	PH	1	10	ROW acquisition.
Escambia		Port of Pensacola	FA5	2	Signal timing & maintenance; see access study conducted 3-4 years ago.	Y	1	Y	1					N/A	1	N/A	2		OL	4	9	Adjust signal timing at S. Tarragona & Garden St. & Chase St. to allow additional time for trucks to make turns.

Legend:

[1] Critical Success Score:
≥10 = 5
4-9 = 4
2-4 = 3
1 = 2
0 = 0

[2] Truck AADT Score:
5,001-7,000 = 4
3,001-5,000 = 3
1,000-3,000 = 2
<1,000 = 1

[3] Level of Service Score*:
F = 3
E = 2
C/D = 1
* Where not available, an average score of 1 was assigned for 2008 and 2 was assigned for 2018.

[4] Ease/Cost to Implement Score:
(OL) Operational Low Cost = 4
(PL) Physical Low Cost = 3
(PM) Physical Medium Cost = 2
(PH) Physical High Cost = 1

Issue Code:
1 = Congestion/Delay
2 = Operational
3 = Physical
4 = Access
5 = Future Traffic
6 = Safety
7 = Other

Table 4-2 (Continued)
Identification and Prioritization of Stakeholder Issues and Needs

COUNTY	HIGHWAY OF COMMERCE CORRIDOR AFFECTED	LOCATION	MAP ID	ISSUE CODE	STAKEHOLDER ISSUE	TOP 5 COMMODITY TRUCKLOADS	TOP 5 COMMODITY TRUCKLOAD SCORE	TOP 5 COMMODITY VALUE	TOP 5 COMMODITY VALUE SCORE	CRITICAL TO SUCCESS	CRITICAL SUCCESS SCORE[1]	TRUCK AADT[2]	TRUCK AADT SCORE	LOS (2008)[3]	EXISTING LOS SCORE	LOS (2018)[3]	FUTURE LOS SCORE	IN TIP	EASE/COST TO IMPLEMENT[4]	EASE/COST SCORE	CUMULATIVE TOTAL SCORE	COMMENTS
Escambia		Palafox area, Pensacola	FA12	3	Older Streets not truck friendly; lack turning radii	Y	1	Y	1					N/A	1	N/A	2		OL/PL	3	8	Signal timing and geometry improvements. Pavement marking adjustments
Santa Rosa	Bell Lane	Sterling Way to US 90	FA29	4	Access to industrial area (Sterling Fibers) from US 90; residential incompatibility	Y	1	Y	1					N/A	1	N/A	2		PL	3	8	Minor intersection improvements
Santa Rosa	Sterling Way	Bell Lane to Avalon Blvd	FA34	4	Access to industrial area (Sterling Fibers) from Avalon Blvd; residential incompatibility	Y	1	Y	1					N/A	1	N/A	2		PL	3	8	Minor intersection improvements along connector road (Bell Lane)
Escambia	E. Main St	S. Barracks St (Port of Pensacola entrance)	FA6	2	Lacks signal at Port entrance	Y	1	Y	1					N/A	1	N/A	2		PM	2	7	Consider signal warrant study.
Escambia	9th Ave	US 98 (E. Gregory St.)	FA10	3	Port of Pensacola access to I-110 difficult due to acute turns	Y	1	Y	1					D	1	E	2		PM	2	7	Investigate alternative routing to interstate. Expand turn radii from 9th to I-110 on ramp.
Escambia		Port of Pensacola & freight hubs in general	FA19	7	Lacks adequate signage									N/A	1	N/A	2		OL	4	7	Conduct way-finding sign study and implement improvements. All preferred truck routes from I-10 to the port should be signed.
Escambia	US 98	Downtown Pensacola	FA40	7	Lack of parking for deliveries (Pensacola)					Y	5			D	1	D	1				7	Consider designated delivery parking spaces that can accommodate large trucks.
Santa Rosa	E. Bay Boulevard (CR 399)	SR 87	FA26	2	Intersection improvement: re-striping with stop bars further from intersection; new traffic detection loops	Y	1			Y	3			B		B			OL/PL	3	7	Intersection restriping. Move stop bars on E Bay and Turkey Bluff left turn lanes back to allow trucks to make wide turns without being blocked by stopped traffic. Reinstall detor loops.
Santa Rosa	CR 191	Forsyth St & Garcon Point Rd	FA27	3	Lack of southbound turning radii	Y	1							N/A	1	N/A	2		PL	3	7	Through trucks should be discouraged from this route.

Legend:

[1] Critical Success Score:
≥10 = 5
4-9 = 4
2-4 = 3
1 = 2
0 = 0

[2] Truck AADT Score:
5,001-7,000 = 4
3,001-5,000 = 3
1,000-3,000 = 2
<1,000 = 1

[3] Level of Service Score*:
F = 3
E = 2
C/D = 1
* Where not available, an average score of 1 was assigned for 2008 and 2 was assigned for 2018.

[4] Ease/Cost to Implement Score:
(OL) Operational Low Cost = 4
(PL) Physical Low Cost = 3
(PM) Physical Medium Cost = 2
(PH) Physical High Cost = 1

Issue Code:
1 = Congestion/Delay
2 = Operational
3 = Physical
4 = Access
5 = Future Traffic
6 = Safety
7 = Other

Table 4-2 (Continued)
Identification and Prioritization of Stakeholder Issues and Needs

COUNTY	HIGHWAY OF COMMERCE CORRIDOR AFFECTED	LOCATION	MAP ID	ISSUE CODE	STAKEHOLDER ISSUE	TOP 5 COMMODITY TRUCKLOADS	TOP 5 COMMODITY TRUCKLOAD SCORE	TOP 5 COMMODITY VALUE	TOP 5 COMMODITY VALUE SCORE	CRITICAL TO SUCCESS	CRITICAL SUCCESS SCORE[1]	TRUCK AADT[2]	TRUCK AADT SCORE	LOS (2008)[3]	EXISTING LOS SCORE	LOS (2018)[3]	FUTURE LOS SCORE	IN TIP	EASE/COST TO IMPLEMENT[4]	EASE/COST SCORE	CUMULATIVE TOTAL SCORE	COMMENTS
Santa Rosa	Commerce Rd.	Avalon Blvd./SR 281	FA30	4	Access to industrial area connector	Y	1							N/A	1	N/A	2	Widening Project # 2204125	PL	3	7	Intersection improvement Include in highway widening project
Santa Rosa	SR 87	South of SR 4 in Berrydale	FA37	6	Line-of-sight safety					Y	3	<1,000	1	A		B			PL	3	7	Minor geometry corrections to improve line of sight
Escambia	N. 9th Avenue	Tippin Ave. & Langley Ave.	FA1	1	Congestion & delay for access to Pensacola Gulf Coast Airport			Y	1					N/A	1	N/A	2		OL/PM	2	6	Signal timing/Intersection improvements. Check LOS.
Escambia	Fairfield Drive	Lillian Highway (SR 298)	FA7	3	Chokepoint; lacks turning radii									N/A	1	N/A	2	Resurfacing Project # 4134351	PL	3	6	Improving turning radii will improve flow and reduce intersection congestion. Consider relocating Power/phone and signal poles away from intersection. Move left turn stop bars back on all roadways.
Escambia	Palafox St.	Fairfield Drive	FA8	3	Chokepoint; lacks turning radii	Y	1							C	1	C	1	Resurfacing Project # 4216442	PL	3	6	Relocate poles and signal control box away from corner.
Escambia	Bayfront	US 98 (E. Chase St)	FA11	3	Port of Pensacola Access to I-110 difficult due to acute turns	Y	1	Y	1					C	1	C	1		PM	2	6	Investigate alternative routing to interstate..
Santa Rosa	Da Lisa	Garcon Point Rd	FA31	4	Access to industrial area (County Land fill & mining) connector									N/A	1	N/A	2		PL	3	6	Traffic signal warrant
Santa Rosa	Jeff Ates Rd.	East Milton	FA15	4	Access to industrial area connector			Y	1					N/A	1	N/A	2	Intersection Project #s 4256621 4256631	PM	2	6	Improve intersection with US 90. RR crossing improvements. Upgrade Jeff Ates Rd to county standards.
Santa Rosa	Parkmore Plaza Road	Old Bagdad Highway to US 90	FA36	6	Add pedestrian facility									N/A	1	N/A	2		PL	3	6	sidewalks

Legend:

[1] Critical Success Score:
≥10 = 5
4-9 = 4
2-4 = 3
1 = 2
0 = 0

[2] Truck AADT Score:
5,001-7,000 = 4
3,001-5,000 = 3
1,000-3,000 = 2
<1,000 = 1

[3] Level of Service Score*:
F = 3
E = 2
C/D = 1
* Where not available, an average score of 1 was assigned for 2008 and 2 was assigned for 2018.

[4] Ease/Cost to Implement Score:
(OL) Operational Low Cost = 4
(PL) Physical Low Cost = 3
(PM) Physical Medium Cost = 2
(PH) Physical High Cost = 1

Issue Code:
1 = Congestion/Delay
2 = Operational
3 = Physical
4 = Access
5 = Future Traffic
6 = Safety
7 = Other

Table 4-2 (Continued)
Identification and Prioritization of Stakeholder Issues and Needs

COUNTY	HIGHWAY OF COMMERCE CORRIDOR AFFECTED	LOCATION	MAP ID	ISSUE CODE	STAKEHOLDER ISSUE	TOP 5 COMMODITY TRUCKLOADS	TOP 5 COMMODITY TRUCKLOAD SCORE	TOP 5 COMMODITY VALUE	TOP 5 COMMODITY VALUE SCORE	CRITICAL TO SUCCESS	CRITICAL SUCCESS SCORE[1]	TRUCK AADT[2]	TRUCK AADT SCORE	LOS (2008)[3]	EXISTING LOS SCORE	LOS (2018)[3]	FUTURE LOS SCORE	IN TIP	EASE/COST TO IMPLEMENT[4]	EASE/COST SCORE	CUMULATIVE TOTAL SCORE	COMMENTS
Escambia	CSX Line	Downtown Pensacola	FA17	7	Quiet RR crossings (incompatibility)									N/A	1	N/A	2		PM	2	5	Quiet Zones require crossing safety improvements. Not RR responsibility.
Santa Rosa	SR 87	Gulf coast to I-65 (Alabama)	FA35	5	Lacks strategic connection					Y	3	<1,000	1	B		C	1				5	Requires regional corridor study/PD&E.
Escambia		Pensacola area	FA20	7	Adequate rail connections other than CSX main line	Y	1							N/A	1	N/A	2				4	RR issue. Pensacola is currently served by both CSX and Gulf and Alabama railroads.
Santa Rosa		Navarre	FA38	6	Pedestrian safety									N/A	1	N/A	2				3	Consider installing sidewalks and/or multi use trail along US 98.
Santa Rosa		Bagdad	FA39	6	Pedestrian safety; evaluate truck signage through downtown									N/A	1	N/A	2				3	Through truck traffic should be discouraged.
	Gulf Aerospace Corridor	East/West connections to Alabama		5	Capacity for emerging industry									N/A	1	N/A	2				3	Under study. New limited access highway.
OKALOOSA-WALTON TPO																						
Santa Rosa/ Okaloosa/ Walton	US 98	SR 87 to US 331	OW8	5	Capacity					Y	5	3,001-5,000	3	F	3	F	3	Widening (PE) Project #s 4141321 4141322	PM	2	16	Widening project programmed. Proposed future by-pass highway is also planned.
Okaloosa	SR 85	I-10	OW3	2	Choke point	Y	1	Y	1	Y	3	1,000-3,000	2	F	3	F	3	Widening (PE) Project # 4219971	OL/PM	2	15	Signal timing/intersection improvements at commercial area north of interchange
Walton	US 98	South Walton	OW11	1	Congestion & delay (seasonal)					Y	5	1,000-5,000	2	F	3	F	3	Widening (PE) Project #s 4141321 4141322	PM	2	15	Widening project programmed. Proposed future by-pass highway is also planned.

Legend:

[1] Critical Success Score:
≥10 = 5
4-9 = 4
2-4 = 3
1 = 2
0 = 0

[2] Truck AADT Score:
5,001-7,000 = 4
3,001-5,000 = 3
1,000-3,000 = 2
<1,000 = 1

[3] Level of Service Score*:
F = 3
E = 2
C/D = 1
* Where not available, an average score of 1 was assigned for 2008 and 2 was assigned for 2018.

[4] Ease/Cost to Implement Score:
(OL) Operational Low Cost = 4
(PL) Physical Low Cost = 3
(PM) Physical Medium Cost = 2
(PH) Physical High Cost = 1

Issue Code:
1 = Congestion/Delay
2 = Operational
3 = Physical
4 = Access
5 = Future Traffic
6 = Safety
7 = Other

Table 4-2 (Continued)
Identification and Prioritization of Stakeholder Issues and Needs

COUNTY	HIGHWAY OF COMMERCE CORRIDOR AFFECTED	LOCATION	MAP ID	ISSUE CODE	STAKEHOLDER ISSUE	TOP 5 COMMODITY TRUCKLOADS	TOP 5 COMMODITY TRUCKLOAD SCORE	TOP 5 COMMODITY VALUE	TOP 5 COMMODITY VALUE SCORE	CRITICAL TO SUCCESS	CRITICAL SUCCESS SCORE[1]	TRUCK AADT[2]	TRUCK AADT SCORE	LOS (2008)[3]	EXISTING LOS SCORE	LOS (2018)[3]	FUTURE LOS SCORE	IN TIP	EASE/COST TO IMPLEMENT[4]	EASE/COST SCORE	CUMULATIVE TOTAL SCORE	COMMENTS
Okaloosa	SR 85	Crestview	OW1	1	Congestion & delay	Y	1	Y	1	Y	3	1,000-3,000	2	D	1	D	1		OL/PL	3	12	Signal timing/minor intersection geometry improvements. Access management.
Walton	US 331	DeFuniak Springs	OW10	1	Congestion & delay	Y		Y	1	Y	4	1,000-3,000	2	C	1	C	1	Resurfacing Project # 4134531 4169471	PM	2	11	Note LOS. Proposed future by-pass will eliminate through truck traffic in the downtown area and serve the airport. Resurfacing project from Okaloosa county to Holmes County including within DeFuniak Springs City Limits.
Okaloosa	SR 85	Airport Rd	OW5	4	Access to Sikes Airport, Crestview			Y	1	Y	3	<1,000	1	D	1	D	1		PM	2	9	Add turn lanes at key intersection along Airport Rd from SR 85 to the airport.
Okaloosa	US 90	Fairchild Rd Bob Sikes Airport, Crestview	OW4	4	Access to Sikes Airport, Crestview			Y	1	Y	4	1,000-3,000	2	B		B			PM	2	9	Bring connector road up to county standards and improve intersection with US 90.
Walton	US 331	Two lane segment north of Bay	OW9	1	Congestion & delay & safety					Y	4	1,000-3,000	2	C	1	D	1	Widening (PE) Project # 2206791	PH	1	9	This portion of US 331 will be widened to four lanes.
Okaloosa	SR 85	SR 123	OW6	5	Needs NB flyover			Y	1	Y	3	1,000-3,000	2	B		C	1		PH	1	8	Consider PD&E
Okaloosa	SR 85	Duke Field / SR 189	OW7	5	Needs overpass			Y	1	Y	3	1,000-3,000	2	B		C	1		PH	1	8	Consider PD&E

Legend:

[1] Critical Success Score:
≥10 = 5
4-9 = 4
2-4 = 3
1 = 2
0 = 0

[2] Truck AADT Score:
5,001-7,000 = 4
3,001-5,000 = 3
1,000-3,000 = 2
<1,000 = 1

[3] Level of Service Score*:
F = 3
E = 2
C/D = 1
* Where not available, an average score of 1 was assigned for 2008 and 2 was assigned for 2018.

[4] Ease/Cost to Implement Score:
(OL) Operational Low Cost = 4
(PL) Physical Low Cost = 3
(PM) Physical Medium Cost = 2
(PH) Physical High Cost = 1

Issue Code:
1 = Congestion/Delay
2 = Operational
3 = Physical
4 = Access
5 = Future Traffic
6 = Safety
7 = Other

Table 4-2 (Continued)
Identification and Prioritization of Stakeholder Issues and Needs

5.0 RECOMMENDATIONS

Florida-Alabama TPO

Short-Term Recommendations

US 98 (Gulf Breeze Parkway) from Pensacola Beach Blvd. to CR 191B (Soundside Dr.) experiences severe delay and congestion. Adjustments to signal timing, consolidating commercial driveways and additional left turn storage capacity at key median openings can facilitate freight flow along this corridor. A programmed resurfacing project may provide an opportunity to implement some of these improvements.

In Santa Rosa County, US 90 serves the chemical, fiber, electronics industries but experiences period congestion and delay in the vicinity of Milton. Operational improvements such as signal timing and access management would also help move freight traffic in this corridor in the short term.

Building materials, cement, and paper products use the US 29 corridor, including Palafox St. from the industrial areas north of downtown Pensacola to Cantonment. US 29 also provides a relatively direct connection from Pensacola to Interstate I-65 in Alabama. Congestion and delay affect freight traffic using this corridor, compounded by older streets in the Palafox area that are not truck-friendly, with narrow lane widths and tight turning radii. Access management treatments such as consolidating commercial driveways and directional median openings can help mitigate delays, and moving stop bars will facilitate truck turns. In some cases, utility poles and boxes also need to be moved to allow for wider turning radii. Also, a new interchange at 1-110 at Airport Blvd. provides a limited access alternative for freight traffic in this area.

The Port of Pensacola moves bulk products such as cement and liquid asphalt. Access to the Port to and from the Interstate is problematic due to a circuitous truck routing plan and intersections with tight turning radii. Where possible, curbs should be moved back. The need for a new signal at the Port entrance should be considered with a signal warrant study. Adjusting the signal timing to allow more time for trucks entering and exiting from I-110 should be considered. Inadequate signage directing truck traffic to the Port is also a problem. More prominent “wayfaring” signs from I-10 to the Port are recommended.

Access to existing and planned economic activity centers is hindered in some cases by the substandard condition of connector roads. Capacity is not an issue on these roads as much as the need for bringing them up to a standard to make them suitable for trucks and heavy vehicles. Improvements where these connectors intersect the regional network, potentially including signals if warranted, would also help with freight movement. Examples include Sterling Way, Da Lisa Lane, and Jeff Ates Road.

Certain roads such as CR 191 (Garcon Point Road) through Old Bagdad are not appropriate as truck routes. A truck route ordinance would strengthen the County’s ability to restrict trucks where they should not be, and more importantly, direct truckers to where they should be. It would also provide a basis for making sure that designated truck routes were designed to accommodate trucks.

SR 87 in the vicinity of SR 4 in Berrydale has had documented safety issues because of poor line of sight. To the extent that these can be improved with minor corrections to the road's geometry and warning signs, all users including freight traffic would benefit. If more extensive reconstruction is needed to straighten curves and smooth dips and rises in the road, this would be considered a more expensive and hence longer-term proposition.

Longer-Term Recommendations

A bridge replacement project on US 90 over Macavis Bayou programmed in the TIP will help alleviate congestion in the east/west direction through Milton. Longer term, the planned SR 87 by-pass (shown as a Potential Future Highway of Commerce on **Map 1-5**) will both divert freight traffic around Milton and serve the Whiting Field aviation commerce park. A PD&E study is in progress but funding for ROW and construction are not programmed. Likewise, US 98 suffers from severe congestion and delay, which discourages its use as a major east/west freight through route, but local deliveries are impeded. A future by-pass planned in the Navarre area would alleviate congestion, but funding has not been identified in the TIP at this time.

Improved access to the region's interstate system would benefit existing and proposed economic activity centers. For example, a new interchange on Interstate I-10 at 9th Avenue would provide more direct access to Pensacola Gulf Coast Airport. Such an improvement requires FHWA approval through an Interchange Justification Report (IJR). Funding has not been identified in the TIP at this time.

US 90 (Nine Mile Road) from Chemstrand Road to I-10 could provide access to surrounding land uses if they were to develop in the future as major freight and distribution centers. However, the road is currently failing in terms of congestion and would need improvement and expansion before this could happen.

The Florida – Alabama TPO's 2025 Long Range Transportation Plan identifies several conceptual by-passes or beltways serving Escambia and Santa Rosa Counties. The Navarre by-pass referenced above is one example. Another longer-term concept is a beltway across the northern part of the TPO planning area from US 90 in east Milton to US 90 (Nine Mile Rd.) in the vicinity of Beulah Rd. west of Pensacola. These conceptual by-passes or beltways should be considered as Future Highways of Commerce because they would provide a higher speed, more efficient alternative to congested areas and moreover would divert through freight traffic away from older, highly urbanized areas not appropriate for heavy truck volumes.

In 2008, the Florida – Alabama TPO completed an inland port study[4] that explored the possibility of locating an intermodal terminal in the Pensacola area linked to the Port of Pensacola. The rationale for such a terminal is that the Port is currently confined to its waterfront site of approximately 50 acres adjacent to downtown Pensacola, which limits its ability to handle increased throughput. According to this study,

[4] Pensacola Inland Port Intermodal Terminal Feasibility Study, Haas Center for Business Research and Economic Development, University of West Florida (revised August 18, 2008).

An inland port is an inland facility specializing in the staging and transfer of intermodal seaborne freight. The designed objective of an inland port is twofold; alleviate container and associated traffic congestion around a given seaport and move transportation and distribution infrastructure closer to inland commerce.

Under this concept, containerized freight would be loaded on and off ships and hauled over land by rail or trucks to or from an inland port for distribution elsewhere.

The study evaluated the following general locations as potential sites for an inland port intermodal terminal:

- Atmore Alabama
- Century Florida/Flomaton Alabama
- Palafox Brownfields Redevelopment Area
- East Milton
- Avalon Boulevard

Of four sites located in Florida, all are served by the Regional Freight Network, and the latter three locations are identified as within or proximate to Major Economic Activity Centers identified in **Map 4-4**. Although no selection has been made yet, locating an inland port at one of these sites will put additional traffic on the surrounding freight network. Once a site is selected, a traffic impact study would be appropriate to identify any further improvements to serve the haul route from the Port of Pensacola to the site.

Also significant with regard to access to the Port of Pensacola is its relationship to the City's Community Redevelopment Area and Plan[5]. While supportive of the Port as a generator of jobs and revenue, the Plan identifies the downtown I-110 interchange as a problem for the Community Redevelopment Area because its current design "offers no signal of entering downtown and discourages travel to or through downtown." The Plan recommends removing and improving a number of ramps in the short term. Longer term, as the interchange reaches the end of its useful life, the Plan recommends eliminating the downtown interchange and terminating I-110 at Cervantes Street. This would require close coordination with and approval from FDOT and an Interchange Justification Report. From a freight mobility perspective, this would affect Port access and whatever reconfiguration of the I-110 terminus evolves should be designed to be truck-friendly and clearly demarcate the route that truckers should use to get to and from the Port.

Moreover, the City and CRA seek to assemble land away from the waterfront but suitable for the growth of port-related warehousing and distribution. As it does so, it will be imperative to foster enhanced road and/or rail access to the Port itself.

[5] Urban Core Community Redevelopment Plan, 2010, City of Pensacola, Florida

Okaloosa-Walton TPO

Short-Term Recommendations

Access to the regional freight network and major economic generators such as the electronics, aerospace, defense and construction supply industries can be hindered by congestion in Crestview and DeFuniak Springs. Changes to signal timing and minor intersection geometry improvements, adding or extending turn lanes at key intersections, would help freight movement.

Access to existing and planned economic activity centers is hindered in some cases by the substandard condition of connector roads. Capacity is not an issue on these roads as much as the need for bringing them up to a standard to make them suitable for trucks and heavy vehicles. Improvements where these connectors intersect the regional network, potentially including signals if warranted, would also help with freight movement. Examples include SR 85 at Airport Road and US 90 at Fairchild Road.

Longer Term Recommendations

US 98 serves defense, aerospace and electronics manufacturers located near Hurlburt AFB. Capacity improvements to vital freight corridors like this are in progress. For example, widening projects are already programmed for design on US 98 in Okaloosa and Walton Counties, SR 85 and US 331. These projects need to be followed by funding for future phases for ROW and construction.

New grade separated intersections are proposed to handle peak period congestion related to military personnel and activity along SR 85. A fly-over at SR 123 and overpass at SR 189 (access to Duke Field) need to be evaluated with PD&E studies. The latter project has been partially funded. Funding to implement projects such as these has not been identified, although special appropriations related to the Defense Department's Base Realignment and Closure process are a possibility.

The Okaloosa – Walton TPO's 2025 Long Range Transportation Plan identifies several conceptual by-passes. For example, a by-pass is planned for US 98 from US 331 to west of CR 30A, and the Eglin By-pass skirts the northern edge of Mary Esther and Ft. Walton Beach. Another example is a by-pass connecting US 331 south of DeFuniak Springs with US 90 and US 331 west of DeFuniak Springs. These conceptual by-passes should be considered as Future Highways of Commerce because they would provide a higher speed, more efficient alternative to congested areas and moreover would divert through freight traffic away from older urbanized areas not appropriate for heavy truck volumes.

Bay County TPO

Short-Term Recommendations

US Highway 231 is a key freight corridor serving the paper container, concrete building products, and major appliance industries, as well as the Port's future intermodal center. It provides for freight movements to and from Interstate I-10 but experiences periodic congestion and delay. A number of intersections were identified as needing directional median openings, additional turn lanes and/or signal timing adjustments and intersection geometry to accommodate trucks. The Bay Line Railroad runs parallel on the east side of US 231, which may make intersection improvements more complex. Since these issues are in relatively close proximity along the same corridor, they could be examined as a corridor study from US 98 to the new intermodal center.

Likewise, there are other freight "hotspots" that may be relatively easy to fix, such as US 98 Business and SR 389 (N. East Ave.), where moving stop bar back could make it easier for trucks to turn.

Some of the identified hotspots already have projects programmed in the Transportation Improvement Program (TIP), such as the intersection of W. 23rd St. and US 98 and the railroad crossing (needed for better Port access). Similarly, the intersection of SR 22 (Wewa Highway) and Star Ave. is part of a Project Development and Environmental Study included in the TIP.

Longer-Term Recommendations

Some of the same corridors noted above may also require longer term or costlier solutions. For example, the intersection of W. 23rd St. and US 98 and the railroad crossing at the Port entrance has been planned for a grade separation, however, it lacks funding for ROW and construction. Likewise, due to limited right-of-way (ROW) and physical constraints, the intersection of US 98 and US 231 in the heart of Panama City lacks a southbound to westbound merge lane and with future traffic growth may eventually need a fly-over for eastbound to northbound traffic. Fly-overs and grade separations can cost in the range of tens of millions of dollars. Therefore, projects such as these should be considered as candidates for funding in the next update of the TPO's Long Range Transportation Plan.

Most of the above needs deal with north-south freight movements from Bay County to Interstate I-10, Alabama, and points north. However, east-west movements between urbanized areas in the Florida panhandle is also problematic due to congestion in the US 98 corridor with only a limited number of east-west alternatives. The Northwest Florida Transportation Corridor Authority is pursuing a number of future limited access by-passes or beltways such as the Gulf Coast Parkway and West Bay By-pass that can address this issue. The Authority's 2007 Master Plan estimated these beltways will cost hundreds of millions of dollars and will likely require alternative funding such as public-private partnerships and toll financing.

The Port of Panama City is developing an Intermodal Distribution Center on 1,251 acres adjacent to US 231 northeast of Panama City. As stated in the Port's Master Plan, "potential uses for the developable properties are warehouses, distribution and handling facilities for Port customers, and, perhaps, the

relocation of non water-dependent uses from Dyers Point."6 Envisioned to function like an inland port, this site was identified on **Map 4-6** as a major economic center and has direct access to the Regional Freight Network. As this site becomes occupied by more users, road and rail improvements between it and the Port will take on a higher priority.

The Bay County TPO's 2025 Long Range Transportation Plan identifies several conceptual by-passes or beltways, notably the Gulf Coast and West Bay Parkways. These conceptual by-passes or beltways should be considered as Future Highways of Commerce because they would provide higher speed, more efficient alternatives to congested areas and moreover would divert through freight traffic away from older, highly urbanized areas not appropriate for heavy truck volumes.

[6] Port Panama City Master Plan, Panama City Port Authority (2008)

APPENDIX A

Stakeholder Interview/Survey Forms

Highways of Commerce Regional Freight Network Plan
Economic Development Interviews

Company:		Contact:		Phone:		Date:	

1.	How is the transportation system in your county important to its economic success?
2.	Who are your largest industrial/manufacturing/commercial/transportation related employers? Where are they located? Approximate employment?
3.	What products or commodities do the above employers produce and/or transport inbound/outbound of the county?
4.	What are the most important industrial and distribution areas in your county?
5.	What are their critical transportation links to these facilities?

Highways of Commerce Regional Freight Network Plan
Economic Development Interviews

6. Are you aware of any issues that may affect these links?

7. Is the capacity and condition of these connectors sufficient to meet the needs of business operations in these areas? (Is congestion/delay a factor?)

8. Are there specific roads or intersections that, if improved, would have a positive affect on trucking operations? Which ones? What type of improvements?

9. Do you have any recommendations that could improve the operation, capacity, safety, or security of the local transportation system?

10. Do you have any additional comments?

Highways of Commerce Regional Freight Network Plan
Port/Airport/Military Interviews

Company: _____ Contact: _____ Phone: _____ Date: _____

1. How is the local/regional transportation system important to the success of your port / airport /base?
2. How are market trends expected to affect your business in the near term (0-3 years)? Long term (3-10 years)? (NA for military)
3. Are there any new or emerging trends that will affect your company or potentially impact the local freight transportation network? Or (For Military only: Are you aware of any changes in mission that will affect logistics operations at _____?)
4. What is the anticipated near (0-3 years) and long (3-10 years) term cargo trend for the Port / airport?
5. Approximately how many daily truck trips are generated by port /airport / base logistics operations.

Highways of Commerce Regional Freight Network Plan
Port/Airport/Military Interviews

6. Are there capacity issues at the port / airport that limit throughput?
7. Are there specific roads or intersections that, if improved, would have a positive affect on your or your operations? Which ones? What type of improvements?
8. Do you have any recommendations that could improve the operation, capacity, safety or security of the local transportation system?
9. Do you have any additional comments or statements?
10.

Highways of Commerce Regional Freight Network Plan
Private Stakeholder Interviews

Company:		Contact:		Phone:		Date:	

1.	How is the County's transportation system important to the success of your business?
2.	How are market trends expected to affect your business in the near term (0-3 years)? Long term (3-10 years)?
3.	Are there any new or emerging trends that will affect your company or potentially impact the local freight transportation network?
4.	What goods or commodities does your company ship? Approximate annual tonnage (if not proprietary/confidential information)?
5.	Approximately how many truck trips does your business generate each day?
6.	Approximately what percentage of trip destinations is within the County?

Highways of Commerce Regional Freight Network Plan
Private Stakeholder Interviews

7. Do your trucks access any of the Ports within the county or region? Railroad Yards? Airports? Any other hubs? Major distribution centers?
   a. What connecting roads do your drivers use?
   b. Are these connectors sufficient for efficient freight operations? (Is congestion/delay a factor?)
   c. Is the condition of these connectors sufficient for efficient freight operations?

8. Do you think the County should adopt a Truck Route Ordinance that directs trucks to specific routes as well as adopting "truck friendly" design standards for these routes?

9. Do you or your drivers have any concerns or issues with any of the roads that you routinely use within the county? If yes, please explain.

10. Are there specific roads or intersections that, if improved, would have a positive affect on your operations? Which ones? What type of improvements?

11. Do you have any recommendations that could improve the operation, capacity, safety, or security of the local transportation system?

12. Do you have any additional comments regarding the local or regional transportation system or the current planning process ?

APPENDIX B

Compilation of Stakeholder Responses

Date of Contact	Respondent Number	1 10/13/09	2 10/28/2009	3 10/28/2009	4 11/13/2009	5 12/8/2009
Question Number	**Question**	**Response**	**Response**	**Response**	**Response**	**Response**
1	How is trans system important to success?	Good transportation can attract new employment. Then they will buy land and encourage folks to move to the area. St. Joe Company sells lands in Walton, Bay, Gulf, Franklin and Leon Counties.	US 231, SR 77 (Winding Rd), SR 79 has been four laned to SR 20. Need to extend to I-10. US 98 mostly commercial through city - congested. SR 20 is the best way to get to I-10 to 81. To get out of town have to drive through the downtown.	Very important.	Rail is critical to business out of Bay Co. to CSX north of Panama City. Trucks incoming by box & tanker; outbound by tanker. Warehouse on I-10 in Marietta. US 231 is critical.	All of our raw materials arrive by truck, rail, and barge. With the predominance being truck and rail. Our products are shipped by truck, rail, and break bulk in ships both at the public port and our mill side docks. All our materials in and out run through the County transportation system. We are a 24 hour, 7 day operation; Any disruption in the flow of raw material in and/or finished goods out jeopardizes our operation.
2	How will market trends affect business?	The new airport under construction in Panama City will open 5/18/10. St. Joe owns the land around it and is very interested in attracting businesses "through the fence", i.e., flying in and out of the airport. The new airport and industry will have a positive impact.	Lack of real industry limits customer base. Won't improve until economy picks up.	Building industry affected by the economy.	Moderate increase in business from Panama City. 5-1-% growth.	Transportation market trends are to use more container and truck traffic and less rail traffic. This will be the same for short term and long term. Our product market trends are for the packaging part of our business to continue to strengthen as high cost producers are shut down. The printing and writing pulp grades will not expect heavy growth. The absorbent pulp market is expected to have good growth potential.
3	New or emerging trends?	Copper sheets transported out on trucks. Port PC is enlarging to take on more containers. Military, tourism and industry are the three-legged stool supporting the local economy. Talk to Glen McDonald at Applied Research Corp. as a representative of govt. sponsored high tech firm.	See answer for Escambia County	No. Due to the economy, there is lots of competition for what little business there is locally.	They don't expect changes in product line at this time.	Container shipping and intermodal transportation will continue to grow. The intermodal will help alleviate congestion on highway infrastructure.
4	What do you ship?	Timber pulp wood going to Stone Container plant in PC, plywood company in Bristol, and a small plant in Marianna. Comes from Walton, Bay, Gulf and Franklin Counties. He will confirm tonnage.	Clothing & copper.	Various products/finished consumer goods.	Refined pine based chemicals, i.e., turpentine, black tar.	Linerboard board rolls used for producing boxes and bleached pulp in both bale and roll form. The annual tonnage is 600,000 tons per year.
5	How many daily truck trips?	15 to 20 trips per day, maybe. He will confirm.	Long haul load transfer - distribution within the city. Some Tydell 3x/week use US 98.		Rail car daily: 12-20 raw and finished product. Truck: 2-6 load/day.	240 one way truck trips into or out of the mill depending on whether the material is product or raw material.
6	Percent within County?	100% of destinations are within this region.	Nearly all.	All products to AL line - Sandestin. Trucks into distribution facility - transferred to other trucks for local distribution.	Mariana warehouse outbound come in empty.	20% of the truck traffic is local fiber.
7	Do your trucks access Port?	Not directly, but they truck pulp wood to Cottondale, which is turned into pellets and shipped overseas.	Port of Panama City.	Very little in Pensacola	Rail from Port (small amount). Ship finished product containers to Savannah port.	
7a	Connectors Used?	US 98, US 20, SR 79, SR 77, US 231, SR 71.	US 98, SR 77.		Business 98 to SR 77 to US 231. SR 22 to Star Avenue or 15th Street to US 231.	We use all connecting roads as we have our fiber coming in from all directions around the mill.
7b	Are they sufficient (delay/congestion)?	SR 77 Lynn Haven - Southport Bridge is chokepoint. Delay is problem at US 231 and Transmitter Rd, US 98 and Star Ave. SR 79 at US 98 is over-capacity. Concurrency problems with SR 79, US 98, US 231 (Star Ave to Harrison), Wewah Hwy.	Yes.		Yes	Outgoing product needs a limited access connector to the interstate system.
7c	Is their condition sufficient?	US 231 has multiple problems.	Yes. US 98 was recently repaved.		Yes	Not for the outgoing product, that needs a limited access connector to the interstate system.
8	Should county adopt truck route ordinance?	Gulf Coast Pkwy and connecting north/south roads should be a truck route. PD&E studies are underway.	Yes. Try to avoid residential areas. Designated truck routes would help if designed properly.	Yes.	Could be important in the future.	No, as stated above our raw material truck fiber comes to us from an 180 degree arc in the most direct route. We do not want to eliminate this flexibility.
9	Drivers' concerns?	Not known.	US 98 repaving made pavement slippery. Nine truck accidents since in the area west of Bay View Avenue.	Most, if not all, are not trucker-friendly in the city.	N/A - does not talk to drivers.	The drivers' only concerns are not having a limited access connector to the interstate system.
10	Specific roads or intersections that should be improved?	SR 77, US 231, SR 22, SR 79 (four-laning to I-10, unfunded segment).	Not AAA Cooper's operations but that of trucker lines. To leave the Chevron facility, you must make acute left turn then very acute right turn (not truck friendly). Restaurant at corner presents R/W issue for fixing this movement.	There is no traffic light at the Port. Four lane route to cross & make a left turn. Bayfront to Chase Street from I-110 EB to right-turn at CR 146 to Port or Bayfront NB to SB Chase St. to I-110. Downtown streets are hard to use - tight turns. Streets are not trucker-friendly. Palafox area older streets not trucker friendly. No problems at NAS Pensacola.	N/A	Limited access connector to the interstate system would be a positive effect.
11	Recommendations to improve capacity, operations, safety, or security?	Better flow based on the above.	None	Promote industry in Pensacola. Of Top 100 customers, 67 have left. 37 replaced them and do 1/3 in revenue as the ones that left.	Maintaining access to US 231 & US 231 north to I-10.	Intermodal terminal would relieve congestion on both our highways and the interstate system.
12	Additional comments?	No	No	Move the Port of Pensacola activity to NAS Pensacola. City can have the tourist area and freight would be out of the way.	Rail is absolutely critical. Also important to get trucks in/out of Port and Arizona Chemical and paper mill area.	Smurfit believes strongly that access to an intermodal ramp would not only help alleviate congestion, but also be more green.

	Respondent Number	1	2	3	4	5	6	7	8
Organization			Okaloosa County Economic Development Council	Walton Area Chamber of Commerce	Walton County Econ. Development Alliance	Pensacola Bay Area Chamber of Commerce	Santa Rosa Chamber	Bay County Economic Development Alliance	TEAM Santa Rosa
Contact			Larry Sassano	Dawn Molitero	William Arnett	Natalie Prim	Donna Tucker	Janet Watermeier, Director	Cindy Anderson or Shannon Ogletree
Location									
Phone				850-267-0683	850-892-4859	850-438-4088	850-623-2339	850-215-3752	850-623-0174
Email									
Date of Contact		9/24/2009	10/13/2009	10/16/2009	10/16/2009	10/6/2009	10/21/2009	11/5/2009	10/16/2009
Question Number	**Question**		**Response**	**Response**	**Response**	**Response**	**Response**	**Response**	**Response**
1	How is the transportation system in your county important to its economic success?	We are the largest outbound shipper or of cargo in Northwest Florida. We have to have the ability to ship affordably to our distribution centers.	An annual study done by the trade organization shows that transportation is the no. 1 consideration in relocation by businesses. Military build-up and its personnel, as well as associated contractors, rely on network. Several thousand new personnel associated w/ Jt. Strike Fighter, 7th Special Forces Commands, plus associated trainers and contractors. Rail has become more important, especially bulk product (CSX line parallel to US 90). Trying to get Southwest Airlines to serve NW Regional Airport.	10 out of 10. Held a forum & transportation was listed as no. 1 priority in 2008. Next conference on 10/29 - will discuss all forms including airports & ports. US 331 is most important corridor for goods. It connects to I-10. Next is US 98 for east-west pass through in the south. US 331 is over capacity - two lanes. New airport to east (Bay Co.) will increase traffic on SR 20.	Transportation is a critical component to any county's economic development success whether it is for the transportation of products, employees or residents. I-10 is a strong east-west corridor; however, north-south highway access in Walton County is handicapped due to the predominantly two-lane 331. SR 331 is the second longest hurricane evacuation route in the state of Florida. Our county has access to rail, only along the I-10 corridor with a CSX mainline. Air transportation will be bolstered by the opening of the new airport in West Bay. The DeFuniak Springs airport, with a runway expansion, could become a more valuable economic development asset.	Transportation is key to growth and development and ultimately the economic success of a community. So it is very, very important.	Supplies exported & imported on time is critical. We have many small businesses that don't have storage facilities. Bay Area Food Bank - Avalon, SR Industrial Park - Trust Companies.	The transportation system is the foundation around which economic development assets are built. It is the essential framework for economic development activity, from connector roads, interstates, rail, sea port, air port--and the connectivity between them. The community is not competitive if it does not have a strong, interconnected transportation system for goods and services, as well as for workers and visitors. One of Bay County's weak links is its internal road infrastructure for goods and services and connectivity to the interstate. Long term preservation of mobility along existing corridors will be important to our future economic success. The new airport under construction with a projected opening of May 2010, will require better connectivity to the population base and the port via limited access roads and better rail connectivity.	Since Santa Rosa County is geographically dispersed with population centers being in Pace and Navarre and the main employers are located in East Milton -- the transportation system allows people from surrounding counties to work in Santa Rosa County and vice verse.
2	Who are your largest industrial/manufacturing/commercial/transportation related employers? Where are they located? Approximate employment?	Wal-Mart, Lowe's, Ace Hardware, Winn-Dixie, Publix, and many other grocery outlets throughout the U.S.	Manufacturers associated w/Eglin: BEA (800 emp), L3 Comm (900 emp), Boeing, Lock-Martin (300-600 emp), Raytheon. Ft. Walton Commerce Park, Crestview. See www.Florida-EDC.org for largest employers.	Not much manufacturing. Most spread out with small concentration at DeFuniak Springs & Freeport. County is mostly environmental designation or Eglin AFB. St. Joe's is the largest commerce park.	Sandestin Golf & Beach Resort: 800; South Walton Hilton at Sandestin: 575; South Walton Sacred Heart on the Emerald Coast: 500; South Walton Professional Products: 170; DeFuniak Springs HealthMark Regional Medical Center: 170; DeFuniak Springs Florida Transformer: 150; DeFuniak Springs	Navy Federal – Nine Mile Road – estimated 3,000 employment International Paper (IP) – Highway 29/Cantonment	Get from Team Santa Rosa (850) 623-0174. Grants for inland ports.	A list of the top manufacturers for Bay County is attached. The Bay County manufacturers are clustered in business parks disbursed throughout the County near highways with interstate connectivity and rail connectivity. There are clusters of small to mid-size manufacturers surrounding the existing airport, and port and along the Bay Line Railroad tracks. Some of our distribution and manufacturing centers are along US 231 with convenient access to I-10. The cities of Panama City, Lynn Haven, Panama City Beach, as well as the unincorporated areas of Bay County all have business parks with infrastructure with existing manufacturing or sites for future manufacturing. Significant infrastructure is under development for more than 2,500 acres of industrial and light manufacturing land surrounding the new airport in the West Bay Sector. Manufacturing employment represents approximately 6% of the employment base for Bay County and transportation and utility employment approximately 20%. Together, these represent about 23,000 workers.	Boise Lumber Company (50); R&L Carriers (45); Perfect Birds (50); Pro Lumber (60); Clearwire (500); MTI (80); WTEC (anticipated) (150); GEO Private Prison (anticipated) (400); Sherriff's Office State Prison (300).
3	What products or commodities do the above employers produce and/or transport inbound/outbound of the county?	We manufacture consumable chemicals so to the retail industry.	Satellite equipment; armaments & shipping munitions; IT products; radar; unmanned vehicle aircraft. Eglin is research base for defense (cradle-grave). Modification work - parts coming in or taken off of aircraft.	No major manufacturers. Fergusons is a large distribution company. Construction products to work sites.	Professional Products is the manufacturer of Ezy Wrap, medical therapeutic devices; Florida Transformer re-manufactures electric transformers.	IP – paper products.	Agricultural produce & livestock. Building materials - construction. Bay Area Food Bank - covers from Mobile & Panhandle.	Bay County has a strong manufacturing and distribution network with a wide variety of product transported by truck or through Port Panama City to the local area and to the Southeast U.S. including agricultural product, processed food, cables, piping, machinery, boats, under water connectors, air conditioners, washing machines, as well as small product shipments, etc. **A copy of our list of manufacturers is attached.**	Lumber, Rubber Materials, Cabling, Services.
4	What are the most important industrial and distribution areas in your county?	Primary distribution center in Birmingham, AL, with secondary distribution center in Toronto, Canada.	Ft. Walton Commerce Park (US 98), Crestview AirPark, Hold Industrial Park, Shoal River Ranch (developing).	N/A.	DeFuniak Springs, Freeport, South Walton, and potentially Mossy Head, at the intersection of SR 285 and I-10.	1. Downtown Pensacola 2. Future Commerce Park – to be built at Palafox & Fairfield (current Escambia Treating Superfund Site)...currently being remediation for soil and groundwater. 3. Nine Mile Road area 4. Palafox 5. Port	Avalon (Blvd), Highway 90 E (SR Industrial Park), Highway 87 south & north.	The area surrounding Port Panama City, the area in Panama City surrounding the existing airport, the areas along US 231 with connectivity to I-10, as well as the new airport currently under construction represent the major industrial and distribution points within the county. **A copy of our industrial parks directory is attached listing the industrial tenants.**	Santa Rosa Industrial Park in East Milton – one mile from Interstate 10.
5	What are their critical transportation links to these facilities?	To properly supply our distributional centers we have to have adequate north-south-east-west corridors to include accessibility to railheads. This is the primary reason that main distribution facility is in Birmingham, AL.	Trucking: US 98, I-10, US 85.	US 331, US 98, US 90, I-10.	I-10, SR 20, SR 90, SR 331, SR 98.	Highway 29; I-10; Scenic Highway/Cervantes Street; Highway 98.	See #4 above. RR spurs serving industrial areas, especially off US 90. Ask Team Santa Rosa.	US 231, US 98, SR 77, SR 79, SR 390, SR 20, SR 22, CR 388, CR 389. In addition the Bay Line Rail Road, Port Panama City, the existing and new airports are critical transportation hubs. US 98 is an important route for tourism travel. The newly planned Gulf Coast Parkway and West Bay Parkway will be important links for future tourism, industrial and workforce connectivity, as well as hurricane evacuation.	Hwy. 87 and Hwy. 90; I-10.
6	Are you aware of any issues that may affect these links?	None.	US 98 - heavy traffic during tourist season (April-Oct). I-10 is OK. US 85 is good north-south link (hot spot under I-10).	US 331 is a challenge. Only two lanes north of the bay. Four lanes under construction in southern portion and bridge. Safety issues with trucks and passing cars. US 90/US 331 is congested in DeFuniak Springs.	Traffic congestion is a severe problem on SR 331 from South Walton to I-10, especially during the peak tourist season. Traffic is also prone to gridlock on SR 98 in South Walton. US 331, north of I-10, travels directly through the center of DeFuniak Springs, and remains two-lanes into Alabama.		North-south link off Industrial Park goes through residential area. Agricultural products coming from north SR need a distribution center.	Traffic continues to grow and lengthen travel times for truck deliveries, as well as people travel in and outside the area.	Hwy. 90 through downtown Milton, a bypass is needed.
7	Is the capacity and condition of these connectors sufficient to meet the needs of business operations in these areas? (Is congestion/delay a factor?)	Our location in Freeport, FL has limited accessibility for shipping but is a good manufacturing site. We need to have a north-south to our main distribution in Birmingham, AL. The need of a railhead connecting with industrial parks is greatly needed in this area.	US 98 - always a problem - Hurlburt is growing due to special operations. Ft. Walton Commerce Park (3,000 emp) - Boeing, BAE, etc. - all growing. US 85 in north end is a problem and will get worse.	Yes except for the roads mentioned. Becomes more congested during tourist season.	As detailed above, SR 98 and SR 331 are heavily suggested especially during the tourist season. The solution is four-lane 331 between SR 98 and I-10, and even better, all the way to Alabama.		Four laning of Avalon. Both Avalon & US Highway 90 E (E. Milton area) are close to capacity and face concurrency problems in near future.	Some routes are currently meeting the needs of business, but future growth, without limiting access on some routes, or setting in place other mechanisms to allow free flowing traffic will soon result in unacceptable congestion and delays. Steps should be taken to ensure current traffic flows do not deteriorate and where applicable, are improved.	Capacity is not sufficient --- there are daily congestion and delays.
8	Are there specific roads or intersections that, if improved, would have a positive affect on trucking operations? Which ones? What type of improvements?	North-south corridors and east-west connections with interstates.	US 85, US 98, By-Pass (future).	US 331 in DeFuniak Springs overlaps US 90 from downtown & west prior to taking a turn back north. Interchange with I-10 is south of DeFuniak Springs. US 90 could also use more focus, but not as critical as US 331. SR 20 is two lanes as well but no significant truck traffic at this time. Will probably pick up once the airport is completed.	Four-lane SR 331 from South Walton to I-10; the currently discussed West Bay Parkway will be an important transportation option connecting SR 98 with the new airport development at West Bay.		Four laning Avalon Blvd. will help. Avalon Blvd. & Industrial Blvd. intersection - difficult for trucks to get out due to amount of traffic. Needs signal.	US 231 and US 98 need capacity and a system of limited access and/or frontage or back access roads to preserve current traffic flow or transportation times will be hindered. SR 79 and SR 77 will be important regional connectors once the new airport is open and capacity should be preserved along these corridors.	Yes, improving Hwy. 90 would have a positive impact, the road needs to be 4-laned from Milton to East Milton at Hwy. 87, and to also have a connector from Hwy. 87 to North of Whiting Field.
9	Do you have any recommendations that could improve the operation, capacity, safety, or security of the local transportation system?	Add adequate rail connections other than paralleling Interstate 10.	Overpass over US 85 at Duke Field for Jt. Special Forces to improve access & safety ($16-17M). Overpass at Hurlburt Field & US 98 (entrance) - partially funded & some preliminary studies.	Widen US 331 to four lanes throughout the county. Road also main evacuator route for hurricanes. Walton County ranks 2nd to Key West for length of time to evacuate.	Four-lane SR 331. As noted previously, it is the only north-south corridor from South Walton to SR 20 and on to I-10.		Beltway parallel to Berry Hill Rd. (Five Pts. - Quintette). Alternate route from Escambia - avoid traffic on Highway 90. People are filtering through on local roads now.	Road capacity should be improved, local roads in and out of business parks should be improved and future capacity and speed of travel should be considered in future transportation planning. Working with local and state governments to preserve existing traffic flow and developing mechanisms to preserve capacity and limited access in undeveloped areas may prevent the currently undeveloped areas from becoming congested with traffic as the currently developed areas are. The proposed parkways currently in planning should be expedited.	None
10	Do you have any additional comments?	None.	Make sure we talk to Eglin AFB. Bob Black - asst. to US Rep Jeff Miller is knowledgeable.	The West Bay Parkway is critical to future economic development in Walton County. This is the no. 2 priority behind US 331 widening. Developers are anxious & waiting in anticipation of this proposed highway. Will open up the southern part of the county for commercial development and connect to the airport.	No.		Monthly newsletter. Santa Rosan; deadline 3rd Monday; issue appears first; reaches 7.000 people; goes out in SR Press Gazette; wants to offer space for an article.	Rail and freight corridors are essential to future economic development and should be part of the long range planning system. Connectivity to the port, airport and interstate and the connections between them are essential elements of future economic capacity.	None

Organization **Contact** **Location** **Phone** **Email** **Date of Contact**	**Respondent Number**	9 9/6/2009	10 10/19/2009
Question Number	**Question**	**Response**	**Response**
1	How is the transportation system in your county important to its economic success?	If we used our transportation system, in which 85% already exist, it would become a tremendous economic engine... Providing thousands of decent wage JOBS and at minimum $100s of $MILLIONS with Potential of $10s of $BILLIONS annual revenues.	Movement of product in out of the area in a safe and efficient manor with truck routes to and from large industries areas to ease traffic flow for the auto traffic flow. Transportation is a large factor of the community bringing businesses to Panama City for the well organized flow of their product safely. Promoting business is good but manage the road with the business you are promoting, counties need business of manufacturing that moves products in and out of the area.
2	Who are your largest industrial/manufacturing/commercial/transportation related employers? Where are they located? Approximate employment?	GE (General Electric) wind turbines located at Scenic Hwy. and 1-10 (at least 100 employees). There is various smaller type entities located just north of GE, in the Elyson Ind. Park aka/ex. Wyane Dalton Doors, however they are in financial distress.	Port of Panama City, Trane Company, Bay Tank, Arizona Chemical, Eastern Ship, All your smaller business that bring dollars to the local community.
3	What products or commodities do the above employers produce and/or transport inbound/outbound of the county?	We have no large scale entities in our area other than them... they produce Wind Turbines and Garage Doors, However, please note several Chemical companies and a power plant... located in Pace, FL. and Chemstrand Rd. in Cantonment area	Import and export from overseas, air condition and heating equipment, building material, common carriers products of all kinds with all your smaller companies.
4	What are the most important industrial and distribution areas in your county?	Refer back to questions 1 & 2.	All industries are important not just the larger ones. Every business that is involved in a county is important.
5	What are their critical transportation links to these facilities?	Highways, interstate, and rail.	Highway links easy to travel is 231, 77 and 79. Hwy 98 is to busy of a road for commercial traffic should be detoured.
6	Are you aware of any issues that may affect these links?	Yes. Congestion because of lack of immediate access to interstate along Hwy 29 N and Nine Mile Rd. area at Chemstrand.	Hwy 98.
7	Is the capacity and condition of these connectors sufficient to meet the needs of business operations in these areas? (Is congestion/delay a factor?)	Absolutely not sufficient, we need to keep in mind a broader context of a master plan. For example, there is plenty of good parcels of mostly vacant land located along 1-10 west of Hwy. 90 on/off ramp (currently this is the first exit off 1-10 coming out of AL & it is approximately 5 mi. east of the AL Line). What needs to be considered is another on-off ramp located closer to the AL Line, in particular at Kingsfield South Rd. and 1-10 (approx. 1.5 mi. east of the AL Line). Adding this type of new infrastructure will provide the proper access to both, Rail and Interstate corridors and provide a commerce park, type usage, on the surrounding land. It would have potential for TWO STATE VENTURES (FL & AL) maximizing incentives for economic growth.	
8	Are there specific roads or intersections that, if improved, would have a positive affect on trucking operations? Which ones? What type of improvements?	Yes. Predicating the scenario of #7. It would be useful to build a new road from Kingsfield South/I-10 heading north to Barrineau Park Road.	Hwy 98, Bring traffic in on 231 to business 98 and into the port for that area, Port has the most of the truck traffic. Where 231 and 98 come together should be more of a merge on 98 and light coming off 98.
9	Do you have any recommendations that could improve the operation, capacity, safety, or security of the local transportation system?	Yes. Allow for transfer stations as an option for keeping Interstate truckers on the interstate. Detach their loads at these transfer stations and then have LOCAL pilot services to transport cargo in the localized area.	Truck routes and lanes, turn lanes on major intersections (231 and 77) back up. If you keep trucks in right lane, move the turn lanes out of the way.
10	Do you have any additional comments?	Yes. Always have a collaborative conduit with the Economic Development Authority for that region, at the present time; Pensacola is lacking a properly structured entity. But regardless, keep in mind the type of prospects considered on a regional basis.	None

Organization **Contact** **Phone** **Email** **Date of Contact**	**Respondent Number**	1 Bay County Engineering	(same as 1) Bay County Public Authority (Traffic Eng.?)	2 Northwest Florida Transp. Corridor Authority Ray Reissener 850-215-4081 11/17/2009	3 Santa Rosa County Planning & Zoning Dept. Shawn Ward	4 Santa Rosa County Engineering Roger Blaylock 850-981-7100 10/19/2009	(same as 4) Santa Rosa County Engineering Roger Blaylock CONTINUED	(same as 4) Santa Rosa County Engineering Roger Blaylock CONTINUED	5 FDOT District Three Jim De Vries 850-981-2754 11/24/2009
Question Number	**Question**	**Response**	**Response**	**Response**	**Response**	**Response**	**Response**	**Response**	**Response**
1	How do trucks and heavy vehicles affect your infrastructure?	Bay County does not have a high percentage of tractor trailer traffic, but there is heavy truck traffic, our pavements usually deteriorate quickly because the truck Equivalent Single Axle Loads (ESALs) weren't included in the original design.	Contact Bay County Engineering Division.	Emerald Coast Parkway - new corridor? Go to website for plans, maps, etc. www.nwflca.com Master Plan revised in August. EIS started. 54 miles of new road for trucks. Alternate to I-10 (has LOS problems). Alternate for ports access. Over 50 miles from Port of Panama City to I-10. New road terminates at SR 77. Currently proposed: FDOT project - 98 in Walton County. Location of missing segment dependent on location of FDOT project.	Item #1 - Holt Area in East Milton. This is limited industrial and the BOCC has denied several rezonings in this area to add additional Industrial Zoning. This area is not an area where additional industry is encouraged. Remove this as an industrialized area. Item #2 - The indicated railroad just south of NAS Whiting Field is no longer in use and is now the heritage trail. Item #3 - The boundaries of Eglin AFB/Hurlburt Field, NAS Whiting Field, NAS Pensacola, and Saufley Field should be identified such as hatching or something other then a Dot. These military installations have large boundaries and generate a huge amount of freight traffic. Also identify as NAS Whiting Field not just Whiting Field! Item #4 - Add the recent rezonings such as Hwy 87 S and I-10 & the Sterling Property. See additional created maps or shapefiles for the boundaries. Item #5 - Study the freight corridor along CR 191 from I-10 to US 90 to avoid or reduce freight traffic north of Da Lisa Road since it continues through the Bagdad and Milton Historical District. Item #6 - This is Navy Outlying Landing Field Holly. There is no immediate plans to be industrialized and should be removed. Item #7 - Continue the Highway Commerce east from the existing mark at Hwy 90 & Hwy 87 to Jeff Ates Road. Item #8 - Avalon Blvd from I-10 north to Hwy 90 needs to be identified as a Highway of Commerce. Item #9 - This is limited future land use of industrial with many environmental factors. This area is not an area where additional industry is encouraged and needs to be removed. Item #10 - Blue Angel Pkwy and Pine Forest Road from I-10 to the back gate of NAS Pensacola needs to be identified as a Highway of Commerce. Item #11 - In the interim until SR 87 is 4 laned, add passing lanes south of SR 4 where line of sight is an issue and slow moving farm vehicles share the road with fast moving freight vehicles.	Truck traffic creates normal wear on County roads but typically County roads have far less truck traffic than state and federal roadways so I don't see truck traffic as a major problem Areas of concern: • Edges of pavement damaged from turning heavy vehicles such as logging trucks and CSX RR repair trucks • Sidewalk and curbing cracked when turning radii not sufficient • Rutting on roads without paved shoulders • Damage to private property such as mail boxes	Question 6: Capacity for concurrency is not an issue at this time because of the lower traffic counts generally over the last few years and the slow-down of development. Before Hurricane Ivan struck in 2004 and the recession, , SR 281 (Avalon Blvd) was designated as backlogged in the Comprehensive Plan and several other segments on US 90 and 98 were approaching capacity. After Ivan, some traffic diverted from the damaged I-10 Escambia Bay Bridge to US 90 and we suspect to US 98 as well. It wasn't until the 2007 traffic counts that traffic patterns returned to pre-Ivan. By then, the slower economy generally made more capacity available. Another measure of capacity is reported in the Congestion Management Process (CMP) Plan developed by the Florida – Alabama TPO. Using the FDOT Standardized Tables for Level of Service and 2008 traffic counts, the TPO CMP Plan shows the following deficient segments: • US 90 from SR 281 (Avalon Boulevard) to SR 87 (Stewart St) at LOS E peak hour peak direction • US 90 from SR 87 (Stewart St) to Airport Rd at LOS F peak hour peak direction • US 98 from SR 399 (Pensacola Beach Blvd) to East End Naval Live Oaks at LOS F both AADT and peak hour peak direction • US 98 from East End Naval Live Oaks to CR 191B (Soundside Drive) at LOS F both AADT and peak hour peak direction • US 98 from Edgewood Dr to Belle Meade Cir at LOS F both AADT and peak hour peak direction • US 98 from Belle Meade Cir to Okaloosa Co. Line LOS F both AADT and peak hour peak direction Large tracts of industrially zoned land are now positioned in East Milton for the economy to recover. As that happens, we will closely monitor traffic on US 90 between Milton and the industrial areas. We won't have a plan for increasing capacity through/around Milton until the current project development and environmental (PD&E) study is complete, in two or three years. Once we have a plan, under the current system, we can collect proportionate fair-share contributions toward financially feasible projects in the schedule of capital improvements. The projects have to be financially feasible and they have to be buildable within 15 years, which is a challenge in itself to demonstrate. On the other hand, the State may change how concurrency is managed next year; so either way, we will have a dynamic challenge to meet. In the Pace area, the future land use of over 500 acres was changed from agriculture to industrial last year. To show the increase in traffic could be accommodated along with other future land use amendments in the Pace Area, the Department of Community Affairs approved and the County adopted a 15-year concurrency management program in which a capital improvements program extending over a 15-year period shows financially feasible transportation improvements to accommodate the traffic. Included in this long term concurrency management program were the widening of Bell Lane and Sterling Way, connectors from the Sterling Fibers industrial land to US 90 and SR 281 (Avalon Boulevard). Another capacity issue is related to strategic connections. Four-lane capacity is needed from the Gulf Coast to I-65. With the military, industrial, commercial and residential growth east of Pensacola from Santa Rosa to Okaloosa County, four lanes along the SR 87 corridor from the Gulf Coast to I-65 would improve the STRAHNET, hurricane evacuation, hurricane recovery and economic development. This would take cooperation between Alabama and Florida, which has been occurring at the local level for 10 years. The effect of industrial growth in Mobile County should also be considered.	Question 8: • Galt City Rd from CR 191 to Old Bagdad Hwy – widen and resurface • Parkmore Plaza Rd from Old Bagdad Hwy to US 90 – add pedestrian facility • CR 191 where Forsyth and Garcon Point Rd intersect, although residents of Bagdad do not want CR 191 from DaLisa Rd to US 90 designated as a Highway of Commerce. They are afraid the designation will attract more truck traffic. Improved turning radii for southbound traffic. • The intersection of CR 191 and US 90 (City of Milton) – intersection improvement. • US 98 for turning heavy vehicles from CR 191B (Soundside Dr) to Hickory Shores Rd - identification of median openings to use and addition of storage lane and bulb outs Increasing turning radius' on some intersections. In some cases that could be accomplished by grinding off existing traffic stripes, stop bars, turn arrows, etc. and re-striping with stop bars further from intersection. New traffic detection loops may also be required in such a project. East Bay Blvd (CR 399) at SR 87 is an intersection that could benefit from this type of project. Question 9: • The current SR 87 PD&E study will look at improving capacity through or around the City of Milton to include a connection between SR 87S and SR 87N (also known as eastern bypass) and the need for a southern bypass. In addition to relieving freight traffic in Milton, this may also help solve the issue of freight traffic through Bagdad, a small historic community whose vision is to become a walkable community. Freight traffic passes through Bagdad between SR 87N and I-10. We are hoping the PD&E study will show an eastern bypass will be the preferred route for freight traffic between SR 87N and I-10. This study will also address access to the new County air industrial park adjacent to Naval Air Station Whiting Field. • The widening of Avalon Boulevard from I-10 to US 90 will resolve capacity issues. The segment is broken into four smaller segments for programming. The two segments nearest US 90 are underway. The segment including the CSX RR crossing is scheduled for FY 2011. The last segment, from I-10 to the Moors Golf Club House is not yet fully funded. • Separation of pedestrian and bicyclists from vehicle traffic in Milton, East Milton and Bagdad. A project to connect approximately six miles of the Old State 1 Road in East Milton to downtown Milton and rehab it as a bicycle pedestrian facility is in design and will be constructed as a Local Agency Program (LAP) project. Construction is in the FDOT Five Year Work program for FY 2010. The Old SR 1 project will connect downtown Milton with the County's industrial parks in East Milton. In downtown Milton, a bicycle rider can take the Blackwater Heritage Trail north to the site of the County's new aviation industrial park, adjacent to NAS Whiting Field. The County will construct a sidewalk along CR 191 from Bagdad to Milton. Plans are in place for construction of a Bagdad Heritage Trail connecting the Blackwater Heritage Trail in Milton with the community of Bagdad, serving as an alternate multimodal route parallel to CR 191. • The widening and resurfacing of Galt City Road is in the FDOT Five-Year Work Program as a Small County Outreach Program project in 2011. • A line of sight issue exists on SR 87N, south of the intersection with SR 4 in the community of Berrydale. Slow-moving farm vehicles must share the road with fast-moving freight vehicles where line-of-sight is limited by dips in the road. A fatality occurred at this location in August 2007 when a local man driving a tractor southbound on SR 87 was hit from behind by an 18-wheeler owned by a company in Birmingham, AL. A PD&E study is underway to add lanes of capacity in this area. However, construction is years away. In the meantime, passing lanes would help to prevent another accident. This has been identified as a rural priority to District 3. • No long term solution is in the foreseeable future for the capacity and safety issues on US 98 from east of Naval Live Oaks to Soundside Drive now that the six-laning of this project has fallen out of the TPO's Cost Feasible Plan. A partial solution is a second bridge across Escambia Bay with landfall east of Naval Live Oaks. The Northwest Florida Corridor Authority addresses this section of US 98 in its Master Plan, but the emphasis of the Corridor Authority is now on the Eglin Bypass and projects in its eastern planning area. During update of the 2035 Long Range Transportation Plan, the issue of US 98 will be revisited. • In Navarre, the Corridor Authority's Eglin Bypass from SR 87 to US 331 will help preserve capacity on US 98. In addition, a County capital	
2	Are there structural/pavement safety deficiencies on the road network that would have a negative affect on trucking operations? Where?	Yes, on the County's major arterials and collectors.	Contact Bay County Engineering Division.			There will some pavement rutting in all roadway networks with significant truck traffic.			I am not aware of any. You can check with Ed Gassman (415-9601) in our district office for any bridge load issues. The SIS Plan speaks to improvements on those facilities that provide for a majority of the freight corridors and terminals.
3	What operational issues that would affect efficient truck movement are you aware of?	Mostly congestion and deterioration of roads.	Weight limits on bridges and congestion along roadways.			• Traffic signals • Lack of adequate places for heavy vehicles to make u-turns • Need for additional turn lanes • Driveway spacing • Spacing of median openings • Interconnectivity between parcels			Signal maintenance and timing updates. I would talk to the Pensacola Port, they did a port access study 3 or 4 years ago that may address operational issues. On US 98 in some of the downtown areas there are some issues of parking in the street to make deliveries. FOLLOW UP BY REQUESTING COPY OF PORT ACCESS STUDY.
4	Are improvements programmed to address the issues identified in 2 and 3 above? When?	Not really due to budget constraints.	Restricted bridges are replaced as funding becomes available. FOLLOW-UP: WHAT BRIDGES HAVE WEIGHT RESTRICTIONS?			• Traffic signals. In response to the TPO's priority, FDOT is allocating $300,000 per year for traffic signal timing throughout the urbanized area. It is estimated that each traffic signal will be checked and retimed once every five years. In FY 2010/2011, additional pedestrian-actuated crossing signals will be installed on congested corridors throughout the urbanized area. No other projects are currently programmed toward implementation of an Intelligent Transportation System (ITS) on the off-interstate arterials. FDOT is currently installing a $35 million dollar freeway management system to include the ITS for the interstate system and a manned regional traffic management center. • Lack of adequate places for heavy vehicles to make u-turns. Complaints have been received from business owners whose vehicles cannot make u-turns at US 90/SR 87S and on US 98 between Soundside Drive and Hickory Shores Road. In the latter case, heavy industrial vehicles use near-by church parking lots to turn around. No improvements are programmed. • Need for additional turn lanes. Turn lanes on US 90 in East Milton at Persimmon Hollow Road and from SR 87S to the County Industrial Park are scheduled in the FDOT Five Year Work Program for the County Incentive Grant Program (CIGP) in FY 2012. • Driveway spacing. The County adopted access management standards for roads under FDOT and county jurisdiction. • Spacing of median openings. The County implements recommendations from the US 90 and US 98 Corridor Management Plans as funding allows. Projects have been constructed with federal/state funding from FY 2005 – 2010 and are considered in the development review process. Update of the US 90 and 98 Corridor Management Plans was the top priority of the TPO and is currently underway. Future funding for corridor management improvements is uncertain except for realignment of the Crane Cove/Whisper Bay intersection on US 98. • Interconnectivity. The County addresses interconnectivity in its Land Development Code. Recently, a connection was opened between Home Depot and Santa Rosa Commons on US 90 in Pace, effectively creating an alternate route south of US 90 serving Walmart, the Ridge Cinema, Home Depot, Publix, Target and numerous other commercial establishments and outparcels.			The Freeway ITS system in the Pensacola urban area will be a positive for freight movement. All TPO's are doing corridor studies that would address operational improvements. Florida-Alabama TPO has earmarked funds to update signal timings on major corridors on a consistent basis. All TPO's have prioritized ITS funding to improve operational and safety conditions.
5	Are there capacity issues on any of the roads designated as regional "Highways of Commerce" located within your county? (see county map located on the WFRPC website)	For Traffic engineering.							Please check TPO congestion management plans and local concurrency management plans. I am not aware of any at this time, but I am sure there may be some that are close.
6	What are the capacity issues that would affect trucking operations in your county? Is congestion/delay a factor?	Traffic	Lack of coordinated traffic system on west side of Hathaway Bridge. SR 390 is in need of four-laning. SR 22 is in need of four-laning. CR 2297 causeway needs to be replaced with bridge.						Use CMP to locate.
7	Are there locations with safety related issues? Where?	Traffic							Contact Jonathan Harris (415-9516) in the district safety office for crash data.
8	Are there specific roads or intersections that, if improved, would have a positive affect on trucking operations? Which ones? What type of improvements?	Traffic	SR 390 / CR 390 should be four-laned. CR 2321 & CR 390 at US 231 intersection improvement. Flyover at 15th Street and 23rd Street. Star Avenue at SR 22 needs turn lanes. Transmitter Road at US 231 needs right turn lane. East Avenue at US 231 (NB) needs dual left turn lanes.		General Comments 1. Identify the industrial parks instead of the industrial future land uses. 2. Identify connecters between highways of commerce and industrial areas: Bell Lane and Sterling Way Commerce Road and Da Lisa Jeff Ates Rd in East Milton Parkmore Plaza Rd and Galt City Rd 3. Evaluate signage which now directs freight			Signing to the Pensacola port has been an issue. Signage to freight hubs in general. Turning radius at intersections in general. Alternatives to parking in the middle of US 98 in the Destin area for deliveries.

Organization **Contact** **Phone** **Email** **Date of Contact**	**Respondent Number**	1 Bay County Engineering	(same as 1) Bay County Public Authority (Traffic Eng.?)	2 Northwest Florida Transp. Corridor Authority Ray Reissener 850-215-4081 11/17/2009	3 Santa Rosa County Planning & Zoning Dept. Shawn Ward	4 Santa Rosa County Engineering Roger Blaylock 850-981-7100 10/19/2009	(same as 4) Santa Rosa County Engineering Roger Blaylock CONTINUED	(same as 4) Santa Rosa County Engineering Roger Blaylock CONTINUED	5 FDOT District Three Jim De Vries 850-981-2754 11/24/2009
Question Number	**Question**	**Response**	**Response**	**Response**	**Response**	**Response**	**Response**	**Response**	**Response**
9	Are there specific improvements programmed or identified as unfunded needs that would address the issues from 6, 7, or 8 above?	Traffic	All above.		traffic through historic districts of Milton and Bagdad. Would like to avoid traffic through those districts. 4. Commissioner Salter has asked that the study look at the potential for future locations where freight capacity is expected to be good. (Widening of Avalon Blvd, along Hwy 90, Hwy 87, etc.) 5. Look at freight movement between the states such as the Florida Panhandle and Alabama. (Alabama is looking at obtaining several large contracts) – Potential emerging industries.	Question 5: Avalon Boulevard (SR 281) should be designated as a "Highway of Commerce." Just as the Strategic Intermodal System (SIS) has connectors, connectors between the Highways of Commerce and the commercial/industrial sites should be considered. Connector in Santa Rosa County would include Commerce Road, DaLisa Road, Parkmore Plaza Road, Galt City Road, Bell Lane, Sterling Way, Jeff Ates Road, and Whiting Field Circle Road. Please see number 6 below for discussion of capacity issues	Question 7: • Separation of people from motor vehicle traffic in Milton • Separation of people from motor vehicle traffic in Navarre • Separation of people from motor vehicle traffic in Bagdad • Line-of-sight issue on SR 87N south of SR 4 in Berrydale • CR 191 where Forsyth Street and Garcon Point Road meet – lack of turning radii for southbound traffic • Separation of people from motor vehicle traffic on roads that connect industrial sites to Highways of Commerce	improvement project to create an alternate route north of US 98 for six miles by connecting and improving existing neighborhood streets will preserve capacity on US 98 by providing local residents an alternative option to driving on US 98 for short trips. Known as the Navarre Community Access Road, it will extend from Edgewood Drive to east of Panhandle Trail. The project is in the County schedule of capital improvements for PD&E study and design.	Of course the cost feasible plans, including the SIS, come no where near meeting the needs shown in the needs plan and these would probably benefit freight movement. Further funding of ITS to improve the operational conditions, including the safety of the existing facilities. Freight hub signage.
10	Do you collect classification (truck) counts on non-state highways? May we obtain them?	Traffic	We have some data - should sit down and discuss what you need and what we have.					Question 1012/3/2009 We don't collect truck data.	Quinton Williams (415-9426) in the district planning office will need to answer this question.

	Respondent Number	1	2	3	4	5
Organization		Northwest Florida Regional Airport	Panama City Port Authority	Eglin AFB	Port of Pensacola	Pensacola Airport
Contact		Greg Donovan	Wayne Stubbs	Larry Greene	Clyde Mathis	(A Dept. of the City of Pensacola) Melinda Crawford
Phone		850-651-7160	850-767-3220	850-882-3283	850-436-5070	850-436-5010
Email						
Date of Contact		11/16/09	10/28/2009	11/16/2009	12/4/2009	12/10/2009
Question Number	**Question**	**Response**	**Response**	**Response**	**Response**	**Response**
1	How is the local/regional transportation system important to the success of your port/airport/base?	Intermodal is very important. VPS 12K building can accommodate wide bodied aircraft. JIT deliveries. SR 85/123 flyover project - accessibility is a problem. Weaving issue.	Critically support US 98, 231, 79, 77. State plan part of SIS 390 (23rd Street). PD&E on grade separation (first on west side) 23rd Street & US 98.	Very important.	Efficient local/regional transportation is essential for any port. Our easy access to I-110 is a great asset for us. Also we, have easy direct road access into neighboring Santa Rosa County. Direct switching service with the CSX Rail is also a major plus for us. We literally are an end point on their main line.	Cargo activity provides additional revenue to support the airport.
2	How will market trends affect business?	VPS - 2-5% growth over 3 years. Growth in Oakaloosa will be at Crestview. Long runway - lots of industry. Support L3 communications. Produce airframes and helicopters. Sent via truck - connectivity to I-10, US 90. Seagas Aerospace, BAE, VPS/CEW are big.	Grow container trade - truck-oriented. 25K double or triple in next few years. Paper mill could barge paper to Mobile. 150 barges of steel from AL.	Hard to tell. BRAC will have some effect.	The downturn in the construction industry is really hampering us in the current market. We move bulk cement, aggregate rock and liquid asphalt. All 3 of those markets are down. That should improve as we near the 3 year window. In both time windows we expect to do well in the wind energy and offshore oil and gas services sectors. We expect an increase in the export of frozen poultry as well.	Air cargo activity is reliant on fuel costs and re-alignment of the air cargo industry. Lost DHL service this year due to their reorganization. Delta supplies belly cargo service; some minor carriers also.
3	New or emerging trends?	Green Berets moving to area just north. 6,000 personnel. Need flyover vs. stoplight.	Look to import more from Mexico and other areas.	BRAC: Eglin is gaining missions from both the Army and Joint Fighters mission.	The downturn in the construction industry is really hampering us in the current market. We move bulk cement, aggregate rock and liquid asphalt. All 3 of those markets are down. That should improve as we near the 3 year window. In both time windows we expect to do well in the wind energy and offshore oil and gas services sectors. We expect an increase in the export of frozen poultry as well.	Potential re-organization of air cargo operators. Airport is purchasing property adjacent to the airport as air commerce park (north of airport - 65 acres - Langley, Tippens, and Airport to east). Property to be acquired within next 5 years and built in next 6 years.
4	What is the anticipated near (0-3 years) and long (3-10 years) term cargo trend for the port/airport?	There has been a slowdown due to the economy. Expect 2-3% increase in freight. CEW handles more freight due to on-site industry. Expect the trend to continue.	Increasing throughput with increased container operations.	As Eglin expands so will the cargo	A marked increase based on the market sectors described above.	EZ - tax credits. FTZ - tax benefits for manufacturers. They have been actively recruiting FedEx, UPS - but right now it is minimal - some interest expressed but nothing tangible.
5	How many daily truck trips?	Check with FDOT.	Truck trips: 320/day (3,600 veh on 80 E & 20 W) - containers to Mexico, copper to GA. Tons: 1.3 million going to 1.5 in 2010 - containers from Mexico to Duluth - clothing. TEUs: 25,000 50/50 - majority 58 to 231 N. Rail cars: 200-300 - wood pellets, paper, copper; Bay Steel Pipe via rail. Rail/truck split 50/50.	Not sure.	Low - 45 in, 45 out High - 80 in, 80 out	With DHL ceased operations in January 2008, they have not had any truck traffic from the air cargo facility since.
6	Are there capacity issues at the port/airport that limit throughput?	None in the near future. 84 slots/day parallels. Only using 53 right now. CEW has plenty of room for expansion. Okaloosa City Airport Control Zone 3 miles around airport to keep RES out.	Only real growth potential is containers - constrained. Two major tenants take up 50% of space.	Northgate is the main enterance. Normally isn't congested except at certain times caused by gate check backups.	We are limited by geography. We have a 50 acre footprint and there is no land contiguous with us for expansion.	Operate two 7,000' runways which is an issue. Most air cargo operators are looking for 8,500' runway at a minimum. They could extend the N/S runway - they have the space. I-110 connector opened, which is good; 9th Avenue interchange on I-10 being studied - too soon to tell if it is real.
7	Are there specific roads or intersections that, if improved, would have a positive effect on your operations? Which ones? What types of improvements?	CEW (Bob Sikes Airport) via US 90 & SR 85 needs improvement. SR 85 through Crestview is a problem.	US 98 & 231 intersection (LOS F). Peak hour is really bad. Six lane 231 further north. Port owned 250 acres off 231 - want intermodal & warehousing development.	SR 123 flyover in progress. SR 85 & 123 south near airport. Need a flyover at north and SR 83 & 123 north. East-west roads are congested so trucks avoid them.	Increase capacity of the Highway 98 corridor through Santa Rosa and Okaloosa counties. Traffic signal at Main and Barracks Street. Improved or new route to I-65. Expanded turn radius at Gregory and 9th Avenue to gain access to I-110.	Intersection of Tippen, Langley, 9th Avenue is being looked at for improvement by FDOT and Escambia County. It creates a problem for airport traffic due to congestion.
8	Recommendations to improve capacity, operations, safety, or security?	Make sure industrial areas are protected near airports. Land use on US 90.	See above.	North on SR 85 to I-10. South on SR 285 from I-10.	Silent rail crossings in Downtown Pensacola area.	Interchange of I-110 and Airport Boulevard was a major improvement for airport operations.
9	Additional comments?	PBS&J doing Master Plan for airports.	With new grade separation, rail would go under US 98 and allow switching opeartions to occur off-port.	No.		Rental cars are being brought in by car carriers; now being handled well with a facility designed for this purpose with pull-offs, etc. All rental car operators now on-site - eliminated a lot of auto traffic on 9th Avenue, Tippen, etc.

	Respondent Number	1
Organization		Bay Line Railroad
Contact		A. Sumdall
Phone		850-747-4034
Email		850-785-4609
Date of Contact		12/7/09
Question Number	**Question**	**Response**
1	How is the local/regional transportation system important to the success of your business?	Traffic in and out of port is big congestion area around 23rd Street, US 98, Transmitter Road, and 231. Affect trains at certain times of day. At port during day. Run long train to Dothan, AL at night.
2	How will market trends affect business?	Continued growth. Broader horizons with port of Panama City. Proposed intermodal yard will take trucks off the road. Another intermodal yard in Dothan, AL. Arizona Chemical, Aggregrates USA, Empire, Smurfit-Stone Containers.
3	New or emerging trends?	None. Improved economy will result in more business.
4	What is the anticipated near (0-3 years) and long (3-10 years) term train flow anticipated for Bay County?	Not sure. Depends on economy.
5	How many daily truck trips generated by rail freight operations at the intermodal terminal?	5 trains per day. Within Panama City: 2 to port, 2 to Smurfit Container, and 1 to Dothan, AL.
6	Are there at-grade road crossing issues in Bay County? Where? What improvements should be considered?	23rd Street at US 98/15th Street for port access. Need at-grade separation. Transmitter Road and US 231. Train crosses Transmitter Road immediately east of US 301 (runs parallel to US 301).
7	Are there rail capacity issues in Bay County that limit the number of trains entering or leaving the county?	None.
8	Are there specific roads or intersections that, if improved, would have a positive effect on your or your customer's operations? Which ones? What type of improvements?	Intersection near the intermodal yard will have a lot of truck traffic in the future once the yard is developed.
9	Do you have any recommendations that could improve the operation, capacity, safety or security of the local transportation system?	Improve the area at port entrance.
10	Additional comments?	None.

APPENDIX C

Commodity Flow Data by TPO and FDOT District Three

Bay TPO Outbound Summary

STCC2	TPO Total Truck Tons	TPO Total Air Tons	TPO Total Water Tons	TPO Total Other Tons	TPO Total Truck Loads	Commodity
1	20,690	0	0	0	978	Farm
8	80	0	0	0	4	Forest
9	100	0	0	0	5	Fish/Marine
10	0	0	0	0	0	Metalic Ores
11	90	0	0	0	4	Coal
13	6	0	18,278	0	0	Crude Petro/Natural Gas
14	1,605,476	0	0	2	66,042	Non-Matalic Minerals
19	0	0	0	0	0	Ordnance/Accessories
20	134,361	0	0	0	5,879	Food/Kindered
21	0	0	0	0	0	Tobaco
22	1,621	0	0	0	78	Textile Mill
23	26,357	0	0	0	1,596	Apparel
24	303,584	0	0	0	12,016	Lumber/Wood
25	11	0	0	0	1	Furniture/Fixtures
26	523,793	0	0	0	21,723	Pulp/Paper/Allied
27	40,258	0	0	0	2,275	Printed Matter
28	208,135	0	0	12	9,825	Chemicals/Allied
29	50,020	0	0	0	2,081	Petroleum/Coal
30	8,424	0	0	0	713	Rubber/Plastics
31	0	0	0	0	0	Leather
32	457,140	0	0	0	28,580	Clay/Concrete/Glass/Stone
33	154,940	0	0	0	6,660	Primary Metals
34	59,042	0	0	0	3,298	Fabricated Metal
35	3,165	0	0	0	236	Machinery Exc Electrical
36	4,010	0	0	0	253	Elec Machinery/Equip/Supply
37	128,725	0	0	0	9,388	Transportation Equipment
38	7,661	0	0	0	623	Instr/Optical/Watches/clocks
39	36,697	0	0	0	1,914	Misc Manufacturing
40	478	0	569,725	0	23	Waste/Scrap Materials
41	0	0	0	0	0	Misc Shipping
42	0	0	0	0	514,296	Shipping Containers
49	0	0	0	0	0	Hazardous Materials
50	2,565,614	0	0	0	124,803	Secondary Moves
Total	**6,340,478**	**0**	**588,003**	**14**	**813,294**	

Bay TPO Inbound Summary

STCC2	TPO Total Truck Tons	TPO Total Air Tons	TPO Total Water Tons	TPO Total Other	TPO Total Truckloads	Commodity
1	20,538	0	0	0	971	Farm
8	9	0	0	0	0	Forest
9	271	0	0	0	13	Fish/Marine
10	0	0	0	0	0	Metalic Ores
11	0	0	0	0	0	Coal
13	0	0	0	0	0	Crude Petro/Natural Gas
14	3,769,530	0	0	0	155,064	Non-Matalic Minerals
19	10	0	0	0	0	Ordnance/Accessories
20	1,269,794	0	0	0	55,638	Food/Kindered
21	315	0	0	0	14	Tobaco
22	27,266	0	0	0	1,277	Textile Mill
23	31,097	0	0	0	1,885	Apparel
24	550,461	0	0	0	21,526	Lumber/Wood
25	36,656	0	0	0	2,438	Furniture/Fixtures
26	246,759	0	0	0	10,229	Pulp/Paper/Allied
27	61,167	0	0	0	3,436	Printed Matter
28	667,268	0	0	0	32,632	Chemicals/Allied
29	926,476	0	1,180,397	0	38,486	Petroleum/Coal
30	74,821	0	0	0	6,311	Rubber/Plastics
31	6,163	0	0	0	424	Leather
32	944,566	0	0	0	58,277	Clay/Concrete/Glass/Stone
33	339,628	0	0	0	14,002	Primary Metals
34	162,211	0	0	0	9,028	Fabricated Metal
35	72,411	0	0	0	5,396	Machinery Exc Electrical
36	49,171	0	0	0	2,941	Elec Machinery/Equip/Supply
37	144,640	0	0	3	10,391	Transportation Equipment
38	16,133	0	0	0	1,283	Instr/Optical/Watches/clocks
39	30,350	0	0	0	1,568	Misc Manufacturing
40	349	0	0	0	17	Waste/Scrap Materials
41	0	0	0	0	0	Misc Shipping
42	0	0	0	0	296,502	Shipping Containers
49	66	0	0	0	3	Hazardous Materials
50	1,631,875	0	0	0	79,381	Secondary Moves
Total	**11,080,003**	**0**	**1,180,397**	**3**	**809,130**	

Florida-Alabama TPO Outbound Summary

STCC2	TPO Total Truck Tons	TPO Total Air Tons	TPO Total Water Tons	TPO Total Other Tons	TPO Total Truck Loads	Commodity
1	135,248	0	0	31	6,419	Farm
8	651	0	0	0	31	Forest
9	765	0	0	0	36	Fish/Marine
11	614	0	0	0	29	Coal
13	37	0	34,789	0	2	Crude Petro/Natural Gas
14	14,389,064	0	0	36	591,907	Non-Matalic Minerals
19	4	0	0	0	0	Ordnance/Accessories
20	879,402	0	0	0	38,384	Food/Kindered
22	30,818	99	0	0	1,455	Textile Mill
23	82,409	2	560	0	5,030	Apparel
24	697,759	0	0	0	27,344	Lumber/Wood
25	48,056	0	0	0	3,221	Furniture/Fixtures
26	853,756	0	0	0	35,540	Pulp/Paper/Allied
27	113,198	5	0	0	6,402	Printed Matter
28	2,718,039	1,624	0	5	130,665	Chemicals/Allied
29	3,360,275	0	112,775	0	139,122	Petroleum/Coal
30	159,159	0	0	0	13,283	Rubber/Plastics
31	141	0	0	0	9	Leather
32	5,393,938	1	0	0	341,560	Clay/Concrete/Glass/Stone
33	140,049	457	0	0	5,681	Primary Metals
34	214,604	0	0	1	11,952	Fabricated Metal
35	26,108	397	3,675	0	1,947	Machinery Exc Electrical
36	19,516	1,174	0	0	1,161	Elec Machinery/Equip/Supply
37	135,901	707	1,100	0	9,984	Transportation Equipment
38	11,415	318	0	0	924	Instr/Optical/Watches/clocks
39	28,134	183	0	0	1,442	Misc Manufacturing
40	1,426	0	321,858	0	68	Waste/Scrap Materials
42	0	0	0	0	2,016,218	Shipping Containers
43	0	713	0	0	0	Mail
50	3,701,107	0	0	0	180,198	Secondary Moves
Total	**33,141,595**	**5,680**	**474,757**	**73**	**3,570,015**	

Florida-Alabama TPO Inbound Summary

STCC2	TPO Total Truck Tons	TPO Total Air Tons	TPO Total Water Tons	TPO Total Other	TPO Total Truckloads	Commodity
1	189,107	21	0	0	8,921	Farm
8	33	0	0	0	2	Forest
9	1,050	0	0	0	50	Fish/Marine
10	3	0	0	0	0	Metalic Ores
11	44	0	0	0	2	Coal
14	21,468,850	0	0	0	883,147	Non-Matalic Minerals
19	42	0	0	0	2	Ordnance/Accessories
20	2,823,971	0	0	0	123,917	Food/Kindered
21	310	0	0	0	14	Tobaco
22	78,241	1	0	0	3,660	Textile Mill
23	110,889	102	0	0	6,754	Apparel
24	1,280,621	0	0	0	49,902	Lumber/Wood
25	76,602	1	0	0	5,096	Furniture/Fixtures
26	666,631	12	0	0	27,727	Pulp/Paper/Allied
27	141,443	1,399	0	0	7,945	Printed Matter
28	2,539,113	62	0	0	125,479	Chemicals/Allied
29	2,330,015	0	1,621,474	0	96,628	Petroleum/Coal
30	178,707	4	0	0	15,067	Rubber/Plastics
31	20,581	0	0	0	1,399	Leather
32	4,843,579	3	7,185	0	303,804	Clay/Concrete/Glass/Stone
33	785,092	12	0	0	31,854	Primary Metals
34	453,372	28	0	0	25,278	Fabricated Metal
35	186,871	123	0	0	13,864	Machinery Exc Electrical
36	155,120	64	0	0	9,231	Elec Machinery/Equip/Supply
37	396,388	83	0	6	28,580	Transportation Equipment
38	28,635	0	0	0	2,266	Instr/Optical/Watches/clocks
39	95,849	21	0	0	4,931	Misc Manufacturing
40	358	0	484,446	0	17	Waste/Scrap Materials
42	0	0	0	0	1,517,871	Shipping Containers
43	0	740	0	0	0	Mail
46	0	725	0	0	0	Freight All Kind
49	264	1	0	0	12	Hazardous Materials
50	5,622,820	0	0	0	273,629	Secondary Moves
Total	**44,474,601**	**3,402**	**2,113,104**	**6**	**3,567,048**	

Okaloosa-WaltonTPO Outbound Summary

STCC2	TPO Total Truck Tons	TPO Total Air Tons	TPO Total Water Tons	TPO Total Other Tons	TPO Total Truck Loads	Commodity
1	149,216	0	0	1	7,059	Farm
8	110	0	0	0	5	Forest
9	131	0	0	0	6	Fish/Marine
11	121	0	0	0	6	Coal
13	8	0	3,549	0	0	Crude Petro/Natural Gas
14	8,009,014	0	0	4	329,451	Non-Matalic Minerals
20	734,747	0	291	0	32,138	Food/Kindered
22	3,105	0	0	0	147	Textile Mill
23	42,595	0	0	0	2,613	Apparel
24	348,425	0	0	1	13,791	Lumber/Wood
25	3,586	0	0	0	241	Furniture/Fixtures
26	1,572	0	0	0	64	Pulp/Paper/Allied
27	62,600	0	0	0	3,541	Printed Matter
28	26,093	0	0	5	1,271	Chemicals/Allied
29	0	0	684	0	0	Petroleum/Coal
30	3,448	0	0	0	290	Rubber/Plastics
31	483	0	0	0	32	Leather
32	731,981	0	0	0	46,572	Clay/Concrete/Glass/Stone
33	905	0	0	0	37	Primary Metals
34	12,970	0	0	0	715	Fabricated Metal
35	9,364	0	0	0	701	Machinery Exc Electrical
36	56,396	0	0	0	3,401	Elec Machinery/Equip/Supply
37	15,670	0	0	0	1,132	Transportation Equipment
38	11,791	0	0	0	928	Instr/Optical/Watches/clocks
39	49,098	0	0	0	2,535	Misc Manufacturing
40	85	0	0	0	4	Waste/Scrap Materials
42	0	0	0	0	1,001,302	Shipping Containers
50	2,897,969	0	0	0	140,983	Secondary Moves
Total	**13,171,485**	**0**	**4,524**	**12**	**1,588,965**	

Okaloosa-WaltonTPO Inbound Summary

STCC2	TPO Total Truck Tons	TPO Total Air Tons	TPO Total Water Tons	TPO Total Other	TPO Total Truck Loads	Commodity
1	366,014	0	0	0	17,381	Farm
8	18	0	0	0	1	Forest
9	500	0	0	0	24	Fish/Marine
14	9,397,183	0	0	0	386,564	Non-Matalic Minerals
19	17	0	0	0	1	Ordnance/Accessories
20	2,316,070	0	0	0	101,404	Food/Kindered
21	2,730	0	0	0	122	Tobaco
22	49,780	0	0	0	2,331	Textile Mill
23	92,977	0	0	0	5,648	Apparel
24	788,966	0	0	0	30,919	Lumber/Wood
25	64,485	0	0	0	4,299	Furniture/Fixtures
26	405,396	0	0	0	16,790	Pulp/Paper/Allied
27	94,139	0	0	0	5,293	Printed Matter
28	1,401,692	0	50,408	0	68,582	Chemicals/Allied
29	1,714,171	0	52,759	0	70,976	Petroleum/Coal
30	124,616	0	0	0	10,512	Rubber/Plastics
31	8,864	0	0	0	604	Leather
32	1,645,013	0	1,970	0	102,069	Clay/Concrete/Glass/Stone
33	544,811	0	0	0	22,188	Primary Metals
34	271,859	0	20,354	0	15,165	Fabricated Metal
35	109,471	0	0	0	8,141	Machinery Exc Electrical
36	96,775	0	0	0	5,771	Elec Machinery/Equip/Supply
37	825,370	0	0	5	58,931	Transportation Equipment
38	25,549	0	0	0	2,029	Instr/Optical/Watches/clocks
39	50,908	0	0	0	2,619	Misc Manufacturing
40	134	0	8,058	0	6	Waste/Scrap Materials
42	0	0	0	0	589,133	Shipping Containers
49	128	0	0	0	6	Hazardous Materials
50	1,145,820	0	0	0	55,739	Secondary Moves
Total	**21,543,455**	**0**	**133,549**	**5**	**1,583,247**	

WFRPC Combined Summary

TPO	Criteria	Total Truck Tons	Total Air Tons	Total Water Tons	Total Other Tons	Total Truck Loads
Bay	Outbound	6,340,478	0	588,003	14	813,294
	Inbound	11,080,003	0	1,180,397	3	809,130
	Total	**17,420,480**	**0**	**1,768,400**	**17**	**1,622,424**
		90.8%	0.0%	9.2%	0.0%	
Florida-Alabama	Outbound	33,141,595	5,680	474,757	73	3,570,015
	Inbound	44,474,601	3,402	2,113,104	6	3,567,048
	Total	**77,616,196**	**9,082**	**2,587,861**	**79**	**7,137,063**
		96.8%	0.0%	3.2%	0.0%	
Okaloosa-Walton	Outbound	13,171,485	0	4,524	12	1,588,965
	Inbound	21,543,455	0	133,549	5	1,583,247
	Total	**34,714,939**	**0**	**138,073**	**16**	**3,172,212**
		99.6%	0.0%	0.4%	0.0%	
Combined	**Total**	**129,751,616**	**9,082**	**4,494,334**	**113**	**11,931,699**
		96.6%	0.0%	3.3%	0.0%	

Rail Freight (Dist. 3)	Outbound	1,697,001
	Inbound	3,492,950
	Total	5,189,951
	Grand Total	**139,445,096**
Overall Mode Share	Truck	93.0%
	Rail	3.7%
	Air	0.0%
	Water	3.2%
	Other	0.0%

STCC2	SumOfValue	Commodity
28	$2,407,793,635	Chemicals/Allied
37	$2,384,696,150	Transportation Equipment
35	$2,340,203,145	Machinery Exc Electrical
20	$2,159,677,974	Food/Kindred
36	$1,385,304,153	Electrical Mach/Equip/Supp
38	$1,365,095,019	
29	$1,265,556,728	
34	$1,176,440,224	
23	$1,131,383,164	
33	$978,752,610	
26	$676,091,273	
24	$574,673,456	
30	$568,246,337	
27	$558,063,459	
39	$550,427,444	
25	$362,812,002	
32	$344,064,000	
22	$264,307,186	
31	$186,097,878	
1	$26,062,797	
21	$16,056,868	
50	$10,702,882	
14	$31,046	
19	$705	
9	$267	
40	$116	
8	$14	
49	$0	
Top 5	$10,677,675,057	
All Others	$10,054,865,475	
Total	$20,732,540,531	

STCC2	Value	Commodity
37	$21,875,335,335	Transportation Equipment
36	$7,068,772,251	Electrical Mach/Equip/Supp
28	$6,983,827,309	Chemicals/Allied
35	$6,346,154,623	Machinery Exc Electrical
20	$4,691,751,145	Food/Kindred
23	$4,254,601,308	
34	$3,064,402,973	
33	$2,613,057,895	
38	$2,551,617,699	
29	$2,097,219,574	
26	$1,783,104,337	
39	$1,585,969,589	
24	$1,493,906,035	
30	$1,335,253,986	
27	$1,277,308,969	
32	$1,144,091,697	
22	$780,193,472	
25	$630,821,342	
31	$627,670,667	
1	$241,957,802	
40	$118,455,096	
50	$36,921,808	
21	$15,780,294	
14	$176,828	
19	$2,948	
11	$2,208	
46	$1,305	
9	$1,033	
43	$759	
8	$51	
10	$0	
49	0	
Top 5	$46,965,840,663	
All Others	$25,652,519,675	
Total	$72,618,360,339	

STCC2	Value	Commodity
37	$17,061,469,097	Transportation Equipment
36	$5,828,487,850	Electrical Mach/Equip/Supp
35	$4,112,131,587	Machinery Exc Electrical
20	$4,058,947,078	Food/Kindred
28	$4,014,716,793	Chemicals/Allied
23	$3,684,324,774	
38	$2,209,489,698	
33	$2,095,254,324	
34	$2,039,959,500	
26	$1,048,100,242	
30	$969,285,571	
39	$815,533,311	
24	$799,214,784	
27	$769,635,960	
29	$713,072,615	
32	$624,748,075	
25	$592,006,481	
22	$553,144,062	
31	$293,983,923	
1	$217,921,064	
21	$87,748,637	
50	$7,515,019	
40	$780,000	
14	$77,399	
19	$1,224	
9	$493	
8	$28	
Top 5	$35,075,752,404	
All Others	$17,521,797,184	
Total	$52,597,549,588	

STCC2	SumOfValue	Commodity
37	$4,062,315,273	Transportation Equipment
28	$1,303,702,641	Chemicals/Allied
26	$1,187,414,022	Pulp/Paper/Allied
23	$918,268,433	Primary Metal
38	$748,253,330	Instr/Optical/Watches/Clocks
39	$504,097,844	
24	$350,519,579	
34	$347,212,020	
33	$217,357,888	
20	$214,639,687	
27	$170,280,547	
40	$156,300,017	
36	$153,105,401	
32	$114,540,496	
35	$72,938,826	
30	$49,919,652	
29	$35,173,864	
22	$28,241,453	
1	$17,963,240	
50	$16,826,996	
11	$277,487	
9	$197,108	
8	$33,615	
14	$19,544	
13	$5,857	
25	$256	
	$8,219,953,699	
	$2,449,651,378	
	$10,669,605,077	

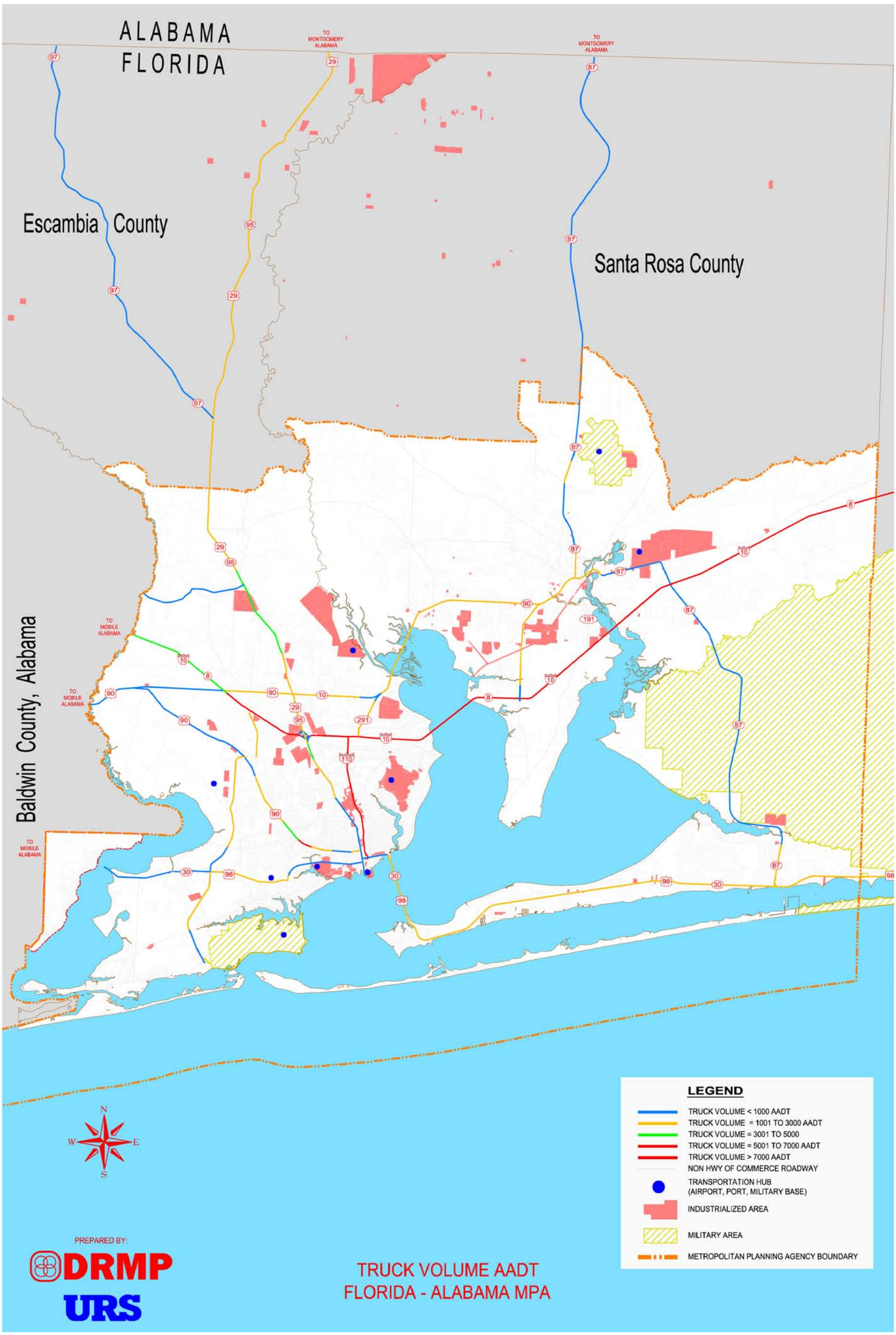
STCC2	Value	Commodity
28	$12,909,561,346	Chemicals/Allied
23	$3,250,706,366	Apparel
37	$2,673,399,097	Transportation Equipment
26	$2,258,206,340	Pulp/Paper/Allied
29	$2,188,281,800	Petroleum/Coal
30	$1,627,480,484	
20	$1,340,384,075	
32	$1,311,590,747	
34	$1,281,738,932	
38	$1,187,889,794	
24	$923,833,616	
35	$843,052,103	
39	$793,621,057	
36	$791,993,604	
33	$635,163,147	
25	$484,492,794	
27	$475,214,105	
22	$463,649,867	
1	$133,981,009	
40	$89,877,582	
50	$24,320,180	
31	$9,251,679	
9	$1,518,410	
11	$340,740	
8	$270,205	
14	$214,454	
19	$137,342	
13	$11,155	
43	$732	
Top 5	$23,280,154,950	
All Others	$12,420,027,812	
Total	$35,700,182,761	

STCC2	Val	Commodity
36	$2,302,187,143	Electrical Mach/Equip/Supp
23	$1,611,152,588	Apparel
20	$1,047,514,475	Food/Kindred
39	$706,499,725	Miscellaneous Manufacturing
37	$434,781,652	Transportation Equipment
24	$374,377,633	
38	$245,101,648	
35	$229,759,859	
27	$224,467,208	
1	$203,621,796	
32	$90,830,537	
34	$84,863,569	
28	$67,109,057	
22	$49,213,496	
30	$44,881,967	
25	$34,332,988	
31	$31,767,364	
50	$19,006,737	
26	$5,310,983	
33	$1,587,391	
29	$264,490	
9	$259,040	
14	$78,547	
8	$46,467	
11	$25,984	
40	$14,633	
13	$1,139	
Top 5	$6,102,135,583	
All Others	$1,706,922,533	
Total	$7,809,058,116	

$23,427,174,349

APPENDIX D

Truck Volume Maps

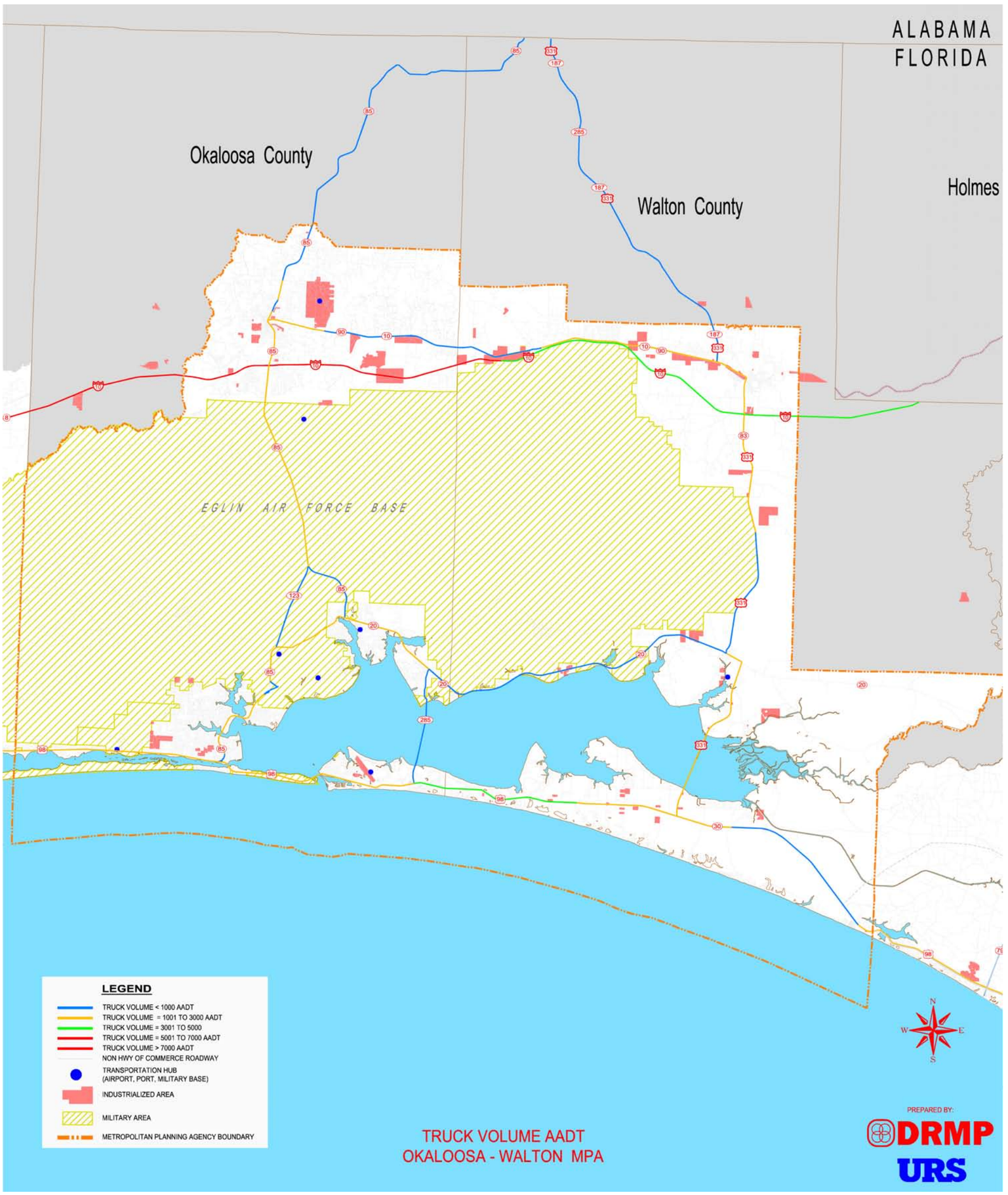


PREPARED BY:

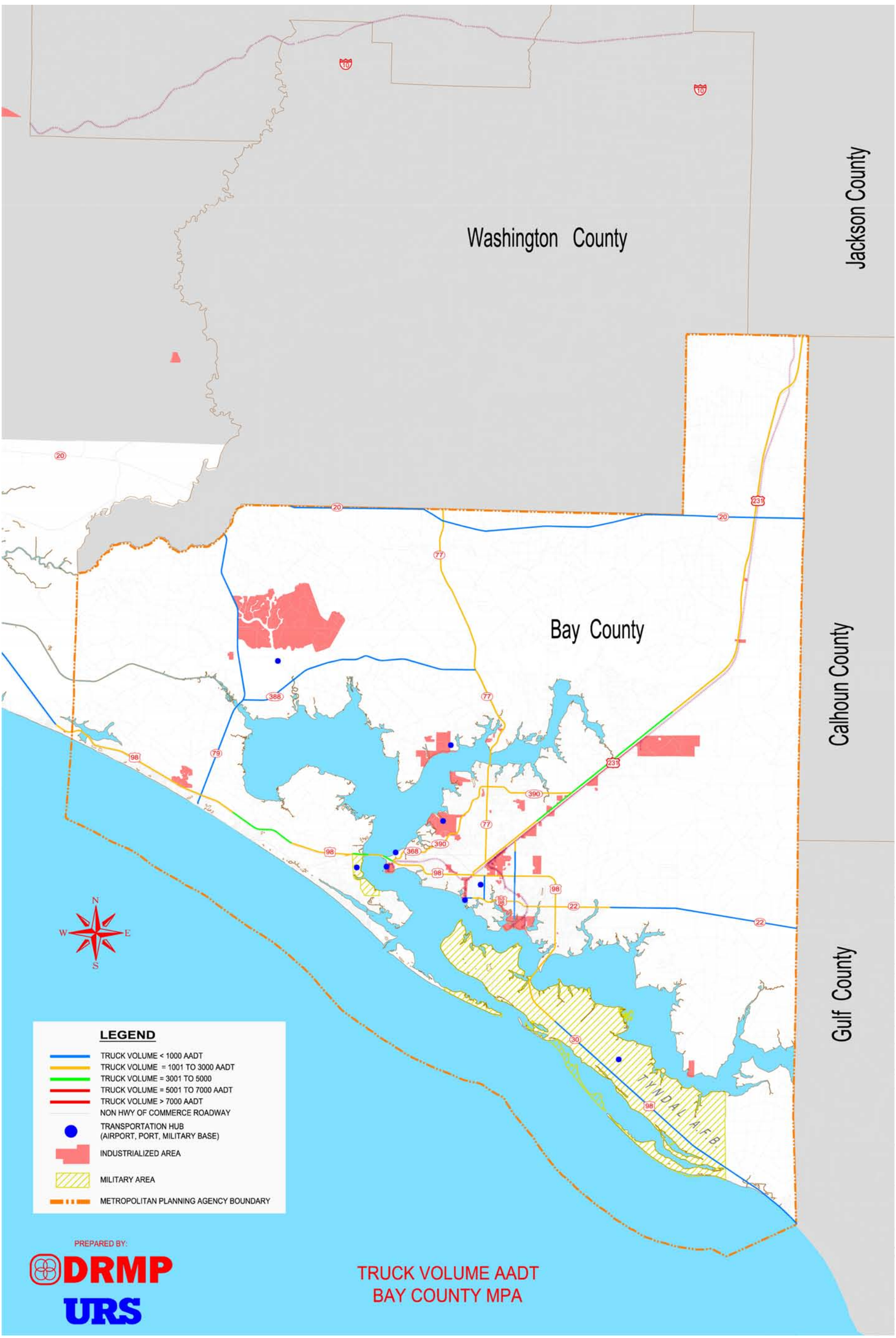
DRMP

URS

TRUCK VOLUME AADT
FLORIDA - ALABAMA MPA



TRUCK VOLUME AADT
OKALOOSA - WALTON MPA


Washington County
Jackson County
Bay County
Calhoun County
Gulf County
TYNDALL AFB
N
W
E
S
LEGEND
TRUCK VOLUME < 1000 AADT
TRUCK VOLUME = 1001 TO 3000 AADT
TRUCK VOLUME = 3001 TO 5000
TRUCK VOLUME = 5001 TO 7000 AADT
TRUCK VOLUME > 7000 AADT
NON HWY OF COMMERCE ROADWAY
TRANSPORTATION HUB
(AIRPORT, PORT, MILITARY BASE)
INDUSTRIALIZED AREA
MILITARY AREA
METROPOLITAN PLANNING AGENCY BOUNDARY
PREPARED BY:
DRMP
URS
TRUCK VOLUME AADT
BAY COUNTY MPA