

EMERALD COAST REGIONAL COUNCIL

Florida-Alabama Transportation Planning Organization
Congestion Management Process

Final
May 2020





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Glossary

AADT	Annual Average Daily Traffic	MAP-21	Moving Ahead for Progress in the 21 st Century
ADA	Americans with Disabilities Act	NEPA	National Environmental Policy Act
ALDOT	Alabama Department of Transportation	NWFRPM	Northwest Florida Regional Planning Model
ATMS	Advanced Traffic Management Systems	PD&E	Project Development and Environment
BRATS	Baldwin Rural Area Transportation System	PIP	Public Involvement Plan
CAA	Community Action Agency	PPP	Public Participation Plan
CAC	Citizen's Advisory Committee	RTMC	Regional Transportation Management Center
CARS	Crash Analysis Reporting System	SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users
CFR	Code of Federal Regulations	SIS	Strategic Intermodal Systems
CMP	Congestion Management Process	TCC	Technical Coordinating Committee
CTC	Community Transportation Coordinator	TD	Transportation Disadvantaged
DHSMV	Department of Highway Safety and Motor Vehicles	TDM	Transportation Demand Management
ECAT	Escambia County Area Transit	TIP	Transportation Improvement Program
ECRC	Emerald Coast Regional Council	TPO	Transportation Planning Organization
FHWA	Federal Highway Administration	TSM&O	Transportation System Management and Operation
FDOT	Florida Department of Transportation	UPWP	Unified Planning Work Program
GPS	Global Positioning System	UWF	University of West Florida
ITS	Intelligent Transportation Systems	VMT	Vehicle Miles Traveled
LOS	Level of Service		
L RTP	Long Range Transportation Plan		



1 Introduction

Traffic congestion is typically defined as when the volume of users on a transportation facility approaches or exceeds the capacity of the facility. This congested condition can be characterized by reduced travel speeds with longer trip times and delay. Congestion can also lead to unreliable travel times and frustration of the transportation system users. To help alleviate and manage congestion and to support the transportation planning process, a Congestion Management Process (CMP) is developed.

1.1 Background

The purpose of a CMP is to develop a systematic process to effectively manage and operate the transportation system. The CMP is federally mandated to analyze and manage traffic congestion. Per the Federal Highway Administration (FHWA) "a CMP is a systematic and regionally-accepted approach for managing congestion that provides accurate, up-to date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs. The CMP is intended to move these congestion management strategies into the funding and implementation stages."¹

The Congestion Management Process shall include, at a minimum:

- A transportation planning process in a Transportation Management Area that provides for safe and effective integrated management and operation of the multimodal transportation system [23 C.F.R 450.322(a). Each MPO shall prepare a congestion management system for the metropolitan area [F.S. 339.175(6)(c)(1)].
- A process that provides for safe and effective integrated management and operation of the multimodal transportation system [23 C.F.R 450.322(a)];
- Incorporate multimodal system performance measures reflected in the TIP [23 C.F.R 450.322(b)];
- Incorporate strategies that manage demand, reduce single occupant vehicle travel, improve transportation system management and operations, and improve efficient service integration [23 C.F.R 450.322(c)];
- Coordination with the transportation system management and operations activities [23 C.F.R 450.322(d)];
- Methods to monitor and evaluate the performance of the multimodal transportation system [23 C.F.R 450.322(d) (1)];

¹ https://ops.fhwa.dot.gov/plan4ops/focus_areas/cmp.htm



- Definition of congestion management objectives and performance measures [23 C.F.R 450.322(d) (2)];
- A coordinated program for data collection and system performance monitoring [23 C.F.R 450.322(d) (3)];
- Identification and evaluation of performance and expected benefits of congestion management strategies [23 C.F.R 450.3229(d) (4)];
- Identification of an implementation schedule, responsibilities [23 C.F.R 450.322(d) (5)]; and
- A process for periodic assessment of the effectiveness of implemented strategies [23 C.F.R 450.322(d) (6)].

Figure 1 depicts the eight actions involved in the development of a CMP. The process is intended to be a cycle that continually evaluates strategies and addresses congestion.

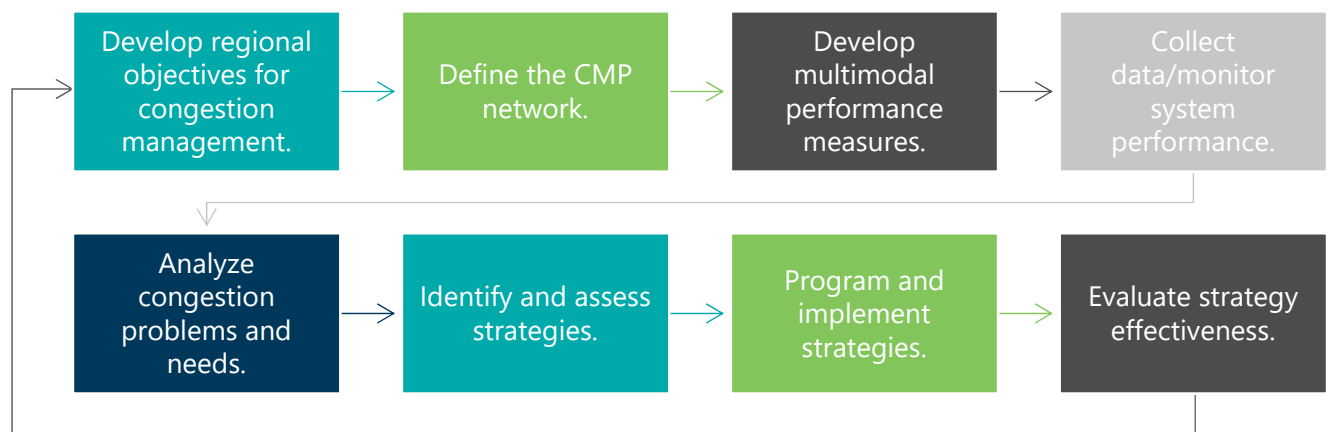


Figure 1. Congestion Management Process



A Congestion Management Process can be developed to identify projects and strategies to be considered in the TIP. Per Federal Regulations (§450.322), the purpose of the Congestion Management Process is to:

- Develop regional goals to reduce vehicle miles traveled during peak commuting hours and improve transportation connections between areas with high job concentration and areas with high concentrations of low-income households;
- Identify existing public transportation services, employer based commuter programs, and other existing transportation services that support access to jobs in the region; and
- Identify proposed projects and programs to reduce congestion and increase job access opportunities.

This document provides the Congestion Management Process for the Florida-Alabama TPO, which is the metropolitan planning organization for urbanized areas in Escambia and Santa Rosa County, Florida and Baldwin County, Alabama. **Appendix A** lists the sections of CMP with federal law and regulation requirements and how they have been addressed in this report.

Figure 2 delineates the Florida-Alabama Transportation Planning Organization (TPO) Metropolitan Planning Area Boundary as well as the Federal Highway Administration (FHWA) Urbanized Area Boundary. According to FHWA, an area is urbanized if having a population of 50,000 or more as designated by the Bureau of Census. The Metropolitan Planning Area Boundary, or TPO Boundary, encompasses the entire existing urbanized area plus the contiguous area expected to become urbanized within a 20-year forecast period.

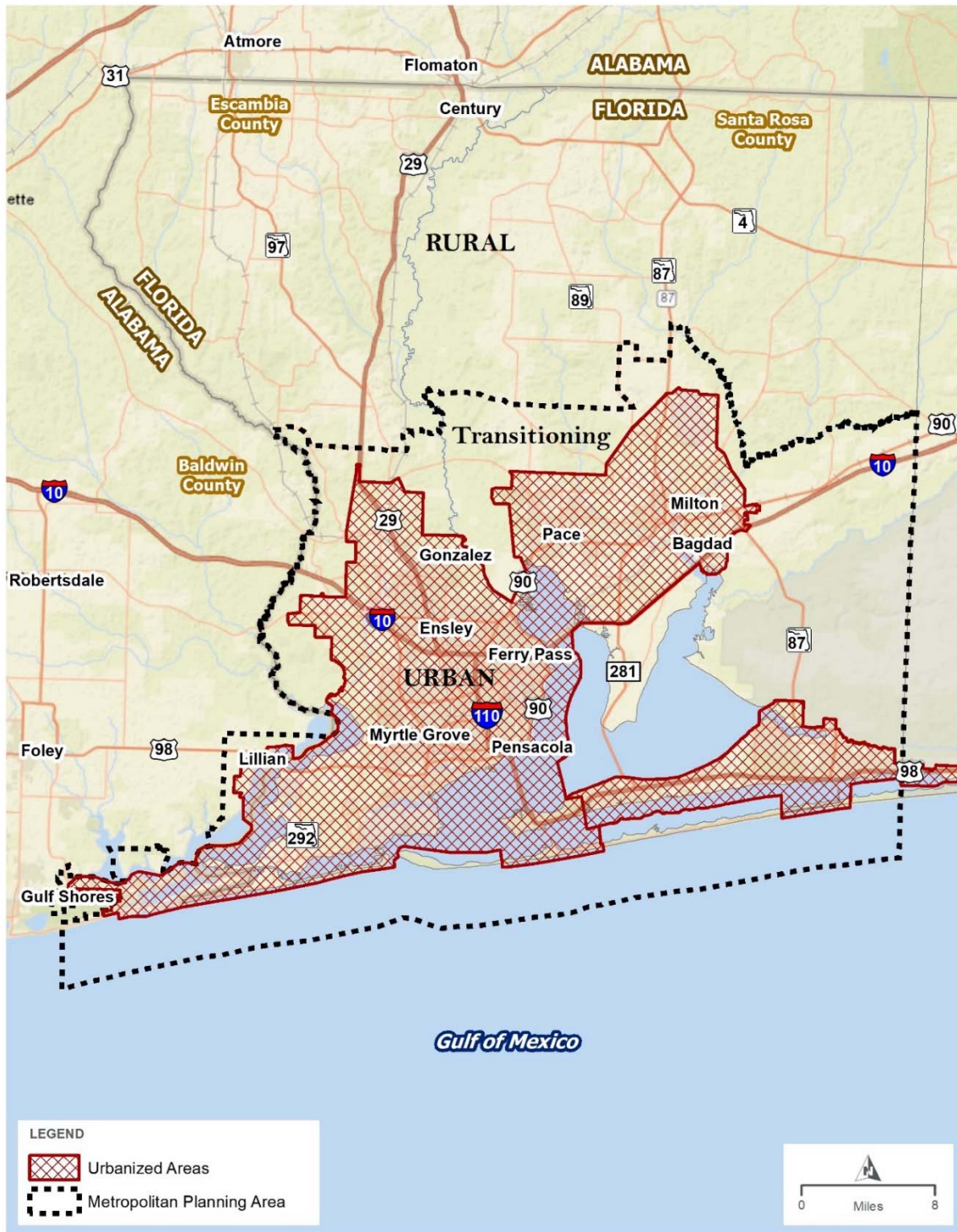


Figure 2. 2010 Adjusted FHWA Urbanized Area Boundary and Metropolitan Planning Area Boundary



2 CMP Goals and Objectives

The goals and objectives for the CMP were developed to guide the process of monitoring congestion and improving the mobility of people and goods in the region. The vision and goals of the TPO's 2045 long range transportation plan (LRTP) set the conditions for the goals and objectives of the CMP. They are established based on the views of different authorities, agencies, and the public. The committee involved in the development of these goals had representation from the Florida Department of Transportation (FDOT), local government agencies, general public, and stakeholders. Before adoption, the vision statement and goals were presented to the general public for review, comment, and recommendations.

2.1 Goals

The goals of the TPO's 2045 LRTP are the guiding principles of the CMP objectives. The goals adopted in July 2019 by the Florida-Alabama TPO's 2045 LRTP are found below in **Table 1**.

Table 1. 2045 Long Range Transportation Plan Goals and Objectives (Adopted)

Florida-Alabama TPO 2045 Long Range Transportation Goals	
Goal A	A transportation system that is safe and secure.
Goal B	A transportation system that meets user needs.
Goal C	A transportation system that is maintained and operated efficiently.
Goal D	A transportation system that is multimodal, integrated and connected.
Goal E	A transportation system that supports economic vitality.
Goal F	A transportation system that supports a high quality of life respectful of the environment, public health and vulnerable users.
Goal G	A transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.

2.2 Objectives and Congestion Mitigation Strategies

According to the FHWA's *Congestion Management Process: A Guidebook*, objectives should have "SMART" characteristics: Specific, Measureable, Agreed, Realistic and Time-Bound. In addition, with the development of objectives, performance measures are also developed in order to assess whether or not the developed objectives have been attained.

The objectives reflect the region's view on congestion management and focus on measurable outcomes. The congestion management objectives for the FL-AL TPO are identified in **Table 2**.



Table 2. Congestion Management Process Objectives and Congestion Mitigation Strategies

Objectives	Congestion Mitigation Strategies
Options to Reduce Travel Demand	Increase participation in Transportation Demand Management (TDM) Programs
	Increase transit usage
	Decrease Vehicle Miles Traveled (VMT)
	Reduce Average Travel Time to Work
Improve Safety	Reduce Crash Rates and Facilities
Encourage Active Transportation Modes	Increase bicycle and pedestrian connectivity through additional facilities and improved facilities
Provide Reliable and Efficient Transportation Options	Improve the flow of traffic
	Improve capacity of roadways with inadequate LOS
System Preservation	Improve resurfacing practices to reach recommended resurfacing guidelines

2.3 Opportunities for Improving CMP Performance Targets Analysis

The 2020 CMP Major Update includes improvements the CMP objectives, mitigation strategies, and performance measures. These updates can be found in **Table 16. Objectives, Mitigation Strategies, and Performance Measures**.

Performance Targets have not be established by the TPO at this time. It is recommended that Performance Targets be identified and adopted prior to the next CMP Minor Update in 2021. **Table 3. 2020 CMP Major Update Analysis Reference**, outlines the data that was updated for this Major update and notes opportunities improvement for the next Minor Update.

Table 3. 2020 CMP Major Update Analysis Reference

CMP OBJECTIVE	PERFORMANCE MEASURE	DATA SOURCE ANALYSIS	CMP REPORT REFERENCE (FIGURE / TABLE #)
Provide Options to Reduce Travel Demand	Increase participation in TDM programs	# of Annual rideOn Rides	Appendix C
	Increase transit usage	Public transportation annual passenger miles of travel	Appendix C
		Commute to Work Mode Split	Table 6, 7, 8
	Decrease vehicle miles traveled (VMT)	Vehicle Miles Traveled (VMT)	Figure 15
	Reduce Average Travel Time to Work	Commute to Work Travel Times	Table 9, 10, 11
Improve Safety	Reduce crash rates and fatalities	Annual Crash Rates (Vehicle, Bike, Ped)	Figure 11, 12
		Annual # of Fatalities (Vehicle, Bike, Ped)	Table 5, Figure 13
Encourage Active Transportation Modes	Increase bicycle and pedestrian connectivity through additional facilities and improved facilities	SHS Miles Pedestrian Facility Miles % Pedestrian Facility SHS Coverage Bicycle Facility Miles % Bicycle Facility SHS Coverage County Population (5-Year Census ACS Estimates) Total Population of Census Block Groups within 1 mile of Bicycle Facilities % Population within 1 mile of Bicycle Facilities	Appendix C
Provide Reliable and Efficient Transportation Options	Improve traffic flow	Annual FL-AL TPO Urbanized Area Congestion Ranking	Table 12, 13
	Improve capacity of roadways with inadequate LOS	FDOT LOS Tables	Appendix B
System Preservation	Improve resurfacing practices to reach recommended resurfacing guidelines	# of Miles Resurfaced Annually	Appendix C



3 Area of Application

The CMP report includes several modes of transportation including: public transportation, bicycles, pedestrians, and freight. These modes are included to address the entire transportation network within the CMP.

3.1 CMP Roadway Network

The CMP roadway network is the one designated by the TPO as Major Road Network. The classification of roadways is per the FHWA's defined functional classification system. There are three major types of facility systems in this report: 1) Freeways and Tolls; 2) Arterials; and 3) Collectors. According to the 2018 FDOT Source Book, total roadway network in Escambia and Santa Rosa County are 259.1 miles and 196.2 miles respectively. The roadway network within the FL-AL TPO boundary for Baldwin County, Alabama is 7.1 miles as obtained from LOS tables provided by FDOT. Residential and local roads are not included in this CMP. **Figure 3** shows the roadway network included in this report.

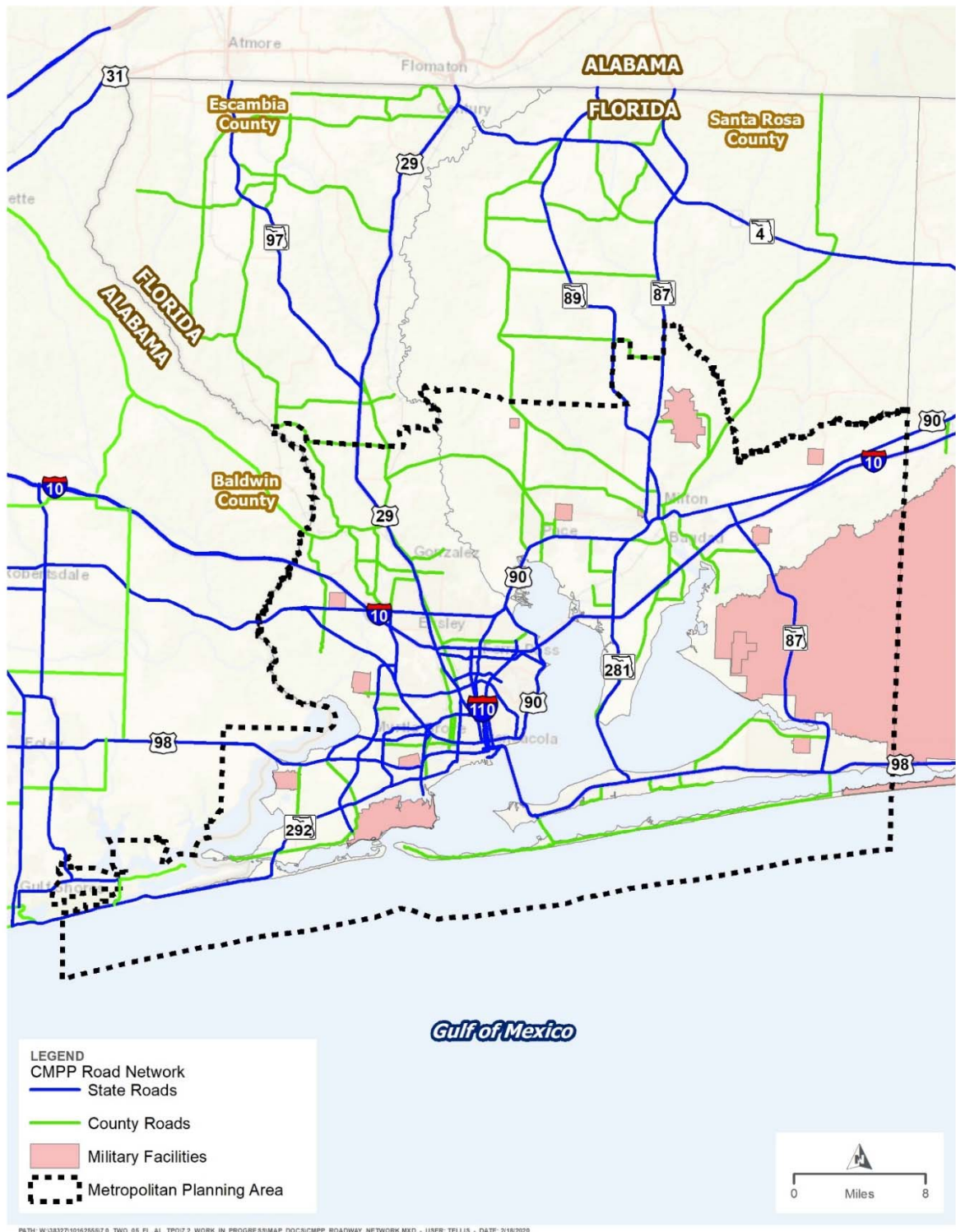


Figure 3. CMP Roadway Network





3.2 CMP Transit Network

3.2.1 Escambia County Area Transit

Escambia County Area Transit (ECAT) is a bus system exclusively serving the urbanized area provides weekday and Saturday service with select routes on Sunday. The ECAT system currently services over 1,000 stops on 24 routes. These routes, as shown in **Figure 4**, include a seasonal Beach Trolley, a University of West Florida (UWF) Trolley, and a Jury Trolley that provides services to the federal courthouses. The entire fleet of buses are wheelchair accessible and have bike racks. The base fare is \$1.75, but students, ADA-certified transportation ID card holders, seniors, children below a certain height, Medicare card holders, and the military all have discounted rates.

3.2.2 Transportation Disadvantaged Providers

Tri-County Community Council, Inc. a private non-profit corporation that serves the transportation disadvantaged (TD) in Holmes, Santa Rosa, Walton, and Washington County. To be considered transportation disadvantaged, an individual must either not have a vehicle, cannot operate a vehicle, or have no alternate means of transportation.

There are no fixed routes for this service. Riders can make reservations for trips to accomplish their daily needs such as non-emergency medical appointments, shopping, and employment.

The Community Transportation Coordinator (CTC) for Escambia County TD is the Escambia County Board of County Commissioners. The Escambia County TD is operated by ITL Solutions.

3.2.3 Baldwin Rural Area Transit System

Baldwin Rural Area Transportation System (BRATS) is available to all citizens of adjacent Baldwin County, Alabama. They have a variety of routes including routes to Coastal Alabama Community College, routes to assist senior citizens, 'Ride to Work' routes for commuters, and a variety of other routes around the county. The fares are based on mileage with trips under five miles one-way costing \$2.00 and trips over 60.1 miles one-way costing \$10.00.

3.2.4 rideOn Program

The Emerald Coast Regional Council (ECRC) promotes ridesharing through their rideOn program, which is funded by the FDOT. This service encourages commuters to carpool or take alternative means of transportation, such as walking or biking, to reduce congestion. The system matches riders into carpool or vanpool groups based on destinations and work times. To make the system more appealing, rideOn offers an Emergency Ride Home Program for riders. This allows riders the opportunity to travel home in case of emergency.

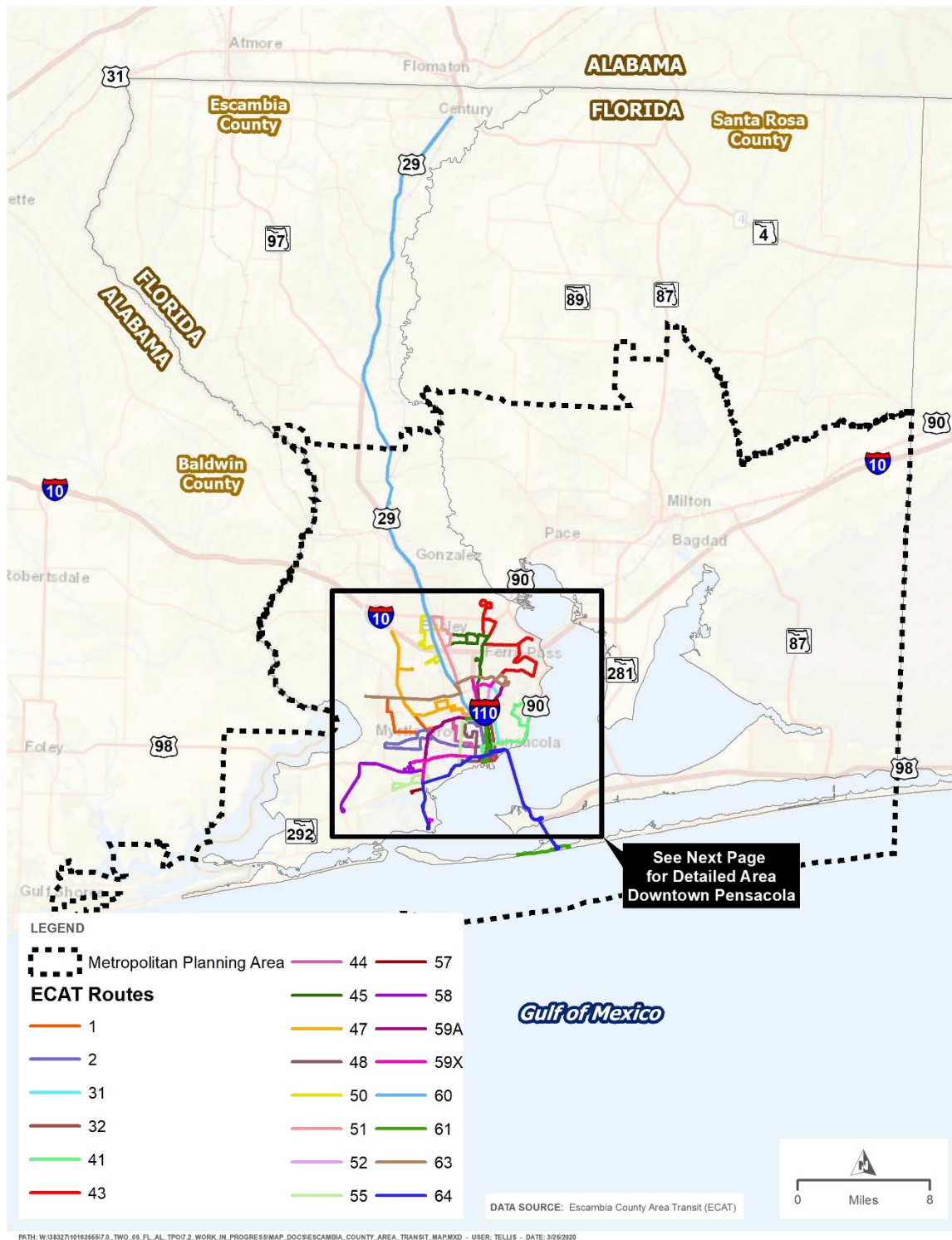


Figure 4. 2019 ECAT System Map

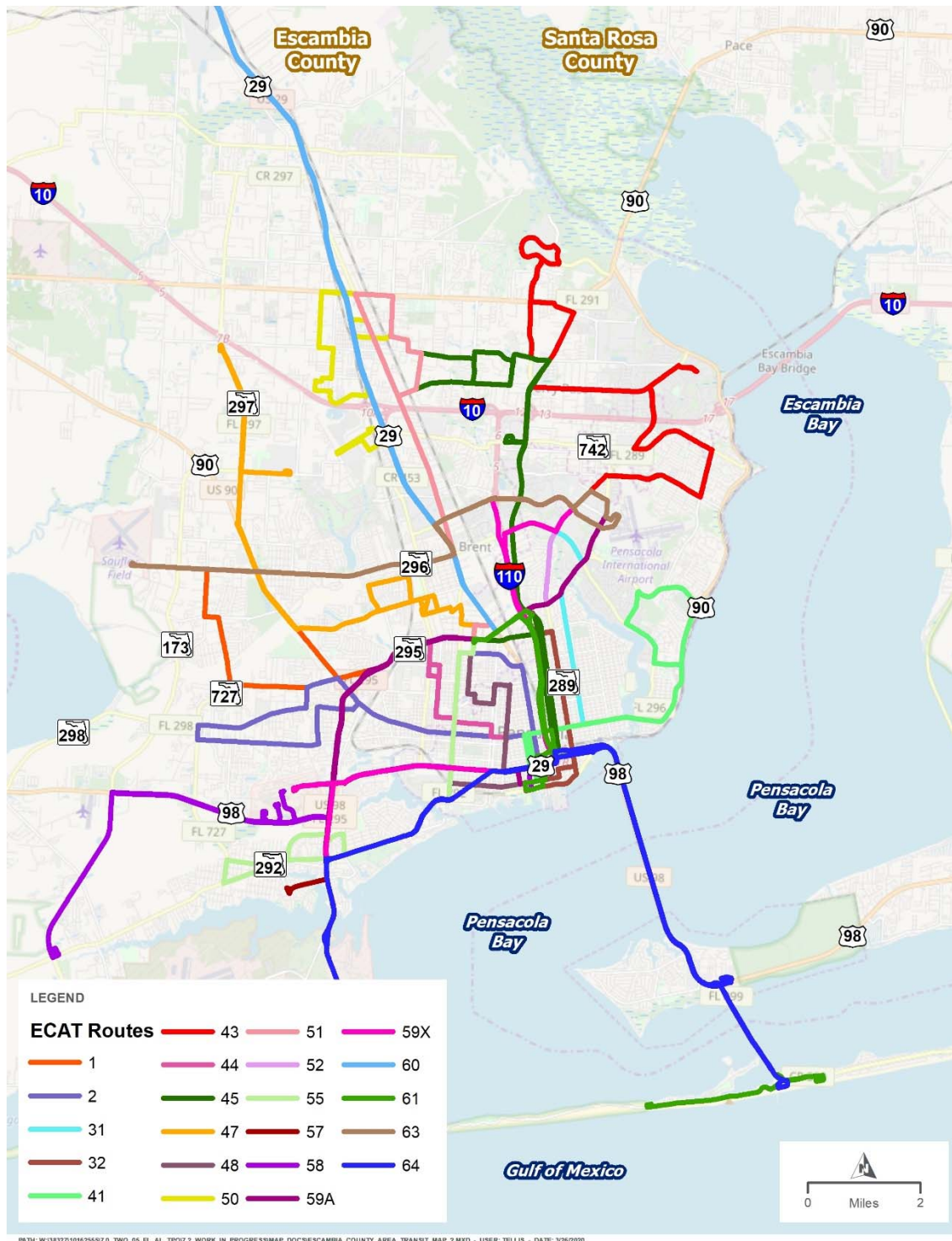


Figure 5. 2019 ECAT System Map, Pensacola Inset





3.2.5 Park and Ride

Park and Ride lots are managed by the rideOn program and locations are provided throughout the 10-county region. These Park and Ride facilities serve as central meeting points where people can park to ride the bus, carpool, or vanpool. There are in total nine (9) such parking facilities in Escambia and Santa Rosa Counties combined. Most of the lots are constructed by FDOT, but occasionally property owners will designate spots for Park and Ride.

The current Park and Ride locations can be found listed below and seen in **Figure 6**.

Escambia County:

- Pensacola I-110 at Civic Center (near ECAT Stop)
- Century Courthouse Annex
- Scenic Highway I-10 next to the Dairy Queen

Santa Rosa County:

- Avalon Boulevard – East side of Highway 281: 0.5 mile North of I-10
- Navarre – Highway 98 east of Highway 87 at the Navarre Visitors Information Center
- East Milton – Highway 90 at Highway 87
- Milton – Southeast corner of US 90 and Avalon Boulevard
- Pace – US 90 at CR 197-A
- Holt – US 90 near CR 189

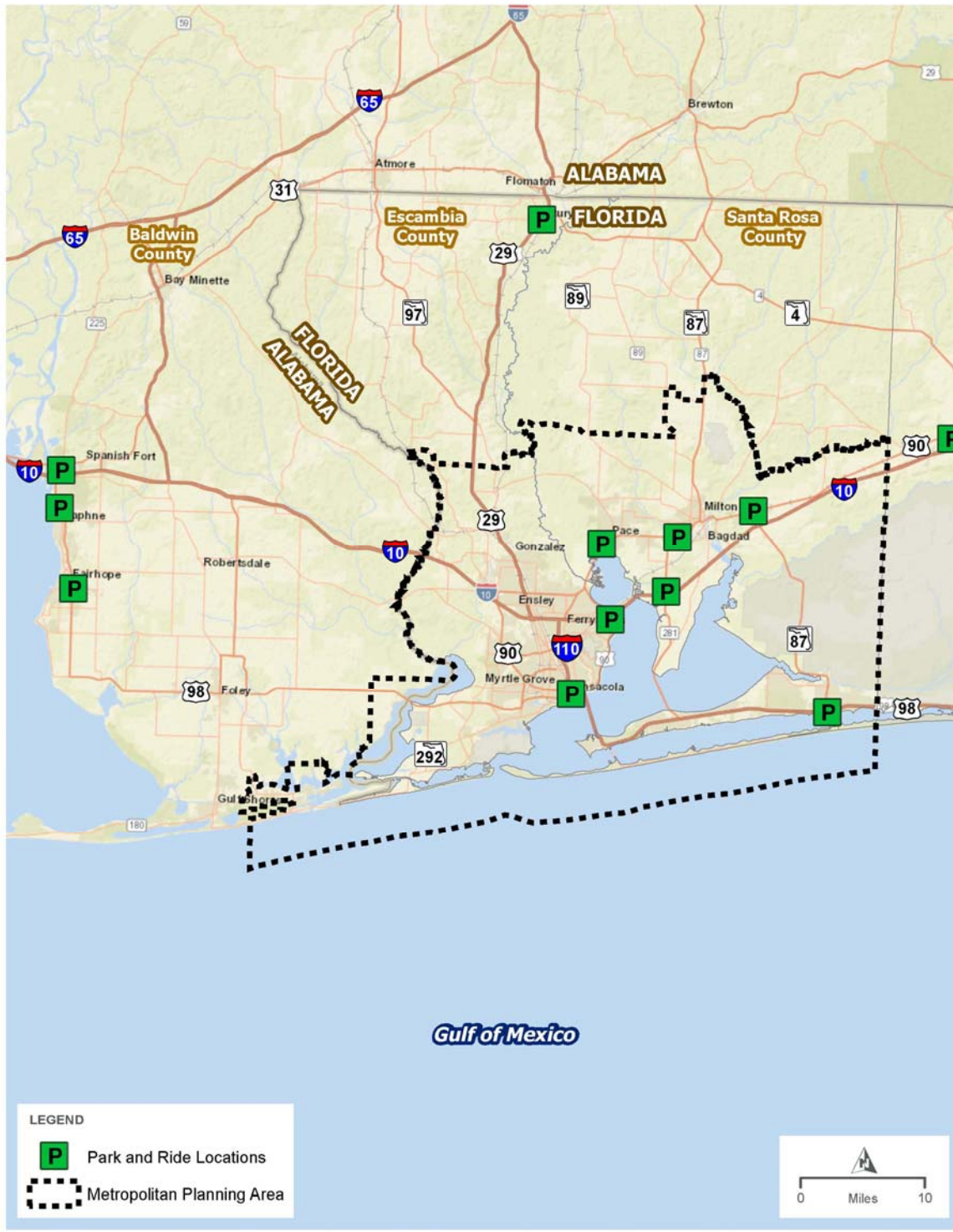


Figure 6. 2016 Park and Ride Lots



3.3 CMP Bicycle Facility Network

The CMP Bicycle network consists of the following facility types:

- **On-Road Facilities:** On-road bike facilities typically consist of the entire roadway identical to the CMP network excluding freeways, ramps, HOV, and toll facilities where biking is prohibited. Primarily on-road facilities comprise of paved shoulders and bike lanes.
 - o **Paved Shoulders:** These are mostly located on suburban and rural roadways and serve as a travel path for bicyclists and a refuge area for disabled vehicles.
 - o **Bike Lanes:** A portion of a roadway that has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists.
 - o **Sharrow:** A sharrow marking on a lane indicates that the lane is meant for both the bicyclists and motorists to coexist in the same lane.
- **Off-Road Facilities:** Off-road bike facilities mainly consist of trails and shared-use paths. These facilities are usually separated from a roadway by a curb or painted border. Off-road bike facilities can be mainly classified into two groups:
 - o **Unpaved Networks:** This type of facility mainly consists of trails for multi-purpose uses such as hiking and biking.
 - o **Shared-Use Path:** These facilities usually consist of a paved multi-use path dedicated for non-motorized traffic.

The bicycle network is depicted in **Figure 7** and is listed in **Table 4**.

3.4 CMP Pedestrian Facility Network

The pedestrian facility network consists of areas along the side of the roadway network except the prohibited areas for pedestrians such as freeways, limited access facilities, ramps, HOV, and toll facilities. The pedestrian routes and trails can be classified into two categories:

- **Sidewalk:** The portion of a street or highway right-of-way developed for preferential or exclusive use by pedestrians, typically a concrete path.
- **Bicyclist-Pedestrian Shared Path:** A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users.

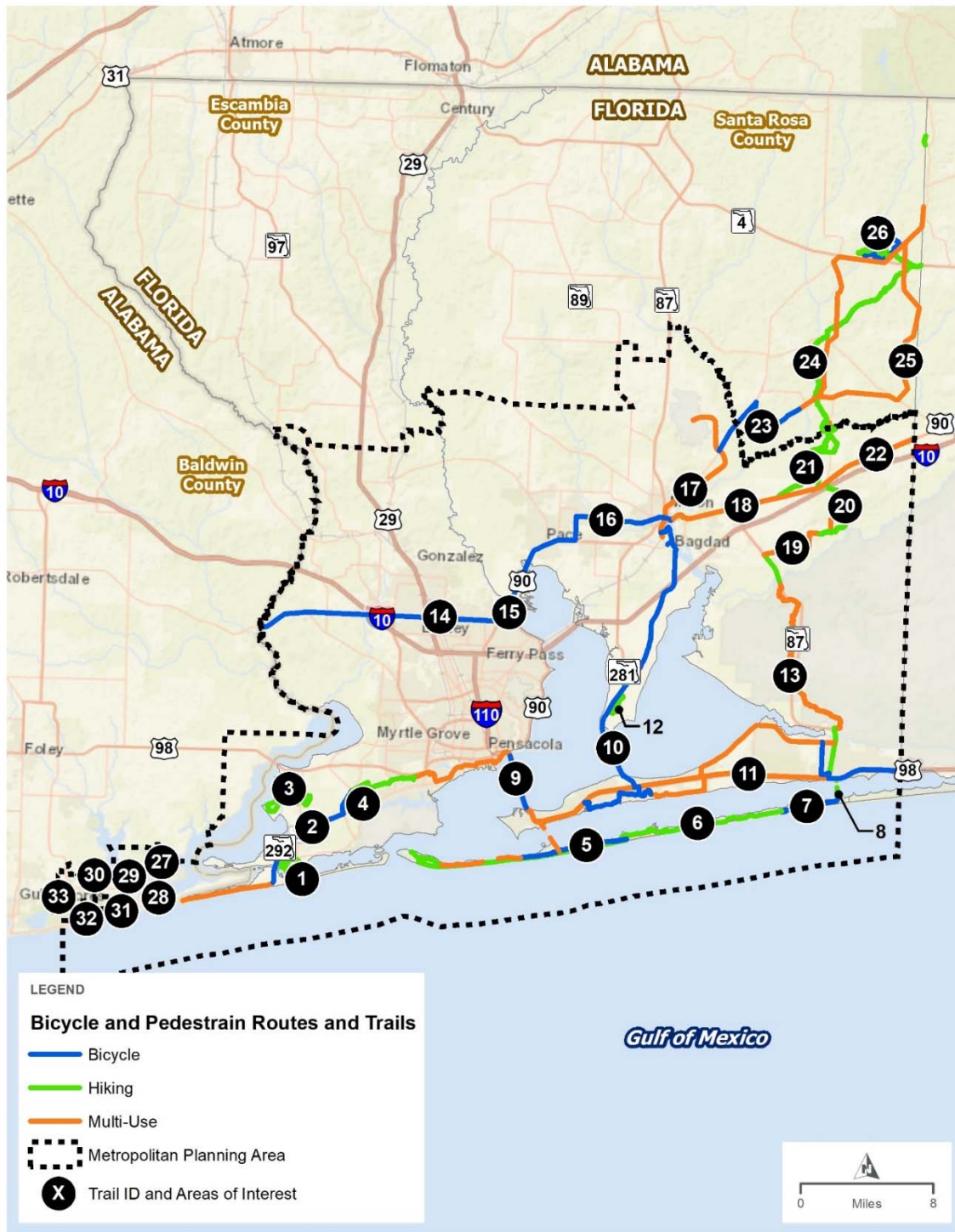


Figure 7. Bicycle and Pedestrian Trails



Table 4. Bicycle and Pedestrians Routes and Trails²

Trail ID	Trail Name	Trail Location
1	Big Lagoon State Park Trail	Escambia County, Florida
2	Escambia County SW Greenway Trail	Escambia County, Florida
3	Tarklin Bayou Preserve State Park Trail	Escambia County, Florida
4	Jones Swamp Preserve and Nature Trail	Escambia County, Florida
5	Pensacola Bike Path	Escambia County, Florida
6	Gulf Islands National Seashore Trail	Escambia County, Florida
7	Navarre Bike Path	Santa Rosa County, Florida
8	Navarre Causeway Trail	Santa Rosa County, Florida
9	Great NW Coastal Trail	Santa Rosa County, Florida
10	Garcon Trail to Bagdad	Santa Rosa County, Florida
11	Forty Mile Loop Trail	Santa Rosa County, Florida
12	Garcon Point Water Management Area Trail	Santa Rosa County, Florida
13	Eglin West Florida National Scenic Trail	Santa Rosa County, Florida
14	Escambia Bike Trail	Escambia County, Florida
15	UWF Multi-Use Nature Trails	Escambia County, Florida
16	Milton to Pensacola Scenic Bluffs Trail	Santa Rosa County, Florida
17	Blackwater River Side Trail	Santa Rosa County, Florida
18	Milton to Long Leaf Trail	Santa Rosa County, Florida
19	Yellow River Roadwalk Trail	Santa Rosa County, Florida
20	Blackwater River Side Trail	Santa Rosa County, Florida
21	Longleaf Trail	Santa Rosa County, Florida
22	US 90 Connector Trail	Santa Rosa County, Florida
23	Highway 191 Trail	Santa Rosa County, Florida
24	Wiregrass Trail	Santa Rosa County, Florida
25	Blackwater Multi-Use Trail	Santa Rosa County, Florida
26	Blackwater River State Forest Trail	Santa Rosa County, Florida
27	Rattlesnake Ridge Trail	Baldwin County, Alabama
28	Catman Road Trail	Baldwin County, Alabama
29	Cotton Bayou Trail	Baldwin County, Alabama
30	Twin Bridges Trail	Baldwin County, Alabama
31	Rosemary Dunes Trail	Baldwin County, Alabama
32	Bear Creek Trail	Baldwin County, Alabama
33	Gulf Oak Ridge Trail	Baldwin County, Alabama

² 2018 Florida-Alabama TPO Pedestrian/Bicycle Master Plan Draft 2018 and Florida Geographic Data Library.



3.5 CMP Freight Network

While there are other alternatives for moving goods, such as rail, water, and air cargo, the primary movement of goods in the area is done by truck.

As part of MAP-21, FDOT was required to develop the Freight Mobility and Trade Plan. This plan evaluated freeways and highways with heavy truck traffic to determine improvements necessary for the movement of goods statewide. Additionally, FDOT developed the Strategic Intermodal System Policy Plan that laid out a series of strategic transportation facilities including airports, roadways, and ports that provide the framework for the movement of people and goods across the state.

Figure 8 shows the freight network plan for FL-AL TPO and **Figure 9** is an inset map of Pensacola.

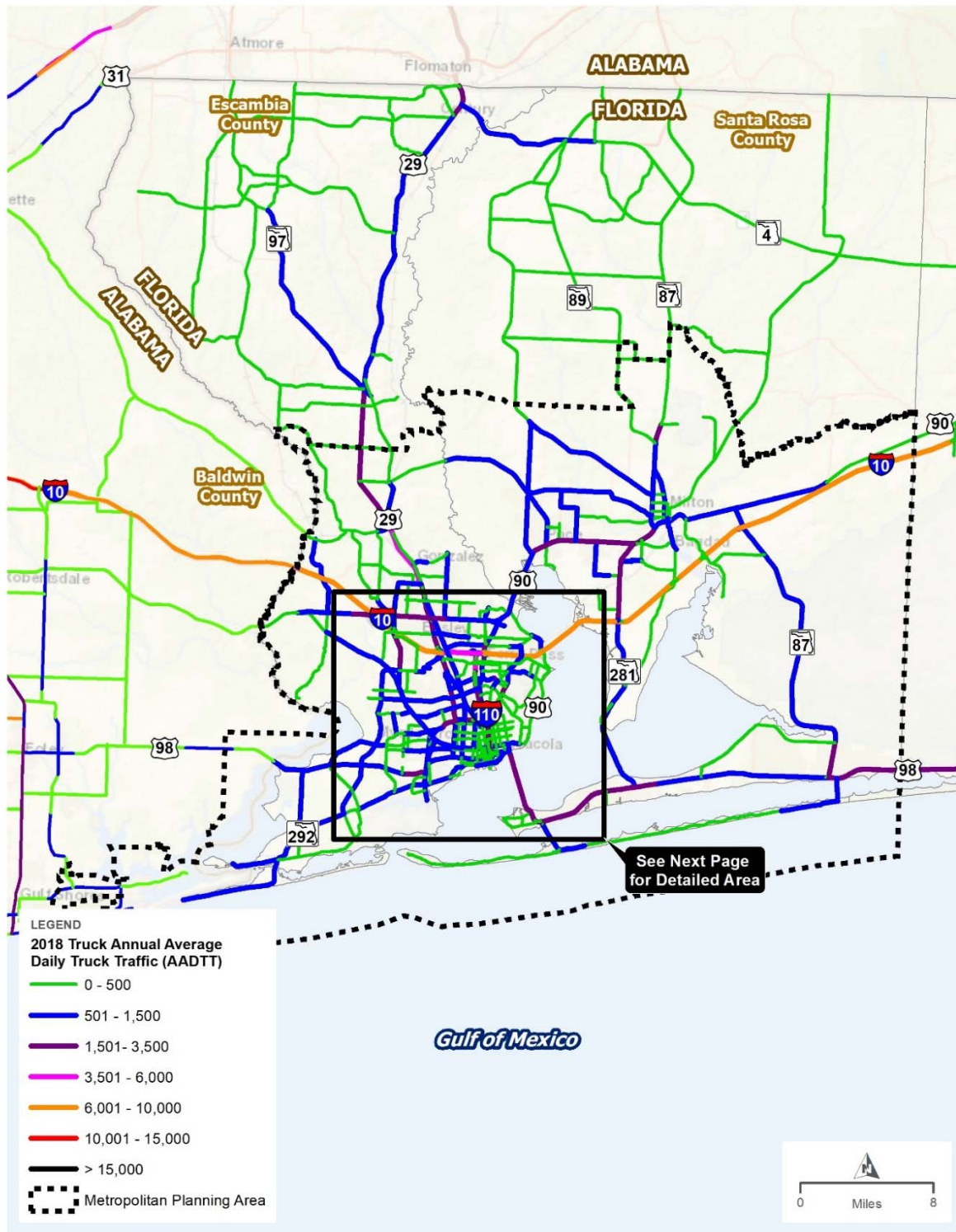


Figure 8. 2018 Truck Volumes, FL-AL TPO

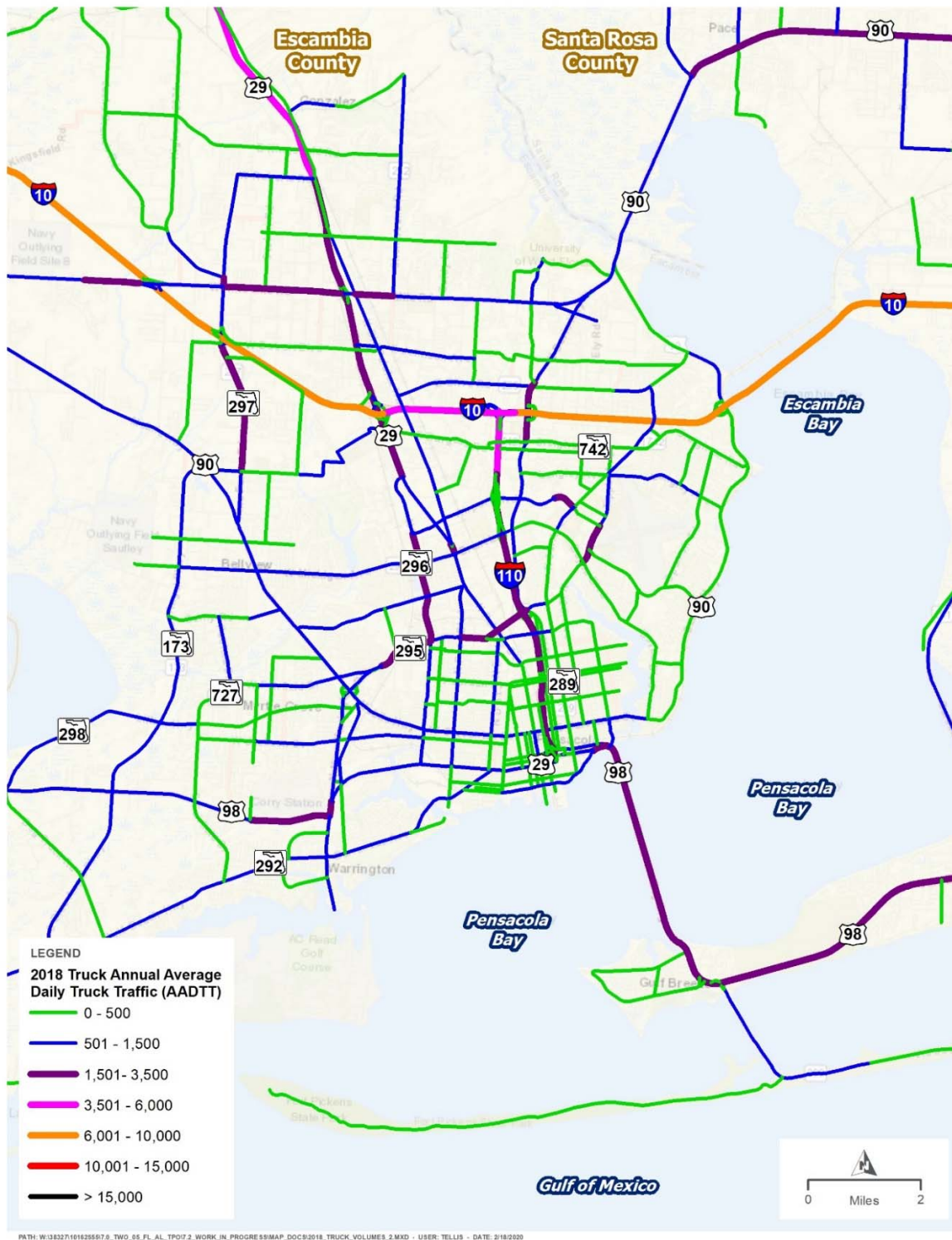


Figure 9. 2018 Truck Volumes, Pensacola Inset



4 Performance Measures

Performance measurement is the process of collecting, analyzing, and reporting information regarding the performance of a system or component. The performance measures indicate the extent to which the plan for the CMP is fulfilling its objectives. They can identify, evaluate, and monitor congestion along the corridor and note which systems are meeting targets and goals.

4.1 Level of Service Performance

The CMP roadway networks' Level of Service (LOS) was previously used as a performance measure to determine the state of congestion on the CMP network and will continue to be used in this update. The LOS Analysis tables for the Escambia County, Santa Rosa County, and Baldwin County are located in **Appendix B**.

The LOS analysis examines the quality of service along the corridor based on the daily traffic compared to daily maximum service volume and peak hour peak direction maximum service volumes. The thresholds are determined by state and local governments and the analysis is based off the FDOT 2013 *Quality/Level of Service Handbook* Generalized Service Volume Tables.

4.2 Level of Service Analysis Methodology

Annual Average Daily Traffic (AADT) counts collected by count stations along the roadway network are used to determine the amount of daily and peak hour traffic on state and local roadways. These traffic counts are used to determine LOS and to estimate the level of traffic using FDOT's generalized LOS tables. CMP LOS computations are intended for problem area identification rather than detailed operational or design analysis. The methodology used for the level of service analysis for this CMP update is as per the steps described in the FDOT's 2013 *Quality/Level of Service Handbook*.

4.3 Performance Measures for Congestion Mitigation Strategies

When MAP-21 replaced SAFETEA-LU (Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users), several key modifications were made that affect the metropolitan transportation planning process. MAP-21 focuses on performance-based planning, or planning that is performance-driven and outcome-based. Metropolitan planning organizations are required to establish and use a performance-based approach to transportation decision making and the development of transportation plans. To incorporate performance-based planning into this CMP major update, performance measures that will be used to assess the congestion mitigation strategies have been created. These measures are specific, actionable, and speak directly to individual congestion management strategies.



4.4 Documentation of the Congestion Management Process

The documentation of the CMP takes place in the form of updates along with TPO's LRTP update. The identified congested corridors will be considered in the TPO's LRTP as potential Corridor Management Plan projects if Right-of-Way for widening is cost prohibitive.

5 Performance Monitoring Plan

This step explains the process of collecting data, as it is essential to estimating the performance measures and tracking congestion over a period of time. This process requires data collection needs, responsibilities, analysis techniques and performance reporting. Performance tracking for this update is found in Error! Reference source not found..

5.1 Data Acquisition Plan

Accurate and dependable transportation data is required for the decision making process. Data acquisition helps in understanding the process for identifying, planning, developing, and evaluating congestion mitigation strategies. Data acquisition plans are the adopted performance measures for congestion mitigation strategies.

5.1.1 Traffic Volume Data for Level of Service Tables

Traffic volumes are collected annually by FDOT at various locations throughout Florida and recorded using station numbers. This information by FDOT can be found on the FDOT's Florida Traffic Online website and is an on-going update process. The TPO obtains this information to update the CMP at both major and minor updates on an annual basis.

FDOT District 3 prepares LOS tables for each county within the District. The six segments of Baldwin County, Alabama within the FL-AL TPO boundary is also included in the Escambia County LOS table prepared by FDOT. The information provided in these tables include section number, roadway number, segmentation by street and mile-posts, section length, number of lanes, total signals, number of signals per mile, posted speed limit, area type, the current AADT for each station, historic AADT counts, growth rates, and maximum service volumes. The information from the FDOT LOS tables were utilized for this CMP update.



5.1.2 Crash Data

FDOT annually updates crash data for the State Highway System as well as county and local road crashes. This information can be obtained from Florida Highway Safety Portal or FDOT's Crash Analysis Reporting System (CARS). The CARS database is created by consolidating crash data from Department of Highway Safety and Motor Vehicles (DHSMV) with roadway information from FDOT. All crashes that occurred on state roads with fatalities, injuries, and/or property damage are included in the database. As per 23 U.S.C. §409 ALDOT does not provide access to the safety data, nor does it disclose information in response to either litigation requests or open records requests.

5.1.3 Intelligent Transportation System and Operations Data

The FL-AL TPO has adopted Intelligent Transportation Systems (ITS) technology as a congestion mitigation strategy to improve traffic flow, safety, air quality, and fuel efficiency when moving people and goods. Road weather management systems, dynamic speed display signs, curve warning systems, closed-circuit television, and dynamic message signs are used to collect and provide this information within the TPO area. The Regional Transportation Management Center (RTMC) of Pensacola monitors closed-circuit television cameras, vehicle detector stations, and dynamic message signs to alert the drivers in Escambia and Santa Rosa County along the I-10 and I-110 corridors with changing travel times. The City of Orange Beach, AL is a fiber-connected city which allows for traffic priority signal control by ALDOT. Adaptive Technology is deployed only along Perdido Beach Boulevard (SR 182) to allow emergency responders to control signals.

5.1.4 Speed and Travel Time Data

Travel time and speed data can be collected using GPS technology with ITS probe vehicle techniques. These ITS probe vehicles can be anything from personal and commercial vehicles to public transit vehicles and are not used exclusively with the intent of data collection.

5.1.5 Travel Survey Data

Travel survey data can be obtained from the American Community Survey (ACS) as provided by the U.S. Census Bureau. The ACS is an on-going survey that includes questions about how people get from home to work such as means of transportation to work, number of vehicles, place of work, time leaving home to get to work, and travel time to work.

5.1.6 Travel Demand Model Data

Northwest Florida Regional Planning Model (NWFRPM) can be used by the TPO to analyze the trends from current to future years. This travel demand model data can be used to compare the changing condition over the years.



5.2 Performance Measure Assessment

5.2.1 Level of Service Analysis

A level of service analysis was completed on all major state and county roads of Escambia and Santa Rosa County and the Metropolitan Planning Area Boundary of Baldwin County consistent with the methodologies in the *FDOT 2013 Quality/Level of Service Handbook* and the Generalized Service Volume Tables. The analysis outlined the annual average daily traffic (AADT), peak hour peak direction volume, and LOS. It also incorporates an analysis of the maximum service volume, which is the capacity of each facility operating at the LOS level. The complete analysis can be found in **Appendix B**.

Table 5 and **Figure 10** highlights the Escambia County, Santa Rosa County and Baldwin County roadway segments that are operating below FDOT LOS targets in 2018.



Table 5. Escambia and Santa Rosa County - 2018 Segments Operating Below FDOT LOS Targets

Roadway	County	From	To
SR 727	Escambia	N 65 th Ave	N 61 st Ave
SR 727	Escambia	N 61 st Ave	US 90/ SR 10A/Mobile Hwy
SR 295	Escambia	SR 295 NB	CR-453/ N W St
SR 10/ US 90	Escambia	Heritage Oaks Blvd	48260024 EB On
SR 10/ US 90	Escambia	CR 297/Pine Forest Road	Stefani Rd
SR 10/ US 90	Escambia	Stefani Rd	48040012 SB Off
SR 10A/ US 90	Escambia	SR-296/ Perry Ave	Hyde Park Rd
SR 95/ US 29	Escambia	Diamond Diary Rd	48040012 SB Off
SR 292	Escambia	CR-297/ Dog Track Rd	Kingsport Ave
SR 292	Escambia	Kingsport Ave	SR 727/ S Fairfield Dr
SR 292	Escambia	SR 727/ S Fairfield Dr	Sunset Ave
SR 292	Escambia	Sunset Ave	SR-295/ N Navy Blvd
SR 291	Escambia	Hotel entrance	CR-290/ Olive Rd
SR 291	Escambia	CR-290/ Olive Rd	University Pkwy
SR 291	Escambia	US-90A/SR-10 WB	US-90A/SR-10
SR 30/ US 98	Escambia	SR-196/ Bayfront Pkwy	US 98/ SR 30/ 17 th Ave
SR 30/ SR 298/ US 98	Escambia	CR-293/ Bauer Rd	US 98/ SR 30
SR 173	Escambia	SR 298/Lillian Hwy	CR-296A/ Cerny Rd
SR 173	Escambia	CR-296A/ Cerny Rd	CR 296/ Saufley Field Rd
E Olive Rd	Escambia	CR-95A/ N Palafox St	SR 291/ N Davis Hwy
N Palafox St	Escambia	US-29/SR-95	US 90/SR 10/ Nine Mile
SR 10/ SR 87/ US 90	Santa Rosa	SR 87/ Stewart St	Canal St
SR 10/ SR 87/ US 90	Santa Rosa	Canal St	CR-191/ Willing St
SR 10/ SR 87/ US 90	Santa Rosa	CR-191/ Willing St	Dale St
SR 30/ US 98	Santa Rosa	East end of Pensacola Beach Rd	Northcliff
SR 30/ US 98	Santa Rosa	Northcliff	58030020 EB Off
SR 30/ US 98	Santa Rosa	58030020 EB Off	Bayshore Rd
SR 30/ US 98	Santa Rosa	Bayshore Rd	Shopping Center Entrance
SR 30/ US 98	Santa Rosa	Shopping Center Entrance	SR 281/ Garcon Point
SR 30/ US 98	Santa Rosa	SR 281/ Garcon Point	CR-191B/ Soundside Dr
SR 30/ US 98	Santa Rosa	SR 87	Whispering Pines Blvd
SR 30/ US 98	Santa Rosa	Whispering Pines Blvd	Okaloosa County Line
SR 180 / Canal Rd	Baldwin, AL	Foley Beach Express	SR 161



Figure 10. Segments Operating Below FDOT LOS Targets



5.2.2 Safety Analysis

The FDOT annually collects crash information for each Florida County. FDOT provides guidance for calculating a roadway segment's crash rate using the following formula:

$$\text{Crash Rate} = \frac{\text{Total Number of Crashes} \times 1,000,000}{\text{Number of Days} \times \text{AADT} \times \text{Number of Years} \times \text{Segment Length}}$$

The crash rate formula was used to analyzed by using the FDOT's Crash Analysis Reporting System database from 2012-2016. The amount of traffic on the segment is directly proportional to the frequency of crashes occurring on the roadway segment. The crash rate shown in **Figure 11** and **Figure 12** provide a comparison between the districtwide average crash rates to 2016 actual crash rates, and illustrates segments with below, average or high crash rates.

"Prior to the 1995 amendment to 23 U.S.C. §409, ALDOT released crash data to members of the public upon request with payment of a \$100 fee. One purpose of the 1995 amendment was to protect raw data from discovery and admission into evidence. Thereafter, ALDOT ceased releasing crash data to the public. In *Ex parte Alabama Dept. of Transp.*, 757 So. 2d 371 (Ala. 1999), the Alabama Supreme Court ruled that ALDOT's refusal to release crash data was proper and supported by 23 U.S.C. §409 and the crash data were also exempt from production in an "open records" request. As a result, ALDOT does not provide access to the safety data, nor does it disclose information in response to either litigation requests or open records requests".³

³ <https://www.dot.state.al.us/dsweb/divted/TrafficSOS/pdf/ALDOTSafetyDataAccessGuidebookJune2016.pdf>

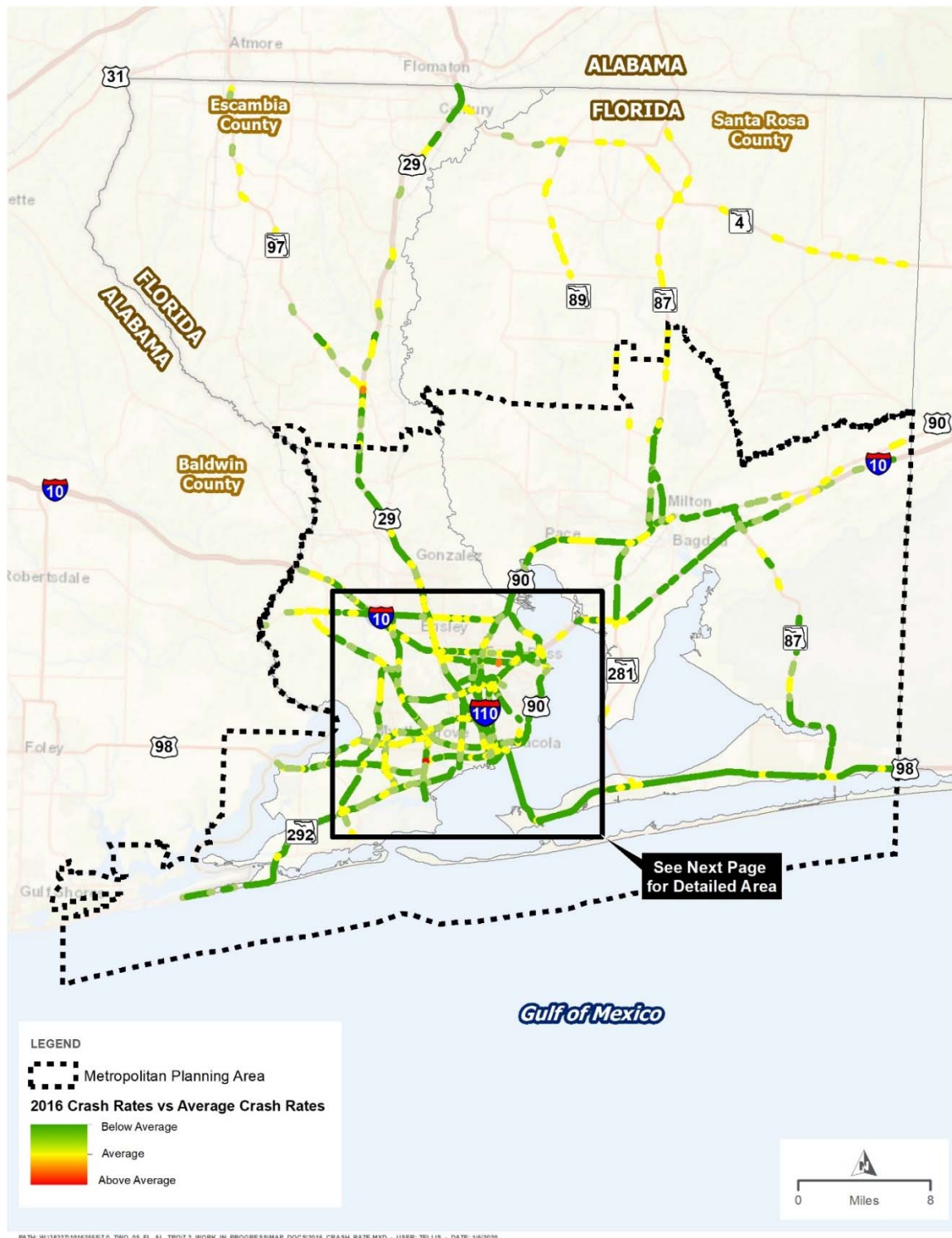


Figure 11. 2016 Crash Rate vs Average Crash Rate

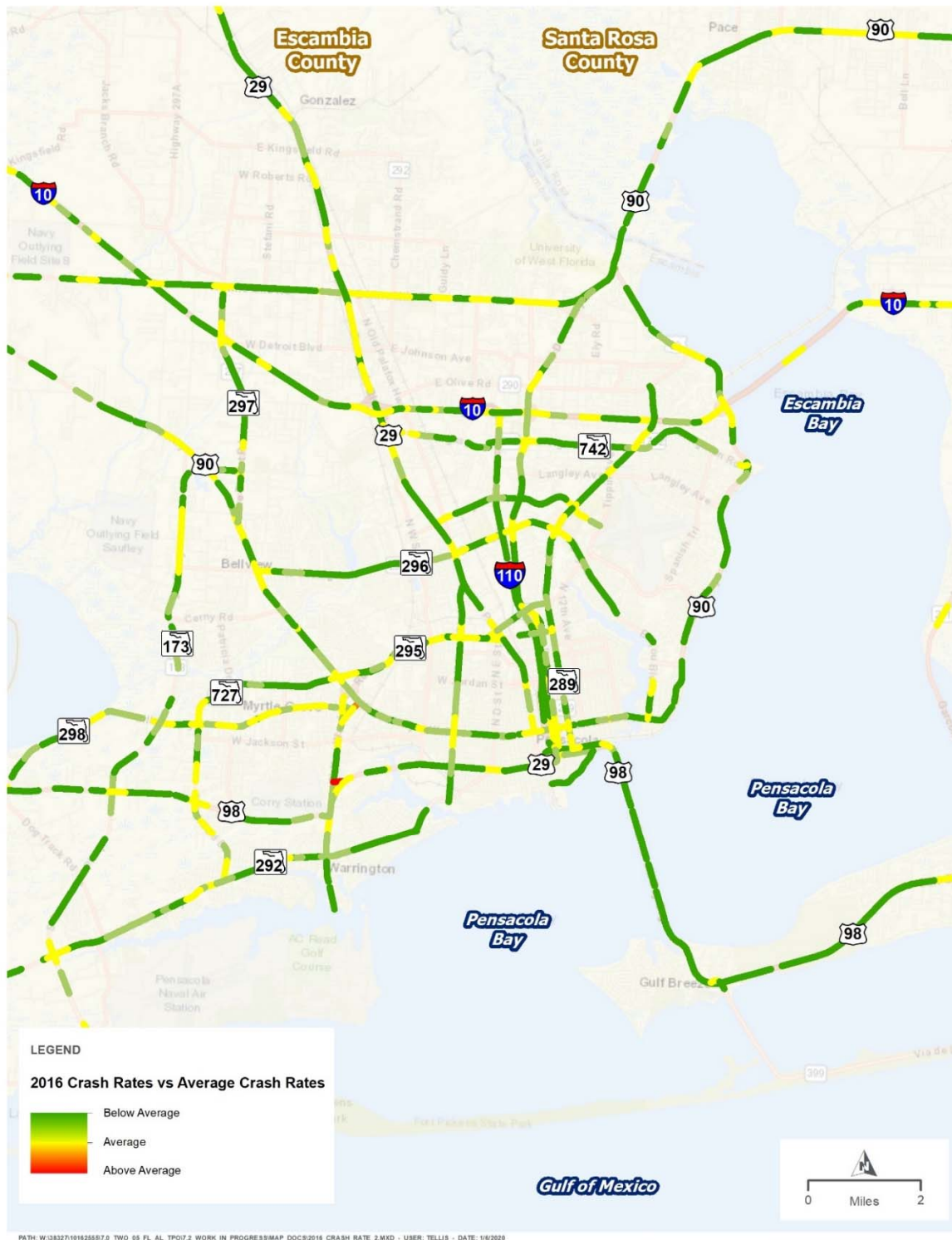


Figure 12. 2016 Crash Rate vs Average Crash Rate, Pensacola Inset



Traffic fatalities are published annually by the National Highway Traffic Safety Administration (NHTSA). Traffic fatalities by counties can be found in their reports. **Figure 13** below compares the traffic fatalities in Escambia, Santa Rosa, and Baldwin counties from 2013 through 2017.

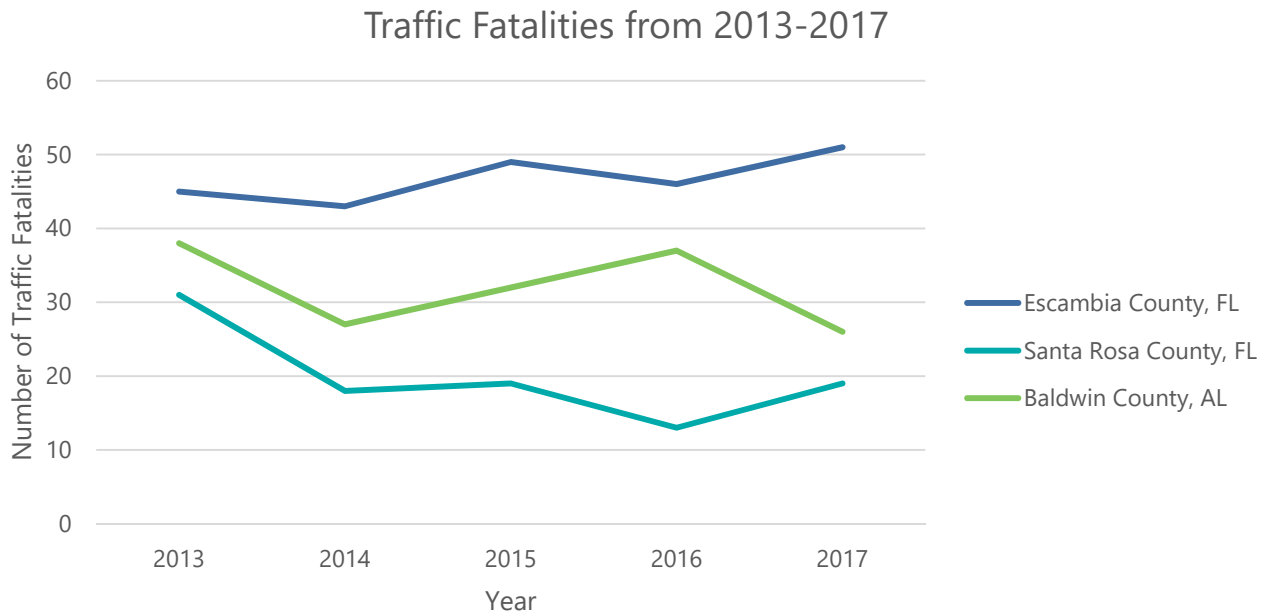


Figure 13. Number of Traffic Fatalities in Escambia, Santa Rosa and Baldwin County⁴

Table 6. Number of Traffic Fatalities in Escambia, Santa Rosa and Baldwin County, 2013-2017⁵

County	2013	2014	2015	2016	2017
Escambia County, FL	45	43	49	46	51
Santa Rosa County, FL	31	18	19	13	19
Baldwin County, AL	38	27	32	37	26

⁴ NHTSA Fatality Analysis Reporting System Encyclopedia

⁵ NHTSA Fatality Analysis Reporting System Encyclopedia



5.2.3 Behavioral Analysis

Congestion is directly related to the people, vehicle miles traveled, and mode choices of the commuters. **Figure 14** shows population and commuter changes from 2013-2017 in the FL-AL TPO Urbanized Region.

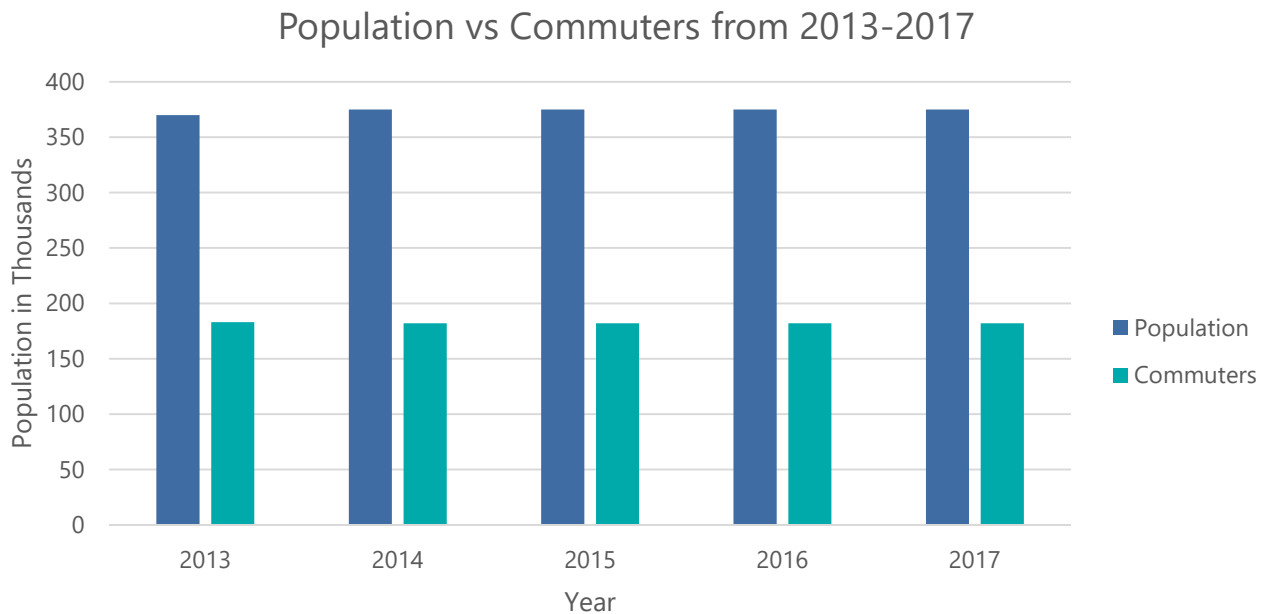


Figure 14. Population and Commuters from 2013-2017 in the FL-AL TPO Urbanized Region⁶

Figure 14 highlights that the population and the number of commuters over the years from 2013-2017 remained steady.

⁶ Texas Transportation Institute's 2019 Urban Mobility Report



5.2.3.1 Vehicle Miles Traveled

Congestion can be evaluated by vehicle miles traveled and transit miles of travel. Congestion management goals aim to reduce the number of vehicle miles traveled. **Figure 15** compares the number of vehicle miles traveled in the FL-AL TPO Urbanized Region.

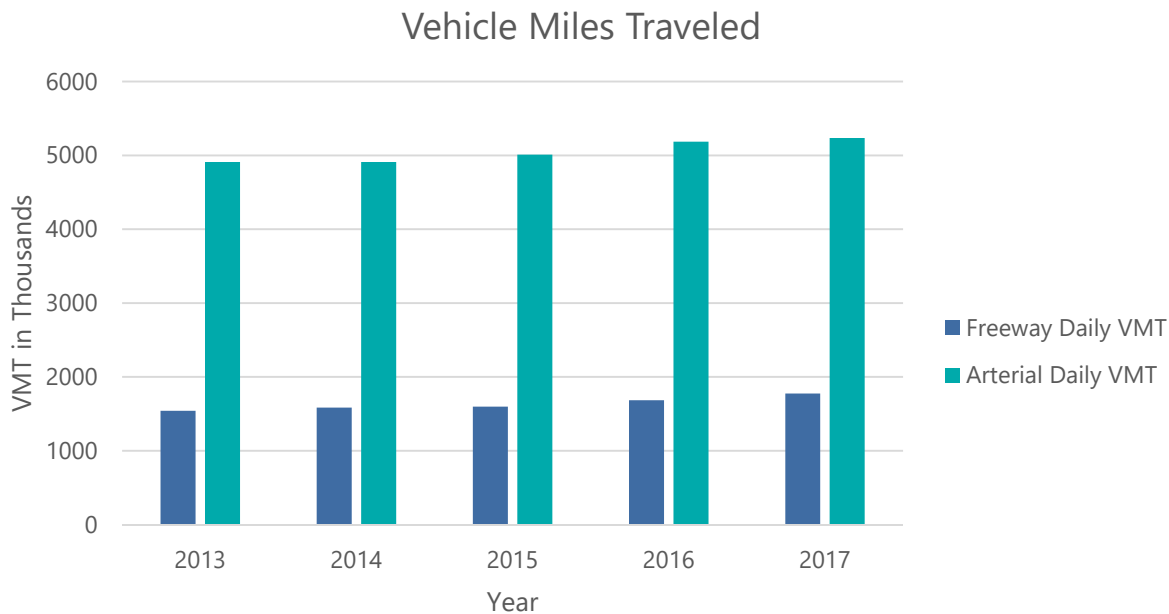


Figure 15. Vehicle Miles Traveled (VMT) from 2013-2017 for the FL-AL TPO Urbanized Region⁷

Figure 15 illustrates that there has been an increase in the Freeway Daily VMT as well as Arterial Daily VMT from 2013-2017.

5.2.3.2 Means of Transportation to Work

American Community Survey reports the means of transportation used by workers 16 years and older to travel to work. The survey bifurcates the means of transportation into various modes such as automobile, walk, bike, public transportation, taxicab, motorcycle, or other means. The report also includes whether they worked from home, carpooled, or drove alone.

Table 7-9 illustrates the outcome for the survey conducted in Escambia, Santa Rosa, and Baldwin counties during the five year period from 2013-2017. As mentioned by the American Community Survey, the margin of error may be up to five percent of the measures.

⁷ Texas Transportation Institute's 2019 Urban Mobility Report



Table 7. Means of Transportation to Work for Escambia County, 2013-2017⁸

Means of Transportation to Work	2013	2014	2015	2016	2017	2013-2017 change (Percent Point)	2016-2017 change (Percent Point)
Car, Truck, or Van – Drove Alone	73.6%	74.9%	76.5%	73.9%	77.8%	3.9	4.2
Car, Truck, or Van – Carpooled	12.2%	10.7%	9.9%	10.9%	9.4%	-1.5	-2.9
Public Transportation (excluding taxi)	0.7%	0.5%	0.9%	0.9%	0.5%	-0.4	-0.2
Walked	1.6%	1.1%	2.4%	2.7%	2.9%	0.2	1.3
Other Means	1.5%	1.4%	1.7%	1.9%	2.5%	0.7	1.1
Worked at home	10.4%	11.4%	8.6%	9.8%	7.0%	-2.8	-3.4

Table 7 shows that there has been an increase in use of car, truck or vans by 3.9 percent points from 2013 to 2017 with a decrease of 1.5 percent points in workers carpooling to work over the same time period. While there has been slight decrease of 0.4 percent point in workers using public transportation, an increase of 0.2 percent point was observed in workers walking to work.

Table 8. Means of Transportation to Work for Santa Rosa County, 2013-2017⁹

Means of Transportation to Work	2013	2014	2015	2016	2017	2013-2017 change (Percent Point)	2016-2017 change (Percent Point)
Car, Truck, or Van – Drove Alone	84.4%	83.8%	82.9%	81.7%	81.1%	-3.3	-0.6
Car, Truck, or Van – Carpooled	9.8%	8.5%	10.0%	10.5%	11.8%	2.0	1.3
Public transportation (excluding taxicab)	0.0%	0.3%	0.1%	0.1%	0.0%	0.0	-0.1
Walked	0.3%	0.6%	0.8%	0.3%	0.7%	0.5	0.4
Other means	0.5%	2.4%	0.7%	1.5%	1.0%	0.5	-0.5
Worked at home	5.1%	4.5%	5.5%	5.9%	5.3%	0.3	-0.6

⁸ American Community Survey

⁹ American Community Survey



As illustrated in **Table 8** from 2013 to 2017, contrasting from Escambia County, workers commuting to work by car, truck or van driving alone decreased by 3.3 percent points and carpooling increased by 2 percent points. Commuters using public transportation remain relatively unchanged.

Table 9. Means of Transportation to Work for Baldwin County, 2013-2017¹⁰

Means of Transportation to Work	2013	2014	2015	2016	2017	2013-2017 change (Percent Point)	2016-2017 change (Percent Point)
Car, Truck, or Van – Drove Alone	86.7%	87.9%	85.1%	82.3%	82.1%	-4.6	-0.2
Car, Truck, or Van – Carpooled	7.9%	7.0%	5.9%	7.1%	10.1%	2.2	3.0
Public transportation (excluding taxicab)	0.0%	0.3%	0.0%	0.5%	0.0%	0.0	-0.5
Walked	1.1%	0.8%	0.9%	0.5%	0.5%	-0.6	0.0
Other means	1.2%	1.1%	0.8%	1.9%	0.7%	-0.5	-1.2
Worked at home	3.1%	2.8%	7.3%	7.7%	6.6%	3.5	-1.1

As highlighted in **Table 9**, from 2013-2017, there was a large decrease in individual drivers and an increase in carpoolers. There was a significant increase of 3.5 percent points in the number of people working from home. The other categories remained relatively unchanged.

5.2.3.3 Travel Time to Work

Also reported by the American Community Survey is travel time to work. **Tables 10-12** display the results for Escambia, Santa Rosa, and Baldwin counties from 2013-2017. It is important to note that the margin of error may be up to five percent for the American Community Survey measures.

¹⁰ American Community Survey



Table 10. Travel Time to Work for Escambia County, 2013-2017¹¹

Travel Time to Work	Percent of Commuters					2013-2017 change (Percent Point)	2016-2017 change (Percent Point)
	2013	2014	2015	2016	2017		
Less than 10 minutes	9.0%	9.8%	11.2%	11.3%	9.4%	0.4	-1.9
10 to 14 minutes	16.8%	12.9%	15.0%	12.5%	13.5%	-3.3	1.0
15 to 19 minutes	23.4%	26.2%	27.0%	24.1%	23.2%	-0.2	-0.9
20 to 24 minutes	19.4%	23.4%	19.8%	20.2%	20.9%	1.5	0.7
25 to 29 minutes	7.6%	8.3%	7.2%	8.1%	7.9%	0.3	-0.2
30 to 34 minutes	10.9%	10.1%	10.6%	11.5%	12.0%	1.1	0.5
35 to 44 minutes	3.3%	3.4%	3.0%	3.4%	2.9%	-0.4	-0.5
45 to 59 minutes	5.0%	2.8%	3.1%	4.7%	5.7%	0.7	1.0
60 or more minutes	4.6%	3.1%	3.2%	4.1%	4.5%	-0.1	0.4
Mean travel time to work (minutes)	22.9	21.2	20.6	22.4	23.2	0.3	0.8

Travel Time to Work - Escambia County

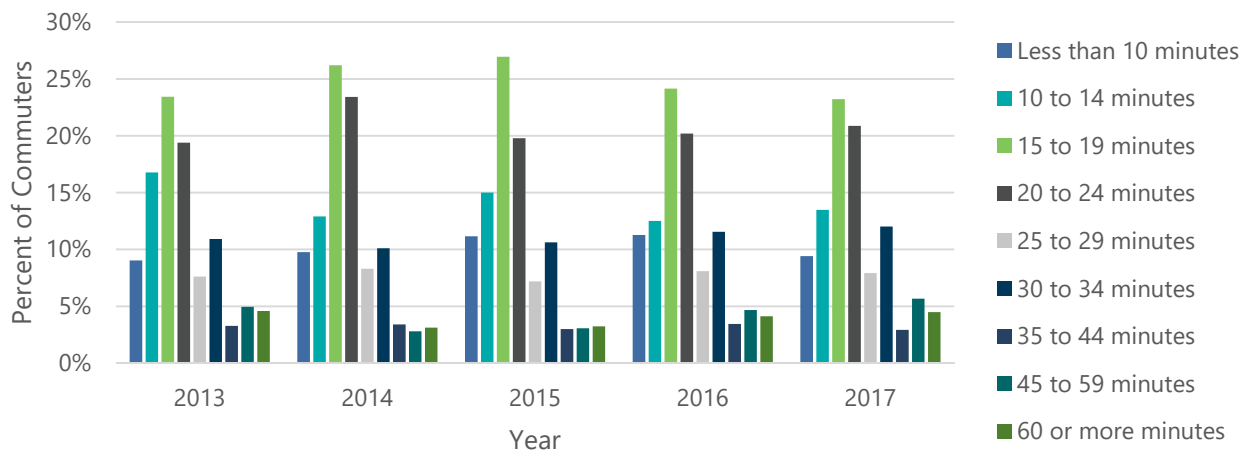


Figure 16. Travel Time to Work for Escambia County, 2013-2017

Table 11 and **Figure 16** show that most travel time from 2013-2017 in Escambia County has changed less than 2 percent points. The exception is for those commuters that travel 10 to 14 minutes, who saw a decrease of 3.3 percent points.

¹¹ American Community Survey



Table 11. Travel Time to Work for Santa Rosa County, 2013-2017¹²

Travel Time to Work	Percent of Commuters					2013-2017 change (Percent Point)	2016-2017 change (Percent Point)
	2013	2014	2015	2016	2017		
Less than 10 minutes	8.9%	8.6%	11.2%	8.1%	9.7%	0.8	1.6
10 to 14 minutes	7.3%	13.5%	10.1%	11.0%	8.5%	1.2	-2.5
15 to 19 minutes	14.0%	13.4%	12.0%	12.1%	15.5%	1.5	3.4
20 to 24 minutes	13.2%	10.4%	13.3%	12.6%	12.2%	-1.0	-0.4
25 to 29 minutes	5.8%	6.2%	7.9%	9.7%	8.6%	2.8	-1.2
30 to 34 minutes	18.2%	19.0%	19.0%	15.9%	16.2%	-1.9	0.3
35 to 44 minutes	7.8%	9.5%	6.3%	13.2%	10.6%	2.8	-2.7
45 to 59 minutes	10.9%	9.3%	13.0%	10.9%	11.1%	0.2	0.2
60 or more minutes	7.3%	10.1%	7.0%	6.5%	7.6%	0.4	1.1
Mean travel time to work (minutes)	26.7	29.6	28	28.4	29.6	2.9	1.2

Travel Time to Work - Santa Rosa County

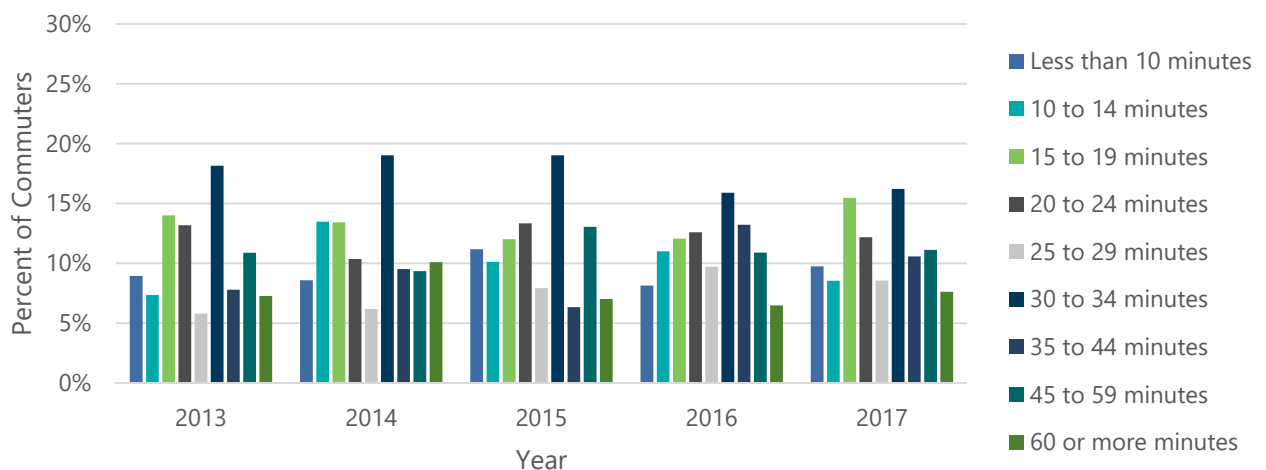


Figure 17. Travel Time to Work for Santa Rosa County, 2013-2017

Table 11 and **Figure 17** show the travel time to work for Santa Rosa County from 2013-2017. The commuters that travel 35-44 minutes had a 2.8% increase from 2013-2017, but experienced a decrease of 2.7% from 2016-2017.

¹² American Community Survey



Table 12. Travel Time to Work for Baldwin County, 2013-2017¹³

Travel Time to Work	Percent of Commuters					2013-2017 change (Percent Point)	2016-2017 change (Percent Point)
	2013	2014	2015	2016	2017		
Less than 10 minutes	10.4%	9.7%	10.5%	9.7%	13.8%	3.4	4.1
10 to 14 minutes	15.9%	13.2%	12.7%	13.1%	14.6%	-1.3	1.5
15 to 19 minutes	16.5%	14.5%	13.6%	14.8%	14.5%	-2.0	-0.3
20 to 24 minutes	12.0%	15.7%	18.1%	9.6%	11.3%	-0.7	1.7
25 to 29 minutes	6.6%	5.6%	5.0%	8.4%	7.3%	0.7	-1.2
30 to 34 minutes	14.7%	20.1%	18.7%	18.5%	15.2%	0.5	-3.3
35 to 44 minutes	5.1%	4.0%	4.5%	8.1%	6.1%	1.0	-2.0
45 to 59 minutes	12.4%	9.7%	10.3%	9.2%	11.5%	-1.0	2.2
60 or more minutes	6.4%	7.5%	6.4%	8.6%	5.7%	-0.6	-2.8
Mean travel time to work (minutes)	26.3	27.5	26.4	27.5	25.1	-1.2	-2.4

Travel Time to Work - Baldwin County

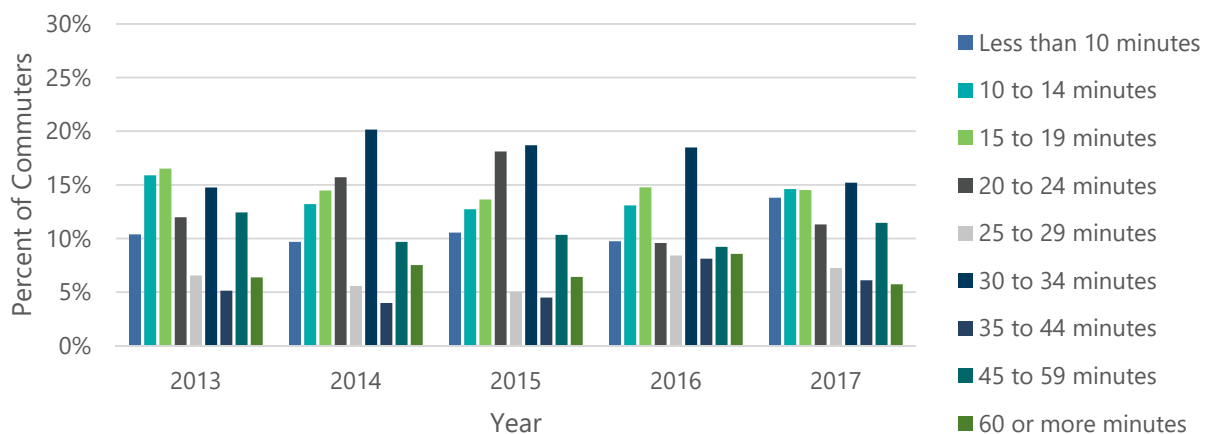


Figure 18. Travel Time to Work for Baldwin County, 2013-2017

Table 12 and **Figure 18** display the travel time to work for Baldwin County. Baldwin County is the only county that experienced a decrease in average travel time to work. This was observed for both 2013-2017 and 2016-2017.

¹³ American Community Survey



5.2.4 Congestion Analysis

There are numerous measures taken into consideration for traffic congestion assessment in order to improve LOS and efficiencies of transportation systems, including:

- Planning Time Index
- Peak Commuters
- Annual Delay per Commuter
- Total Delay
- Free-Flow Speeds
- Excess Fuel Consumed
- Congestion Cost
- Urban Area
- Number of Rush Hours

Texas Transportation Institute gathers these measures annually, and the most up to date Urban Mobility Report (2019) shows the results for the FL-AL TPO Urbanized Area in **Table 13**.

Table 13. Congestion Measures for the FL-AL TPO Urbanized Area, 2017¹⁴

Measures	Congestion in 2017
Congested Travel	8.9% of peak VMT
System Congestion	6.8% of lane-miles
Annual Delay	9,520,000 person-hours
Annual Excess Fuel Consumed	3,722,000 gallons
Annual Truck Delay	400,000 person-hours
Travel Time Index	1.17
Congestion Cost	\$192 million

¹⁴ Texas Transportation Institute's 2019 Urban Mobility Report



In addition to understanding these performance measures values, it is also useful to compare the FL-AL TPO region's performance to others in the United States. The Texas Transportation Institute's 2019 Urban Mobility Report gathers and compares traffic conditions for 101 urban areas from years 1982 to 2017, including:

- 15 areas categorized as very large urbanized areas with over 3 million people
- 32 large urbanized areas with a population between 1 million to 3 million
- 32 medium urbanized areas with a population between 0.5 million to 1 million
- 22 small urbanized areas with less than 500,000 population

Different components of congestion are measured for each urbanized area and the Texas Transportation Institute ranks them from 1 to 101. The ranking comparison is made as different congestion components are assigned ranks from low to high; a low rank generally signifies a worse condition.

The Pensacola region, as categorized by the Texas Transportation Institute, is a small urbanized area with a population of 500,000 or less and predictably the region would rank better in terms of congestion as compared to larger urban areas. For the purpose of this study, the Pensacola region's rankings were divided into three categories: high: 1-35; medium: 36-70; and low: 71- 101.

Table 14 shows the comparison of the FL-AL TPO Urbanized region and its rankings compared to the other areas in the study by the Texas Transportation Institute.

The FL-AL TPO Urbanized area ranked in the "low" category for most of the congestion measurements and did not rank in the "high" category for any. The three measures that ranked medium include: annual hours of delay per auto commuter, commuter stress index, and the travel time index.

Table 14. FL-AL TPO Urbanized Area Congestion Ranking¹⁵

Congestion Measure	2019 Value	Ranking (out of 101)	Ranking Comparison
Travel Delay	9.52 million hours	88	Low
Excess Fuel Consumed	3.72 million gallons	87	Low
Truck Congestion Cost	\$20 million	87	Low
Annual Truck Delay	400,000 hours	88	Low
Annual Hours of Delay per Auto Commuter	43 hours	63	Medium
Annual Congestion Coast per Auto Commuter	\$662	85	Low
Commuter Stress Index*	1.18	56	Medium
Travel Time Index**	1.17	49	Medium
Planning Time Index***	1.12	96	Low

*The ratio of travel time in the peak period to the travel time at free-flow conditions for the peak directions of travel in both peak periods. A value of 1.4 indicated a 20-minute free-flow trip takes 28 minutes in the most congested directions of the peak periods.

**A measure of congestion that focuses on each trip and each mile of travel. It is calculated as the ratio of travel time in the peak period to travel time in free-flow. A value of 1.30 indicates that a 20-minute free-flow trip takes 26 minutes in the peak.

***A travel time reliability measure that represents the total travel time that should be planned for a trip. Computed with the 95th percentile travel time it represents the amount of time that should be planned for a commute trip to be late for only 1 day a month.

Source: Texas Transportation Institute's 2019 Urban Mobility Report

The FL-AL TPO Urbanized area ranked in the "low" category for most of the congestion measurements and did not rank in the "high" category for any. The three measures that ranked medium include: annual hours of delay per auto commuter, commuter stress index, and the travel time index.

6 Corridor Management Process Plan

Corridor management process is focused on certain goals and objectives. The CMP focuses mainly on congested spots and corridors unlike Transportation System Management and Operation (TSM&O) Strategies which looks at performance from a system perspective for the entire transportation system.

6.1 Corridor Management Planning for Constrained Facilities¹⁶

The corridors identified as possible problem areas or congested corridors were considered by the TPO for corridor management plans. These corridors were analyzed for the corridor management plans, then

¹⁵ Texas Transportation Institute's 2019 Urban Mobility Report

¹⁶ https://www.ecrc.org/programs/transportation_planning/plans_and_documents/index.php#outer-147



they were accessed to identify access management and operational enhancements to support multi-modal transportation.

The following segments have completed corridor management plans in the past:

- Berryhill Road
- Detroit Boulevard/Johnson Avenue
- East Cervantes (From North 9th Avenue to East Gonzalez Street)
- Gulf Beach Highway/Sorrento Road
- SR 727/Fairfield Drive (From Lillian Highway to Mobile Highway)
- US 90 (Escambia River Bridge to SR 87 South)
- SR 10A (US 90) West Cervantes Street/Mobile Highway

The following corridors are recommended for multi-modal studies in the future:

- East Bay Boulevard (underway)
- Glover Lane from US 90 to Berryhill Road
- West Spencer Field Road US 90 to Berryhill Road
- Chumuckla Highway/US 90 Intersection Improvements
- Chemstrand Road from Johnson Avenue to Old Chemstrand Road

7 Monitoring Strategy Effectiveness

Monitoring strategy effectiveness is the final step of the CMP. This step helps in implementation of the CMP and evaluates whether the CMP objectives were attained or not. If the expected benefits fall short of the anticipated impact, then it helps to identify the congested corridors in the subsequent CMP update and improve the strategies.

7.1 Documentation of Effectiveness

Once the congestion management strategies are applied to a congested corridor, it is evaluated for its effectiveness. CMP strategies are evaluated on the basis of potential benefits to congestion relief, but certain strategies may have benefits beyond reducing congestion.

7.2 Monitoring and Tracking

Along with the every CMP update, the effectiveness of the congestion management strategies will be monitored and tracked. Identification of trends become simple as more data is compared and analyzed over time. The comparative study of previous plans for the CMP to the latest will show a clear picture of the impacts of these strategies. The LOS analysis from the past and presents reports helps in the comparative analysis to determine the effectiveness of the adopted strategies. This comparison and



analysis of the effectiveness of the strategies is carried out by the LRTP steering committee by analyzing the major update every five years. There are strategies which indicate immediate results such as auxiliary lanes while on the other hand cases like Transportation Demand Management (TDM) take a long time to indicate visible impacts.

8 Implementation and Management

In order to coordinate with various activities in a timely manner and to provide a high quality product, the CMP has to maintain an implementation and management plan. To provide quality information and to produce the desired results, different agencies should be in sync to ensure proper functionality of the CMP. Implementation and management helps the CMP to update the latest data and to incorporate the latest technological trends into the document. As the CMP is an integral part of the TPO's LRTP, it goes through a major update every five years along with the LRTP. It is recommended that the congested spots and corridors be studied, monitored, updated and calibrated as per the effectiveness of any new congestion related issues arising along the corridors.

8.1 Linkage between the Congestion Management Process and NEPA

National Environmental Policy Act (NEPA) process is applicable to all highway and transit projects that utilize federal funds. NEPA related issues can be addressed as NEPA requirements are reflected in the FDOT's Project Development and Environment (PD&E) study. Several congestion management strategies are considered for roadway improvements in a PD&E study as part of the no-build alternative which is evaluated with one or more build alternatives. The effectiveness of these strategies in addressing the purpose and need of the project is evaluated at this point. Environmental Commitments made during the NEPA process are tracked by FDOT in the StateWide Environmental Project Tracker (SWEPT) system and locally in FDOT District 3 Project Suite Enterprise Edition (PSEE) application.

8.2 Linkage between the Intelligent Transportation System Management Systems and the CMP

FDOT has established the Florida Intelligent Transportation Systems Strategic Plan (October 2014)¹⁷ with a mission to enhance the safety, efficiency, and reliability of Florida's transportation system. In 2010, the FL-AL TPO adopted the Regional Intelligent Transportation Systems (ITS) Plan with two other TPO's in Northwest Florida. ITS uses technology to improve traffic flow, safety, air quality, and fuel

¹⁷ <https://www.fdot.gov/traffic/ITS/Projects-Deploy/Strategic-Plan.shtml>



efficiency when moving people and goods. The plan identifies the current and future needs of the area to make the existing infrastructure and systems work.

8.3 Integration with the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP)

FL-AL TPO uses the CMP as an integral part of the planning process, including the LRTP and the TIP. The LRTP, with the use of the CMP and the Northwest Florida Regional Transportation Model, analyzes existing and future deficiencies. Roadways that are determined to be cost prohibitive for Right-of-Way acquisition are further analyzed for potential Corridor Management Plan Studies as an additional way to mitigate congestion. Through the TPO's annual project priority process, Corridor Management Plan Studies are ranked for consideration in the TPO's Five Year TIP. Once a Corridor Management Plan is complete, it is again prioritized by the TPO for implementation of potential improvements in the Five Year TIP. Corridor Management Plan improvements can also be implemented through resurfacing projects and local municipalities. Local municipalities should also review the LRTP Needs Plan for new roadways and consider implementing Corridor Preservation Ordinances in their jurisdictions as a way to reduce future Right-of-Way costs.

8.4 Integration with the Public Participation Plan (PPP)

The TPO's public involvement team aims to achieve optimum engagement of the public when developing major planning documents and programs. This process is outlined in the TPO's Public Participation Plan, which can be found at www.ecrc.org. Before the planning process begins, quality public participation is solicited and continues throughout the process, helping to alleviate, and mitigate project impacts, while providing the best solutions.¹⁸

The primary goals of the Florida-Alabama TPO PPP are to:

1. **Inform the Public:** Inform the public and promote public participation with the help of available resources, provide information regarding opportunities and ways to participate in the transportation decision making process.
2. **Involve the Public:** Involve the public in the transportation decision making process so that everyone in the community feels a sense of ownership in the ideas and nobody feels left out of the process.

¹⁸ https://www.ecrc.org/programs/public_involvement/index.php



3. **Include the Public:** Reach out to everyone in the community to increase participation irrespective of the geography, organization and demography of the community under the TPO study area.

Members of the public can also participate and comment on the Congestion Management Process by attending the TPO and Advisory Committee Meetings and the Long Range Transportation Plan Steering Committee Meetings when the Congestion Management Process is an agenda item at these advertised meetings. Members of the public can also provide comments when the draft Congestion Management Process is posted on the web site when the Transportation Manager e-mails the link to the TPO and Advisory Committees as well as interested parties.

8.5 Implementation Responsibilities

Depending upon the recommendations in the next major update to the plan for the CMP, funding responsibilities will be sent to the FL-AL TPO, FDOT and/or ALDOT, or local governments for potential implementation.

8.6 Involvement and Role of Decision Makers

There are several key decision makers in the planning process which include various transportation, land use and commuter service agencies. Representatives from these different agencies form a Technical Coordinating Committee (TCC). The TCC serves as a backdrop for these agencies to contribute their comments and opinions on the draft plan for the CMP. Upon its approval, the TCC and CAC will formally make their recommendations to the TPO for actions regarding the CMP.

8.6.1 Agency Involvement

Representative of the following agencies constitute the TPO's TCC:

- Planning Department (Baldwin County)
- BRATS (Baldwin County Commission)
- City Manager's Office (City of Gulf Breeze)
- Planning and Development Department (City of Milton)
- Community Development Department (City of Orange Beach)
- City Public Works (City of Pensacola)
- City Traffic Engineering Office (City of Pensacola)
- Community Redevelopment Agency (City of Pensacola)
- Planning Department (City of Pensacola)
- Pensacola International Airport
- Port of Pensacola
- Planning Department (Eastern Shore MPO)
- Emerald Coast Utilities Authority
- Bureau of Development Services (Escambia County)



- Community and Environment Division (Escambia County)
- County School District (Escambia County)
- Emergency Management Office (Escambia County)
- Planning Department (Escambia County)
- Escambia County Area Transit
- Escambia County Community Redevelopment Agency
- Pensacola Naval Air Station

8.6.2 Elected Official Involvement

The FL-AL TPO representatives include city and county elected officials within the urbanized area. There are eleven commissioners, eight city council members serving on the TPO's board. The breakdown can be seen in **Table 15**. The TPO is provided the opportunity to review and comment on drafted documents and final documents before approval. Since the plan for the CMP is included in the LRTP, the TPO will also review the list of proposed projects recommended to mitigate congestion.

Table 15. Florida-Alabama TPO Elected Officials Representation

Governing Locality	Number of Representatives
Escambia County Commission	5 Commissioners
Santa Rosa County Commission	5 Commissioners
Baldwin County Commission	1 Commissioner
City of Pensacola	5 Council Members
City of Milton	1 Council Member
City of Gulf Breeze	1 Council Member
City of Orange Beach	1 Council Member



9 Conclusion & Next Steps

CMP is updated every five years and this update to the CMP plan is a major update to coincide with the LRTP's update. This major plan update evaluates the identified congested spots and corridors in between the LRTP development cycles. Each year a minor CMP update report is generated in order to coordinate its implementation with TIP development. The annual minor CMP update reflects the accomplishments in terms of congestion mitigation expected by the TPO by evaluating the Performance Measures, LOS Tables, the Truck Traffic Map, and producing a Corridor Management Plan on a segment recommended in the LRTP.

It is recommended that the next minor update of the CMPP include: 1) Establishment of Performance Targets based on recommended Performance Measures (see **Table 3. 2020 CMP Major Update Analysis Reference**) and 2) Continued Performance Measure Tracking & Analysis of Performance Targets of the most recent 5 years of available data. **Table 16** describes each CMP Objective and the associated Mitigation Strategy to achieve that objective. In this update of the CMP, Performance Measures and the associated Data Needs are noted in **Table 16**. Finally, **Table 16** notes key policy recommendations that would serve as the building blocks for each Mitigation Strategy.

Table 16. Objectives, Mitigation Strategies, and Performance Measures

CMP Objective	Mitigation Strategies	Performance Measures	Data Tracking Needs	Policy Recommendations
Provide Options to Reduce Travel Demand	❖ Implement Transportation Demand Management (TDM) Strategies ❖ Provide mode choices to the commuters	- Increase participation in TDM programs - Increase bicycle and pedestrian connectivity through additional facilities and improved facilities - Increase transit usage -Expand transit system -Decrease vehicle miles traveled (VMT) -Reduce Average Travel Time to Work	▪ Vehicle Miles Traveled (VMT) ▪ Public transportation annual passenger miles of travel ▪ Commute to Work Travel Times ▪ Commute to Work Mode Split ▪ Annual rideOn participation ▪ # of Bike/Pedestrian connections/improvements funded and completed ▪ Transit System Improvement Metrics (# of routes, average headways, average commute times, # of choice riders)	✓ Adjust project prioritization evaluation criteria to increase funding resources of active transportation modes. ✓ Commit dedicated annual funding to the expansion of system-wide bicycle and pedestrian facilities. ✓ Provide dedicated resources to support TDM program activities and annual reporting.
Improve Safety	❖ Engage Community Traffic Safety Team (CTST) with community awareness and education ❖ Prioritize safety of active transportation modes ❖ Seek out engineering solutions for high-crash "hot spots" ❖ Implement access management strategies to reduce conflict points	- Reduce crash rates	▪ Annual Crash Rates (Vehicle, Bike, Ped) ▪ Annual Fatalities (Vehicle, Bike, Ped) ▪ Annual report of CTST awareness activities and outcomes ▪ Location of High Crash Areas ("Hot Spots")	✓ Include immediate safety needs in short-term funding priorities. ✓ Dedicate resources to CTST Program.
Encourage Active Transportation Modes	❖ Promote the use of public transportation and make the transit stops more accessible ❖ Encourage biking and walking by improving bicycle and pedestrian infrastructure and improving connectivity	-Increase # of miles of bike and pedestrian facility projects that create connectivity between existing multi-modal facilities -Improve transit facilities to be ADA compliant	▪ % of Annual Funding Dedicated to Active Transportation Facilities ▪ % of Transit Facilities Compliant with ADA	✓ Adjust project prioritization evaluation criteria to increase the weight of active transportation modes. ✓ Provide \$1.3 mil of funding through the year 2045 for separated bicycle and pedestrian facilities
Provide Reliable and Efficient Transportation Options	❖ Implementation of Transportation System Management and Operation Strategies ❖ Improve the flow of traffic ❖ Re-time traffic signals annually ❖ Prioritize capacity improvements for roadways with demand that exceeds maximum service volumes	- Improve traffic flow - Improve capacity of roadways with inadequate LOS - Increase ITS capabilities	▪ Annual LOS Data (FDOT) ▪ ITS System Metrics	✓ Dedicate resources and funding for traffic monitoring, management, and control facilities and programs ✓ Commit to Implementing the Advanced Traffic Management System (ATMS) ✓ Dedicate funding resources in operational roadway improvements (Corridor Management) each fiscal year ✓ Prioritize projects with LOS F ✓ Prioritize low-cost, operational improvements that will reduce congestion
System Preservation	❖ Resurface Major & Minor Arterials on Recommended Cycle	-Improve resurfacing practices to reach recommended resurfacing guidelines	▪ # of Miles Resurfaced Annually ▪ Asset Inventory ▪ Pavement Condition Data	✓ Dedicate resources and funding to meet resurfacing needs on the recommended annual cycle.



Appendix A

List of Sections with the federal laws and regulation requirements for CMP.



Requirement		CMP Section
23 CFR § 450.322		
(a)	Address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system.	5.2
(b)	Result in multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan and the TIP.	7
(c)	Consideration should be given to strategies that manage demand, reduce single occupant vehicle (SOV) travel, improve transportation system management and operations, and improve efficient service integration within and across modes, including highway, transit, passenger and freight rail operations, and non-motorized transport.	5.2
(d)	Developed, established, and implemented as part of the metropolitan transportation planning process that includes coordination with transportation system management and operations activities.	8
(1)	Methods to monitor and evaluate the performance of the multimodal transportation system, identify the underlying causes of recurring and non-recurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions;	5,7 & 8
(2)	Definition of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods.	1
(3)	Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions.	5.1
(4)	Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures.	5.2
(i)	Demand management measures, including growth management, and congestion pricing.	5.2.3 & 5.2.4



(ii)	Traffic operational improvements.	5.2.1
(iii)	Public transportation improvements.	3.2
(iv)	ITS technologies as related to the regional ITS architecture.	5.1.3
(v)	Where necessary, additional system capacity.	5.2.1
(5)	Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation.	8
(6)	Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures.	8
(e)	In a TMA designated as nonattainment area for ozone or carbon monoxide pursuant to the Clean Air Act, Federal funds may not be programmed for any project that will result in a significant increase in the carrying capacity for SOVs (i.e., a new general purpose highway on a new location or adding general purpose lanes, with the exception of safety improvements or the elimination of bottlenecks), unless the project is addressed through a congestion management process meeting the requirements of this section.	Not applicable – FL-AL is in Attainment.
(f)	In TMAs designated as nonattainment for ozone or carbon monoxide, the congestion management process shall provide an appropriate analysis of reasonable (including multimodal) travel demand reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for SOVs (as described in paragraph (d) of this section) is proposed to be advanced with Federal funds.	Not applicable – FL-AL is in Attainment.
(g)	State laws, rules, or regulations pertaining to congestion management systems or programs may constitute the congestion management process, if the FHWA and the FTA find that the State laws, rules, or regulations are consistent with, and fulfill the intent of, the purposes of 23 U.S.C. 134 and 49 U.S.C. 5303.	1
(h)	A MPO serving a TMA may develop a plan that includes projects and strategies that will be considered in the TIP of such MPO.	7 & 8
(1)(i)	Such plan shall: Develop regional goals to reduce vehicle miles traveled during peak commuting hours and improve transportation connections between areas with high job concentration and areas with high concentrations of low-income households;	5.2.3



(ii)	Identify existing public transportation services, employer based commuter programs, and other existing transportation services that support access to jobs in the region; and	3.2
(iii)	Identify proposed projects and programs to reduce congestion and increase job access opportunities.	6
(2)	Consult with employers, private and nonprofit providers of public transportation, transportation management organizations, and organizations that provide job access reverse commute projects or job-related services to low-income individuals.	8
F.S. 339.175		
(6) (c) (1)	Prepare a congestion management system for the metropolitan area.	1-9



Appendix B

- 2018 Daily Level of Service Analysis Tables for Escambia, Santa Rosa and Baldwin Counties
- 2018 Peak Hour Peak Direction Level of Service Analysis Tables for Escambia, Santa Rosa and Baldwin Counties

Level of Service Analysis - Daily																	
Section Number	County	Roadway	From	Segment To	Daily Maximum Service Volume	FDOT LOS Target	Design Growth Rate	Historical AADT					Future Trend Volumes		2018 LOS	2023 LOS	2028 LOS
								2013	2014	2015	2016	2017	2018	2023	2028		
48000002	Escambia	BARRACKS ST	PORT AUTHORITY GATE	E MAIN ST	12,432	D	3.7%	1,700	1,650	1,300	2,300	1,950	2,200	2,600	3,200	C	C
48000069	Escambia	S 9TH AVE	BAYFRONT PKWY	E CHASE ST	16,317	D	1.6%	5,000	5,300	4,400	4,900	5,300	5,800	6,300	6,800	C	C
48003000	Escambia	SR 289 / US 98	E CHASE ST	US98B/SR30A/E GREGOR	24,300	D	6.0%	-	10,800	8,500	11,700	12,000	12,800	17,100	22,900	D	D
48003000	Escambia	SR 289 / US 98	US98B/SR30A/E GREGOR	US-98/SR-10A/E CERVA	30,780	D	1.0%	16,100	15,300	15,900	17,300	16,200	15,800	16,600	17,500	D	D
48003000	Escambia	SR 289	US-98/SR-10A/E CERVA	SR-752/TEXAR DR	30,780	D	1.0%	17,000	16,900	16,100	16,900	16,800	15,100	15,900	16,700	D	D
48003000	Escambia	SR 289	SR-752/TEXAR DR	SR-296/FAIRFIELD DR	30,780	D	1.0%	19,800	19,400	21,500	19,800	19,400	18,700	19,200	20,700	D	D
48003000	Escambia	SR 289	SR-296/FAIRFIELD DR	SR-296/BAYOU BLVD	39,701	D	1.0%	25,500	26,500	26,000	26,500	27,500	24,500	25,700	27,100	C	C
48003000	Escambia	SR 289	SR-296/BAYOU BLVD	SR-750/AIRPORT BLVD	41,790	D	6.0%	-	34,000	31,500	33,500	35,500	32,500	43,500	58,200	C	F
48003000	Escambia	SR 289	SR-750/AIRPORT BLVD	LANGLEY AVE	41,790	D	1.0%	30,500	30,500	29,500	30,500	29,000	28,000	29,400	30,900	C	C
48003000	Escambia	SR 289	LANGLEY AVE	SR-742/CREIGHTON RD	39,800	D	1.0%	31,000	29,000	29,500	30,000	31,500	30,000	31,500	33,100	C	C
48003000	Escambia	SR 289	SR-742/CREIGHTON RD	SR-290/OLIVE RD	41,790	D	1.0%	25,000	25,000	25,000	25,000	24,500	24,500	25,700	27,100	C	C
48004000	Escambia	SR 727	GULF BEACH HWY	US-98/SR-30	18,585	D	1.9%	6,200	5,900	6,700	6,900	6,800	7,700	7,700	8,500	C	C
48004000	Escambia	SR 727	US-98/SR-30	CR-298A/W JACKSON ST	18,585	D	1.0%	12,800	12,000	13,100	14,400	13,900	13,800	14,500	15,200	C	C
48004000	Escambia	SR 727	CR-298A/W JACKSON ST	SR-298/LILLIAN HWY	19,514	D	1.0%	13,000	15,000	13,500	14,500	14,500	14,500	15,200	16,000	C	C
48004000	Escambia	SR 727	SR-298/LILLIAN HWY	N 61ST AVE	19,514	D	1.0%	14,500	15,500	15,000	15,500	15,500	15,500	16,300	17,100	C	C
48004000	Escambia	SR 727	N 61ST AVE	N 61ST AVE	18,585	D	1.0%	17,500	18,500	18,000	19,000	17,500	19,500	20,500	21,500	F	F
48004000	Escambia	SR 727	N 61ST AVE	US90/SR10A/MOBILE HW	19,514	D	1.0%	22,500	22,000	22,000	22,000	20,500	23,500	24,700	26,000	F	F
48004000	Escambia	SR 727	US90/SR10A/MOBILE HW	SR-295 NB	41,790	D	1.0%	23,000	23,000	23,500	23,500	22,000	22,500	23,600	24,900	C	C
48004000	Escambia	SR 295	SR-295 NB	CR-453/N W ST	41,790	D	1.0%	39,000	40,000	41,500	43,000	43,000	43,500	45,700	48,100	F	F
48004000	Escambia	SR 295	CR-453/N W ST	SR-292/N PACE BLVD	41,790	D	1.0%	32,000	33,000	33,000	34,500	34,500	34,000	35,700	37,600	C	C
48004000	Escambia	SR 295	SR-292/N PACE BLVD	SR-752 WB/TEXAR DR	41,790	D	1.0%	30,000	32,500	34,000	32,000	33,000	34,000	35,700	37,600	C	C
48004000	Escambia	SR 295	SR-752 WB/TEXAR DR	US29/SR95/PALAOX ST	39,800	D	1.1%	27,000	28,500	29,000	30,000	30,000	30,500	33,200	36,100	C	C
48004000	Escambia	SR 295	US29/SR95/PALAOX ST	SR-291/N DAVIS HWY	62,895	D	2.1%	32,000	33,500	36,000	34,500	37,000	37,000	41,100	45,000	C	C
48004000	Escambia	SR 295	SR-291/N DAVIS HWY	SR-289/N 9TH AVE	34,020	D	2.2%	21,500	23,000	23,000	23,000	23,000	23,500	26,200	29,100	D	D
48005000	Escambia	SR 752	W FAIRFIELD DR	US-29/SR-95/PALAOX	39,800	D	1.0%	6,400	6,400	6,100	6,400	5,800	6,100	6,400	6,700	C	C
48005000	Escambia	SR 752	US-29/SR-95/PALAOX	SR-289/N 9TH AVE	39,800	D	1.0%	9,500	9,400	10,000	9,900	10,100	9,500	10,000	10,500	C	C
48006000	Escambia	SR 196	TARRAGONA ST	BARRACKS ST	34,020	D	1.0%	16,200	15,700	14,800	16,200	15,400	17,200	18,100	19,000	D	D
48006000	Escambia	SR 196	BARRACKS ST	S 9TH AVE	34,020	D	1.0%	16,200	15,700	14,800	16,200	15,400	17,200	18,100	19,000	D	D
48006000	Escambia	SR 196	S 9TH AVE	E CHASE ST	32,400	D	1.0%	16,100	14,200	13,200	15,100	15,900	17,000	17,900	18,800	D	D
48008000	Escambia	SR 750	SR-289/N 9TH AVE	N 12TH AVE	41,790	D	1.0%	17,700	21,300	20,200	17,500	16,800	16,600	17,400	18,300	C	C
48010000	Escambia	SR 10 / US 90	W END PERDIDO RIV BR	US90/SR10A/MOBILE HW	8,400	C	1.5%	5,018	5,015	5,059	5,204	5,444	5,989	6,200	6,200	C	C
48010000	Escambia	SR 10 / US 90	US90/SR10A/MOBILE HW	CR-99/BEULAH RD	18,585	D	1.0%	6,400	4,700	4,900	4,700	4,900	4,700	4,900	5,200	C	C
48010000	Escambia	SR 10 / USA 90	CR-99/BEULAH RD	HERITAGE OAKS BLVD	19,514	D	6.0%	-	13,000	14,000	14,500	14,000	15,000	20,100	26,900	C	F
48010000	Escambia	SR 10 / USA 90	HERITAGE OAKS BLVD	4826002A EB ON	19,514	D	6.0%	-	19,000	19,000	22,500	23,000	24,500	32,800	43,900	F	F
48010000	Escambia	SR 10 / USA 90	4826002A EB ON	CR297/PINE FOREST RD	19,514	D	2.4%	12,600	12,500	12,500	13,600	13,900	14,100	15,900	17,900	C	C
48010000	Escambia	SR 10 / USA 90	CR297/PINE FOREST RD	STEFANI RD	19,514	D	1.3%	22,000	19,800	23,500	23,500	24,500	25,500	27,200	29,000	F	F
48010000	Escambia	SR 10 / USA 90	STEFANI RD	48040012 SB OFF	19,514	D	1.0%	24,500	24,000	24,500	25,500	26,500	26,500	27,900	29,300	F	F
48010000	Escambia	SR 10 / USA 90	48040012 SB OFF	E END ESC RIV BRIDGE	41,790	D	1.0%	29,700	29,400	29,700	31,000	32,400	32,000	34,000	36,100	C	C
48010000	Escambia	SR 10 / USA 90	48040012 SB OFF	CR-95A/N PALAOX ST	41,790	D	1.0%	28,500	31,500	32,500	30,500	33,000	31,000	32,600	34,200	C	C
48010000	Escambia	SR 10 / USA 90	CR-95A/N PALAOX ST	CR-749/CHEMSTRAND RD	41,790	D	1.0%	35,000	34,500	34,000	36,500	37,000	35,500	37,300	39,200	C	C
48010000	Escambia	SR 10 / USA 90	CR-749/CHEMSTRAND RD	UNIVERSITY PKWY	41,790	D	1.0%	37,000	35,000	34,000	37,000	37,500	38,000	39,900	42,000	C	F
48010000	Escambia	SR 10 / USA 90	UNIVERSITY PKWY	SR-291/DAVIS HWY	41,790	D	1.0%	13,900	12,700	13,200	14,300	14,800	15,500	16,300	17,100	C	C
48010000	Escambia	SR 10 / USA 90	SR-291/DAVIS HWY	US-90/SR-10A/SCENIC	41,790	D	2.2%	28,000	27,000	27,500	30,500	31,500	31,500	35,200	39,200	C	C
48010000	Escambia	SR 10 / USA 90	US-90/SR-10A/SCENIC	E END ESC RIV BRIDGE	41,790	D	1.0%	36,000	35,500	37,000	37,000	40,500	40,500	42,600	44,700	D	F
48012000	Escambia	SR 296	MOBILE HWY	ESPERANTO DR	41,790	D	1.0%	28,000	29,000	30,500	29,000	29,500	29,500	31,000	32,600	C	C
48012000	Escambia	SR 296	ESPERANTO DR	CR-453/W ST	41,790	D	1.0%	32,000	32,500	32,500	35,000	35,000	33,000	34,700	36,500	C	C
48012000	Escambia	SR 296	CR-453/W ST	US29/SR95/N PALAOX	39,800	D	1.1%	25,500	27,500	27,500	28,000	28,000	28,500	30,100	31,800	C	C
48012000	Escambia	SR 296	US29/SR95/N PALAOX	48270058 SB OFF	34,020	D	1.0%	30,500	30,500	30,500	32,000	32,000	32,500	34,200	35,800	D	E
48012000	Escambia	SR 296	48270058 SB OFF	SR-291/DAVIS HWY	52,500	D	1.0%	35,500	37,000	34,500	40,000	38,000	41,000	43,100	45,300	D	D
48012000	Escambia	SR 296	SR-291/DAVIS HWY	SR-289/N 9TH AVE	34,020	D	1.1%	25,247	25,314	25,574	26,092	26,171	26,885	28,300	29,900	D	D
48012000	Escambia	SR 296	SR-289/N 9TH AVE	N 12TH AVE	34,020	D	1.0%	23,000	20,900	23,500	25,000	23,000	24,000	25,200	26,500	D	D
48012000	Escambia	SR 296	N 12TH AVE	FIRESTONE BLVD	15,540	D	1.0%	12,600	12,600	12,900	12,900	11,700	13,000	13,700	14,400	D	D
48012000	Escambia	SR 296	FIRESTONE BLVD	HYDE PARK RD	14,800	D	1.0%	10,700	11,100	10,800	12,200	10,900	10,800	11,400	11,900	D	D
48012000	Escambia	SR 296	HYDE PARK RD	BAYOU BLVD	15,540	D	2.0%	9,500	9,400	8,300	10,300	9,500	9,300	10,300	11,400	D	D
48012000	Escambia	SR 296	BAYOU BLVD	E CERVANTES ST	12,432	D	1.1%	8,200	7,900	8,500	9,100	8,600	8,600	9,100	9,600	D	D
48013000	Escambia	SR 742	CR-95A/N PALAOX ST	OAKFIELD RD	14,800	D	1.0%	8,900	8,900	9,500	10,300	9,600	9,800	10,300	10,800	D	D
48013000	Escambia	SR 742	OAKFIELD RD	SR-742/HILBURN RD	14,800	D	1.0%	8,900	8,900	9,500	10,300	9,600	9,800	10,300	10,800	D	D
48013000	Escambia	SR 742	SR-742/CREIGHTON RD	KEATING RD	39,800	D	1.0%	17,500	17,600	17,500	18,800	18,800	17,300	18,200	19,100	C	C
48013000	Escambia	SR 742	SR-742/CREIGHTON RD	TIPPIN AVE	39,800	D	1.0%	21,500	22,500	22,500	23,500	23,500	21,000	22,100	23,200	C	C
48013000	Escambia	SR 742	TIPPIN AVE	SR-289/N 9TH AVE	41,790	D	1.0%	18,600	18,800	18,400	20,300	20,900	19,800	20,800	21,900	C	C
48013000	Escambia	SR 742	SR-289/N 9TH AVE	KEATING RD	39,800	D	1.0%	12,400	11,500	11,500	12,500	12,100	11,000	11,600	12,200	C	C
48013000	Escambia	SR 742	KEATING RD	SPANISH TRAIL RD	15,540	D	6.0%	-	9,400	10,000	10,100	10,300	9,300	12,400	16,700	D	F
48013001	Escambia	SR 742	SPANISH TRAIL RD	SCENIC HWY	15,540	D	1.0%	6,200	4,900	5,000	5,100	5,300	5,600	5,900	6,200	C	C
48013001	Escambia	SR 742	PENSACOLA BLVD	CR-95A/N PALAOX ST	15,540	D	1.5%	7,300	6,600	7,300	8,700	9,500	8,800	9,500	10,300	D	D
48013002	Escambia	SR 742	SR-742/HILBURN RD	SR-291/N DAVIS HWY	34,020	D	1.0%	11,700	12,200	12,200	12,600	11,100	11,900	12,500	13,100	C	

Level of Service Analysis - Daily																		
Section Number	County	Roadway	From	Segment To	Daily Maximum Service Volume	FDOT LOS Target	Design Growth Rate	Historical AADT					Future Trend Volumes			2018 LOS	2023 LOS	2028 LOS
								2013	2014	2015	2016	2017	2018	2023	2028			
48020001	Escambia	SR 10A / US 90	US90/SCENIC HWY GORE	US-90A/SR-10	18,585	D	2.4%	14,800	15,200	15,300	16,400	16,800	17,400	19,600	22,000	C	F	F
48040000	Escambia	SR 95 / US 29	CERVANTES ST	W LEONARD ST	32,400	D	1.0%	8,600	8,000	8,200	8,000	8,200	7,900	8,300	8,700	C	C	C
48040000	Escambia	SR 95 / US 29	W LEONARD ST	SR295W FAIRFIELD DR	39,800	D	1.2%	12,400	12,800	13,700	12,800	14,000	13,200	14,000	14,800	C	C	C
48040000	Escambia	SR 95 / US 29	SR295W FAIRFIELD DR	SR-292/N PACE BLVD	39,800	D	1.0%	12,200	11,900	12,500	13,400	13,000	13,000	13,700	14,400	C	C	C
48040000	Escambia	SR 95 / US 29	SR-292/N PACE BLVD	DIAMOND DAIRY RD	62,895	D	1.4%	22,400	26,600	27,400	27,900	28,300	27,200	29,800	32,900	C	C	C
48040000	Escambia	SR 95 / US 29	SR-292/N PACE BLVD	SR-296/BEVERLY PKWY	62,895	D	1.0%	24,500	25,500	25,500	26,000	24,000	24,500	25,700	27,100	C	C	C
48040000	Escambia	SR 95 / US 29	SR-296/BEVERLY PKWY	FROM CR-95A	59,900	D	1.0%	27,500	28,500	28,000	29,000	31,000	28,500	30,000	31,500	C	C	C
48040000	Escambia	SR 95 / US 29	FROM CR-95A	AIRPORT BLVD	59,900	D	1.0%	22,100	22,600	25,000	23,500	26,000	23,500	24,700	26,000	C	C	C
48040000	Escambia	SR 95 / US 29	AIRPORT BLVD	CR-453W ST	62,895	D	6.0%	-	18,300	20,500	21,000	21,500	20,500	27,400	36,700	C	C	C
48040000	Escambia	SR 95 / US 29	CR-453W ST	DIAMOND DAIRY RD	62,895	D	1.0%	38,000	38,000	38,000	40,000	39,000	39,000	41,000	43,100	C	C	C
48040000	Escambia	SR 95 / US 29	DIAMOND DAIRY RD	48040012 SB OFF	41,790	D	1.5%	40,500	40,000	41,500	43,000	44,000	45,000	46,600	52,400	F	F	F
48040000	Escambia	SR 95 / US 29	48040012 SB OFF	CR-297W/ ROBERTS RD	41,790	D	1.0%	30,181	30,502	30,686	31,420	31,041	29,323	30,800	32,400	C	C	C
48040000	Escambia	SR 95 / US 29	CR-297W/ ROBERTS RD	CR-184/MUSCOGEE RD	41,790	D	1.0%	29,500	29,500	31,000	31,500	29,500	29,500	31,000	32,600	C	C	C
48040000	Escambia	SR 95 / US 29	CR-184/MUSCOGEE RD	CR-196/HWY 196	41,790	D	1.0%	18,400	19,700	22,500	22,000	20,500	20,500	21,500	22,600	C	C	C
48050000	Escambia	SR 292	ALABAMA STATE LINE	SR-97/CR-97/HWY 97	24,200	D	1.0%	10,000	11,000	12,000	13,000	11,500	11,000	11,600	12,200	C	C	C
48050000	Escambia	SR 292	LAFITTE REEF	JOHNSON BEACH RD	25,410	D	1.9%	9,600	11,000	9,900	12,500	11,200	10,800	11,900	13,100	C	C	C
48050000	Escambia	SR 292	JOHNSON BEACH RD	INNERARITY POINT RD	19,514	D	2.7%	14,000	17,000	15,500	18,500	18,000	17,500	20,000	22,800	C	F	F
48050000	Escambia	SR 292	INNERARITY POINT RD	CR-293/BAUER RD	18,585	D	2.6%	14,500	16,000	15,500	18,000	17,500	17,000	19,300	21,900	C	F	F
48050000	Escambia	SR 292	CR-293/BAUER RD	SRI73/BLUE ANGEL PKW	18,585	D	2.1%	15,500	15,000	16,500	18,500	18,000	17,500	19,400	21,500	C	F	F
48050000	Escambia	SR 292	SRI73/BLUE ANGEL PKW	CR-297/DOG TRACK RD	19,514	D	2.9%	9,700	10,700	11,700	12,400	11,700	13,400	15,500	17,800	C	C	C
48050000	Escambia	SR 292	CR-297/DOG TRACK RD	KINGSFORT AVE	14,868	D	1.9%	16,000	16,500	17,500	19,500	18,500	18,000	19,800	21,800	F	F	F
48050000	Escambia	SR 292	KINGSFORT AVE	SR-727S FAIRFIELD DR	19,514	D	2.0%	19,200	19,200	19,100	21,500	21,000	22,500	24,900	27,500	F	F	F
48050000	Escambia	SR 292	SR-727S FAIRFIELD DR	SUNSET AVE	19,514	D	1.6%	22,000	21,000	21,000	23,000	23,000	25,000	27,100	29,400	F	F	F
48050000	Escambia	SR 292	SUNSET AVE	SR-295/N NAVY BLVD	18,585	D	1.5%	17,700	17,400	18,400	21,000	17,700	21,000	22,600	24,300	F	F	F
48050000	Escambia	SR 292	SR-295/N NAVY BLVD	CR295A/OLD CORRY FIE	39,800	D	1.0%	24,000	24,000	24,000	23,000	24,000	25,500	26,800	28,200	C	C	C
48050000	Escambia	SR 292	CR295A/OLD CORRY FIE	NEW ALIGN SR-292	39,800	D	1.0%	23,500	23,500	24,000	25,000	23,500	24,500	25,700	27,100	C	C	C
48050000	Escambia	SR 292	SR-292/BARRANCAS AVE	W GOVERNMENT ST	19,514	D	1.0%	7,700	7,600	8,400	7,100	6,500	7,800	8,200	8,600	C	C	C
48050000	Escambia	SR 292	W GOVERNMENT ST	N PALAFOX ST	39,800	D	1.0%	14,200	13,700	13,500	14,200	14,800	15,200	16,000	16,800	C	C	C
48050000	Escambia	SR 292	W GOVERNMENT ST	US-98/SR-30/NAVY BLV	39,800	D	1.0%	9,000	8,000	7,700	8,400	10,300	9,800	10,300	10,800	C	C	C
48050000	Escambia	SR 292 / US 98	US-98/SR-30/NAVY BLV	W WRIGHT ST	39,800	D	1.0%	13,700	14,100	14,200	13,200	13,400	15,200	16,000	16,800	C	C	C
48050000	Escambia	SR 292 / US 98	W WRIGHT ST	US90/SR10A/W CERVANT	39,800	D	1.0%	14,900	14,300	13,900	14,200	15,700	16,800	17,700	18,600	C	C	C
48050000	Escambia	SR 292	US90/SR10A/W CERVANT	SR295W FAIRFIELD DR	39,800	D	1.0%	18,500	17,400	16,700	18,200	19,000	19,400	20,400	21,400	C	C	C
48050000	Escambia	SR 292	SR295W FAIRFIELD DR	N PALAFOX ST	41,790	D	1.0%	14,900	14,500	15,200	15,100	15,700	14,800	15,600	16,300	C	C	C
48050001	Escambia	SR 292	GORE W OF LEMHURST	SR-292/P PACE BLVD	62,895	D	1.0%	27,500	24,500	24,500	23,000	23,000	24,000	25,200	26,500	C	C	C
48060000	Escambia	SR 95 / US 29	SR-97	CR-4	40,300	C	1.5%	6,748	7,011	7,428	7,680	7,808	7,711	8,300	8,900	B	B	B
48060000	Escambia	SR 95 / US 29	CR-4	ALABAMA STATE LINE	40,300	C	1.6%	10,200	10,900	11,900	11,500	10,700	11,100	12,000	12,900	B	B	B
48070000	Escambia	SR 291	US-98B/SR 30	E WRIGHT ST	23,970	D	1.0%	5,700	5,500	5,700	6,500	5,600	7,200	7,600	8,000	C	C	C
48070000	Escambia	SR 291	E WRIGHT ST	HART DR	19,440	D	1.0%	3,100	3,000	3,300	3,400	3,000	3,200	3,300	3,500	C	C	C
48070000	Escambia	SR 291	E WRIGHT ST	E JACKSON ST	19,440	D	1.0%	2,900	2,400	2,700	2,900	2,600	2,900	3,000	3,200	C	C	C
48070000	Escambia	SR 291	E JACKSON ST	US90/US98/SR10A/E CE	20,412	D	1.0%	2,500	2,600	2,600	3,000	2,800	3,000	3,200	3,300	C	C	C
48070000	Escambia	SR 291	US90/US98/SR10A/E CE	E JORDAN ST	19,440	D	1.0%	2,000	2,000	1,900	2,300	2,100	2,000	2,100	2,200	C	C	C
48070000	Escambia	SR 291	E JORDAN ST	E MAXWELL ST	19,440	D	1.0%	2,900	3,200	4,700	3,400	3,100	3,200	3,400	3,500	C	C	C
48070000	Escambia	SR 291	E MAXWELL ST	SR-752/TEXAR DR	19,440	D	1.0%	3,200	2,800	2,800	3,300	2,900	2,900	3,000	3,200	C	C	C
48070000	Escambia	SR 291	SR-752/TEXAR DR	HART DR	19,440	D	1.0%	4,800	4,800	5,000	5,300	4,700	5,000	5,300	5,500	C	C	C
48070000	Escambia	SR 291	HART DR	SR-742/CREIGHTON RD	34,020	D	2.0%	18,300	20,700	20,900	21,900	22,100	21,800	23,600	25,800	D	D	D
48070000	Escambia	SR 291	HART DR	SR295IE FAIRFIELD DR	34,020	D	6.0%	8,400	8,400	8,900	9,200	9,500	9,900	13,200	17,700	C	C	D
48070000	Escambia	SR 291	SR295IE FAIRFIELD DR	SR-296/BRENT LN	41,790	D	1.0%	18,200	17,800	17,700	19,800	20,000	18,400	19,300	20,300	C	C	C
48070000	Escambia	SR 291	SR-750/AIRPORT BLVD	SR-742/CREIGHTON RD	34,020	D	1.0%	31,500	32,500	33,500	33,000	34,000	33,000	34,700	36,500	D	E	F
48070000	Escambia	SR 291	SR-742/CREIGHTON RD	UNIVERSITY PKWY	52,500	D	4.6%	37,200	50,300	51,800	53,300	52,800	52,700	59,400	67,900	E	F	F
48070000	Escambia	SR 291	SR-742/CREIGHTON RD	HOTEL ENT	52,500	D	6.0%	-	39,000	41,000	43,000	41,000	40,000	53,500	71,600	D	F	F
48070000	Escambia	SR 291	HOTEL ENT	CR-290/OLIVE RD	52,500	D	1.0%	60,000	59,500	60,500	62,500	61,500	63,000	66,200	69,600	F	F	F
48070000	Escambia	SR 291	CR-290/OLIVE RD	UNIVERSITY PKWY	52,500	D	1.3%	51,500	52,500	54,000	54,500	56,000	55,000	58,600	62,400	F	F	F
48070000	Escambia	SR 291	UNIVERSITY PKWY	CR-498/COPTER RD	34,020	D	1.9%	25,500	25,000	28,000	29,500	30,500	29,500	32,400	35,700	D	D	F
48070000	Escambia	SR 291	CR-498/COPTER RD	US-90A/SR-10 WB	39,800	D	2.4%	15,300	15,900	18,600	18,500	18,500	19,000	21,400	24,200	C	C	C
48070000	Escambia	SR 291	US-90A/SR-10 WB	SR-727/SR-295	39,800	D	6.0%	9,800	9,800	9,800	9,800	9,800	9,800	12,400	16,700	F	F	F
48070101	Escambia	SR 291	HART DR	SR-752/TEXAR DR	19,440	D	1.0%	3,900	4,200	5,100	4,100	4,500	4,200	4,400	4,600	C	C	C
48070101	Escambia	SR 291	SR-752/TEXAR DR	MAXWELL ST	20,412	D	1.0%	3,500	3,100	3,200	3,500	3,300	3,200	3,400	3,500	C	C	C
48070101	Escambia	SR 291	MAXWELL ST	E JORDAN ST	19,440	D	1.0%	2,400	2,400	2,100	2,400	2,500	2,400	2,500	2,700	C	C	C
48070101	Escambia	SR 291	E JORDAN ST	US90/US98/SR10A/CERV	20,412	D	1.0%	2,200	2,400	2,300	2,600	2,100	2,200	2,300	2,400	C	C	C
48070101	Escambia	SR 291	US90/US98/SR10A/CERV	E JACKSON ST	19,440	D	1.0%	2,300	2,300	2,500	2,600	2,300	2,400	2,500	2,700	C	C	C
48070101	Escambia	SR 291	E JACKSON ST	E WRIGHT ST	19,440	D	1.0%	2,200	2,000	2,000	2,200	2,000	2,100	2,200	2,300	C	C	C
48080000	Escambia	SR 295	W END BAYOU GRANDE	W SUNSET AVE	41,200	D	1.0%	19,900	19,500	18,600	18,900	16,800	18,000	18,900	19,900	C	C	D
48080000	Escambia	SR 295	SR292/CULF BEACH HWY	US-98/SR-30	41,790	D	1.0%	25,000	25,000	23,000	24,000	23,500	24,000	25,200	26,500	C	C	C
48080000	Escambia	SR 30 / SR 295 / US 98	US-98/SR-30	US98/SR30/NAVY BL EB	65,600	D	1.0%	42,000	44,500	44,000								

Level of Service Analysis - Daily																		
Section Number	County	Roadway	From	Segment To	Daily Maximum Service Volume	FDOT LOS Target	Design Growth Rate	Historical AADT					Future Trend Volumes		2018 LOS	2023 LOS	2028 LOS	
								2013	2014	2015	2016	2017	2018	2023	2028			
48100003	Escambia	SR 30	SR-30B/GREGORY SQ	N PALAFOX ST	18,070	D	1.0%	3,650	3,600	3,900	4,400	3,900	4,250	4,500	4,700	C	C	C
48110000	Escambia	SR 30 / SR 298 / US 98	MID OF PERD BAY BR	CR-293/BAUER RD	17,700	D	2.1%	11,508	11,608	11,950	12,597	13,428	13,684	15,200	16,800	C	C	C
48110000	Escambia	SR 30 / SR 298 / US 98	CR-293/BAUER RD	US-98/SR-30	19,514	D	1.9%	18,100	17,100	18,300	19,600	20,000	21,000	23,100	25,400	F	F	F
48110000	Escambia	SR 298	US-98/SR-30	SR-173/S BLUE ANGEL	14,868	D	2.1%	9,500	9,300	10,000	10,900	11,300	11,400	12,600	14,000	C	C	C
48110000	Escambia	SR 298	SR-173/S BLUE ANGEL	SR-727/FAIRFIELD DR	19,514	D	1.1%	13,000	13,000	13,600	14,900	14,800	15,200	16,100	17,000	C	C	C
48110000	Escambia	SR 298	SR-727/FAIRFIELD DR	N 61ST AVE	15,540	D	1.0%	7,400	7,400	7,600	7,800	8,200	8,400	8,400	8,800	D	D	D
48110000	Escambia	SR 298	N 61ST AVE	N 52ND AVE	14,430	D	1.0%	8,000	8,000	8,600	9,100	8,900	9,600	9,500	9,500	D	D	D
48110000	Escambia	SR 298	N 52ND AVE	N NEW WARRINGTON RD	15,540	D	1.0%	8,800	9,100	9,900	10,500	11,000	10,500	11,000	11,600	D	D	D
48116000	Escambia	SR 750	SR-291/DAVIS HWY	COLLEGE PKWY	41,790	D	1.0%	33,000	32,500	32,500	35,000	32,500	32,500	34,200	35,900	C	C	C
48116000	Escambia	SR 750	COLLEGE PKWY	SR-289/9TH AVE	41,790	D	1.1%	28,000	28,000	28,500	30,500	29,500	29,000	30,700	32,400	C	C	C
48117000	Escambia	SR 750	PENSACOLA BLVD	CR-95A/N PALAFOX ST	39,800	D	1.0%	15,000	16,100	17,000	18,200	16,600	16,200	17,000	17,900	C	C	C
48117000	Escambia	SR 750	CR-95A/N PALAFOX ST	339704-A	41,790	D	1.0%	16,900	16,400	17,600	17,500	17,600	17,000	17,900	18,800	C	C	C
48117000	Escambia	SR 750	339704-A	48270057 SB OFF	41,790	D	1.0%	18,600	17,800	16,900	19,500	16,800	19,100	20,100	21,100	C	C	C
48117000	Escambia	SR 750	48270057 SB OFF	SR-291/DAVIS HWY	41,790	D	6.0%		28,500	31,500	30,000	28,500	28,500	38,100	51,000	C	C	F
48130000	Escambia	SR 97	US-29/SR-95	CR-99N HWY 99	8,400	C	1.3%	5,600	5,500	6,000	5,900	6,400	6,100	6,500	6,900	C	C	C
48130000	Escambia	SR 97	CR-99N HWY 99	CR-164/HWY 164	8,400	C	1.3%	4,000	4,200	4,600	4,300	4,600	4,500	4,800	5,100	B	C	C
48130000	Escambia	SR 97	CR-164/HWY 164	CR-4W HWY 4	8,400	C	1.7%	4,700	4,800	5,400	5,000	5,600	5,400	5,900	6,400	C	C	C
48130000	Escambia	SR 97	CR-4W HWY 4	ALABAMA STATE LINE	8,400	C	1.0%	5,718	5,687	5,740	5,774	5,850	5,846	6,100	6,500	C	C	C
48140000	Escambia	SR 4	US-29/SR-95	0.081 E OF FREEDOM RD	8,400	C	1.0%	4,300	4,600	5,300	4,700	5,200	4,600	4,800	5,100	B	C	C
48140001	Escambia	SR 4	OLD ALIGNMENT	E END ESCAMBIA RIVER	8,400	C	1.0%	4,300	4,600	5,300	4,700	5,200	4,600	4,800	5,100	B	C	C
48190000	Escambia	SR 297	MOBILE HWY	SR173BLUE ANGEL PKW	41,790	D	1.4%	17,000	17,500	17,400	18,300	17,800	18,700	20,100	21,600	C	C	C
48190000	Escambia	SR 297	SR173BLUE ANGEL PKW	SR-297 NB OFFRMP I-10	41,790	D	1.1%	28,000	29,500	31,500	31,500	30,000	32,000	33,800	35,600	C	C	C
48190000	Escambia	SR 297	SR-297 NB OFFRMP I-10	NINE MILE RD	30,652	D	1.0%	26,000	26,500	26,000	26,500	25,500	27,300	28,700	30,100	C	C	C
48205000	Escambia	SR 173	NAVAL AIR STATION ENT	CR-292A/GULF BCH HWY	41,790	D	1.0%	11,000	10,900	10,800	10,600	9,500	9,800	10,300	10,800	C	C	C
48205000	Escambia	SR 173	CR-292A/GULF BCH HWY	CR-292/SORRENTO RD	41,790	D	1.0%	11,000	10,900	10,800	10,600	9,500	9,800	10,300	10,800	C	C	C
48205000	Escambia	SR 173	SR-292/SORRENTO RD	CR-297/DOG TRACK RD	19,514	D	6.0%	-	19,000	19,000	20,500	17,000	17,500	23,400	31,300	C	F	F
48205000	Escambia	SR 173	CR-297/DOG TRACK RD	US-98/SR-30	18,585	D	1.0%	17,000	18,800	19,800	19,000	17,800	17,000	17,900	18,800	C	D	F
48205000	Escambia	SR 173	US-98/SR-30	SR-298/LILLIAN HWY	18,585	D	1.0%	15,500	16,500	17,500	16,500	16,000	15,000	15,800	16,600	C	C	C
48205000	Escambia	SR 173	SR-298/LILLIAN HWY	PINE FOREST RD	19,514	D	1.7%	17,400	17,700	18,100	19,200	19,400	18,800	20,400	22,200	D	F	F
48205000	Escambia	SR 173	SR-298/LILLIAN HWY	CR-296A/CERNY RD	19,514	D	2.0%	21,000	23,000	22,500	24,000	25,500	24,000	26,500	29,300	F	F	F
48205000	Escambia	SR 173	CR-296A/CERNY RD	CR-296A/SAUFLEY FLD RD	19,514	D	1.4%	19,300	20,500	20,500	21,000	21,000	22,500	24,100	25,700	F	F	F
48205000	Escambia	SR 173	CR-296A/SAUFLEY FLD RD	GODWIN LN	19,514	D	1.4%	16,800	17,800	17,900	18,000	18,700	18,200	19,500	20,900	C	C	C
48205000	Escambia	SR 173	GODWIN LN	US90/SR10A/MOBILE HW	19,514	D	2.0%	14,500	12,500	14,500	16,500	16,500	15,000	16,600	18,400	C	C	C
48205000	Escambia	SR 173	US90/SR10A/MOBILE HW	PINE FOREST RD	19,514	D	1.4%	15,400	14,600	15,300	16,500	15,300	15,800	16,900	18,100	C	C	C
48260000	Escambia	SR 8 / I 10	W END PERDIDO RIVER	0.098 E OF 48260021 WB ON	63,000	C	6.0%	25,000	28,000	28,500	28,500	30,500	32,000	42,800	57,300	B	B	C
48260000	Escambia	SR 8 / I 10	0.098 E OF 48260021 WB ON	0.012 W OF 48260049 EB	94,400	D	3.5%	36,508	38,151	41,123	43,754	45,494	47,671	56,500	67,000	B	B	C
48260000	Escambia	SR 8 / I 10	0.012 W OF 48260049 EB	48260008 WB OFF	94,400	D	6.0%	47,520	49,474	53,371	56,048	57,575	60,403	80,800	108,200	B	C	F
48260000	Escambia	SR 8 / I 10	48260008 WB OFF	482620061 EB ON	131,800	D	2.9%	77,000	75,500	77,000	77,000	81,000	79,000	91,200	105,400	B	C	C
48260000	Escambia	SR 8 / I 10	482620061 EB ON	482620031 WB OFF	131,800	D	6.0%	40,500	41,000	42,000	44,000	46,000	48,000	64,200	86,000	B	B	B
48260000	Escambia	SR 8 / I 10	482620031 WB OFF	0.12 E OF 48260036 WB OFF	131,800	D	2.1%	46,000	44,500	44,000	46,000	49,000	53,000	58,900	65,600	B	B	B
48260213	Escambia	SR 8 / I 10	W END ESC BAY BRIDGE	E END ESC BAY BRIDGE	131,800	D	2.3%	45,000	49,000	51,000	54,000	57,000	58,000	65,100	73,100	B	B	B
48270000	Escambia	SR 8A / I 110	E CHASE ST	48270005 SB OFF	94,400	D	1.4%	36,000	41,500	41,000	40,500	42,000	42,500	45,500	48,700	B	B	C
48270000	Escambia	SR 8A / I 110	48270005 SB OFF	48270040 NB ON	94,400	D	6.0%	54,500	54,000	55,000	58,000	57,500	59,500	79,600	106,600	B	C	F
48270000	Escambia	SR 8A / I 110	48270040 NB ON	END OF BRIDGE 480200	131,800	D	6.0%	60,400	64,400	64,100	67,100	70,400	70,900	94,800	127,000	B	C	D
48270000	Escambia	SR 8A / I 110	48270040 NB ON	48270051 NB OFF	131,800	D	6.0%	57,500	59,000	60,000	60,500	64,500	61,000	81,600	109,200	B	C	C
48270000	Escambia	SR 8A / I 110	48270051 NB OFF	48270045 SB ON	131,800	D	6.0%	59,575	61,104	63,938	66,746	68,451	71,025	95,000	127,200	B	C	D
48270000	Escambia	SR 8A / I 110	48270045 SB ON	48270058 SB OFF	131,800	D	6.0%	59,575	61,104	63,938	66,746	68,451	71,025	95,000	127,200	B	C	D
48270000	Escambia	SR 8A / I 110	48270058 SB OFF	END OF BRIDGE 480200	131,800	D	6.0%	65,000	76,500	68,500	74,500	80,000	80,500	107,700	141,200	B	C	F
48280000	Escambia	SR 30 / US 98	SR-298/CR-297	SR-173/BLUE ANGEL PK	18,585	D	1.0%	9,900	9,700	9,700	10,700	10,300	10,300	10,800	11,400	C	C	C
48280000	Escambia	SR 30 / US 98	SR-173/BLUE ANGEL PK	SR-225/NAVY BLVD	41,790	D	1.0%	22,940	24,100	22,300	23,800	23,800	22,600	23,800	25,000	C	C	C
48280000	Escambia	SR 30 / US 98	SR-173/BLUE ANGEL PK	SR-727/FAIRFIELD DR	41,790	D	1.0%	19,300	18,900	18,400	21,000	21,000	19,400	20,400	21,400	C	C	C
48280000	Escambia	SR 30 / US 98	SR-727/FAIRFIELD DR	S 61ST AVE	41,790	D	1.0%	21,000	23,500	21,500	22,500	22,500	21,500	22,600	23,700	C	C	C
48280000	Escambia	SR 30 / US 98	S 61ST AVE	SR-295/NAVY BLVD	41,790	D	1.0%	27,000	30,000	27,000	28,000	28,000	27,000	28,400	29,800	C	C	C
48000008	Escambia	W DETROIT BLVD	PINE FOREST RD	US29/SR95/PENSACOLA	25,410	D	1.7%	7,000	6,500	6,600	7,300	7,100	7,400	8,000	8,800	B	B	B
48000009	Escambia	W JOHNSON AVE	PENSACOLA BLVD	COODY LN/JOHNSON AVE	25,410	D	3.1%	6,800	6,800	5,100	7,600	7,700	8,200	9,500	11,100	B	C	C
48000011	Escambia	E JOHNSON AVE	JERNIGAN RD	N DAVIS HWY	25,410	D	2.3%	3,200	4,100	4,300	4,700	4,500	5,400	6,000	6,400	B	B	B
48000012	Escambia	E LONGLEAF DR	PINE FOREST RD	LONGLEAF DR	24,200	D	1.0%	8,000	7,400	7,200	5,900	6,800	6,900	7,300	7,600	B	B	C
48000013	Escambia	E LONGLEAF DR	WYMA RT RD	PENSACOLA BLVD	24,200	D	1.0%	8,300	8,500	8,800	8,600	8,400	8,800	9,200	9,700	C	C	C
48000015	Escambia	LANGLEY AVE	DAVIS HWY	SR-289/9TH AVE	25,410	D	1.0%	6,000	5,200	4,900	5,100	5,100	5,500	5,800	6,100	B	B	B
48000015	Escambia	LANGLEY AVE	SR-289/9TH AVE	SCENIC HWY	25,410	D	1.0%	14,000	13,500	12,500	13,000	13,000	13,000	13,700	14,400	C	C	C
48000016	Escambia	CAMPUS DR	UNIVERSITY PKWY	DAVIS HWY	65,600	D	3.2%	6,000	5,500	5,700	5,600	6,200	6,000	7,000	8,200	B	B	B
48000017	Escambia	W TEN MILE RD	STEFANI RD	US-29/SR-95	25,410	D	1.5%	4,200	3,900	4,200	4,300	4,000	4,600	5,000	5,400	B	B	B
48000017	Escambia	E TEN MILE RD	US-29/SR-95	CHEMSTRAND RD	25,410	D	1.9%	10,700	11,200	10,500	11,000	10,400	11					

Level of Service Analysis - Daily																		
Section Number	County	Roadway	From	Segment To	Daily Maximum Service Volume	FDOT LOS Target	Design Growth Rate	2013	2014	2015	2016	2017	2018	Future Trend Volumes		2018 LOS	2023 LOS	2028 LOS
														2023	2028			
48523000	Escambia	E FAIRFIELD DR	N NINTH AVE	SR-296/BAYOU BLVD	65,600	D	1.0%	19,400	19,200	20,100	20,000	20,200	22,000	23,100	24,300	B	B	B
48523000	Escambia	E FAIRFIELD DR	SR-296/BAYOU BLVD	SR-750/AIRPORT BLVD	65,600	D	1.0%	18,100	18,400	19,100	18,900	19,200	20,200	21,200	22,300	B	B	B
48523000	Escambia	E FAIRFIELD DR	SR-750/AIRPORT BLVD	LANGLEY AVE	65,600	D	1.0%	18,100	18,400	19,100	18,900	19,200	20,200	21,200	22,300	B	B	B
48530500	Escambia	VIA DE LUNA DR	CR-399/FT PICKENS RD	AVENIDA 22	65,600	D	1.0%	17,900	15,600	14,400	14,400	14,400	15,200	16,000	16,800	B	B	B
48530500	Escambia	VIA DE LUNA DR	AVENIDA 22	SEA SHORE DR	38,285	C	1.9%	4,300	4,800	3,900	4,100	5,200	5,700	6,300	6,900	B	B	B
48540000	Escambia	GULF BEACH HWY	SR-292/SORRENTO RD	SR-173/BUE ANGEL PA	24,200	D	1.6%	5,000	6,000	5,600	5,800	6,000	6,000	6,000	6,000	B	B	B
48540000	Escambia	GULF BEACH HWY	SR-173/BUE ANGEL PA	SR-292/SORRENTO RD	24,200	D	1.9%	6,000	6,200	5,900	6,000	6,100	6,000	7,200	7,900	B	B	B
48560000	Escambia	S OLD CORRY FIELD RD	SR-292/BARRANCAS AVE	US-98/SR-30N NAVY B	24,200	D	1.0%	5,900	6,000	5,300	5,700	6,200	6,100	6,400	6,700	B	B	B
48560000	Escambia	S OLD CORRY FIELD RD	US-98/SR-30N NAVY B	LILLIAN HWY	24,200	D	1.0%	9,700	9,100	8,600	8,900	9,700	9,400	9,900	10,400	C	C	C
48570000	Escambia	W JACKSON ST	N FAIRFIELD DR	SR295/NEW WARRINGTON	24,200	D	1.0%	11,500	12,000	11,000	12,000	12,000	11,000	11,600	12,200	C	C	C
48570000	Escambia	W JACKSON ST	SR295/NEW WARRINGTON	CR-453W ST	24,200	D	1.0%	9,100	8,300	7,400	8,600	9,000	7,500	7,900	8,300	B	B	B
48570000	Escambia	W JACKSON ST	CR-453W ST	N PACE BLVD	24,200	D	1.0%	4,400	4,800	4,700	5,300	4,500	5,100	5,400	5,600	B	B	B
48590000	Escambia	EIGHT MILE CREEK RD	US90/SR10A/MOBILE HW	WILDE LAKE BLVD	24,200	D	6.0%	-	2,800	2,900	2,700	2,700	3,000	4,000	5,400	B	B	B
48600502	Escambia	MASSACHUSETTS AVE	MOBILE HWY	N PALAFOX RD	24,200	D	1.0%	8,300	8,300	8,900	9,600	9,500	10,000	10,500	11,000	C	C	C
48602000	Escambia	DOG TRACK RD	GULF BEACH HWY	SR-173/BUE ANGEL PK	24,200	D	2.2%	14,000	14,000	14,500	14,000	13,000	15,600	17,300	19,000	B	B	B
48602000	Escambia	DOG TRACK RD	SR-173/BUE ANGEL PK	LILLIAN HWY/W HWY 98	24,200	D	1.5%	6,300	5,500	6,000	6,000	6,700	8,400	8,900	7,400	B	B	B
48610000	Escambia	SAUFLEY FIELD RD	SAUFLEY FIELD GATE	SR-173/BUE ANGEL PW	25,410	D	1.0%	3,400	3,600	4,300	4,300	3,500	4,100	4,300	4,500	B	B	B
48610000	Escambia	SAUFLEY FIELD RD	SR-173/BUE ANGEL PW	MOBILE HWY	25,410	D	1.0%	18,500	19,000	19,500	19,000	17,500	18,500	19,400	20,400	D	D	D
48620000	Escambia	CHEMSTRAND RD	NINE MILE RD	OLD CHEMSTRAND RD	24,200	D	1.1%	13,600	13,800	14,600	14,600	14,800	15,600	16,500	17,500	C	C	C
48630000	Escambia	HWY 297A	PINE FOREST RD	CR-97	24,200	D	1.0%	8,400	8,900	8,700	9,000	8,200	10,500	11,000	11,600	C	C	D
48630000	Escambia	LOUIS ST	CR-97	MUSCOGEE RD	24,200	D	2.0%	3,500	3,900	4,000	4,600	4,400	4,400	4,900	5,400	B	B	B
48643000	Escambia	HWY 196	JACKS BRANCH RD	CR-95A/N HWY 95A	8,400	C	4.3%	1,400	1,700	1,900	1,700	2,200	2,500	3,100	3,800	B	B	B
48643000	Escambia	PINE FOREST RD	NINE MILE RD	W ROBERTS RD	25,410	D	2.2%	14,000	14,000	14,500	14,000	13,000	15,600	17,300	19,000	B	B	B
48680000	Escambia	OLD CHEMSTRAND RD	CR-95A/S HWY 95A	CHEMSTRAND RD	24,200	D	1.0%	7,600	8,000	8,200	8,700	7,400	8,400	8,900	9,300	B	C	C
48720000	Escambia	MUSCOGEE RD	CR-97/JACKS BRANCH R	US-29/SR-95	24,200	D	1.2%	9,900	9,900	10,500	11,000	10,000	11,000	11,700	12,400	C	C	C
48731000	Escambia	N PALAFOX ST	US-29/SR-95	US90/SR10/NINE MILE	24,200	D	1.0%	13,500	13,000	13,700	14,700	14,700	14,700	15,400	16,200	C	C	C
48731000	Escambia	N PALAFOX ST	US90/SR10/NINE MILE	OLD CHEMSTRAND RD	24,200	D	2.3%	9,500	9,000	9,200	9,700	10,300	10,700	12,000	13,400	C	C	C
48731000	Escambia	N PALAFOX ST	OLD CHEMSTRAND RD	US-29 / SR-95	24,200	D	1.5%	2,100	2,100	2,200	2,400	2,100	2,500	2,700	2,900	B	B	B
48732500	Escambia	UNIVERSITY PKWY	N DAVIS HWY	US-90A/SR-10/E NINE	65,600	D	1.0%	25,500	22,500	22,000	27,500	26,000	26,000	27,300	28,700	B	B	B
48732500	Escambia	UNIVERSITY PKWY	US-90A/SR-10/E NINE	CAMPUS DR	65,600	D	1.0%	20,000	19,600	20,200	19,500	17,300	17,400	18,300	19,200	B	B	B
48733000	Escambia	E TEN MILE RD	CHEMSTRAND RD	GUIDY LN	24,200	D	6.0%	-	7,400	7,700	8,400	7,400	7,700	10,300	13,800	B	C	D
58001000	Santa Rosa	SR 89	US-90/SR-10	CR-184A/BERRYHILL RD	32,400	D	1.0%	19,400	19,000	22,000	19,800	20,500	22,500	23,600	24,900	D	D	D
58001000	Santa Rosa	SR 89	CR-184A/BERRYHILL RD	CR191/WILLARD NORRIS	34,020	D	1.0%	15,700	14,800	16,800	17,400	17,000	17,900	18,800	19,800	D	D	D
58001000	Santa Rosa	SR 89	CR191/WILLARD NORRIS	SR-87/SR-89	41,790	D	1.0%	14,600	13,600	15,300	14,700	15,700	16,500	17,300	18,200	C	C	C
58002000	Santa Rosa	SR 8 / I / 10	0.666 W OF CM 20	58002003 WB ON	131,800	D	2.3%	45,000	49,000	51,000	54,000	57,000	58,000	65,100	73,100	B	B	B
58002000	Santa Rosa	SR 8 / I / 10	58002007 WB ON	58002003 WB ON	94,400	D	4.1%	34,500	39,000	34,500	38,500	41,000	42,000	51,200	62,500	B	B	B
58002000	Santa Rosa	SR 8 / I / 10	58002007 WB ON	58002036 EB OFF	94,400	D	3.1%	28,500	31,500	31,500	35,500	39,000	40,000	46,500	54,200	B	B	B
58002000	Santa Rosa	SR 8 / I / 10	58002036 EB OFF	58002013 EB OFF	94,400	D	3.6%	27,000	28,000	28,500	31,500	34,500	35,500	42,400	50,500	B	B	B
58002000	Santa Rosa	SR 8 / I / 10	58002013 EB OFF	OKALOOSA CO LINE	63,000	C	2.5%	23,500	23,500	24,500	26,000	27,000	28,000	31,700	35,900	B	B	B
58002117	Santa Rosa	SR 8 / I / 10	E END ESC BAY BRIDGE	MEDIAN INLET	131,800	D	2.3%	45,000	49,000	51,000	54,000	57,000	58,000	65,100	73,100	B	B	B
58005000	Santa Rosa	SR 281	58002006 EB ON	CR-281B/CYANAMID RD	41,790	D	1.0%	19,600	19,600	19,900	20,500	22,000	24,000	25,200	28,500	C	C	C
58005000	Santa Rosa	SR 281	CR-281B/CYANAMID RD	CR-191A/MULAT RD	39,800	D	1.1%	16,100	16,800	17,000	18,700	18,000	19,200	20,200	21,300	C	C	C
58005000	Santa Rosa	SR 281	CR-191A/MULAT RD	OLD BAGDAD HWY	41,790	D	1.0%	16,100	17,600	17,900	18,000	19,600	19,100	20,100	21,100	C	C	C
58005100	Santa Rosa	SR 281	CR-191A/OLD BAGDAD	US-90/SR-10	41,790	D	1.0%	16,100	17,600	17,900	18,000	19,600	19,100	20,100	21,100	C	C	C
58010000	Santa Rosa	SR 10 / US 90	EAST END OF 480197	CR-197A/WOODBINE RD	41,790	D	1.0%	36,000	35,500	37,000	37,000	40,500	40,500	42,600	44,700	D	F	F
58010000	Santa Rosa	SR 10 / US 90	CR-197A/WOODBINE RD	E SPENCER FIELD RD	41,790	D	1.1%	33,500	32,500	32,500	32,500	34,000	36,500	38,500	40,600	C	C	D
58010000	Santa Rosa	SR 10 / US 90	E SPENCER FIELD RD	PENSACOLA ST COLLEGE	41,790	D	1.0%	28,500	28,500	30,000	29,500	31,500	34,000	35,700	37,600	C	C	C
58010000	Santa Rosa	SR 10 / US 90	PENSACOLA ST COLLEGE	SR-89/DOGWOOD DR	41,790	D	1.0%	32,500	32,500	34,500	33,000	34,500	37,000	38,900	40,900	C	C	D
58010000	Santa Rosa	SR 10 / US 90	SR-89/DOGWOOD DR	SR-87/STEWART ST	34,020	D	1.0%	26,000	23,500	26,500	24,000	25,000	25,500	26,800	28,200	D	D	D
58010000	Santa Rosa	SR 10 / SR 87 / US 90	SR-87/STEWART ST	CANAL ST	16,317	D	1.6%	19,200	17,700	19,300	20,500	21,500	24,500	26,600	28,800	F	F	F
58010000	Santa Rosa	SR 10 / SR 87 / US 90	CANAL ST	CR-191/WILLING ST	15,540	D	1.2%	15,000	14,000	15,500	15,500	15,500	16,000	17,000	18,100	E	F	F
58010000	Santa Rosa	SR 10 / SR 87 / US 90	CR-191/WILLING ST	DALE ST	14,800	D	1.0%	17,800	17,500	17,900	18,700	19,900	21,500	22,600	23,700	F	F	F
58010000	Santa Rosa	SR 10 / SR 87 / US 90	DALE ST	N AIRPORT RD	17,700	D	1.9%	13,300	14,200	14,400	14,600	15,400	16,800	18,500	20,400	C	F	F
58010000	Santa Rosa	SR 10 / SR 87 / US 90	N AIRPORT RD	EAST MILTON RD	19,514	D	2.1%	11,000	12,500	13,200	13,200	15,100	15,200	16,900	18,700	C	C	D
58010000	Santa Rosa	SR 10 / US 90	EAST MILTON RD	MILLER BLUFF RD	16,400	C	2.1%	5,300	5,900	5,400	5,600	6,600	6,600	7,300	8,100	B	B	B
58010000	Santa Rosa	SR 10 / US 90	MILLER BLUFF RD	OKALOOSA CO LINE	8,400	C	2.4%	2,122	2,148	2,285	2,434	2,485	2,485	2,600	2,800	B	B	B
58030000	Santa Rosa	SR 30 / US 98	EAST END OF PCOLA BR	NORTHCLIFF	41,790	D	1.3%	51,831	53,281	49,168	54,156	56,835	57,500	61,500	65,700	F	F	F
58030000	Santa Rosa	SR 30 / US 98	NORTHCLIFF	58030020 EB OFF	52,500	D	1.4%	53,000	52,000	54,500	55,500	59,000	57,000	61,000	65,300	F	F	F
58030000	Santa Rosa	SR 30 / US 98	58030020 EB OFF	BAYSHORE RD	41,790	D	1.0%	41,000	40,500	39,000	44,000	45,000	45,500	47,800	50,300	F	F	F
58030000	Santa Rosa	SR 30 / US 98	BAYSHORE RD	SHOPPING CTR ENT	41,790	D	1.0%	39,000	39,000	40,000	41,500	46,500	48,500	51,000	53,600	F	F	F
58030000	Santa Rosa	SR 30 / US 98	SHOPPING CTR ENT	SR-281/GARCON POINT	41,790	D	1.0%	39,500	38,000	40,000	41,000	42,500	43,500	45,700	48,100	F	F	F
58030000	Santa Rosa	SR 30 / US 98	SR-281/GARCON POINT	CR-191B/SOUNDSIDE DR	41,790	D	2.0%	35,000	36,000	38,000	40,000	41,500	43,000	47,500	52,500	F	F	F
58030000	Santa Rosa	SR 30 / US 98	CR-191B/SOUNDSIDE DR	CR-399/EAST BAY BLVD	41,790	D	1.4%	31,000	31,000	32,000	34,500	35,500	36,000	38,500	41,300	C	C	D
58030000	Santa Rosa	SR 30 / US 98	CR-399/EAST BAY BLVD	EDGEWOOD DR	65,600	D	6.0%	-	29,500	28,000	30,000	33,500	31,500	42,200				

Level of Service Analysis - Daily

Section Number	County	Roadway	From	Segment To	Daily Maximum Service Volume	FDOT LOS Target	Design Growth Rate	Historical AADT						Future Trend Volumes		2018 LOS	2023 LOS	2028 LOS
								2013	2014	2015	2016	2017	2018	2023	2028			
58080000	Santa Rosa	SR 4	CR-399/TRACTOR TRL	CR-87A/MARKET RD	8,400	C	1.0%	2,400	2,100	2,400	2,500	2,300	2,200	2,300	2,400	B	B	B
58080000	Santa Rosa	SR 4	CR-87A/MARKET RD	SR-87	8,400	C	1.0%	1,300	1,250	1,300	1,350	1,300	1,300	1,400	1,400	B	B	B
58080000	Santa Rosa	SR 4	SR-87	CR-191/MUNSON HWY	8,400	C	1.0%	1,412	1,438	1,451	1,456	1,457	1,505	1,600	1,700	B	B	B
58080000	Santa Rosa	SR 4	CR-191/MUNSON HWY	OKALOOSA CO LINE	8,400	C	1.0%	1,800	1,800	1,700	1,700	1,700	1,500	1,600	1,700	B	B	B
58140000	Santa Rosa	SR 399	58030020 EB OFF	58030022 WB OFF	34,020	D	2.8%	24,000	25,500	24,000	24,000	22,000	26,000	29,800	34,200	D	D	E
58140000	Santa Rosa	SR 399	58030022 WB OFF	GULF BREEZE PKWY WB	19,440	D	4.2%	-	-	-	-	9,900	10,000	12,300	15,100	D	D	D
58170000	Santa Rosa	SR 281	GULF BREEZE PKWY	MARY GARZON WAY	16,400	C	4.6%	3,500	3,600	4,300	5,200	5,700	6,200	7,800	8,700	B	B	C
58170000	Santa Rosa	SR 281	MARY GARZON WAY	58002006 EB ON	8,400	C	2.7%	5,400	6,100	6,200	6,600	7,200	7,400	8,400	9,600	C	C	D
58000002	Santa Rosa	PARK AVE	SR-89/DOGWOOD DR	SR-87/STEWART ST	24,200	D	1.0%	6,300	6,000	7,000	5,000	5,100	5,400	5,700	6,000	B	B	B
58000020	Santa Rosa	E SPENCER FIELD	US-90/SR-10/HWY 90	W SPENCER FIELD	24,200	D	1.4%	10,500	10,500	11,000	9,300	11,000	11,500	12,300	13,200	C	C	C
58000022	Santa Rosa	HAMILTON BRIDGE RD	E SPENCER FIELD RD	CR-184A/BERRYHILL RD	24,200	D	1.0%	4,200	4,000	4,400	5,000	4,800	4,400	4,600	4,900	B	B	B
58000078	Santa Rosa	PARKMORE PLAZA DR	US-90/SR-10/HWY 90	BRIARGLEN RD	24,200	D	6.0%	-	-	5,100	5,000	4,700	5,300	7,100	9,500	B	B	C
58000078	Santa Rosa	DA LISA RD	BRIARGLEN RD	GARCON POINT RD	24,200	D	6.0%	3,000	3,300	3,600	3,600	3,600	3,500	4,700	6,300	B	B	B
58000082	Santa Rosa	COMMERCE RD	SR-281/AVALON BLVD	GALT CITY/DA LISA RD	24,200	D	6.0%	-	-	3,000	3,300	3,400	3,500	4,700	6,300	B	B	B
58070000	Santa Rosa	CHUMUCKLA HWY	CR-184/CR-197	LUTHER FOWLER RD	16,400	C	2.0%	8,700	7,800	8,400	7,700	8,700	8,000	8,800	9,700	B	C	C
58070000	Santa Rosa	CHUMUCKLA HWY	LUTHER FOWLER RD	TEN MILE RD	16,400	C	2.0%	8,700	7,800	8,400	7,700	8,700	8,000	8,800	9,700	B	C	C
58070000	Santa Rosa	CHUMUCKLA HWY	TEN MILE RD	SR-89/HWY 89	8,400	C	2.2%	700	600	750	850	900	900	1,000	1,100	B	B	B
58090000	Santa Rosa	MUNSON HWY	SR-87/STEWART ST	Urban Boundary	24,200	D	1.0%	3,500	3,300	3,500	3,300	3,400	3,500	3,700	3,900	B	B	B
58090000	Santa Rosa	MUNSON HWY	Urban Boundary	SR-4/HWY 4	8,400	C	1.0%	1,100	900	800	950	800	900	900	1,000	B	B	B
58100000	Santa Rosa	LANGLEY ST	SR-87/HWY 87	WHITING FIELD ENT	24,200	D	1.0%	6,400	6,900	6,600	6,700	5,800	6,000	6,300	6,600	B	B	B
58100001	Santa Rosa	ALLENTOWN RD	CR-182	SR-87/HWY 87 N	8,400	C	1.0%	700	650	600	700	700	700	700	800	B	B	B
58100500	Santa Rosa	E GATE RD	CR-191/MUNSON HWY	WHITING FIELD	24,200	D	1.0%	1,450	1,300	1,450	1,300	1,300	1,550	1,600	1,700	B	B	B
58150000	Santa Rosa	QUINTETTE RD	END OF BRIDGE 480045	MYREE LN	16,400	C	4.2%	6,600	7,000	7,600	7,800	8,600	9,000	11,100	13,600	C	C	C
58150000	Santa Rosa	QUINTETTE RD	MYREE LN	CR-197/CR-197A	16,400	C	4.2%	6,600	7,000	7,600	7,800	8,600	9,000	11,100	13,600	C	C	C
58503000	Santa Rosa	HICKORY HAMMOCK RD	CR-89/WARD BASIN RD	SR-87/HWY 87 S	16,400	C	1.1%	3,100	2,900	3,100	3,400	3,400	3,500	3,700	3,900	B	B	B
58508000	Santa Rosa	BERRYHILL RD	CR-197/CHUMUCKLA HWY	SR-89/DOGWOOD DR	24,200	D	1.0%	12,000	11,000	10,500	10,500	10,500	11,000	11,600	12,200	C	C	C
58510000	Santa Rosa	MUNSON HWY	SR-4/HWY 4	ALABAMA STATE LINE	8,400	C	1.0%	600	400	400	350	400	400	400	400	B	B	B
58511000	Santa Rosa	GREENWOOD RD	SR-89/HWY 89	SR-4/HWY 4	8,400	C	1.0%	550	450	400	400	450	450	500	500	B	B	B
58520000	Santa Rosa	HWY 182	CR-197/CHUMUCKLA HWY	CR-182	8,400	C	1.0%	850	700	800	850	850	900	900	1,000	B	B	B
58522000	Santa Rosa	CYANAMID RD	CR-191A/MULAT RD	SR-281/AVALON BLVD	24,200	D	1.9%	4,400	4,400	4,900	5,000	5,500	5,500	6,100	6,700	B	B	B
58530000	Santa Rosa	WARD BASIN RD	FISH CAMP RD	COACHMAN RD	16,400	C	1.0%	3,700	3,600	3,800	4,100	3,700	4,100	4,300	4,500	B	B	B
58530000	Santa Rosa	WARD BASIN RD	COACHMAN RD	US-90/SR-10	24,200	D	1.0%	4,600	4,800	5,100	6,000	5,000	5,200	5,500	5,700	B	B	B
58531000	Santa Rosa	WOODBINE RD	US-90/SR-10/HWY 90	CR-184/CR-197	25,410	D	1.6%	14,600	16,200	16,800	17,200	18,800	18,700	20,200	21,900	D	D	D
58550000	Santa Rosa	CANAL ST	SR-281/AVALON BLVD	58002008 SB ON	8,400	C	2.1%	1,900	1,700	2,000	1,800	1,900	2,000	2,200	2,500	B	B	B
58550000	Santa Rosa	CANAL ST	58002008 SB ON	CAROLINE ST	24,200	D	1.0%	7,100	7,100	7,000	6,600	7,200	7,300	7,700	8,100	B	B	B
58580000	Santa Rosa	SPRING ST	CR-197/CHUMUCKLA HWY	SR-4	8,400	C	1.7%	1,500	1,900	2,100	2,000	1,900	1,900	2,100	2,200	B	B	B
58600000	Santa Rosa	WILLARD NORRIS RD	CR-197/CHUMUCKLA HWY	MARTIN RD	16,400	C	1.0%	8,100	8,300	8,500	8,700	8,800	7,700	8,100	8,500	B	B	B
58600000	Santa Rosa	MAGNOLIA ST	MARTIN RD	SR-87/STEWART ST	24,200	D	1.0%	2,600	2,500	3,100	2,700	2,900	3,100	3,300	3,400	B	B	B
58620000	Santa Rosa	COUNTRY MILL RD	SR-87/HWY 87 N	SR-4/HWY 4	8,400	C	1.0%	600	500	600	600	550	450	500	500	B	B	B
58630000	Santa Rosa	BELL LN	RED CEDAR RD	US-90/SR-10/HWY 90	24,200	D	1.0%	7,100	6,700	7,300	7,500	8,000	7,800	8,200	8,600	B	B	B
58640000	Santa Rosa	GULF BLVD	ESCAMBA CO LINE	NAVARRE PKWY	24,200	D	5.5%	9,300	10,000	9,500	8,700	10,000	11,000	14,400	18,800	C	C	D
58642000	Santa Rosa	E BAY BLVD	GULF BREEZE PKWY	SR-87/HWY 87 S	24,200	D	2.4%	9,600	9,100	11,000	11,000	11,500	12,000	13,500	15,200	C	C	C
58643000	Santa Rosa	FLORIDATOWN RD	CR-191A/DIAMOND ST	US-90/SR-10/HWY 90	24,200	D	1.0%	2,600	2,900	2,500	2,800	2,700	2,500	2,600	2,800	B	B	B
58643000	Santa Rosa	CHUMUCKLA HWY	US-90/SR-10/HWY 90	CR-197/CR-197A	24,200	D	2.6%	10,200	10,900	11,500	11,600	12,100	13,100	14,900	16,900	C	C	C
AL0042	Baldwin, AL	SR 42 ALABAMA US 98	SR 91 SYCAMORE	HILLCREST ROAD	14,160	D	2.2%	7,890	8,040	9,590	9,820	10,150	10,201	11,300	12,600	C	C	C
AL0042	Baldwin, AL	SR 42 ALABAMA US 98	HILLCREST ROAD	ALABAMA STATE LINE	17,700	D	1.0%	10,990	10,555	10,870	11,395	11,420	11,478	12,100	12,700	C	C	C
AL0180	Baldwin, AL	SR 180 / CANAL ROAD	FOLEY BEACH EXPRESS	SR 161	19,514	D	6.0%	15,430	15,510	15,820	16,210	17,830	18,630	24,900	33,400	D	F	F
AL00161	Baldwin, AL	SR 161	SR 180 / CANAL ROAD	SR 182 / PERDIDO BEACH	41,790	D	6.0%	19,335	22,900	24,275	24,870	25,295	25,502	34,100	45,700	C	C	F
AL0182	Baldwin, AL	SR 182 / PERDIDO BEACH BLVD	SR 161	FLORIDA STATE LINE	34,020	D	6.0%	16,195	16,325	17,305	16,100	22,725	22,551	30,200	40,400	D	D	F
C00866	Baldwin, AL	CR 99	US 98	Spanish Cove Drive	24,200	D	1.0%	4,430	4,090	4,170	4,860	4,860	4,759	5,000	5,300	B	B	B

Note: Roadway data, segmentation, daily maximum service volumes, FDOT LOS Standards, AADTs, and growth rates were obtained from the FDOT LOS tables.

Level of Service Analysis- Peak Hour Peak Direction																		
Section Number	County	Roadway	From	Segment To	Pk Hr Pk Dir Max Service Volume	FDOT LOS Target	Design Growth Rate	Historical AADT						Future Trend Volumes		2018 LOS	2023 LOS	2028 LOS
								2013	2014	2015	2016	2017	2018	2023	2028			
48000002	Escambia	BARRACKS ST	PORT AUTHORITY GATE	E MAIN ST	630	D	3.7%	80	78	61	108	92	103	122	150	C	C	C
48000069	Escambia	S 9TH AVE	BAYFRONT PKWY	E CHASE ST	827	D	1.6%	235	249	207	230	249	272	296	319	C	C	C
48003000	Escambia	SR 289 / US 98	E CHASE ST	US98B/SR30A/E GREGOR	1,223	D	6.0%	-	507	399	550	564	601	803	1,076	D	D	D
48003000	Escambia	SR 289 / US 98	US98B/SR30A/E GREGOR	US-98/SR-10A/E CERVA	1,549	D	1.0%	756	719	747	813	761	742	780	822	D	D	D
48003000	Escambia	SR 289	SR-98/SR-10A/E CERVA	SR-752/TEXAR DR	1,549	D	1.0%	799	794	756	794	789	709	747	785	D	D	D
48003000	Escambia	SR 289	SR-752/TEXAR DR	SR-295/FAIRFIELD DR	1,549	D	1.0%	883	902	1,010	901	911	879	926	973	D	D	D
48003000	Escambia	SR 289	SR-295/FAIRFIELD DR	SR-296/BAYOU BLVD	1,995	D	1.0%	1,198	1,245	1,221	1,245	1,292	1,151	1,207	1,273	C	C	C
48003000	Escambia	SR 289	SR-296/BAYOU BLVD	SR-750/AIRPORT BLVD	2,100	D	6.0%	-	1,597	1,480	1,574	1,668	1,527	2,044	2,734	C	D	F
48003000	Escambia	SR 289	SR-750/AIRPORT BLVD	LANGLEY AVE	2,100	D	1.0%	1,433	1,433	1,386	1,433	1,362	1,315	1,381	1,452	C	C	C
48003000	Escambia	SR 289	LANGLEY AVE	SR-742/CREIGHTON RD	2,000	D	1.0%	1,456	1,362	1,386	1,409	1,480	1,409	1,480	1,555	C	C	C
48003000	Escambia	SR 289	SR-742/CREIGHTON RD	SR-290/OLIVE RD	2,100	D	1.0%	1,175	1,175	1,175	1,175	1,151	1,151	1,207	1,273	C	C	C
48004000	Escambia	SR 727	GULF BEACH HWY	US-98/SR-30	924	D	1.9%	291	277	315	324	319	329	362	399	C	C	C
48004000	Escambia	SR 727	US-98/SR-30	CR-288/AW JACKSON ST	924	D	1.0%	601	564	615	677	653	648	681	714	C	C	C
48004000	Escambia	SR 727	CR-288/AW JACKSON ST	SR-298/LULLIAN HWY	970	D	1.0%	611	705	634	681	681	681	714	752	C	C	C
48004000	Escambia	SR 727	SR-298/LULLIAN HWY	N 65TH AVE	970	D	1.0%	681	728	705	728	728	728	766	803	C	C	C
48004000	Escambia	SR 727	N 65TH AVE	N 61ST AVE	924	D	1.0%	822	869	846	893	822	916	963	1,010	D	F	F
48004000	Escambia	SR 727	N 61ST AVE	US90/SR10A/MOBILE HW	970	D	1.0%	1,057	1,034	1,034	1,034	963	1,104	1,160	1,221	F	F	F
48004000	Escambia	SR 727	US90/SR10A/MOBILE HW	SR-295 NB	2,100	D	1.0%	1,081	1,081	1,104	1,104	1,034	1,057	1,109	1,170	C	C	C
48004000	Escambia	SR 295	SR-295 NB	CR-453/N W ST	2,100	D	1.0%	1,832	1,879	1,950	2,020	2,020	2,044	2,147	2,260	D	F	F
48004000	Escambia	SR 295	CR-453/N W ST	SR-292/N PACE BLVD	2,100	D	1.0%	1,527	1,550	1,550	1,621	1,621	1,597	1,677	1,766	C	C	C
48004000	Escambia	SR 295	SR-292/N PACE BLVD	SR-752/WB/TEXAR DR	2,100	D	1.0%	1,409	1,527	1,597	1,503	1,550	1,597	1,677	1,766	C	C	C
48004000	Escambia	SR 295	SR-752/WB/TEXAR DR	US29/SR95/PALAOX ST	2,000	D	1.7%	1,292	1,339	1,386	1,315	1,409	1,433	1,560	1,696	C	C	C
48004000	Escambia	SR 295	US29/SR95/PALAOX ST	SR-291/N DAVIS HWY	3,171	D	2.1%	1,503	1,574	1,691	1,621	1,738	1,738	1,831	2,147	C	C	C
48004000	Escambia	SR 295	SR-291/N DAVIS HWY	SR-289/N 9TH AVE	1,712	D	2.2%	1,010	1,081	1,081	1,081	1,081	1,104	1,231	1,367	D	D	D
48005000	Escambia	SR 752	W FAIRFIELD DR	US-29/SR-95/PALAOX	2,000	D	1.0%	301	301	287	301	272	287	301	315	C	C	C
48005000	Escambia	SR 752	US-29/SR-95/PALAOX	SR-289/N 9TH AVE	2,000	D	1.0%	446	442	470	465	474	446	470	493	C	C	C
48006000	Escambia	SR 196	TARRAGONA ST	BARRACKS ST	1,712	D	1.0%	761	738	695	761	723	808	850	893	D	D	D
48006000	Escambia	SR 196	BARRACKS ST	S 9TH AVE	1,712	D	1.0%	761	738	695	761	723	808	850	893	D	D	D
48006000	Escambia	SR 196	S 9TH AVE	E CHASE ST	1,630	D	1.0%	756	667	620	709	747	799	841	883	D	D	D
48008000	Escambia	SR 750	SR-289/N 9TH AVE	N 12TH AVE	2,100	D	1.0%	832	1,001	949	822	789	780	817	860	C	C	C
48010000	Escambia	SR 10 / US 90	W END PERDIDO RIV BR	US90/SR10A/MOBILE HW	430	C	1.5%	277	277	280	288	301	298	321	343	C	C	C
48010000	Escambia	SR 10 / USA 90	US90/SR10A/MOBILE HW	CR-99/BEULAH RD	924	D	1.0%	320	235	245	235	245	235	245	260	C	C	C
48010000	Escambia	SR 10 / USA 90	CR-99/BEULAH RD	HERITAGE OAKS BLVD	970	D	6.0%	-	611	658	681	658	705	944	1,264	C	D	F
48010000	Escambia	SR 10 / USA 90	HERITAGE OAKS BLVD	48260024 EB ON	970	D	6.0%	-	893	893	1,057	1,081	1,151	1,541	2,062	F	F	F
48010000	Escambia	SR 10 / USA 90	48260024 EB ON	CR297/PINE FOREST RD	970	D	2.4%	592	587	587	639	653	662	747	841	C	C	C
48010000	Escambia	SR 10 / USA 90	CR297/PINE FOREST RD	STEFANI RD	970	D	1.3%	1,077	969	1,151	1,151	1,200	1,248	1,332	1,420	F	F	F
48010000	Escambia	SR 10 / USA 90	STEFANI RD	48040012 SB OFF	970	D	1.0%	1,151	1,128	1,151	1,198	1,245	1,245	1,311	1,377	F	F	F
48010000	Escambia	SR 10 / USA 90	48040012 SB OFF	E END ESC RIV BRIDGE	2,100	D	1.0%	1,414	1,397	1,413	1,473	1,541	1,523	1,617	1,716	C	C	C
48010000	Escambia	SR 10 / USA 90	48040012 SB OFF	CR-95A/N PALAOX ST	2,100	D	1.0%	1,339	1,480	1,527	1,433	1,550	1,456	1,532	1,607	C	C	C
48010000	Escambia	SR 10 / USA 90	CR-95A/N PALAOX ST	CR-749/CHEMSTRAND RD	2,100	D	1.0%	1,644	1,621	1,597	1,715	1,738	1,668	1,752	1,842	C	C	C
48010000	Escambia	SR 10 / USA 90	CR-749/CHEMSTRAND RD	UNIVERSITY PKWY	2,100	D	1.0%	1,738	1,644	1,597	1,738	1,762	1,785	1,875	1,973	C	C	C
48010000	Escambia	SR 10 / USA 90	UNIVERSITY PKWY	SR-291/DAVIS HWY	2,100	D	1.0%	653	597	620	672	695	728	766	803	C	C	C
48010000	Escambia	SR 10 / USA 90	SR-291/DAVIS HWY	US-90/SR-10A/SCENIC	2,100	D	2.2%	1,315	1,268	1,292	1,433	1,480	1,480	1,654	1,842	C	C	C
48010000	Escambia	SR 10 / USA 90	US-90/SR-10A/SCENIC	E END ESC RIV BRIDGE	2,100	D	1.0%	1,795	1,770	1,845	1,845	2,019	2,019	2,124	2,229	D	F	F
48012000	Escambia	SR 296	MOBILE HWY	ESPERANTO DR	2,100	D	1.0%	1,315	1,362	1,433	1,362	1,386	1,386	1,456	1,532	C	C	C
48012000	Escambia	SR 296	ESPERANTO DR	CR-453/W ST	2,100	D	1.0%	1,503	1,527	1,527	1,644	1,644	1,550	1,630	1,715	C	C	C
48012000	Escambia	SR 296	CR-453/W ST	US29/SR95/N PALAOX	2,000	D	1.1%	1,198	1,292	1,292	1,362	1,315	1,339	1,414	1,494	C	C	C
48012000	Escambia	SR 296	US29/SR95/N PALAOX	48270058 SB OFF	1,712	D	1.0%	1,433	1,433	1,433	1,503	1,503	1,527	1,607	1,687	D	D	D
48012000	Escambia	SR 296	48270058 SB OFF	SR-291/DAVIS HWY	2,646	D	1.0%	1,668	1,738	1,621	1,879	1,785	1,926	2,025	2,128	D	D	D
48012000	Escambia	SR 296	SR-291/DAVIS HWY	SR-289/N 9TH AVE	1,712	D	1.1%	1,186	1,189	1,201	1,226	1,230	1,263	1,330	1,405	D	D	D
48012000	Escambia	SR 296	SR-289/N 9TH AVE	N 12TH AVE	1,712	D	1.0%	1,081	982	1,104	1,175	1,081	1,128	1,184	1,245	D	D	D
48012000	Escambia	SR 296	N 12TH AVE	FIRESTONE BLVD	788	D	1.0%	592	592	606	606	550	611	644	677	D	D	D
48012000	Escambia	SR 296	FIRESTONE BLVD	HYDE PARK RD	750	D	1.0%	503	521	507	573	512	507	536	559	D	D	D
48012000	Escambia	SR 296	HYDE PARK RD	BAYOU BLVD	788	D	2.0%	446	442	390	484	446	437	484	536	D	D	D
48012000	Escambia	SR 296	BAYOU BLVD	E CERVANTES ST	630	D	1.1%	385	371	399	428	404	404	428	451	D	D	D
48013000	Escambia	SR 742	CR-95A/N PALAOX ST	OAKFIELD RD	750	D	1.0%	418	376	446	484	451	460	484	507	D	D	D
48013000	Escambia	SR 742	OAKFIELD RD	SR-742/HILBURN RD	750	D	1.0%	418	376	446	484	451	460	484	507	D	D	D
48013000	Escambia	SR 742	SR-742/CREIGHTON RD	KEATING RD	2,000													

Level of Service Analysis- Peak Hour Peak Direction																				
Section Number	County	Roadway	From	To	Segment	Pk Hr Pk Dir Max Service Volume	FDOT LOS Target	Design Growth Rate	Historical AADT						Future Trend Volumes		2018 LOS	2023 LOS	2028 LOS	
									2013	2014	2015	2016	2017	2018	2023	2028				
48020001	Escambia	SR 10A / US 90	US90/SCENIC HWY GORE	US-90A/SR-10		924	D	2.4%	695	714	719	770	789	817	921	1,034	C	D	F	
48040000	Escambia	SR 95 / US 29	CERVANTES ST	W LEONARD ST		1,630	D	1.0%	404	376	385	376	385	371	390	409	C	C	C	
48040000	Escambia	SR 95 / US 29	W LEONARD ST	SR295W FAIRFIELD DR		2,000	D	1.2%	583	601	644	601	658	620	658	695	C	C	C	
48040000	Escambia	SR 95 / US 29	SR295W FAIRFIELD DR	SR-292N PACE BLVD		2,000	D	1.0%	573	559	587	630	611	611	644	677	C	C	C	
48040000	Escambia	SR 95 / US 29	SR-292N PACE BLVD	DIAMOND DAIRY RD		3,171	D	1.4%	1,053	1,249	1,287	1,311	1,329	1,278	1,398	1,545	C	C	C	
48040000	Escambia	SR 95 / US 29	SR-292N PACE BLVD	SR-296B/EVERLY PKWY		3,070	D	1.0%	1,151	1,198	1,198	1,221	1,128	1,151	1,207	1,278	C	C	C	
48040000	Escambia	SR 95 / US 29	SR-296B/EVERLY PKWY	FROM CR-95A		3,020	D	1.0%	1,312	1,339	1,315	1,362	1,456	1,335	1,409	1,480	C	C	C	
48040000	Escambia	SR 95 / US 29	FROM CR-95A	AIRPORT BLVD		3,020	D	1.0%	1,038	1,062	1,175	1,104	1,221	1,104	1,160	1,221	C	C	C	
48040000	Escambia	SR 95 / US 29	AIRPORT BLVD	CR-453W ST		3,171	D	6.0%	-	860	963	987	1,010	963	1,287	1,724	C	C	C	
48040000	Escambia	SR 95 / US 29	CR-453W ST	DIAMOND DAIRY RD		3,171	D	1.0%	1,785	1,785	1,785	1,879	1,832	1,832	1,926	2,025	C	C	C	
48040000	Escambia	SR 95 / US 29	DIAMOND DAIRY RD	48040012 SB OFF		2,100	D	1.5%	1,903	1,879	1,950	2,020	2,067	2,114	2,283	2,462	F	F	F	
48040000	Escambia	SR 95 / US 29	48040012 SB OFF	CR-297W ROBERTS RD		2,100	D	1.0%	1,749	1,768	1,779	1,821	1,799	1,700	1,785	1,878	C	C	C	
48040000	Escambia	SR 95 / US 29	CR-297W ROBERTS RD	CR-184MUSCOGEE RD		2,100	D	1.0%	1,386	1,386	1,456	1,480	1,386	1,386	1,456	1,532	C	C	C	
48040000	Escambia	SR 95 / US 29	CR-184MUSCOGEE RD	CR-196H/WHY 196		2,100	D	1.0%	919	984	1,124	1,099	1,024	1,024	1,074	1,129	C	C	C	
48040000	Escambia	SR 95 / US 29	CR-196H/WHY 196	SR-97/CR-97H/WHY 97		2,100	C	1.0%	717	728	759	780	823	796	838	881	B	B	B	
48050000	Escambia	SR 292	ALABAMA STATE LINE	LAFITTE REEF		1,190	D	1.0%	490	539	588	636	563	539	568	597	C	C	C	
48050000	Escambia	SR 292	LAFITTE REEF	JOHNSON BEACH RD		1,250	D	1.9%	480	549	495	624	559	539	594	654	C	C	C	
48050000	Escambia	SR 292	JOHNSON BEACH RD	INNERARITY POINT RD		970	D	2.7%	699	849	774	924	899	874	999	1,139	C	F	F	
48050000	Escambia	SR 292	INNERARITY POINT RD	CR-293/BAUER RD		924	D	2.6%	724	799	774	899	874	849	964	1,094	C	F	F	
48050000	Escambia	SR 292	CR-293/BAUER RD	SR173/BLUE ANGEL PKW		924	D	2.1%	774	749	824	924	899	874	969	1,074	D	F	F	
48050000	Escambia	SR 292	SR173/BLUE ANGEL PKW	CR-297/DOG TRACK RD		970	D	2.9%	485	534	584	619	584	669	774	889	C	C	C	
48050000	Escambia	SR 292	CR-297/DOG TRACK RD	KINGSFORD AVE		739	D	1.9%	752	775	822	916	869	846	930	1,024	F	F	F	
48050000	Escambia	SR 292	KINGSFORD AVE	SR727S FAIRFIELD DR		924	D	2.0%	902	902	897	1,010	987	1,057	1,170	1,292	F	F	F	
48050000	Escambia	SR 292	SR727S FAIRFIELD DR	SUNSET AVE		970	D	1.6%	1,034	987	987	1,081	1,081	1,175	1,273	1,381	F	F	F	
48050000	Escambia	SR 292	SUNSET AVE	SR-295N NAVY BLVD		924	D	1.5%	832	817	864	987	832	987	1,062	1,142	F	F	F	
48050000	Escambia	SR 292	SR-295N NAVY BLVD	CR295A/OLD CORRY FIE		2,000	D	1.0%	1,128	1,128	1,128	1,081	1,128	1,198	1,259	1,325	C	C	C	
48050000	Escambia	SR 292	CR295A/OLD CORRY FIE	NEW ALIGN SR-292		2,000	D	1.0%	1,104	1,104	1,128	1,175	1,104	1,151	1,207	1,273	C	C	C	
48050000	Escambia	SR 292	SR-292/BARRANCAS AVE	W GOVERNMENT ST		970	D	1.0%	692	683	755	638	584	701	737	773	C	C	C	
48050000	Escambia	SR 292	W GOVERNMENT ST	N PALAFOX ST		2,000	D	1.0%	667	642	636	668	697	714	752	788	C	C	C	
48050000	Escambia	SR 292	W GOVERNMENT ST	US-98/SR-30NAVY BLV		2,000	D	1.0%	423	376	362	395	484	460	484	507	C	C	C	
48050000	Escambia	SR 292 / US 98	US-98/SR-30NAVY BLV	W WRIGHT ST		2,000	D	1.0%	644	662	667	620	630	714	752	789	C	C	C	
48050000	Escambia	SR 292 / US 98	W WRIGHT ST	US90/SR10AW CERVANT		2,000	D	1.0%	700	672	653	761	738	789	832	874	C	C	C	
48050000	Escambia	SR 292	US90/SR10AW CERVANT	SR295W FAIRFIELD DR		2,000	D	1.0%	869	817	785	855	893	911	958	1,005	C	C	C	
48050000	Escambia	SR 292	SR295W FAIRFIELD DR	N PALAFOX ST		2,100	D	1.0%	700	681	714	709	738	695	733	766	C	C	C	
48050001	Escambia	SR 292	GORE W OF LEMHURST	SR-292S PACE BLVD		3,171	D	1.0%	1,292	1,151	1,151	1,081	1,081	1,128	1,184	1,245	C	C	C	
48060000	Escambia	SR 95 / US 29	SR-97	CR-4		2,100	C	1.5%	356	370	392	406	412	407	438	470	B	B	B	
48060000	Escambia	SR 95 / US 29	CR-4	ALABAMA STATE LINE		2,100	C	1.6%	538	575	627	606	564	585	633	680	B	B	B	
48070000	Escambia	SR 291	US-98B/SR 30	E WRIGHT ST		1,209	D	1.0%	268	258	268	305	263	338	357	376	C	C	C	
48070000	Escambia	SR 291	E WRIGHT ST	HART DR		1,956	D	1.0%	275	267	296	303	273	285	300	314	C	C	C	
48070000	Escambia	SR 291	E WRIGHT ST	E JACKSON ST		1,956	D	1.0%	261	216	243	261	234	261	270	288	C	C	C	
48070000	Escambia	SR 291	E JACKSON ST	US90/US98/SR10A/E CE		2,054	D	1.0%	225	234	234	270	252	270	288	297	C	C	C	
48070000	Escambia	SR 291	US90/US98/SR10A/E CE	E JORDAN ST		1,956	D	1.0%	180	180	171	207	189	180	189	198	C	C	C	
48070000	Escambia	SR 291	E JORDAN ST	E MAXWELL ST		1,956	D	1.0%	261	288	423	306	279	288	306	315	C	C	C	
48070000	Escambia	SR 291	E MAXWELL ST	SR-752/TEXAR DR		1,956	D	1.0%	288	252	252	297	261	261	270	288	C	C	C	
48070000	Escambia	SR 291	SR-752/TEXAR DR	HART DR		1,956	D	1.0%	432	432	450	477	423	450	477	495	C	C	C	
48070000	Escambia	SR 291	HART DR	SR-742/CREIGHTON RD		1,712	D	2.0%	860	972	982	1,028	1,040	1,025	1,110	1,212	D	D	D	
48070000	Escambia	SR 291	HART DR	SR295/E FAIRFIELD DR		1,712	D	6.0%	-	395	418	432	446	465	620	832	C	C	D	
48070000	Escambia	SR 291	SR295/E FAIRFIELD DR	SR-296B/BRENT LN		2,100	D	1.0%	855	836	832	930	940	864	907	954	C	C	C	
48070000	Escambia	SR 291	SR-750/AIRPORT BLVD	SR-742/CREIGHTON RD		1,712	D	1.0%	1,480	1,527	1,574	1,550	1,597	1,550	1,630	1,715	D	D	E	
48070000	Escambia	SR 291	SR-742/CREIGHTON RD	UNIVERSITY PKWY		2,646	D	4.6%	1,746	2,364	2,435	2,505	2,482	2,474	2,792	3,189	D	F	F	
48070000	Escambia	SR 291	SR-742/CREIGHTON RD	HOTEL ENT		2,646	D	6.0%	-	1,832	1,926	2,020	1,926	1,879	2,513	3,364	D	D	F	
48070000	Escambia	SR 291	HOTEL ENT	CR-290/OLIVE RD		2,646	D	1.0%	2,819	2,795	2,842	2,936	2,889	2,960	3,110	3,270	F	F	F	
48070000	Escambia	SR 291	CR-290/OLIVE RD	UNIVERSITY PKWY		2,646	D	1.3%	2,419	2,466	2,537	2,560	2,631	2,584	2,753	2,932	D	F	F	
48070000	Escambia	SR 291	UNIVERSITY PKWY	CR-498/COPTER RD		1,712	D	1.9%	1,198	1,175	1,315	1,386	1,433	1,386	1,522	1,677	D	D	D	
48070000	Escambia	SR 291	CR-498/COPTER RD	US-90A/SR-10 WB		2,000	D	2.4%	719	747	874	869	869	893	1,005	1,137	C	C	C	
48070000	Escambia	SR 291	US-90A/SR-10 WB	US-90A/SR-10 WB		887	D	6.0%	-	-	827	854	800	836	1,115	1,501	C	F	F	
48070101	Escambia	SR 291	HART DR	SR-752/TEXAR DR		1,956	D	1.0%	351	378	459	369	405	378	396					

Level of Service Analysis- Peak Hour Peak Direction																		
Section Number	County	Roadway	From	Segment To	Pk Hr Pk Dir Max Service Volume	FDOT LOS Target	Design Growth Rate	Historical AADT						Future Trend Volumes		2018 LOS	2023 LOS	2028 LOS
								2013	2014	2015	2016	2017	2018	2023	2028			
48100003	Escambia	SR 30	SR-30B/GREGORY SQ	N PALAFOX ST	911	D	1.0%	171	169	183	207	183	200	211	221	C	C	C
48110000	Escambia	SR 30 / SR 298 / US 98	MID OF PERD BAY BR	CR-293/BAUER RD	880	D	2.1%	549	554	570	601	641	653	725	801	C	C	C
48110000	Escambia	SR 30 / SR 298 / US 98	CR-293/BAUER RD	US-98/SR-30	970	D	1.9%	904	854	914	979	999	1,049	1,154	1,269	F	F	F
48110000	Escambia	SR 298	US-98/SR-30	SR-173/S BLUE ANGEL	739	D	2.1%	475	465	500	544	564	569	629	699	C	C	D
48110000	Escambia	SR 298	SR-173/S BLUE ANGEL	SR-727/FAIRFIELD DR	970	D	1.1%	611	611	639	700	695	714	756	799	C	C	C
48110000	Escambia	SR 298	SR-727/FAIRFIELD DR	N 61ST AVE	788	D	1.0%	348	348	357	366	395	376	395	413	C	D	D
48110000	Escambia	SR 298	N 61ST AVE	N 52ND AVE	750	D	1.0%	376	376	404	428	418	404	423	446	D	D	D
48110000	Escambia	SR 298	N 52ND AVE	N NEW WARRINGTON RD	788	D	1.0%	413	428	465	493	517	493	517	545	D	D	D
48116000	Escambia	SR 750	SR-291/DAVIS HWY	COLLEGE PKWY	2,100	D	1.0%	1,550	1,527	1,527	1,644	1,527	1,527	1,607	1,687	C	C	C
48116000	Escambia	SR 750	COLLEGE PKWY	SR-289/9TH AVE	2,100	D	1.1%	1,315	1,315	1,339	1,433	1,386	1,362	1,442	1,522	C	C	C
48117000	Escambia	SR 750	PENSACOLA BLVD	CR-95A/N PALAFOX ST	2,000	D	1.0%	738	756	799	855	780	761	799	841	C	C	C
48117000	Escambia	SR 750	CR-95A/N PALAFOX ST	339704-A	2,100	D	1.0%	794	770	827	822	827	799	841	883	C	C	C
48117000	Escambia	SR 750	339704-A	48270057 SB OFF	2,100	D	1.0%	874	836	794	916	789	897	944	991	C	C	C
48117000	Escambia	SR 750	48270057 SB OFF	SR-291/DAVIS HWY	2,100	D	6.0%	1,339	1,339	1,480	1,409	1,339	1,339	1,790	2,396	C	C	F
48130000	Escambia	SR 97	US-29/SR-95	CR-99/N HWY 99	430	C	1.3%	295	290	316	311	337	322	343	364	C	C	C
48130000	Escambia	SR 97	CR-99/N HWY 99	CR-164/HWY 164	430	C	1.3%	211	221	243	227	243	237	253	269	B	C	C
48130000	Escambia	SR 97	CR-164/HWY 164	CR-4W HWY 4	430	C	1.7%	248	253	285	264	295	285	311	337	C	C	C
48130000	Escambia	SR 97	CR-4W HWY 4	ALABAMA STATE LINE	430	C	1.0%	287	285	288	290	293	293	306	326	C	C	C
48140000	Escambia	SR 4	US-29/SR-95	0.081 E OF FREEDOM RD	430	C	1.0%	227	243	279	248	274	243	253	269	C	C	C
48140001	Escambia	SR 4	OLD ALIGNMENT	E END ESCAMBIA RIVER	430	C	1.0%	227	243	279	248	274	243	253	269	C	C	C
48190000	Escambia	SR 297	MOBILE HWY	SR173/BUE ANGEL PKW	2,100	D	1.4%	799	822	867	917	836	877	944	1,015	C	C	C
48190000	Escambia	SR 297	SR173/BUE ANGEL PKW	SR-297 NB OFRMP I-10	2,100	D	1.1%	1,315	1,366	1,480	1,480	1,409	1,503	1,588	1,672	C	C	C
48190000	Escambia	SR 297	SR-297 NB OFRMP I-10	NINE MILE RD	1,535	D	1.0%	1,221	1,245	1,175	1,245	1,198	1,221	1,283	1,348	C	C	C
48205000	Escambia	SR 173	NAVAL AIR STATION ENT	CR-292A/GULF BCH HWY	2,100	D	1.0%	549	544	539	529	475	490	514	539	C	C	C
48205000	Escambia	SR 173	CR-292A/GULF BCH HWY	SR-292/SORRENTO RD	2,100	D	1.0%	549	544	539	529	475	490	514	539	C	C	C
48205000	Escambia	SR 173	SR-292/SORRENTO RD	CR-297/DOG TRACK RD	970	D	6.0%	-	893	893	963	799	822	1,099	1,470	C	F	F
48205000	Escambia	SR 173	CR-297/DOG TRACK RD	US-98/SR-30	924	D	1.0%	884	939	989	949	889	849	894	939	C	D	F
48205000	Escambia	SR 173	US-98/SR-30	SR-298/LILLIAN HWY	924	D	1.0%	774	824	874	824	799	749	789	829	C	C	C
48205000	Escambia	SR 173	SR-298/LILLIAN HWY	PINE FOREST RD	970	D	1.7%	840	855	876	927	938	908	986	1,071	C	F	F
48205000	Escambia	SR 173	SR-298/LILLIAN HWY	CR-296/ACERNY RD	970	D	2.0%	1,049	1,149	1,124	1,199	1,274	1,199	1,324	1,464	F	F	F
48205000	Escambia	SR 173	CR-296/ACERNY RD	CR296/SAUFLEY FLD RD	970	D	1.4%	907	963	963	987	987	987	1,057	1,132	F	F	F
48205000	Escambia	SR 173	CR296/SAUFLEY FLD RD	GODWIN LN	970	D	1.4%	839	889	894	899	934	909	974	1,044	C	F	F
48205000	Escambia	SR 173	GODWIN LN	US90/SR10A/MOBILE HW	970	D	2.0%	681	587	681	775	775	705	780	864	C	C	C
48205000	Escambia	SR 173	US90/SR10A/MOBILE HW	PINE FOREST RD	970	D	1.4%	723	686	719	775	719	742	794	850	C	C	C
48260000	Escambia	SR 8 / I / 10	W END PERDIDO RIVER	0.098 E OF 48260021 WB ON	3,500	C	6.0%	1,217	1,363	1,388	1,388	1,485	1,558	2,084	2,790	B	B	C
48260000	Escambia	SR 8 / I / 10	0.098 E OF 48260021 WB ON	0.012 W OF 48260049 EB	4,660	D	3.5%	1,751	1,830	1,973	2,099	2,182	2,287	2,710	3,214	B	B	B
48260000	Escambia	SR 8 / I / 10	0.012 W OF 48260049 EB	48260008 WB OFF	4,660	D	6.0%	2,211	2,302	2,483	2,608	2,687	2,811	3,760	5,035	B	C	F
48260000	Escambia	SR 8 / I / 10	48260008 WB OFF	482620061 EB ON	6,500	D	2.9%	3,749	3,676	3,749	3,749	3,944	3,847	4,441	5,132	B	C	C
48260000	Escambia	SR 8 / I / 10	482620061 EB ON	482620031 WB OFF	6,500	D	6.0%	1,972	1,996	2,045	2,142	2,240	2,337	3,126	4,187	B	B	B
48260000	Escambia	SR 8 / I / 10	482620031 WB OFF	0.12 E OF 48260036 WB OFF	6,500	D	2.1%	2,240	2,167	2,142	2,240	2,386	2,581	2,868	3,194	B	B	B
48260213	Escambia	SR 8 / I / 10	W END ESC BAY BRIDGE	E END ESC BAY BRIDGE	6,500	D	2.3%	2,191	2,386	2,483	2,629	2,775	2,824	3,170	3,559	B	B	B
48270000	Escambia	SR 8A / I / 10	E CHASE ST	48270005 SB OFF	4,660	D	1.4%	2,135	2,461	2,432	2,402	2,491	2,521	2,699	2,888	B	B	B
48270000	Escambia	SR 8A / I / 10	48270005 SB OFF	48270040 NB ON	4,660	D	6.0%	3,232	3,203	3,262	3,440	3,410	3,529	4,721	6,322	C	E	F
48270000	Escambia	SR 8A / I / 10	48270040 NB ON	END OF BRIDGE 480200	6,500	D	6.0%	3,583	3,821	3,802	3,981	4,173	4,204	5,624	7,530	B	D	F
48270000	Escambia	SR 8A / I / 10	48270040 NB ON	48270051 NB OFF	6,500	D	6.0%	3,410	3,499	3,559	3,588	3,825	3,618	4,840	6,477	B	C	D
48270000	Escambia	SR 8A / I / 10	48270051 NB OFF	48270045 SB ON	6,500	D	6.0%	3,533	3,624	3,792	3,959	4,060	4,212	5,634	7,544	B	D	F
48270000	Escambia	SR 8A / I / 10	48270045 SB ON	48270058 SB OFF	6,500	D	6.0%	3,533	3,624	3,792	3,959	4,060	4,212	5,634	7,544	B	D	F
48270000	Escambia	SR 8A / I / 10	48270058 SB OFF	END OF BRIDGE 480200	6,500	D	6.0%	3,855	4,537	4,063	4,419	4,745	4,774	6,388	8,553	C	D	F
48280000	Escambia	SR 30 / US 98	SR-298/CR-297	SR-173/BUE ANGEL PK	924	D	1.0%	465	456	456	503	484	484	507	536	C	C	C
48280000	Escambia	SR 30 / US 98	SR-173/BUE ANGEL PK	SR-295/NAVY BLVD	2,100	D	1.0%	1,054	1,134	1,047	1,120	1,120	1,063	1,118	1,173	C	C	C
48280000	Escambia	SR 30 / US 98	SR-173/BUE ANGEL PK	SR-727/FAIRFIELD DR	2,100	D	1.0%	907	888	864	987	987	911	958	1,005	C	C	C
48280000	Escambia	SR 30 / US 98	SR-727/FAIRFIELD DR	S 61ST AVE	2,100	D	1.0%	987	1,104	1,010	1,057	1,057	1,010	1,062	1,113	C	C	C
48280000	Escambia	SR 30 / US 98	S 61ST AVE	SR-295/NAVY BLVD	2,100	D	1.0%	1,268	1,409	1,268	1,315	1,315	1,268	1,334	1,400	C	C	C
48000008	Escambia	W DETROIT BLVD	PINE FOREST RD	US29/SR95/PENSACOLA	1,250	D	1.7%	329	305	310	343	334	348	376	413	B	B	B
48000009	Escambia	W JOHNSON AVE	PENSACOLA BLVD	CODY LN/JOHNSON AVE	1,190	D	3.1%	319	319	240	357	362	385	446	521	B	C	C
48000011	Escambia	E JOHNSON AVE	JERICHAUN RD	N DAVIS HWY	1,250	D	2.3%	150	193	202	221	211	226	254	282	B	B	B
48000012	Escambia	LONGLEAF DR	PINE FOREST RD	LONGLEAF DR	1,250	D	1.0%	376	348	338	277	319	324	343	357	B	B	B
48000013	Escambia	LONGLEAF DR	WYMART RD															

Level of Service Analysis- Peak Hour Peak Direction																			
Section Number	County	Roadway	From	Segment To	Pk Hr Pk Dir Max Service Volume	FDOT LOS Target	Design Growth Rate	2013	2014	2015	2016	2017	2018	Future Trend Volumes		2018 LOS	2023 LOS	2028 LOS	
48523000	Escambia	E FAIRFIELD DR	N NINTH AVE	SR-296/BAYOU BLVD	3,240	D	1.0%	911	902	944	940	949	1,034	1,085	1,142	B	B	B	
48523000	Escambia	E FAIRFIELD DR	SR-296/BAYOU BLVD	SR-750/AIRPORT BLVD	3,240	D	1.0%	850	864	897	888	902	949	996	1,048	B	B	B	
48523000	Escambia	E FAIRFIELD DR	SR-750/AIRPORT BLVD	LANGLEY AVE	3,240	D	1.0%	850	864	897	888	902	949	996	1,048	B	B	B	
48530500	Escambia	VIA DE LUNA DR	CR-399/FT PICKENS RD	AVENIDA 22	3,240	D	1.0%	894	779	719	699	719	759	799	839	B	B	B	
48530500	Escambia	VIA DE LUNA DR	AVENIDA 22	SEA SHORE DR	1,995	C	1.9%	222	248	202	212	269	295	326	357	B	B	B	
48540000	Escambia	GULF BEACH HWY	SR-292/SORRENTO RD	SR-173/BLUE ANGEL PA	1,190	D	1.9%	250	300	280	290	300	300	326	357	B	B	B	
48540000	Escambia	GULF BEACH HWY	SR-173/BLUE ANGEL PA	SR-292/SORRENTO RD	1,190	D	1.9%	300	310	295	340	305	330	360	395	B	B	B	
48560000	Escambia	S OLD CARRY FIELD RD	SR-292/BARRANCAS AVE	US-98/SR-30/N NAVY B	1,190	D	1.0%	277	282	249	268	291	287	301	315	B	B	B	
48560000	Escambia	S OLD CARRY FIELD RD	US-98/SR-30/N NAVY B	LILLIAN HWY	1,190	D	1.0%	456	428	404	418	456	442	465	489	C	C	C	
48570000	Escambia	W JACKSON ST	N FAIRFIELD DR	SR295/NEW WARRINGTON	1,190	D	1.0%	540	564	517	564	564	517	545	573	C	C	C	
48570000	Escambia	W JACKSON ST	SR295/NEW WARRINGTON	CR-453/W ST	1,190	D	1.0%	428	390	348	404	423	352	371	390	B	B	B	
48570000	Escambia	W JACKSON ST	CR-453/W ST	N PACE BLVD	1,190	D	1.0%	207	226	221	249	211	240	254	263	B	B	B	
48590000	Escambia	EIGHT MILE CREEK RD	US90/SR10A/MOBILE HW	WILDE LAKE BLVD	1,190	D	6.0%	-	132	136	127	127	141	188	254	B	B	B	
48600502	Escambia	MASSACHUSETTS AVE	MOBILE HWY	N PALAFOX RD	1,190	D	1.0%	390	390	438	451	446	470	493	517	C	C	C	
48602000	Escambia	DOG TRACK RD	GULF BEACH HWY	SR-173/BLUE ANGEL PK	1,190	D	1.0%	145	145	160	160	155	150	160	165	B	B	B	
48602000	Escambia	DOG TRACK RD	SR-173/BLUE ANGEL PK	LILLIAN HWY/W HWY 98	1,190	D	1.5%	315	275	300	300	335	320	345	370	B	B	B	
48610000	Escambia	SAUFLEY FIELD RD	SAUFLEY FIELD GATE	SR-173/BLUE ANGEL PW	1,250	D	1.0%	160	169	202	202	164	193	202	211	B	B	B	
48610000	Escambia	SAUFLEY FIELD RD	SR-173/BLUE ANGEL PW	MOBILE HWY	1,250	D	1.0%	869	893	916	893	822	869	911	958	C	D	D	
48620000	Escambia	CHEMSTRAND RD	NINE MILE RD	OLD CHEMSTRAND RD	1,190	D	1.1%	639	648	686	686	695	733	775	822	C	C	C	
48630000	Escambia	HWY 297A	PINE FOREST RD	CR-97	1,190	D	1.0%	395	418	409	423	385	493	517	545	C	C	C	
48630000	Escambia	LOUIS ST	CR-97	MUSCOGEE RD	1,190	D	2.0%	164	183	188	216	207	207	230	254	B	B	B	
48643000	Escambia	HWY 196	JACKS BRANCH RD	CR-95A/N HWY 95A	430	D	4.3%	72	88	98	88	114	129	160	196	B	B	B	
48680000	Escambia	W ROBERTS RD	NINE MILE RD	W ROBERTS RD	1,250	D	2.2%	658	658	681	658	611	658	631	658	C	C	C	
48680000	Escambia	OLD CHEMSTRAND RD	CR-95A/N HWY 95A	CHEMSTRAND RD	1,190	D	1.0%	357	376	385	409	348	395	413	437	B	B	B	
48720000	Escambia	MUSCOGEE RD	CR-97/JACKS BRANCH R	US-29/SR-95	1,190	D	1.2%	465	465	493	517	470	517	550	583	C	C	C	
48731000	Escambia	N PALAFOX ST	US-29/SR-95	US90/SR10/NINE MILE	1,190	D	1.0%	1,214	1,169	1,232	1,322	1,322	1,322	1,385	1,457	E	E	E	
48731000	Escambia	N PALAFOX ST	US90/SR10/NINE MILE	OLD CHEMSTRAND RD	1,190	D	2.3%	446	423	432	456	484	503	564	630	C	C	C	
48731000	Escambia	N PALAFOX ST	OLD CHEMSTRAND RD	US-29 / SR-95	1,190	D	1.5%	99	99	103	113	99	117	127	136	B	B	B	
48732500	Escambia	UNIVERSITY PKWY	N DAVIS HWY	US-90A/SR-10/E NINE	3,240	D	1.0%	1,198	1,057	1,034	1,292	1,292	1,221	1,283	1,348	B	B	B	
48732500	Escambia	UNIVERSITY PKWY	US-90A/SR-10/E NINE	CAMPUS DR	3,240	D	1.0%	940	921	949	916	813	817	860	902	B	B	B	
48733000	Escambia	E TEN MILE RD	CHEMSTRAND RD	GUIDY LN	1,190	D	6.0%	196	346	362	395	348	362	484	645	B	C	C	
58001000	Santa Rosa	SR 89	CR-184A/BERRYHILL RD	CR-184A/BERRYHILL RD	1,630	D	1.0%	967	992	1,097	987	1,022	1,122	1,177	1,248	D	D	D	
58001000	Santa Rosa	SR 89	CR-184A/BERRYHILL RD	CR191/WILLARD NORRIS	1,712	D	1.0%	783	738	838	868	848	892	937	987	D	D	D	
58001000	Santa Rosa	SR 89	CR191/WILLARD NORRIS	SR-87/SR-89	2,100	D	1.0%	728	678	733	733	783	823	863	907	C	C	C	
58002000	Santa Rosa	SR 8 / I / 10	0.666 W OF MM 20	58002003 WB ON	6,500	D	2.3%	2,191	2,386	2,483	2,629	2,775	2,824	3,170	3,559	B	B	B	
58002000	Santa Rosa	SR 8 / I / 10	58002003 WB ON	58002007 WB ON	4,660	D	4.1%	1,680	1,899	1,680	1,875	1,965	2,045	2,493	3,043	B	B	B	
58002000	Santa Rosa	SR 8 / I / 10	58002007 WB ON	58002036 EB OFF	4,660	D	3.1%	1,388	1,534	1,534	1,728	1,899	1,948	2,264	2,639	B	B	B	
58002000	Santa Rosa	SR 8 / I / 10	58002036 EB OFF	58002013 EB OFF	4,660	D	3.6%	1,315	1,363	1,388	1,534	1,680	1,728	2,064	2,459	B	B	B	
58002000	Santa Rosa	SR 8 / I / 10	58002013 EB OFF	OKALOOSA CO LINE	3,500	C	2.5%	1,208	1,208	1,259	1,336	1,388	1,439	1,629	1,845	B	B	B	
58002117	Santa Rosa	SR 8 / I / 10	E END ESC BAY BRIDGE	MEDIAN/INLET	6,500	D	2.3%	2,191	2,386	2,483	2,629	2,775	2,824	3,170	3,559	B	B	B	
58005000	Santa Rosa	SR 281	58002006 EB ON	CR-281B/CYANAMID RD	2,100	D	1.0%	977	977	992	1,022	1,097	1,197	1,256	1,321	C	C	C	
58005000	Santa Rosa	SR 281	CR-281B/CYANAMID RD	CR-191A/MULAT RD	2,000	D	1.1%	803	838	848	932	897	957	1,007	1,062	C	C	C	
58005000	Santa Rosa	SR 281	CR-191A/MULAT RD	OLD BAGDAD HWY	2,100	D	1.0%	803	878	892	897	977	952	1,002	1,052	C	C	C	
58005100	Santa Rosa	SR 281	CR-191A/OLD BAGDAD	US-90/SR-10	2,100	D	1.0%	803	878	892	897	977	952	1,002	1,052	C	C	C	
58010000	Santa Rosa	SR 10 / US 90	EAST END OF 480197	CR-197A/WOODBINE RD	2,100	D	1.0%	1,795	1,770	1,845	1,845	2,019	2,019	2,124	2,229	F	F	F	
58010000	Santa Rosa	SR 10 / US 90	CR-197A/WOODBINE RD	E SPENCER FIELD RD	2,100	D	1.1%	1,670	1,620	1,620	1,620	1,695	1,820	1,920	2,024	C	C	D	
58010000	Santa Rosa	SR 10 / US 90	E SPENCER FIELD RD	PENSACOLA ST COLLEGE	2,100	D	1.0%	1,421	1,421	1,496	1,471	1,571	1,695	1,780	1,875	C	C	C	
58010000	Santa Rosa	SR 10 / US 90	PENSACOLA ST COLLEGE	SR-89/DOGWOOD DR	2,100	D	1.0%	1,620	1,620	1,720	1,645	1,720	1,845	1,940	2,038	C	C	D	
58010000	Santa Rosa	SR 10 / US 90	SR-89/DOGWOOD DR	SR-87/STEWART ST	1,712	D	1.0%	1,296	1,172	1,321	1,197	1,296	1,271	1,336	1,406	D	D	D	
58010000	Santa Rosa	SR 10 / SR 87 / US 90	SR-87/STEWART ST	CANAL ST	827	D	1.6%	957	883	962	1,022	1,072	1,222	1,326	1,436	F	F	F	
58010000	Santa Rosa	SR 10 / SR 87 / US 90	CANAL ST	CR-191/WILLING ST	788	D	1.2%	748	698	773	773	773	798	848	902	E	F	F	
58010000	Santa Rosa	SR 10 / SR 87 / US 90	CR-191/WILLING ST	DALE ST	750	D	1.0%	888	873	892	932	992	1,072	1,127	1,182	F	F	F	
58010000	Santa Rosa	SR 10 / SR 87 / US 90	DALE ST	N AIRPORT RD	880	D	1.9%	663	708	718	728	768	838	922	1,017	D	F	F	
58010000	Santa Rosa	SR 10 / SR 87 / US 90	N AIRPORT RD	EAST MILTON RD	970	D	2.1%	593	623	658	658	753	758	843	932	C	C	D	
58010000	Santa Rosa	SR 10 / US 90	EAST MILTON RD	MILLER BLUFF RD	850	C	2.1%	264	294	269	279	329	329	364	404	B	B	B	
58010000	Santa Rosa	SR 10 / US 90	MILLER BLUFF RD	OKALOOSA CO LINE	1,024	D	1.4%	108	108	113	117	124	124	136	147	B	B	B	
58030000	Santa Rosa	SR 30 / US 98	EAST END OF PCOLA BR	NORTHCLIFF	2,100	D	1.3%	2,580	2,652	2,447	2,695	2,829	2,862	3,061	3,270	F	F	F	
58030000	Santa Rosa	SR 30 / US 98	NORTHCLIFF	58030020 EB OFF	2,646	D	1.4%	2,776	2,724	2,855	2,907	3,090	2,986	3,195	3,420	F	F	F	
58030000	Santa Rosa	SR 30 / US 98	58030020 EB OFF	BAYSHORE RD	2,100	D	1.0%	2,148	2,121	2,043	2,305	2,357	2,383	2,504	2,635	F	F	F	
58030000	Santa Rosa	SR 30 / US 98	BAYSHORE RD	SHOPPING CTR ENT	2,100	D	1.0%	2,043	2,043	2,095	2,174	2,436	2,540	2,671	2,808	F	F	F	
58030000	Santa Rosa	SR 30 / US 98	SHOPPING CTR ENT	SR-281/GARCON POINT	2,100	D	1.0%	2,069	1,990	2,095	2,148	2,226	2,279	2,394	2,519	F	F	F	
58030000	Santa Rosa	SR 30 / US 98	SR-281/GARCON POINT	CR-191B/SOUNDSIDE DR	2,100	D	2.0%	1,833	1,886	1,990	2,095	2,174	2,252	2,488	2,750	F	F	F	
58030000	Santa Rosa	SR 30 / US 98	CR-191B/SOUNDSIDE DR	CR-399/EAST BAY BLVD	2,100	D	1.4%	1,624	1,624	1,676	1,807	1,859	1,886	2,017	2,163	C	D	F	
58030000	Santa Rosa	SR 30 / US 98	CR-399/EAST BAY BLVD	EDGEWOOD DR	3,240	D	6.0%	1,545	1,467	1,571	1,755	1,650	2,210	2,954	B	C	D		
58030000	Santa Rosa	SR 30 / US 98	EDGEWOOD DR	SR-87	2,100	D	2.7%	1,807	1,833	1,886	1,912	2,028	2,069	2,368	2,713	D	F	F	
58030000	Santa Rosa	SR 30 / US 98	SR-87	WHISPERING PINES BLV	2,100	D	1.0%	2,148	2,148	2,331	2,383	2,500	2,331	2,451	2,577	F	F	F	
58030000	Santa Rosa	SR 30 / US 98	WHISPERING PINES BLV	OKALOOSA CO LINE	2,100	D	6.0%	-	2,069	2,095	2,279	2,174	2,252	3,012	4,033	F	F	F	
58040000	Santa Rosa	SR 87	58040032 SB OFF	CR-399/EAST BAY BLVD	2,100	D	1.2%	943	943	1,027	1,027	1,032	1,126	1,200	1,273	C	C	C	
58040000	Santa Rosa	SR 87	CR-399/EAST BAY BLVD	VONNIE TOLBERT RD	2,100	D	6.0%	-	534	643	643	683	628	843	1,127	C	C	C	
58040000	Santa Rosa	SR 87	VONNIE TOLBERT RD	CR184/HICKORY HAMMOC	2,100	D	4.0%	426	411	526	579	605	500	611	742	B	B	B	
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Level of Service Analysis- Peak Hour Peak Direction																				
Section Number	County	Roadway	From	Segment To	Pk Hr Pk Dir Max Service Volume	FDOT LOS Target	Design Growth Rate	Historical AADT								Future Trend Volumes		2018 LOS	2023 LOS	2028 LOS
								2013	2014	2015	2016	2017	2018	2023	2028					
58080000	Santa Rosa	SR 4	CR-399/TRACTOR TRL	CR-87A/MARKET RD	430	C	1.0%	126	111	126	132	121	116	121	126	B	B	B		
58080000	Santa Rosa	SR 4	CR-87A/MARKET RD	SR-87	430	C	1.0%	68	66	68	71	68	68	74	74	B	B	B		
58080000	Santa Rosa	SR 4	CR-87	CR-191/MUNSON HWY	430	C	1.0%	76	78	78	79	79	81	86	92	B	B	B		
58080000	Santa Rosa	SR 4	CR-191/MUNSON HWY	OKALOOSA CO LINE	430	C	1.0%	95	95	89	89	89	79	84	89	B	B	B		
58140000	Santa Rosa	SR 399	S8030020 EB OFF	S8030022 WB OFF	1,712	D	2.8%	1,257	1,336	1,257	1,257	1,152	1,362	1,561	1,791	D	D	F		
58140000	Santa Rosa	SR 399	S8030022 WB OFF	GULF BREEZE PKWY WB	1,956	D	4.2%	-	-	-	-	890	899	1,106	1,358	D	D	D		
58170000	Santa Rosa	SR 281	GULF BREEZE PKWY	MARY GARZON WAY	850	C	4.6%	183	189	225	272	299	325	409	508	B	B	C		
58170000	Santa Rosa	SR 281	MARY GARZON WAY	S8002006 EB ON	430	C	2.7%	284	321	326	347	379	389	442	505	C	D	D		
58000002	Santa Rosa	PARK AVE	SR-89/DOGWOOD DR	SR-87/STEWART ST	1,190	D	1.0%	314	299	349	249	254	269	284	299	B	B	B		
58000020	Santa Rosa	E SPENCER FIELD	US-90/SR-10/HWY 90	W SPENCER FIELD	1,190	D	1.4%	524	524	548	464	548	573	613	658	C	C	C		
58000022	Santa Rosa	HAMILTON BRIDGE RD	E SPENCER FIELD RD	CR-184A/BERRYHILL RD	1,190	D	1.0%	209	199	219	249	239	219	229	244	B	B	B		
58000078	Santa Rosa	PARKMORE PLAZA DR	US-90/SR-10/HWY 90	BRIARGLEN RD	1,190	D	6.0%	-	-	254	249	234	264	354	474	B	B	C		
58000078	Santa Rosa	DA LISA RD	BRIARGLEN RD	GARCON POINT RD	1,190	D	6.0%	150	165	179	179	179	175	234	314	B	B	B		
58000082	Santa Rosa	COMMERCE RD	SR-281/AVALON BLVD	GALT CITY/DA LISA RD	1,190	D	6.0%	-	-	150	165	170	175	234	314	B	B	B		
58070000	Santa Rosa	CHUMUCKLA HWY	CR-184/CR-197	LUTHER FOWLER RD	850	C	2.0%	434	389	419	384	434	399	439	484	B	B	C		
58070000	Santa Rosa	CHUMUCKLA HWY	LUTHER FOWLER RD	TEN MILE RD	850	C	2.0%	434	389	419	384	434	399	439	484	B	B	C		
58070000	Santa Rosa	CHUMUCKLA HWY	TEN MILE RD	SR-89/HWY 89	430	C	2.2%	37	32	39	45	47	47	53	58	B	B	B		
58090000	Santa Rosa	MUNSON HWY	SR-87/STEWART ST	Urban Boundary	1,190	D	1.0%	175	165	175	165	170	175	184	194	B	B	B		
58090000	Santa Rosa	MUNSON HWY	Urban Boundary	SR-4/HWY 4	430	C	1.0%	58	47	42	50	42	47	47	53	B	B	B		
58100000	Santa Rosa	LANGLEY ST	SR-87/HWY 87	WHITING FIELD ENT	1,190	D	1.0%	319	344	329	334	289	299	314	329	B	B	B		
58100001	Santa Rosa	ALLENTOWN RD	CR-182	SR-87/HWY 87 N	430	C	1.0%	37	34	32	37	37	37	37	42	B	B	B		
58100500	Santa Rosa	E GATE RD	CR-191/MUNSON HWY	WHITING FIELD	1,190	D	1.0%	72	65	72	65	65	77	80	85	B	B	B		
58150000	Santa Rosa	QUINETTE RD	END OF BRIDGE 480045	MYREE LN	850	C	4.2%	329	349	379	389	429	449	553	678	B	C	C		
58150000	Santa Rosa	QUINETTE RD	MYREE LN	CR-197/CR-197A	850	C	4.2%	329	349	379	389	429	449	553	678	B	C	C		
58503000	Santa Rosa	HICKORY HAMMOCK RD	CR-89/WARD BASIN RD	SR-87/HWY 87 S	850	C	1.1%	155	145	155	170	170	175	184	194	B	B	B		
58508000	Santa Rosa	BERRYHILL RD	CR-197/CHUMUCKLA HWY	SR-89/DOGWOOD DR	1,190	D	1.0%	598	548	524	524	524	548	578	608	C	C	C		
58510000	Santa Rosa	MUNSON HWY	SR-4/HWY 4	ALABAMA STATE LINE	430	C	1.0%	32	21	21	18	21	21	21	21	B	B	B		
58511000	Santa Rosa	GREENWOOD RD	SR-89/HWY 89	SR-4/HWY 4	430	C	1.0%	29	24	21	21	24	24	26	26	B	B	B		
58520000	Santa Rosa	HWY 182	CR-197/CHUMUCKLA HWY	CR-182	430	C	1.0%	45	37	42	45	45	47	47	53	B	B	B		
58522000	Santa Rosa	CYANAMID RD	CR-191A/MULAT RD	SR-281/AVALON BLVD	1,190	D	1.9%	219	219	244	249	274	274	304	334	B	B	B		
58530000	Santa Rosa	WARD BASIN RD	FISH CAMP RD	COACHMAN RD	850	C	1.0%	184	179	189	204	184	204	214	224	B	B	B		
58530000	Santa Rosa	WARD BASIN RD	COACHMAN RD	US-90/SR-10	1,190	D	1.0%	229	239	254	299	249	259	274	284	B	B	B		
58531000	Santa Rosa	WOODBINE RD	US-90/SR-10/HWY 90	CR-184/CR-197	1,250	D	1.6%	728	808	838	858	937	932	1,007	1,092	D	D	D		
58550000	Santa Rosa	CANAL ST	SR-281/AVALON BLVD	S8002008 SB ON	430	C	2.1%	100	89	105	95	100	105	116	132	B	B	B		
58550000	Santa Rosa	CANAL ST	S8002008 SB ON	CAROLINE ST	1,190	D	1.0%	354	354	349	329	359	364	384	404	B	B	B		
58580000	Santa Rosa	SPRING ST	CR-197/CHUMUCKLA HWY	SR-4	430	C	1.7%	79	100	111	105	100	100	111	116	B	B	B		
58600000	Santa Rosa	WILLARD NORRIS RD	CR-197/CHUMUCKLA HWY	MARTIN RD	850	C	1.0%	404	414	424	434	439	384	404	424	B	B	B		
58600000	Santa Rosa	MAGNOLIA ST	MARTIN RD	SR-87/STEWART ST	1,190	D	1.0%	130	125	155	135	145	155	165	170	B	B	B		
58620000	Santa Rosa	COUNTRY MILL RD	SR-87/HWY 87 N	SR-4/HWY 4	430	C	1.0%	32	26	32	32	29	24	26	26	B	B	B		
58630000	Santa Rosa	BELL LN	RED CEDAR RD	US-90/SR-10/HWY 90	1,190	D	1.0%	354	334	364	374	399	389	409	429	B	B	C		
58640000	Santa Rosa	GULF BLVD	ESCAMBIA CO LINE	NAVARRE PKWY	1,190	D	5.5%	487	524	498	456	524	576	754	985	C	C	D		
58642000	Santa Rosa	E BAY BLVD	GULF BREEZE PKWY	SR-87/HWY 87 S	1,190	D	2.4%	479	454	548	548	573	598	673	758	C	C	C		
58643000	Santa Rosa	FLORIDATOWN RD	CR-191A/DIAMOND ST	US-90/SR-10/HWY 90	1,190	D	1.0%	130	145	125	140	135	125	130	140	B	B	B		
58643000	Santa Rosa	CHUMUCKLA HWY	US-90/SR-10/HWY 90	CR-197/CR-197A	1,190	D	2.6%	509	543	573	578	603	653	743	843	C	C	D		
AL0042	Baldwin, AL	SR 42 ALABAMA US 98	SR 91 SYCAMORE	HILLCREST ROAD	704	D	2.2%	402	410	489	501	518	520	576	643	C	C	C		
AL0042	Baldwin, AL	SR 42 ALABAMA US 98	HILLCREST ROAD	ALABAMA STATE LINE	880	D	1.0%	579	557	573	601	602	605	638	670	C	C	C		
AL0180	Baldwin, AL	SR 180 / CANAL ROAD	FOLEY BEACH EXPRESS	SR 161	970	D	6.0%	963	968	987	1,012	1,113	1,163	1,554	2,084	F	F	F		
AL00161	Baldwin, AL	SR 161	SR 180 / CANAL ROAD	SR 182 / PERDIDO BEACH	2,100	D	6.0%	940	1,113	1,180	1,209	1,229	1,239	1,657	2,221	C	C	F		
AL00182	Baldwin, AL	SR 182 / PERDIDO BEACH BLVD	SR 161	FLORIDA STATE LINE	1,712	D	6.0%	944	951	1,008	938	1,324	1,314	1,760	2,354	D	E	F		
C00866	Baldwin, AL	CR 99	US 98	Spanish Cove Drive	1,190	D	1.0%	230	51	196	-	-	226	235	249	B	B	B		

Note: Roadway data, segmentation, peak hour peak direction maximum service volume, FDOT LOS Standards, and growth rates were obtained from the FDOT LOS tables.

Note: Roadway data, segmentation, peak hour peak direction maximum service volume, FDOT LOS Standards, and growth rates were obtained from the FDOT LOS tables.



Appendix C

- FL-AL TPO CMP Major Update Data Summary Tables for the TPO Area, Escambia, Santa Rosa and Baldwin Counties

Appendix C
Performance Measures

CMP OBJECTIVE	PERFORMANCE MEASURE	DATA SOURCE	2015				2016				2017				2018				2019			
			FL-AL TPO	Baldwin	Escambia	Santa Rosa	FL-AL TPO	Baldwin	Escambia	Santa Rosa	FL-AL TPO	Baldwin	Escambia	Santa Rosa	FL-AL TPO	Baldwin	Escambia	Santa Rosa	FL-AL TPO	Baldwin	Escambia	Santa Rosa
Provide Options to Reduce Travel Demand	% Car, Truck, Van – Car Pooled to work	American Community Survey (ACS)	–	5.9%	9.9%	10.0%	–	7.1%	10.9%	10.5%	–	10.1%	9.4%	11.8%	–	–	–	–	–	–	–	–
	% Pedestrian Facility SHS Coverage	FDOT/ALDOT	–	–	31.4%	17.4%	–	–	31.9%	17.9%	–	–	32.3%	17.9%	–	–	32.5%	17.9%	–	–	33.4%	17.9%
	% Bicycle Facility SHS Coverage	FDOT/ALDOT	–	–	18.9%	15.4%	–	–	22.4%	37.8%	–	–	24.0%	37.8%	–	–	26.6%	38.1%	–	–	28.0%	38.1%
	Passengers per Revenue Mile (reporting unit is Escambia Area Transit [ECAT] and Baldwin Regional Area Transit [BRATS])	FTA National Transit Database (NTD)	–	–	1.01	–	–	0.67	0.96	–	–	0.51	0.93	–	–	0.44	0.91	–	–	–	–	–
Improve Safety	Serious Injury Rates per Annual 100 Million Vehicle Miles of Travel (MVTM)	FDOT Crash Analysis Reporting (CAR)	–	–	8.731	10.092	–	–	7.607	6.371	–	–	9.536	5.087	–	–	6.822	5.301	–	–	–	–
	Fatality Rates per Annual 100 MVTM	FDOT Crash Analysis Reporting (CAR)	–	–	1.412	0.913	–	–	1.291	0.609	–	–	1.426	0.863	–	–	1.914	1.213	–	–	–	–
Encourage Active Transportation Modes	% Population within 1 mile of Bicycle Facilities	FDOT/ALDOT	–	–	77.7%	69.1%	–	–	85.0%	87.3%	–	–	82.6%	87.1%	–	–	83.3%	86.9%	–	–	–	–
Provide Reliable and Efficient Transportation Options	Percent of facilities with LOS D, E, or F	FDOT LOS Tables	–	17%	23%	15%	–	17%	23%	5%	–	17%	24%	6%	–	33%	25%	7%	–	33%	26%	7%
System Preservation	# of Resurfacing Projects in TIP/Total Projects in TIP	FDOT Transportation Improvement Program (TIP)	17.5%	–	–	–	13.9%	–	–	–	9.2%	–	–	–	8.0%	–	–	–	6.7%	–	–	–



Appendix D

- Resolution FL-AL 20-07, May 13, 2020.



RESOLUTION FL-AL 20-07

**A RESOLUTION OF THE FLORIDA-ALABAMA
TRANSPORTATION PLANNING ORGANIZATION
ADOPTING THE CONGESTION MANAGEMENT PROCESS
PLAN MAJOR UPDATE**

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) is the organization designated by the governors of Florida and Alabama as being responsible, together with the states of Florida and Alabama, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Florida-Alabama TPO planning area; and

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) 2045 Long Range Transportation Plan (LRTP) is developed pursuant to Part 23 Section 450.322, Code of Federal Regulations and Section 339.175(6), Florida Statutes and is the transportation plan that contains needed and financially feasible projects for at least a 20 year planning horizon; and

WHEREAS, Fixing America's Surface Transportation (FAST) Act Section 1201 134(k)(3)(a) requires Transportation Management Areas (TMA) address congestion management through a process that provides for effective management and operations, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities eligible for funding under Title and Chapter 53 of Title 49 through the use of travel demand reduction and operational management strategies; and

WHEREAS, 339.175.6.c.1 Florida Statutes requires each TPO to prepare a congestion management system for the metropolitan area; and

WHEREAS, the Congestion Management Process (CMP) is considered a fully operational management system; and

WHEREAS, the purpose of the CMP is to rate the performance of transportation facilities and suggest low-cost and short-term strategies to alleviate congestion; and

WHEREAS, the CMP requires an annual minor update which entails inputting the prior year's traffic volumes and updating level of service (LOS) ratings for all modes of transportation as well as a performance measures spreadsheet and safety maps, and a major update in conjunction with the LRTP;

NOW, THEREFORE, BE IT RESOLVED BY THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION THAT:

The Florida-Alabama TPO adopts the Congestion Management Process Plan Major Update

Passed and duly adopted by the Florida-Alabama Transportation Planning Organization on this 13th day of May 2020.



ATTEST: Mary Zerkashmeel

**FLORIDA-ALABAMA TRANSPORTATION
PLANNING ORGANIZATION**

BY: Sam Parker
Sam Parker, Chairman

