



PRIORITIZED RECOMMENDATIONS

| Rank | TPO ID | Corridor | Recommendation | Issue Code ¹ | AADT Score ² | AADTT Score ³ | Ease or Cost to Implement Score ⁴ | Maintenance Y/N | Total Score ⁵ |
|----------------------------|--------|----------|---|-------------------------|-------------------------|--------------------------|--|-----------------|--------------------------|
| FLORIDA-ALABAMA TPO | | | | | | | | | |
| M1 | FA1 | SR 29 | Perform maintenance to remove and resurface rutted sections of the roadway at the approaches of all signalized intersections. | 5 | 5 | 3 | 5 | Y | 13 |
| M2 | FA2 | SR 29 | Off-tracking by trucks has resulted in damage to the pavement edges and soft shoulders at various intersections identified in the discussion above. Consider repairing and extending corner shoulder pavement to provide a solid road surface for right turning trucks and other vehicles. Priority should be given to the southeast corner of W. Hood Drive, which has been patched several times. As noted in Photo 1 in Appendix 3, water pooling is also an issue at this corner which leads to the Wal-Mart unloading docks. | 5 | 5 | 3 | 5 | Y | 13 |
| M3 | FA6 | SR 29 | Add "No Trucks" signs to the southbound right-turn lane and the northbound left-turn lane of W. Roberts Road to warn trucks in advance of the no trucks condition on W. Roberts Road. | 5 | 4 | 2 | 5 | Y | 11 |
| M4 | FA10 | SR 29 | The railroad crossing on the west side of US 29 is too close to the EOP of the southbound lanes to permit a single tractor-trailer combination vehicle to stop at the gates without extending beyond the EOP. Add warning signs and railroad crossing pavement markings to the southbound right-turn lane and the northbound left-turn lane. | 5 | 4 | 2 | 5 | Y | 11 |
| M5 | FA22 | US 90 | Add a "Do Not Block Intersection" sign to the approach side median of eastbound US 90 or from the signal cables to warn drivers using the extended left-turn lanes not to stop in the intersection. | 5 | 3 | 2 | 5 | Y | 10 |
| M6 | FA11 | Palafox | Perform preventive maintenance to seal the cracking at the approaches at W. Leonard Street. | 5 | 2 | 1 | 5 | Y | 8 |
| M7 | FA13 | Palafox | On W. Texar Drive, east of N. Palafox Street restripe the two-way left-turn lane to delineate the left turn into the driveway from the left-turn lane to southbound N. Palafox Street. | 5 | 2 | 1 | 5 | Y | 8 |
| 1 | FA3 | SR 29 | While off-tracking was noted at all corners of W. 10 Mile Road, the southeast corner is especially bad with crushed curbing and sidewalks and a slightly damaged utility pole. If possible, adjust the corner radius and replace the damaged infrastructure including the possible relocation of the utility pole. | 3 | 4 | 3 | 3 | N | 10 |
| 2 | FA9 | SR 29 | Due to the proximity of SR 95A (N. Palafox Street) to US 29, traffic making the protected southbound to eastbound left turn occasionally backs through the intersection blocking the northbound through lanes and reducing available "green" condition. Consider adjusting the signalization at both US 29 and SR 95A to allow completion of the movement during the protected left-turn cycle. Add "Do Not Block Intersection" signs to the southbound left-turn lane and on the traffic signal cables to warn drivers. | 2 | 4 | 2 | 4 | N | 10 |
| 3 | FA16 | Palafox | At E. Brent Lane/Beverly Parkway. Pull back the concrete bull nose and replace with a striped median. Restripe the stop bars at an angle on westbound E. Brent Lane and eastbound Beverly Parkway similar to the striping of N. Palafox Street. This will allow left turning trucks more maneuvering room without interference from concrete medians and stopped vehicles too close to the intersection. | 3 | 3 | 2 | 5 | N | 10 |
| 4 | FA4 | SR 29 | There are two raised concrete pedestrian islands at Old Chemstrand Road. The crosswalks do not connect to sidewalks at either corner or at the west side of US 29. At a minimum, sidewalks should be added to both sides of Old Chemstrand Road, between US 29 and SR 95A (N. Palafox Street), as well as along US 29 from Tate School Road to the Post Office facility north of Tate School Road. Unless there is justification for the crosswalk across US 29, it should be removed and the actuator disabled or removed. | 4 | 4 | 2 | 3 | N | 9 |
| 5 | FA5 | SR 29 | There is a design project underway (FID 218603-1-52-01) to improve the traffic flow and capacity between I-10 and W. 9 Mile Road. It is recommended that the construction of this project be completed as soon as possible once the final design is completed. | 3 | 5 | 3 | 1 | N | 9 |
| 6 | FA20 | US 90 | Conduct an intersection study that includes SR 89 and the signalized entrance to the County Center. | 6 | 3 | 2 | 4 | N | 9 |
| 7 | FA21 | US 90 | Consider closing some median openings and creating directional openings with left-turn lanes at key locations in order to reduce the number of vehicles crossing the through lanes. | 3 | 3 | 2 | 4 | N | 9 |
| 8 | FA24 | US 90 | Prohibit through trucks on Old US 90. This is a residential street and should not be used by trucks as a by-pass. | 6 | 3 | 2 | 4 | N | 9 |
| 9 | FA7 | SR 29 | Consider a small redesign of the W. Roberts Road intersection as described in the Operational Characteristics section that will permit a continuous non-stop flow for northbound traffic through this intersection. | 2 | 4 | 2 | 2 | N | 8 |
| 10 | FA8 | SR 29 | Consider a small redesign of the Old Chemstrand Road intersection similar to the recommendation for W. Roberts Road. This will permit a continuous non-stop southbound flow for over 3 miles between signalized intersections. | 2 | 4 | 2 | 2 | N | 8 |
| 11 | FA23 | US 90 | Consider adding "No Trucks" signs at the following side streets: Willing Street, Elmira Street, Santa Rosa Street, Martin Luther King Jr. Drive, Mary Street, and Bruner Street. | 6 | 2 | 1 | 5 | N | 8 |

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| 12 | FA25 | US 90 | Evaluate the potential modification of the signalized intersection at the K-Mart Plaza entrance (see Figure 2) to channel left-turn traffic exiting the plaza to a dedicated merge lane on US 90. This will allow the eastbound through traffic to proceed through the intersection without stopping for a signal and improve the traffic flow in this area. | 2 | 4 | 2 | 2 | N | 8 |
| 13 | FA14 | Palafox | At N. Palafox Street and Massachusetts Avenue/N. Pace Boulevard. Redesign the roadway and median north of the intersection with N. Pace Boulevard to include two northbound through lanes from N. Pace Boulevard that are separated from the two northbound N. Palafox Street lanes by delineators. This will allow for the northbound N. Palafox Street lanes to operate as continuous through lanes without a stop condition. | 2 | 3 | 2 | 2 | N | 7 |
| 14 | FA15 | Palafox | Consider removing the southbound left-turn lane at Beggs Lane and lengthening the northbound left-turn lane to Massachusetts Avenue. Add a southbound left-turn lane at Hickory Street to facilitate access to the industrial area east of the corridor. | 2 | 3 | 2 | 2 | N | 7 |
| 15 | FA18 | Palafox | Add sidewalks, cross walks, and other pedestrian safety features on both sides of N. Palafox Street between Massachusetts Avenue and E. Brent Lane. | 4 | 3 | 2 | 2 | N | 7 |
| 16 | FA12 | Palafox | If possible, relocate the position of the concrete traffic signal strain pole at the southeast corner of W. Texar Drive away from the center of the sidewalk and the corner to prevent damage from turning trucks. This pole also presents an operational issue for persons using wheelchairs. | 3 | 2 | 1 | 3 | N | 6 |
| 17 | FA17 | Palafox | All future improvements to N. Palafox Street should include modifications to the turning radii and relocation of power poles and other infrastructure, where possible, to accommodate right turn truck movements. This includes all intersections in the industrial area south of Massachusetts Avenue. | 3 | 2 | 1 | 2 | N | 5 |
| 18 | FA19 | Palafox | Add permanently installed telemetered traffic count stations along the corridor and at major cross streets. Include vehicle classification as part of the data collection effort. | 3 | 2 | 1 | 2 | N | 5 |
| OKALOOSA- WALTON TPO | | | | | | | | | |
| M1 | OW3 | SR 85 | Ensure the signal progression from Mirage Avenue to Duggan Avenue permits through truck traffic to proceed without having to stop at each traffic signal. | 5 | 5 | 2 | 5 | Y | 12 |
| M2 | OW5 | SR 85 | Extend the pavement at the northeast and southeast quadrants of John King Road to prevent deep rutting of the soft shoulders. If possible, relocate the power pole at the northeast corner away from the roadway. | 5 | 5 | 2 | 5 | Y | 12 |
| M3 | OW6 | SR 85 | Remove the curbs between the pedestrian ramps at the corners of Mirage Avenue and W. Redstone Avenue/Redstone Drive. Trucks off-tracking on these curbs result in unnecessary structural damage to the curb and sidewalks, as well as mechanical and tire damage to trucks. | 5 | 5 | 2 | 5 | Y | 12 |
| M4 | OW4 | SR 85 | Move the stop bar on Stillwell Boulevard back sufficiently enough to allow trucks to turn without encroaching on the opposing traffic lane. | 5 | 3 | 2 | 5 | Y | 10 |
| M5 | OW15 | US 331 | Extend the roadway pavement at all four quadrants of Coy Burgess Road. | 5 | 2 | 1 | 5 | Y | 8 |
| M6 | OW14 | US 331 | The intersection of US 90 and US 331 South should be milled and resurfaced to remove the deep rutting on the through lanes and the worn out pavement markings. | 5 | 2 | 1 | 2 | Y | 5 |
| 1 | OW8 | US 98 Destin | Conduct an engineering evaluation to see if it is possible to change the corner radius at the southeast quadrant of Matthew Boulevard. There is currently a steep drop-off from the corner pavement, an abrupt end to the sidewalk, and a concrete culvert opening below. There is a potential for any truck turning at this intersection to off-track to the point that the rear wheels would drop into the ditch and over-turn the trailer. | 6 | 4 | 2 | 3 | N | 10 |
| 2 | OW9 | US 98 Destin | Conduct a study of the intersections at Scenic Highway 98 and at Restaurant Road. Evaluate the possibility of relocating the traffic signal at Scenic Highway 98 0.5 mile east to Restaurant Road, which is a full intersection. Scenic Highway 98 would become a right in/out only and traffic wishing to go east on US 98 would be directed to Restaurant Road. Close the median opening at Scenic Highway 98 and remove the U-Turn lane. | 3,6 | 5 | 2 | 3 | N | 10 |
| 3 | OW10 | US 98 Destin | Consider relocating the mast arm currently located within the concrete pedestrian island at the northwest quadrant of Danny Wuerffel Way to a safer location. It is located dead center on the southbound right-turn lane and poses a potential crash issue. | 3,4 | 5 | 2 | 3 | N | 10 |
| 4 | OW1 | SR 85 | Evaluate the construction of a short dedicated right-turn lane at the northeast quadrant of US 90 and SR 85. | 2 | 4 | 2 | 3 | N | 9 |
| 5 | OW2 | SR 85 | Evaluate improving the turning radii at the northeast and southeast quadrants of Stillwell Boulevard to facilitate trucks turning movements and reduce the damage to the corner infrastructure. | 3 | 3 | 2 | 3 | N | 8 |
| 6 | OW7 | SR 85 | Consider constructing frontage roads on both sides of SR 85 from P.J. Adams Parkway north to I-10 to facilitate access to the commercial properties along both sides of the highway. This will allow the closing of four median openings, which should improve the efficiency in this area. | 2,3 | 5 | 2 | 1 | N | 8 |

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| 7 | OW11 | US 331 | When US 331 North is repaved, ensure that the corner geometries at US 90 are designed to reduce the amount of off-tracking and off-road rutting. Since this is a signalized intersection, the southbound left-turn lane stop bar should be located further back from the current location to allow trucks to turn north onto US 331 without encroaching on the left-turn lane. | 3 | 2 | 2 | 3 | N | 7 |
| 8 | OW13 | US 331 | Ensure that the left-turn lanes to all commercial properties are long enough to accommodate trucks and that the signal timing for left turns is sufficient to allow trucks to complete turns within the allotted time. | 2,3 | 2 | 2 | 3 | N | 7 |
| 9 | OW12 | US 331 | Evaluate the functionality of the Hugh Adams Road intersection with Business Park Road located immediately east (less than 100 feet) of US 331. As traffic increases on Business Park Road, it will become difficult to make a left turn from Hugh Adams Road, especially for trucks. Consider adding a new right in/out access point further south on US 331 and extending the right-turn lane. Hugh Adams Road should be converted to a right in/out only intersection. | 2,3,6 | 2 | 2 | 2 | N | 6 |
| BAY TPO | | | | | | | | | |
| M1 | BA14 | SR 368 @ SR 390 | Add back plates behind traffic signals on SR 368 (23 rd Street) to enhance visibility during low sun angle situations. | 5 | 4 | 2 | 5 | Y | 11 |
| M2 | BA15 | SR 368 @ SR 390 | Consider adding "Truck Route" signs directing northbound through trucks to SR 390 (SIS). | 5 | 4 | 2 | 5 | Y | 11 |
| M3 | BA31 | US 231 @ Transmitter | Consider a complete rehabilitation of the existing pavement markings. At a minimum, reapply pavement markings to northbound Transmitter Road. | 5 | 3 | 2 | 5 | Y | 10 |
| M4 | BA38 | US 231 @ Transmitter | Add "Trucks Do not Stop On Tracks" sign at the northbound signal stop bar. | 5 | 3 | 2 | 5 | Y | 10 |
| M5 | BA29 | US 231 @ N. East | Add "Trucks Stop Here on Red" sign(s) on northbound N. East Avenue prior to the crossing gates. | 5 | 2 | 2 | 5 | Y | 9 |
| M6 | BA4 | SR 22 | Reapply all pavement markings that are worn through to the pavement including stop bars, crosswalks, and lane dividers. | 5 | 2 | 1 | 5 | Y | 8 |
| M7 | BA5 | SR 22 | Review and adjust the left-turn signal progression timing to a minimum of 20 seconds at US 98 Business and at Tyndall Parkway. Trucks take much longer to complete these maneuvers, especially when loaded. Also, after a train crossing, increase the westbound SR 22 through and left-turn time at US 98 Business to help clear the queue, as well as the left-turn time from southbound US 98 Business to eastbound SR 22. | 2,5 | 2 | 1 | 5 | Y | 8 |
| M8 | BA37 | US 231 @ Transmitter | Add "Trucks Stop Here on Red" sign(s) on northbound Transmitter Road prior to the crossing gates. | 5 | 2 | 1 | 5 | Y | 8 |
| M9 | BA26 | US 231 @ N. East | Extend the shoulder pavement at the northwest quadrant of US 231 and N. East Avenue. | 5 | 1 | 1 | 5 | Y | 7 |
| M10 | BA27 | US 231 @ N. East | Extend the pavement at the northeast corner of N. East Avenue and Lafayette Road. | 5 | 1 | 1 | 5 | Y | 7 |
| M11 | BA28 | US 231 @ N. East | Repaint all the pavement markings on N. East Avenue north of US 231. | 5 | 1 | 1 | 5 | Y | 7 |
| M12 | BA30 | US 231 @ Transmitter | Complete minor pavement sealing to prevent further cracking. Extend the pavement at the northwest corner to prevent off-road rutting due to off-tracking. Consider scheduling a complete rehabilitation of the intersection within the next 2 to 3 years. | 5 | 1 | 1 | 5 | Y | 7 |
| M13 | BA2 | SR 22 | Extend the roadway pavement at the northeast and northwest corners of Transmitter Road during the pavement rehabilitation project WP 4216401 (unfunded) to replace the current paved shoulder extensions. The road surface extension would provide a stronger surface at these corners. | 5 | 2 | 1 | 3 | Y | 6 |
| M14 | BA9 | SR 22 | The following safety improvements should be considered for the railroad crossing located east of US 98 Business: <ul style="list-style-type: none"> Extend the length of the railroad crossing gates to prevent vehicles from entering the crossing when the gates are down, or Add lane delineators extending back from the crossing gate stop bar on both sides of the crossing, or Add a concrete divider along the center of the roadway extending back a short distance from the crossing stop bar on both sides of the crossing. | 5 | 2 | 1 | 3 | Y | 6 |
| 1 | BA10 | SR 368 @ SR 390 | During the PE for the SR 390 capacity improvement, ensure that all turning movements are designed for highway standard tractor trailers. Recommend that WB-66 tractor trailers be used as the design standard for all intersections that support routine truck turning movements. All corner curbs must be mountable and median bull noses must be mountable or set back to accommodate turning trucks. | 6 | 4 | 2 | 4 | N | 10 |

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| 2 | BA19 | US 98 @ US231 & Jenks | Conduct a planning level study to add a flyover ramp from US 98 (15 th Street) eastbound to US 231 northbound and a grade separation on US 231 southbound over Harrison Avenue and at Jenks Avenue. While this would be a high-cost solution due to construction costs and right-of-way acquisition costs, it would permit free-flow movement of vehicles between US 98 and US 231 and reduce delay to zero. | 6 | 4 | 2 | 3 | N | 9 |
| 3 | BA20 | US 231 @ N. East | All traffic on Baldwin Road connecting to US 231 should be redirected to N. East Avenue to the signalized intersection at US 231. | 2 | 4 | 2 | 3 | N | 9 |
| 4 | BA21 | US 231 @ N. East | Remove/close-off the intersection at Baldwin Road and US 231 or make it a right in/out only intersection. | 2,3 | 4 | 2 | 3 | N | 9 |
| 5 | BA33 | US 231 @ Transmitter | Conduct vehicle classification counts followed by turning movement counts at all approaches. Recommend 72-hour class counts to determine peak truck travel times prior to conducting the turning movement counts. | 6 | 3 | 2 | 4 | N | 9 |
| 6 | BA34 | US 231 @ Transmitter | Review and possibly adjust signal timing to permit longer green time for the US 231 through movement for trucks. Based on the classification counts, consider extending the protected green time for the left-turn lanes on US 231 to accommodate turning trucks, which take longer to clear the intersection than other vehicles. If possible with the existing equipment, consider signal progression only when a vehicle is present on the crossing approaches. | 2 | 3 | 2 | 4 | N | 9 |
| 7 | BA11 | SR 368 @ SR 390 | Conduct an engineering study to add a median (approximately 850 feet) along SR 368 (23 rd Street) west of the intersection in order to construct a left-turn lane of approximately 600 feet to store vehicles waiting to turn left at SR 390. Driveways along this segment should be right turn in/out only. Add a westbound left-turn lane at the west end of the median to facilitate turns into the large parking lot on the south side of the road. | 6 | 4 | 2 | 2 | N | 8 |
| 8 | BA12 | SR 368 @ SR 390 | Remove existing pavement and repave the surface along the SR 368 (23 rd Street) intersection. Pavement composition should be able to withstand the weight of heavy trucks without developing rutting. | 3 | 4 | 2 | 2 | N | 8 |
| 9 | BA16 | US 98 @ US231 & Jenks | Consider adding a protected left-turn signal for vehicles turning left onto US 231 from eastbound US 98. As an alternative, conduct a signal timing study to determine if there is a potential for protecting this left-turn movement by adjusting the timing and sequencing of the signals at US 98 and US 231 at Harrison Avenue. CORSIM, Synchro, or other simulation software can be used to determine the best solution that would permit longer, unimpeded movement from US 98 to US 231. | 1,2,3,4 | 3 | 2 | 3 | N | 8 |
| 10 | BA17 | US 98 @ US231 & Jenks | Reconstruct and repave, at a minimum, the intersections at Jenks and Harrison Avenues. Use pavement materials that are resistant to rutting from the weight of heavy trucks. | 5 | 4 | 2 | 2 | N | 8 |
| 11 | BA36 | US 231 @ Transmitter | Investigate adding a dedicated right-turn lane at the north approach on Transmitter Road. Include extending the existing merge lane into an acceleration lane on US 231 to give trucks additional room to reach a safe merging speed. | 2,6 | 3 | 2 | 3 | N | 8 |
| 12 | BA6 | SR 22 | Conduct 72-hour vehicle classification counts along the corridor and truck turning movement counts at US 98 Business, Transmitter Road, Tyndall Parkway, and Star Avenue to determine the actual number of large trucks using this corridor and their access point. This is critical to gaining complete knowledge of the number of trucks, as well as the type of trucks operating within the corridor and on the adjacent streets. Consider classification counts on Cherry Street to determine the extent that this facility is used as an alternate truck route. | 6 | 2 | 1 | 4 | N | 7 |
| 13 | BA32 | US 231 @ Transmitter | Consider replacing strain pole mounted signals with mast arms. | 3 | 3 | 2 | 2 | N | 7 |
| 14 | BA35 | US 231 @ Transmitter | Consider ITS upgrades to this intersection that would include extended green and yellow time for trucks traveling on US 231. This would not only improve the flow of trucks, but would minimize the delay caused by repeated stopping and restarting at intersections on this regional Highway of Commerce. It would also improve air quality due to the reduction of diesel idling. | 2 | 3 | 2 | 2 | N | 7 |
| 15 | BA7 | SR 22 | Ensure that trucks and truck operations are considered as part of the design process for FDOT WP 4258031, WP 4216401, and WP 4307881 (when funded). This is especially critical at the signalized intersections of Star Avenue, Transmitter Road, US 98/Tyndall Parkway, and US 98 Business. Because of the recent trends in the trucking industry to longer trailers, using a WB-66 tractor-trailer combination as the minimum design vehicle is recommended. | 6 | 2 | 1 | 3 | N | 6 |
| 16 | BA13 | SR 368 @ SR 390 | Consider adding a raised pedestrian refuge island at the northeast corner separating the right-turn lane from the northbound through lane. This will reduce the long crossing from 166 feet to 90 feet. | 3,4 | 2 | 1 | 3 | N | 6 |
| 17 | BA23 | US 231 @ N. East | The acute geometry at the northeast corner should be modified by adding a dedicated right-turn lane with a long radius resulting in a flatter curve for trucks. | 2,3 | 2 | 1 | 3 | N | 6 |
| 18 | BA3 | SR 22 | Rehabilitate the intersection of US 98 Business and SR 22 using more rigid pavement materials that can support heavy trucks. | 3,5 | 2 | 1 | 2 | N | 5 |

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| 19 | BA18 | US 98 @ US231 & Jenks | Add ITS safety signage for trucks at the following locations: <ul style="list-style-type: none"> Northbound Harrison Avenue at US 98, Northbound Harrison Avenue to westbound US 98 left-turn lane, Westbound US 98 to northbound Harrison Avenue right-turn lane, Southbound Harrison at US 231, and Southbound US 231 to southbound Harrison Avenue left-turn lane. The signs should require all trucks to stop prior to the intersection when the railroad gates are down or about to change to the down position. | 2,4 | 2 | 1 | 2 | N | 5 |
| 20 | BA24 | US 231 @ N. East | Include a dedicated right-turn lane from eastbound Baldwin Road to southbound N. East Avenue that continues south as one of the two southbound lanes. | 2,3 | 1 | 1 | 3 | N | 5 |
| 21 | BA25 | US 231 @ N. East | A dedicated left-turn lane on southbound N. East Avenue should extend back at least 350 feet. | 2 | 1 | 1 | 3 | N | 5 |
| 22 | BA1 | SR 22 | Rehabilitate the pavement along the entire corridor to eliminate the deep rutting, especially at signalized intersections. The flexible surface pavement is too soft to support the weight of heavy trucks and should be replaced with a more rigid composition. | 3 | 2 | 1 | 1 | N | 4 |
| 23 | BA8 | SR 22 | Determine the status of Cherry Street, which appears to be used as an alternative to SR 22. If this is a desired truck route, it should be signed to indicate its status. Otherwise truck travel on this route should be discouraged. Consider conducting vehicle classification counts per the recommendations above. | 6 | 0 | 0 | 4 | N | 4 |
| 24 | BA23 | US 231 @ N. East | Include a dedicated right-turn lane from southbound N. East Avenue to southbound US 231. | 2,3 | 1 | 1 | 2 | N | 4 |

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