Florida-Alabama TPO Congestion Management Process

Draft Minor Update: August 2018

Florida-Alabama TPO
Transportation Planning Organization

West Florida Regional Planning Council
EST '64

Florida–Alabama Transportation Planning Organization (TPO)

Congestion Management Process

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Glossary

AADT	Annual Average Daily Traffic
ALDOT	Alabama Department of Transportation
BPAC	Bicycle and Pedestrian Advisory Council
CAC	Citizens Advisory Committee
CCTV	Closed Circuit Television
CFR	Code of Federal Regulations
CMP	Corridor Management Plan
CMP	Congestion Management Process
DMS	Dynamic Message Signs
ECAT	Escambia County Area Transit
FHWA	Federal Highway Administration
FDOT	Florida Department of Transportation
ITS	Intelligent Transportation Systems
LRTP	Long Range Transportation Plan
MAP-21	Moving ahead for Progress in the 21st Century
NWFRPM	Northwest Florida Regional Planning Model
PIP	Public Involvement Plan
RWIS	Road Weather Information Systems
TCC	Technical Coordinating Committee
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPO	Transportation Planning Organization

TSMO	Transportation System Management and Operation
VDS	Vehicle Detector Stations
VMT	Vehicle Miles Traveled
WFRPC	West Florida Regional Planning Council

1.0 Introduction

Congestion of any roadway network can be closely linked to demand. As the number of vehicles increase on a roadway segment, the capacity of the roadway decreases. Congestion can also be perceived on how well the roadway facility is meeting the needs of the users. The Congestion Management Process (CMP) is organized into nine sections: (1) Introduction; (2) Goals and Objectives; (3) Networks; (4) Performance Measures; (5) Performance Measures Assessment; (6) Corridor Management Planning & Planning for Constrained Facilities; (7) Data Collection Needs and Sources; (8) CMP Coordination and Integration; and (9) Conclusion. The CMP is a state and federally mandated document designed to support the transportation planning process.

Code of Federal Regulations (CFR) 450.320 requires any area with a population over 200,000 designated as a Transportation Management Area (TMA) to address congestion through a process that provides for safe and effective integrated management and operations of multimodal transportation system based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53 through the use of travel demand reduction and operation management strategies. Moving ahead for Progress in the 21st Century (MAP-21) is the federal transportation law that will provide federal funding for highway and transit improvements as of October 1, 2012. The goal of MAP-21 is "to achieve a significant reduction in congestion on the National Highway System."

The eight major steps in the congestion management process are found in Figure 1.1.

The Florida-Alabama Transportation Planning Organization (TPO) is the metropolitan planning organization for the urbanized area of Escambia, Santa Rosa Counties (Florida) and Baldwin County and the City of Orange Beach (Alabama). The function of the TPO is to coordinate transportation planning among the local governments, Florida Department of Transportation (FDOT), Alabama Department of Transportation (ALDOT), and the Federal Highway Administration (FHWA). The TPO CMP is developed for and implemented within the Metropolitan Planning Area. Figure 1.2 identifies the boundaries that are used in the CMP.

The CMP is developed for and implemented within portions of southern Escambia County, including Pensacola and the coastal communities of Pensacola Beach and Perdido Key, the southern sections of Santa Rosa County including Milton, Gulf Breeze and Navarre, and in Alabama, the City of Orange Beach and the town of Lillian.

Figure 1.1 Major Steps of the Congestion Management Process.

Source: Congestion Management Process Guidebook

1.1 Florida-Alabama TPO Boundary and Level of Service (LOS) Area

The boundary for the Florida-Alabama TPO is shown on the next page in Figure 1.2. This map shows the Metropolitan Planning Area Boundary, which is the boundary for the TPO, as well as the FHWA Urbanized Area Boundary. For LOS analysis purposes, land within the FHWA Urbanized Area Boundary is considered 'Urbanized.' Land within the Metropolitan Planning Area Boundary is considered 'Transitioning,' and land outside of the Urbanized and Transitioning boundaries is considered 'Rural.'

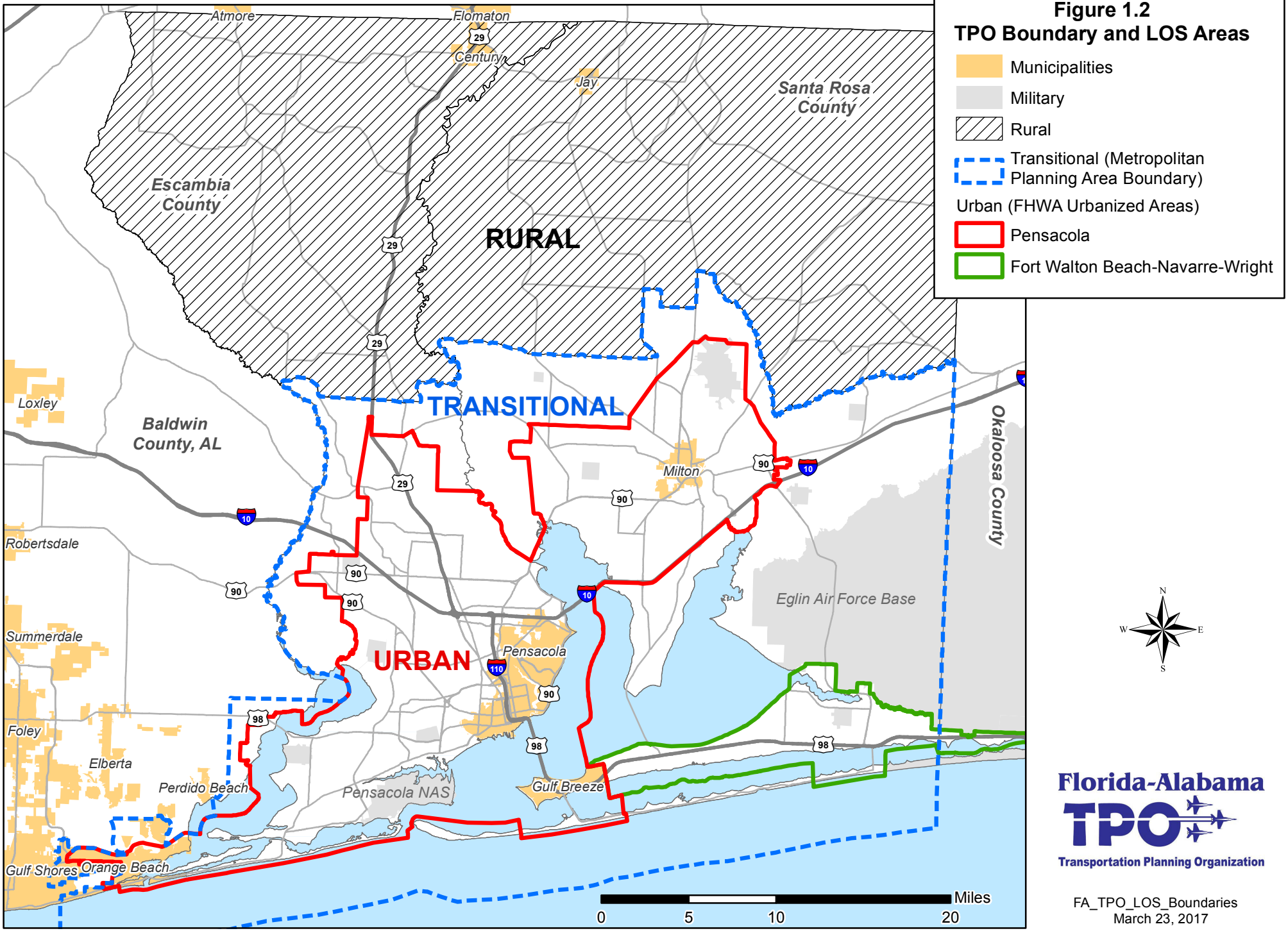


Figure 1.2
TPO Boundary and LOS Areas
Municipalities
Military
Rural
Transitional (Metropolitan Planning Area Boundary)
Urban (FHWA Urbanized Areas)
Pensacola
Fort Walton Beach-Navarre-Wright
RURAL
TRANSITIONAL
URBAN
Atmore
Flomaton
Century
Jay
Santa Rosa County
Escambia County
Loxley
Baldwin County, AL
Robertsdale
Summerdale
Foley
Elberta
Perdido Beach
Gulf Shores
Orange Beach
Pensacola NAS
Gulf Breeze
Pensacola
Milton
Okaloosa County
Eglin Air Force Base
N
W
E
S
0
5
10
20
Miles
Florida-Alabama TPO
Transportation Planning Organization
FA_TPO_LOS_Boundaries
March 23, 2017

2.0 CMP Goals and Objectives

The first process of the CMP is the development of the goals and objectives. The goals and objectives guide the CMP process. The context of the CMP goals and objectives is set by the Long Range Transportation Plan (LRTP). The vision and the goals of the 2040 LRTP will be used as guidance for the TPO's regional mobility. The vision and goals of the LRTP are established within the steering committee session. The steering committee is composed of representatives from the Florida Department of Transportation, local government representatives, citizens, and stakeholders. Before adoption, the vision statement and goals were presented to the general public for review, comment, and recommendations.

2.1 Goals

Goals are broad statements of intent, whereas objectives are specific in context in order to accomplish the goal. The goals established in the 2040 LRTP are found below in Table 2.1.

Table 2.1 Florida-Alabama TPO 2040 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

As outlined in the Federal Highway Administration's *Congestion Management Process: A Guidebook*, ideal congestion management objectives are SMART: Specific, Measurable, Agreed, Realistic, and Time-Bound. Objectives should be specific and measurable, regional in nature, and focused on a specific aspect of congestion. Objectives generally lead directly to a performance measure that can be used to assess whether or not the objective has subsequently been achieved. The CMP Objectives are shown below in Table 2.2, along with congestion mitigation strategies that are recommended to achieve the objectives of this CMP update. Performance measures used to evaluate the mitigation strategies are found in Section 4.

Table 2.2 Congestion Management Process Objectives and Congestion Mitigation Strategies

	Objectives	Congestion Mitigation Strategies
1	Reduce travel demand	Decrease vehicle miles traveled (VMT) Implement Transportation Demand Management Strategies Encourage carpooling and use of the Commuter Assistance Program Encourage other modes of transportation
2	Promote alternate modes of transportation	Improve access to transit by supporting transit expansion Increase bicycle and pedestrian connectivity by expanding bicycle and pedestrian facilities
3	Improve functionality and reliability of the transportation system	Improve traffic flow Implement Transportation System Management and Operation Strategies
4	Enhance the safety for motorized and non-motorized users	Reduce the rate of accidents Seek out high-crash "hot spots" Separate travel modes to reduce conflict points
5	Preserve the existing transportation system	Monitor traffic conditions in real time Prioritize capacity improvements for roadways with a deficient LOS / volume to capacity ratio Prioritize low-cost, operational improvements that will reduce congestion

The purpose of the CMP is to meet the goals and objectives laid out in Tables 2.1 and 2.2 by working to reduce travel demand and improve the security, safety, and reliability of the transportation system. Specific performance measures that will be used to evaluate how well this is being accomplished are found in Section 4. Two of the concepts listed above in Table 2.2 are more complex, and therefore will be discussed more in-depth below.

2.3 Reducing Travel Demand

One of the major ways to reduce congestion is to reduce travel demand, either by implementing strategies to reduce overall demand for the system (ex. encouraging telecommuting, supporting and encouraging land use decisions that reduce vehicle miles traveled); by implementing strategies that reduce demand for the system at peak times (ex. Encouraging flextime); or by implementing strategies that more efficiently use the transportation system (ex. Carpooling or vanpooling, use of transit services, biking or walking).

One way that the TPO has been working to reduce travel is through The ride-On Program. The ride-On Program is funded by the Florida Department of Transportation and staffed by the West Florida Regional Planning Council. The ride-On Program offers employer-based programs to assist in reducing single occupant vehicle travel to work sites. The Commuter Assistance Program coordinates users on a computer database with mapping capabilities to assist in forming carpools

and vanpools. Additional information on the ride-on program may be found in Section 3.5. Figure 3.4 shows the location of the Park and Ride Lots as designated by the Florida Department of Transportation as well as the population density in the TPO area by zip code.

2.4 Implementation of Transportation System Management and Operation (TSMO) Strategies

TSMO strategies not only reduce congestion and improve mobility, but they also function to increase safety. The Federal Highway Administration defines Transportation Systems Management and Operations (TSM&O) as "an integrated program to optimize the performance of existing multimodal infrastructure through implementation of systems, services, and projects to preserve capacity and improve the security, safety, and reliability of our transportation system."

Source: www.d3sunguide.com

TSM&O actions and strategies laid out by FDOT in the *Florida Transportation Systems Management and Operations Strategic Plan (December 2013)* include:

- Ramp signals
- Advanced Traffic Management System
- Severe Incident Response Vehicles
- Managed Lanes
- Incident Management
- Rapid Incident Scene Clearance

- Traveler Information
- Arterial Management
- Work Zone Traffic Management
- Weather Information
- Variable Speed Limits

In the TPO Service Area, the Pensacola Freeway Management System is in place and is managed at the Pensacola SunGuide Center (which is the Regional Transportation Management Center). The SunGuide Center monitors and disseminates traffic congestion and accident information for the Interstate 10 and Interstate 110 travelers in Escambia and Santa Rosa counties. Dynamic Message Signs (DMS), Closed Circuit Television (CCTV) cameras, Vehicle Detector Stations (VDS), and Road Weather Information Systems (RWIS) are used to collect and disseminate this information.

The SunGuide Center manages the Road Ranger Service Patrol program and coordinates with the Florida Highway Patrol and other RTMC partners (i.e. Florida 511, local law enforcement and governments) to identify and better manage accident and congestion locations.

Source: www.d3sunguide.com

3.0 Networks

Transportation planning is not just planning for roadways. It also entails planning for other modes of transportation such as public transportation, bicycles, pedestrians, and freight. To that extent, the following networks are identified in this CMP report: (1) Roadway; (2) Transit; (3) Travel Demand; (4) Bicycle/Pedestrian; and (5) Freight.

3.1. Roadway Network

The roadway network is functionally classified based on the Federal Highway Administration (FHWA) Functional Classification System. A functional classification system is a grouping of streets and highways based upon the type of service they are intended to provide. There are three types of functionally classified systems in this report: 1) Freeways and Tolls; 2) Arterials; and 3) Collectors. Local roads are not included in the roadway network that is analyzed in the CMP.

The roadway network that is analyzed for the CMP is comprised of state and major county roads as well as an integrated system of airports, rail systems, multi-modal, and inter-modal facilities totaling 608.691 miles (see Figure 3.1). Regional roadway corridors serving the Urbanized Area include: Interstate 10, Interstate 110, SR 87, SR 292, US 29, US 90, US 90A, and US 98. Other major urban arterial corridors include: SR 289 (9th Avenue), SR 291 (Davis Highway), SR 296 (Brent Lane), SR 295 Fairfield Drive/New Warrington Road/Navy Boulevard) and SR 281 (Avalon Boulevard).

After the 2010 census the Florida-Alabama urbanized area was expanded to include Orange Beach, Alabama. At that time SR 182 (Perdido Beach Boulevard) from the Alabama State Line to SR 161 was added to the network.

Based on a review of the FDOT District 3 updated Roadway Functional Classification maps for Escambia and Santa Rosa Counties, the following roadway segments have been added to the CMP network:

Escambia County Roadway Segments

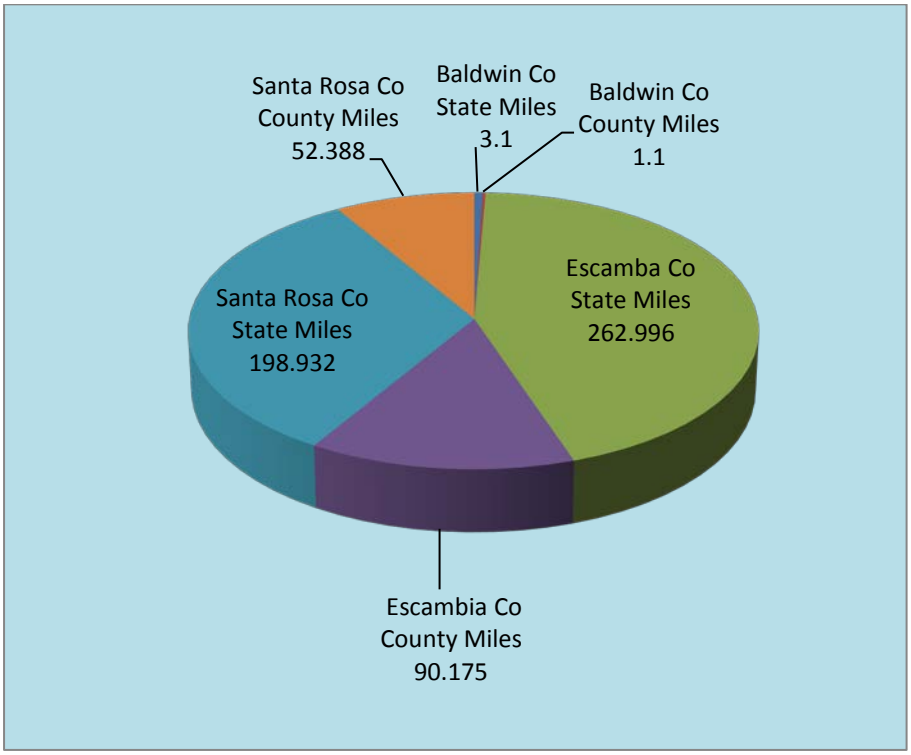
Ten Mile Road from Stefani Road to US29
Ten Mile Road from US29 to Chemstrand Road
Greenbrier Boulevard from Chemstrand Road to Guidy Lane
Kingsfield Road from US29 to Chemstrand Road
Quintette Road from US29 to the Santa Rosa County Line
Bauer Road (CR293) from Gulf Beach Highway (CR292A) to US98
Massachusetts Avenue from US90 (Mobile Highway) to US29
Beulah Road (CR99) from US90 (Mobile Highway) to Frank Reeder Road
Gulf Beach Highway (CR292A) from Blue Angel Parkway to Sorrento Road/Gulf Beach Highway
Detroit Avenue from Pine Forest Road to US29

Johnson Avenue from US29 to Cody Lane
County Road 196 from Jacks Branch Road to US29
Guidy Lane from (US90A) Nine Mile Road to Ten Mile Road
Cerny Road (CR296A) from Blue Angel Parkway to US90 (Mobile Highway)

Santa Rosa County Roadway Segments

Allentown Road from SR89 to SR87N
Commerce Road from SR281 (Avalon Boulevard) to Galt City Road
Allentown School Road (CR182) from Chumuckla Highway (CR197) to Allentown Road
Garcon Point Road (CR191) from SR281 (Avalon Boulevard) to Milton City Limits
Munson Highway (CR191) from SR87 N to the Alabama State Line
Willard Norris Road (CR197) from SR87N to Chumuckla Highway (CR197)
Sterling Way/Cyanamid Road (CR191B/281B) Bell Lane (CR197A) to SR281 (Avalon Boulevard)
Chumuckla Highway (CR197) from Ten Mile Road to SR89
Spring Street (CR197A) from CR197 to SR4
County Mill Road (CR399) from SR4 to SR87
Ward Basin Road (CR89) from I-10 to CR89 (Ward Basin Road) End of the road
Da Lisa Road from Galt City Road to Garcon Point Road (CR191)
East Spencer Field Road from US90 to North Spencer Field Road
Galt City Road from US90 to Da Lisa Road
Greenwood Road from SR89 to SR87
Hamilton Bridge Road from East Spencer Field Road to Berryhill Road (CR184A)
Norris Road from Chumuckla Highway (CR197) to West Spencer Field Road (CR197B)
Park Avenue from SR89 to SR87
SR87A from Munson Highway (CR191) to Whiting Field Gate
SR87A from SR87 to Whiting Field (CR87A/Langley Street)

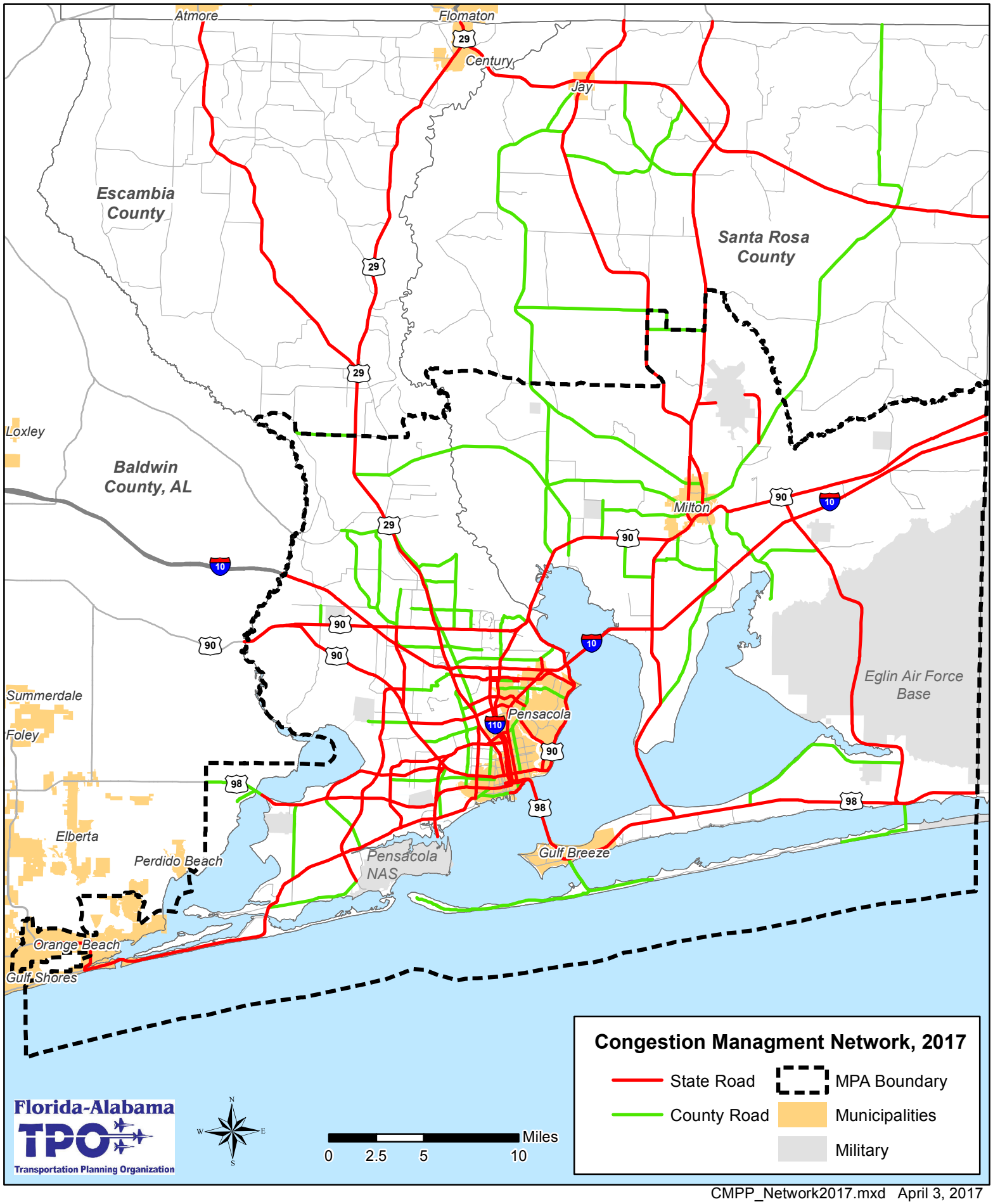
Figure 3.1 Congestion Management Process Network Roadway Mileage



Source: Florida-Alabama TPO Congestion Management Process Network.

The total roadway mileage for the congestion management process network is shown in Figure 3.1. Escambia County has the largest amount of total roadway miles in the network area. The roadway network is depicted in Figure 3.2.

Figure 3.2
Congestion Management Roadway Network



CMPP_Network2017.mxd April 3, 2017

3.2 Transit Network

Escambia County Area Transit (ECAT) provides a fixed-route service to Escambia County. ECAT operates 20 local bus routes, including 1 express route and the Beach Jumper route. The majority of the routes operate on weekdays and Saturdays, with Sunday service on the Express and Beach Jumper routes. Route 60 has three trips per day to Century on the weekdays. The City of Century is located in northern Escambia County and is outside the TPO Study Area. Otherwise, ECAT service is contained to the TPO Study Area.

The basic charge for riding an ECAT bus is $1.75. Students with proper identification can ride for $1.25; children with a height equal to or shorter than the top of the fare box, the military, and ADA-certified transportation ID cardholders can ride for free; and senior citizens, disabled riders, and Medicare card holders pay $0.85. ECAT also offers weekly, monthly and other special discount passes. Figure 3.3 shows the current ECAT Routes as of January 2014.

3.3 Paratransit Services in Santa Rosa County

Tri-County Community Council is the local Community Transportation Coordinator in Santa Rosa County which coordinates medical and non-medical transportation services for the Transportation Disadvantaged community. Para transit (door to door) service is available to Santa Rosa County residents that qualify.

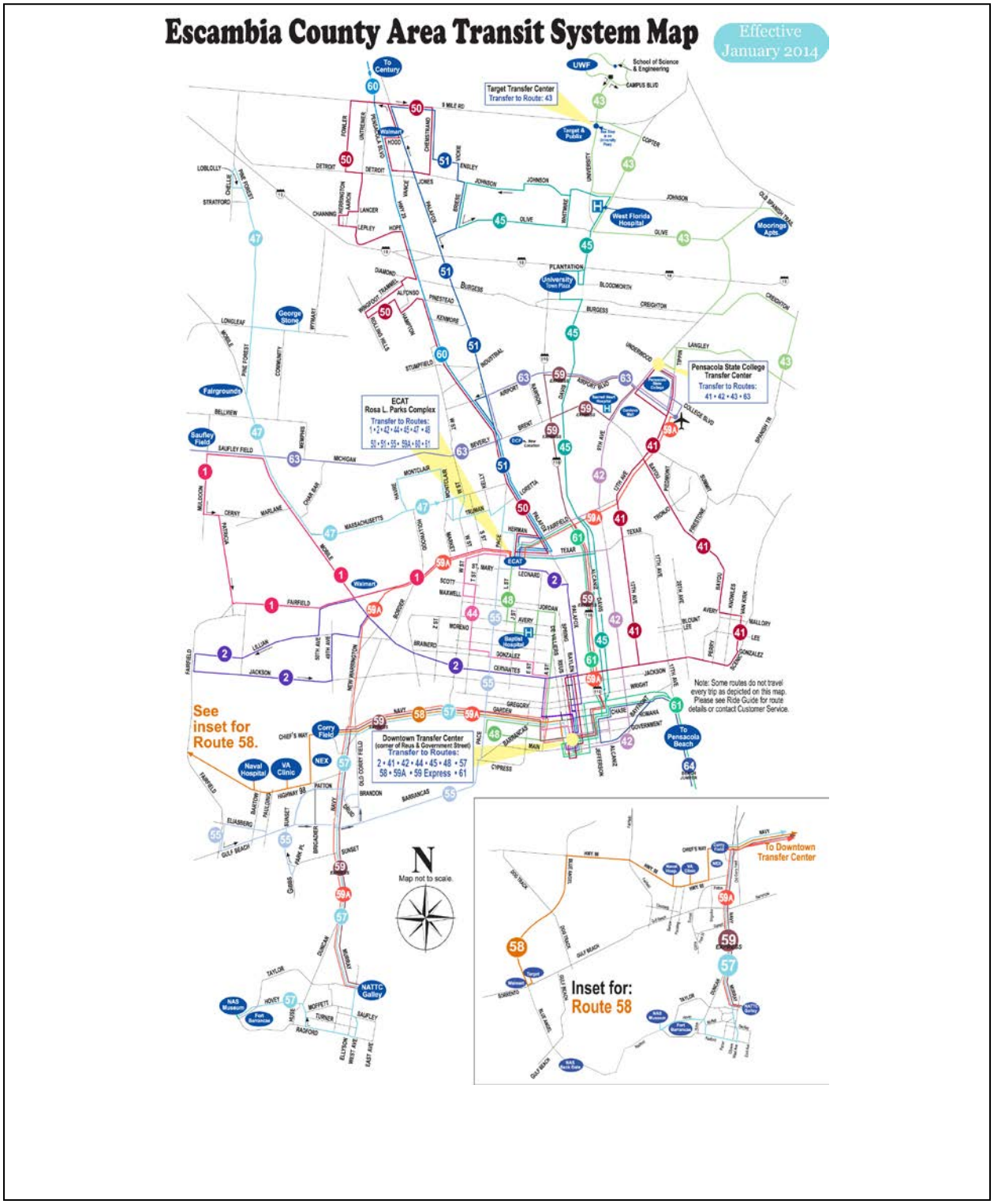
Several agencies sponsor client transportation needs and pay all or most of the cost. The Florida Commission for the Transportation Disadvantaged provides cost sharing assistance for individuals who are not sponsored and meet eligibility criteria.

3.4 BRATS Public Bus (Baldwin Rural Area Transportation System)

BRATS serves the needs of all the citizens of Baldwin County. Anyone, any age and ability is eligible to enjoy our public transit system. The transit program provides many with increased independence, supports an active lifestyle, reduces traffic congestions, helps protect the local environment and provides greater access to the community.

In conjunction with the Bladwin County Council on Aging, BRATS provides paratransit services to individuals that meet the the program qualifications.

Figure 3.3 Escambia County Area Transit System Map, Effective January 2014



Source: ECAT

Figure 3.4 shows the location of the current park and ride lots in Escambia and Santa Rosa counties, and also shows the population density of the TPO service area by zip code. Currently there are no park and rides lots in Baldwin County, Alabama within the study area.

3.5 ride On Program

The West Florida Regional Planning Council (WFRPC) continues operating and managing the rideOn program for District Three of the Florida Department of Transportation (FDOT). rideOn currently serves as FDOT's District Three Commuter Assistance Program (CAP) in the ten (10) western counties of the District. These counties are Bay, Calhoun, Escambia, Gulf, Holmes, Jackson, Okaloosa, Santa Rosa, Walton, and Washington (the Panhandle of Florida). Calhoun and Jackson Counties are shared with Commuter Services of North Florida because some residents in these Counties commute to jobs in the Panama City Urbanized Area and some commute to the Tallahassee Urbanized Area.

The mission of the rideOn program is to identify barriers to commuter mobility and then develop, promote, and track affordable, reliable, and sustainable alternatives to mitigate these barriers.

Businesses in the western Florida gulf coast resort communities of Destin and South Walton have had a hard time attracting and retaining service employees, especially during the busy tourist season. Restaurants, hotels, and stores along the coast needed workers, but potential employees can't afford the area's increasingly high housing costs. Many workers who do accept positions have commutes of and hour or more. The difficulties increase for workers who lack reliable transportation. Turnover and absenteeism has been high.

An initial meeting of business people generated tremendous interest and led to the formation of an informal task force. The task force decided that a vanpools system would offer a good compromise between reliability and flexibility at a reasonable cost. Routes serve Crestview, Gulf Breeze, and rural communities.

Vanpools	Locations	Destination
Green Way Shuttles	Panama City	Mariana Prison
Green Way Shuttles	Panama City	Mariana Prison
Green Way Shuttles	Bonifay	Mariana Prison
VOC01 Okaloosa County	Niceville to Ft. Walton	Water & Sewer/Okaloosa County
VOC02 Okaloosa County	Crestview to Ft. Walton	Water & Sewer/Okaloosa County
VOC03 Okaloosa County	Crestview to Ft. Walton	Water & Sewer/Okaloosa County
VOC04 Okaloosa County (2nd shift)	Crestview to Ft. Walton	Water & Sewer/Okaloosa County
Van Go - VGOF01	Milton, FL.	Eglin AFB
Van Go - VGOF02	De Funiak Springs	Eglin AFB
Van Go - VGOF03	Pensacola	Hurlburt Field
Van Go - VGOF04	Pensacola	Eglin AFB
Van Go - VGOF05	Crestview	Eglin AFB
Van Go - VGOF06	Pensacola	Eglin AFB
Van Go - VGOF07	Holley by the Sea	Eglin AFB
Van Go - VGOF08	Navarre	Eglin AFB
V-Ride	Panama City	Mariana Prison
Total Vanpools 16		

Some workers will meet the vanpools at area park & ride lots. Some businesses will pay a base fee for some of their employees to choose alternative modes of transportation.

We currently have 16 vans operating in the Florida Panhandle. We solicit employers who have 50 or more employees. We are currently working with Seaside promoting the rideOn Program in hopes of providing transportation to the North end of the county 331 - Niceville, Freeport, Defuniak Springs, Ponce Deleon, Pace, and Westville. These individuals are commuting to Seaside for work; some of the major communities we are targeting are Defuniak Springs, Destin, Miramar Beach, Panama City Beach, and Santa Rosa Beach. Combining some of the other rural counties you have a total of 449 employees who need some type of alternative mode of transportation to get to work.

3.6 Park and Ride

Park-and-Ride facilities serve as collection areas for people transferring to higher occupancy vehicles. They are often located and designed to serve bus or rail transit, but many are used by carpoolers and vanpoolers as well. The West Florida Regional Planning Council staff supports the location and use of Park and Ride Lots. There are Park and Ride lots throughout rideOn's ten-county region, and these lots are used as central meeting points for commuters engaged in carpool and vanpool activities. Most Park and Ride lots are constructed by the Florida Department of Transportation (FDOT) for use by the public. Occasionally, property owners will allow for a few spots to be designated for Park and Ride, and we are grateful to these property owners for their generosity.

Current Park and Ride locations:

Escambia County

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

Santa Rosa County

- Avalon Blvd – East side of highway 281: 0.5 mile North of I-10
- Navarre – Southwest corner of Highway 87 and Highway 90 intersection
- Milton – DOT Maintenance Yard
- Milton – Southeast corner of US 90 and highway 87
- Pace – US 90 at C197-A

3.7 Intelligent Transportation Systems (ITS)

ITS is a program aimed at using computers and communications to make travel smarter, faster, safer, and more convenient. Here are just a few of the ways ITS helps the traveling public:

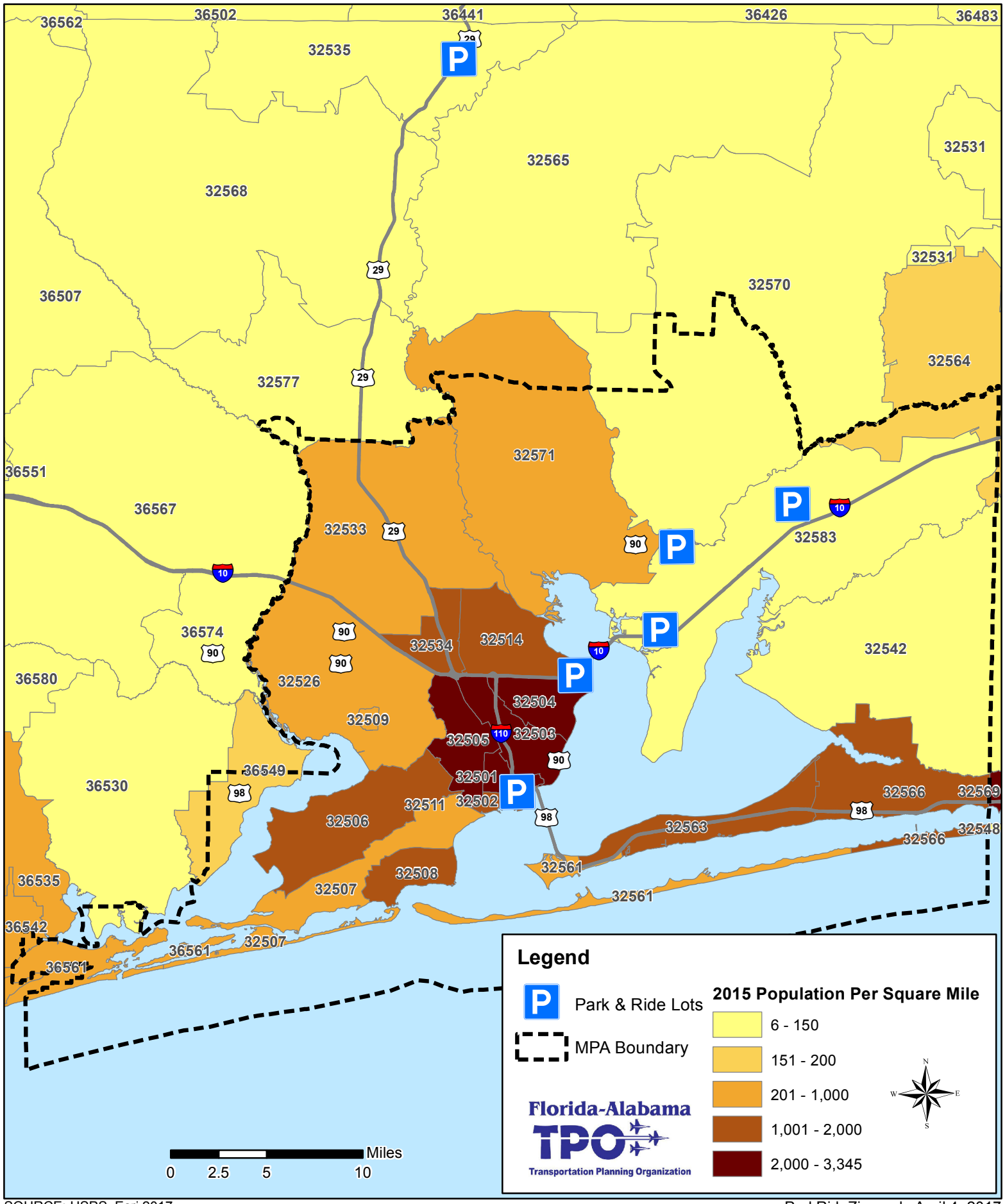
- Intelligent traffic control systems help us by reducing the time we spend stopped at red lights or waiting on freeways when an accident occurs.
- Automatic toll collection moves vehicles more quickly through toll booths, reducing congestion and pollution.
- Traveler information systems help us by giving us current, multi-modal information on travel conditions, allowing us to make smarter choices about how, when and where to travel.

- In-vehicle systems will help us by giving us in-vehicle maps, guiding us to our destination, and improving our safety by automatically notifying emergency services when a serious accident occurs and exactly where the accident is located.
- Advanced transit systems help transit agencies operate more efficiently and provide travelers with real time information that makes using transit easier and more attractive.
- Intelligent commercial vehicle systems will help commercial vehicle operators process the paperwork associated with moving goods. These systems will also help public agencies improve safety by inspecting the vehicles that need it the most.

ITS makes travel safer and less time-consuming and makes it easier to choose how to travel. It also helps reduce the cost of moving goods and services to the marketplace.

The Florida-Alabama TPO, in partnership with the Okaloosa-Walton and Bay County TPOs, completed a Regional ITS Plan (2010). The Regional ITS Plan identifies and evaluates the existing ITS networks, evaluated future ITS needs, and determined additional staffing needs for operation and maintenance of future ITS improvements. This plan was adopted in September of 2010 by each of the three Northwest Florida TPOs.

Figure 3.4
Park and Ride Lots by Zip Code



SOURCE: USPS, Esri 2017

ParkRideZip.mxd April 4, 2017

3.5 Bicycle and Pedestrian Network

The on-road bicycle network is identical to the CMP network. Bike lanes and paved shoulders are considered on-road facilities. A Bicycle lane is designated as a bicycle facility typically at least 4 feet wide and has an indication on the road. Paved shoulders serve as a means for a bicyclist to travel and a place of refuge for vehicles with mechanical problems. In the Bicycle Pedestrian Master Plan, paved shoulders at least 4 feet wide were noted as an undesignated bicycle facility. Paved shoulders are generally used as undesignated bicycle facilities along suburban and rural roadways.

The pedestrian network is comprised of the CMP network. Pedestrians are typically prohibited from walking on highways, limited access facilities, HOV and toll facilities, and ramps. Figure 3.5 depicts existing and proposed bicycle and pedestrian routes and trails.

As this report was being finalized Santa Rosa County was finishing their efforts to develop a bicycle/pedestrian plan for south Santa Rosa County. The routes and projects that are being considered as part of that study are located north of US98 in the Navarre area. Once finalized, these projects should be included in the CMP.

In addition to the facilities being identified in Santa Rosa County, there are several multiuse trails in Orange Beach, Alabama within the study area. They include the following:

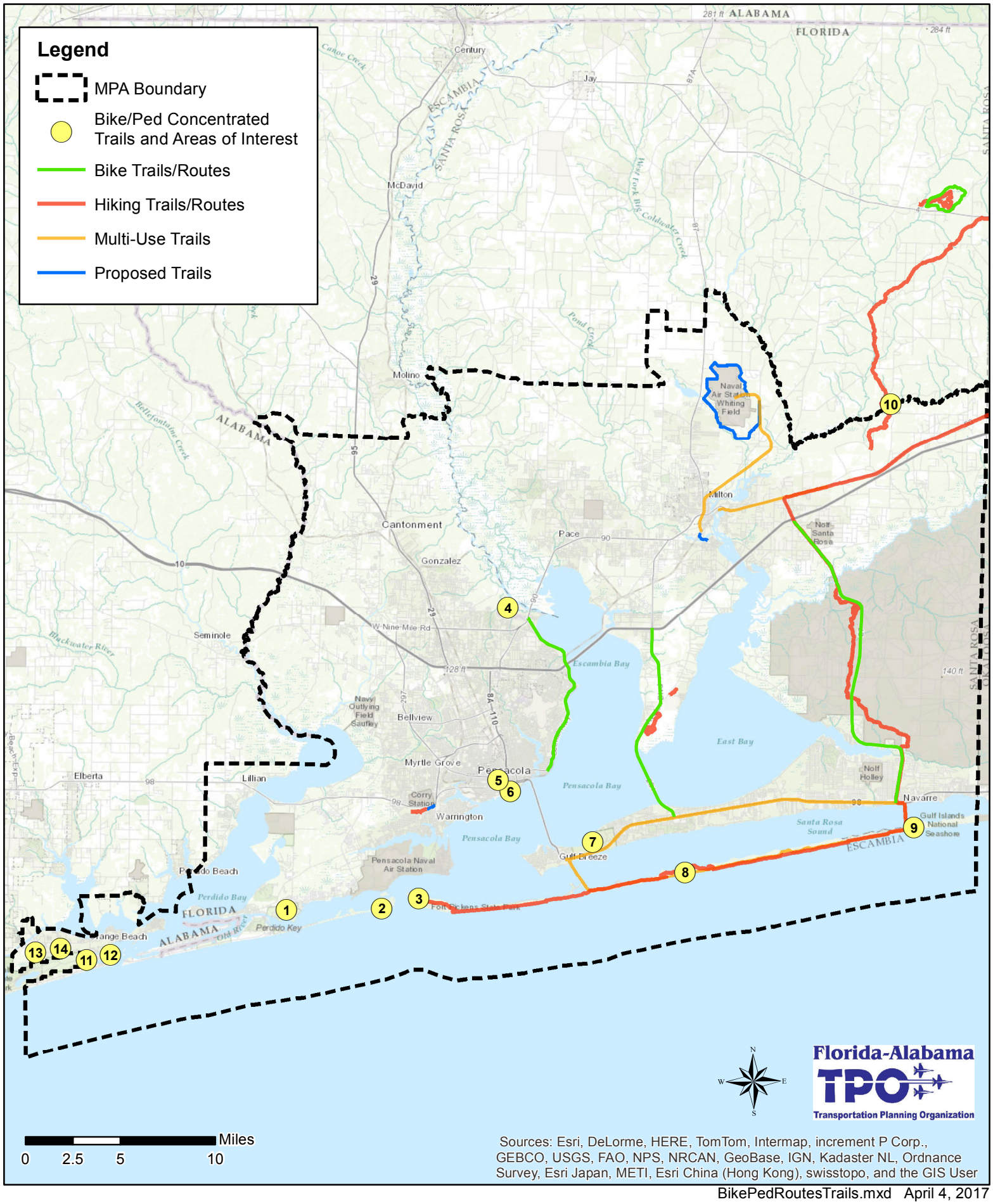
1. Hugh S Branyon Back Country Trail

2. Cotton Bayou Trail

3. Catman Road Trail

4. Rattlesnake Ridge Trail

Figure 3.5
Bicycle and Pedestrian Routes and Trails



BikePedRoutesTrails.mxd April 4, 2017

3.6 Freight Network

The freight network is composed of the CMP network. Although rail, water, and air cargo are available, the movement of goods is primarily by truck. Depending on vehicle type, some freight movement is restricted on some of the roadways. Table 3.1 denotes the highways that support commerce in the TPO area.

A statewide Freight Plan is required in MAP -21 and the next major update to the Congestion Management Process needs to reference this plan as well as the Strategic Intermodal System and its connection to the Highway of Commerce.

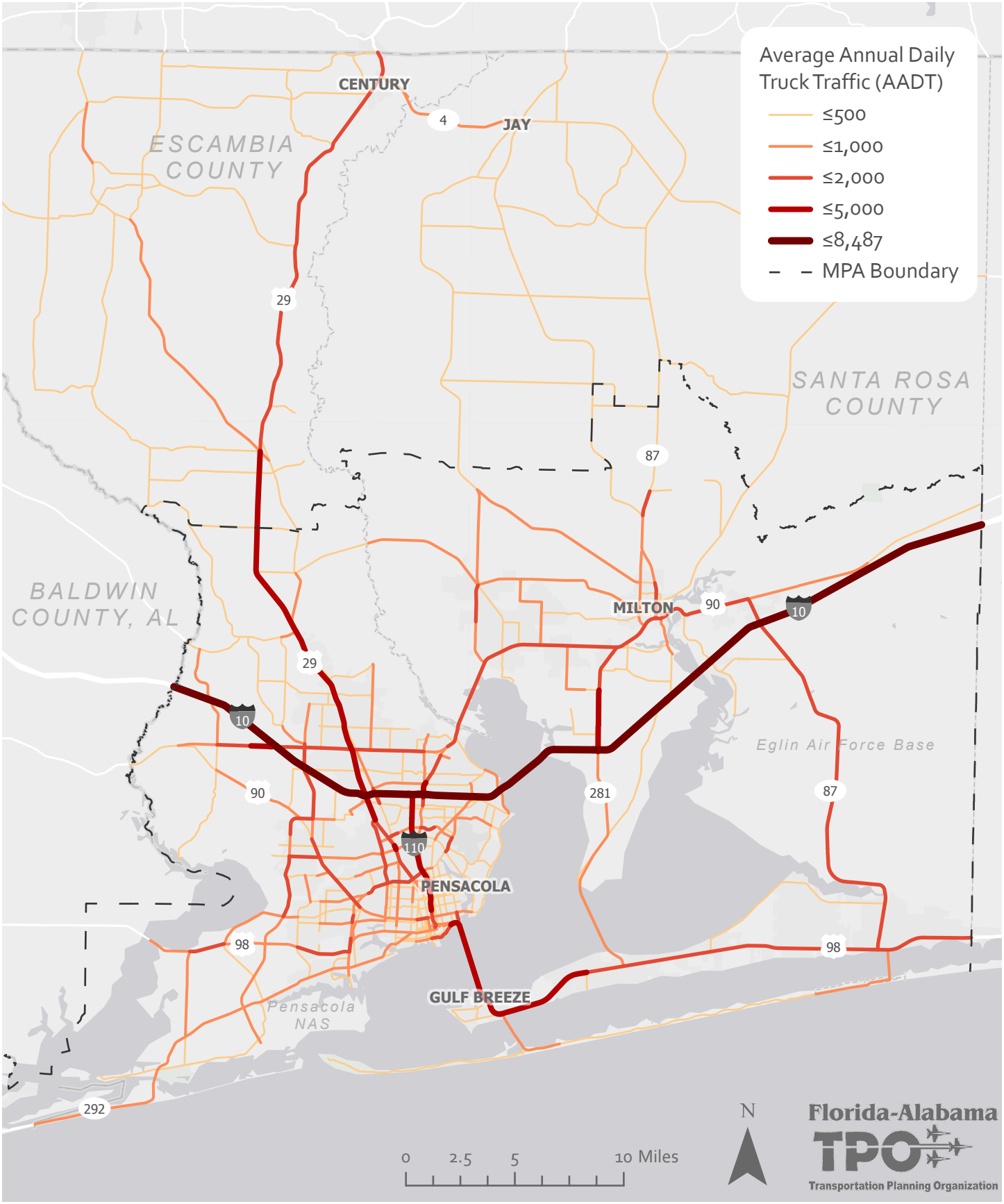
Table 3.1 Highways of Commerce

County	Highway of Commerce	From	To
Escambia	I-10	Alabama Line	Santa Rosa Co. Line
	I-110	US 98	I-10
	US 90 Business	US 29	JCT US 90 (West)
	US 90/SR 10	Alabama Line	Santa Rosa Co. Line
	US 98/SR 30	Alabama Line	Santa Rosa Co. Line
	US 29/ N Palafox St	US 90	I-10
	SR 291	I-10	JCT US 90 (East)
	CR 184	US 29/SR 97	Alabama Line
	SR 173/Blue Angel Hwy	Pine Forest Rd	NAS Pensacola
	Pine Forest Rd.	SR 173/ Blue Angel Hwy	I-10
Santa Rosa	I-10	Escambia Co. Line	Okaloosa Co. Line
	US 90/SR 10	Escambia Co. Line	SR 87 (East)
	US 98/SR 30	Escambia Co. Line	Okaloosa Co. Line
	SR 87	US 98	US 90
	SR 87	US 90	Alabama Line
	SR 281/ Avalon Blvd	I-10	US 90

Source: TPO's Regional Freight Plan.

Figure 3.6 presents the 2017 truck volumes within the study area based on the Florida Department of Transportation's 2017 truck volume average annual daily traffic counts.

Figure 3.6
Annual Average Daily Truck Traffic, 2017



6/25/2018 1:34 PM SOURCE: FDOT FA_CMPP2018

4.0 Performance Measures

Performance measures are a quantifiable method for analyzing the performance of the transportation system and the effectiveness of congestion management strategies. The employment of performance measures illustrates to what degree the CMP is achieving its objectives. Developing performance measures can: (1) identify congested areas; (2) evaluate the effectiveness of mitigation strategies; (3) monitor the effectiveness and efficiency of the transportation system, and (4) identify, evaluate, track, and communicate the degree to which the transportation system satisfies its requirements.

4.1 Level of Service Performance Measure

The performance measure previously used to determine the state of congestion on the CMP network was the CMP roadway networks Level of Service (LOS). For this CMP update, LOS will continue to be used as a performance measure. The Escambia County, Santa Rosa County, and Baldwin County Roadway and Multimodal Level of Service Tables are located in Appendix A.

A LOS analysis is a quantitative examination of the quality of service provided by the transportation system (QLOS). The LOS tables are based on the generalized tables within the 2017 Quality/Level of Service Handbook. Maximum threshold levels are determined by the state and local governments based on the analysis of a segment's functional classification and facility type.

4.2 LOS Analysis Methodology

To determine roadway LOS, annual average daily traffic counts (AADT) are utilized to measure the amount of daily and peak hour traffic on regionally-significant state and local roadways, and the level of traffic is assessed for the roadway type using the Florida Department of Transportation's (FDOT) Generalized LOS tables. Bicycle, pedestrian, and bus mode level of service utilizes the traffic volume as well as the percentage of either paved shoulder / bicycle lane coverage or sidewalk coverage to determine the level of service.

Over the last four years, the FDOT has updated and revised the way that LOS is calculated in its two QLOS handbook releases (2009 and 2013) and Generalized LOS tables releases (2009, 2010, and 2012). In the most recent update, the Generalized LOS tables now define arterials as Class I or II based on the posted speed limit of the roadway, and freeways in the urbanized area are divided into 'Core Urbanized' and 'Urbanized.' Additionally, the "*K Factor*" has been revised and has been standardized to utilize the latest research and provide a time savings to FDOT. The "*K Factor*" denotes peak hour to annual average daily traffic. FDOT personnel have conducted numerous traffic and signalization studies and have modified the initial values to reflect average conditions in Florida. Daily and directional data were derived from FDOT's continuous traffic count stations throughout Florida. Signal timing data were obtained from analyses of traffic signal

timings in Miami, Tampa, Tallahassee, Gainesville, DeLand and Lake City, as well as several rural developed areas. FDOT's intent has been to develop the most realistic numbers based on actual traffic, roadway and signalization data.

The steps for determining the CMP network roadway congestion levels are described below:

1) Determine the geographic area type in which the roadway segment (Urbanized Area, Transitioning Area, or Rural Area) is located. Retrieve the appropriate table.
2) Determine the type of roadway to be analyzed: State two-way arterial, freeway, or non-state roadway and go to the corresponding portion of the table.
3) For arterial roadways, determine the posted speed limit on the segment of roadway and appropriate class designation (Class I, II, etc.) on the table.
4) Determine the number of through lanes on the segment and whether it is divided or undivided, or whether it has any adjustments to be made based on the presence or lack of median and turn lanes.
5) Find the appropriate row in the table under the proper class designation.
6) Look up the AADT count two-way traffic volume for the roadway segment. Note: If more than one count station exists on a roadway segment, the median count should be used to represent the average conditions.
7) Using the proper table, the appropriate Class designation, and the correct row, you can determine the LOS Classification in which the AADT falls.

4.3 Performance Measures for Congestion Mitigation Strategies

When MAP-21 replaced SAFETEA-LU (which stands for Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users) several key modifications were made that affect the metropolitan transportation planning process. The Fixing America's Surface transportation (FAST) Act replaced MAP-21 in 2016 and continued to focus 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. They are shown below in Table 4.1.

Table 4.1. Congestion Management Process Objectives, Congestion Mitigation Strategies, and Performance Measures to Assess the Congestion Mitigation Strategies

	Objectives	Congestion Mitigation Strategies	Performance Measures for Congestion Mitigation Strategies
1A **1B**	Reduce number of automobile trips Reduce length of automobile trips	- Decrease vehicle miles traveled (VMT) - Implement Transportation Demand Management Strategies -Encourage carpooling and use of the Commuter Assistance Program -Encourage other modes of transportation	→Track VMT and public transportation annual passenger miles of travel →Monitor travel times to work →Continue to promote public awareness of the Commuter Assistance Program →Promote ECAT services →Produce electronic bicycle and pedestrian route maps for the public by December 2016 and 1,000 printed maps by December 2017 →Encourage telecommuting and flexible work hours programs → Reduce travel time to work
2	Promote alternate modes of transportation	- Improve access to transit by supporting transit expansion - Increase bicycle and pedestrian connectivity by expanding bicycle and pedestrian facilities - Increase participation in rideOn and similar programs	→Monitor transit usage →Monitor means of transportation to work →Prioritize bike lane and sidewalk projects that create connectivity between existing multi-modal facilities →Track rideOn participation →Identify and construct 1 of Park and Ride lot annually
3	Improve functionality and reliability of the transportation system	- Improve traffic flow - Implement Transportation System Management and Operation Strategies	→ Increase ITS capabilities to give travelers greater access to system information →Re-time 60 of traffic signals annually →Monitor congestion measures annually to discover congestion problems
4	Enhance the safety for motorized and non-motorized users	- Reduce the rate of accidents - Seek out high-crash “hot spots” -Separate travel modes to reduce conflict points	→Track and bring awareness to the number of traffic and pedestrian fatalities →Implement access management strategies to reduce conflict points →Map and review crash locations for high-crash hot spots annually as a part of the CMP →Provide $350,000 of funding annually for separated bicycle and pedestrian facilities.

	Objectives	Congestion Mitigation Strategies	Performance Measures for Congestion Mitigation Strategies
5	Preserve the existing transportation system	-Monitor traffic conditions in real time -Prioritize capacity improvements for roadways with a deficient LOS / volume to capacity ratio -Prioritize low-cost, operational improvements that will reduce congestion	→Seek out capital and operating funding for traffic monitoring, management, and control facilities and programs →Update LOS tables annually and prioritize projects that have a failing LOS →Invest $150K in operational roadway improvements (including intersection improvements, removal of bottlenecks, and addition of turn lanes) each fiscal year

The Alabama Department of Transportation Chief Engineer has directed that the Alabama Department of Transportation cannot allow accident, incident, crash, injury, or fatality information be shown or presented in association with descriptions of transportation projects, facilities, or physical locations in formal planning documents(UPWP, Long Range Plan, TIP, Congestion Management Plan, and Air Quality Conformity documentation) that include narrative or tabular project listings or descriptions. Including such language in those documents could potentially expose both the TPO and the State of Alabama to litigation. – *Bureau of Transportation Planning and Modal Programs, Montgomery, AL. May 9, 2014*

5.0 Performance Measure Assessment

5.1 Level of Service Analysis

A level of service analysis was completed on all major Escambia and Santa Rosa County state and county roadways in the fall of 2014 using 2013 traffic count data. Major facilities in Orange Beach and Lillian, Alabama were also analyzed. This analysis reported the annual average daily traffic and peak hour / peak direction traffic volume and level of service. It also included an analysis of the percentage of the maximum service volume that each facility was operating at the AADT level. The full analysis can be found in Appendix A.

The following Escambia County roadway segments had a failing level of service in 2013:

- SR 10 (US 90A) / Nine Mile Road from SR 297 / Pine Forest Road to US 29 / SR 95
- SR 10A (US 90) / Mobile Highway from Fairfield Drive / SR 727 to Kirk Street
- SR 10A (US 90) / Scenic Highway from Strong Street to Hyde Park Road
- SR 10A (US 90) / Scenic Highway from Hyde Park Road to Summit Boulevard
- SR 95 (US 29) / Pensacola Boulevard from I-10 / SR 8 to Nine Mile Road / SR 10 / US 90A
- SR 173 / Blue Angel Parkway from Lillian Highway / SR 298 to Saufley Field Road / CR 296
- SR 291 / Davis Hwy from I-10 / SR 8 to University Parkway
- SR 292 / Gulf Beach Hwy from Fairfield Drive / SR 727 to Navy Boulevard / SR 295
- SR 295 / Navy Boulevard from SR 292 / Barrancas Avenue to SR 295 / New Warrington Road
- SR 297 / Pine Forest Road from I-10 / SR 8 to Nine Mile Road / US 90A / SR 10
- SR 727 / Fairfield Drive from Lillian Highway / SR 298 to Mobile Highway / US 90 / SR 10A
- CR 295A / Saufley Field Road from Mobile Highway to Blue Angel Parkway
- Main Street from Baylen Street to Tarragona Street

The following Santa Rosa County roadway segments had a failing level of service in 2013:

- SR 30 (US 98) from the Escambia County Line to Fairpoint Drive
- SR 30 (US 98) from Fairpoint Drive to SR 399 / Pensacola Beach Boulevard
- SR 30 (US 98) from SR 399 / Pensacola Beach Boulevard to the East End of Naval Live Oaks / Gulf Breeze City Limits

The following Orange Beach, Al roadway segment had a failing level of service in 2013:

- SR 180 /Canal Road from the Foley Beach Express to SR 161

5.2 Safety Analysis

Number of Crashes and Crash Rate 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:

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

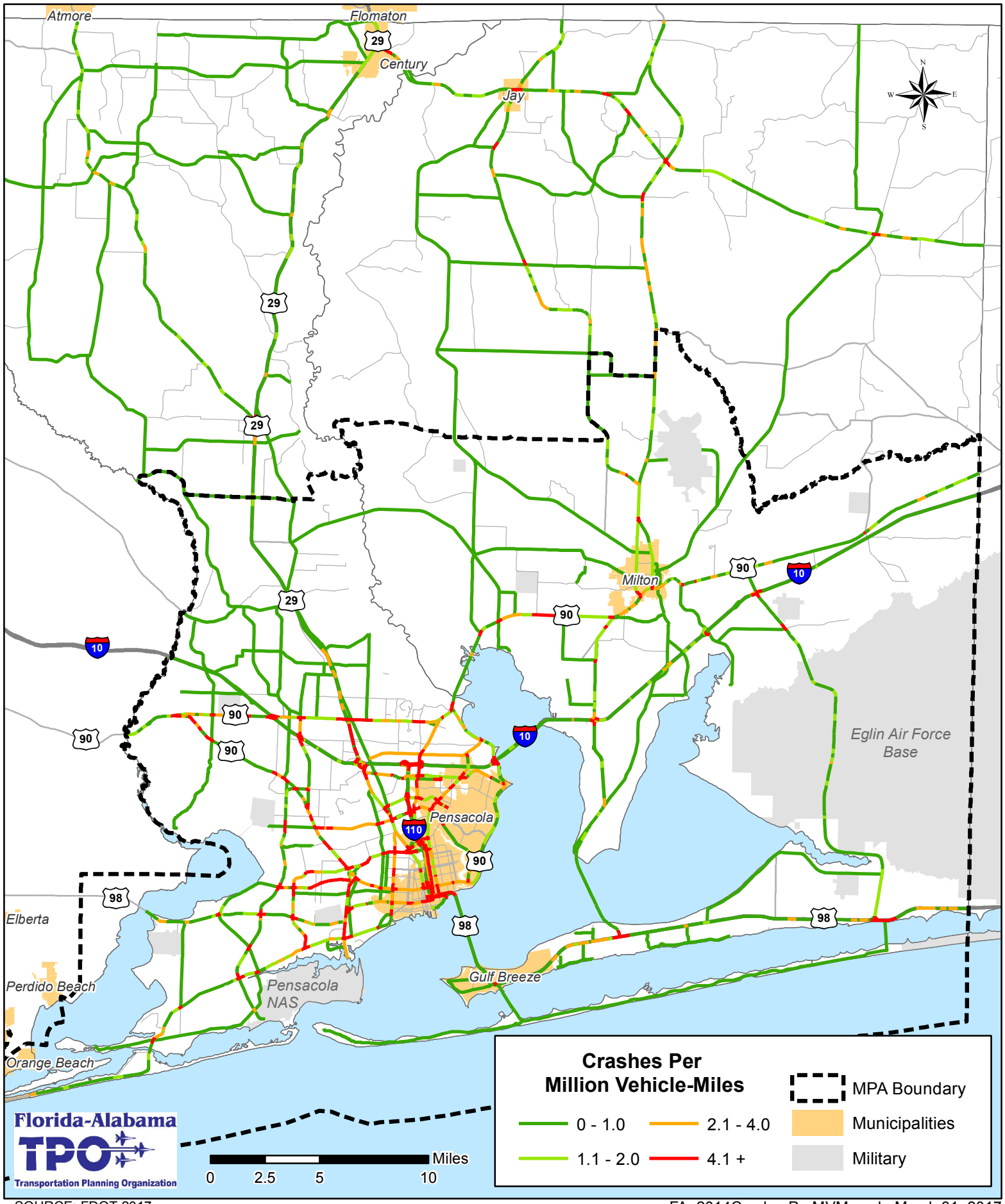
The most recent FDOT crash data (2014) was analyzed using the crash rate formula. This yields the frequency of crashes that occur on a roadway segment relative to the exposure of traffic on that segment. The crash rates shown in Figure 5.1 are segment crash rates and are presented as crashes per million vehicle miles traveled.

Figure 5.2 shows the top 25 highest crash locations from 2013 to 2017. This figure shows where the highest number of crashes occur at specific locations.

Figure 5.3 and 5.4 present the change over five years, between 2008 and 2013, in the number of crashes. These figures show whether crashes have increased, decreased, or stayed the same.

As noted earlier, the Alabama Department of Transportation Chief Engineer has directed that the Alabama Department of Transportation cannot allow accident, incident, crash, injury, or fatality information be shown or presented in association with descriptions of transportation projects, facilities, or physical locations in formal planning documents(UPWP, Long Range Plan, TIP, Congestion Management Plan, and Air Quality Conformity documentation) that include narrative or tabular project listings or descriptions. Including such language in those documents could potentially expose both the TPO and the State of Alabama to litigation. – *Bureau of Transportation Planning and Modal Programs, Montgomery, AL. May 9, 2014*

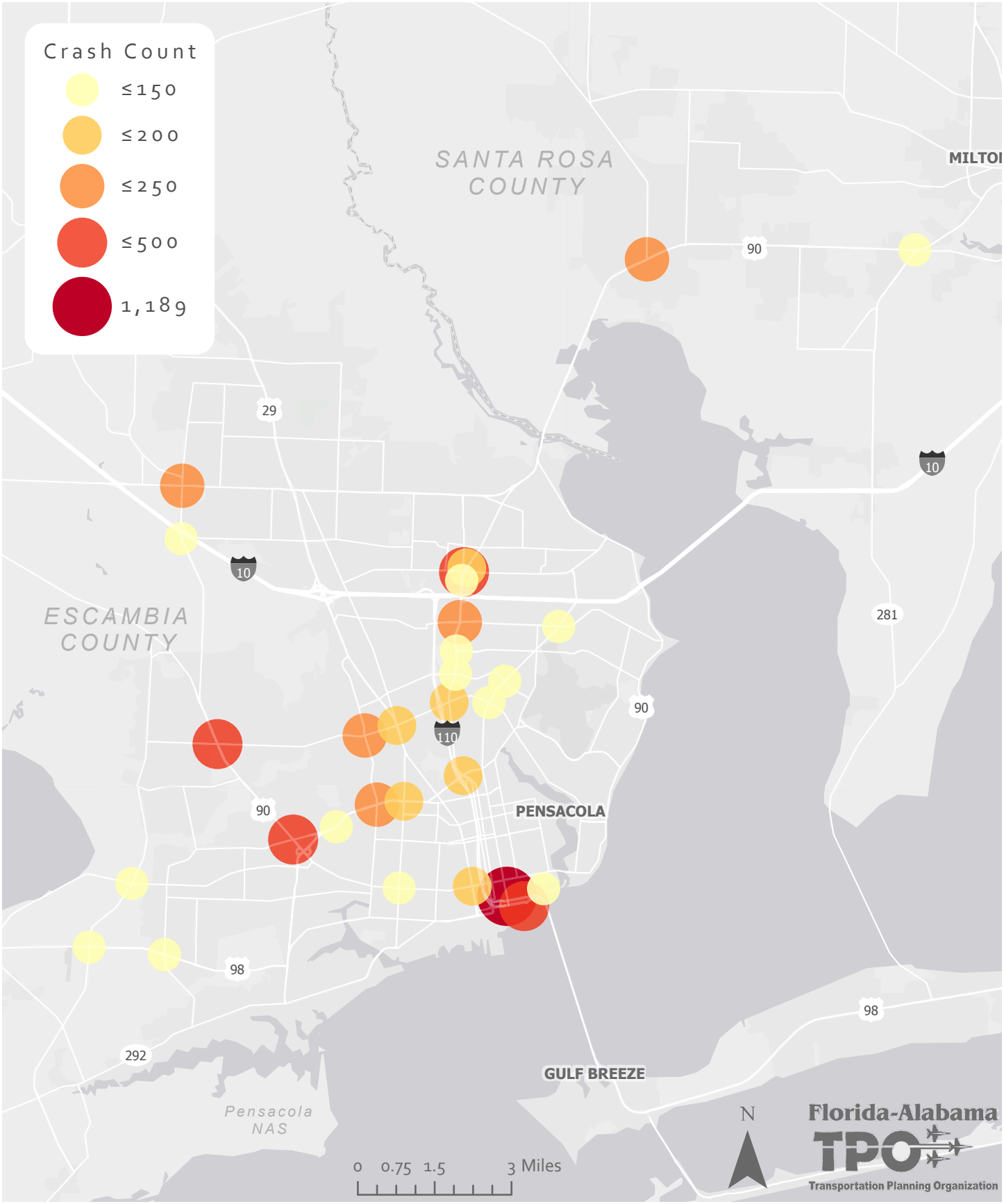
Figure 5.1
2014 5-Year Crash Rate (Crashes per Million Vehicle-Miles)



SOURCE: FDOT 2017

FA_2014CrashesPerMVM.mxd March 31, 2017

Figure 5.2
Top 25 Crash Locations (by Total Number of Crashes), 2013-2017



6/25/2018 3:44 PM SOURCE: UF GeoPlan FA_CMPP2018

Figure 5.3. Change in Number of Crashes, 2008-2013

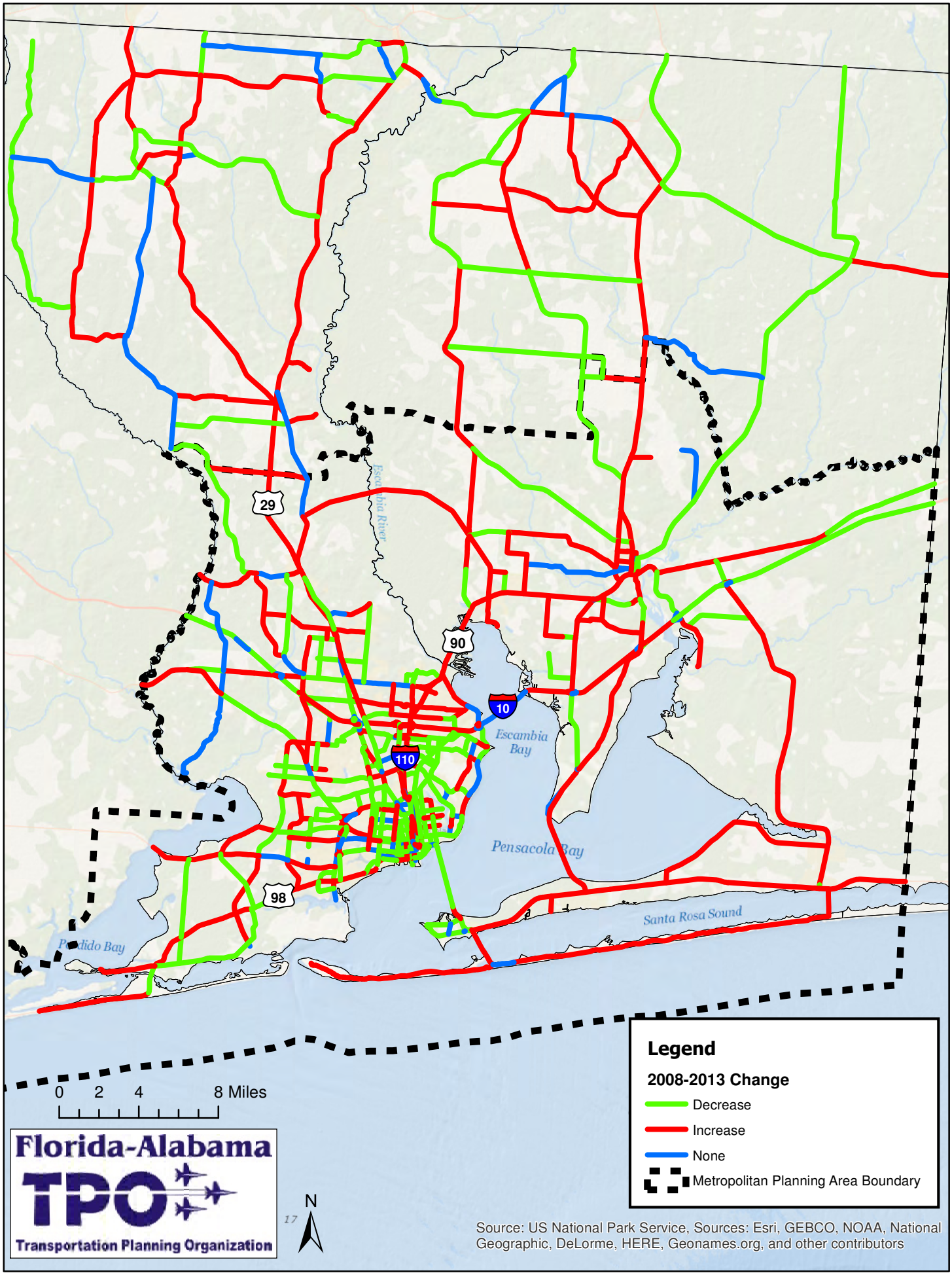
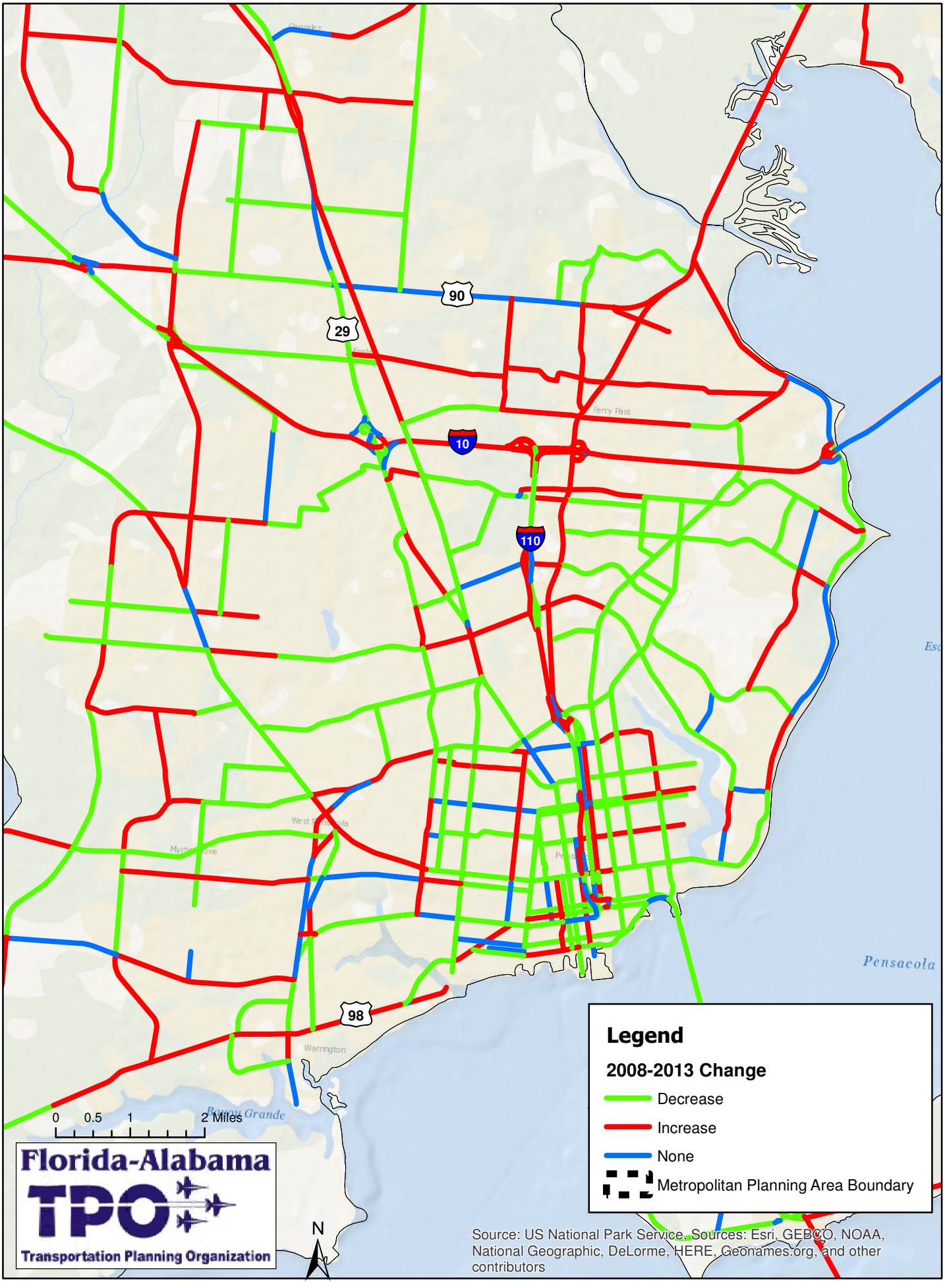


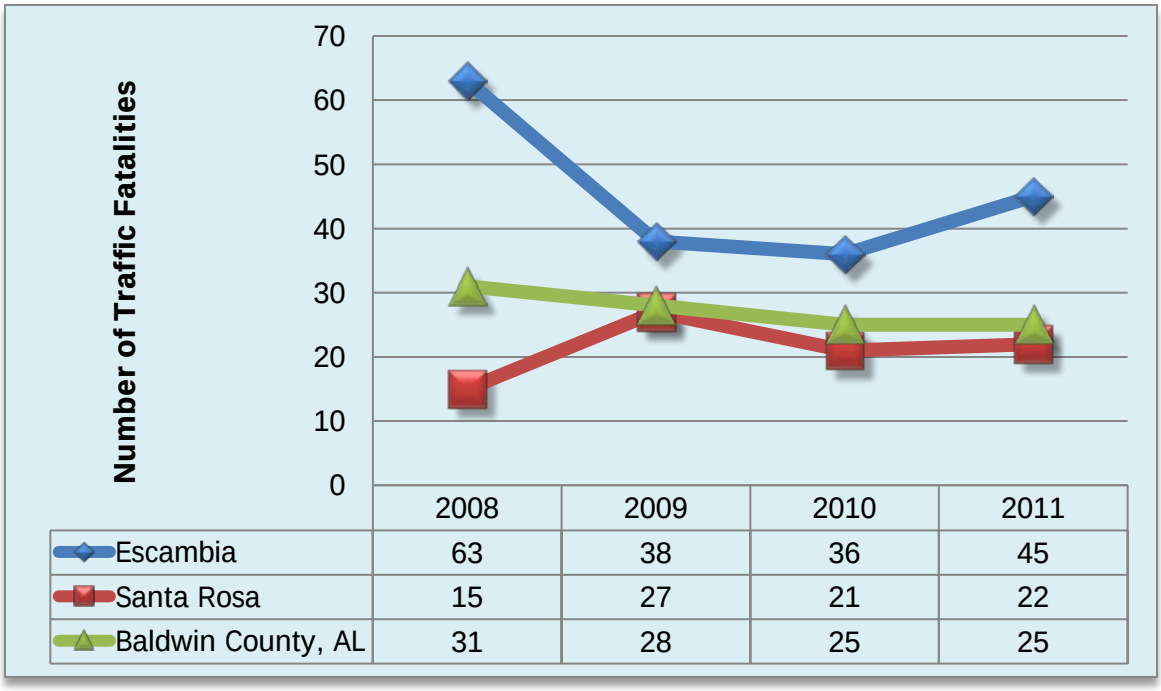
Figure 5.4. Change in Number of Crashes, Pensacola Inset, 2008-2013



Traffic Fatalities

The National Highway Traffic Safety Administration annually publishes traffic fatalities by county. Figure 5.5 below shows the number of traffic fatalities in Escambia, Santa Rosa and Baldwin counties from 2008 through 2011.

Figure 5.5 Number of Traffic Fatalities in Escambia and Santa Rosa Counties, and Baldwin County, Alabama 2008-2011



	2008	2009	2010	2011
Escambia	63	38	36	45
Santa Rosa	15	27	21	22
Baldwin County, AL	31	28	25	25

Source: National Highway Traffic Safety Administration Fatality Analysis Reporting System Encyclopedia.

Pedestrian Safety

Smart Growth America is a neighborhood advocacy organization that recently published their 2014 *Dangerous by Design* report, which provides facts about traffic fatalities and pedestrian fatalities. Pedestrian fatalities are analyzed based on how prevalent they are in a given state, Metropolitan Statistical Area, or county area. *Dangerous by Design* also analyzes pedestrian deaths based on posted speed limit and the percentage of fatalities that occur on arterials. These factors tie into land use and roadway design, and they speak to the correlation between higher-speed facilities that are designed primarily for the automobile and pedestrian deaths.

Table 5.1 Traffic and Pedestrian Fatality Data for the TPO Area, 2003-2012

Area	Traffic Fatalities (2003-2012)	Pedestrian Fatalities (2003-2012)	% of Traffic deaths that were pedestrians	Annual pedestrian deaths per 100,000 (2008-12)	% of Pedestrian deaths by posted speed limit			% of pedestrian fatalities on arterials
					>20 mph	>30 mph	40 mph and over	
Pensacola-Ferry Pass-Brent MSA	714	124	17.4%	3.01	0.0%	4%	70%	65.3%
Escambia County	483	92	19.0%	3.08	0.0%	1.1%	66.3%	64.1%
Santa Rosa County	231	32	13.9%	2.19	0.0%	12.5%	81.3%	68.8%
Baldwin County, AL	336	22	6.5%	1.27	0.0%	0.0%	77.3%	40.9%

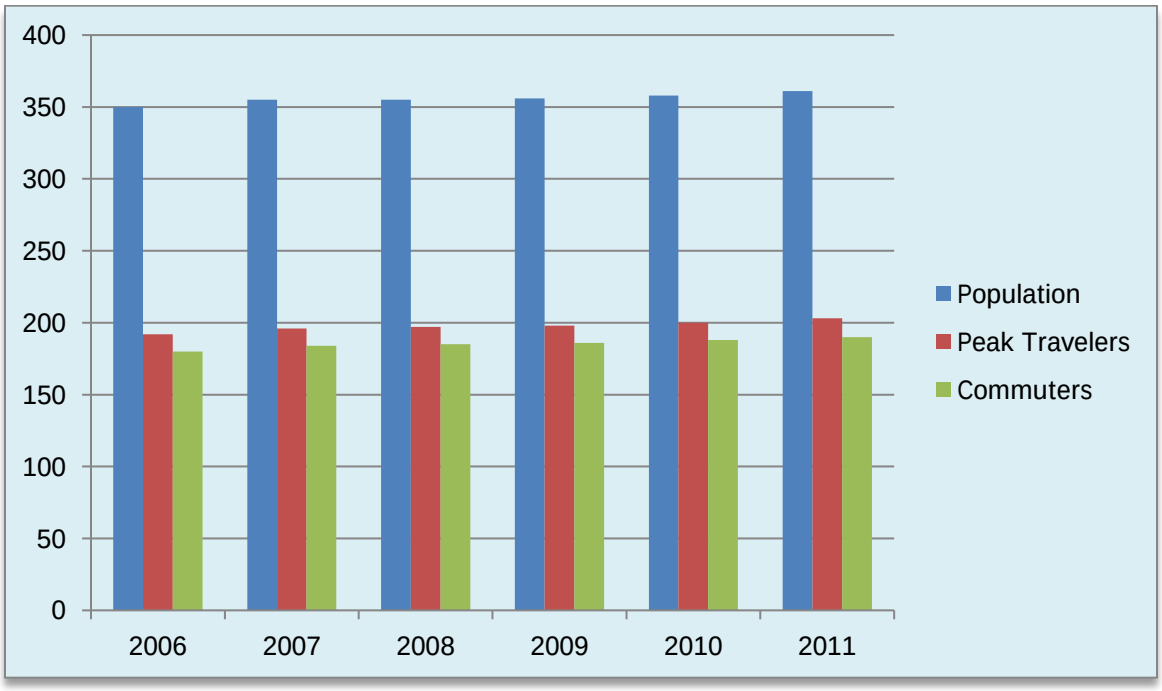
Source: Dangerous by Design 2014, Smart Growth America.

As shown in Table 5.1, the vast majority of pedestrian deaths occurring in the TPO area happen on arterial roadways that have a posted speed limit of 40 miles per hour or more. Approximately 15% to 20% of traffic deaths have been pedestrians in the TPO area between 2003 and 2012.

5.3 Behavioral Analysis

Congestion is directly tied to the number of people, commuters, and peak travelers; to the number of miles traveled; and to the transportation choices of those travelers. Figure 5.6 shows population, peak travelers, and commuter changes from 2006-2011 in the Pensacola FL-AL Urbanized Area.

Figure 5.6 Population, Peak Travelers, and Commuters from 2006-2011 in the Pensacola FL-AL Urbanized Area (in 1000s)



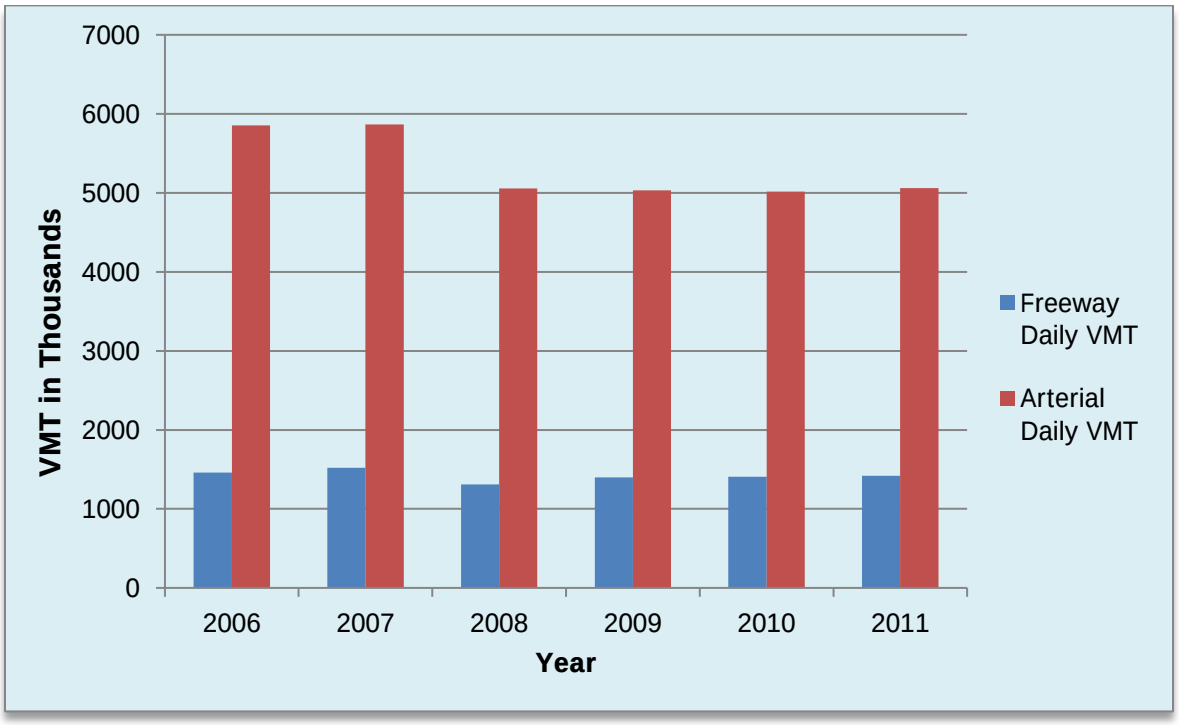
Source: Texas Transportation Institute's 2012 Urban Mobility Report.

Figure 5.6 shows that the population, number of peak travelers, and number of commuters have all increased since 2006. The increases amongst all of these measures are fairly proportional.

Vehicle and Public Transportation Miles of Travel

When evaluating congestion, an important component to assess is the number of vehicle miles traveled and the number of public transportation annual passenger miles of travel. One of the goals of congestion management is to reduce the number of vehicle miles traveled, which can be achieved in part by an increase in the number of public transportation annual passenger miles of travel. Figure 5.7 below shows the number of vehicle and public transportation annual passenger miles of travel in the Pensacola FL-AL Urbanized Area.

Figure 5.7 Vehicle Miles of Travel (VMT) for the Pensacola FL-AL Urbanized Area (in 1000s), 2006-2011



Source: Texas Transportation Institute's 2012 Urban Mobility Report.

Figure 5.7 above shows that while the number of freeway daily VMT remained relatively constant between 2006 and 2011, the number of arterial daily VMT decreased in 2008 and stayed constant between 2008 and 2011. This decrease happened despite an increase in population, peak travelers, and commuters.

Means of Transportation to Work

Means of Transportation to work is reported by the American Community Survey and shows how workers 16 years and over get to work: whether they went in an automobile, walked, biked, used public transportation, used a taxicab, motorcycle, or others means; whether they worked from home; and whether they drove alone or carpooled. Tables 5.2, 5.3, and 5.4 below show the results for Escambia, Santa Rosa, and Baldwin counties for a four year period: 2009-2012. It is important to note that the margin of error can be up to five percent for the American Community Survey measures.

Table 5.2 Means of Transportation to Work for Escambia County, 2009-2012

Means of Transportation to Work:	2009	2010	2011	2012	2009-2012 % change	2011-2012 % change
Car, Truck, or Van	82.4%	84.5%	87.5%	86.9%	4.5%	-0.6%
Drove Alone	74.0%	75.2%	76.8%	78.1%	4.1%	1.3%
Carpooled	8.5%	9.3%	10.7%	8.8%	0.3%	-1.9%
In 2 Person Carpool	7.5%	7.6%	8.5%	6.7%	-0.8%	-1.8%
In 3 Person Carpool	0.7%	1.5%	1.8%	1.3%	0.6%	-0.5%
In 4 or more Person Carpool	0.2%	0.2%	0.5%	0.8%	0.6%	0.3%
Workers per car, truck, or van	1.06	1.06	1.07	1.06	0.0%	-1.0%
Public Transportation (excluding taxi)	0.8%	0.6%	0.3%	0.9%	0.1%	0.6%
Walked	4.2%	3.6%	2.6%	2.2%	-2.0%	-0.4%
Bicycle	0.5%	0.4%	0.1%	0.4%	-0.1%	0.3%
Taxicab, motorcycle, or other means	1.3%	1.1%	1.3%	1.3%	0.0%	0.0%
Worked at home	10.7%	9.7%	8.1%	8.3%	-2.4%	0.2%

Source: American Community Survey.

As shown in Table 5.2, transportation to work by car, truck, or van has increased by almost 5% between 2009 and 2012. Four percent more of workers are driving alone, and less workers are walking. However, between 2011 and 2012, the number of workers using public transportation increased by 0.6%, and 0.3% more workers bicycled to work.

Table 5.3 Means of Transportation to Work for Santa Rosa County, 2009-2012

Means of Transportation to Work:	2009	2010	2011	2012	2009-2010 % Change
Car, Truck, or Van	92.9%	94.2%	NA	NA	1.3%
Drove Alone	77.7%	83.8%	NA	NA	6.1%
Carpooled	15.2%	10.4%	NA	NA	-4.8%
In 2 Person Carpool	10.8%	7.7%	NA	NA	-3.1%
In 3 Person Carpool	3.0%	1.8%	NA	NA	-1.2%
In 4 or more Person Carpool	1.4%	0.9%	NA	NA	-0.5%
Workers per car, truck, or van	1.10	1.06	NA	NA	-4.0%
Public Transportation (excluding taxi)	0.8%	0.0%	NA	NA	-0.8%
Walked	1.2%	0.8%	NA	NA	-0.4%
Bicycle	0.0%	0.1%	NA	NA	0.1%
Taxicab, motorcycle, or other means	1.0%	1.8%	NA	NA	0.8%
Worked at home	4.1%	3.0%	NA	NA	-1.1%

Source: American Community Survey.

As shown in Table 5.3, 2011 and 2012 data was not reported in the American Community Survey. However, data from 2009 and 2010 was reported, and the results show that, like Escambia County, commuting to work by car, truck, or van increased by 1.3%. Also, driving alone increased by 6.1%. Bicycling saw a slight increase between 2009 and 2010.

Table 5.4 Means of Transportation to Work for Baldwin County, Alabama, 2009-2012

Means of Transportation to Work:	2009	2010	2011	2012	2009-2012 % change	2011-2012 % change
Car, Truck, or Van	92.6%	93.8%	94.3%	92%	-0.6%	-2.3%
Drove Alone	84.7%	82.0%	81.4%	82.7%	-2.0%	1.3%
Carpooled	7.9%	11.8%	12.9%	9.3%	1.4%	-3.6%
In 2 Person Carpool	5.7%	8.4%	7.5%	5.8%	0.1%	-1.7%
In 3 Person Carpool	1.6%	1.5%	5.1%	1.8%	0.2%	-3.3%
In 4 or more Person Carpool	0.6%	1.9%	0.3%	1.7%	1.1%	1.4%
Workers per car, truck, or van	1.05	1.08	1.08	1.06	1.0%	-2.0%
Public Transportation (excluding taxi)	0.5%	0.1%	0.0%	0.4%	-0.1%	0.4%
Walked	1.7%	1.6%	0.9%	1.4%	-0.3%	0.5%
Bicycle	0.4%	0.0%	1.0%	0.8%	0.4%	-0.2%
Taxicab, motorcycle, or other means	1.7%	0.5%	1.4%	1.1%	-0.6%	-0.3%
Worked at home	3.1%	4.0%	2.4%	4.4%	1.3%	2.0%

Source: American Community Survey.

Table 5.4 shows that the percentage of workers using a car, truck, or van to get to work decreased slightly, while the percentage of workers working from home increased slightly.

Travel Time to Work

Also reported by the American Community Survey is travel time to work. Table 5.5, 5.6, and 5.7 below show the results for Escambia, Santa Rosa, and Baldwin counties for the 2009-2012 four year period. It is important to note that the margin of error can be up to five percent for the American Community Survey measures.

Table 5.5 Travel Time to Work for Escambia County, 2009-2012

Travel Time to Work:	2009	2010	2011	2012	2009-2012 % change	2011-12 % change
Less than 10 minutes	16.7%	13.9%	12.9%	10.8%	-5.9%	-2.1%
10 to 14 minutes	17.2%	19.9%	17.7%	16.3%	-0.9%	-1.4%
15 to 19 minutes	19.7%	21.0%	21.0%	22.7%	3.0%	1.7%
20 to 24 minutes	16.2%	16.7%	20.8%	18.2%	2.0%	-2.6%
25 to 29 minutes	4.6%	5.6%	5.8%	6.9%	2.3%	1.1%
30 to 34 minutes	12.0%	10.1%	10.8%	11.9%	-0.1%	1.1%
35 to 44 minutes	2.8%	3.9%	3.4%	4.2%	1.4%	0.8%
45 to 59 minutes	4.8%	3.9%	3.1%	3.8%	-1.0%	0.7%
60 or more minutes	5.9%	5.0%	4.6%	5.2%	-0.7%	0.6%
Mean travel time to work (minutes)	22.2	21.7	21.1	22.8	0.6	1.7

Source: American Community Survey.

Figure 5.8 Travel Time to Work for Escambia County, 2009-2012

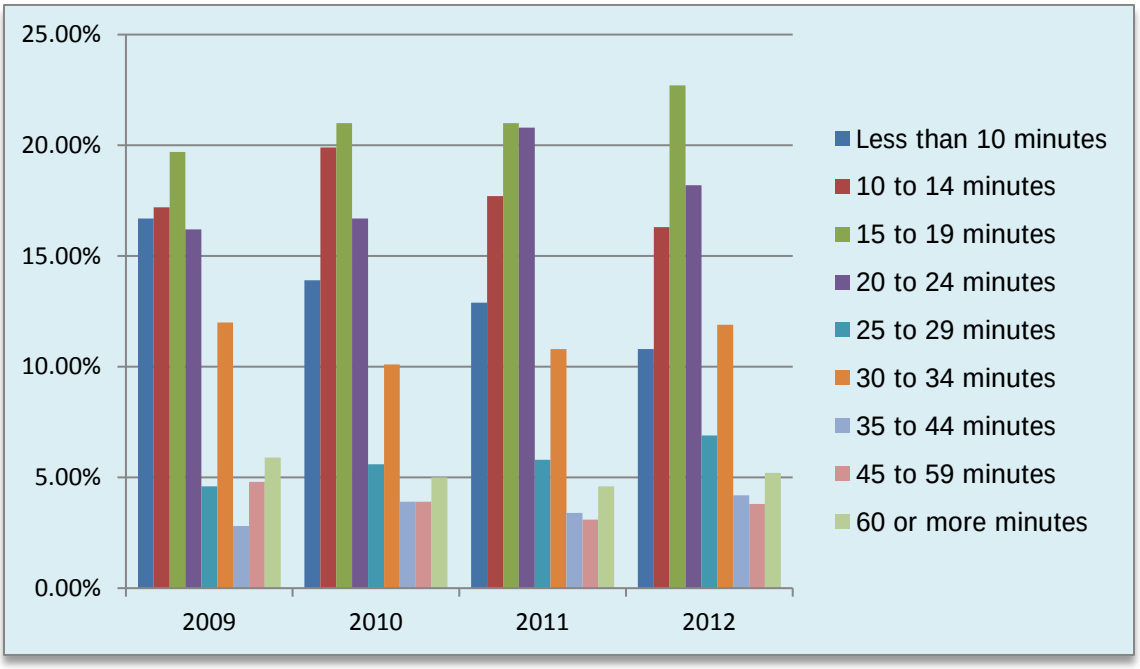


Table 5.5 and Figure 5.8 shows that travel times to work that are less than 15 minutes decreased in Escambia County between 2009 and 2012 and between 2011 and 2012. Travel times to work between 15 and 29 minutes increased between 2009 and 2012. Travel times to work increased slightly from 2011-2012 for commutes of 25 minutes or more.

Table 5.6 Travel Time to Work for Santa Rosa County, 2009-2012

Travel Time to Work:	2009	2010	2011	2012	2009-2012 % change	2011-2012 % change
Less than 10 minutes	14.5%	12.4%	10.3%	9.5%	-5.0%	-0.8%
10 to 14 minutes	9.4%	12.2%	11.4%	13.3%	3.9%	1.9%
15 to 19 minutes	12.1%	14.1%	13.8%	14.2%	2.1%	0.4%
20 to 24 minutes	11.8%	14.0%	19.7%	14.9%	3.1%	-4.8%
25 to 29 minutes	7.5%	9.1%	8.0%	7.6%	0.1%	-0.4%
30 to 34 minutes	19.1%	16.7%	14.8%	15.8%	-3.3%	1.0%
35 to 44 minutes	8.4%	8.3%	8.4%	8.1%	-0.3%	-0.3%
45 to 59 minutes	9.0%	7.2%	7.7%	9.8%	0.8%	2.1%
60 or more minutes	8.3%	6.1%	6.0%	6.8%	-1.5%	0.8%
Mean travel time to work (minutes)	27.8	25.6	26.4	28.1	0.3	1.7

Source: American Community Survey.

Figure 5.9 Travel Time to Work for Santa Rosa County, 2009-2012

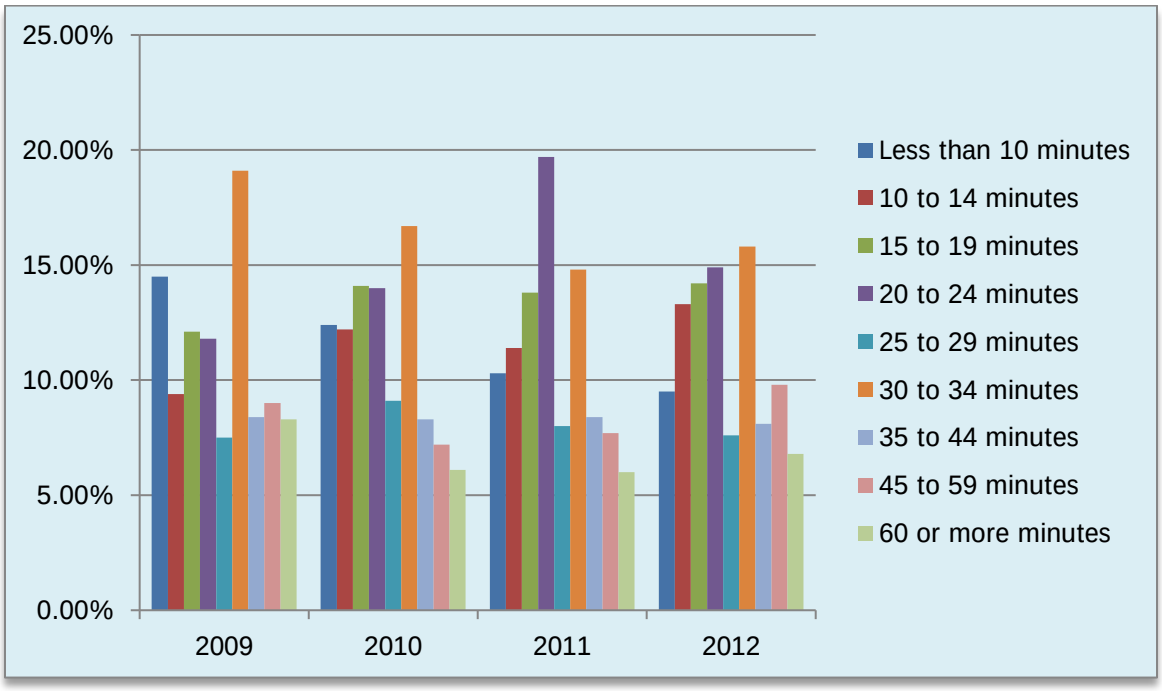


Table 5.6 and Figure 5.9 show that travel times to work between 10 and 29 minutes increased in Santa Rosa County between 2009 and 2012. Between 2011 and 2012, travel times to work between 10 and 19 minutes increased, as well as travel times that were 45 minutes or more. Measuring the overall four years and the most recent one year of data, travel times to work of less than 10 minutes have decreased.

Table 5.7 Travel Time to Work for Baldwin County, AL, 2009-2012

Travel Time to Work:	2009	2010	2011	2012	2009-2012 % change	2011-2012 % change
Less than 10 minutes	16.5%	12.4%	15.0%	14.7%	-1.8%	-0.3%
10 to 14 minutes	14.5%	12.8%	19.2%	15.0%	0.5%	-4.2%
15 to 19 minutes	15.6%	13.7%	14.2%	15.2%	-0.4%	1.0%
20 to 24 minutes	13.9%	15.9%	13.3%	13.5%	-0.4%	0.2%
25 to 29 minutes	5.5%	6.3%	4.8%	5.0%	-0.5%	0.2%
30 to 34 minutes	12.5%	15.6%	14.6%	10.2%	-2.3%	-4.4%
35 to 44 minutes	5.9%	7.2%	3.9%	5.4%	-0.5%	1.5%
45 to 59 minutes	7.8%	7.5%	7.9%	11.0%	3.2%	3.1%
60 or more minutes	7.7%	8.7%	7.1%	10.1%	2.4%	3.0%
Mean travel time to work (minutes)	25.3	27.1	24.0	26.9	1.6	2.9

Source: American Community Survey.

Figure 5.10 Travel Time to Work for Baldwin County, 2009-2012

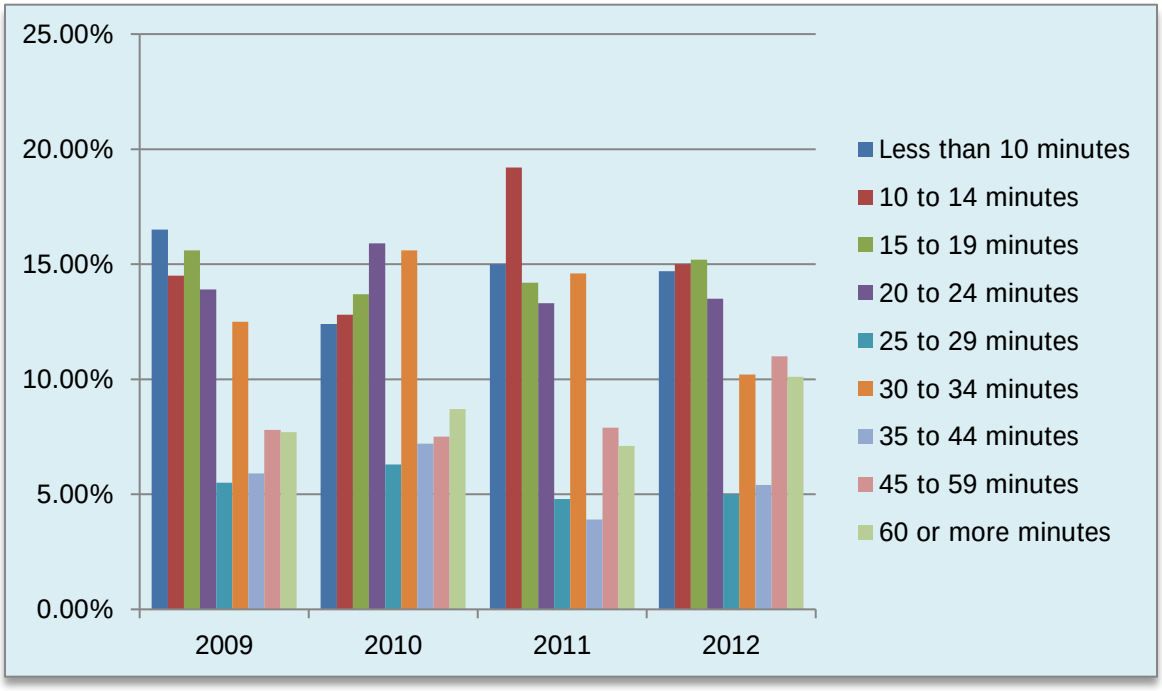


Table 5.7 and Figure 5.10 show that travel times to work between 15 minutes and 44 minutes decreased in Baldwin County between 2009 and 2012. Travel times to work of 45 minutes or more increased between 2009 and 2012, and the mean travel time to work increased by 1.6 minutes.

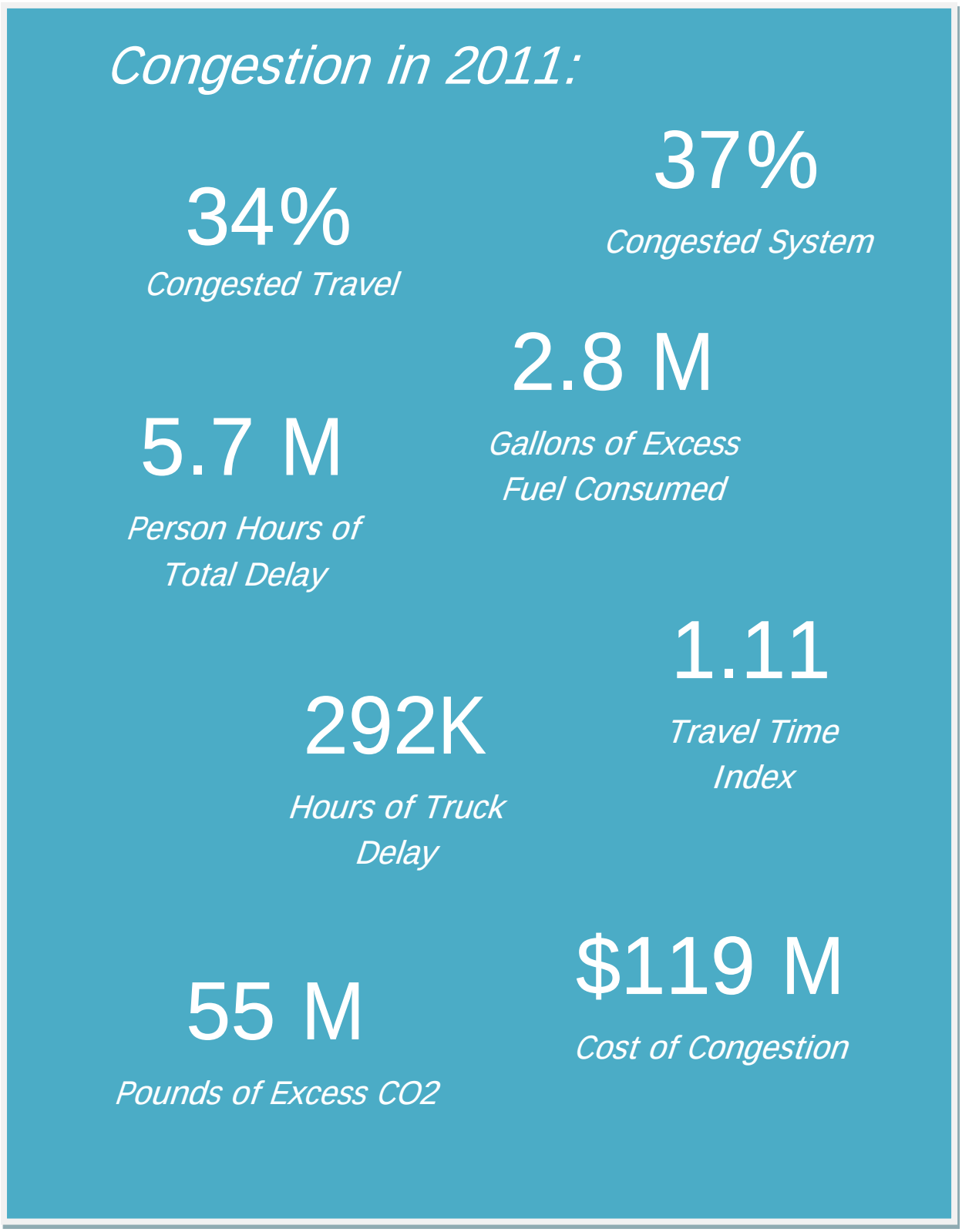
5.4 Congestion Analysis

There are many measures of congestion, including:

- Roadway **level of service**
- the percentage of **Congested Travel** (as a % of peak VMT)
- the percentage of **System Congestion** (as a % of lane miles)
- total **Annual Excess Fuel Consumed** (measured in number of gallons)
- total **Annual Delay** (measured in 1,000s of person hours)
- total **Annual Truck Delay** (also measured in 1,000s of person hours)
- **Travel Time Index** (the ratio of travel time in the peak period to the travel time at free-flow conditions)
- **Excess CO2** (measured in million pounds)
- total **Congestion Cost** (measured in millions of dollars)

Many of these measures are collected by the Texas Transportation Institute annually, and the results from the most recent *Urban Mobility Report (2012)* for the Pensacola FL-AL Urbanized Area are shown in Figure 5.11.

Figure 5.11 Congestion Measures for the Pensacola FL-AL Urbanized Area, 2011



Source: Texas Transportation Institute's 2012 Urban Mobility Report.

Comparison to Other Urbanized Areas

How do these measures for the Pensacola FL-AL Urbanized Area compare to other urban areas? The Texas Transportation Institute's *2012 Urban Mobility Report* evaluates 101 urban areas, of which 15 are very large urbanized areas of over 3 million people (such as New York, Los Angeles, Chicago, and Miami); 32 are large urbanized ban areas between 1 and 3 million (Tampa, Denver, Baltimore, Orlando, and New Orleans); 33 are medium urbanized areas over 500,000 but less than 1,000,000 (Sarasota, Omaha, Charleston); and 21 are less than 500,000 (including Pensacola FL-AL, Cape Coral, and Columbia).

The Texas Transportation Institute measures each of these urbanized areas on a number of different components of congestion, and then ranks them from 1 to 101. In the ranking comparison, typically the lower the rank the better because a lower rank signifies that a particular measure of congestion is lower than other urbanized areas.

It is common sense that a smaller urbanized area such as Pensacola FL-AL would rank lower in terms of congestion measures than larger urbanized areas such as New York City. For the purposes of this comparison, rankings of 1-35 shall be considered HIGH; 35-70 shall be MEDIUM; and 67-101 shall be LOW.

Table 5.8 shows congestion measures for the Pensacola FL-AL Urbanized Area and how they rank as compared to the 101 urbanized areas included in the study.

Table 5.8 Pensacola FL-AL Urbanized Area Congestion Ranking

Congestion Measure	2011 Value	Ranking (out of 101)	Ranking Comparison
Travel Delay	5.7 million hours	88	LOW
Excess Fuel Consumed	2.8 million gallons	87	LOW
Truck Congestion Cost	$22 million	94	LOW
Total Congestion Cost	$119 million	88	LOW
Total Peak Period Travel Time	46 minutes	13	HIGH
Annual Truck Delay	292,000 hours	94	LOW
Commuter Stress Index*	1.16	68	MEDIUM
Delay per Non-Peak Traveler**	8	81	LOW
Truck Commodity Value***	$6,415 million	92	LOW
Planning Time Index****	1.31	101	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.
**Extra travel time during midday, evening, and weekends divided by the number of private vehicle travelers who do not typically travel in the peak periods.
***Value of all commodities moved by truck estimated to be traveling in the urbanized area.
****A travel time reliability measure that represents the total travel time that should be planned for a trip. Computed to the 95th percentile travel time, it represents the amount of time that should be planned for a trip to be late for only 1 day a month.
Source: Texas Transportation Institute's 2012 Urban Mobility Report.

As shown in Table 5.8, many of the congestion measures are ranked as Low in comparison with other areas, which is good. In fact, the Pensacola FL-AL Urbanized Area has the lowest Planning Time Index of all the urban areas studied. However, the total peak period travel time is high (46 minutes), and the commuter stress index is relatively high given the area's smaller size (68 out of 101).

Also, the truck commodity value ranks as one of the lowest in the study (92nd), which is not a positive; however, given the smaller size of the Pensacola FL-AL Urbanized Area in comparison to other areas studied, this lower ranking is not unexpected.

6.0 Corridor Management Planning and Planning for Constrained Facilities

As discussed in the section on Transportation System Management and Operation (TSMO) Strategies, it is recognized that there are congested roadway corridors for which a typical roadway widening will not work. In some cases, widening is not feasible, not appropriate, or it may be decided that other modes or characteristics of the corridor will take priority over roadway congestion.

6.1 Corridor Management Planning

Over the last several years, the TPO has undertaken Corridor Management Plans (CMP) to examine several corridors holistically. The purpose of these plans is to identify operational and access management improvements and priorities needed to support all modes of transportation including roadway capacity, public transit and bicycle and pedestrian movements.

The following roadways have completed corridor studies within the last four years:

- Fairfield Drive from Lillian Highway to Mobile Highway
- Gulf Beach Highway from Blue Angel Parkway to Navy Boulevard
- Main Street from Barrancas Avenue to Clubbs Street

The following roadways are recommended for corridor/multimodal studies:

1. 17th Avenue from Cervantes Street to Bayfront Parkway (US 98)
2. East Cervantes Street from A Street to 17th Avenue
3. Scenic Highway from Perry Avenue to Summit Boulevard
4. US 98 (SR 30) Lillian Highway from Perdido Bay Bridge to CR 297 (Dog Track Road)
5. Pine Forest Road from I-10 to Nine Mile Road (US 90A)
6. North Palafox Street from Cervantes Street to Garden Street
7. Palafox Street from Leonard Street to Cervantes Street

7.0 Data Collection Needs and Sources

This section defines the process for identifying, screening, and evaluating strategies for addressing congestion management data collection and system performance. The process can be incorporated at the system- and corridor-levels as a guide to selecting strategies to manage congestion.

The following specific pieces of data that will be collected for the future analysis of the TPO's CMP are discussed in more detail below.

7.1 Traffic Volume Data for LOS Tables

FDOT annually collects traffic volumes and usually publishes the data by late spring. Traffic volumes are counted at various locations throughout Florida and noted using station numbers. This information can be obtained from the Florida Traffic Information and Highway Data CD or from FDOT's Florida Traffic Online interactive website.

The traffic volumes noted for each count station are used to update AADTs on the LOS table. Other information contained in the tables includes: the functional classification of the roadway, the facility type, the total number of signals on the segment, the number of signals per mile, the segment length, the LOS area, the LOS standard and corresponding maximum allowable volume for the segment, the FDOT count stations for the segment, the current Annual Average Daily Traffic (AADT) count for each station, the historical counts and corresponding LOS. All of the analysis information contained in these tables is based on the 2013 Quality/Level of Service Handbook.

7.2 Crash Data

FDOT annually collects crash data for both On State Highway System and Off State Highway System crashes. This information can be obtained from the FDOT State Safety Office and is available in ArcGIS shapefile format.

7.3 ITS and Operations Data

As mentioned in Section 2, Dynamic Message Signs, Closed Circuit Television cameras, Vehicle Detector Stations, and Road Weather Information Systems are used to collect and disseminate information in the TPO service area. The Freeway Management System consists of numerous devices deployed along the interstate that monitor traffic activity and roadway and weather conditions. The current system covers Interstate 10 and Interstate 110 in Escambia County, and about 16 miles of Interstate 10 in Santa Rosa County beginning at the Escambia County Line. This ITS information, both current and archived, should be incorporated into the next CMP update.

7.4 Speed and Travel Time Data

Travel time and speed samples can be collected using GPS technology in a probe vehicle to measure link-speeds. This information is typically used for corridor-level analyses of recurring congestion. The TPO may choose to collect and incorporate this data into the CMP.

7.5 Travel Survey Data

The American Community Survey provides data on travel behavior, including: means of transportation to work; place of work (in state, in county, outside of county); time leaving home to go to work; travel time to work; and number of vehicles available. This data is available at the state, county, or place level. Additionally, any transit survey information available, such as rider surveys from ECAT to gauge customer satisfaction, can be incorporated into the CMP.

7.6 Travel Demand Model Data

Travel demand model data can be used to compare base and future year conditions. For the CMP, the TPO can utilize the Northwest Florida Regional Planning Model (NWFRPM) to analyze changes between the base and future years.

8.0 CMP Coordination and Integration

It is very important to involve and receive input from TPO committees and other invested parties about the CMP. Additionally, it is important that information and recommendations from the CMP be integrated into other TPO planning documents such as the Long Range Transportation Plan.

8.1 Integration in the Long Range Transportation Plan (LRTP)

The CMP will be an integral part of the TPO's planning process, including the LRTP, Transportation Improvement Program (TIP), Unified Planning Work Program, (UPWP), and the Public Participation Plan (PPP). The CMP guides the planning process by:

1) Identifying operations and management projects that can be included in the TPO's TIP and LRTP; and
2) Identifying a set of congestion mitigation strategies that can be applied to congested corridors.

8.2 Integration in the Transportation Improvement Program (TIP)

Congested corridors will be considered for the TIP, although there is no designated funding for implementing mitigation strategies. Projects are implemented through Transportation System Management (TSM) projects, Corridor Management Plans, and the inclusion of other local and FDOT projects.

8.3 Linkage between the Transportation System Management and Operations and the ITS

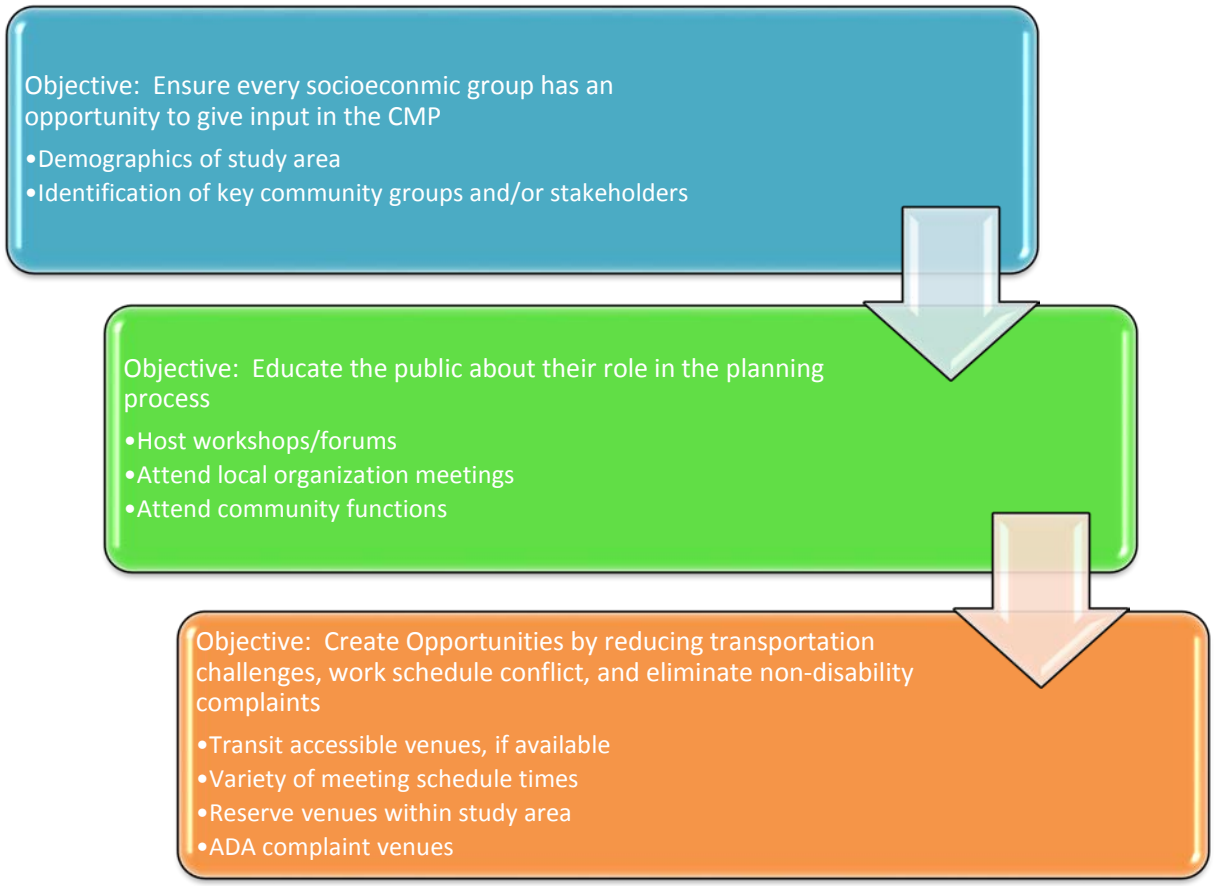
The Florida-Alabama TPO adopted the Regional Intelligent Transportation Systems (ITS) Plan in 2010 along with two other TPOs in Northwest Florida. ITS is a technological tool and system that local governments use to manage transportation operations. The plan identifies the current and future needs of the area to make the existing infrastructure and systems work in harmony**.**

8.4 Integration with the Public Participation Process Plan

Public Involvement (PI) is a process that attempts to involve all persons in a community, regardless of race, income, or status, being affected positively or negatively by a future transportation project. The Public Involvement Plan (PIP) is a working document that will serve as a guide for the selection and application of PI tools and strategies in the CMP. The development of a PIP is the first action taken in developing the CMP. This plan denotes the process of incorporating the impacted community in the selected study area. Once the study area is defined, community members and other stakeholders are invited to join the team. The goal of the PIP is to increase the public involvement of impacted communities and businesses to define

congestion deficiencies and develop low-cost, short-term mitigation strategies. The steps taken to fulfill the goal are listed in Figure 7.1.

Figure 8.1 Public Involvement Objectives



8.6 Implementation of the CMP

As mentioned previously, the CMP has either a minor update (update to the LOS tables and performance measures spreadsheet) or a major update (once every five years, occurring concurrently with the LRTP update) each year. By default, the CMP must be a living document that produces information that informs the Florida-Alabama TPO's transportation planning decisions. To accomplish this, how the CMP is implemented is of the utmost importance. This section discusses the roles, responsibilities, and timeline envisioned to implement the CMP.

8.7 Monitoring and Tracking

The effectiveness of the congestion mitigation strategies and performance measures will be monitored and tracked along with the major update to the CMP every five years. The collection of data over time will permit a more comprehensive analysis in identifying trends, and compare data across projects and the geographical region. When determining the effectiveness of adopted strategies, the LOS tables can provide an analysis of the previous and current conditions. However, the impacts of some mitigation strategies will not be as apparent as others. In the case of Transportation Demand Management (TDM), the impacts will become noticeable over a long period of time versus the impacts of an auxiliary left-hand turn lane which could have an immediate result.

8.8 Implementation Schedule

The CMP is an element of the LRTP and will have a major update along with the LRTP every five years, and congested spots and corridors will be studied in-between update cycles during the annual minor update. The primary objective of the update will be to assess CMP implementation and address new locations of congestion and related issues.

8.9 Implementation Responsibilities

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

8.10 Role of Decision Makers and Elected Officials

There are several agencies involved during the planning process. Representatives from various agencies serve on the TCC. The TCC serves as a forum for agencies to collaborate for the betterment of regional welfare, to review and comment on the draft CMP, and to make formal endorsements to the TPO. In Table 8.1, a list of representative agencies composing the TCC is provided.

Table 8.1 Technical Coordinating Committee Members

Non-Voting	Voting
Federal Highway Administration (FHWA)	Baldwin County
FDOT	Escambia County
ALDOT	Santa Rosa County
Escambia County Sheriff	City of Gulf Breeze
Gulf Islands National Seashore	City of Milton
Home Builders Association	City of Pensacola
West Florida Regional Planning Council	Emerald Coast Utilities Authority
	Escambia County
	Florida Department of Environmental Protection
	Pensacola Bay Transportation
	Pensacola Chamber of Commerce
	Pensacola Naval Air Station
	Pensacola State College
	Pensacola International Airport
	Port of Pensacola

The Florida-Alabama TPO representatives include city and county elected officials within the urbanized area. There are eleven commissioners, eight city council members, and one public transportation representative serving on the TPO's board (See Table 8.2). The TPO is provided the opportunity to review and comment on drafted documents and final document before motioning to approve documents. Since the CMP is included in the LRTP, the TPO will also review the list of proposed projects recommended to mitigate congestion.

Table 8.2 Florida-Alabama TPO Elected Officials Representation

Elected Officials 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

9.0 Conclusion

Previously, the CMP was updated annually. In alternating years, a study was completed of a congested segment and the following year it analyzed what mitigation strategies had been implemented. This CMP update is a major update that will be completed in conjunction with the LRTP's update. This CMP major update will be included as an additional element to the LRTP once adopted by the TPO.

The previous CMP used Level of Service of Tables to determine which roadway segments had a deficient level of service. These deficient segments were ranked with evaluation criteria to determine which segment would be analyzed by a study team of the TPO's Technical Coordinating Committee and Citizens' Advisory Committee to develop recommendations to improve congestion for the particular roadway segment. The annual, or minor, update to the CMP will continue to be the Level of Service Tables in Appendix A as well as the Safety Maps (Figures 5.1, 5.2, 5.3, and 5.4) in Section 5 of this report. However, with the implementation of performance measures in this plan update, major updates (that occur concurrently with the LRTP Update) will include an analysis of the results of the performance measures. (See Table 9.1)

Based on the most recent Federal Highway Administration certification review of the Florida-Alabama TPO, a corrective action was identified for the Congestion Management Proces. It is provided below:

> **Congestion Management Plan: As identified by 23 CFR 450.320(c)(6), the CMP needs to contain evaluation measures that must be used to provide feedback to determine the effectiveness of strategies in the CMP. This requirement for evaluation measures to be included in the CMP needs to be met by November 30, 2015 and in use by April 30, 2016.**

In response to FHWA's corrective action regarding the use of the evaluation measures, the Florida-Alabama TPO is pleased to report how these measures are being used. The Congestion Management Process (CMP) Major Update was adopted by the TPO on November 3, 2015, and includes performance measures that will be used to provide feedback to determine the effectiveness of strategies in the CMP. The following table describes how each of the performance measures identified in the Congestion Management Process are being or will be tracked. The table is color coded it for easy reference. The green shading indicates the TPO tracks and has identified an actual number/statistic for that measure, yellow shading indicates the TPO will track that measure at a later time, and the red shading indicates the TPO has not identified a number/statistic to track and would like to delete that particular measure.

Table 9.1 Congestion Management Process Objectives, Congestion Mitigation Strategies, and Performance Measures to Assess the Congestion Mitigation Strategies

	Objectives	Congestion Mitigation Strategies	Performance Measures for Congestion Mitigation Strategies	Performance Measure Statistic (last updated February 2017)
1A	Reduce number of automobile trips	- Decrease vehicle miles traveled (VMT) - Implement Transportation Demand Management Strategies -Encourage carpooling and use of the Commuter Assistance Program -Encourage other modes of transportation	→Track VMT and public transportation annual passenger miles of travel	→To be collected at the next CMP Major Update
			→Monitor travel times to work	→To be collected at the next CMP Major Update
1B	Reduce length of automobile trips		→Continue to promote public awareness of the Commuter Assistance Program	→To be deleted during the next update
			→Promote ECAT services	→To be deleted during the next update
			→Produce electronic bicycle and pedestrian route maps for the public by December 2016 and 1,000 printed maps by December 2017	→To be determined as part of the Pedestrian Bicycle Master Plan Update
			→Encourage telecommuting and flexible work hours programs	→To be deleted during the next update
			→ Reduce travel time to work	→To be collected at the next CMP Major Update
2	Promote alternate modes of transportation	- Improve access to transit by supporting transit expansion - Increase bicycle and pedestrian connectivity by expanding bicycle and pedestrian facilities - Increase participation in rideOn and similar programs	→Monitor transit usage	→ECAT – Pensacola, FL-AL [Motor Bus (MB)-Purchase Transportation(PT)] FFY (Oct 2016 – Sept 2017) Annual Unlinked Trips (UPT) – 1,234,586
			→Monitor means of transportation to work	→To be collected at the next CMP Major Update
			→Prioritize bike lane and sidewalk projects that create connectivity between existing multi-modal facilities	→Table 9 in the FY 2019 – FY 2023 includes 16 bicycle and pedestrian projects prioritized for the Transportation Alternatives Program (TAP)
			→Track rideOn participation	→In rideOn's FY 2016-2017 (September 2016 to October 2017) there were 52 new registrants with EZride, the ridematching program, 37 vanpools registered with the program, and 8 taxi vouchers were

			→Identify and construct 1 of Park and Ride lot annually	reimbursed as part of the emergency ride home program. →To be deleted during the next update
3	Improve functionality and reliability of the transportation system	- Improve traffic flow - Implement Transportation System Management and Operation Strategies	→ Increase ITS capabilities to give travelers greater access to system information →Re-time 60 of traffic signals annually →Monitor congestion measures annually to discover congestion problems	→The FY 2018 - FY 2022 Project Priorities includes $26,400,000 for ITS Projects →61 intersections retimed →To be collected at the next CMP minor Update – see document.
4	Enhance the safety for motorized and non-motorized users	- Reduce the rate of accidents - Seek out high-crash "hot spots" -Separate travel modes to reduce conflict points	→Track and bring awareness to the number of traffic and pedestrian fatalities →Implement access management strategies to reduce conflict points →Map and review crash locations for high-crash hot spots annually as a part of the CMP →Provide $350,000 of funding annually for separated bicycle and pedestrian facilities.	→To be determined as part of the Pedestrian Bicycle Master Plan Update →$6,875,775 TSM Projects funded in the FY 18 - 22 TIP → To be collected at the next CMP minor Update – see document. →$5,663,745 Bicycle/Pedestrian Projects funded in the FY 18-22 TIP
5	Preserve the existing transportation system	- Monitor traffic conditions in real time - Prioritize capacity improvements for roadways with a deficient LOS / volume to capacity ratio - Prioritize low-cost, operational improvements that will reduce congestion	→Seek out capital and operating funding for traffic monitoring, management, and control facilities and programs →Update LOS tables annually and prioritize projects that have a failing LOS →Invest $150K in operational roadway improvements (including intersection improvements, removal of bottlenecks, and addition of turn lanes) each fiscal year	→The Escambia-Santa Rosa Regional ATMS Feasibility Study and Implementation Plan was completed in 2017. ITS is continually prioritized #1. →To be collected at the next CMP minor Update – see document. →The FY 2019 - FY 2023 Project Priorities includes $1,500,000 for Mobility Management Projects.

Appendix A:

2017 Level of Service Tables for

Escambia, Santa Rosa, and Baldwin Counties

CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	PK HR. / PK DIR. LOS STD / MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR 4															
(Century) - US29 to SR 4	Minor	2	Undivided	0	1.200	Rural	(C)	254	5,200	2008	4,800	B	(C)	251	B
Realignment	Arterial		45 MPH			Developed	16,400			2009	4,700	B	850	246	B
										2010	4,600	B		240	B
										2011	4,500	B		235	B
										2012	4,300	B		225	B
										2013	4,300	B		225	B
										2014	4,600	B		240	B
										2015	5,300	B		277	B
									% of MV	2016	4,700	B		246	B
									31.71%	2017	5,200	B		272	B
0.000-1.273									35.01%	2022	5,741	B		300	B
Roadway ID 48140000									38.65%	2027	6,339	B		331	B
SR 4 Realignment to the Santa	Minor	2	Undivided	0	1.440	Rural	(C)	N/A	N/A	2007	5,000	B	(C)	261	B
Rosa County Line	Arterial		55 MPH			Developed	16,400			2008	4,800	B	850	251	B
										2009	4,700	B		246	B
										2010	4,600	B		240	B
										2011	4,500	B		235	B
										2012	4,300	B		225	B
										2013	4,300	B		225	B
										2014	-	-		-	-
									% of MV	2015	-	-		-	-
									-	2016	-	-		-	-
0.000-1.440									-	2021	-	-		-	-
Roadway ID 48140001									-	2026	-	-		-	-
SR 8 (I-10)															
Alabama Line to	Principal	4	Divided	0	1.770	Trans	(C)	156 T	45,494	2008	32,768	B	(C)	1,637	B
FL-AL Urbanized	Arterial		70 MPH				57,600	2001	30,500	2009	33,730	B	2,880	1,685	B
Boundary (east of Beulah										2010	34,265	B		1,712	B
Road Overpass)										2011	34,151	B		1,706	B
										2012	34,939	B		1,745	B
										2013	36,508	B		1,824	B
										2014	33,076	B		1,652	B
										2015	34,812	B		1,739	B
0.000-2.030									% of MV	2016	36,127	B		1,805	B
Roadway ID 48260000									65.97%	2017	37,997	B		1,898	B
Segment is on the Strategic Intermodal System									72.83%	2022	41,952	B		2,095	B
									80.41%	2027	46,318	C		2,314	C

Updated 2018, using 2017 FDOT LOS Tables. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. "E" following the count indicates an estimated count. "T" following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Purposes Only. Not To Be Used For Concurrency Management Purposes. Prepared for the FY 2017/18 Transportation Planning Organization Congestion Management Process. % of MV=Percent of Motor Vehicles. > 100% equals deficiency.

CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
										AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 8 (I-10) (cont.)															
FL-AL Urbanized	Principal	4	Divided	0	3.770	Urbanized	(C)	156 T	45,494	2008	32,768	B	(C)	1,613	B
Boundary (east of Beulah	Arterial		70 MPH				61,500			2009	33,730	B	3,020	1,661	B
Road Overpass) to Nine Mile										2010	34,265	B		1,687	B
Road/SR 10/US90A										2011	34,151	B		1,681	B
										2012	34,939	B		1,720	B
										2013	36,508	B		1,797	B
										2014	33,076	B		1,628	B
										2015	41,123	B		2,024	B
2.030-5.501									% of MV	2016	43,754	B		2,154	B
Roadway ID 48260000									73.97%	2017	45,494	B		2,240	B
Segment is on the Strategic Intermodal System									81.67%	2022	50,229	C		2,473	C
									90.17%	2027	55,457	C		2,730	C
Nine Mile Road/ SR 10/	Principal	4	Divided	0	4.810	Urbanized	(D)	156T	45,494	2008	32,768	B	(D)	1,613	B
US 90A to US 29 / SR 95	Arterial		70 MPH				74,400	9949T	57,750	2009	33,730	B	3,660	1,661	B
										2010	40,250	B		1,982	B
										2011	39,747	B		1,957	B
										2012	40,459	B		1,992	B
										2013	42,014	B		2,068	B
										2014	43,813	B		2,157	B
										2015	47,247	C		2,326	C
5.501-10.250									% of MV	2016	49,901	C		2,457	C
Roadway ID 48260000									69.38%	2017	51,622	C		2,541	C
Segment is on the Strategic Intermodal System									76.61%	2022	56,995	C		2,806	C
									84.58%	2027	62,927	D		3,098	D*
US 29 / SR 95 to I-110	Principal	6	Divided	0	2.150	Urbanized	(D)	2006	81,000	2008	56,500	B	(D)	2,781	B
	Arterial		55 MPH				111,800			2009	57,500	B	5,500	2,831	B
										2010	64,500	C		3,175	B
										2011	65,000	C		3,200	B
										2012	65,500	C		3,225	B
										2013	77,000	C		3,791	C
										2014	75,500	C		3,717	C
										2015	77,000	C		3,791	C
10.250-12.398									% of MV	2016	77,000	C		3,791	C
Roadway ID 48260000									72.45%	2017	81,000	C		3,988	C
Segment is on the Strategic Intermodal System									79.99%	2022	89,431	C		4,403	C
									88.32%	2027	98,739	D		4,861	D*

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	AADT ANALYSIS YEAR	AADT VOLUME	AADT LOS	PK HR. / PK DIR. LOS STD / MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR 8 (I-10) (cont.)															
I-110 to Davis	Principal	6	Divided	0	0.520	Urbanized	(D)	2013	46,000	2008	55,300	B	(D)	2,722	B
Highway / SR 291	Arterial		55 MPH				111,800			2009	45,400	B	5,500	2,235	B
										2010	35,500	B		1,748	B
										2011	36,500	B		1,797	B
										2012	39,000	B		1,920	B
										2013	40,500	B		1,994	B
										2014	41,000	B		2,018	B
										2015	42,000	B		2,068	B
12.398-12.917									% of MV	2016	44,000	B		2,166	B
Roadway ID 48260000									41.14%	2017	46,000	B		2,265	B
Segment is on the Strategic Intermodal System									45.43%	2022	50,788	B		2,500	B
									50.16%	2027	56,074	B		2,761	B
Davis Highway / SR 291 to	Principal	4	Divided	0	3.630	Urbanized	(D)	2015	49,000	2008	39,000	B	(D)	1,920	B
Scenic Highway	Arterial		55 MPH				74,400	560 T	N/A	2009	36,500	B	3,660	1,797	B
										2010	45,000	B		2,215	B
										2011	45,500	B		2,240	B
										2012	40,500	B		1,994	B
										2013	46,000	C		2,265	C
										2014	44,500	B		2,191	B
										2015	44,000	B		2,166	B
12.917-16.549									% of MV	2016	46,000	C		2,265	C
Roadway ID 48260000									65.86%	2017	49,000	C		2,412	C
Segment is on the Strategic Intermodal System		6	Divided	0	3.630	Urbanized	(D)		72.71%	2022	54,100	C		2,663	C
Count Station 560T added in 2004 reporting year.							111,800		80.28%	2027	59,731	C		2,941	C
Scenic Highway to	Principal	6	Divided	0	2.878	Urbanized	(D)	2015	49,000	2008	41,250	B	(D)	2,031	B
End of 6 lanes	Arterial		70 MPH				111,800	2001	57,000	2009	41,750	B	5,500	2,055	B
										2010	47,500	B		2,338	B
								Station		2011	44,500	B		2,191	B
								2001 is in		2012	42,500	B		2,092	B
								Santa Rosa		2013	45,500	B		2,240	B
								County		2014	46,750	B		2,302	B
										2015	47,500	B		2,338	B
0.000 - 2.878									% of MV	2016	50,000	B		2,462	B
Roadway ID 58002000									47.41%	2017	53,000	B		2,609	B
Segment is on the Strategic Intermodal System									52.34%	2022	58,516	B		2,881	B
									57.79%	2027	64,607	B		3,181	B

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	AADT ANALYSIS YEAR	AADT VOLUME	AADT LOS	PK HR. / PK DIR. LOS STD / MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR 8A (I-110)															
Gregory/Chase Street to	Principal	4	Divided	0	1.600	Urbanized	(D)	2017	57,500	2008	48,500	C	(D)	2,388	C
Maxwell	Arterial		55 MPH				74,400	2018	42,000	2009	47,400	C	3,660	2,334	C
										2010	41,250	B		2,031	B
										2011	40,750	B		2,006	B
										2012	43,500	B		2,142	B
										2013	45,250	B		2,228	B
										2014	47,750	C		2,351	C
										2015	48,000	C		2,363	C
0.000-1.600									% of MV	2016	49,250	C		2,425	C
Roadway ID 48270000									66.87%	2017	49,750	C		2,449	C
Segment is on the Strategic Intermodal System									73.83%	2022	54,928	C		2,704	C
									81.51%	2027	60,645	C		2,986	C
Maxwell to Fairfield	Principal	6	Divided	0	1.070	Urbanized	(D)	2012	64,500	2008	58,000	B	(D)	2,855	B
	Arterial		55 MPH				111,800			2009	53,000	B	5,500	2,609	B
										2010	48,000	B		2,363	B
										2011	51,000	B		2,511	B
										2012	52,500	B		2,585	B
										2013	57,500	B		2,831	B
										2014	59,000	B		2,905	B
										2015	60,000	B		2,954	B
1.600-2.670									% of MV	2016	60,500	B		2,978	B
Roadway ID 48270000									57.69%	2017	64,500	C		3,175	B
Segment is on the Strategic Intermodal System									63.70%	2022	71,213	C		3,506	C
									70.33%	2027	78,625	C		3,871	C
Fairfield Drive / SR 295	Principal	6	Divided	0	1.230	Urbanized	(D)	2010	N/A	2008	58,000	B	(D)	2,855	B
to Brent Lane / SR 296	Arterial		55 MPH				111,800	368T	68,451	2009	56,300	B	5,500	2,772	B
										2010	54,500	B		2,683	B
										2011	52,000	B		2,560	B
										2012	56,500	B		2,781	B
										2013	61,000	B		3,003	B
										2014	61,104	B		3,008	B
										2015	63,938	C		3,148	B
2.670-3.900									% of MV	2016	66,746	C		3,286	B
Roadway ID 48270000									61.23%	2017	68,451	C		3,370	C
Segment is on the Strategic Intermodal System									67.60%	2022	75,575	C		3,721	C
									74.63%	2027	83,441	C		4,108	C

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SR 8A (I-110) (cont.)															
Brent Lane / SR 296	Principal	6	Divided	0	2.440	Urbanized	(D)	9924 T	N/A	2008	61,500	B	(D)	3,028	B
to I-10 / SR 8	Arterial		55 MPH				111,800	2008	80,000	2009	61,800	B	5,500	3,042	B
										2010	62,000	C		3,052	B
										2011	62,500	C		3,077	B
										2012	67,000	C		3,298	B
										2013	65,000	C		3,200	B
										2014	76,500	C		3,766	C
										2015	68,500	C		3,372	C
3.900-6.341									% of MV	2016	74,500	C		3,668	C
Roadway ID 48270000									71.56%	2017	80,000	C		3,938	C
Segment is on the Strategic Intermodal System									79.00%	2022	88,326	C		4,348	C
									87.23%	2027	97,520	D		4,801	D*
SR 10 (US 90A)															
Nine Mile Road	Minor	2	Undivided	0	2.490	Trans.	(C)	48 T	5,444	2008	4,600	C	(C)	228	C
Alabama Line to SR 10-A /	Arterial		55 MPH				14,400	555	N/A	2009	4,731	C	710	234	C
Mobile Highway										2010	4,774	C		236	C
										2011	4,789	C		237	C
										2012	4,902	C		243	C
										2013	5,018	C		248	C
										2014	5,015	C		248	C
										2015	5,059	C		250	C
0.000-2.485									% of MV	2016	5,204	C		258	C
Roadway ID 48010000									37.81%	2017	5,444	C		269	C
Segment contains additional lanes & is divided at the intersection of SR 10-A /									41.74%	2022	6,011	C		298	C
Mobile Highway.									46.08%	2027	6,636	C		328	C
SR 10-A / Mobile Hwy to	Minor	2	Undivided	0	1.795	Trans.	(C)	145	4,900	2008	4,200	B	(C)	208	B
FL-AL Urbanized Boundary	Arterial		55 MPH				17,300			2009	5,000	B	850	248	B
(west of Beulah Road)										2010	4,200	B		208	B
										2011	4,500	B		223	B
										2012	6,200	B		307	B
										2013	6,400	B		317	B
										2014	4,700	B		233	B
2.485-4.280										2015	4,900	B		243	B
Roadway ID 48010000									% of MV	2016	4,700	B		233	B
Segment contains additional lanes & is divided at the intersection of SR 10-A /									28.32%	2017	4,900	B		243	B
Mobile Highway.									31.27%	2022	5,410	B		268	B
									34.53%	2027	5,973	B		296	B

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										AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 10 (US 90A) (cont.)															
FL-AL Urbanized Boundary	Minor	2	Undivided	1	2.529	Urbanized	(D)	145	4,900	2008	4,200	C	(D)	208	C
(west of Beulah Road) to	Arterial		55 MPH				17,700	5320	14,000	2009	5,000	C	880	248	C
I-10 / SR 8								5321	23,000	2010	4,200	C		208	C
										2011	4,500	C		223	C
										2012	6,200	C		307	C
										2013	6,400	C		317	C
										2014	12,800	C		634	C
4.280-6.809										2015	12,633	C		625	C
Roadway ID 48010000									% of MV	2016	13,900	C		688	C
Segment contains additional lanes & is divided at the intersection of SR 8 /									78.91%	2017	13,967	C		691	C
Interstate 10.									87.12%	2022	15,421	C		763	C
									96.19%	2027	17,026	D		843	D
Nine Mile Road	Minor	2	Divided	1	1.490	Urbanized	(D)	4062	13,900	2008	11,100	C	(D)	549	C
I-10 / SR 8 to	Arterial						17,700			2009	11,100	C	880	549	C
SR 297 / Pine Forest Road			45 MPH							2010	11,200	C		554	C
										2011	11,500	C		569	C
										2012	11,800	C		584	C
										2013	12,600	C		624	C
										2014	12,500	C		619	C
										2015	12,500	C		619	C
6.809-8.299									% of MV	2016	13,600	C		673	C
Roadway ID 48010000									78.53%	2017	13,900	C		688	C
Segment contains additional lanes at the intersections.									86.70%	2022	15,347	C		760	C
									95.73%	2027	16,944	D		839	D
Nine Mile Road	Minor	2	Divided	3	2.104	Urbanized	(D)	4072	24,500	2008	24,000	F*	(D)	1,188	F*
SR 297 / Pine Forest Road to	Arterial		45 MPH				17,700	4057	26,500	2009	22,500	F*	880	1,114	F*
US 29 / SR 95										2010	24,000	F*		1,188	F*
										2011	22,500	F*		1,114	F*
										2012	24,500	F*		1,213	F*
										2013	23,250	F*		1,151	F*
										2014	21,900	F*		1,084	F*
										2015	24,000	F*		1,188	F*
8.299-10.403									% of MV	2016	24,500	F*		1,213	F*
Roadway ID 48010000									144.07%	2017	25,500	F*		1,262	F*
Segment contains additional lanes at the intersections.									159.06%	2022	28,154	F*		1,394	F*
									175.62%	2027	31,084	F*		1,539	F*

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SR 10 (US 90A) (cont.)															
Nine Mile Road	Minor	4	Divided	7	3.370	Urbanized	(D)	4054	33,000	2008	35,667	C	(D)	1,766	C
US 29 / SR 95 to University	Arterial		45 MPH				39,800	4052	37,000	2009	35,167	C	2,000	1,741	C
Parkway								4046	37,500	2010	34,833	C		1,724	C
										2011	34,167	C		1,691	C
										2012	35,500	C		1,757	C
										2013	33,500	C		1,658	C
										2014	33,667	C		1,667	C
										2015	33,500	C		1,658	C
									% of MV	2016	34,667	C		1,716	C
									90.03%	2017	35,833	C		1,774	C
10.403-13.77									99.40%	2022	39,563	D		1,958	D
Roadway ID 48010000									109.75%	2027	43,680	F*		2,162	F*
University Parkway	Minor	4	Divided	0	0.950	Urbanized	(D)	4042	14,800	2008	14,000	C	(D)	693	C
to Davis Highway / SR 291	Arterial		45 MPH				39,800			2009	18,800	C	2,000	931	C
										2010	13,200	C		653	C
										2011	12,500	C		619	C
										2012	13,800	C		683	C
										2013	13,900	C		688	C
										2014	12,700	C		629	C
										2015	13,200	C		653	C
									% of MV	2016	14,300	C		708	C
									37.19%	2017	14,800	C		733	C
13.77-14.722									41.06%	2022	16,340	C		809	C
Roadway ID 48010000									45.33%	2027	18,041	C		893	C
Davis Highway / SR 291 to	Minor	4	Divided	2	1.600	Urbanized	(D)	4040	31,500	2008	26,500	C	(D)	1,312	C
the Santa Rosa County	Arterial		45 MPH				39,800			2009	25,500	C	2,000	1,262	C
Line										2010	26,500	C		1,312	C
										2011	25,000	C		1,238	C
										2012	27,500	C		1,361	C
										2013	28,000	C		1,386	C
										2014	27,000	C		1,337	C
										2015	27,500	C		1,361	C
									% of MV	2016	30,500	C		1,510	C
									79.15%	2017	31,500	C		1,559	C
14.722-16.322									87.38%	2022	34,779	C		1,722	C
Roadway ID 48010000									96.48%	2027	38,398	D		1,901	C

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										AADT			PK HR. / PK DIR.		
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SR 10A (US 90)															
Mobile Highway	Principal	2	Undivided	0	2.197	Trans.	(C)	46	1,550	2008	1,250	B	(C)	62	B
Nine Mile Road / SR 10 /	Arterial		45 MPH				17,300			2009	1,350	B	850	67	B
US90A to the										2010	1,250	B		62	B
FL-AL Urbanized Boundary										2011	1,350	B		67	B
(west of Beulah Road)										2012	1,300	B		64	B
										2013	1,300	B		64	B
										2014	1,250	B		62	B
										2015	1,350	B		67	B
									% of MV	2016	1,450	B		72	B
0.000-2.197									8.96%	2017	1,550	B		77	B
Roadway ID 48020000									9.89%	2022	1,711	B		85	B
									10.92%	2027	1,889	B		94	B
FL-AL Urbanized Boundary	Principal	2	Undivided;	2	5.591	Urbanized	(D)	105	12,600	2008	8,700	C	(D)	431	C
(west of Beulah Road)	Arterial		Divided at				17,700	4065	8,500	2009	8,600	C	880	431	C
to Pine Forest Road / SR 297			Blue Angel							2010	9,450	C		426	C
			& Pine							2011	8,250	C		468	C
			Forest							2012	8,600	C		408	C
			intersections							2013	9,000	C		426	C
			45 MPH							2014	8,250	C		446	C
										2015	10,150	C		408	C
2.197-7.788									% of MV	2016	10,150	C		502	C
Roadway ID 48020000									59.60%	2017	10,550	C		502	C
Segment contains additional lanes at the SR 297 intersection.									65.81%	2022	11,648	C		577	C
									72.66%	2027	12,860	C		637	C
Pine Forest Road / CR 297	Principal	4	Divided	5	2.706	Urbanized	(D)	4002	23,500	2008	28,000	C	(D)	1,386	C
to Edison Drive	Arterial		40 MPH				39,800	5154	N/A	2009	28,750	C	2,000	1,423	C
								5156	32,000	2010	27,750	C		1,374	C
										2011	27,750	C		1,374	C
										2012	26,500	C		1,312	C
										2013	28,250	C		1,398	C
										2014	27,500	C		1,361	C
										2015	25,500	C		1,262	C
									% of MV	2016	27,250	C		1,349	C
									69.72%	2017	27,750	C		1,374	C
7.788-10.494									76.98%	2022	30,638	C		1,517	C
Roadway ID 48020000									84.99%	2027	33,827	C		1,674	C

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										AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 10A (US 90) (cont.)															
Mobile Highway	Principal	6	Divided	2	0.601	Urbanized	(D)	5062	37,500	2008	47,000	C	(D)	2,369	C
Edison Drive to	Arterial		40 MPH				59,900			2009	38,000	C	3,020	1,915	C
Fairfield Drive / SR 727 /										2010	36,000	C		1,814	C
SR 295										2011	36,000	C		1,814	C
										2012	35,500	C		1,789	C
										2013	34,000	C		1,714	C
										2014	35,500	C		1,789	C
										2015	38,000	C		1,915	C
									% of MV	2016	34,500	C		1,739	C
									62.60%	2017	37,500	C		1,890	C
10.494-11.095									69.12%	2022	41,403	C		2,087	C
Roadway ID 48020000									76.31%	2027	45,712	C		2,304	C
Fairfield Drive / SR 727	Principal	4	Divided	2	1.333	Urbanized	(D)	5271	31,000	2008	28,500	D	(D)	1,436	D
to Kirk Street	Arterial		35 MPH				32,400	5155	N/A	2009	23,500	D	1,630	1,184	D
										2010	31,000	D		1,562	D
										2011	29,000	D		1,462	D
										2012	31,500	D		1,588	D
										2013	32,500	E*		1,638	E*
										2014	29,000	D		1,462	D
										2015	30,000	D		1,512	D
									% of MV	2016	29,500	D		1,487	D
									95.68%	2017	31,000	D		1,562	D
11.095-12.428									105.64%	2022	34,227	F*		1,725	F*
Roadway ID 48020000									116.63%	2027	37,789	F*		1,905	F*
Cervantes Street	Principal	4	Undivided	4	1.045	Urbanized	(D)	4035	19,800	2008	21,500	D	(D)	1,084	D
Kirk Street	Arterial		35 MPH				32,400	5064	N/A	2009	21,700	D	1,630	1,094	D
to Pace Boulevard / SR 292								5043	18,900	2010	21,000	D		1,058	D
								5045	N/A	2011	19,650	D		990	D
										2012	20,050	D		1,011	D
										2013	19,900	D		1,003	D
										2014	18,650	D		940	D
										2015	18,200	D		917	D
									% of MV	2016	19,900	D		1,003	D
									59.72%	2017	19,350	D		975	D
12.428-13.473									65.94%	2022	21,364	D		1,077	D
Roadway ID 48020000									72.80%	2027	23,588	D		1,189	D

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
				TOTAL	SEG.		LOS (STD)	FDOT		AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	# OF SIG.	LTH (MI.)	LOS AREA	& MAX VOL	COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 10A (US 90) (cont.)															
Cervantes Street	Principal	4	Divided	5	1.430	Urbanized	(D)	5013	19,400	2008	23,000	D	(D)	1,159	D
Pace Boulevard / SR 292 to	Arterial		35 MPH				32,400	5011	N/A	2009	23,400	D	1,630	1,179	D
to Palafox Street/SR 95/US29								5007	30,000	2010	22,400	D		1,129	D
								5009	N/A	2011	23,600	D		1,189	D
										2012	26,750	D		1,348	D
										2013	23,400	D		1,179	D
										2014	22,450	D		1,131	D
										2015	22,800	D		1,149	D
									% of MV	2016	22,500	D		1,134	D
									76.23%	2017	24,700	D		1,245	D
13.473-14.910									84.17%	2022	27,271	D		1,374	D
Roadway ID 48020000									92.93%	2027	30,109	D		1,518	D
Palafox Street/SR 95/US29 to	Principal	4	Divided	5	1.160	Urbanized	(D)	4003	31,500	2008	23,600	D	(D)	1,189	D
North 15th Avenue	Arterial		35 MPH				32,400	5250	N/A	2009	22,575	D	1,630	1,138	D
								5005	21,500	2010	21,920	D		1,105	D
								5004	18,000	2011	22,680	D		1,143	D
								5006	28,500	2012	23,680	D		1,193	D
										2013	22,520	D		1,135	D
										2014	21,825	D		1,100	D
										2015	21,425	D		1,080	D
									% of MV	2016	24,050	D		1,212	D
									76.77%	2017	24,875	D		1,254	D
14.910-16.075									84.77%	2022	27,464	D		1,384	D
Roadway ID 48020000									93.59%	2027	30,322	D		1,528	D
15th Avenue to	Principal	4	Undivided;	2	0.884	Urbanized	(D)	4001	25,500	2008	26,500	D	(D)	1,336	D
Perry Avenue / SR 296	Arterial		Divided at				32,400	5034	N/A	2009	27,000	D	1,630	1,361	D
			Perry Ave.							2010	24,500	D		1,235	D
			35 MPH							2011	25,500	D		1,285	D
										2012	27,000	D		1,361	D
										2013	26,500	D		1,336	D
										2014	25,000	D		1,260	D
										2015	25,500	D		1,285	D
									% of MV	2016	26,500	D		1,336	D
									78.70%	2017	25,500	D		1,285	D
16.075-16.959									86.90%	2022	28,154	D		1,419	D
Roadway ID 48020000									95.94%	2027	31,084	D		1,567	D

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	AADT ANALYSIS YEAR	AADT VOLUME	AADT LOS	PK HR. / PK DIR. LOS STD / MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR 10A (US 90) (cont.)															
Cervantes Street	Principal	4	Divided	0	0.331	Urbanized	(D)	5038	16,500	2008	17,000	D	(D)	857	D
Perry Avenue / SR 296 to	Arterial		35 MPH				32,400			2009	14,000	C	1,630	706	C
Strong Street										2010	15,000	D		756	D
										2011	15,500	D		781	D
										2012	16,500	D		832	D
										2013	16,500	D		832	D
										2014	16,000	D		806	D
										2015	16,500	D		832	D
									% of MV	2016	17,000	D		857	D
16.959-17.290									50.93%	2017	16,500	D		832	D
Roadway ID 48020000									56.23%	2022	18,217	D		918	D
									62.08%	2027	20,113	D		1,014	D
Scenic Highway	Principal	2	Divided	0	1.030	Urbanized	(D)	5038	16,500	2008	17,000	F*	(D)	864	F*
Strong Street to	Arterial		35 MPH				14,800			2009	14,000	D	750	712	D
Hyde Park Road										2010	15,000	E*		763	E*
										2011	15,500	E*		788	E*
Constrained Facility										2012	16,500	F*		839	F*
										2013	16,500	F*		839	F*
										2014	16,000	F*		814	F*
										2015	16,500	F*		839	F*
									% of MV	2016	17,000	F*		864	F*
17.290-18.312									111.49%	2017	16,500	F*		839	F*
Roadway ID 48020000									123.09%	2022	18,217	F*		926	F*
									135.90%	2027	20,113	F*		1,023	F*
Hyde Park Road to	Principal	2	Undivided	0	1.120	Urbanized	(D)	5057	16,000	2008	17,000	F*	(D)	864	F*
Summit Boulevard	Arterial		35 MPH				14,800			2009	14,500	D	750	737	D
										2010	13,500	D		686	D
Constrained Facility										2011	14,000	D		712	D
										2012	15,000	E*		763	E*
										2013	15,000	E*		763	E*
										2014	14,500	D		737	D
										2015	13,500	D		686	D
									% of MV	2016	15,000	E*		763	E*
									108.11%	2017	16,000	F*		814	F*
18.312-19.442									119.36%	2022	17,665	F*		898	F*
Roadway ID 48020000									131.78%	2026	19,504	F*		992	F*

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										AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 10A (US 90) (cont.)															
Scenic Highway	Principal	2	Undivided;	2	3.910	Urbanized	(D)	545	12,500	2008	15,633	C	(D)	774	C
Summit Boulevard to	Arterial		Divided at				17,700	5158	13,000	2009	15,100	C	880	747	C
I-10 / SR 8			intersections					4032	15,900	2010	13,367	C		662	C
			45 MPH							2011	14,533	C		719	C
										2012	13,633	C		675	C
										2013	14,100	C		698	C
										2014	13,767	C		681	C
										2015	12,900	C		639	C
19.442-23.352									% of MV	2016	13,700	C		678	C
Roadway ID 48020000									77.97%	2017	13,800	C		683	C
Constrained Facility									86.08%	2022	15,236	C		754	C
									95.04%	2027	16,822	D		833	D
I-10 / SR 8 to	Principal	2	Undivided;	3	3.470	Urbanized	(D)	4030	14,500	2008	13,850	C	(D)	686	C
Nine Mile Road / SR 10 /	Arterial		Divided at				17,700	4041	16,800	2009	14,500	C	880	718	C
US 90 A			intersections							2010	13,100	C		648	C
			45 MPH							2011	13,600	C		673	C
										2012	14,650	C		725	C
										2013	13,150	C		651	C
										2014	14,850	C		735	C
										2015	14,800	C		733	C
23.352-26.822									% of MV	2016	15,350	C		760	C
Roadway ID 48020000									88.42%	2017	15,650	C		775	C
Constrained Facility									97.62%	2022	17,279	D		855	D
									107.78%	2027	19,077	F*		944	F*
SR 30 (US 98)															
Alabama Line to SR 298 /	Principal	2	Undivided;	1	3.580	Urbanized	(D)	552	N/A	2008	13,491	C	(D)	668	C
Lillian Highway	Arterial		Divided at				17,700	155	20,000	2009	14,074	C	880	697	C
			Bauer and					325 T	13,428	2010	14,101	C		698	C
			Lillian Hwy.							2011	14,355	C		711	C
			45 MPH							2012	14,979	C		741	C
			55 MPH						`	2013	14,804	C		733	C
										2014	14,354	C		711	C
										2015	15,125	C		749	C
									% of MV	2016	16,099	C		797	C
									94.43%	2017	16,714	C		827	C
0.388-3.971									104.26%	2022	18,454	F*		913	F*
Roadway ID 48110000									115.11%	2027	20,374	F*		1,009	F*

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
										AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 30 (US 98) (cont.)															
SR 298 / Lillian Highway to	Principal	2	Undivided;	1	1.890	Urbanized	(D)	4028	10,300	2008	9,500	C	(D)	470	C
Blue Angel Parkway / SR 173	Arterial		Divided at				17,700			2009	9,700	C	880	480	C
			Blue Angel							2010	10,100	C		500	C
			45 MPH							2011	10,200	C		505	C
			55 MPH							2012	9,900	C		490	C
										2013	9,900	C		490	C
										2014	9,700	C		480	C
										2015	9,700	C		480	C
									% of MV	2016	10,700	C		530	C
									58.19%	2017	10,300	C		510	C
0.232-2.123									64.25%	2022	11,372	C		563	C
Roadway ID 48280000									70.94%	2027	12,556	C		622	C
Dr. Farin Drive	Principal	4	Divided	1	1.488	Urbanized	(D)	5298	21,000	2008	19,900	C	(D)	1,003	C
Blue Angel Parkway / SR 173	Arterial		45 MPH				39,800			2009	21,000	C	2,000	1,058	C
to Fairfield Drive / SR 727										2010	24,000	C		1,210	C
										2011	21,500	C		1,084	C
										2012	21,500	C		1,084	C
										2013	19,300	C		973	C
										2014	18,900	C		953	C
										2015	18,400	C		927	C
									% of MV	2016	21,000	C		1,058	C
									52.76%	2017	21,000	C		1,058	C
2.123-3.611									58.26%	2022	23,186	C		1,169	C
Roadway ID 48280000									64.32%	2027	25,599	C		1,290	C
Fairfield Drive / SR 727 to	Principal	4	Divided	5	2.456	Urbanized	(D)	5178	28,000	2008	21,950	C	(D)	1,106	C
Navy Boulevard / SR 295	Arterial		45 MPH				39,800	5204	22,500	2009	24,500	C	2,000	1,235	C
										2010	24,250	C		1,222	C
										2011	26,000	C		1,310	C
										2012	25,500	C		1,285	C
										2013	24,000	C		1,210	C
										2014	28,750	C		1,449	C
										2015	24,250	C		1,222	C
									% of MV	2016	25,250	C		1,273	C
									63.44%	2017	25,250	C		1,273	C
3.611-6.067									70.05%	2022	27,878	C		1,405	C
Roadway ID 48280000									77.34%	2027	30,780	C		1,551	C

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										AADT				PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 30 (US 98) (cont.)															
Navy Boulevard	Principal	4	Divided	5	2.370	Urbanized	(D)	5136	16,700	2008	19,950	C	(D)	1,005	C
New Warrington Road/SR295	Arterial		40 MPH				39,800	5101	N/A	2009	20,850	C	2,000	1,051	C
to Pace Boulevard / SR292								4005	21,500	2010	21,633	C		1,090	C
								5019	20,300	2011	20,575	C		1,037	C
										2012	20,275	C		1,022	C
										2013	19,326	C		974	C
										2014	20,100	C		1,013	C
										2015	19,600	C		988	C
									% of MV	2016	19,467	C		981	C
0.000-2.370									48.99%	2017	19,500	C		983	C
Roadway ID 48080060									54.09%	2022	21,530	C		1,085	C
									59.72%	2027	23,770	C		1,198	C
Garden Street	Principal	4	Undivided;	2	0.730	Urbanized	(D)	5169	15,100	2008	15,550	D	(D)	784	D
Pace Boulevard / SR 292 to	Arterial		Divided at				32,400	4026	N/A	2009	16,650	D	1,630	839	D
Barrancas Avenue			Pace and							2010	15,900	D		801	D
			Barrancas							2011	17,750	D		895	D
			intersections							2012	16,150	D		814	D
			35 MPH							2013	17,900	D		902	D
										2014	16,600	D		837	D
										2015	14,700	D		741	D
									% of MV	2016	14,900	D		751	D
2.370-3.103									46.60%	2017	15,100	D		761	D
Roadway ID 48080060									51.46%	2022	16,672	D		840	D
									56.81%	2027	18,407	D		928	D
Barrancas Avenue	Principal	4	Divided	7	1.360	Urbanized	(D)	5167	N/A	2008	18,540	D	(D)	934	D
to Gregory Street	Arterial		30 MPH				32,400	5171	23,000	2009	19,320	D	1,630	974	D
								5173	24,500	2010	18,320	D		923	D
								4027	19,000	2011	21,800	D		1,099	D
								5259	17,700	2012	20,860	D		1,051	D
								5177	11,100	2013	19,460	D		981	D
										2014	19,320	D		974	D
										2015	18,540	D		934	D
3.103-4.463									% of MV	2016	20,500	D		1,033	D
Roadway ID 48080060									58.83%	2017	19,060	D		961	D
Segment contains additional lanes at Gregory Street intersection.									64.95%	2022	21,044	D		1,061	D
									71.71%	2027	23,234	D		1,171	D

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										AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 30 (Bus. US 98) (cont.)															
Chase Street /1 Way EB	Principal	3	One-Way	1	0.250	Urbanized	(D)	5258	9,000	2008	N/A	N/A	(D)	N/A	N/A
North Palafox Street	Arterial		30 MPH				30,000			2009	N/A	N/A	2,520	N/A	N/A
to I-110										2010	8,300	N/A		N/A	N/A
										2011	9,000	C		N/A	N/A
										2012	8,300	C		422	C
										2013	9,600	C		488	C
										2014	9,100	C		463	C
										2015	9,500	C		483	C
									% of MV	2016	8,200	C		417	C
									30.00%	2017	9,000	C		458	C
0.000-0.251									33.12%	2022	9,937	C		505	C
Roadway ID 48100001									0.16%	2027	48	C		2	C
Chase Street /1 Way EB	Principal	3	One-Way	2	0.730	Urbanized	(D)	5266	N/A	2008	N/A	N/A	(D)	N/A	N/A
I-110 to Bayfront Parkway	Arterial		30 MPH				30,000	5209	18,500	2009	N/A	N/A	2,520	N/A	N/A
										2010	15,000	N/A		N/A	N/A
										2011	16,500	D		N/A	N/A
										2012	17,750	D		903	C
										2013	15,750	D		801	C
										2014	15,000	D		763	C
										2015	15,000	D		763	C
0.251-0.982									% of MV	2016	19,000	D		966	C
Roadway ID 48100001									61.67%	2017	18,500	D		941	C
Segment is on the Strategic Intermodal System									68.08%	2022	20,425	D		1,039	C
									75.17%	2027	22,551	D		1,147	C
Bayfront Parkway	Principal	4	Divided	1	0.314	Urbanized	(D)	5210	33,200	2008	28,300	D	(D)	1,426	D
to Gregory Street	Arterial		35 MPH				32,400			2009	25,600	D	1,630	1,290	D
										2010	27,000	D		1,361	D
										2011	26,400	D		1,331	D
										2012	30,000	D		1,512	D
										2013	30,600	D		1,542	D
										2014	27,100	D		1,366	D
										2015	30,100	D		1,517	D
									% of MV	2016	31,400	D		1,583	D
									102.47%	2017	33,200	E*		1,673	E*
0.982-1.296									113.13%	2022	36,655	F*		1,847	F*
Roadway ID 48100001									124.91%	2027	40,471	F*		2,040	F*

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT LOS	PK HR. / PK DIR. LOS STD / MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR 30 (US 98) (cont.)															
Gregory Street/1 Way WB	Principal	2	One-Way	2	0.326	Urbanized	(D)	5257	3,900	2008	4,450	C	(D)	226	C
Palafox Street to	Arterial		30 MPH				19,440			2009	4,350	C	1,630	221	C
Alcaniz Street										2010	4,500	C		229	C
										2011	5,050	C		257	C
										2012	3,450	C		175	C
										2013	3,650	C		186	C
										2014	3,600	C		183	C
										2015	3,900	C		198	C
0.310-0.636									% of MV	2016	4,400	C		224	C
Roadway ID 48100003									20.06%	2017	3,900	C		198	C
Segment contains additional lanes at Alcaniz Street intersection.									22.15%	2022	4,306	C		219	C
									24.46%	2027	4,754	C		242	C
Gregory Street/1 Way WB	Principal	3	One-Way	2	0.941	Urbanized	(D)	5267	20,000	2008	16,500	D	(D)	817	C
Alcaniz Street to	Arterial		30 MPH				30,000	5031	17,000	2009	18,500	D	2,520	916	C
Bayfront Parkway / Chase								5033	N/A	2010	16,000	D		792	C
Street										2011	18,000	D		891	C
										2012	19,500	D		965	C
										2013	16,750	D		829	C
										2014	17,000	D		842	C
										2015	17,000	D		842	C
0.0-.310									% of MV	2016	18,500	D		916	C
Roadway ID 48100003									61.67%	2017	18,500	D		916	C
3.275-3.906									68.08%	2022	20,425	D		1,011	C
Roadway ID 48100000									75.17%	2027	22,551	D		1,116	C
Pensacola Bay Bridge	Principal	4	Divided	0	3.275	Urbanized	(D)	261 T	56,835	2008	48,428	C	(D)	2,397	0
Bayfront Parkway /	Arterial		35 MPH				65,600			2009	49,683	C	3,240	2,459	0
Chase Street to the Santa								(Count		2010	50,065	C		2,478	0
Rosa County Line								Station in		2011	50,937	C		2,521	0
								Santa Rosa		2012	51,700	C		2,559	0
								County)		2013	51,831	D		2,566	D
										2014	53,281	D		2,637	D
										2015	49,166	C		2,434	0
									% of MV	2016	54,156	D		2,681	D
									86.64%	2017	56,835	D		2,813	D
3.275-0.000									95.66%	2022	62,750	D		3,106	D
Roadway ID 48100000									105.61%	2027	69,282	E*		3,429	E*

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										AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 95 (US 29)															
SR 10A / US 90 / Cervantes	Principal	4	Undivided	3	1.129	Urbanized	(D)	5103	N/A	2008	9,900	C	(D)	499	C
Street to W. Scott Street	Arterial		30 MPH				32,400	5239	N/A	2009	9,700	C	1,630	489	C
								5023	8,200	2010	7,600	C		383	C
								82T	N/A	2011	8,500	C		428	C
								5021	N/A	2012	7,700	C		388	C
										2013	8,600	C		433	C
										2014	8,000	C		403	C
										2015	8,200	C		413	C
									% of MV	2016	8,000	C		403	C
0.000-1.129									25.31%	2017	8,200	C		413	C
Roadway ID 48040000									27.94%	2022	9,053	C		456	C
									30.85%	2027	9,996	C		504	C
Scott Street to	Principal	4	Divided	4	1.880	Urbanized	(D)	5071	N/A	2008	16,233	C	(D)	818	C
Pace Boulevard / SR 292	Arterial		40 MPH				39,800	5105	13,000	2009	13,033	C	2,000	657	C
								4006	14,000	2010	11,767	C		593	C
										2011	12,133	C		612	C
										2012	12,133	C		612	C
										2013	11,933	C		601	C
										2014	12,350	C		622	C
										2015	13,100	C		660	C
									% of MV	2016	13,100	C		660	C
1.129-2.976									33.92%	2017	13,500	C		680	C
Roadway ID 48040000									37.45%	2022	14,905	C		751	C
									41.35%	2027	16,456	C		829	C
Pace Boulevard / SR 292	Principal	6	Divided	1	0.534	Urbanized	(D)	4038	24,000	2008	31,500	C	(D)	1,588	C
to Brent Lane / SR 296	Arterial		40 MPH				59,900			2009	32,500	C	3,020	1,638	C
										2010	26,500	C		1,336	C
										2011	27,000	C		1,361	C
										2012	26,500	C		1,336	C
										2013	24,500	C		1,235	C
										2014	25,500	C		1,285	C
										2015	25,500	C		1,285	C
									% of MV	2016	26,000	C		1,310	C
2.976-3.543									40.07%	2017	24,000	C		1,210	C
Roadway ID 48040000									44.24%	2022	26,498	C		1,335	C
									48.84%	2027	29,256	C		1,474	C

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										AADT			PK HR. / PK DIR.		
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SR 95 (US 29) (cont.)															
Pensacola Boulevard	Principal	6	Divided	7	2.842	Urbanized	(D)	4037	39,000	2008	35,833	C	(D)	1,806	C
Brent Lane / SR 296	Arterial		45 MPH				59,900	5108	26,000	2009	34,833	C	3,020	1,756	C
to I-10 / SR 8								5106	31,000	2010	30,833	C		1,554	C
								5107	21,500	2011	31,333	C		1,579	C
										2012	30,233	C		1,524	C
										2013	29,200	C		1,472	C
										2014	26,850	C		1,353	C
										2015	27,875	C		1,405	C
									% of MV	2016	28,375	C		1,430	C
									49.04%	2017	29,375	C		1,481	C
3.543-6.385									54.14%	2022	32,432	C		1,635	C
Roadway ID 48040000									59.78%	2027	35,808	C		1,805	C
I -10 / SR 8 to	Principal	4	Divided	3	2.229	Urbanized	(D)	4022	44,000	2008	40,000	F*	(D)	2,016	F*
Nine Mile Road / SR 10 /	Arterial		40 MPH				39,800			2009	39,000	D	2,000	1,966	D
US 90A										2010	40,000	F*		2,016	F*
										2011	39,500	D		1,991	D
										2012	36,500	C		1,840	C
										2013	40,500	F*		2,041	F*
										2014	40,000	F*		2,016	F*
6.385-8.614										2015	41,500	F*		2,092	F*
Roadway ID 48040000									% of MV	2016	43,000	F*		2,167	F*
Segment is on the Strategic Intermodal System		6	Divided	3	2.229	Urbanized	(C) 58,400	4022	110.55%	2017	44,000	F*		2,218	F*
and contains additional lanes at I-10 intersection.									122.06%	2022	48,580	F*		2,448	F*
									134.76%	2027	53,636	F*		2,703	F*
Nine Mile Road / SR 10	Principal	4	Divided	8	6.903	Urbanized	(D)	380	N/A	2008	25,079	C	(D)	1,264	C
to Well Line Road	Arterial		40 MPH				39,800	159T	N/A	2009	25,670	C	2,000	1,294	C
								4056	N/A	2010	26,518	C		1,337	C
								446	20,500	2011	24,801	C		1,250	C
								9916 T	31,041	2012	24,494	C		1,234	C
								32	29,500	2013	24,291	C		1,224	C
										2014	26,568	C		1,339	C
8.614-15.517										2015	28,062	C		1,414	C
Roadway ID 48040000									% of MV	2016	28,307	C		1,427	C
Segment is on the Strategic Intermodal System									67.87%	2017	27,014	C		1,362	C
Count Stations 446 and 9916T added in 2004 reporting year.									74.94%	2022	29,826	C		1,503	C
									82.74%	2027	32,930	C		1,660	C

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SR 95 (US 29) (cont.)															
Well Line Road	Principal	4	Divided	0	2.624	Urbanized	(D)	446	22,000	2008	19,400	B	(D)	960	B
to FL-AL Urbanized	Arterial		65 MPH				65,600			2009	19,900	B	3,240	985	B
Boundary (North of										2010	21,500	B		1,064	B
Quintette Road)										2011	18,900	B		936	B
										2012	18,600	B		921	B
										2013	18,400	B		911	B
										2014	18,400	B		911	B
										2015	22,500	B		1,114	B
15.517-18.141									% of MV	2016	22,000	B		1,089	B
Roadway ID 48040000									31.25%	2017	20,500	B		1,015	B
Segment is on the Strategic Intermodal System									34.50%	2022	22,634	B		1,120	B
									38.09%	2027	24,989	B		1,237	B
FL-AL Urbanized Boundary	Principal	4	Divided	0	1.910	Trans	(C)	446	22,000	2008	16,250	B	(C)	804	B
(north of Quintette Road)	Arterial		65 MPH				49,600	449	15,600	2009	17,750	B	2,450	879	B
to FL-AL MPA Boundary										2010	17,600	B		871	B
(at Barrineau Park Road)										2011	16,350	B		809	B
										2012	16,350	B		809	B
										2013	16,000	B		792	B
										2014	16,750	B		829	B
										2015	18,450	B		913	B
18.141-20.051									% of MV	2016	18,400	B		911	B
Roadway ID 48040000									37.90%	2017	18,800	B		931	B
Segment is on the Strategic Intermodal System									41.85%	2022	20,757	B		1027	B
									46.20%	2027	22,917	B		1134	B
FL-AL MPA Boundary	Principal	4	Divided	0	3.500	Rural	(C)	449	15,600	2008	13,100	B	(C)	684	B
(at Barrineau Park Road)	Arterial		65 MPH			Undev	40,300			2009	15,600	B	2,100	815	B
to SR 97/Atmore Highway										2010	13,700	B		716	B
										2011	13,800	B		721	B
										2012	14,100	B		737	B
										2013	13,600	B		711	B
										2014	13,800	B		721	B
										2015	14,400	B		752	B
20.051-23.561									% of MV	2016	14,800	B		773	B
Roadway ID 48040000									38.71%	2017	15,600	B		815	B
Segment is on the Strategic Intermodal System									42.74%	2022	17,224	B		900	B
									47.19%	2027	19,016	B		994	B

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SR 95 (US 29) (cont.)															
SR 97 / Atmore Highway	Principal	4	Divided	0	17.020	Rural	(C)	448	N/A	2008	6,889	B	(C)	360	B
to Salter's Lake Road	Arterial		65 MPH			Developed	40,300	348 T	7,808	2009	6,977	B	2,100	365	B
										2010	6,911	B		361	B
										2011	6,886	B		360	B
										2012	6,882	B		360	B
										2013	6,748	B		353	B
										2014	7,011	B		366	B
										2015	7,428	B		388	B
0.000-17.010									% of MV	2016	7,680	B		401	B
Roadway ID 48060000									19.37%	2017	7,808	B		408	B
Segment is on the Strategic Intermodal System									21.39%	2022	8,621	B		450	B
									23.62%	2027	9,518	B		497	B
Salter's Lake Road	Principal	4	Divided	1	3.060	Rural	(C)	3	10,700	2008	10,300	C	(C)	538	C
to the Alabama State Line	Arterial		45 MPH			Developed	29,300	218	N/A	2009	10,000	C	1,530	523	C
								220	N/A	2010	10,100	C		528	C
										2011	9,800	C		512	C
										2012	10,200	C		533	C
										2013	10,200	C		533	C
										2014	10,900	C		570	C
										2015	11,900	C		622	C
17.010-20.075									% of MV	2016	11,500	C		601	C
Roadway ID 48060000									36.52%	2017	10,700	C		559	C
Segment is on the Strategic Intermodal System									40.32%	2022	11,814	C		617	C
									44.52%	2027	13,043	C		682	C
SR 97															
CR 95A / Old Palafox	Minor	2	Undivided	0	22.650	Rural	(C)	340	5,600	2008	4,381	B	(C)	229	B
Highway / CR 95A to the	Arterial		45 MPH			Undev	8,400	255	4,600	2009	5,007	C	430	262	C
Alabama State Line								447	6,400	2010	5,095	C		266	C
								243 T	5,850	2011	4,931	C		258	C
										2012	5,137	C		268	C
										2013	5,005	C		262	C
										2014	5,047	C		264	C
										2015	5,435	C		284	C
									% of MV	2016	5,244	C		274	C
									66.82%	2017	5,613	C		293	C
0.000-22.507									73.78%	2022	6,197	C		324	C
Roadway ID 48130000									81.45%	2027	6,842	C		358	C

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										AADT			PK HR. / PK DIR.		
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SR 173															
Blue Angel Parkway	Minor	4	Divided	1	1.600	Urbanized	(D)	553	9,500	2008	10,800	C	(D)	544	C
Gulf Beach Highway /	Arterial		45 MPH				39,800			2009	10,800	C	2,000	544	C
CR 292-A to Sorrento Road /										2010	11,600	C		585	C
SR 292										2011	10,800	C		544	C
										2012	10,000	C		504	C
										2013	11,000	C		554	C
										2014	10,900	C		549	C
										2015	10,800	C		544	C
									% of MV	2016	10,600	C		534	C
									23.87%	2017	9,500	C		479	C
0.721-2.340									26.35%	2022	10,489	C		529	C
Roadway ID 48205000									29.10%	2027	11,580	C		584	C
Blue Angel Parkway	Minor	2	Undivided	2	4.796	Urbanized	(D)	554	17,800	2008	17,500	D	(D)	866	D
Sorrento Road / SR 292 to	Arterial		45 MPH				17,700	556	16,000	2009	17,500	D	880	866	D
Lillian Highway / SR 298								5324	17,000	2010	18,050	F*		893	F*
										2011	17,100	D		846	D
										2012	17,900	F*		886	F*
										2013	16,600	C		822	C
										2014	18,100	F*		896	F*
										2015	18,767	F*		929	F*
2.340-7.136									% of MV	2016	18,667	F*		924	F*
Roadway ID 48205000									95.67%	2017	16,933	D		838	D
Divided at the intersections of Sorrento Road, Dog Track, and Lillian Highway.									105.62%	2022	18,695	F*		925	F*
									116.62%	2027	20,641	F*		1,022	F*
Lillian Highway / SR 298	Minor	2	Undivided	2	2.872	Urbanized	(D)	5301	21,000	2008	24,350	F*	(D)	1,205	F*
to Saufley Field Road /	Arterial		45 MPH				17,700	363	25,500	2009	19,550	F*	880	968	F*
CR296										2010	20,100	F*		995	F*
										2011	20,250	F*		1,002	F*
										2012	20,600	F*		1,020	F*
										2013	20,150	F*		997	F*
										2014	21,750	F*		1,077	F*
										2015	21,500	F*		1,064	F*
7.136-10.008									% of MV	2016	22,500	F*		1,114	F*
Roadway ID 48205000									131.36%	2017	23,250	F*		1,151	F*
Divided at the intersections of Lillian Highway and Saufley Field Road.									145.03%	2022	25,670	F*		1,271	F*
									160.12%	2027	28,342	F*		1,403	F*

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	AADT ANALYSIS YEAR	AADT VOLUME	AADT LOS	PK HR. / PK DIR. LOS STD / MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR 173 (cont.)															
Saufley Field Road / CR 296	Minor	2	Undivided	1	2.646	Urbanized	(D)	5316	15,300	2008	14,633	C	(D)	738	C
to Pine Forest Road / SR 297	Arterial		45 MPH				17,700	5315	16,500	2009	14,866	C	880	749	C
								537	18,700	2010	14,967	C		754	C
										2011	14,167	C		714	C
										2012	14,800	C		746	C
										2013	15,567	C		785	C
										2014	14,967	C		754	C
										2015	15,900	C		801	C
10.008-12.654									% of MV	2016	17,000	D		857	D
Roadway ID 48205000									96.05%	2017	16,833	D		848	D
Additional lanes at intersections.									105.00%	2022	18,585	F*		937	F*
									115.93%	2027	20,519	F*		1,034	F*
SR 196															
Bayfront Parkway	Minor	4	Divided	1	1.020	Urbanized	(D)	5313	15,400	2008	15,067	D	(D)	746	D
S. Tarragona to Chase Street	Arterial		30 MPH				32,400	5314	N/A	2009	14,700	D	2,000	728	C
								5294	15,900	2010	13,900	C		688	C
										2011	14,300	C		708	C
										2012	13,267	C		657	C
										2013	15,333	D		759	D
										2014	14,950	D		740	D
										2015	14,000	C		693	C
0.000-1.009									% of MV	2016	15,650	D		775	D
Roadway ID 48006000									48.30%	2017	15,650	D		775	D
Segment is on the Strategic Intermodal System									53.33%	2022	17,279	D		855	D
									58.88%	2027	19,077	D		944	D
SR 289															
9th Avenue	Minor	4	Undivided	1	0.080	Urbanized	(D)	5319	12,000	2008	15,700	D	(D)	777	D
Chase Street to	Arterial		35 MPH				32,400			2009	18,200	D	1,630	901	D
Gregory Street / SR 30										2010	16,300	D		807	D
										2011	15,300	D		757	D
										2012	15,200	D		752	D
										2013	16,100	D		797	D
										2014	10,800	C		535	C
										2015	8,500	C		421	C
0.000-0.083									% of MV	2016	11,700	C		579	C
Roadway ID 48003000									37.04%	2017	12,000	C		594	C
Segment is on the Strategic Intermodal System									40.89%	2022	13,249	C		656	C
Divided at the intersection with Cervantes Street.									45.15%	2027	14,628	D		724	C

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	AADT ANALYSIS YEAR	AADT VOLUME	AADT LOS	PK HR. / PK DIR. LOS STD / MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR 289 (cont.)															
9th Avenue	Minor	4	Undivided	1	0.413	Urbanized	(D)	5180	16,200	2008	15,700	D	(D)	791	D
Gregory Street / SR 30 to	Arterial		35 MPH				30,780			2009	18,200	D	1,549	917	D
Cervantes Street / US 90										2010	16,300	D		822	D
										2011	15,300	D		771	D
										2012	15,200	D		766	D
										2013	16,100	D		811	D
										2014	15,300	D		771	D
										2015	15,900	D		801	D
0.083-0.496									% of MV	2016	17,300	D		872	D
Roadway ID 48003000									52.63%	2017	16,200	D		816	D
Divided at the intersection with Cervantes Street.									58.11%	2022	17,886	D		901	D
									64.16%	2027	19,748	D		995	D
Cervantes Street / US 90 to	Minor	4	Undivided	4	2.200	Urbanized	(D)	5049	N/A	2008	20,500	D	(D)	1,033	D
Fairfield Drive / SR 295	Arterial		35 MPH				30,780	5249	N/A	2009	19,333	D	1,630	974	D
								5233	16,800	2010	18,233	D		919	D
								5050	19,400	2011	17,567	D		885	D
										2012	18,267	D		921	D
										2013	17,433	D		879	D
										2014	18,050	D		910	D
										2015	18,800	D		948	D
0.496-2.707									% of MV	2016	18,350	D		925	D
Roadway ID 48003000									58.80%	2017	18,100	D		912	D
Added Count Station 5050 in 2004 reporting year.									64.92%	2022	19,984	D		1,007	D
									71.68%	2027	22,064	D		1,112	D
Fairfield Drive / SR 295 to	Minor	4	Undivided	1	1.326	Urbanized	(D)	4011 T	N/A	2008	28,500	D	(D)	1,436	D
Bayou Boulevard / SR 296	Arterial		35 MPH				30,780	5051	N/A	2009	25,000	D	1,630	1,260	D
								5003	27,500	2010	25,500	D		1,285	D
										2011	26,500	D		1,336	D
										2012	26,500	D		1,336	D
										2013	25,500	D		1,285	D
										2014	26,500	D		1,336	D
										2015	26,000	D		1,310	D
2.707-4.025									% of MV	2016	26,500	D		1,336	D
Roadway ID 48003000									89.34%	2017	27,500	D		1,386	D
Divided at the intersections of Fairfield Drive and Bayou Boulevard.									98.64%	2022	30,362	D		1,530	D
									108.91%	2027	33,522	F*		1,690	F*

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
										AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 289 (cont.)															
9th Avenue	Minor	4	Divided	5	1.340	Urbanized	(D)	5052	29,000	2008	30,000	C	(D)	1,512	C
Bayou Boulevard / SR 296 to	Arterial		40 MPH				39,800	5053	35,500	2009	25,000	C	2,000	1,260	C
Langley Avenue										2010	31,500	C		1,588	C
										2011	32,000	C		1,613	C
										2012	31,000	C		1,562	C
										2013	30,500	C		1,537	C
										2014	32,250	C		1,625	C
										2015	30,500	C		1,537	C
4.025-5.374									% of MV	2016	32,000	C		1,613	C
Roadway ID 48003000									81.03%	2017	32,250	C		1,625	C
Segment was granted a Backlogged Facility Designation in April 1995.									89.46%	2022	35,607	C		1,795	C
									98.78%	2027	39,313	D		1,981	D
Langley Avenue to	Minor	4	Divided	5	1.907	Urbanized	(D)	5065	31,500	2008	29,000	C	(D)	1,462	C
Olive Road / SR 290	Arterial		40 MPH				39,800	4031	24,500	2009	26,000	C	2,000	1,310	C
										2010	26,500	C		1,336	C
										2011	28,500	C		1,436	C
										2012	25,750	C		1,298	C
										2013	28,000	C		1,411	C
										2014	27,000	C		1,361	C
										2015	27,250	C		1,373	C
									% of MV	2016	27,500	C		1,386	C
									70.35%	2017	28,000	C		1,411	C
5.374-7.281									77.67%	2022	30,914	C		1,558	C
Roadway ID 48003000									85.76%	2027	34,132	C		1,720	C
SR 291															
Alcaniz Street / Martin Luther	Minor	2	One-Way	5	2.342	Urbanized	(D)	4007	3,300	2008	3,800	C	(D)	193	C
Hart Drive to	Arterial		35 MPH				19,440	5308	4,500	2009	3,329	C	1,956	169	C
Wright Street								5235	2,500	2010	2,929	C		149	C
								5247	2,100	2011	2,914	C		148	C
								5309	N/A	2012	2,814	C		143	C
								5028	2,300	2013	2,767	C		141	C
								5293	2,000	2014	2,717	C		138	C
										2015	2,867	C		146	C
									% of MV	2016	2,900	C		147	C
									14.32%	2017	2,783	C		142	C
0.063-2.405									15.81%	2022	3,073	C		156	C
Roadway ID 48070101									17.45%	2027	3,392	C		173	C

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				TOTAL	SEG.		LOS (STD)	FDOT		AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	# OF SIG.	LTH (MI.)	LOS AREA	& MAX VOL	COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 291 (cont.)															
Alcaniz Street	Minor	6	Divided	0	0.123	Urbanized	(D)	5030	5,600	2008	6,800	C	(D)	343	C
Wright Street to	Arterial		35 MPH				50,000	Segment		2009	8,000	C	2,520	403	C
Gregory Street								became 2		2010	5,400	C		272	C
								way in 2005		2011	6,600	C		333	C
										2012	6,700	C		338	C
										2013	5,700	C		287	C
										2014	5,500	C		277	C
										2015	5,700	C		287	C
									% of MV	2016	6,500	C		328	C
0.0-0.123									11.20%	2017	5,600	C		282	C
Roadway ID 48070000									12.37%	2022	6,183	C		312	C
									13.65%	2027	6,826	C		344	C
Davis Highway	Minor	2	One-Way	5	2.626	Urbanized	(D)	4010	4,700	2008	4,200	C	(D)	214	C
Wright Street	Arterial		35 MPH				19,440	5234	3,100	2009	3,783	C	1,956	192	C
to Fairfield Drive / SR 295								5248	2,100	2010	3,150	C		160	C
								5162	N/A	2011	3,383	C		172	C
								5161	2,800	2012	3,150	C		160	C
								5292	2,600	2013	3,050	C		155	C
								5047	2,900	2014	2,967	C		151	C
								5323	9,500	2015	4,086	C		208	C
0.060-2.686									% of MV	2016	4,200	C		214	C
Roadway ID 48070000									20.35%	2017	3,957	C		201	C
Segment contains additional lanes at Fairfield Drive.									22.47%	2022	4,369	C		222	C
									24.81%	2027	4,824	C		245	C
Fairfield Drive / SR 295	Minor	4	Divided	1	1.490	Urbanized	(D)	540	20,000	2008	20,100	C	(D)	1,013	C
to Brent Lane / SR 296	Arterial		45 MPH				39,800	5060	N/A	2009	19,100	C	2,000	963	C
										2010	18,700	C		942	C
										2011	19,300	C		973	C
										2012	18,600	C		937	C
										2013	18,200	C		917	C
										2014	13,100	C		660	C
										2015	17,700	C		892	C
									% of MV	2016	19,800	C		998	C
									50.25%	2017	20,000	C		1,008	C
2.686-4.174									55.48%	2022	22,082	C		1,113	C
Roadway ID 48070000									61.26%	2027	24,380	C		1,229	C

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										AADT			PK HR. / PK DIR.		
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SR 291 (cont.)															
Brent Lane / SR 296 to	Minor	4	Divided	3	1.620	Urbanized	(D)	5067	34,000	2008	31,250	C	(D)	1,575	C
Burgess Road / SR 742	Arterial		45 MPH				39,800	5069 T	N/A	2009	29,000	C	2,000	1,462	C
								5070	25,000	2010	28,250	C		1,424	C
										2011	27,500	C		1,386	C
										2012	28,750	C		1,449	C
										2013	27,500	C		1,386	C
										2014	28,250	C		1,424	C
										2015	28,500	C		1,436	C
									% of MV	2016	29,250	C		1,474	C
									74.12%	2017	29,500	C		1,487	C
4.174-5.632									81.84%	2022	32,570	C		1,642	C
Roadway ID 48070000									90.35%	2027	35,960	C		1,812	C
Davis Highway	Minor	6	Divided	3	0.647	Urbanized	(D)	5068	N/A	2008	39,000	D	(D)	1,966	D
Burgess Road / SR 742 to	Arterial		35 MPH				50,000	5081	43,000	2009	35,000	D	2,520	1,764	D
I-10 / SR 8										2010	33,500	D		1,688	D
										2011	32,500	D		1,638	D
										2012	32,500	D		1,638	D
										2013	33,000	D		1,663	D
										2014	39,000	D		1,966	D
										2015	41,000	D		2,066	D
									% of MV	2016	43,000	D		2,167	D
									82.00%	2017	41,000	D		2,066	D
5.632-6.279									90.53%	2022	45,267	D		2,281	D
Roadway ID 48070000									99.96%	2027	49,979	D		2,519	D
I-10 / SR 8 to	Minor	6	Divided	4	0.585	Urbanized	(D)	5296	56,000	2008	54,000	F*	(D)	2,722	F*
University Parkway	Arterial		35 MPH				50,000	4012	61,500	2009	56,500	F*	2,520	2,848	F*
										2010	51,250	F*		2,583	F*
										2011	56,500	F*		2,848	F*
										2012	56,000	F*		2,822	F*
										2013	55,750	F*		2,810	F*
										2014	56,000	F*		2,822	F*
										2015	57,250	F*		2,885	F*
6.279-6.864									% of MV	2016	58,500	F*		2,948	F*
Roadway ID 48070000									117.50%	2017	58,750	F*		2,961	F*
Segment was granted a Backlogged Facility Designation in April 1991.									129.73%	2022	64,865	F*		3,269	F*
									143.23%	2027	71,616	F*		3,609	F*

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SR 291 (cont.)															
University Parkway to	Minor	4	Divided	3	1.902	Urbanized	(D)	4043	18,500	2008	23,050	C	(D)	1,162	C
Nine Mile Road / SR 10 /	Arterial		45 MPH				39,800	4049	30,500	2009	22,200	C	2,000	1,119	C
US 90A										2010	20,100	C		1,013	C
										2011	19,200	C		968	C
										2012	19,400	C		978	C
										2013	20,400	C		1,028	C
										2014	20,450	C		1,031	C
										2015	23,300	C		1,174	C
6.864-8.803									% of MV	2016	24,000	C		1,210	C
Roadway ID 48070000									61.56%	2017	24,500	C		1,235	C
Segment contains additional lanes at the University Parkway intersection.									67.96%	2022	27,050	C		1,363	C
									75.04%	2027	29,865	C		1,505	C
SR 292															
Perdido Key Drive	Principal	2	Undivided	0	4.120	Urbanized	(D)	460	11,200	2008	11,200	C	(D)	554	C
Alabama State Line	Arterial		45 MPH				17,700	461	11,500	2009	7,800	C	880	386	C
to Old River Road (west)										2010	6,850	C		339	C
										2011	9,400	C		465	C
										2012	12,950	C		641	C
										2013	9,800	C		485	C
										2014	11,000	C		545	C
										2015	10,950	C		542	C
									% of MV	2016	12,750	C		631	C
									64.12%	2017	11,350	C		562	C
0.000-4.079									70.80%	2022	12,531	C		620	C
Roadway ID 48050000									78.17%	2027	13,836	C		685	C
Sorrento Road	Principal	2	Undivided	1	3.650	Urbanized	(D)	452	18,000	2008	15,000	C	(D)	743	C
Old River Road (west) to	Arterial		45 MPH				17,700	464	17,500	2009	12,500	C	880	619	C
Doug Ford Drive										2010	15,000	C		743	C
										2011	15,500	C		767	C
										2012	16,500	C		817	C
										2013	14,250	C		705	C
										2014	16,500	C		817	C
										2015	15,500	C		767	C
									% of MV	2016	18,250	F*		903	F*
									100.28%	2017	17,750	F*		879	D
4.079-7.751									110.72%	2022	19,597	F*		970	F*
Roadway ID 48050000									122.24%	2027	21,637	F*		1,071	F*

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										AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 292 (cont.)															
Doug Ford Drive to	Principal	2	Undivided	2	4.310	Urbanized	(D)	534	18,000	2008	15,500	C	(D)	767	C
Blue Angel Parkway / SR 173	Arterial		45 MPH				17,700			2009	15,000	C	880	743	C
										2010	15,000	C		743	C
										2011	15,000	C		743	C
										2012	16,500	C		817	C
										2013	15,500	C		767	C
										2014	15,000	C		743	C
										2015	16,500	C		817	C
									% of MV	2016	18,500	F*		916	F*
									101.69%	2017	18,000	F*		891	F*
7.751-12.030									112.28%	2022	19,873	F*		984	F*
Roadway ID 48050000									123.97%	2027	21,942	F*		1,086	F*
Gulf Beach Highway	Principal	2	Undivided	2	3.330	Urbanized	(D)	4014	21,000	2008	14,267	C	(D)	706	C
Blue Angel Parkway / SR 173	Arterial		45 MPH				17,700	4066	18,500	2009	14,433	C	880	714	C
to Fairfield Drive / SR 727								559	11,700	2010	14,900	C		738	C
										2011	14,967	C		741	C
										2012	14,867	C		736	C
										2013	14,967	C		741	C
										2014	15,467	C		766	C
										2015	16,100	C		797	C
									% of MV	2016	17,800	F*		881	F*
									96.42%	2017	17,067	D		845	D
12.030-15.354									106.46%	2022	18,843	F*		933	F*
Roadway ID 48050000									117.54%	2027	20,805	F*		1,030	F*
Fairfield Drive / SR 727 to	Principal	2	Divided	1	1.900	Urbanized	(D)	5077	23,000	2008	19,500	F*	(D)	965	F*
Navy Boulevard / SR 295	Arterial		45 MPH				17,700	5130	17,700	2009	18,750	F*	880	928	F*
										2010	19,250	F*		953	F*
										2011	19,250	F*		953	F*
										2012	19,600	F*		970	F*
										2013	19,850	F*		983	F*
										2014	19,200	F*		950	F*
										2015	19,700	F*		975	F*
									% of MV	2016	22,000	F*		1,089	F*
									114.97%	2017	20,350	F*		1,007	F*
15.354-17.246									126.94%	2022	22,468	F*		1,112	F*
Roadway ID 48050000									140.15%	2027	24,807	F*		1,228	F*

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
				TOTAL	SEG.		LOS (STD)	FDOT		AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	# OF SIG.	LTH (MI.)	LOS AREA	& MAX VOL	COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 292 (cont.)															
Barrancas Avenue	Minor	4	Divided	2	1.562	Urbanized	(D)	5074	N/A	2008	26,000	C	(D)	1,310	C
Navy Boulevard / SR 295/	Arterial		40 MPH				39,800	5126	23,500	2009	23,000	C	2,000	1,159	C
New Warrington Road								5128	24,000	2010	24,000	C		1,210	C
to Broadmoor Lane										2011	23,500	C		1,184	C
										2012	23,500	C		1,184	C
										2013	23,750	C		1,197	C
										2014	23,750	C		1,197	C
										2015	24,000	C		1,210	C
									% of MV	2016	24,000	C		1,210	C
									59.67%	2017	23,750	C		1,197	C
17.246-18.808									65.88%	2022	26,222	C		1,322	C
Roadway ID 48050000									72.74%	2027	28,951	C		1,459	C
Barrancas Avenue	Minor	6	Divided	1	0.945	Urbanized	(D)	4004	23,000	2008	25,500	C	(D)	1,285	C
Broadmoor Lane	Arterial		45 MPH				59,900			2009	24,500	C	3,020	1,235	C
to Pace Boulevard										2010	25,000	C		1,260	C
										2011	22,500	C		1,134	C
										2012	25,500	C		1,285	C
										2013	27,500	C		1,386	C
										2014	24,500	C		1,235	C
										2015	24,500	C		1,235	C
									% of MV	2016	23,000	C		1,159	C
									38.40%	2017	23,000	C		1,159	C
0.055-1.000									42.39%	2022	25,394	C		1,280	C
Roadway ID 48050001									46.81%	2027	28,037	C		1,413	C
Pace Boulevard	Minor	4	Divided	1	0.569	Urbanized	(D)	5017	10,300	2008	10,050	C	(D)	507	C
Barrancas Avenue to	Arterial		40 MPH				39,800	5018	6,500	2009	9,250	C	2,000	466	C
Garden Street / SR 30 / US 98										2010	8,550	C		431	C
										2011	8,100	C		408	C
										2012	8,200	C		413	C
										2013	8,350	C		421	C
										2014	7,800	C		393	C
										2015	8,050	C		406	C
									% of MV	2016	7,750	C		391	C
									21.11%	2017	8,400	C		423	C
19.852-20.421									23.30%	2022	9,274	C		467	C
Roadway ID 48050000									25.73%	2027	10,240	C		516	C

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	AADT ANALYSIS YEAR	AADT VOLUME	AADT LOS	PK HR. / PK DIR. LOS STD / MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR 292 (cont.)															
Garden Street / SR 30 / US 98	Minor	4	Divided	2	0.610	Urbanized	(D)	5015	15,700	2008	19,800	C	(D)	998	C
to Cervantes Street / SR 10A /	Arterial		40 MPH				39,800	5016	13,400	2009	17,950	C	2,000	905	C
US 90										2010	14,800	C		746	C
										2011	15,550	C		784	C
										2012	15,250	C		769	C
										2013	14,300	C		721	C
										2014	14,200	C		716	C
										2015	14,050	C		708	C
									% of MV	2016	14,700	C		741	C
20.421-21.029									36.56%	2017	14,550	C		733	C
Roadway ID 48050000									40.36%	2022	16,064	C		810	C
									44.56%	2027	17,736	C		894	C
Pace Boulevard	Minor	4	Divided	5	2.408	Urbanized	(D)	5111	15,700	2008	19,800	C	(D)	998	C
Cervantes Street / SR 10A /	Arterial		40 MPH				39,800	5119	N/A	2009	20,400	C	2,000	1,028	C
US 90 to SR 95 / Palafox								4023	19,000	2010	17,400	C		877	C
Street								5120	N/A	2011	17,950	C		905	C
										2012	16,900	C		852	C
										2013	16,700	C		842	C
										2014	15,950	C		804	C
										2015	15,950	C		804	C
									% of MV	2016	16,650	C		839	C
21.029-23.676									43.59%	2017	17,350	C		874	C
Roadway ID 48050000									48.13%	2022	19,156	C		965	C
									53.14%	2027	21,150	C		1,066	C
SR 294															
Chiefs Way	Principal	2	Undivided	2	0.216	Urbanized	(D)	5203	3,800	2008	6,800	C	(D)	337	C
SR 295 / New Warrington	Arterial		30 MPH				17,700			2009	4,600	C	750	228	C
Road to US 98 / Navy										2010	4,500	C		223	C
Boulevard										2011	5,000	C		248	C
										2012	4,400	C		218	C
										2013	3,600	C		178	C
										2014	3,700	C		183	C
										2015	3,600	C		178	C
									% of MV	2016	3,400	C		168	C
0.000-0.209									21.47%	2017	3,800	C		188	C
Roadway ID 48080061									23.70%	2022	4,196	C		208	C
									26.17%	2027	4,632	C		229	C

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
										AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 295															
Navy Boulevard	Principal	5	Divided	3	0.960	Urbanized	(D)	5135	23,000	2008	26,400	D	(D)	1,331	D
Bayou Grande Bridge NE/	Arterial		35 MPH				50,000	4025	16,800	2009	24,250	D	2,520	1,222	D
to SR 292 / Barrancas Avenue										2010	21,650	C		1,091	C
										2011	21,850	C		1,101	C
										2012	21,200	C		1,068	C
										2013	21,250	C		1,071	C
										2014	21,250	C		1,071	C
										2015	20,300	C		1,023	C
									% of MV	2016	20,800	C		1,048	C
0.000-0.956									39.80%	2017	19,900	C		1,003	C
Roadway ID 48080000									43.94%	2022	21,971	C		1,107	C
									48.52%	2027	24,258	D		1,223	D
SR 295 (cont.)															
Navy Boulevard	Principal	4	Divided	3	1.098	Urbanized	(D)	5095	46,500	2008	30,000	D	(D)	1,512	D
SR 292 / Barrancas Avenue	Arterial		35 MPH				32,400	5129	23,500	2009	31,500	D	1,630	1,588	D
to SR 295 / New Warrington										2010	34,750	F*		1,751	F*
Road										2011	36,000	F*		1,814	F*
										2012	34,250	F*		1,726	F*
										2013	33,500	E*		1,688	E*
										2014	34,750	F*		1,751	F*
										2015	33,500	E*		1,688	E*
0.956-2.054									% of MV	2016	34,250	F*		1,726	F*
Roadway ID 48080000									108.02%	2017	35,000	F*		1,764	F*
Segment contains additional lanes at SR 30 (US 98).									119.27%	2022	38,643	F*		1,948	F*
									131.68%	2027	42,665	F*		2,150	F*
New Warrington Road	Principal	4	Divided	3	1.903	Urbanized	(D)	5200	27,500	2008	25,375	C	(D)	1,279	C
US 98 / Navy Boulevard to	Arterial		40 MPH				39,800	5202	31,500	2009	29,625	C	2,000	1,493	C
Mobile Highway Interchange								4020	28,500	2010	28,500	C		1,436	C
								5094	29,000	2011	29,125	C		1,468	C
										2012	28,375	C		1,430	C
										2013	27,375	C		1,380	C
										2014	27,750	C		1,399	C
										2015	28,125	C		1,418	C
									% of MV	2016	28,500	C		1,436	C
									73.18%	2017	29,125	C		1,468	C
2.054-3.957									80.79%	2022	32,156	C		1,621	C
Roadway ID 48080000									89.20%	2027	35,503	C		1,789	C

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SR 295 (cont.)															
New Warrington Road	Principal	4	Divided	1	0.482	Urbanized	(D)	5096	5,300	2008	6,800	C	(D)	343	C
Mobile Highway Interchange	Arterial		40 MPH				39,800			2009	5,600	C	2,000	282	C
to New Warrington Road										2010	5,400	C		272	C
Leg C										2011	5,500	C		277	C
										2012	6,200	C		312	C
										2013	4,800	C		242	C
										2014	5,300	C		267	C
										2015	4,700	C		237	C
									% of MV	2016	4,700	C		237	C
0.000-0.482									13.32%	2017	5,300	C		267	C
Roadway ID 48080062									14.70%	2022	5,852	C		295	C
									16.23%	2027	6,461	C		326	C
Fairfield Drive	Principal	4	Divided	2	2.088	Urbanized	(D)	5275	43,000	2008	25,333	C	(D)	1,277	C
Mobile Highway	Arterial		40 MPH				39,800	5199	N/A	2009	27,667	C	2,000	1,394	C
to "W" Street / CR 453								5198	19,900	2010	18,303	C		922	C
								4034	N/A	2011	25,233	C		1,272	C
										2012	24,700	C		1,245	C
										2013	24,400	C		1,230	C
										2014	29,450	C		1,484	C
										2015	30,450	C		1,535	C
3.957-4.704									% of MV	2016	31,400	C		1,583	C
Roadway ID 48080000									79.02%	2017	31,450	C		1,585	C
6.435-7.776									87.24%	2022	34,723	C		1,750	C
Roadway ID 48004000									96.33%	2027	38,337	D		1,932	D
"W" Street / CR 453	Principal	4	Divided	8	2.170	Urbanized	(D)	5206	23,000	2008	30,400	C	(D)	1,532	C
to SR 289 / 9th Avenue	Arterial		40 MPH				39,800	4019	37,000	2009	28,900	C	2,000	1,457	C
								5166	30,000	2010	29,160	C		1,470	C
								5113	33,000	2011	29,480	C		1,486	C
								4036	34,500	2012	29,220	C		1,473	C
										2013	28,700	C		1,446	C
										2014	28,700	C		1,446	C
										2015	31,100	C		1,567	C
									% of MV	2016	30,400	C		1,532	C
									79.15%	2017	31,500	C		1,588	C
7.776-10.043									87.38%	2022	34,779	C		1,753	C
Roadway ID 48004000									96.48%	2027	38,398	D		1,935	D

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				TOTAL	SEG.		LOS (STD)	FDOT		AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	# OF SIG.	LTH (MI.)	LOS AREA	& MAX VOL	COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 296															
Michigan Avenue &	Principal	4	Divided	4	3.570	Urbanized	(D)	5109	28,000	2008	30,000	C	(D)	1,512	C
Beverly Parkway	Arterial		40 MPH				39,800	5080	35,000	2009	29,167	C	2,000	1,470	C
Mobile Highway / SR 10A /								5110	29,500	2010	28,500	C		1,436	C
US 90A to SR 95 / Palafox										2011	29,000	C		1,462	C
Highway										2012	27,833	C		1,403	C
										2013	28,500	C		1,436	C
										2014	29,667	C		1,495	C
										2015	30,167	C		1,520	C
									% of MV	2016	31,000	C		1,562	C
									77.47%	2017	30,833	C		1,554	C
0.000-3.569									85.53%	2022	34,042	C		1,716	C
Roadway ID 48012000									94.44%	2027	37,585	C		1,894	C
Brent Lane	Minor	4	Divided	6	1.945	Urbanized	(D)	5189	N/A	2008	36,494	F*	(D)	1,839	F*
SR 95 / Palafox Highway	Arterial		35 MPH				32,400	5164	38,000	2009	33,567	E*	1,630	1,692	E*
to SR 289 / 9th Avenue								4039	32,000	2010	30,718	D		1,548	D
								282 T	26,171	2011	31,129	D		1,569	D
										2012	31,207	D		1,573	D
										2013	30,416	D		1,533	D
										2014	30,938	D		1,559	D
										2015	30,191	D		1,522	D
									% of MV	2016	30,191	D		1,522	D
									98.94%	2017	32,057	D		1,616	D
3.569-5.516									109.24%	2022	35,394	F*		1,784	F*
Roadway ID 48012000									120.61%	2027	39,077	F*		1,969	F*
Bayou Boulevard	Minor	4	Divided	2	0.750	Urbanized	(D)	544	N/A	2008	25,500	C	(D)	1,285	C
SR 289 / 9th Avenue to	Arterial		40 MPH				39,800	5008	23,000	2009	23,500	C	2,000	1,184	C
12th Avenue										2010	23,000	C		1,159	C
										2011	23,000	C		1,159	C
										2012	22,500	C		1,134	C
										2013	23,000	C		1,159	C
										2014	20,900	C		1,053	C
										2015	23,500	C		1,184	C
									% of MV	2016	25,000	C		1,260	C
									57.79%	2017	23,000	C		1,159	C
5.516-6.268									63.80%	2022	25,394	C		1,280	C
Roadway ID 48012000									70.44%	2027	28,037	C		1,413	C

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										AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 296 (cont.)															
Bayou Boulevard &	Minor	2	Undivided	2	3.392	Urbanized	(D)	4009	11,700	2008	10,625	C	(D)	526	C
Perry Avenue	Arterial		40 MPH				17,700	5055	N/A	2009	10,100	C	880	500	C
12th Avenue to								5228	10,900	2010	10,250	C		507	C
Cervantes Street / US 90 /								5041	9,500	2011	10,325	C		511	C
SR10A								5039	8,600	2012	10,000	C		495	C
										2013	10,250	C		507	C
										2014	10,250	C		507	C
										2015	10,125	C		501	C
6.268-9.601									% of MV	2016	11,125	C		551	C
Roadway ID 48012000									57.49%	2017	10,175	C		504	C
Segment contains additional lanes at 12th Avenue.									63.47%	2022	11,234	C		556	C
									70.07%	2026	12,403	C		614	C
SR 297															
Pine Forest Road	Minor	4	Divided	2	3.390	Urbanized	(D)	4063	30,000	2008	23,050	C	(D)	1,162	C
Mobile Highway / US 90 /	Arterial		45 MPH				39,800	4064	17,800	2009	22,750	C	2,000	1,147	C
SR 10A to I-10 / SR 8										2010	22,050	C		1,111	C
										2011	22,100	C		1,114	C
										2012	24,650	C		1,242	C
										2013	22,500	C		1,134	C
										2014	23,500	C		1,184	C
										2015	24,450	C		1,232	C
									% of MV	2016	24,900	C		1,255	C
0.000-3.390									60.05%	2017	23,900	C		1,205	C
Roadway ID 48190000									66.30%	2022	26,388	C		1,330	C
									73.20%	2026	29,134	C		1,468	C
I-10 / SR 8 to Nine Mile	Minor	2	Undivided	2	0.904	Urbanized	(D)	4061	25,500	2008	21,500	F*	(D)	1,064	F*
Road / US 90A / SR 10	Arterial		45 MPH				17,700			2009	25,000	F*	880	1,238	F*
										2010	23,500	F*		1,163	F*
										2011	23,500	F*		1,163	F*
										2012	25,500	F*		1,262	F*
										2013	26,000	F*		1,287	F*
										2014	26,500	F*		1,312	F*
3.390-4.294										2015	25,000	F*		1,238	F*
Roadway ID 48190000									% of MV	2016	26,500	F*		1,312	F*
Segment was granted a Backlogged Facility Designation in April, 1995.									144.07%	2017	25,500	F*		1,262	F*
Segment contains additional lanes at I-10.									159.06%	2022	28,154	F*		1,394	F*
									175.62%	2027	31,084	F*		1,539	F*

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
										AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 298															
Lillian Highway	Principal	2	Undivided	1	3.335	Urbanized	(D)	203	11,300	2008	8,400	C	(D)	416	C
SR 30 / US 98 to	Arterial		45 MPH				17,700			2009	9,400	C	880	465	C
Blue Angel Parkway / SR 173										2010	9,400	C		465	C
										2011	9,600	C		475	C
										2012	9,500	C		470	C
										2013	9,500	C		470	C
										2014	9,300	C		460	C
										2015	10,000	C		495	C
									% of MV	2016	10,900	C		540	C
									63.84%	2017	11,300	C		559	C
3.971-7.306									70.49%	2022	12,476	C		618	C
Roadway ID 48110000									77.82%	2027	13,775	C		682	C
Lillian Highway	Principal	2	Undivided	1	0.680	Urbanized	(D)	4016	14,800	2008	12,500	C	(D)	619	C
Blue Angel Parkway / SR 173	Arterial		45 MPH				17,700			2009	13,900	C	880	688	C
to Fairfield Drive / SR 727										2010	13,300	C		658	C
										2011	13,400	C		663	C
										2012	13,900	C		688	C
										2013	13,000	C		644	C
										2014	13,000	C		644	C
										2015	13,600	C		673	C
									% of MV	2016	14,900	C		738	C
									83.62%	2017	14,800	C		733	C
7.306-7.989									92.32%	2022	16,340	C		809	C
Roadway ID 48110000									101.93%	2027	18,041	F*		893	F*
Fairfield Drive / SR 272 to	Principal	2	Undivided	3.000	2.840	Urbanized	(D)	5150	11,000	2008	9,800	D	(D)	498	D
SR 295 / New Warrington	Arterial		35 MPH				14,800	5083	8,900	2009	9,567	D	750	486	D
Road								5148	8,200	2010	9,067	D		461	D
										2011	8,833	D		449	D
										2012	8,833	D		449	D
										2013	8,067	D		410	D
										2014	8,167	D		415	D
										2015	8,700	D		442	D
									% of MV	2016	9,133	D		464	D
									63.29%	2017	9,367	D		476	D
7.989-10.808									69.88%	2022	10,342	D		526	D
Roadway ID 48110000									77.15%	2027	11,418	D		581	D

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										AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 727															
Fairfield Drive	Minor	2	Undivided	1	1.640	Urbanized	(D)	5132	6,800	2008	5,300	C	(D)	262	C
SR 292 / Gulf Beach Highway	Arterial		40 MPH				17,700			2009	5,900	C	880	292	C
to SR 30 / US 98 / Dr. Farin										2010	5,800	C		287	C
Drive										2011	6,100	C		302	C
										2012	6,200	C		307	C
										2013	6,200	C		307	C
										2014	5,900	C		292	C
										2015	6,700	C		332	C
									% of MV	2016	6,900	C		342	C
									38.42%	2017	6,800	C		337	C
0.000-1.638									42.42%	2022	7,508	C		372	C
Roadway ID 48004000									46.83%	2027	8,289	C		410	C
Fairfield Drive	Minor	2	Undivided	2	1.371	Urbanized	(D)	4021	14,500	2008	14,300	C	(D)	708	C
SR 30 / US 98 / Dr. Farin Drive	Arterial		40 MPH				17,700	5099	13,900	2009	14,000	C	880	693	C
to Lillian Highway / SR 298										2010	13,650	C		676	C
										2011	12,750	C		631	C
										2012	13,150	C		651	C
										2013	12,900	C		639	C
										2014	13,500	C		668	C
										2015	13,300	C		658	C
									% of MV	2016	13,300	C		658	C
									80.23%	2017	14,200	C		703	C
1.638-3.010									88.58%	2022	15,678	C		776	C
Roadway ID 48004000									97.80%	2027	17,310	D		857	D
Lillian Highway / SR 298 to	Minor	2	Undivided	3	2.945	Urbanized	(D)	4018	20,500	2008	19,333	F*	(D)	957	F*
Mobile Highway / US 90 /	Arterial		40 MPH				17,700	5088	17,500	2009	19,667	F*	880	974	F*
SR 10A								5146	15,500	2010	19,833	F*		982	F*
										2011	18,000	F*		891	F*
										2012	18,500	F*		916	F*
										2013	18,167	F*		899	F*
										2014	18,667	F*		924	F*
										2015	18,333	F*		907	F*
									% of MV	2016	18,833	F*		932	F*
									100.75%	2017	17,833	F*		883	F*
3.010-5.951									111.24%	2022	19,689	F*		975	F*
Roadway ID 48004000									122.82%	2027	21,738	F*		1,076	F*

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	AADT ANALYSIS YEAR	AADT VOLUME	AADT LOS	PK HR. / PK DIR. LOS STD / MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR 727 (cont.)															
Mobile Highway / US 90 /	Minor	4	Divided	1	0.803	Urbanized	(D)	5151	22,000	2008	23,500	C	(D)	1,184	C
SR 10A to SR 295 /	Arterial		40 MPH				39,800			2009	24,000	C	2,000	1,210	C
New Warrington Road										2010	23,500	C		1,184	C
										2011	24,000	C		1,210	C
										2012	24,500	C		1,235	C
										2013	23,000	C		1,159	C
										2014	23,000	C		1,159	C
										2015	23,500	C		1,184	C
									% of MV	2016	23,500	C		1,184	C
									55.28%	2017	22,000	C		1,109	C
5.951-6.517									61.03%	2022	24,290	C		1,224	C
Roadway ID 48004000									67.38%	2027	26,818	C		1,352	C
SR 742															
W Burgess Road	Minor	2	Undivided	1	0.570	Urbanized	(D)	5184	8,500	2008	8,800	D	(D)	447	D
SR 95 / Pensacola Boulevard	Arterial		35 MPH				14,800			2009	8,600	D	750	437	D
to CR 95-A / Old Palafox										2010	6,900	C		351	C
Highway										2011	6,800	C		346	C
										2012	7,100	C		361	C
										2013	7,300	C		371	D
										2014	6,600	C		336	C
										2015	7,300	C		371	D
19.439-20.015									% of MV	2016	8,700	D		442	D
Roadway ID 48013001									57.43%	2017	8,500	D		432	D
Count Station 5181 added in 2004 reporting year.									63.41%	2022	9,385	D		477	D
									70.01%	2027	10,361	D		527	D
E Burgess Road	Minor	2	Undivided	2	1.336	Urbanized	(D)	538	N/A	2008	12,100	D	(D)	615	D
CR 95A / Old Palafox	Arterial		35 MPH				14,800	5182	9,600	2009	11,250	D	750	572	D
Highway to Hilburn Road										2010	10,750	D		547	D
										2011	8,600	D		437	D
										2012	9,200	D		468	D
										2013	8,900	D		453	D
										2014	8,000	D		407	D
										2015	9,500	D		483	D
									% of MV	2016	10,300	D		524	D
									64.86%	2017	9,600	D		488	D
0.000-1.336									71.62%	2022	10,599	D		539	D
Roadway ID 48013000									79.07%	2027	11,702	D		595	D

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				TOTAL	SEG.		LOS (STD)	FDOT		AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	# OF SIG.	LTH (MI.)	LOS AREA	& MAX VOL	COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 742 (cont.)															
E Burgess Road	Minor	2	Divided	1	0.351	Urbanized	(D)	5181	3,300	2008	13,850	D	(D)	704	D
Plantation Road to	Arterial		35 MPH				15,540	538	N/A	2009	8,400	D	788	427	D
Davis Highway / SR 291										2010	8,250	D		420	D
										2011	4,600	C		234	C
										2012	4,600	C		234	C
										2013	3,900	C		198	C
										2014	3,900	C		198	C
										2015	3,900	C		198	C
									% of MV	2016	3,900	C		198	C
									21.24%	2017	3,300	C		168	C
1.616-1.967									23.45%	2022	3,643	C		185	C
Roadway ID 48013000									25.89%	2027	4,023	C		205	C
E Burgess Road	Minor	4	Divided	0	0.374	Urbanized	(D)	5295	1,700	2008	2,300	-	(D)	-	-
Sanders Street to	Arterial		45 MPH				65,600			2009	2,300	B	3,240	114	B
Lanier Drive										2010	2,100	B		104	B
										2011	2,100	B		104	B
										2012	1,950	B		97	B
										2013	1,900	B		94	B
										2014	1,900	B		94	B
										2015	2,000	B		99	B
									% of MV	2016	1,900	B		94	B
									2.59%	2017	1,700	B		84	B
2.78-3.154									2.86%	2022	1,877	B		93	B
Roadway ID 48013000									3.16%	2027	2,072	B		103	B
Creighton Road	Minor	4	Undivided	2	0.640	Urbanized	(D)	5288	11,100	2008	14,200	-	(D)	-	-
Hillburn Road to	Arterial		35 MPH				30,780			2009	13,100	C	1,549	660	C
Davis Highway										2010	10,900	C		549	C
										2011	10,500	C		529	C
										2012	10,700	C		539	C
										2013	11,700	C		590	C
										2014	12,200	C		615	C
										2015	12,200	C		615	C
									% of MV	2016	12,600	C		635	C
									36.06%	2017	11,100	C		559	C
1.324-1.967									39.82%	2022	12,255	C		618	C
Roadway ID 48013002									43.96%	2027	13,531	C		682	C

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				TOTAL	SEG.		LOS (STD)	FDOT		AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	# OF SIG.	LTH (MI.)	LOS AREA	& MAX VOL	COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 742 (cont.)															
Davis Highway to	Minor	4	Divided	1	1.000	Urbanized	(D)	5289	22,000	2008	22,000	D	(D)	1,109	D
Lanier Avenue	Arterial		35 MPH				32,400			2009	22,500	D	1,630	1,134	D
										2010	21,500	D		1,084	D
										2011	21,000	D		1,058	D
										2012	22,000	D		1,109	D
										2013	22,000	D		1,109	D
										2014	21,500	D		1,084	D
										2015	20,900	D		1,053	D
									% of MV	2016	24,000	D		1,210	D
									67.90%	2017	22,000	D		1,109	D
1.967-2.985									74.97%	2022	24,290	D		1,224	D
Roadway ID48013002									82.77%	2027	26,818	D		1,352	D
Lanier Drive to	Minor	4	Divided	3	0.920	Urbanized	(D)	4069	23,500	2008	22,000	C	(D)	1,109	C
SR 289 / 9th Avenue	Arterial		45 MPH				39,800	4067	20,900	2009	21,100	C	2,000	1,063	C
										2010	33,500	C		1,688	C
										2011	20,450	C		1,031	C
										2012	21,450	C		1,081	C
										2013	22,000	C		1,109	C
										2014	20,650	C		1,041	C
										2015	20,450	C		1,031	C
									% of MV	2016	21,900	C		1,104	C
									55.78%	2017	22,200	C		1,119	C
3.154-4.074									61.58%	2022	24,511	C		1,235	C
Roadway ID 48013000									67.99%	2027	27,062	C		1,364	C
SR 289 / 9th Avenue	Minor	2	Undivided	3	2.300	Urbanized	(D)	5058	5,300	2008	9,500	C	(D)	470	C
to SR 10A / US 90	Arterial		45 MPH				17,700	5205	12,100	2009	8,800	C	880	436	C
(Scenic Highway)								5322	10,300	2010	8,850	C		438	C
										2011	9,300	C		460	C
										2012	8,400	C		416	C
										2013	9,300	C		460	C
										2014	8,600	C		426	C
										2015	8,833	C		437	C
4.074-6.361									% of MV	2016	9,233	C		457	C
Roadway ID 48013000									52.16%	2017	9,233	C		457	C
Segment contains additional lanes / is divided at SR 289 intersection.									57.59%	2022	10,194	C		505	C
									63.59%	2027	11,255	C		557	C

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SR 750															
Airport Boulevard	Minor	4	Divided	3	1.155	Urbanized	(D)	5283	16,800	2008	-	-	(D)	-	-
US 29 / SR 95	Arterial		40 MPH				39,800	5311	16,600	2009	-	-	2,000	-	-
to I-110								5302	17,600	2010	25,000	-		-	-
										2011	19,600	C		988	C
										2012	19,300	C		973	C
										2013	18,600	C		937	C
										2014	16,767	C		845	C
										2015	17,167	C		865	C
0.000-0.187									% of MV	2016	18,400	C		927	C
Roadway ID: 48117000									42.71%	2017	17,000	C		857	C
0.187-1.155									47.16%	2022	18,769	C		946	C
Roadway ID: 48117000									52.07%	2027	20,723	C		1,044	C
I-110	Minor	4	Divided	1	0.451	Urbanized	(D)	5302	N/A	2008	-	-	(D)	-	-
to Davis Highway	Arterial		40 MPH				39,800	5318	28,500	2009	-	-	2,000	-	-
										2010	16,900	-		-	-
										2011	17,500	C		882	C
										2012	17,900	C		902	C
										2013	16,900	C		852	C
										2014	28,500	C		1,436	C
										2015	31,500	C		1,588	C
1.155-1.606									% of MV	2016	30,000	C		1,588	C
Roadway ID: 48117000									71.61%	2017	28,500	C		1,512	C
Segment is on the Strategic Intermodal System									79.06%	2022	31,466	C		1,586	C
									87.29%	2027	34,741	C		1,751	C
Davis Highway	Minor	4	Divided	5	1.000	Urbanized	(D)	5300	29,500	2008	28,000	C	(D)	1,411	C
to 9th Avenue	Arterial		45 MPH				39,800	5303	32,500	2009	27,750	C	2,000	1,399	C
										2010	30,250	C		1,525	C
										2011	30,500	C		1,537	C
										2012	30,000	C		1,512	C
										2013	30,500	C		1,537	C
										2014	30,250	C		1,525	C
										2015	30,500	C		1,537	C
0.000-1.085									% of MV	2016	32,750	C		1,651	C
Roadway ID 48116000									77.89%	2017	31,000	C		1,562	C
Segment is on the Strategic Intermodal System									86.00%	2022	34,227	C		1,725	C
									94.95%	2027	37,789	C		1,905	C

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SR 750 (cont.)															
SR 289 / 9th Avenue to	Minor	4	Divided	1	0.582	Urbanized	(D)	5304	16,800	2008	22,000	C	(D)	1,109	C
12th Avenue	Arterial		40 MPH				39,800			2009	16,100	C	2,000	811	C
										2010	20,100	C		1,013	C
										2011	19,800	C		998	C
										2012	20,000	C		1,008	C
										2013	17,700	C		892	C
										2014	21,300	C		1,074	C
										2015	20,200	C		1,018	C
0.000-0.582									% of MV	2016	17,500	C		882	C
Roadway ID 48008000									42.21%	2017	16,800	C		847	C
Segment is on the Strategic Intermodal System									46.60%	2022	18,549	C		935	C
									51.46%	2027	20,479	C		1,032	C
SR 752															
Texar Drive	Urban	4	Divided	4	1.185	Urbanized	(D)	5284	10,100	2008	9,400	C	(D)	474	C
SR 295 / Fairfield Drive	Collector		40 MPH				39,800	5090	5,800	2009	9,700	C	2,000	489	C
to SR 289 / 9th Avenue										2010	7,800	C		393	C
										2011	8,300	C		418	C
										2012	8,250	C		416	C
										2013	7,950	C		401	C
										2014	7,900	C		398	C
										2015	8,050	C		406	C
									% of MV	2016	8,150	C		411	C
									19.97%	2017	7,950	C		401	C
0.000-1.182									22.05%	2022	8,777	C		442	C
Roadway ID 48005000									24.35%	2027	9,691	C		488	C

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											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR95A																
Old Palafox Highway	Urban	2	Undivided	4	0.829	4.823	Urbanized	(D)	4051	11,000	2008	16,700	C	(D)	827	C
Pensacola Boulevard	Collector		45 MPH					17,700	4013	17,000	2009	16,500	C	880	817	C
to Nine Mile Road									5072	14,700	2010	13,933	C		690	C
											2011	13,467	C		667	C
											2012	13,767	C		681	C
											2013	13,667	C		677	C
											2014	13,667	C		677	C
											2015	14,400	C		713	C
										% of MV	2016	14,900	C		738	C
										80.41%	2017	14,233	C		705	C
0.000-4.823										88.78%	2022	15,714	C		778	C
Roadway ID: 48731000										98.02%	2027	17,350	D		859	D
Nine Mile Road to	Urban	2	Undivided	1	0.289	3.463	Urbanized	(D)	4055	10,300	2008	9,000	C	(D)	446	C
Old Chemstrand	Collector		45 MPH					17,700	235	8,000	2009	7,200	C	880	356	C
Road											2010	8,900	C		441	C
											2011	8,700	C		431	C
											2012	8,900	C		441	C
											2013	8,450	C		418	C
											2014	8,100	C		401	C
											2015	8,400	C		416	C
										% of MV	2016	9,000	C		446	C
										51.69%	2017	9,150	C		453	C
4.823-8.286										57.08%	2022	10,102	C		500	C
Roadway ID: 48731000										63.02%	2027	11,154	C		552	C
Old Chemstrand	Urban	2	Undivided	0	0.000	2.364	Urbanized	(D)	381	2,100	2008	3,000	B	(D)	149	B
Road to US29	Collector		40 MPH					24,200			2009	2,200	B	1,190	109	B
											2010	2,000	B		99	B
											2011	2,000	B		99	B
											2012	2,000	B		99	B
											2013	2,100	B		104	B
											2014	2,100	B		104	B
											2015	2,200	B		109	B
										% of MV	2016	2,400	B		119	B
										8.68%	2017	2,100	B		104	B
8.286-10.650										9.58%	2022	2,319	B		115	B
Roadway ID: 48731000										10.58%	2027	2,560	B		127	B

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CR182																
Barrancas Avenue	Minor	4	Undivided	2	2.123	0.942	Urbanized	(D)	5201	22,500	2008	20,100	D	(D)	1,013	D
Pace Boulevard	Arterial		35 MPH					30,780			2009	19,200	D	1,549	968	D
to Garden Street											2010	20,400	D		1,028	D
											2011	18,800	D		948	D
											2012	18,600	D		937	D
											2013	20,000	D		1,008	D
											2014	18,300	D		922	D
											2015	20,300	D		1,023	D
0.000-0.942										% of MV	2016	20,400	D		1,028	D
Roadway ID: 48000030										73.10%	2017	22,500	D		1,134	D
This roadway is maintained by the City of Pensacola										80.71%	2022	24,842	D		1,252	D
										89.11%	2027	27,427	D		1,382	D
CR 290																
Olive Road	Urban	2	Undivided	3	1.242	2.415	Urbanized	(D)	5207	19,000	2008	14,950	C	(D)	740	C
Old Palafox Highway/CR 95A	Collector		40 MPH					17,700	4050	11,400	2009	14,950	C	880	740	C
to Davis Highway / SR 291											2010	15,150	C		750	C
											2011	14,650	C		725	C
											2012	14,900	C		738	C
											2013	14,850	C		735	C
											2014	16,450	C		814	C
										FDOT	2015	15,500	C		767	C
										% of MV	2016	15,750	C		780	C
										85.88%	2017	15,200	C		752	C
0.000-2.409										94.81%	2022	16,782	C		831	D
Roadway ID 48030000										104.68%	2027	18,529	F*		917	F*
Davis Highway / SR 291 to	Urban	2	Undivided	1	0.469	2.130	Urbanized	(D)	4048	18,600	2008	17,850	F*	(D)	884	F*
9th Avenue / SR 289	Collector		40 MPH					17,700	5066	16,700	2009	19,400	F*	880	960	F*
											2010	17,350	D		859	D
											2011	16,250	C		804	C
											2012	17,550	D		869	D
											2013	16,650	C		824	C
											2014	17,350	D		859	D
										FDOT	2015	16,950	D		839	D
2.409-4.535										% of MV	2016	17,250	D		854	D
Roadway ID 48030000										99.72%	2017	17,650	D		874	D
Segment contains additional lanes at 9th Avenue.										110.10%	2022	19,487	F*		965	F*
										121.56%	2027	21,515	F*		1,065	F*

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CR 290 (cont.)																
9th Avenue / SR 289 to	Urban	2	Undivided	1	1.075	0.930	Urbanized	(D)	4045	12,900	2008	10,500	C	(D)	520	C
Scenic Highway / SR 10-A	Collector		40 MPH					17,700			2009	10,500	C	880	520	C
											2010	9,100	C		450	C
											2011	10,500	C		520	C
											2012	10,600	C		525	C
											2013	10,000	C		495	C
											2014	11,300	C		559	C
										FDOT	2015	11,400	C		564	C
										% of MV	2016	12,300	C		609	C
										72.88%	2017	12,900	C		639	C
4.535-5.471										80.47%	2022	14,243	C		705	C
Roadway ID 48030000										88.84%	2027	15,725	C		778	C
CR293																
Bauer Road	Urban	2	Undivided	1	0.254	3.936	Urbanized	(D)	535	9,500	2008	7,500	D	(D)	381	D
US98 to	Collector		35 MPH					14,800			2009	7,200	C	750	366	C
Sorrento Road											2010	9,000	D		458	D
											2011	8,600	D		437	D
											2012	8,500	D		432	D
											2013	8,500	D		432	D
											2014	7,700	D		392	D
											2015	8,900	D		453	D
										% of MV	2016	9,400	D		478	D
										64.19%	2017	9,500	D		483	D
0.000-3.936										70.87%	2022	10,489	D		533	D
Roadway ID: 48505000										78.25%	2027	11,580	D		589	D
Sorrento Road to	Urban	2	Undivided	0	0.000	0.819	Urbanized	(D)	5901	4,300	2012	3,800	C	(D)	188	C
Gulf Beach Highway	Collector		35 MPH					14,800			2013	4,000	C	750	198	C
											2014	3,700	C		183	C
											2015	4,100	C		203	C
										% of MV	2016	4,200	C		208	C
										29.05%	2017	4,300	C		213	C
										32.08%	2022	4,748	C		235	C
Roadway ID: 48505000										35.42%	2027	5,242	C		260	C
CR 295A														(D)		
Old Corry Field Road	Urban	2	Undivided	1	0.822	1.217	Urbanized	(D)	5127	6,200	2008	7,100	C	750	361	C
Barrancas Avenue to	Collector		30 MPH					14,800	5144	-	2009	7,100	C		361	C
Navy Boulevard											2010	7,550	D		384	D
											2011	6,600	C		336	C
											2012	6,300	C		320	C
											2013	6,400	C		325	C
											2014	6,000	C		305	C
											2015	5,300	C		270	C
										% of MV	2016	5,700	C		290	C
										41.89%	2017	6,200	C		315	C
0.000-1.217										46.25%	2022	6,845	C		348	C
Roadway ID: 48560000										51.07%	2027	7,558	D		384	D

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CR 295A (cont.)																
Old Corry Field Road	Urban	2	Undivided	1	0.698	1.433	Urbanized	(D)	5084	9,200	2008	9,950	D	(D)	506	D
Navy Boulevard to	Collector		35 MPH					14,800	4017	9,700	2009	10,150	D	750	516	D
Lillian Highway									5144	7,700	2010	10,850	D		552	D
											2011	9,200	D		468	D
											2012	9,750	D		496	D
											2013	9,250	D		470	D
											2014	8,334	D		424	D
											2015	8,567	D		436	D
										% of MV	2016	8,433	D		429	D
										59.91%	2017	8,867	D		451	D
1.217-2.650										66.15%	2022	9,790	D		498	D
Roadway ID: 48560000										73.03%	2027	10,809	D		550	D
CR 296																
Saufley Field Road	Urban	2	Divided	1	1.282	0.780	Urbanized	(D)	4073	3,500	2008	5,500	C	(D)	272	C
Saufley Field enterance	Collector		45 MPH					17,700			2009	5,200	C	880	257	C
to Blue Angel Parkway											2010	4,800	C		238	C
											2011	4,500	C		223	C
											2012	4,200	C		208	C
											2013	3,400	C		168	C
											2014	3,600	C		178	C
											2015	4,300	C		213	C
										% of MV	2016	4,300	C		213	C
										19.77%	2017	3,500	C		173	C
0.000-0.780										21.83%	2022	3,864	C		191	C
Roadway ID: 48610000										24.10%	2027	4,266	C		211	C
Mobile Highway to	Minor	2	Divided	1	0.713	1.402	Urbanized	(D)	4015	17,500	2008	20,900	F*	(D)	1,035	F*
Blue Angel Parkway	Arterial		45 MPH					17,700			2009	17,500	D	880	866	D
											2010	19,500	F*		965	F*
											2011	20,000	F*		990	F*
											2012	19,500	F*		965	F*
											2013	18,500	F*		916	F*
											2014	19,000	F*		941	F*
											2015	19,500	F*		965	F*
										% of MV	2016	19,000	F*		941	F*
										98.87%	2017	17,500	D		866	D
0.780.2.182										109.16%	2022	19,321	F*		956	F*
Roadway ID: 48610000										120.52%	2027	21,332	F*		1,056	F*

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CR297																
Dog Track Road	Major	2	Undivided	1	0.476	2.103	Urbanized	(D)	150	6,700	2008	4,700	C	(D)	233	C
Blue Angel Parkway to US 98	Collector		55 MPH					17,700			2009	5,500	C	880	272	C
											2010	5,800	C		287	C
											2011	5,900	C		292	C
											2012	5,500	C		272	C
											2013	6,300	C		312	C
											2014	5,500	C		272	C
											2015	6,000	C		297	C
										% of MV	2016	6,000	C		297	C
										37.85%	2017	6,700	C		332	C
1.159-3.262										41.79%	2022	7,397	C		366	C
Roadway ID: 48602000										46.14%	2027	8,167	C		404	C
Sorrento Road to	Urban	2	Undivided	0	0.000	1.159	Urbanized	(D)	268	3,100	2008	2,500	B	(D)	124	B
Blue Angel Parkway	Collector		55 MPH					24,200			2009	2,900	B	1,190	144	B
											2010	3,100	B		153	B
											2011	3,200	B		158	B
											2012	2,500	B		124	B
											2013	2,900	B		144	B
											2014	2,900	B		144	B
											2015	3,200	B		158	B
										% of MV	2016	3,200	B		158	B
										12.81%	2017	3,100	B		153	B
0.000-1.159										14.14%	2022	3,423	B		169	B
Roadway ID: 48602000										15.62%	2027	3,779	B		187	B
CR292A																
Gulf Beach Highway	Urban	2	Undivided	1	0.200	5.008	Urbanized	(D)	297	6,100	2008	5,100	C	(D)	252	C
Sorrento Road to	Collector		40 MPH					17,700	299	5,800	2009	5,300	C	880	262	C
Blue Angel Parkway											2010	5,400	C		267	C
											2011	5,200	C		257	C
											2012	6,100	C		302	C
											2013	5,500	C		272	C
											2014	6,100	C		302	C
											2015	5,750	C		285	C
										% of MV	2016	6,350	C		314	C
										33.62%	2017	5,950	C		295	C
2.829-7.837										37.11%	2022	6,569	C		325	C
Roadway ID: 48540000										40.98%	2027	7,253	C		359	C

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											AADT			PK HR. / PK DIR.		
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CR292A Cont																
Blue Angel Parkway to	Urban	2	Undivided	0	0.000	0.819	Urbanized	(D)	297	6,100	2008	5,400	C	(D)	268	C
Sorrento Road/Gulf Beach	Collector		35 MPH					14,800			2009	5,900	C	750	293	C
Highway											2010	5,500	C		273	C
											2011	5,400	C		268	C
											2012	5,000	C		248	C
											2013	6,000	C		298	C
											2014	6,000	C		298	C
											2015	5,900	C		293	C
										% of MV	2016	6,800	C		337	C
										41.22%	2017	6,100	C		302	C
										45.51%	2022	6,735	C		334	C
Roadway ID: 48540000										50.24%	2027	7,436	D		369	C
CR 297																
Pine Forest Road	Urban	2	Undivided	0	0.000	2.016	Urbanized	(D)	4059	22,000	2008	16,000	C	(D)	792	C
Nine Mile Road to	Collector		45 MPH					24,200	4058	13,000	2009	15,250	C	1,190	755	C
West Roberts Road											2010	15,000	C		743	C
											2011	15,500	C		767	C
											2012	16,000	C		792	C
											2013	17,500	D		866	D
											2014	17,500	D		866	D
											2015	18,000	D		891	D
										% of MV	2016	17,750	D		879	D
										72.31%	2017	17,500	D		866	D
0.000-2.016										79.84%	2022	19,321	D		956	D
Roadway ID: 48680000										88.15%	2027	21,332	D		1,056	D
Old Chemstrand Road	Urban	2	Undivided	1	0.445	2.245	Urbanized	(D)	417	3,100	2008	5,250	C	(D)	260	C
US29 to Chemstrand Road	Collector		45 MPH					17,700	416	7,400	2009	4,400	C	880	218	C
											2010	5,500	C		272	C
											2011	5,950	C		295	C
											2012	5,450	C		270	C
											2013	5,100	C		252	C
											2014	5,500	C		272	C
											2015	6,300	C		312	C
										% of MV	2016	6,100	C		302	C
										29.66%	2017	5,250	C		260	C
4.673-6.918										32.75%	2022	5,796	C		287	C
Roadway ID: 48680000										36.16%	2027	6,400	C		317	C

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											AADT			PK HR. / PK DIR.		
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CR 297A																
Pine Forest Road	Urban	2	Undivided	0	0.000	1.365	Urbanized	(D)	4060	8,200	2008	11,000	C	(D)	545	C
to CR97	Collector		45 MPH					24,200	418	4,400	2009	11,000	C	1,190	545	C
											2010	10,500	C		520	C
											2011	7,700	B		381	B
											2012	8,000	B		396	B
											2013	8,400	B		416	B
											2014	8,900	C		441	C
											2015	6,350	B		314	B
										% of MV	2016	6,350	B		314	B
										26.03%	2017	6,300	B		312	B
0.000-1.365										28.74%	2022	6,956	B		344	B
Roadway ID: 48630000										31.73%	2027	7,680	B		380	B
CR 298A																
Fairfied Drive to	Urban	2	Undivided	3	1.200	2.499	Urbanized	(D)	5142	12,000	2008	8,000	D	(D)	407	D
New Warrington Road	Collector		35 MPH					14,800	5140	4,500	2009	8,000	D	750	407	D
											2010	8,000	D		407	D
											2011	7,850	D		399	D
											2012	8,500	D		432	D
											2013	7,800	D		397	D
											2014	8,000	D		407	D
											2015	7,500	D		381	D
										% of MV	2016	8,300	D		422	D
										55.74%	2017	8,250	D		420	D
0.000-2.499										61.55%	2022	9,109	D		463	D
Roadway ID: 48570000										67.95%	2027	10,057	D		511	D
Jackson Street	Urban	2	Undivided	1	0.656	1.524	Urbanized	(D)	5145	9,000	2008	7,950	D	(D)	404	D
New Warrington Road	Collector		35 MPH					14,800	4024	6,300	2009	8,300	D	750	422	D
to W Street											2010	6,700	C		341	C
											2011	6,850	C		348	C
											2012	8,700	D		442	D
											2013	7,450	D		379	D
											2014	7,050	C		358	C
											2015	6,650	C		338	C
										% of MV	2016	7,150	C		364	C
										51.69%	2017	7,650	D		389	D
2.499-4.023										57.07%	2022	8,446	D		429	D
Roadway ID: 48570000										63.01%	2027	9,325	D		474	D

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR 298A Cont																
W Street to A Street	Urban	2	Undivided	1	0.675	1.481	Urbanized	(D)	5124	4,500	2008	5,600	C	(D)	285	C
	Collector		30 MPH					14,800	5125	2,200	2009	5,000	C	750	254	C
											2010	4,800	C		244	C
											2011	4,800	C		244	C
											2012	4,900	C		249	C
											2013	4,400	C		224	C
											2014	3,325	C		169	C
											2015	3,200	C		163	C
4.023-4.554										% of MV	2016	3,750	C		191	C
Roadway ID: 48570000										22.64%	2017	3,350	C		170	C
0.000-0.950										24.99%	2022	3,699	C		188	C
Roadway ID: 48000032										27.59%	2027	4,084	C		208	C
CR 399																
Fort Pickens Road	Urban	2	Undivided	1	0.105	9.498	Urbanized	(D)	453	9,200	2008	13,400	D	(D)	681	D
Fort Pickens to	Collector		30 MPH					14,800			2009	6,000	C	750	305	C
Pensacola Beach											2010	10,600	D		539	D
Boulevard											2011	9,500	D		483	D
											2012	9,100	D		463	D
											2013	9,100	D		463	D
											2014	9,900	D		503	D
											2015	7,300	C		371	D
										% of MV	2016	8,200	D		417	D
										62.16%	2017	9,200	D		468	D
0.000-9.498										68.63%	2022	10,158	D		517	D
Roadway ID: 48230000										75.78%	2027	11,215	D		570	D
Via De Luna	Urban	4	Divided	0	0.000	2.698	Urbanized	(D)	454	14,400	2008	28,500	B	(D)	1,411	B
Pensacola Beach	Collector		30 MPH					65,600			2009	14,300	B	3,240	708	B
Boulevard east to Avenida 22											2010	16,100	B		797	B
											2011	15,500	B		767	B
											2012	14,800	B		733	B
											2013	17,900	B		886	B
											2014	15,600	B		772	B
											2015	14,400	B		713	B
										% of MV	2016	14,000	B		693	B
										21.95%	2017	14,400	B		713	B
0.000-2.698										24.24%	2022	15,899	B		787	B
Roadway ID: 48530500										26.76%	2027	17,554	B		869	B

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											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR 399 contd.																
Via De Luna	Urban	2	Undivided	0	0.000	0.696	Urbanized	(D)	455	5,200	2008	9,000	C	(D)	446	C
Avenida 22 to	Collector		35 MPH					24,200			2009	3,900	B	1,190	193	B
end of development											2010	4,400	B		218	B
											2011	4,700	B		233	B
											2012	4,500	B		223	B
											2013	4,300	B		213	B
											2014	4,800	B		238	B
											2015	3,900	B		193	B
										% of MV	2016	4,100	B		203	B
										21.49%	2017	5,200	B		257	B
2.698-3.394										23.72%	2022	5,741	B		284	B
Roadway ID: 48530500										26.19%	2027	6,339	B		314	B
Pensacola Beach Boulevard	Urban	4	Divided	0	0.000	2.202	Urbanized	(D)	235	22,000	2008	21,500	B	(D)	1,064	B
SR 30 (US 98) to	Collector		30 MPH					65,600			2009	15,000	B	3,240	743	B
Via Deluna									(Count		2010	20,500	B		1,015	B
									Station in		2011	23,000	B		1,139	B
									Santa Rosa		2012	23,000	B		1,139	B
									County)		2013	24,000	B		1,188	B
											2014	25,500	B		1,262	B
											2015	24,000	B		1,188	B
9.498 - 11.090										% of MV	2016	24,000	B		1,188	B
Roadway ID 48230000										33.54%	2017	22,000	B		1,089	B
0.000 - 0.610										37.03%	2022	24,290	B		1,202	B
Roadway ID 58140000										40.88%	2027	26,818	B		1,327	B
CR 443																
E Street	Urban	2	Undivided	4	2.345	1.706	Urbanized	(D)	5185	7,000	2008	8,967	D	(D)	456	D
Cervantes Street	Collector		35 MPH					14,800	5091	8,600	2009	7,700	D	750	392	D
to Texar Drive									5115	7,700	2010	11,000	D		559	D
											2011	7,967	D		405	D
											2012	7,433	D		378	D
											2013	7,633	D		388	D
											2014	7,667	D		390	D
											2015	8,467	D		431	D
										% of MV	2016	7,900	D		402	D
										52.48%	2017	7,767	D		395	D
0.000-1.706										57.94%	2022	8,575	D		436	D
Roadway ID: 48500001										63.97%	2027	9,468	D		481	D

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CR 453																
"W" Street	Minor	4	Divided	2	3.279	0.610	Urbanized	(D)	5192	6,500	2008	10,600	C	(D)	534	C
Navy Boulevard to	Arterial		40 MPH					39,800	5193	9,700	2009	10,950	C	2,000	552	C
Cervantes Street											2010	8,450	C		426	C
											2011	8,900	C		449	C
											2012	8,950	C		451	C
											2013	8,450	C		426	C
											2014	8,700	C		438	C
											2015	8,600	C		433	C
										% of MV	2016	8,400	C		423	C
										20.35%	2017	8,100	C		408	C
0.000-0.610										22.47%	2022	8,943	C		451	C
Roadway ID: 48511000										24.81%	2027	9,874	C		498	C
Cervantes Street	Minor	4	Divided	2	1.243	1.609	Urbanized	(D)	5194	10,100	2008	17,450	C	(D)	879	C
to Fairfield Drive	Arterial		40 MPH					39,800	5197	12,500	2009	15,300	C	2,000	771	C
											2010	11,700	C		590	C
											2011	11,850	C		597	C
											2012	11,200	C		564	C
											2013	11,250	C		567	C
											2014	11,750	C		592	C
											2015	13,200	C		665	C
										% of MV	2016	11,700	C		590	C
										28.39%	2017	11,300	C		570	C
0.610-2.219										31.35%	2022	12,476	C		629	C
Roadway ID: 48511000										34.61%	2027	13,775	C		694	C
Fairfield Drive	Minor	4	Divided	2	1.430	1.399	Urbanized	(D)	5299	26,000	2008	30,500	C	(D)	1,537	C
to Beverly Parkway	Arterial		40 MPH					39,800			2009	28,000	C	2,000	1,411	C
											2010	24,000	C		1,210	C
											2011	22,500	C		1,134	C
											2012	22,000	C		1,109	C
											2013	22,500	C		1,134	C
											2014	23,000	C		1,159	C
											2015	28,000	C		1,411	C
										% of MV	2016	24,000	C		1,210	C
										65.33%	2017	26,000	C		1,310	C
2.219-3.618										72.13%	2022	28,706	C		1,447	C
Roadway ID: 48511000										79.63%	2027	31,694	C		1,597	C

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											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
"W" Street	Minor	4	Divided	4	2.378	1.682	Urbanized	(D)	5280	29,500	2008	30,000	C	(D)	0	C
Beverly Parkway	Arterial		40 MPH					39,800	5312	18,900	2009	26,000	C	2,000	0	C
to Pensacola Boulevard											2010	24,000	C		0	C
											2011	23,700	C		0	C
											2012	24,300	C		0	C
											2013	23,100	C		0	C
											2014	23,600	C		0	C
											2015	24,350	C		0	C
										% of MV	2016	25,500	C		0	C
										60.80%	2017	24,200	C		0	C
3.618-5.300										67.13%	2022	26,719	C		0	C
Roadway ID: 48511000										74.12%	2027	29,500	C		0	C
CR 748																
Langley Avenue	Urban	2	Divided	2	1.301	1.537	Urbanized	(D)	5227	5,100	2008	5,500	C	(D)	280	C
Davis Highway	Collector		30 MPH					15,540			2009	5,100	C	788	259	C
to 9th Avenue											2010	5,200	C		264	C
											2011	5,400	C		275	C
											2012	5,400	C		275	C
											2013	6,000	C		305	C
											2014	5,200	C		264	C
											2015	4,900	C		249	C
0.000-1.537										% of MV	2016	5,100	C		259	C
Roadway ID: 48000015										32.82%	2017	5,100	C		259	C
Segment is divided from Davis Highway to Goodrich Drive.										36.23%	2022	5,631	C		286	C
										40.01%	2027	6,217	C		316	C
9th Avenue to	Urban	2	Undivided	4	1.799	2.224	Urbanized	(D)	5305	6,700	2008	11,450	D	(D)	582	D
Scenic Highway	Collector		30 MPH					14,800	5306	13,000	2009	11,050	D	750	562	D
											2010	10,150	D		516	D
											2011	10,400	D		529	D
											2012	9,600	D		488	D
											2013	10,200	D		519	D
											2014	9,850	D		501	D
											2015	9,200	D		468	D
										% of MV	2016	9,650	D		491	D
										66.55%	2017	9,850	D		501	D
1.537-3.761										73.48%	2022	10,875	D		553	D
Roadway ID: 48000015										81.13%	2027	12,007	D		611	D

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											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR 749																
Chemstrand Road	Urban	2	Undivided	1	0.253	3.945	Urbanized	(D)	4053	14,800	2008	16,000	C	(D)	792	C
Nine Mile Road to	Collector		45 MPH					17,700			2009	15,500	C	880	767	C
Old Chemstrand Road											2010	13,000	C		644	C
											2011	12,000	C		594	C
											2012	13,800	C		683	C
											2013	13,600	C		673	C
											2014	13,800	C		683	C
											2015	14,600	C		723	C
										% of MV	2016	14,600	C		723	C
										83.62%	2017	14,800	C		733	C
0.000-3.945										92.32%	2022	16,340	C		809	C
Roadway ID: 48620000										101.93%	2027	18,041	F*		893	F*
CR 750																
Airport Boulevard	Minor	4	Divided	1	2.268	0.441	Urbanized	(D)	5311	16,600	2008	21,500	D	(D)	1,084	D
W street to	Arterial		35 MPH					32,400	5022	11,300	2009	21,200	D	1,630	1,068	D
US 29 / SR 95											2010	15,900	D		801	D
											2011	16,300	D		822	D
											2012	17,800	D		897	D
											2013	15,700	D		791	D
											2014	14,300	C		721	C
											2015	14,800	D		746	D
										% of MV	2016	15,700	D		791	D
										43.06%	2017	13,950	C		703	C
0.000-0.441										47.54%	2022	15,402	D		776	D
Roadway ID: 48000064										52.48%	2027	17,005	D		857	D
CR 1868																
Longleaf Drive/Kemp		2	Undivided	1	0.304	3.293	Urbanized	(D)	5073	6,800	2008	8,900	D	(D)	453	D
Road/ Diamond			35 MPH					14,800	5087	6,100	2009	7,500	D	750	381	D
Dairy Road									5089	8,400	2010	7,500	D		381	D
Pine Forest Road to											2011	6,600	C		336	C
Pensacola Boulevard											2012	7,400	D		376	D
											2013	8,000	D		407	D
											2014	7,400	D		376	D
											2015	7,333	D		373	D
0.000-0.999										% of MV	2016	7,167	C		364	C
Roadway ID: 48000012										47.97%	2017	7,100	C		361	C
0.000-2.294										52.97%	2022	7,839	D		399	D
Roadway ID: 48000013										58.48%	2027	8,655	D		440	D

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CR 1870																
12th Avenue	Urban	2	Undivided	2	0.848	2.358	Urbanized	(D)	5232	6,700	2008	8,500	D	(D)	432	D
Cervantes Street to	Collector		30 MPH					14,800			2009	8,300	D	750	422	D
Fairfield Drive											2010	7,100	C		361	C
											2011	6,400	C		325	C
											2012	6,700	C		341	C
											2013	6,200	C		315	C
											2014	6,300	C		320	C
											2015	6,200	C		315	C
0.000-2.358										% of MV	2016	6,200	C		315	C
Roadway ID: 48000047										45.27%	2017	6,700	C		341	C
Segment is a City maintained roadway.										49.98%	2022	7,397	D		376	D
										55.18%	2027	8,167	D		415	D
12th Avenue	Urban	4	Divided	2	2.789	0.717	Urbanized	(D)	5186	25,500	2008	33,250	C	(D)	1,676	C
Bayou Boulevard to	Collector		45 MPH					39,800	543	24,000	2009	27,500	C	2,000	1,386	C
Airport Boulevard											2010	26,000	C		1,310	C
											2011	24,750	C		1,247	C
											2012	25,500	C		1,285	C
											2013	25,500	C		1,285	C
											2014	25,000	C		1,260	C
											2015	25,750	C		1,298	C
0.995-1.712										% of MV	2016	26,000	C		1,310	C
Roadway ID: 48523000										62.19%	2017	24,750	C		1,247	C
Segment is a City maintained roadway										68.66%	2022	27,326	C		1,377	C
										75.80%	2027	30,170	C		1,521	C
12th Avenue/Tippin Ave	Urban	4	Divided	2	2.132	0.938	Urbanized	(D)	5310	19,200	2008	20,500	C	(D)	1,033	C
Airport Boulevard	Collector		45 MPH					39,800			2009	19,900	C	2,000	1,003	C
to Langley Avenue											2010	18,900	C		953	C
											2011	18,300	C		922	C
											2012	18,500	C		932	C
											2013	18,100	C		912	C
											2014	18,400	C		927	C
											2015	19,100	C		963	C
1.712-2.650										% of MV	2016	18,900	C		953	C
Roadway ID: 48523000										48.24%	2017	19,200	C		968	C
Segment is a City maintained roadway.										53.26%	2022	21,198	C		1,068	C
										58.81%	2027	23,405	C		1,180	C

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS

COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
9th Avenue																
Bayfront Parkway	Minor	2	Divided	1	2.778	0.360	Urbanized	(D)	5265	5,300	2008	4,800	C	(D)	244	C
to Chase Street	Arterial		35 MPH					15,540			2009	4,800	C	788	244	C
											2010	4,700	C		239	C
											2011	4,500	C		229	C
											2012	4,600	C		234	C
											2013	5,000	C		254	C
											2014	5,300	C		270	C
											2015	4,400	C		224	C
0.000-0.360										% of MV	2016	4,900	C		249	C
Roadway ID: 48000069										34.11%	2017	5,300	C		270	C
Segment is on the Strategic Intermodal System and is a City maintained roadway.										37.66%	2022	5,852	C		298	C
										41.57%	2027	6,461	C		329	C
12th Avenue/Fairfield Drive																
9th Avenue	Urban	4	Divided	1	1.005	0.995	Urbanized	(D)	5187	20,200	2008	24,500	D	(D)	1,235	D
to Bayou Boulevard	Collector		35 MPH					32,400			2009	22,000	D	1,630	1,109	D
											2010	21,000	D		1,058	D
											2011	21,000	D		1,058	D
											2012	20,500	D		1,033	D
											2013	19,400	D		978	D
											2014	19,200	D		968	D
											2015	20,100	D		1,013	D
0.000-0.995										% of MV	2016	20,000	D		1,008	D
Roadway ID: 48523000										62.35%	2017	20,200	D		1,018	D
Segment is a City maintained roadway.										68.83%	2022	22,302	D		1,124	D
										76.00%	2027	24,624	D		1,241	D
Burgess Road	Minor	2	Undivided	1	1.250	0.800	Urbanized	(D)	5295	1700	2008	2,300	C	(D)	-	-
Davis Highway	Arterial		45 MPH					17,700			2009	2,300	C	880	114	B
to Sanders Street											2010	2,100	C		104	B
											2011	2,100	C		104	B
											2012	1,950	C		97	B
											2013	1,900	C		94	B
											2014	1,900	C		94	B
											2015	2,000	C		99	B
										% of MV	2016	1,900	C		94	B
										9.60%	2017	1,700	C		84	B
1.975 - 2.777										10.60%	2022	1,877	C		93	B
Roadway ID: 48013000										11.71%	2027	2,072	C		103	B

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Campus Boulevard-UWF																
University Parkway	Urban	4	Divided	2	1.461	1.369	Urbanized	(D)	5076	6,200	2008	4,000	C	(D)	202	C
to Nine Mile Road	Collector		35 MPH					32,400			2009	4,400	C	1,630	222	C
											2010	4,700	C		237	C
											2011	4,900	C		247	C
											2012	4,600	C		232	C
											2013	6,000	C		302	C
											2014	5,500	C		277	C
											2015	5,700	C		287	C
										% of MV	2016	5,600	C		282	C
										19.14%	2017	6,200	C		312	C
0.000-1.369										21.13%	2022	6,845	C		345	C
Roadway ID: 48000016										23.33%	2027	7,558	C		381	C
Main Street																
Barrancas Avenue to	Minor	2	Undivided	1	1.456	0.687	Urbanized	(D)	5082	10,000	2008	10,500	D	(D)	534	D
"A" Street	Arterial		30 MPH					14,800			2009	9,700	D	750	493	D
											2010	11,500	D		585	D
											2011	9,100	D		463	D
											2012	10,000	D		509	D
											2013	9,200	D		468	D
											2014	9,200	D		468	D
											2015	8,400	D		427	D
										% of MV	2016	9,300	D		473	D
										67.57%	2017	10,000	D		509	D
0.000-0.687										74.60%	2022	11,041	D		561	D
Roadway ID: 48000117										82.36%	2027	12,190	D		620	D
"A" Street to	Minor	4	Divided	1	1.513	0.661	Urbanized	(D)	5079	16,000	2008	16,500	D	(D)	832	D
Baylen Street	Arterial		30 MPH					32,400			2009	13,300	C	1,630	670	C
											2010	14,000	C		706	C
											2011	13,000	C		655	C
											2012	14,500	C		731	D
											2013	15,500	D		781	D
											2014	14,000	C		706	C
											2015	16,000	D		806	D
										% of MV	2016	18,000	D		907	D
										49.38%	2017	16,000	D		806	D
0.687-1.348										54.52%	2022	17,665	D		890	D
Roadway ID: 48000117										60.20%	2027	19,504	D		983	D

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Main Street																
Baylen Street	Minor	2	Divided	1	4.032	0.248	Urbanized	(D)	5263	16,000	2008	16,000	F*	(D)	814	F*
to Tarragona Street	Arterial		30 MPH					14,800			2009	16,500	F*	750	839	F*
											2010	15,000	E*		763	E*
											2011	15,000	E*		763	E*
											2012	13,500	D		686	D
											2013	16,000	F*		814	F*
											2014	16,500	F*		839	F*
											2015	17,000	F*		864	F*
										% of MV	2016	18,000	F*		915	F*
										108.11%	2017	16,000	F*		814	F*
1.348-1.596										119.36%	2022	17,665	F*		898	F*
Roadway ID: 48000117										131.78%	2027	19,504	F*		992	F*
University Parkway																
Davis Highway	Urban	4	Divided	2	1.377	1.452	Urbanized	(D)	5297	27,500	2008	23,500	C	(D)	1,184	C
to Nine Mile Road	Collector		40 MPH					39,800			2009	25,500	C	2,000	1,285	C
											2010	27,000	C		1,361	C
											2011	27,500	C		1,386	C
											2012	29,000	C		1,462	C
											2013	25,500	C		1,285	C
											2014	25,500	C		1,285	C
											2015	22,000	C		1,109	C
										% of MV	2016	27,500	C		1,386	C
										69.10%	2017	27,500	C		1,386	C
0.000-1.452										76.29%	2022	30,362	C		1,530	C
Roadway ID: 48732500										84.23%	2027	33,522	C		1,690	C
Nine Mile Road to	Urban	4	Divided	2	2.442	0.819	Urbanized	(D)	5285	17,300	2008	18,100	D	(D)	912	D
Campus Boulevard	Collector		30 MPH					32,400			2009	19,400	D	1,630	978	D
											2010	17,200	D		867	D
											2011	17,100	D		862	D
											2012	17,700	D		892	D
											2013	20,000	D		1,008	D
											2014	19,600	D		988	D
											2015	20,200	D		1,018	D
										% of MV	2016	19,500	D		983	D
										53.40%	2017	17,300	D		872	D
1.452-2.271										58.95%	2022	19,101	D		963	D
Roadway ID: 48732500										65.09%	2027	21,089	D		1,063	D

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CR297A																
Muscogee Road (CR 184)	Urban	2	Undivided	0	0.000	1.452	Urbanized	(D)	418	4,400	2008	4,100	C	(D)	207	C
to CR 97	Collector		40 MPH					17,700			2009	3,500	C	750	176	C
(CR297/Pine Forest Rd to Muscogee Rd)											2010	3,900	C		197	C
(0.000-5.555)											2011	3,400	C		171	C
											2012	3,400	C		171	C
											2013	3,500	C		176	C
											2014	3,900	C		197	C
											2015	4,000	C		202	C
										% of MV	2016	4,600	C		232	C
										24.86%	2017	4,400	C		222	C
										27.45%	2022	4,858	C		245	C
Roadway ID: 48630000										30.30%	2027	5,364	C		270	C
CR97																
CR297A	Urban	2	Undivided	0	0.000	4.837	Urbanized	(D)	419	2,800	2008	2,500	C	(D)	126	C
to CR184	Collector		40 MPH					14,800			2009	2,400	C	750	121	C
											2010	2,400	C		121	C
											2011	2,600	C		131	C
											2012	2,200	C		111	C
											2013	2,400	C		121	C
											2014	2,300	C		116	C
											2015	2,500	C		126	C
										% of MV	2016	2,400	C		121	C
										18.92%	2017	2,800	C		141	C
Wilde Lake Boulevard																
Klondike Road	Urban	2	Undivided	0	0.000	0.514	Urbanized	(D)	5326	6,700	2014	7,400	C	(D)	373	D
to SR-297 (Pine Forest Road)	Collector		30 MPH					14,800			2015	7,500	C	750	378	D
										% of MV	2016	7,300	C		368	C
										45.27%	2017	6,700	C		338	C
0-0.514										49.98%	2022	7,397	C		373	D
Roadway ID: 48000149										55.18%	2027	8,167	C		412	D
Eight Mile Creek Road																
Mobile Highway	Urban	2	Undivided	0	0.000	1.831	Urbanized	(D)	5328	2,700	2014	2,800	C	(D)	141	C
to Wilde Lake Boulevard	Collector		35 MPH					14,800			2015	2,900	C	750	146	C
										% of MV	2016	2,700	C		136	C
										18.24%	2017	2,700	C		136	C
5.158-6.989										20.14%	2022	2,981	C		150	C
Roadway ID: 48590000										22.24%	2027	3,291	C		166	C

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											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
Muscogee Road (CR97)																
US29 to the	Urban	2	Undivided	0	0.000	1.452	Urbanized	(D)	435	10,000	2008	8,150	C	(D)	411	C
Urban Area Boundary	Collector		40 MPH					14,800	436	4,900	2009	8,400	C	750	423	C
(CR 184/Muscogee Rd)									419	-	2010	8,100	C		408	C
(CR 184/Muscogee Rd to US29/SR95)											2011	7,450	C		375	C
(2.886-5.505)											2012	7,350	C		370	C
											2013	7,800	C		393	C
											2014	6,200	C		312	C
											2015	8,350	C		421	C
										% of MV	2016	8,750	C		441	C
										50.34%	2017	7,450	C		375	C
										55.58%	2022	8,225	C		415	C
Roadway ID: 48720000										61.36%	2027	9,082	C		458	C
Old Chemstrand Road																
CR 95A/S Hwy 97 to	Urban	2	Undivided	0	0.000	0.819	Urbanized	(D)	417	3,100	2008	5,250	C	(D)	265	C
Chemstrand Road	Collector		40 MPH					14,800	416	7,400	2009	4,400	C	750	222	C
(4.673-6.918)											2010	5,500	C		277	C
											2011	5,950	C		300	C
											2012	5,450	C		275	C
											2013	5,100	C		257	C
											2014	5,500	C		277	C
											2015	6,300	C		318	C
										% of MV	2016	6,100	C		307	C
										35.47%	2017	5,250	C		265	C
										39.17%	2022	5,796	C		292	C
Roadway ID: 48680000										43.24%	2027	6,400	C		323	C
Ten Mile Road																
Stefani Road to	Urban	2	Undivided	0	0.000	0.819	Urbanized	(D)	200	4,000	2008	4,700	C	(D)	228	C
US29	Collector		35 MPH					14,800			2009	4,000	C	750	194	C
(0.118-2.397)											2010	3,600	C		175	C
											2011	3,800	C		185	C
											2012	3,800	C		185	C
											2013	4,200	C		204	C
											2014	3,900	C		190	C
											2015	4,200	C		204	C
										% of MV	2016	4,300	C		209	C
										27.03%	2017	4,000	C		194	C
0.118-0.937										29.84%	2022	4,416	C		215	C
Roadway ID: 48000017										32.95%	2027	4,876	C		237	C

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Ten Mile Road (cont)																
US29 to Chemstrand Road	Urban	2	Undivided	0	0.000	0.819	Urbanized	(D)	5222	10,400	2008	9,150	D	(D)	461	D
(0.118-2.397)	Collector		35 MPH					14,800	201	7,500	2009	9,100	D	750	459	D
											2010	8,750	D		441	D
											2011	8,600	D		433	D
											2012	8,750	D		441	D
											2013	9,650	D		486	D
											2014	10,050	D		507	D
											2015	9,500	D		479	D
										% of MV	2016	9,750	D		491	D
										60.47%	2017	8,950	D		451	D
0.937-2.397										66.77%	2022	9,882	D		498	D
Roadway ID: 48000017										73.72%	2027	10,910	D		550	D
Greenbrier Boulevard																
Chemstrand Road to	Urban	2	Undivided	0	0.000	0.886	Urbanized	(D)	5329	7,400	2008	-	-	(D)	-	-
Guidy Lane	Collector		35 MPH					14,800			2009	-	-	750	-	-
											2010	-	-		-	-
											2011	-	-		-	-
											2012	-	-		-	-
											2013	-	-		-	-
											2014	7,400	-		-	-
											2015	7,700	D		388	D
										% of MV	2016	8,400	D		423	D
										50.00%	2017	7,400	D		373	D
0.000-0.886										55.20%	2022	8,170	D		412	D
Roadway ID: 48733000										60.95%	2027	9,021	D		455	D
Kingsfield Road																
US29 to Chemstrand Road	Urban	2	Undivided	0	0.000	0.819	Urbanized	(D)	533	5,700	2008	5,900	C	(D)	296	C
(CR97/Hwy 97 to Chemstrand Road)	Collector		35 MPH					14,800			2009	5,800	C	750	292	C
(0.000-5.445)											2010	5,300	C		267	C
											2011	5,600	C		282	C
											2012	5,600	C		282	C
											2013	5,900	C		297	C
											2014	6,200	C		312	C
											2015	6,100	C		307	C
										% of MV	2016	6,100	C		307	C
										38.51%	2017	5,700	C		287	C
										42.52%	2022	6,293	C		317	C
Roadway ID: 48506000										46.95%	2027	6,948	C		350	C

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Quinette Road																
US29 to the Santa Rosa	Urban	2	Undivided	0	0.000	0.819	Urbanized	(D)	386	5,000	2008	4,300	C	(D)	209	C
County Line	Collector		35 MPH					14,800	387	1,300	2009	4,700	C	750	237	C
(E Quintette Rd: CR 95A to Urban Boundary)											2010	4,000	C		202	C
(0.000-0.628)											2011	4,100	C		207	C
(E Quintette Rd: Urban Boundary to Santa Rosa County Line)											2012	4,600	C		232	C
(0.628-3.647)											2013	5,000	C		252	C
(No other station)											2014	5,300	C		267	C
											2015	3,050	C		154	C
0.000-1.811										% of MV	2016	3,600	C		181	C
Roadway ID: 48000091										21.28%	2017	3,150	C		159	C
										23.50%	2022	3,478	C		175	C
Roadway ID: 48250000										25.94%	2027	3,840	C		194	C
Massachusetts Avenue																
Mobile Highway (US90) to	Urban	2	Undivided	0	0.000	3.102	Urbanized	(D)	5278	9,500	2008	9,500	D	(D)	477	D
US29	Collector		35 MPH					14,800	5282	6,700	2009	8,750	D	750	439	D
											2010	8,300	D		417	D
											2011	8,000	D		402	D
											2012	8,400	D		422	D
											2013	7,650	D		384	D
											2014	7,700	D		387	D
											2015	8,200	D		412	D
										% of MV	2016	8,550	D		429	D
										54.73%	2017	8,100	D		407	D
0.000-3.102										60.43%	2022	8,943	D		449	D
Roadway ID: 48600502										66.72%	2027	9,874	D		496	D
Beulah Road																
Mobile Highway (US90) to	Urban	2	Undivided	0	0.000	1.008	Urbanized	(D)	106	5,800	2008	3,700	C	(D)	180	C
Frank Reeder Road	Collector		35 MPH					14,800			2009	3,700	C	750	180	C
											2010	3,600	C		175	C
											2011	4,000	C		194	C
											2012	4,200	C		204	C
											2013	4,200	C		204	C
											2014	4,200	C		204	C
											2015	4,600	C		224	C
										% of MV	2016	4,800	C		233	C
										39.19%	2017	5,800	C		282	C
1.250-2.258										43.27%	2022	6,404	C		311	C
Roadway ID: 48509000										47.77%	2027	7,070	C		344	C

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
Detroit Boulvard																
Pine Forest Road to US29	Urban Collector	2	Undivided 35 MPH	0	0.000	0.819	Urbanized	(D) 14,800	5225	7,100	2008	6,500	C	(D)	326	C
											2009	6,300	C	750	316	C
(W Detroit Boulvard: SR297/Pine Forest Rd to Urban Boundary)											2010	6,600	C		331	C
(0.000-2.576)											2011	5,800	C		291	C
											2012	6,500	C		326	C
											2013	7,000	C		352	C
											2014	6,500	C		326	C
											2015	6,600	C		331	C
										% of MV	2016	7,300	C		367	C
										47.97%	2017	7,100	C		357	C
										52.97%	2022	7,839	D		394	D
Roadway ID: 48000008										58.48%	2027	8,655	D		435	D
Johnson Avenue																
US29 to Cody Lane	Urban Collector	2	Undivided 35 MPH	0	0.000	2.127	Urbanized	(D) 14,800	5226	7,700	2008	6,100	C	(D)	306	C
											2009	5,400	C	750	271	C
											2010	6,500	C		326	C
											2011	6,100	C		306	C
											2012	4,900	C		246	C
											2013	6,800	C		341	C
											2014	6,800	C		341	C
											2015	5,100	C		256	C
										% of MV	2016	7,600	D		382	D
										52.03%	2017	7,700	D		387	D
0.000-2.127										57.44%	2022	8,501	D		427	D
Roadway ID: 48000009										63.42%	2027	9,386	D		471	D
CR196 (Barrineau Park Road)																
Jacks Branch Road to US29	Rural Collector	2	Undivided 35 MPH	0	0.000	0.819	Rural	(D) 14,800	44	2,200	2008	1,600	C	(D)	78	C
											2009	1,500	C	750	76	C
(Jacks Branch Rd/CR97 to											2010	1,400	C		71	C
(0.000-5.153)											2011	1,400	C		71	C
											2012	1,400	C		71	C
											2013	1,400	C		71	C
											2014	1,700	C		86	C
											2015	1,900	C		96	C
										% of MV	2016	1,700	C		86	C
										14.86%	2017	2,200	C		111	C
										16.41%	2022	2,429	C		122	C
Roadway ID: 48643000										18.12%	2027	2,682	C		135	C

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS

COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT LOS	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
Guidy Lane																
Nine Mile Road (US90A) to	Urban	2	Undivided	0	0.000	1.003	Urbanized	(D)	5325	7,600	2008	-	-	(D)	-	-
Ten Mile Road	Collector		35 MPH					14,800			2009	-	-	750	-	-
											2010	-	-		-	-
											2011	-	-		-	-
											2012	-	-		-	-
											2013	-	-		-	-
											2014	5,800	-		-	-
											2015	6,700	C		338	C
										% of MV	2016	8,200	D		413	D
										51.35%	2017	7,600	D		383	D
0.000-1.003										56.70%	2022	8,391	D		423	D
Roadway ID: 48000019										62.60%	2027	9,264	D		467	D

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS

STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	AADT ANALYSIS YEAR	AADT VOLUME	AADT LOS	K FACTOR	D FACTOR	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR 4																		
Escambia County	Minor	2	Undivided	1	0.157	6.381	Rural	(C)	38	-	2008	3,500	B	0.095	0.55	(C)	183	B
Line to CR 399N / Neal	Arterial		55 MPH				Undev	8,400	5	2,700	2009	3,650	B			430	191	B
Jones Road									266	4,700	2010	3,400	B				178	B
					Analyzed as Uninterrupted due to Segment Length						2011	3,350	B				175	B
											2012	3,400	B				178	B
											2013	3,350	B				175	B
											2014	3,150	B				165	B
											2015	3,750	B				196	B
										% of MV	2016	3,800	B				199	B
0.763-7.144										44.05%	2017	3,700	B				193	B
Roadway ID 58080000										48.63%	2022	4,085	B				213	B
										53.69%	2025	4,510	B				236	B
CR 399N/Neal Jones Road	Minor	2	Undivided	0	0.000	21.958	Rural	(C)	42	2,300	2008	1,605	B	0.095	0.55	(C)	84	B
to Okaloosa County Line	Arterial		55 MPH				Undev	8,400	110	1,300	2009	1,658	B			430	87	B
									74	-	2010	4,034	B				211	B
									72	1,700	2011	1,682	B				88	B
									330 T	1,457	2012	1,614	B				84	B
											2013	1,702	B				89	B
											2014	1,513	B				79	B
											2015	1,660	B				87	B
										% of MV	2016	1,752	B				92	B
7.144-29.102										20.11%	2017	1,689	B				88	B
Roadway ID 58080000										22.20%	2022	1,865	B				97	B
										24.51%	2025	2,059	B				108	B
SR 8 (I-10)																		
Scenic Highway to	Principal	6	Divided	0	0.000	2.878	Urbanized	(D)	2015	49,000	2008	41,250	B	0.09	0.547	(D)	2,031	B
End of 6 lanes	Arterial		70 MPH					111,800	2001	57,000	2009	41,750	B			5,500	2,055	B
											2010	47,500	B				2,338	B
									Station		2011	44,500	B				2,191	B
									2015 is in		2012	42,500	B				2,092	B
									Escambia		2013	45,000	B				2,215	B
									County		2014	49,000	B				2,412	B
											2015	51,000	B				2,511	B
0.000 - 2.878										% of MV	2016	50,000	B				2,462	B
Roadway ID 58002000										47.41%	2017	53,000	B				2,609	B
Segment is on the Strategic Intermodal System										52.34%	2022	58,516	B				2,881	B
										57.79%	2025	64,607	C				3,181	B

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS

STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	K FACTOR	D FACTOR	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR 8 (I-10) (cont.)																		
End of 6 lanes	Principal	4	Divided	0	0.000	2.273	Urbanized	(D)	2001	57,000	2008	43,500	B	0.09	0.547	(D)	2,142	B
to SR 281/ Avalon	Arterial		70 MPH					74,400			2009	47,000	C			3,660	2,314	C
Boulevard											2010	50,000	C				2,462	C
											2011	43,500	B				2,142	B
											2012	44,500	B				2,191	B
											2013	45,000	B				2,215	B
											2014	45,000	B				2,215	B
											2015	51,000	C				2,511	C
										% of MV	2016	54,000	C				2,658	C
										76.61%	2017	57,000	C				2,806	C
2.878-5.151										84.59%	2022	62,933	D				3,098	D
Roadway ID 58002000										93.39%	2025	69,483	D				3,421	D
SR 281 / Avalon Boulevard	Principal	4	Divided	0	0.000	9.572	Urbanized	(D)	2002	-	2008	25,933	B	0.09	0.547	(D)	1,277	B
to SR 87 / FL-AL Urbanized	Arterial		70 MPH					74,400	2003	41,000	2009	27,167	B			3,660	1,337	B
Area Boundary									2004	-	2010	28,333	B				1,395	B
									2008	39,000	2011	27,000	B				1,329	B
									2010	-	2012	27,833	B				1,370	B
									2005	34,500	2013	30,000	B				1,477	B
											2014	32,834	B				1,616	B
											2015	31,500	B				1,551	B
										% of MV	2016	35,167	B				1,731	B
										51.30%	2017	38,167	B				1,879	B
5.151-14.723										56.64%	2022	42,139	B				2,075	B
Roadway ID 58002000										62.53%	2025	46,525	C				2,290	C
SR 87 / FL-AL Urbanized	Principal	4	Divided	0	0.000	11.182	Trans.	(C)	2006	-	2008	21,000	B	0.09	0.555	(C)	1,049	B
Area Boundary to the	Arterial		70 MPH					57,600	2007	27,000	2009	21,500	B			2,880	1,074	B
Okaloosa County Line /											2010	22,500	B				1,124	B
FL-AL MPA Boundary											2011	20,500	B				1,024	B
											2012	25,000	B				1,249	B
											2013	23,500	B				1,174	B
											2014	23,500	B				1,174	B
											2015	24,500	B				1,224	B
14.723 - 25.905										% of MV	2016	26,000	B				1,299	B
Roadway ID 58002000										46.88%	2017	27,000	B				1,349	B
Segment is on the Strategic Intermodal System										51.75%	2022	29,810	B				1,489	B
										57.14%	2025	32,913	B				1,644	B

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STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	AADT ANALYSIS YEAR	AADT VOLUME	AADT LOS	K FACTOR	D FACTOR	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR 10 (US 90)																		
Escambia County	Minor	4	Divided	4	0.688	5.811	Urbanized	(D)	27	40,500	2008	32,750	C	0.09	0.56	(D)	1,651	C
Line to East Spencer	Arterial		45 MPH					39,800	105	34,000	2009	33,500	C			2,000	1,688	C
Field Road											2010	35,000	C				1,764	C
											2011	33,750	C				1,701	C
											2012	36,500	C				1,840	C
											2013	34,750	C				1,751	C
											2014	34,000	C				1,714	C
											2015	34,750	C				1,751	C
										% of MV	2016	34,750	C				1,751	C
										93.59%	2017	37,250	C				1,877	C
0.000-5.811										103.33%	2022	41,127	F*				2,073	F*
Roadway ID 58010000										114.09%	2025	45,408	F*				2,289	F*
East Spencer Field Road	Minor	4	Divided	6	1.718	3.493	Urbanized	(D)	128	31,500	2008	28,000	C	0.09	0.56	(D)	1,411	C
to SR 281 / Avalon	Arterial		45 MPH					39,800			2009	30,500	C			2,000	1,537	C
Boulevard											2010	31,500	C				1,588	C
											2011	29,500	C				1,487	C
											2012	31,000	C				1,562	C
											2013	28,500	C				1,436	C
											2014	28,500	C				1,436	C
											2015	30,000	C				1,512	C
										% of MV	2016	29,500	C				1,487	C
										79.15%	2017	31,500	C				1,588	C
5.811-9.304										87.38%	2022	34,779	C				1,753	C
Roadway ID 58010000										96.48%	2025	38,398	D				1,935	D
SR 281 / Avalon Boulevard	Minor	4	Divided	5	2.158	2.317	Urbanized	(D)	1502	34,500	2008	29,500	C	0.09	0.56	(D)	1,487	C
to SR 87 / Stewart Street	Arterial		45 MPH					39,800	5018	26,000	2009	31,250	C			2,000	1,575	C
											2010	38,000	D				1,915	D
											2011	27,750	C				1,399	C
											2012	29,500	C				1,487	C
											2013	29,250	C				1,474	C
											2014	28,000	C				1,411	C
											2015	30,500	C				1,537	C
										% of MV	2016	28,500	C				1,436	C
										76.01%	2017	30,250	C				1,525	C
9.304-11.621										83.92%	2022	33,398	C				1,683	C
Roadway ID 58010000										92.65%	2025	36,875	C				1,858	C

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SR 10 (US 90) (cont.)																		
SR 87 / Stewart Street	Minor	2	Undivided	4	1.272	3.145	Urbanized	(D)	5011	21,500	2008	16,375	C	0.09	0.55	(D)	811	C
to Airport Road	Arterial		45 MPH					17,700	1503	N/A	2009	15,875	C			880	786	C
									5010	15,500	2010	17,575	D				870	D
									1507	19,900	2011	15,700	C				777	C
									62	15,400	2012	16,400	C				812	C
											2013	16,325	C				808	C
											2014	15,850	C				785	C
											2015	16,775	C				830	D
										% of MV	2016	17,325	D				858	D
11.621-14.766										102.12%	2017	18,075	F*				895	F*
Roadway ID 58010000										112.75%	2022	19,956	F*				988	F*
										124.48%	2025	22,033	F*				1,091	F*
Airport Road	Minor	2	Undivided	1	0.690	1.450	Urbanized	(D)	19	15,100	2008	8,000	C	0.09	0.55	(D)	396	C
to SR 87S / Milton Road /	Arterial		45 MPH					17,700	18	6,600	2009	8,300	C			880	411	C
FL-AL Urbanized Area											2010	9,400	C				465	C
Boundary											2011	8,950	C				443	C
											2012	8,800	C				436	C
											2013	8,600	C				426	C
											2014	9,200	C				455	C
											2015	9,300	C				460	C
										% of MV	2016	9,400	C				465	C
14.766-16.216										61.30%	2017	10,850	C				537	C
Roadway ID 58010000										67.68%	2022	11,979	C				593	C
										74.72%	2025	13,226	C				655	C
SR 87S / Milton Road /	Minor	2	Undivided	0	0.000	11.704	Trans.	(C)	251 T	2,434	2008	1,994	B	0.09	0.55	(C)	99	B
FL-AL Urbanized Area	Arterial		45 MPH					17,300			2009	2,141	B			850	106	B
Boundary to the Okaloosa											2010	2,187	B				108	B
County Line / FL-AL MPA											2011	2,187	B				108	B
Boundary											2012	2,131	B				105	B
											2013	2,122	B				105	B
											2014	2,149	B				106	B
											2015	2,225	B				110	B
										% of MV	2016	2,305	B				114	B
16.216-27.920										14.07%	2017	2,434	B				120	B
Roadway ID 58010000										15.53%	2022	2,687	B				133	B
										17.15%	2025	2,967	B				147	B

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SR 30 (US 98)																		
Escambia County	Principal	6	Divided	1	1.381	0.724	Urbanized	(D)	261 T	56,835	2008	48,428	D	0.09	0.56	(D)	2,441	D
Line to Fairpoint	Arterial		35 MPH					50,000			2009	49,683	D			2,520	2,504	D
Drive											2010	50,065	E*				2,523	E*
											2011	50,937	F*				2,567	F*
											2012	51,700	F*				2,606	F*
											2013	51,931	F*				2,617	F*
											2014	53,281	F*				2,685	F*
											2015	49,166	D				2,478	D
										% of MV	2016	54,156	F*				2,729	F*
										113.67%	2017	56,835	F*				2,864	F*
0.000-0.724										125.50%	2022	62,750	F*				3,163	F*
Roadway ID 58030000										138.56%	2025	69,282	F*				3,492	F*
Fairpoint Drive to	Principal	6	Divided	2	2.153	0.929	Urbanized	(D)	143	59,000	2008	46,500	D	0.09	0.56	(D)	2,344	D
SR 399 / Pensacola Beach	Arterial		35 MPH					50,000			2009	53,000	F*			2,520	2,671	F*
Boulevard											2010	50,000	D				2,520	D
											2011	50,500	E*				2,545	E*
											2012	52,500	F*				2,646	F*
											2013	53,000	F*				2,671	F*
											2014	52,000	F*				2,621	F*
											2015	54,500	F*				2,747	F*
										% of MV	2016	55,500	F*				2,797	F*
										118.00%	2017	59,000	F*				2,974	F*
0.724-1.653										130.28%	2022	65,141	F*				3,283	F*
Roadway ID 58030000										143.84%	2025	71,921	F*				3,625	F*
SR 399 / Pensacola Beach	Principal	4	Divided	1	0.362	2.765	Urbanized	(D)	28	45,000	2008	43,000	F*	0.09	0.56	(D)	2,167	F*
Boulevard to East End of	Arterial		45 MPH					39,800			2009	47,000	F*			2,000	2,369	F*
Navel Live Oaks/ Gulf											2010	46,000	F*				2,318	F*
Breeze City Limits											2011	41,000	F*				2,066	F*
											2012	42,500	F*				2,142	F*
											2013	41,000	F*				2,066	F*
											2014	40,500	F*				2,041	F*
											2015	39,000	D				1,966	D
										% of MV	2016	44,000	F*				2,218	F*
										113.07%	2017	45,000	F*				2,268	F*
1.653-4.418										124.83%	2022	49,684	F*				2,504	F*
Roadway ID 58030000										137.83%	2025	54,855	F*				2,765	F*

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SR 30 (US 98) (cont.)																		
East End of Naval Live	Principal	4	Divided	7	1.505	4.651	Urbanized	(D)	30	42,500	2008	39,333	D	0.09	0.56	(D)	1,982	D
Oaks / Gulf Breeze City	Arterial		45 MPH					39,800	34	46,500	2009	43,333	F*			2,000	2,184	F*
Limits to CR 191B /									31	41,500	2010	40,167	F*				2,024	F*
Soundside Drive											2011	36,833	C				1,856	C
											2012	37,333	C				1,882	C
											2013	37,833	C				1,907	C
											2014	37,667	C				1,898	C
											2015	39,333	D				1,982	D
										% of MV	2016	40,833	F*				2,058	F*
4.418-9.069										109.30%	2017	43,500	F*				2,192	F*
Roadway ID 58030000										120.67%	2022	48,028	F*				2,421	F*
										133.23%	2025	53,026	F*				2,673	F*
CR 191B to FL-AL &	Principal	4	Divided	1	0.226	4.425	Urbanized	(D)	283	35,500	2008	30,500	C	0.09	0.56	(D)	1,537	C
OK - WL Urbanized Area	Arterial		55 MPH					39,800	262	33,500	2009	32,000	C			2,000	1,613	C
Boundaries (West of Bergren											2010	32,500	C				1,638	C
Road)											2011	30,500	C				1,537	C
											2012	30,500	C				1,537	C
											2013	31,000	C				1,562	C
											2014	30,250	C				1,525	C
											2015	30,000	C				1,512	C
9.069-13.494										% of MV	2016	32,250	C				1,625	C
Roadway ID 58030000										86.68%	2017	34,500	C				1,739	C
Within FL-ALUrbanized Area Boundary										95.71%	2022	38,091	D				1,920	D
										105.67%	2025	42,055	F*				2,120	F*
FL-AL and OK-WL	Principal	4	Divided	0	0.000	1.531	Urbanized	(D)	283	35,500	2008	30,500	B	0.09	0.55	(D)	1,510	B
Urbanized Area Boundaries	Arterial		55 MPH					65,600	262	33,500	2009	32,000	B			3,240	1,584	B
(West of Bergren Road)											2010	32,500	B				1,609	B
to Edgewood Drive											2011	30,500	B				1,510	B
											2012	30,500	B				1,510	B
											2013	31,000	B				1,535	B
											2014	30,250	B				1,497	B
											2015	30,000	B				1,485	B
13.494-15.025										% of MV	2016	30,000	B				1,485	B
Roadway ID 58030000										52.59%	2017	34,500	B				1,708	B
Within FL-ALUrbanized Area Boundary										58.07%	2022	38,091	C				1,885	C
										64.11%	2025	42,055	C				2,082	C

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SR 30 (US 98) (cont.)																		
Edgewood Drive	Principal	4	Divided	10	1.286	7.778	Urbanized	(D)	236	42,000	2008	37,250	C	0.09	0.56	(D)	1,877	C
Belle Meade Circle	Arterial		55 MPH					39,800	61	42,500	2009	36,000	C			2,000	1,814	C
											2010	41,250	F*				2,079	F*
											2011	37,000	C				1,865	C
											2012	36,000	C				1,814	C
											2013	37,750	C				1,903	C
											2014	38,000	D				1,915	D
											2015	40,250	F*				2,029	F*
										% of MV	2016	41,000	F*				2,066	F*
15.025-22.803										106.16%	2017	42,250	F*				2,129	F*
Roadway ID 58030000										117.20%	2022	46,647	F*				2,351	F*
										129.40%	2025	51,503	F*				2,596	F*
Belle Meade Circle to the	Principal	4	Divided	1	0.832	1.202	Urbanized	(D)	167T	38,839	2008	35,942	C	0.09	0.56	(D)	1,811	C
Okaloosa County Line	Arterial		55 MPH					39,800	(OKA)		2009	36,403	C			2,000	1,835	C
(FL-AL MPA Boundary)									263	41,500	2010	36,261	C				1,828	C
											2011	34,000	C				1,714	C
											2012	35,752	C				1,802	C
											2013	36,357	C				1,832	C
											2014	37,634	C				1,897	C
											2015	38,243	D				1,927	D
										% of MV	2016	40,725	F*				2,053	F*
22.803-24.005										100.93%	2017	40,170	F*				2,025	F*
Roadway ID 58030000										111.43%	2022	44,351	F*				2,235	F*
										123.03%	2025	48,967	F*				2,468	F*
SR 87N																		
Stewart Street	Minor	4	Divided	4	1.246	3.209	Urbanized	(D)	5006	15,700	2008	15,050	C	0.09	0.56	(D)	759	C
SR 10 / US 90 to SR 89	Arterial		45 MPH					39,800	5004	16,100	2009	14,191	C			2,000	715	C
South									1508	11,300	2010	14,325	C				722	C
									398T	13,984	2011	12,654	C				638	C
											2012	12,647	C				637	C
											2013	13,239	C				667	C
											2014	12,590	C				635	C
											2015	13,504	C				681	C
										% of MV	2016	13,531	C				682	C
0.000-3.209										35.86%	2017	14,271	C				719	C
Roadway ID 58050000										39.59%	2022	15,756	C				794	C
										43.71%	2025	17,396	C				877	C

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SR 87N (cont.)																		
SR 89 South to SR 89 North	Minor Arterial	4	Divided 45 MPH	0	0.000	1.641	Urbanized	(D) 65,600	398T	13,984	2008	12,600	B	0.09	0.55	(D) 3,240	624	B
											2009	12,862	B				637	B
											2010	12,800	B				634	B
											2011	12,415	B				615	B
											2012	12,288	B				608	B
											2013	12,156	B				602	B
											2014	12,660	B				627	B
											2015	13,516	B				669	B
										% of MV	2016	13,824	B				684	B
3.209-4.850										21.32%	2017	13,984	B				692	B
Roadway ID 58050000										23.54%	2022	15,439	B				764	B
										25.99%	2025	17,046	B				844	B
SR 89 North to Whiting Field Entrance / CR 87A / Langley Street	Minor Arterial	4	Divided 55 MPH	1	0.852	1.174	Urbanized	(D) 39,800	60 114	N/A 11,100	2008	9,700	C	0.09	0.56	(D) 2,000	489	C
											2009	10,700	C				539	C
											2010	11,100	C				559	C
											2011	10,300	C				519	C
											2012	10,400	C				524	C
											2013	9,300	C				469	C
											2014	10,600	C				534	C
											2015	11,800	C				595	C
										% of MV	2016	11,100	C				559	C
4.850-6.024										27.89%	2017	11,100	C				559	C
Roadway ID 58050000										30.79%	2022	12,255	C				618	C
										34.00%	2025	13,531	C				682	C
Whiting Field Entrance Langley Street/CR 87A to FL-AL Urbanized Area Boundary (north of Whiting Field Circle)	Minor Arterial	2	Undivided 55 MPH	1	0.489	2.046	Urbanized	(D) 17,700	119	4,700	2008	3,800	C	0.09	0.55	(D) 880	188	C
											2009	3,800	C				188	C
											2010	4,000	C				198	C
											2011	3,800	C				188	C
											2012	4,000	C				198	C
											2013	3,800	C				188	C
											2014	3,900	C				193	C
											2015	4,400	C				218	C
										% of MV	2016	4,300	C				213	C
6.024-8.070										26.55%	2017	4,700	C				233	C
Roadway ID 58050000										29.32%	2022	5,189	C				257	C
										32.37%	2025	5,729	C				284	C

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SR 87N (cont.)																		
FL-AL Urbanized Area	Minor	2	Undivided	0	0.000	3.642	Trans.	(C)	278	-	2008	2,400	B	0.09	0.55	(C)	119	B
Boundary (north of Whiting	Arterial		55 MPH					17,300			2009	2,400	B			850	119	B
Field Circle) to FL-AL											2010	2,700	B				134	B
MPA Boundary (north of											2011	2,600	B				129	B
Hopewell Road)											2012	2,600	B				129	B
											2013	2,400	B				119	B
											2014	-	F*				#VALUE!	#VALUE!
											2015	-	-				-	-
										% of MV	2016	-	-				-	-
										-	2017	-	-				-	-
8.070-11.712										-	2022	-	-				-	-
Roadway ID 58050000										-	2025	-	-				-	-
FL-AL MPA Boundary	Minor	2	Undivided	0	0.000	15.651	Rural	(C)	83	2,200	2008	2,200	B	0.095	0.55	(C)	115	B
(north of Hopewell Road)	Arterial		45 MPH				Undev	8,400	109	2,400	2009	2,200	B			430	115	B
to the Alabama State Line											2010	2,400	B				125	B
											2011	2,400	B				125	B
											2012	2,400	B				125	B
											2013	2,500	B				131	B
											2014	2,450	B				128	B
											2015	2,550	B				133	B
										% of MV	2016	2,550	B				133	B
										27.38%	2017	2,300	B				120	B
11.712-27.363										30.23%	2022	2,539	B				133	B
Roadway ID 58050000										33.38%	2025	2,804	B				146	B
SR 87S																		
SR 30 / US 98	Minor	4	Divided	3	0.870	3.448	Urbanized	(D)	29	19,700	2008	16,300	C	0.09	0.56	(D)	822	C
to north of Five Forks Road	Arterial		45 MPH					39,800	264	13,700	2009	18,500	C			2,000	932	C
											2010	19,200	C				968	C
											2011	18,100	C				912	C
											2012	17,500	C				882	C
											2013	18,000	C				907	C
											2014	14,350	C				723	C
											2015	16,250	C				819	C
0.000-3.448										% of MV	2016	16,250	C				819	C
Roadway ID 58040000										41.96%	2017	16,700	C				842	C
Segment is on the Strategic Intermodal System										46.33%	2022	18,438	C				929	C
										51.15%	2025	20,357	C				1,026	C

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SR 87S (cont.)																		
North of Five Forks Road to OK-WL Urbanized Area Boundary (north of Vonnie Tolbert Road)	Minor Arterial	2	Undivided 45 MPH	0	0.000	3,342	Urbanized	(D) 24,200	32	11,500	2008	7,400	B	0.09	0.55	(D) 1,190	366	B
											2009	8,000	B				396	B
											2010	7,500	B				371	B
											2011	7,700	B				381	B
											2012	8,200	B				406	B
											2013	8,100	B				401	B
											2014	7,800	B				386	B
											2015	10,000	C				495	C
3.448-6.790										% of MV	2016	11,000	C				545	C
Roadway ID 58040000										47.52%	2017	11,500	C				569	C
Segment is on the Strategic Intermodal System										52.47%	2022	12,697	C				628	C
										57.93%	2025	14,018	C				694	C
OK-WL Urbanized Boundary (North of Vonnie Tolbert Road) to Barney Broxon Road	Minor Arterial	2	Undivided 55 MPH	0	0.000	9.044	Trans.	(C) 17,300	32	11,500	2008	7,400	B	0.09	0.55	(C) 850	366	B
											2009	8,000	B				396	B
											2010	7,500	B				371	B
											2011	7,700	B				381	B
											2012	8,200	B				406	B
											2013	8,100	B				401	B
											2014	7,800	B				386	B
											2015	10,000	C				495	C
6.790-15.834										% of MV	2016	11,000	C				545	C
Roadway ID 58040000										66.47%	2017	11,500	C				569	C
Segment is on the Strategic Intermodal System										73.39%	2022	12,697	C				628	C
										81.03%	2025	14,018	C				694	C
Barney Broxon Road to FL-AL Urbanized Area Boundary (South of Nichols Lake Road)	Minor Arterial	4	Divided 55 MPH	0	0.000	0.545	Trans.	(C) 49,600	32	11,500	2008	7,400	B	0.09	0.55	(C) 2,450	366	B
											2009	8,000	B				396	B
											2010	7,500	B				371	B
											2011	7,700	B				381	B
											2012	8,200	B				406	B
											2013	8,100	B				401	B
											2014	7,800	B				386	B
											2015	10,000	B				495	B
15.834-16.379										% of MV	2016	11,000	B				545	B
Roadway ID 58040000										23.19%	2017	11,500	B				569	B
Segment is on the Strategic Intermodal System										25.60%	2022	12,697	B				628	B
										28.26%	2025	14,018	B				694	B

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SR 87S (cont.)																		
FL-AL Urbanized Area	Minor	4	Divided	1	0.460	2.173	Urbanized	(D)	271	13,200	2008	9,400	C	0.09	0.56	(D)	474	C
Boundary (south of	Arterial		55 MPH					39,800			2009	8,000	C			2,000	403	C
Nichols Lake Road)											2010	8,900	C				449	C
to I-10 / SR 8											2011	9,800	C				494	C
											2012	10,600	C				534	C
											2013	8,500	C				428	C
											2014	9,100	C				459	C
											2015	10,900	C				549	C
16.379-18.552										% of MV	2016	11,700	C				590	C
Roadway ID 58040000										33.17%	2017	13,200	C				665	C
Segment is on the Strategic Intermodal System										36.62%	2022	14,574	C				735	C
										40.43%	2025	16,091	C				811	C
I-10 / SR 8 to SR10 / US 90	Minor	4	Divided	1	0.822	1.217	Urbanized	(D)	20	12,300	2008	8,000	C	0.09	0.56	(D)	403	C
	Arterial		45 MPH					39,800			2009	8,500	C			2,000	428	C
											2010	9,700	C				489	C
											2011	10,100	C				509	C
											2012	9,700	C				489	C
											2013	9,600	C				484	C
											2014	10,500	C				529	C
											2015	11,500	C				580	C
										% of MV	2016	11,400	C				575	C
18.552-19.769										30.90%	2017	12,300	C				620	C
Roadway ID 58040000										34.12%	2022	13,580	C				684	C
										37.67%	2025	14,994	C				756	C
SR87A																		
Munson Highway to	Major	2	Undivided	0	0.000	3.128	Urbanized	(D)	247	1,300	2007	1,900	C	0.09	0.55	(D)	94	C
Whiting Field Gate	Collector							17,700			2008	1,700	C			880	84	C
											2009	1,800	C				89	C
											2010	1,900	C				94	C
											2011	1,700	C				84	C
											2012	1,800	C				89	C
											2013	1,450	C				72	C
											2014	1,300	C				64	C
										% of MV	2015	1,450	C				72	C
0.000-3.128										7.34%	2017	1,300	C				64	C
Roadway ID 58100500										8.59%	2022	1,520	C				75	C
										8.93%	2025	1,580	C				78	C

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SR87A Cont																		
SR87 to Whithing Filed	Major Collector	2	Undivided	1	1.006	0.994	Urbanized	(D) 17,700	248	5,800	2008	6,100	C	0.09	0.55	(D) 880	302	C
											2009	7,200	C				356	C
											2010	7,200	C				356	C
											2011	6,600	C				327	C
											2012	6,800	C				337	C
											2013	6,400	C				317	C
											2014	6,900	C				342	C
											2015	6,600	C				327	C
										% of MV	2016	6,700	C				332	C
0.000-0.994										32.77%	2017	5,800	C				287	C
Roadway ID 58100000										36.18%	2022	6,404	C				317	C
										39.94%	2025	7,070	C				350	C
SR 89N																		
SR 10 / US 90 to Berryhill Road / CR 184A	Minor Arterial	4	Divided 35 MPH	2	2.516	0.795	Urbanized	(D) 32,400	5017	20,500	2008	18,900	D	0.09	0.56	(D) 1,630	953	D
											2009	24,500	D				1,235	D
											2010	22,500	D				1,134	D
											2011	19,200	D				968	D
											2012	20,500	D				1,033	D
											2013	19,400	D				978	D
											2014	19,900	D				1,003	D
											2015	22,000	D				1,109	D
										% of MV	2016	19,800	D				998	D
0.000-0.795										61.11%	2017	19,800	D				998	D
Roadway ID 58001000										67.47%	2022	21,861	D				1,102	D
										74.49%	2025	24,136	D				1,216	D

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SR 89 (cont.)																		
Berryhill Road / CR 184A	Minor	4	Divided	4	1.446	2.766	Urbanized	(D)	5016	17,000	2008	14,350	C	0.09	0.56	(D)	723	C
to SR 87	Arterial		45 MPH					39,800	1506	15,700	2009	16,500	C			2,000	832	C
											2010	17,400	C				877	C
											2011	15,150	C				764	C
											2012	16,000	C				806	C
											2013	15,150	C				764	C
											2014	14,200	C				716	C
											2015	16,050	C				809	C
										% of MV	2016	16,050	C				809	C
										41.08%	2017	16,350	C				824	C
0.795-3.561										45.36%	2022	18,052	C				910	C
Roadway ID 58001000										50.08%	2025	19,931	C				1,005	C
SR 87 to FL-AL	Minor	2	Undivided	0	0.000	1.760	Urbanized	(D)	121	2,800	2008	2,300	B	0.09	0.55	(D)	114	B
Urbanized Area Boundary	Arterial		55 MPH					24,200			2009	2,500	B			1,190	124	B
(south of Divot Lane)											2010	2,500	B				124	B
											2011	2,300	B				114	B
											2012	3,200	B				158	B
											2013	2,100	B				104	B
											2014	2,400	B				119	B
											2015	2,500	B				124	B
										% of MV	2016	2,500	B				124	B
										11.57%	2017	2,800	B				139	B
0.000-1.760										12.77%	2022	3,091	B				153	B
Roadway ID 58060000										14.10%	2025	3,413	B				169	B
FL-AL Urbanized Area	Minor	2	Undivided	0	0.000	1.152	Trans.	(C)	278	-	2008	2,400	B	0.09	0.55	(C)	119	B
Boundary (south of Divot	Arterial		55 MPH					17,300	121	2,800	2009	2,400	B			850	119	B
Lane) to FL-AL MPA											2010	2,700	B				134	B
Boundary (south of Pond											2011	2,600	B				129	B
Creek Road)											2012	2,600	B				129	B
											2013	2,400	B				119	B
											2014	2,400	B				119	B
											2015	2,500	B				124	B
										% of MV	2016	2,500	B				124	B
										16.18%	2017	2,800	B				139	B
1.760-2.912										17.87%	2022	3,091	B				153	B
Roadway ID 58060000										19.73%	2025	3,413	B				169	B

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SR 89 (cont.)																		
FL-AL MPA Boundary	Minor	2	Undivided	0	0.000	17.781	Rural	(C)	285 T	1,669	2008	2,023	B	0.095	0.55	(C)	106	B
(south of Pond Creek Road) to	Arterial		55 MPH				Undev	8,400	33	2,800	2009	2,242	B			430	117	B
to Shell Road/Jay City									265	2,100	2010	2,304	B				120	B
Limits											2011	2,153	B				112	B
											2012	2,132	B				111	B
											2013	1,819	B				95	B
											2014	2,077	B				109	B
											2015	2,004	B				105	B
										% of MV	2016	2,214	B				116	B
										26.07%	2017	2,190	B				114	B
2.912-20.693										28.78%	2022	2,418	B				126	B
Roadway ID 58060000										31.78%	2025	2,670	B				139	B
Shell Road/Jay City Limits	Minor	2	Undivided	1	0.548	1.826	Rural	(C)	33	2,800	2008	2,600	C	0.095	0.55	(C)	136	C
to Pollard Road	Arterial		45 MPH				Developed	12,900	266	4,700	2009	3,000	C			670	157	C
											2010	3,100	C				162	C
											2011	2,800	C				146	C
											2012	2,800	C				146	C
											2013	2,200	C				115	C
											2014	2,700	C				141	C
											2015	3,600	C				188	C
										% of MV	2016	3,900	C				204	C
										29.07%	2017	3,750	C				196	C
20.693-22-519										32.10%	2022	4,140	C				216	C
Roadway ID 58060000										35.44%	2025	4,571	C				239	C
Pollard Road to the	Minor	2	Undivided	0	0.000	3.483	Rural	(C)	73	2,300	2008	1,700	B	0.095	0.55	(C)	89	B
Alabama State Line	Arterial		45 MPH				Undev	8,400	194	1,200	2009	1,575	B			430	82	B
											2010	1,775	B				93	B
											2011	1,800	B				94	B
											2012	1,500	B				78	B
											2013	1,700	B				89	B
											2014	1,750	B				91	B
											2015	1,700	B				89	B
										% of MV	2016	1,850	B				97	B
										20.83%	2017	1,750	B				91	B
22.519-26.002										23.00%	2022	1,932	B				101	B
Roadway ID 58060000										25.40%	2025	2,133	B				111	B

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SR 281																		
Avalon Boulevard	Minor	2	Undivided	0	0.000	2.210	Trans.	(C)	35	5,700	2008	4,100	B	0.09	0.55	(C)	203	B
SR 30 / US 98 to FL-AL	Arterial		45 MPH					17,300			2009	3,600	B			850	178	B
Urbanized Area Boundary											2010	3,900	B				193	B
(Mid-point of Garcon Point											2011	3,700	B				183	B
Bridge)											2012	3,200	B				158	B
											2013	3,500	B				173	B
											2014	3,600	B				178	B
											2015	4,300	B				213	B
										% of MV	2016	5,200	B				257	B
0.000-2.210										32.95%	2017	5,700	B				282	B
										36.38%	2022	6,293	B				312	B
Roadway ID 58170000										40.16%	2025	6,948	B				344	B
Avalon Boulevard	Minor	2	Undivided	0	0.000	4.880	Urbanized	(D)	35	5,700	2008	4,100	B	0.09	0.55	(D)	203	B
FL-AL Urbanized Area	Arterial		55 MPH					24,200			2009	3,600	B			1,190	178	B
Boundary (Mid-point of											2010	3,900	B				193	B
Garcon Point Bridge) to											2011	3,700	B				183	B
CR 191											2012	3,200	B				158	B
											2013	3,500	B				173	B
											2014	3,600	B				178	B
											2015	4,300	B				213	B
										% of MV	2016	5,200	B				257	B
2.210-7.090										23.55%	2017	5,700	B				282	B
										26.01%	2022	6,293	B				312	B
Roadway ID 58170000										28.71%	2025	6,948	B				344	B
CR 191 to I-10 / SR 8 /	Minor	2	Undivided	1	0.260	3.851	Urbanized	(D)	280	7,200	2008	5,600	C	0.09	0.55	(D)	277	C
FL-AL Urbanized Area	Arterial		55 MPH					17,700			2009	5,800	C			880	287	C
Boundary											2010	5,900	C				292	C
											2011	5,000	C				248	C
											2012	6,000	C				297	C
											2013	5,400	C				267	C
											2014	6,100	C				302	C
											2015	6,200	C				307	C
										% of MV	2016	6,600	C				327	C
										40.68%	2017	7,200	C				356	C
7.090-10.941										44.91%	2022	7,949	C				393	C
Roadway ID 58170000										49.59%	2025	8,777	C				434	C

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SR 281 (cont.)																		
I-10 / SR 8 Ramp / FL-AL	Minor	2	Undivided	3	0.585	5.127	Urbanized	(D)	270	22,000	2008	17,800	F*	0.09	0.55	(D)	881	F*
Urbanized Area Boundary to	Arterial		55 MPH					17,700	276	18,000	2009	20,000	F*			880	990	F*
US 90 / SR 10									215	19,600	2010	19,833	F*				982	F*
											2011	17,100	D				846	D
											2012	16,767	C				830	C
											2013	17,267	D				855	D
											2014	18,000	F*				891	F*
											2015	18,267	F*				904	F*
										% of MV	2016	19,067	F*				944	F*
		4	Divided	3	0.585	5.127	Urbanized	(D)		112.24%	2017	19,867	F*				983	F*
0.000-5.127								36,700		123.93%	2022	21,935	F*				1,086	F*
Roadway ID 58005000										136.82%	2025	24,218	F*				1,199	F*

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CR 89																		
Ward Basin Road	Minor	2	Undivided	1	0.245	4.078	Urbanized	(D)	186	5,000	2008	5,750	C	0.09	0.55	(D)	285	C
Coachman Road to	Arterial		40 MPH					17,700	281	4,100	2009	5,100	C			880	252	C
US 90/ SR 10											2010	4,950	C				245	C
											2011	4,200	C				208	C
											2012	4,550	C				225	C
											2013	4,500	C				223	C
											2014	4,500	C				223	C
											2015	4,700	C				233	C
										% of MV	2016	5,150	C				255	C
										25.71%	2017	4,550	C				225	C
1.724 - 5.802										28.38%	2022	5,024	C				249	C
Roadway ID 58530000										31.34%	2025	5,546	C				275	C
Pine Bluff to	Major	2	Undivided	0	0.000	1.724	Trans	(C)	282	3,700	2008	4,000	B	0.09	0.55	(C)	198	B
Coachman Road	Collector		40 MPH					17,300			2009	3,500	B			850	173	B
											2010	4,000	B				198	B
											2011	3,700	B				183	B
											2012	3,700	B				183	B
											2013	3,700	B				183	B
											2014	3,600	B				178	B
											2015	3,800	B				188	B
										% of MV	2016	4,100	B				203	B
0.000-1.724										21.39%	2017	3,700	B				183	B
Roadway ID 58530000										23.61%	2022	4,085	B				202	B
										26.07%	2025	4,510	B				223	B
CR 184																		
Hickory Hammock	Urban	2	Undivided	0	0.000	3.338	Urbanized	(D)	246	3,400	2008	3,200	B	0.09	0.55	(D)	158	B
Road	Collector		55 MPH					24,200			2009	3,200	B			1,190	158	B
CR 89 to SR 87											2010	3,100	B				153	B
											2011	3,000	B				149	B
											2012	3,100	B				153	B
											2013	3,100	B				153	B
											2014	2,900	B				144	B
											2015	3,100	B				153	B
										% of MV	2016	3,400	B				168	B
0.000 - 3.338										14.05%	2017	3,400	B				168	B
Roadway ID 58503000										15.51%	2022	3,754	B				186	B
										17.13%	2025	4,145	B				205	B

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CR 184																		
Quintette Road	Minor	2	Undivided	0	0.000	4.030	Trans.	(C)	219	8,600	2008	5,800	-	0.09	0.55	(C)	N/A	N/A
Escambia County Line	Collector		55 MPH					17,300			2009	6,000	B			850	297	B
to Myree Lane											2010	5,700	B				282	B
											2011	5,500	B				272	B
											2012	6,500	B				322	B
											2013	6,600	B				327	B
											2014	7,000	B				347	B
											2015	7,600	B				376	B
										% of MV	2016	7,800	B				386	B
										49.71%	2017	8,600	B				426	B
0.000 - 4.030										54.88%	2022	9,495	C				470	C
Roadway ID 58150000										60.60%	2025	10,483	C				519	C
Quintette Road	Minor	2	Undivided	0	0.000	1.827	Urbanized	(D)	219	8,600	2008	5,800	-	0.09	0.565	(D)	N/A	N/A
Myree Lane to	Collector		35 MPH					24,200			2009	6,000	B			1,190	305	B
Chumuckla Highway											2010	5,700	B				290	B
											2011	5,500	B				280	B
											2012	6,500	B				331	B
											2013	6,600	B				336	B
											2014	7,000	B				356	B
											2015	7,600	B				386	B
										% of MV	2016	7,800	B				397	B
										35.54%	2017	8,600	B				437	C
4.030 - 5.857										39.24%	2022	9,495	C				483	C
Roadway ID 58150000										43.32%	2025	10,483	C				533	C
CR 184 A																		
Berryhill Road	Urban	2	Undivided	3	0.381	7.875	Urbanized	(D)	5023	10,500	2008	10,750	C	0.09	0.55	(D)	532	C
CR 197 to SR 89	Collector		45 MPH					17,700	1513	-	2009	11,250	C			880	557	C
									5030	10,000	2010	11,750	C				582	C
									(Count		2011	10,250	C				507	C
									Station 5030		2012	12,250	C				606	C
									Added in		2013	11,500	C				569	C
									2016)		2014	11,000	C				545	C
											2015	11,000	C				545	C
										% of MV	2016	9,950	C				493	C
										57.91%	2017	10,250	C				507	C
0.000 - 7.875										63.94%	2022	11,317	C				560	C
Roadway ID 58508000										70.59%	2025	12,495	C				618	C

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Garcon Point Road (CR191)																		
Avalon Boulevard to	Minor	2	Undivided	0	0.000	7.013	Trans	(D)	279	1,900	2008	1,500	B	0.09	0.55	(C)	74	B
the Milton City Limits	Arterial		55 MPH					17,300			2009	1,600	B			850	79	B
											2010	1,600	B				79	B
											2011	1,600	B				79	B
											2012	1,900	B				94	B
											2013	1,900	B				94	B
											2014	1,700	B				84	B
											2015	2,000	B				99	B
										% of MV	2016	1,800	B				89	B
										10.98%	2017	1,900	B				94	B
2.802-9.815										12.13%	2022	2,098	B				104	B
Roadway ID 58550000										13.39%	2025	2,316	B				115	B
The Milton City Limits to	Minor	2	Undivided	0	0.000	3.813	Urbanized	(D)	217	6,000	2008	5,250	B	0.09	0.55	(D)	260	B
US 90 / SR 10	Arterial		35 MPH					24,200	1510	6,000	2009	5,400	B			1,190	267	B
									1512	6,300	2010	5,775	B				286	B
									5014	7,200	2011	5,175	B				256	B
											2012	6,000	B				297	B
											2013	5,825	B				288	B
											2014	6,000	B				297	B
											2015	6,050	B				299	B
										% of MV	2016	5,875	B				291	B
										26.34%	2017	6,375	B				316	B
9.815-13.628										29.08%	2022	7,039	B				348	B
Roadway ID 58550000										32.11%	2025	7,771	B				385	B
Munson Highway (CR191)																		
SR87N to	Major	2	Undivided	1	0.197	5.079	Urbanized	(D)	5003	3,400	2008	3,966	C	0.095	0.55	(D)	207	C
Urbanized Area	Collector		30 MPH					14,800	5002	4,500	2009	4,433	C			750	232	C
									1501	4,000	2010	4,200	C				219	C
											2011	4,066	C				212	C
											2012	4,233	C				221	C
											2013	4,467	C				233	C
											2014	3,734	C				195	C
											2015	3,933	C				205	C
										% of MV	2016	3,767	C				197	C
										26.80%	2017	3,967	C				207	C
0.000-5.079										29.59%	2022	4,380	C				229	C
Roadway ID 58090000										32.67%	2025	4,836	C				253	C
Urbaized Area to SR4	Major	2	Undivided	0	0.000	14.466	Rural	(C)	97	800	2008	1,100	B	0.095	0.55	(C)	57	B
	Collector							8,400			2009	1,400	B			430	73	B
											2010	1,200	B				63	B
											2011	1,100	B				57	B
											2012	1,100	B				57	B
											2013	1,100	B				57	B
											2014	900	B				47	B
											2015	800	B				42	B
										% of MV	2016	950	B				50	B
										9.52%	2017	800	B				42	B
5.079-19.545										10.52%	2022	883	B				46	B
Roadway ID 58090000										11.61%	2025	975	B				51	B

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Munson Highway (CR191) Cont																		
SR4 to the	Minor	2	Undivided	0	0.000	10.695	Rural	(C)	96	400	2008	500	B	0.095	0.55	(C)	26	B
Alabama State Line	Collector							8,400			2009	600	B			430	31	B
											2010	600	B				31	B
											2011	600	B				31	B
											2012	600	B				31	B
											2013	600	B				31	B
											2014	400	B				21	B
											2015	400	B				21	B
										% of MV	2016	350	B				18	B
										4.76%	2017	400	B				21	B
0.000-10.695										5.26%	2022	442	B				23	B
Roadway ID 58510000										5.80%	2025	488	B				25	B
Sterling Way/Cyanamid Road (CR191B/281B)																		
Bell Lane to	Major	2	Undivided	0	0.000	1.48	Urbanized	(D)	277	5,500	2008	3,900	B	0.09	0.55	(D)	193	B
Avalon Boulevard	Collector							24,200			2009	4,700	B			1,190	233	B
											2010	4,900	B				243	B
											2011	3,900	B				193	B
											2012	4,700	B				233	B
											2013	4,400	B				218	B
											2014	4,400	B				218	B
											2015	4,900	B				243	B
										% of MV	2016	5,000	B				248	B
										22.73%	2017	5,500	B				272	B
0.000-0.635										25.09%	2022	6,072	B				301	B
Roadway ID 58522000										27.70%	2025	6,704	B				332	B
CR 197																		
Floridatown Road	Urban	2	Undivided	1	1.572	0.636	Urbanized	(D)	225	2,700	2008	3,000	C	0.09	0.565	(D)	153	C
Diamond Road	Collector		35 MPH					14,800			2009	3,100	C			750	158	C
to US 90											2010	2,800	C				142	C
											2011	2,600	C				132	C
											2012	2,900	C				147	C
											2013	2,600	C				132	C
											2014	2,900	C				147	C
											2015	2,500	C				127	C
										% of MV	2016	2,800	C				142	C
										18.24%	2017	2,700	C				137	C
1.205 - 1.841										20.14%	2022	2,981	C				152	C
Roadway ID 58643000										22.24%	2025	3,291	C				167	C

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CR 197 (cont.)																		
Chumuckla Highway	Minor	2	Undivided	1	0.293	3.409	Urbanized	(D)	233	12,100	2008	7,800	C	0.09	0.55	(D)	386	C
US 90 / SR 10	Collector		45 MPH					17,700			2009	9,900	C			880	490	C
to CR 184 /Quintette Road											2010	10,000	C				495	C
											2011	9,700	C				480	C
											2012	10,800	C				535	C
											2013	10,200	C				505	C
											2014	10,900	C				540	C
											2015	11,500	C				569	C
										% of MV	2016	11,600	C				574	C
										68.36%	2017	12,100	C				599	C
1.841 - 5.250										75.48%	2022	13,359	C				661	C
Roadway ID 58643000										83.33%	2025	14,750	C				730	C
Quintette Road to	Minor	2	Undivided	0	0.000	1.343	Urbanized	(D)	115	8,700	2008	7,400	-	0.09	0.55	(D)	-	-
Luther Fowler Road	Collector		55 MPH					24,200			2009	6,600	B			1,190	327	B
											2010	6,500	B				322	B
											2011	7,900	B				391	B
											2012	8,400	B				416	B
											2013	8,700	C				431	C
											2014	7,800	B				386	B
											2015	8,400	B				416	B
										% of MV	2016	7,700	B				381	B
										35.95%	2017	8,700	C				431	C
0.000 - 1.343										39.69%	2022	9,606	C				475	C
Roadway ID 58070000										43.82%	2025	10,605	C				525	C
Luther Fowler Road to	Minor	2	Undivided	0	0.000	4.441	Trans.	(C)	115	8,700	2008	7,000	-	0.09	0.55	(C)	-	-
Ten Mile Road	Collector		55 MPH					17,300			2009	6,600	B			850	327	B
											2010	6,500	B				322	B
											2011	7,900	B				391	B
											2012	8,400	B				416	B
											2013	8,700	B				431	B
											2014	7,800	B				386	B
											2015	8,400	B				416	B
										% of MV	2016	7,700	B				381	B
										50.29%	2017	8,700	B				431	B
1.343 - 5.784										55.52%	2022	9,606	C				475	C
Roadway ID 58070000										61.30%	2025	10,605	C				525	C

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Chumuckla Highway (CR197)																		
Ten Mile Road to	Major	2	Undivided	0	0.000	17.236	Rural	(C)	148	4,000	2008	1,750	B	0.095	0.55	(C)	91	B
SR89	Collector							8,400	149	3,500	2009	2,225	B			430	116	B
									152	900	2010	2,075	B				108	B
											2011	2,000	B				105	B
											2012	1,900	B				99	B
											2013	2,500	B				131	B
											2014	2,267	B				118	B
											2015	2,567	B				134	B
										% of MV	2016	2,567	B				134	B
										33.33%	2017	2,800	B				146	B
5.784-23.020										36.80%	2022	3,091	B				162	B
Roadway ID 58070000										40.63%	2025	3,413	B				178	B
Spring Street (CR197A)																		
CR197 to SR4	Minor	2	Undivided	1	0.308	3.242	Rural	(C)	171	1,900	2008	1,700	B	0.095	0.55	(C)	89	B
	Collector							8,400			2009	1,500	B			430	78	B
											2010	2,200	B				115	B
											2011	1,700	B				89	B
											2012	1,500	B				78	B
											2013	1,500	B				78	B
											2014	1,900	B				99	B
											2015	2,100	B				110	B
										% of MV	2016	2,000	B				105	B
										22.62%	2017	1,900	B				99	B
0.000-3.242										18.75%	2022	1,575	B				82	B
Roadway ID 58580000										19.52%	2025	1,640	B				86	B
CR 197A																		
Bell Lane	Urban	2	Undivided	1	0.501	1.995	Urbanized	(D)	221	8,000	2008	6,700	C	0.09	0.55	(D)	332	C
CR 191B to US 90 /	Collector		45 MPH					17,700			2009	7,000	C			880	347	C
SR 10											2010	7,500	C				371	C
											2011	7,200	C				356	C
											2012	7,500	C				371	C
											2013	7,100	C				351	C
											2014	6,700	C				332	C
											2015	7,300	C				361	C
										% of MV	2016	7,500	C				371	C
										45.20%	2017	8,000	C				396	C
0.857 - 2.852										49.90%	2022	8,833	C				437	C
Roadway ID 58630000										55.10%	2025	9,752	C				483	C

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Woodbine Road	Urban	2	Divided	1	0.268	3.725	Urbanized	(D)	214	18,800	2008	14,500	C	0.09	0.55	(D)	718	C
US 90 / SR 10 to	Collector		45 MPH					17,700	218	14,500	2009	14,250	C			880	705	C
CR 197 / Chumuckla											2010	15,000	C				743	C
Highway											2011	13,750	C				681	C
											2012	15,900	C				787	C
											2013	14,300	C				708	C
											2014	14,850	C				735	C
											2015	15,400	C				762	C
										% of MV	2016	15,400	C				762	C
										94.07%	2017	16,650	C				824	C
0.000 - 3.725										103.86%	2022	18,383	F*				910	F*
Roadway ID 58531000										114.67%	2025	20,296	F*				1,005	F*
CR 399																		
Pensacola Beach Boulevard	Urban	4	Divided	0	0.000	2.202	Urbanized	(D)	235	22,000	2008	21,500	B	0.09	0.56	(D)	1,084	B
SR 30 (US 98) to	Collector		30 MPH					65,600			2009	15,000	B			3,240	756	B
Via Deluna											2010	20,500	B				1,033	B
											2011	23,000	B				1,159	B
											2012	23,000	B				1,159	B
											2013	24,000	B				1,210	B
											2014	25,500	B				1,285	B
											2015	24,000	B				1,210	B
9.498 - 11.090										% of MV	2016	24,000	B				1,210	B
Roadway ID 48230000										33.54%	2017	22,000	B				1,109	B
0.000 - 0.610										37.03%	2022	24,290	B				1,224	B
Roadway ID 58140000										40.88%	2025	26,818	B				1,352	B

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CR 399																		
East Bay Boulevard	Urban	2	Undivided	1	0.101	9.871	Urbanized	(D)	238	11,500	2008	6,700	C	0.09	0.55	(D)	332	C
US98 to SR87	Collector		45 MPH					17,700	237	5,700	2009	7,300	C			880	361	C
											2010	4,400	C				218	C
											2011	7,050	C				349	C
											2012	6,850	C				339	C
											2013	7,150	C				354	C
											2014	7,100	C				351	C
											2015	7,900	C				391	C
										% of MV	2016	8,250	C				408	C
										48.59%	2017	8,600	C				426	C
0.000 - 9.871										53.64%	2022	9,495	C				470	C
Roadway ID 58642000										59.23%	2025	10,483	C				519	C
CR 399																		
Gulf Boulevard	Urban	2	Undivided	1	0.205	4.886	Urbanized	(D)	234	10,000	2008	7,200	C	0.09	0.55	(D)	356	C
Escambia Co. Line	Collector		45 MPH					17,700			2009	4,900	C			880	243	C
SR 30 (US 98/Navarre											2010	4,700	C				233	C
Parkway											2011	7,100	C				351	C
											2012	9,600	C				475	C
											2013	9,300	C				460	C
											2014	10,000	C				495	C
											2015	9,500	C				470	C
										% of MV	2016	8,700	C				431	C
										56.50%	2017	10,000	C				495	C
0.000 - 4.886										62.38%	2022	11,041	C				547	C
Roadway ID 58640000										68.87%	2025	12,190	C				603	C
Country Mill Road (CR399)																		
SR4 to SR87	Minor	2	Undivided	0	0.000	7.077	Rural	(C)	231	550	2008	550	B	0.095	0.55	(C)	29	B
	Collector							8,400			2009	600	B			430	31	B
											2010	500	B				26	B
											2011	550	B				29	B
											2012	600	B				31	B
											2013	600	B				31	B
											2014	500	B				26	B
											2015	600	B				31	B
										% of MV	2016	600	B				31	B
										6.55%	2017	550	B				29	B
0.000-7.077										7.23%	2022	607	B				32	B
Roadway ID 58620000										7.98%	2025	670	B				35	B

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Allentown Road																		
SR89 to SR87N	Minor Collector	2	Undivided	0	0.000	3.015	Rural	(C) 16,400	7 220	450 700	2008	450	B	0.095	0.55	(C) 850	24	B
											2009	850	B				44	B
											2010	600	B				31	B
											2011	525	B				27	B
											2012	550	B				29	B
											2013	550	B				29	B
											2014	550	B				29	B
											2015	450	B				24	B
0.000-2.015										% of MV	2016	550	B				29	B
Roadway ID 58100001										3.51%	2017	575	B				30	B
0.000-1.000										3.87%	2022	635	B				33	B
Roadway ID 58100017										4.27%	2025	701	B				37	B
Allentown School Road (CR182)																		
Chumuckla Highway/CR 197 to Allentown Road/SR 89	Minor Collector	2	Undivided	0	0.000	8.909	Rural	(C) 16,400	222	850	2008	850	B	0.095	0.55	(C) 850	44	B
											2009	900	B				47	B
											2010	900	B				47	B
											2011	900	B				47	B
											2012	850	B				44	B
											2013	850	B				44	B
											2014	700	B				37	B
											2015	800	B				42	B
										% of MV	2016	850	B				44	B
										5.18%	2017	850	B				44	B
0.000-8.909										5.72%	2022	938	B				49	B
Roadway ID 58520000										6.32%	2025	1,036	B				54	B
Da Lisa Road																		
Galy City Road to Garcon Point Road	Major Collector	2	Undivided	0	0.000	2.160	Urbanized	(D) 14,800	5901	3,600	2008	-	-	0.09	0.55	(D) 750	N/A	N/A
											2009	-	-				N/A	N/A
											2010	-	-				N/A	N/A
											2011	3,000	C				N/A	N/A
											2012	2,900	C				144	C
											2013	3,000	C				149	C
											2014	3,300	C				163	C
											2015	3,600	C				178	C
										% of MV	2016	3,600	C				178	C
										24.32%		3,600	C				178	C
1.256-3.416										26.86%		3,975	C				197	C
Roadway ID 58000078										29.65%		4,388	C				217	C
Galt City Road																		
US 90/SR10/Hwy 90 to Da Lisa Road	Major Collector	2	Undivided	0	0.000	1.256	Urbanized	(D) 14,800	5903	4,700	2008	-	-	0.09	0.55	(D) 750	N/A	N/A
											2009	-	-				N/A	N/A
											2010	-	-				N/A	N/A
											2011	-	-				N/A	N/A
											2012	-	-				N/A	N/A
											2013	-	-				N/A	N/A
											2014	-	-				N/A	N/A
											2015	5,100	C				N/A	N/A
										% of MV	2016	5,000	C				248	C
										31.76%	2017	4,700	C				233	C
0.000-1.256										35.06%	2022	5,189	C				257	C
Roadway ID 58000078										38.71%	2025	5,729	C				284	C

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, COUNTY ROADS

COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2017 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	K FACTOR	D FACTOR	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
East Spencer Field Road																		
US90 to	Major	2	Undivided	1	0.508	1.97	Urbanized	(D)	3	11,000	2008	9,100	D	0.09	0.55	(D)	450	D
North Spencer Field Road	Collector							14,800			2009	9,600	D			750	475	D
											2010	9,200	D				455	D
											2011	10,000	D				495	D
											2012	11,000	D				545	D
											2013	10,500	D				520	D
											2014	10,500	D				520	D
											2015	11,000	D				545	D
										% of MV	2016	9,300	D				460	D
										74.32%	2017	11,000	D				545	D
0.000-1.970										82.06%	2022	12,145	D				601	D
Roadway ID 58000020										90.60%	2025	13,409	D				664	D
Greenwood Road																		
SR 89 to SR 4	Minor	2	Undivided	0	0.000	8.848	Rural	(C)	240	450	2008	400	B	0.095	0.55	(C)	21	B
	Collector							8,400			2009	450	B			430	24	B
											2010	500	B				26	B
											2011	400	B				21	B
											2012	550	B				29	B
											2013	550	B				29	B
											2014	450	B				24	B
											2015	400	B				21	B
										% of MV	2016	400	B				21	B
										5.36%	2017	450	B				24	B
0.000-8.848										5.91%	2022	497	B				26	B
Roadway ID 58511000										6.53%	2025	549	B				29	B
Hamilton Bridge Road																		
East Spencer Field Road to	Major	2	Undivided	1	0.194	5.157	Urbanized	(D)	253	4,800	2008	4,100	C	0.09	0.55	(D)	203	C
Berryhill Road	Collector							17,700			2009	4,200	C			1,600	208	C
											2010	4,700	C				233	C
											2011	4,100	C				203	C
											2012	4,400	C				218	C
											2013	4,200	C				208	C
											2014	4,000	C				198	C
											2015	4,400	C				218	C
										% of MV	2016	5,000	C				248	C
										27.12%	2017	4,800	C				238	C
0.000-5.157										29.94%	2022	5,300	C				262	C
Roadway ID 58000022										33.06%	2025	5,851	C				290	C

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, COUNTY ROADS

COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2017 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT LOS	K FACTOR	D FACTOR	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
Willard Norris Road																		
SR87N to Martin Road	Major Collector	2	Undivided	1	0.246	4.067	Urbanized	(D) 17,700	1514	8,800	2008	7,500	C	0.09	0.55	(D) 1,600	371	C
											2009	8,200	C				406	C
											2010	8,400	C				416	C
											2011	7,700	C				381	C
											2012	8,400	C				416	C
											2013	8,100	C				401	C
											2014	8,300	C				411	C
											2015	8,500	C				421	C
										% of MV	2016	8,700	C				431	C
										49.72%	2017	8,800	C				436	C
5.380-9.447										54.89%	2022	9,716	C				481	C
Roadway ID 58600000										60.61%	2025	10,727	C				531	C
Martin Road to Chumuckla Highway	Major Collector	2	Undivided	0	0.000	5.380	Urbanized	(D) 17,700	1514	8,800	2008	7,500	C	0.09	0.55	(D) 1,600	371	C
											2009	8,200	C				406	C
											2010	8,400	C				416	C
											2011	7,700	C				381	C
											2012	8,400	C				416	C
											2013	8,100	C				401	C
											2014	8,300	C				411	C
											2015	8,500	C				421	C
										% of MV	2016	8,700	C				431	C
										49.72%	2017	8,800	C				436	C
0.000--5.380										54.89%	2022	9,716	C				481	C
Roadway ID 58600000										60.61%	2025	10,727	C				531	C
Park Avenue																		
SR89 to SR87	Major Collector	2	Undivided	1	1.339	0.747	Urbanized	(D) 17,700	5001	5,100	2008	6,400	C	0.09	0.55	(D) 1,600	317	C
											2009	7,000	C				347	C
											2010	6,500	C				322	C
											2011	5,700	C				282	C
											2012	7,400	C				366	C
											2013	6,300	C				312	C
											2014	6,000	C				297	C
											2015	7,000	C				347	C
										% of MV	2016	5,000	C				248	C
										28.81%	2017	5,100	C				252	C
0.000-0.747										31.81%	2022	5,631	C				279	C
Roadway ID 58000002										35.12%	2025	6,217	C				308	C

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, COUNTY ROADS

COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2017 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	K FACTOR	D FACTOR	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
Commerce Road																		
SR281 (Avalon Boulevard) to	Major	2	Undivided	1	0.737	1.357	Urbanized	(D)	5902	3,400	2008	-	-			(D)	-	-
Galt City Road	Collector							17,700			2009	-	-			1,600	-	-
											2010	-	-				-	-
											2011	-	-				-	-
											2012	-	-				-	-
											2013	-	-				-	-
											2014	-	-				-	-
											2015	5,100	C				-	-
										% of MV	2016	3,300	C				163	C
										19.21%	2017	3,400	C				168	C
0.000-1.357										21.21%	2022	3,754	C				186	C
Roadway ID 58000092										23.42%	2025	4,145	C				205	C
Galt City Road																		
US90 to	Major	2	Undivided	1	0.813	1.23	Urbanized	(D)	5903	4,700	2008	-	-			(D)	-	-
Da Lisa Road	Collector							17,700			2009	-	-			1,600	-	-
											2010	-	-				-	-
											2011	-	-				-	-
											2012	-	-				-	-
											2013	-	-				-	-
											2014	-	-				-	-
											2015	5,100	C				-	-
										% of MV	2016	5,000	C				248	C
										26.55%	2017	4,700	C				233	C
0.000-1.230										29.32%	2022	5,189	C				257	C
Roadway ID 58000078										32.37%	2025	5,729	C				284	C

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CONGESTION MANAGEMENT PROCESS 2016 LEVEL OF SERVICE ANALYSIS - BALDWIN COUNTY'S STATE ROADS																
										AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2016 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 42 Alabama US 98															
SR 91 Sycamore to Hillcrest Road	Principal Arterial	2	Undivided 45 MPH	0	1.000	Urbanized	(D) 24,200	598	9,820	2006	9,250	C	(D) 1,190	458	C
										2007	9,070	C		449	C
										2008	8,140	B		403	B
										2009	8,460	B		419	B
										2010	8,340	B		413	B
										2011	8,800	C		436	C
										2012	8,710	C		431	C
										2013	7,890	B		391	B
										2014	8,040	B		398	B
									% of MV	2015	9,590	C		475	C
									40.58%	2016	9,820	C		486	C
77.05-78.85									44.80%	2021	10,842	C		537	C
Route ID: AL0042									49.46%	2026	11,971	C		593	C
Hillrest Rd to Aabama State Line Alabama Line	Principal Arterial	2	Undivided 45 MPH	1	2.10	Urbanized	(D) 17,700	559 1006	10,100 12,690	2006	12,420	C	(D) 880	615	C
										2007	12,100	C		599	C
										2008	10,850	C		537	C
										2009	11,270	C		558	C
										2010	11,120	C		550	C
										2011	10,510	C		520	C
										2012	10,400	C		515	C
										2013	10,990	C		544	C
										2014	10,555	C		522	C
									% of MV	2015	10,870	C		538	C
									64.38%	2016	11,395	C		564	C
78.85-80.248									71.08%	2021	12,581	C		623	C
Route ID: AL0042									78.48%	2026	13,890	C		688	C
SR180 (Canal Road)															
Foley Beach Express to SR161	Principal Arterial	2	Divided 45 MPH	0	1.000	Urbanized	(D) 17,700	593	16,210	2007	14,100	C	(D) 750	698	D
										2008	12,950	C		641	D
										2009	13,480	C		667	D
										2010	16,250	C		804	F*
										2011	-	-		-	-
										2012	-	-		-	-
										2013	15,430	C		764	E*
										2014	15,510	C		768	E*
										2015	15,820	C		783	E*
									% of MV	2015	15,820	C		783	E*
									91.58%	2016	16,210	C		802	F*
									101.11%	2021	17,897	F*		886	F*
Route ID: AL0180									111.64%	2026	19,760	F*		978	F*

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CONGESTION MANAGEMENT PROCESS 2016 LEVEL OF SERVICE ANALYSIS - BALDWIN COUNTY'S STATE ROADS																
										AADT			PK HR. / PK DIR.			
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2016 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR161															
SR180 (Canal Road) to	Principal	4	Divided	0	1.000	Urbanized	(D)	512	26,430	2006	17,570	C	(D)	870	C
SR182 (Perdido Beach Blvd)	Arterial		45 MPH				39,800	1237	23,310	2007	17,200	C	2,000	851	C
										2008	14,840	C		735	C
										2009	15,310	C		758	C
										2010	15,050	C		745	C
										2011	-	-		-	-
										2012	-	-		-	-
										2013	19,335	C		957	C
										2014	22,900	C		1,134	C
									% of MV	2015	24,275	C		1,202	C
									62.49%	2016	24,870	C		1,231	C
									68.99%	2021	27,458	C		1,359	C
Route ID: AL00161									76.17%	2026	30,316	C		1,501	C
SR182 (Perdido Beach Blvd)															
SR161 to the	Principal	4	Divided	0	1.000	Urbanized	(D)	828	16,480	2006	19,170	C	(D)	949	C
Florida State Line	Arterial		45 MPH				39,800	505	15,720	2007	18,020	C	2,000	892	C
										2008	16,640	C		824	C
										2009	17,290	C		856	C
										2010	16,870	C		835	C
										2011	-	-		-	-
										2012	-	-		-	-
										2013	16,195	C		802	C
										2014	16,325	C		808	C
									% of MV	2015	17,305	C		857	C
									40.45%	2016	16,100	C		797	C
									44.66%	2021	17,776	C		880	C
Route ID: AL00182									49.31%	2026	19,626	C		971	C

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				TOTAL	SIG/	SEG.		LOS (STD)			AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	# OF SIG	PER MILE	LTH (MI.)	LOS AREA	& MAX VOL	COUNT STA #	2016 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
CR 99																
US 98 to Spanish Cove Drive	N/A	2	Undivided 25 MPH	0	0.000	1.100	Urbanized	(D) 24,200	2056	-	2006	-	-	(D) 1,190	-	-
											2007	5,900	B		292	B
											2008	5,880	B		291	B
											2009	5,940	B		294	B
											2010	6,060	B		300	B
											2011	5,940	B		294	B
											2012	4,430	B		219	B
											2013	4,890	B		242	B
											2014	4,090	B		202	B
										% of MV	2015	4,170	B		206	B
										-	2016	-	-		-	-
0.000-1.03										-	2021	-	-		-	-
Route ID: CO0866										-	2026	-	-		-	-
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Appendix B

Resolution FL-AL 18-29

RESOLUTION FL-AL 18-29

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE CONGESTION MANAGEMENT PROCESS MINOR 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 Pensacola Urbanized Area is an area with a population of 200,000 or more, thus making it a Transportation Management Area (TMA); and

WHEREAS, Fixing America's Surface Transportation Act ("FAST Act") Section 1201 134(k)(3)(a) requires TMAs address congestion management through a process that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities eligible for funding under this chapter and title 23 through the use of travel demand reduction, job access projects, and operational management strategies; 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 updating performance measure statistics to determine the effectiveness of the CMP strategies, inputting the prior year's traffic volumes, and updating level of service (LOS) ratings for all modes of transportation;

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

The 2018 Congestion Management Process Plan Minor Update is hereby adopted.

Passed and duly adopted by the Florida-Alabama Transportation Planning Organization on this 12th day of September 2018.

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Jeff Bergosh, Chairman

ATTEST: _____

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION
STATE OF FLORIDA

Appendix C

Document Review Comments

AGENCY COMMENTS

1. Please include the following roads on the next CMPP Update for LOS information:
   - Klondike Road - Mobile Hwy north to dead end
   - Eight Mile Creek Road - Mobile Hwy to Wilde Lake Blvd.
   - Wilde Lake Blvd. - Pine Forest Road to Klondike Road
   - Beulah Road - Frank Reeder Road to Muscogee Road

   Response:
   - Klondike Road – There is not a traffic monitoring station on this road so it could not be added
   - Eight Mile Creek Road – Added
   - Wilde Lake Boulevard – Added
   - Beulah Road – Already in the CMPP