

Future Conditions Appendix

CRTPA
REGIONAL
FREIGHT STUDY



RS&H

Appendix 1: Socioeconomic Comparison Materials

Population Projections

Population Projection Comparison between the Bureau Business and Economic Business Research (BEBR) and Woods and Poole.

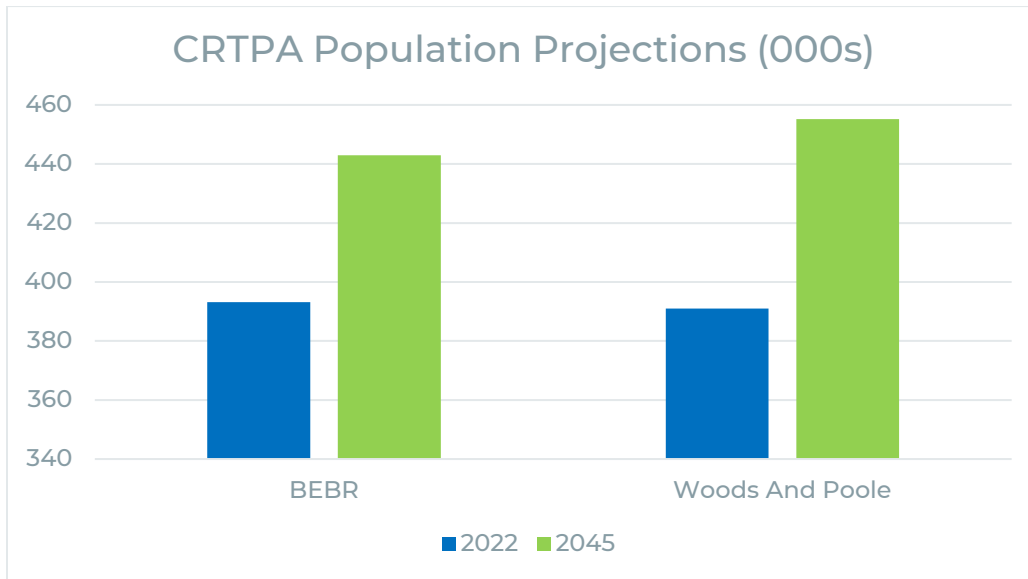
A review of two projection sources was conducted to assess the validity of the projections. When considering the results, the BEBR population projections were reviewed within the report due to the more conservative totals.

Table 1: 2022 and 2045 Population Projections

Year	BEBR	Woods And Poole
2022	393.19	390.99
2045	442.9	455.17

Source: Bureau of Economic and Business Research (BEBR) Volume 56, Bulletin 195, April 2023 and Woods and Poole

Figure 1: 2022 and 2045 Population Projections



Source: BEBR Volume 56, Bulletin 195, April 2023 and Woods and Poole

Table 2: BEBR Population Projections by County (2022-2045)

	Leon	Gadsden	Wakulla	Jefferson	CRTPA Region	Florida
2022 Population (000s)	299.13	43.97	35.17	14.92	393.19	22,276.13
2045 Population Medium Projection (000s)	337.9	44.9	44.1	16	442.9	27,270.00
Total Population Change 2022-2045 (000s)	38.77	0.93	8.93	1.08	49.71	4,993.87
% Population Change 2022-2045	11.47%	2.07%	20.25%	6.75%	11.22%	18.31%
Annual Average Population Growth Rate 2022-2045	0.50%	0.09%	0.88%	0.29%	0.49%	0.80%

Source: BEBR Volume 56, Bulletin 195, April 2023

Figure 2: Woods and Poole Population Projections by County (2022-2045)

	Leon	Gadsden	Wakulla	Jefferson	CRTPA Region	Florida
2022 Population (000s)	297.37	43.40	35.18	15.04	390.99	22,244.82
2045 Population (000s)	348.59	44.27	46.03	16.29	455.17	28,459.88
Total Population Change 2022-2045 (000s)	51.22	0.87	10.85	1.24	64.18	6215.06
% Population Change 2022-2045	17.22%	2.00%	30.85%	8.26%	16.42%	21.84%
Annual Average Population Growth Rate 2022-2045	0.69%	0.09%	1.18%	0.35%	0.66%	0.95%

Source: Woods and Poole

Employment Projections

Freight related employment projections underwent a similar review as the population data. Given the variability of projections, the Woods and Poole data was most available at the county level and was therefore used within the report.

Table 3: Freight Employment Projection (2022-2045)

	Leon	Gadsden	Wakulla	Jefferson	CRTPA Region
2022 Freight Employment (000s)	19.89	8.61	2.58	1.69	32.77
2045 Freight Employment (000s)	22.12	8.35	2.99	1.77	35.03
Total Freight Employment Change 2022-2045	2.23	(0.26)	0.41	0.08	2.26
% Freight Employment Change 2022-2045	11.24%	(3.08%)	15.96%	4.78%	7.52%
Annual Average Freight Employment Growth Rate 2022-2045	0.46%	(0.12%)	0.65%	0.20%	0.32%

Source: Woods and Poole

Table 4: Freight Industry Employment Projection (2022-2030) – FDOC

	*Florida Department of Commerce ¹			Gadsden County Development Council ²
	Leon	“Capital Region” – Gadsden & Wakulla	“North Florida” – Hamilton, Jefferson, Lafayette, Madison, Suwannee, Taylor	Gadsden
2022 Freight Employment (000s)	13.06	5.34	5.6	11.41
2030 Freight Employment (000s)	13.54	5.56	5.81	---
Total Freight Employment Change 2022-2030	0.48	0.22	0.21	---
% Freight Employment Change 2022-2030	3.7%	4.2%	3.8%	---
Annual Average Freight Empl. Growth Rate 2022-2030	0.45%	0.53%	0.47%	---

¹ <https://floridajobs.org/economic-data/employment-projections>

² <https://www.gadsdenfldev.com/economic-data/industry-spotlight/>

Source: FDOC

*Note: Employment projections from the Florida Department of Economic Opportunity separate Leon County's employment figures, while grouping Gadsden, Leon, and Wakulla Counties together into a single region ("The Capital Region")³ Additionally, Jefferson County was grouped in the "North Florida" Area which prevented a direct comparison of their projections. In this analysis, Leon was subtracted from "The Capital Region" to measure Gadsden and Wakulla together. Jefferson County is grouped with the "North Florida" counties.

³ <https://careersourceflorida.com/wp-content/uploads/2022/05/CareerSource-Florida-LWDB-Map.pdf>

Appendix 2: Top Corridors by Maximum Annual Freight Tonnage

In each of the tables below, an analysis was conducted to identify the top five freight corridors within each of the four counties. Each table first identifies the corridors with the highest maximum freight tonnage total and then proceeds to the commodity categories. The top five corridors are identified by the maximum freight annual freight tonnage (000s) and supplemented by the maximum number of daily trips along the same corridor. The I-10 corridor moves the most significant freight volumes through the region, while Wakulla County (without I-10) has US 98 with the most significant movements.

Table 5: Gadsden County Top 5 Corridors by Maximum Freight Tonnage (000s)

Commodity	Corridor 1			Corridor 2			Corridor 3			Corridor 4			Corridor 5		
	Name	Tons	Trips	Name	Tons	Trips	Name	Tons	Trips	Name	Tons	Trips	Name	Tons	Trips
Total	I-10	107,312	12,569	SR 12	15,178	1,729	SR 267	13,421	1,379	US 90	8,950	961	US 27	2,226	315
Farm Products	I-10	13,993	1,648	SR 12	3,288	390	SR 267	2,514	301	US 90	879	108	US 27	426	53
Food, Bev., Tobacco	I-10	8,647	1,225	SR 12	729	112	SR 267	388	61	US 90	357	56	US 27	290	46
Stone, Sand, Gravel, Ores	I-10	21,546	1,904	SR 267	5,369	459	SR 12	3,992	349	US 90	3,583	308	US 27	150	14
Liquid and Gases	I-10	2,319	257	SR 267	290	37	US 90	126	19	SR 12	42	5	US 27	27	3
Chemicals	I-10	7,764	932	SR 267	228	31	US 90	366	47	SR 12	577	72	US 27	170	22
Logs and Other Wood	I-10	8,841	955	SR 12	3,400	371	SR 267	1,858	206	US 27	162	17	US 90	152	16
Waste and Scraps	I-10	3,590	386	SR 12	816	89	US 90	275	32	SR 267	222	25	SR 65	6	1
Consumer Manuf. Goods	I-10	12,701	1,853	SR 12	655	102	US 90	318	52	SR 267	266	43	US 27	241	38
Durable Goods (High-Tech)	I-10	19,546	2,033	SR 267	3,835	335	US 90	2,377	210	SR 12	1,360	128	US 27	255	31
Durable Goods (Low-Tech)	I-10	1,801	330	SR 12	84	19	US 90	77	18	US 27	40	8	SR 267	33	8
Motor and Other Vehicles	I-10	1,524	215	SR 12	139	21	US 27	20	3	SR 267	18	3	US 90	17	3
Mixed Freight	I-10	5,144	849	US 90	659	122	SR 12	605	107	SR 267	497	91	US 27	439	80

Source FAF5 2050

Table 6: Jefferson County Top 5 Corridors by Maximum Freight Tonnage (000s)

Commodity	Corridor 1			Corridor 2			Corridor 3			Corridor 4			Corridor 5		
	Name	Tons	Trips	Name	Tons	Trips	Name	Tons	Trips	Name	Tons	Trips	Name	Tons	Trips
Total	I-10	93,284	10,994	US 19	44,957	5,272	US 98	24,849	2,858	US 27	14,155	1,666	SR 59	908	128
Farm Products	I-10	14,267	1,680	US 98	5,005	586	US 19	4,194	498	US 27	1,876	224	SR 59	140	18
Food, Bev., Tobacco	I-10	7,572	1,060	US 19	3,416	476	US 98	1,392	202	US 27	1,149	171	SR 59	163	24
Stone, Sand, Gravel, Ores	I-10	17,870	1,604	US 19	8,487	763	US 98	6,414	569	US 27	2,942	263	SR 59	69	6
Liquid and Gases	I-10	1,608	172	US 19	856	96	US 98	805	88	US 27	364	42	SR 59	30	3
Chemicals	I-10	6,603	786	US 19	3,693	435	US 98	1,089	129	US 27	788	99	US 221	35	5
Logs and Other Wood	I-10	7,770	841	US 19	5,696	626	US 98	3,269	360	US 27	2,040	226	US 221	89	9
Waste and Scraps	I-10	2,928	313	US 19	1,238	132	US 98	1,113	120	US 27	388	42	SR 59	26	3
Consumer Manuf. Goods	I-10	10,805	1,570	US 19	4,674	686	US 98	2,115	305	US 27	1,048	159	SR 59	274	39
Durable Goods (High-Tech)	I-10	16,545	1,731	US 19	9,003	953	US 27	2,534	255	US 98	2,222	249	US 221	476	62
Durable Goods (Low-Tech)	I-10	1,531	274	US 19	798	142	US 98	119	25	US 27	85	18	SR 59	6	1
Motor and Other Vehicles	I-10	1,420	201	US 19	505	70	US 98	147	22	US 27	34	5	SR 59	5	1
Mixed Freight	I-10	5,193	860	US 19	2,398	395	US 98	1,158	205	US 27	907	161	SR 59	128	23

Source FAF5 2050

Table 7: Leon County Top 5 Corridors by Maximum Freight Tonnage (000s)

Commodity	Corridor 1			Corridor 2			Corridor 3			Corridor 4			Corridor 5		
	Name	Tons	Trips	Name	Tons	Trips	Name	Tons	Trips	Name	Tons	Trips	Name	Tons	Trips
Total	I-10	107,464	12,587	FL 20	19,094	2,182	THOMASVILLE RD	18,500	2,269	SR 267	16,881	1,904	US 27	13,842	1,670
Farm Products	I-10	14,057	1,656	FL 20	3,225	380	SR 267	2,775	325	US 27	1,736	206	THOMASVILLE RD	1,142	143
Food, Bev., Tobacco	I-10	8,579	1,219	THOMASVILLE RD	2,309	369	US 27	1,415	224	FL 61	1,351	207	US 319	1,309	195
Stone, Sand, Gravel, Ores	I-10	21,546	1,904	THOMASVILLE RD	5,751	493	US 27	4,442	377	FL 20	3,968	350	SR 267	3,834	339
Liquid and Gases	I-10	2,388	264	THOMASVILLE RD	1,073	143	US 319	1,003	134	FL 20	784	85	SR 267	769	84
Chemicals	I-10	7,781	934	FL 20	1,013	124	SR 267	954	114	US 27	755	104	US 319	668	81
Logs and Other Wood	I-10	8,886	960	FL 20	4,279	476	SR 267	3,269	360	US 27	2,040	226	APALACHEE PKWY	1,602	179
Waste and Scraps	I-10	3,590	386	FL 20	1,129	122	SR 267	1,023	111	THOMASVILLE RD	651	73	US 27	563	63
Consumer Manuf. Goods	I-10	12,719	1,855	US 319	1,679	246	THOMASVILLE RD	1,677	246	FL 61	1,663	243	FL 20	975	151
Durable Goods (High-Tech)	I-10	19,550	2,033	THOMASVILLE RD	3,991	395	US 27	3,459	335	MAHAN DR	2,524	244	APALACHEE PKWY	2,361	230
Durable Goods (Low-Tech)	I-10	1,798	329	THOMASVILLE RD	199	49	US 319	187	33	FL 61	186	33	US 27	168	40
Motor and Other Vehicles	I-10	1,526	215	FL 20	134	20	SR 267	131	19	US 319	115	16	THOMASVILLE RD	115	16
Mixed Freight	I-10	5,268	876	THOMASVILLE RD	1,746	328	FL 61	1,267	236	US 27	1,260	236	US 319	1,237	225

Source FAF5 2050

Table 8: Wakulla County Top 5 Corridors by Maximum Freight Tonnage (000s)

Commodity	Corridor 1			Corridor 2			Corridor 3			Corridor 4			Corridor 5		
	Name	Tons	Trips	Name	Tons	Trips	Name	Tons	Trips	Name	Tons	Trips	Name	Tons	Trips
Total	US 98	24,849	2,858	SR 267	16,881	1,904	US 319	7,972	1,034	SR 363	3,261	395	C61	44	6
Farm Products	US 98	5,005	586	SR 267	2,867	334	US 319	1,248	155	SR 363	620	74	C61	9	1
Food, Bev., Tobacco	US 98	1,392	202	US 319	809	130	SR 267	581	83	SR 363	236	33	C61	3	1
Stone, Sand, Gravel, Ores	US 98	6,414	569	SR 267	3,910	348	US 319	1,605	141	SR 363	596	52	C61	9	1
Liquid and Gases	US 319	1,681	207	US 98	805	88	SR 267	769	84	SR 363	370	39	C61	7	1
Chemicals	US 98	1,089	129	SR 267	954	114	US 319	358	55	SR 363	159	18	--	--	--
Logs and Other Wood	US 98	3,269	360	SR 267	3,269	360	--	--	--	--	--	--	--	--	--
Waste and Scraps	US 98	1,113	120	SR 267	1,023	111	US 319	467	52	SR 363	62	7	--	--	--
Consumer Manuf. Goods	US 98	2,115	305	SR 267	916	139	SR 363	898	120	US 319	436	75	C61	6	1
Durable Goods (High-Tech)	US 98	2,222	249	SR 267	1,884	196	US 319	498	53	SR 363	300	48	C61	5	1
Durable Goods (Low-Tech)	US 98	119	25	SR 267	99	21	US 319	37	8	SR 363	13	3	--	--	--
Motor and Other Vehicles	US 98	147	22	SR 267	131	19	US 319	12	2	SR 363	6	1	--	--	--
Mixed Freight	US 98	1,158	205	US 319	821	156	SR 267	660	114	SR 363	15	3	--	--	--

Source FAF5 2050

Appendix 3: Regional Trade and Commodity Flows

*Note: Key Corridors by Commodity (Tables) are on 8.5" x 14" size paper.

Additionally, I-10 data is divided into 2 lines within the source FAF5 dataset, as such the line with the largest tonnage and trips was utilized for symbolization.

The following sections expand on the Commodity Flows chapter in the main report. Each commodity group, as defined in the FHWA Freight Analysis Framework (FAF5), is summarized separately in three tables and two maps.

For each commodity, the first table identifies the top ten corridors in the Region that transport the given commodity in 2022, and the second table presents the same information for 2050. These tables provide data on corridors with the maximum volume and maximum daily trips across the Region. The third table highlights the top ten corridors experiencing freight growth for the given commodity between 2022 and 2050.

Additionally, the following sections include two maps per commodity to visually represent freight movement patterns by commodity. The first map illustrates the flows of the given commodity in 2022 and the second map presents the projected commodity flows in 2050, providing insight into potential shifts in the freight network over the next 30 years.

Key Corridors by Commodity (Tables)

Farm Products

Table 9: Top 10 Freight Corridors for Farm Products in the Region (2022)

Corridor	Maximum Annual Thousand Tons (2022)	Maximum Daily Trips (2022)
I-10	11,189	1,316
SR 20	4,876	583
US 98	3,987	467
US 19	3,358	397
SR 12	2,786	331
SR 267	2,437	284
US 27	1,537	184
US 319	1,025	128
Apalachee Pkwy	876	104
Thomasville Rd	875	109

Source: FHWA Freight Analysis Framework Version 5.5

Table 10: Top 10 Freight Corridors for Farm Products in the Region (2050)

Corridor	Maximum Annual Thousand Tons (2050)	Maximum Daily Trips (2050)
I-10	14,267	1,680
SR 20	5,727	683
US 98	5,005	586
US 19	4,194	498
SR 12	3,288	390
SR 267	2,867	334
US 27	1,876	224
US 319	1,248	155
Thomasville Rd	1,142	143
SR 61	1,112	137

Source: FHWA Freight Analysis Framework Version 5.5

Table 11: Top 10 Corridors for Farm Freight Growth in the Region (2022-2050)

Corridor	Tons		Trips	
	% Change 2022-2050	Annual Growth Rate	% Change 2022-2050	Annual Growth Rate
C 61	79.7%	2.1%	79.9%	2.1%
SR 363	79.6%	2.1%	79.7%	2.1%
SR 309	78.6%	2.1%	78.8%	2.1%
NW Capital Cir	69.7%	1.9%	69.9%	1.9%
SR 159	60.8%	1.7%	63.2%	1.8%
Franklin Blvd	55.0%	1.6%	55.6%	1.6%
C 157	44.6%	1.3%	44.9%	1.3%
C 153	44.6%	1.3%	44.9%	1.3%
Orchard Pond Pkwy	41.7%	1.3%	41.7%	1.3%
SR 93	41.6%	1.3%	42.5%	1.3%

Source: FHWA Freight Analysis Framework Version 5.5

Figure 3: Farm Products Annual Freight Volume (thousand tons) and Daily Trips by Corridor (2022)

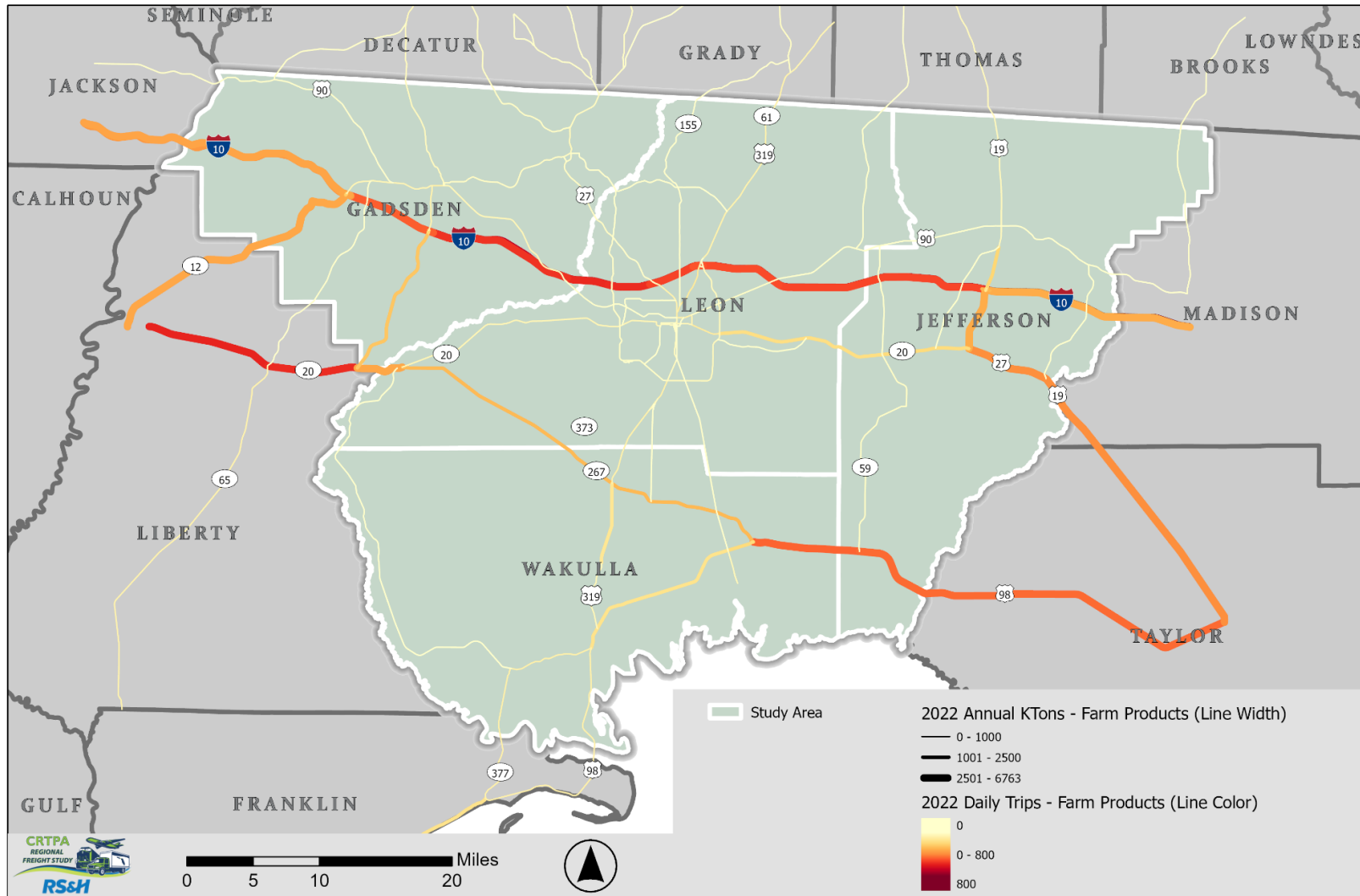


Figure 4: Farm Products Annual Freight Volume (thousand tons) and Daily Trips by Corridor (2050)



Food, Beverage, and Tobacco

Table 12: Top 10 Freight Corridors for Food, Beverage, and Tobacco Products in the Region (2022)

Corridor	Maximum Annual Thousand Tons (2022)	Maximum Daily Trips (2022)
I-10	5,320	748
US 19	2,107	291
Thomasville Rd	1,366	217
US 98	873	126
US 27	845	133
SR 61	807	122
US 319	794	116
SR 20	776	114
Mahan Dr	474	72
SR 12	474	72

Source: FHWA Freight Analysis Framework Version 5.5

Table 13: Top 10 Freight Corridors for Food, Beverage, and Tobacco Products in Region (2050)

Corridor	Maximum Annual Thousand Tons (2050)	Maximum Daily Trips (2050)
I-10	8,647	1,225
US 19	3,416	476
Thomasville Rd	2,309	369
US 27	1,415	224
US 98	1,392	202
SR 61	1,351	207
US 319	1,309	195
SR 20	1,237	184
Mahan Dr	801	122
SR 12	729	112

Source: FHWA Freight Analysis Framework Version 5.5

Table 14: Top 10 Corridors for Food, Beverage, and Tobacco Freight Growth (2022-2050)

Corridor	Tons		Trips	
	% Change 2022-2050	Annual Growth Rate	% Change 2022-2050	Annual Growth Rate
N Meridian Rd	96.4%	2.4%	98.7%	2.5%
Orchard Pond Pkwy	96.1%	2.4%	96.7%	2.4%
Meridian Rd	95.6%	2.4%	98.8%	2.5%
C 153	95.3%	2.4%	95.9%	2.4%
C 157	95.3%	2.4%	95.9%	2.4%
SR 309	84.0%	2.2%	87.0%	2.3%
Duval St	78.5%	2.1%	78.3%	2.1%
C 259	77.7%	2.1%	82.8%	2.2%
SR 93	76.8%	2.1%	80.3%	2.1%
C 61	75.5%	2.0%	75.6%	2.0%

Source: FHWA Freight Analysis Framework Version 5.5

Figure 5: Food, Beverage, and Tobacco Annual Freight Volume (thousand tons) and Daily Trips (2022)

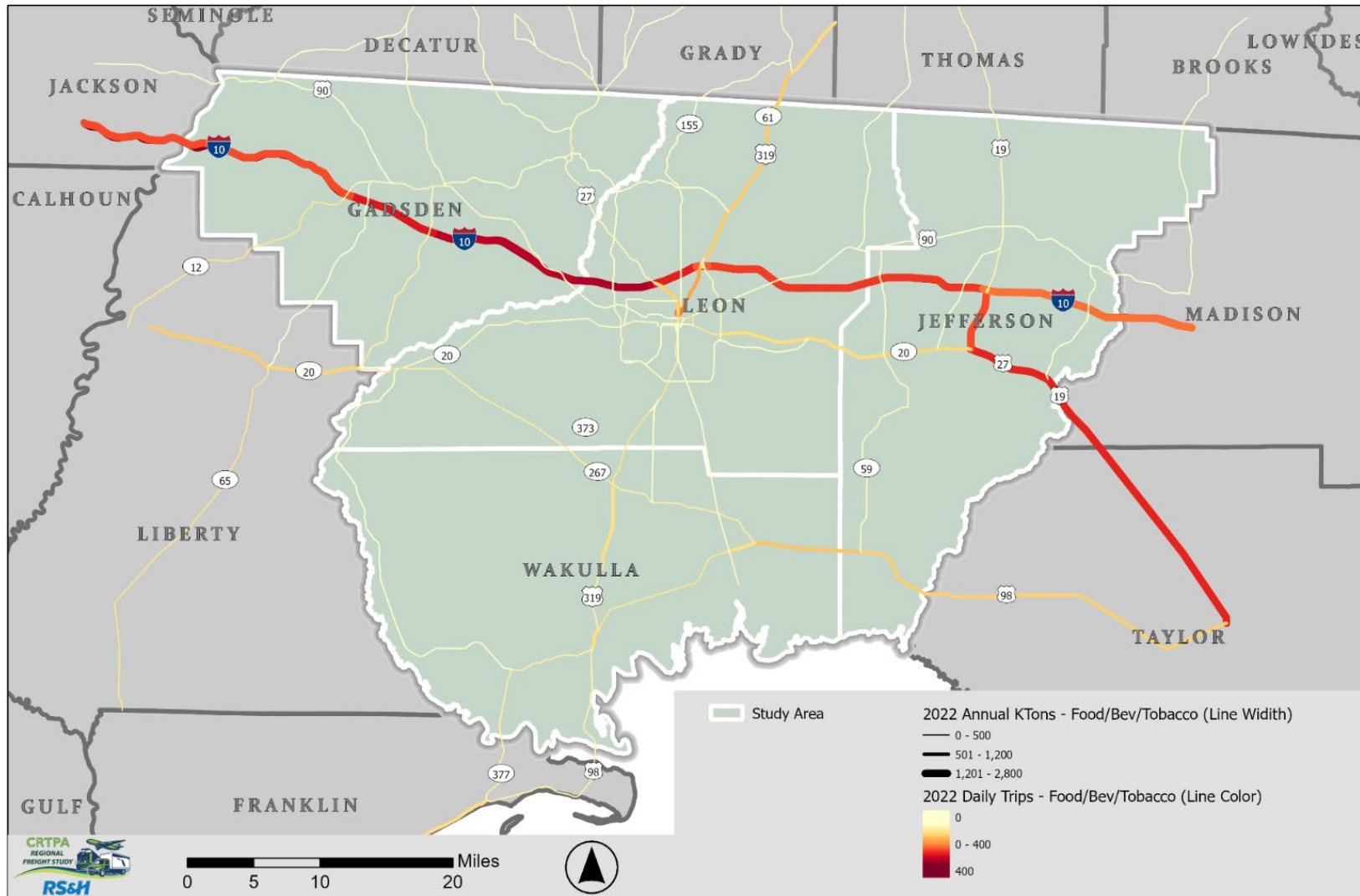
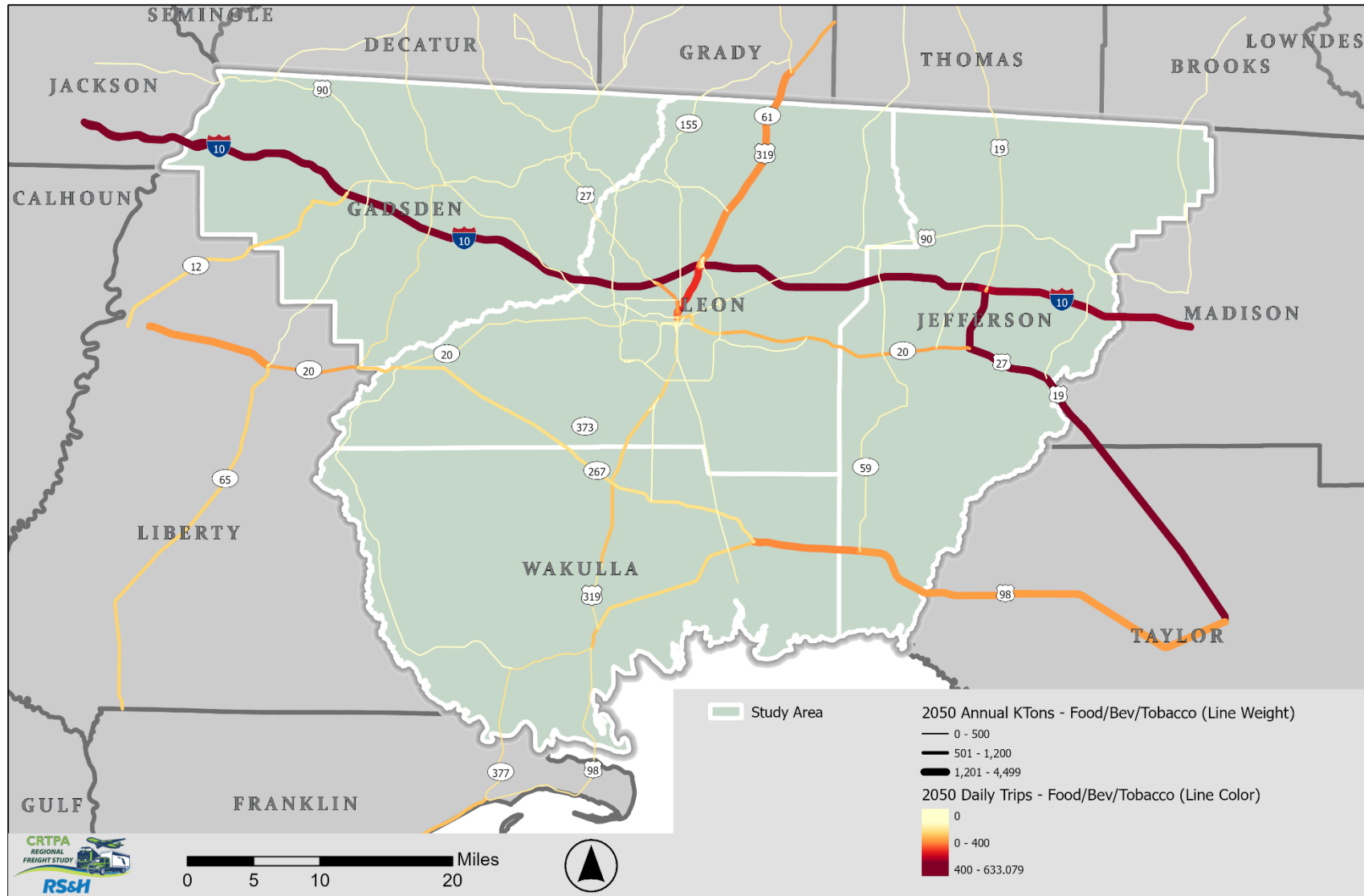


Figure 6: Food, Beverage, and Tobacco Annual Freight Volume (thousand tons) and Daily Trips (2050)



Stone, Sand, Gravel, & Ores

Table 15: Top 10 Freight Corridors for Stone, Sand, Gravel, & Ores in the Region (2022)

Corridor	Maximum Annual Thousand Tons (2022)	Maximum Daily Trips (2022)
I-10	13,886	1,230
US 19	5,455	492
Thomasville Rd	3,984	342
US 98	3,624	323
SR 267	3,600	308
US 27	3,043	259
SR 20	2,763	243
US 90	2,367	204
SR 12	2,350	206
Mahan Dr	1,880	168

Source: FHWA Freight Analysis Framework Version 5.5

Table 16: Top 10 Freight Corridors for Stone, Sand, Gravel, & Ores in Region (2050)

Corridor	Maximum Annual Thousand Tons (2050)	Maximum Daily Trips (2050)
I-10	21,546	1,904
US 19	8,487	763
US 98	6,414	569
Thomasville Rd	5,751	493
SR 267	5,369	459
SR 20	4,582	403
US 27	4,442	377
SR 12	3,992	349
US 90	3,583	308
Mahan Dr	2,779	248

Source: FHWA Freight Analysis Framework Version 5.5

Table 17: Top 10 Corridors for Stone, Sand, Gravel, & Ores Freight Growth (2022-2050)

Corridor	Tons		Trips	
	% Change 2022-2050	Annual Growth Rate	% Change 2022-2050	Annual Growth Rate
SR 363	200.3%	4.0%	200.4%	4.0%
C 61	200.3%	4.0%	200.5%	4.0%
SR 59	136.8%	3.1%	137.7%	3.1%
Franklin Blvd	124.6%	2.9%	124.5%	2.9%
NW Capital Cir	102.3%	2.5%	102.1%	2.5%
NE Capital Cir	85.3%	2.2%	81.9%	2.2%
US 221	81.4%	2.2%	81.8%	2.2%
US 98	77.0%	2.1%	76.2%	2.0%
SR 97	75.2%	2.0%	74.9%	2.0%
SR 302	74.9%	2.0%	74.7%	2.0%

Source: FHWA Freight Analysis Framework Version 5.5

Figure 7: Stone, Sand, Gravel, and Ores Annual Freight Volume (thousand tons) and Daily Trips (2022)

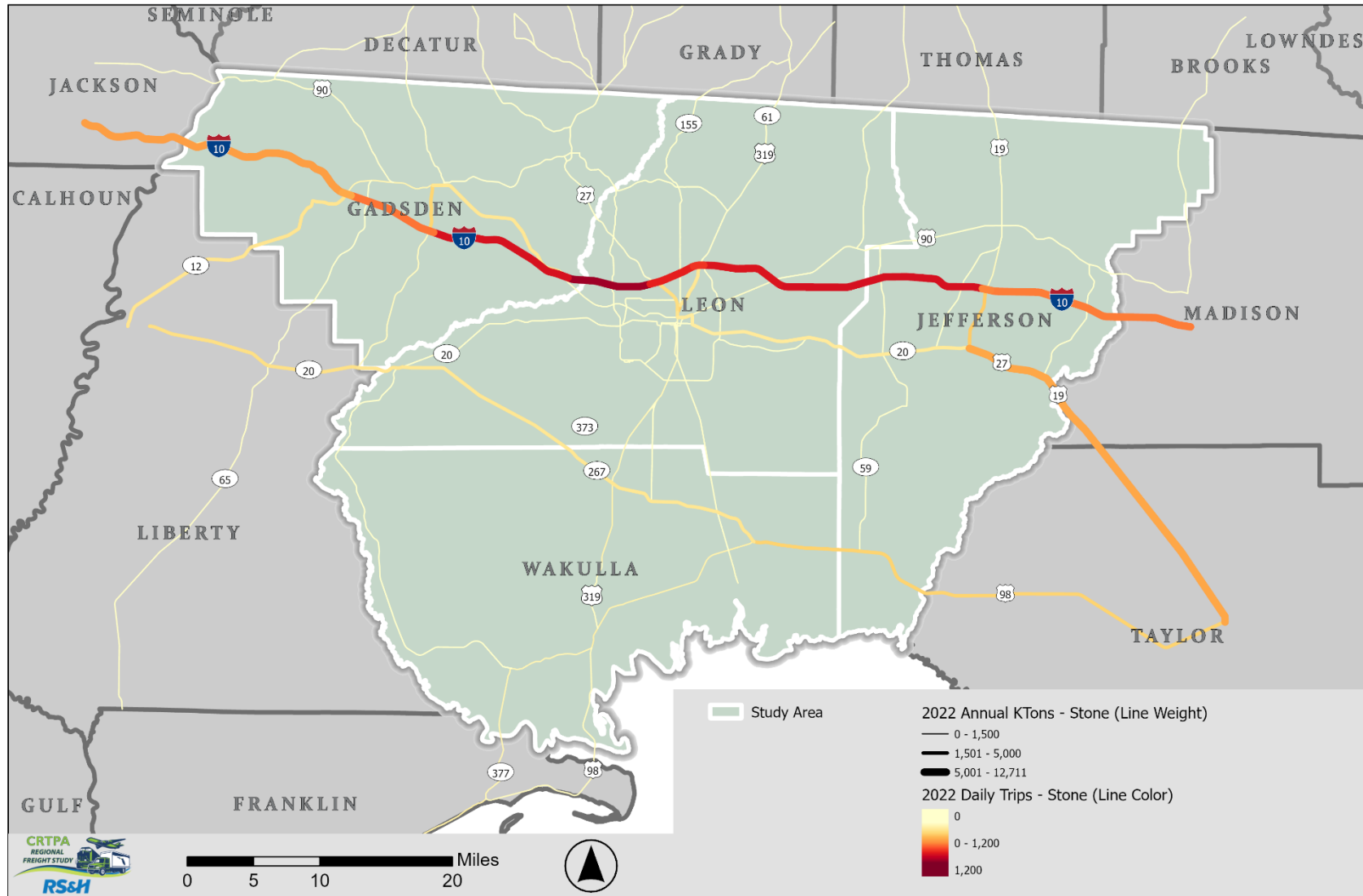
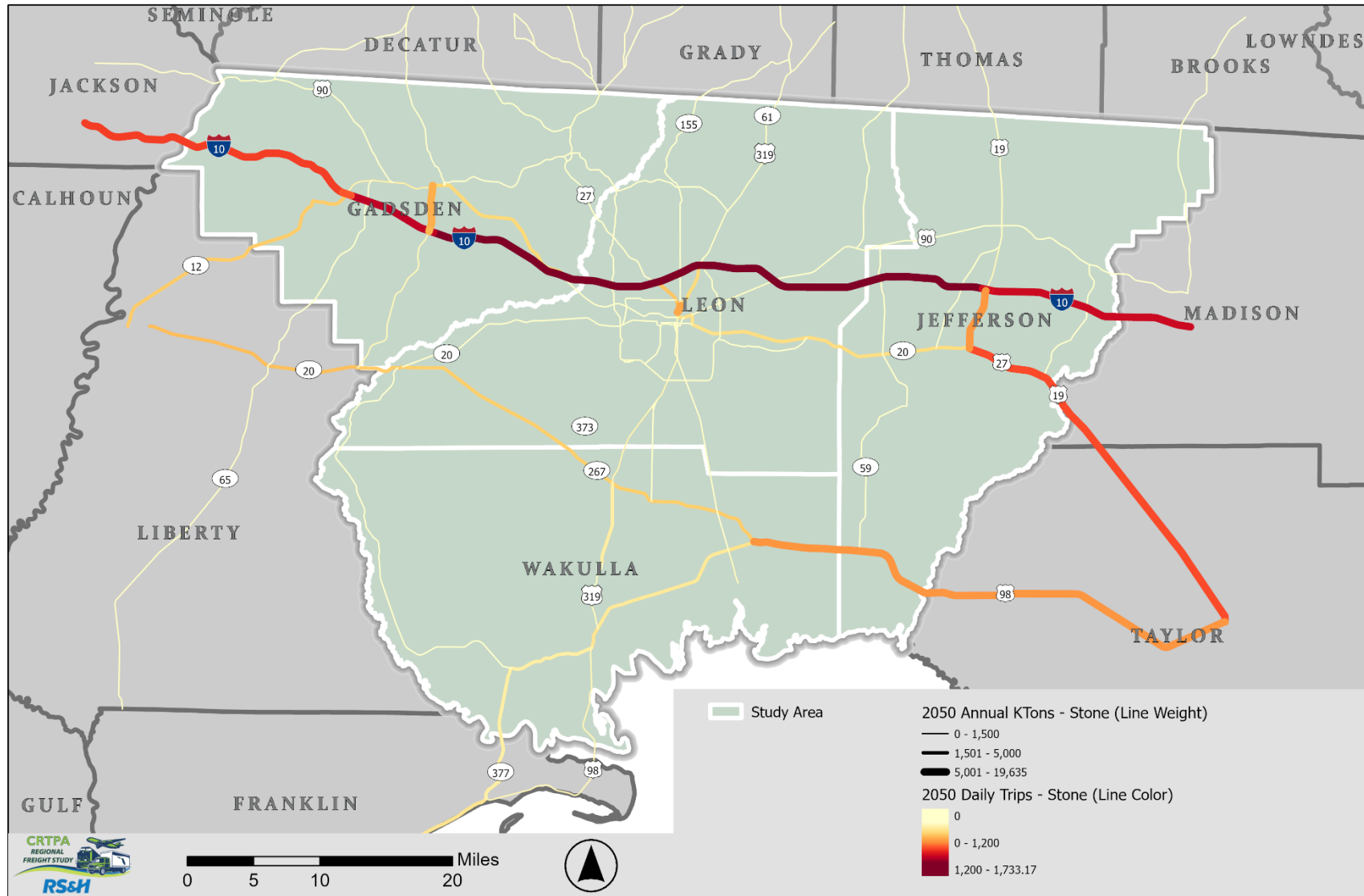


Figure 8: Stone, Sand, Gravel, and Ores Annual Freight Volume (thousand tons) and Daily Trips (2050)



Liquid and Gases

Table 18: Top 10 Freight Corridors for Liquid and Gases in the Region (2022)

Corridor	Maximum Annual Thousand Tons (2022)	Maximum Daily Trips (2022)
I-10	2,602	274
US 319	1,838	224
Thomasville Rd	1,294	171
US 98	1,036	113
US 27	906	127
US 19	879	97
SR 20	736	77
SR 267	719	75
Crawfordville Rd	668	98
SR 363	492	52

Source: FHWA Freight Analysis Framework Version 5.5

Table 19: Top 10 Freight Corridors for Liquid and Gases in the Region (2050)

Corridor	Maximum Annual Thousand Tons (2050)	Maximum Daily Trips (2050)
I-10	2,388	264
US 319	1,681	207
Thomasville Rd	1,073	143
US 19	856	96
US 98	805	88
SR 20	784	85
SR 267	769	84
US 27	743	105
Crawfordville Rd	536	80
SR 363	370	39

Source: FHWA Freight Analysis Framework Version 5.5

Table 20: Top Corridors for Liquid and Gases Freight Growth (2022-2050)

Corridor	Tons		Trips	
	% Change 2022-2050	Annual Growth Rate	% Change 2022-2050	Annual Growth Rate
US 90	15.3%	0.5%	19.3%	0.6%
SR 159	9.5%	0.3%	9.4%	0.3%
SR 267	6.9%	0.2%	11.3%	0.4%
SR 20	6.4%	0.2%	10.7%	0.4%
NW Capital Cir	5.1%	0.2%	10.6%	0.4%
SW Capital Cir	5.1%	0.2%	10.6%	0.4%

Source: FHWA Freight Analysis Framework Version 5.5

* Note: The six corridors shown are the only corridors that are projected to increase freight movement for liquids and gases.

Figure 9: Liquid and Gases Annual Freight Volume (thousand tons) and Daily Trips (2022)

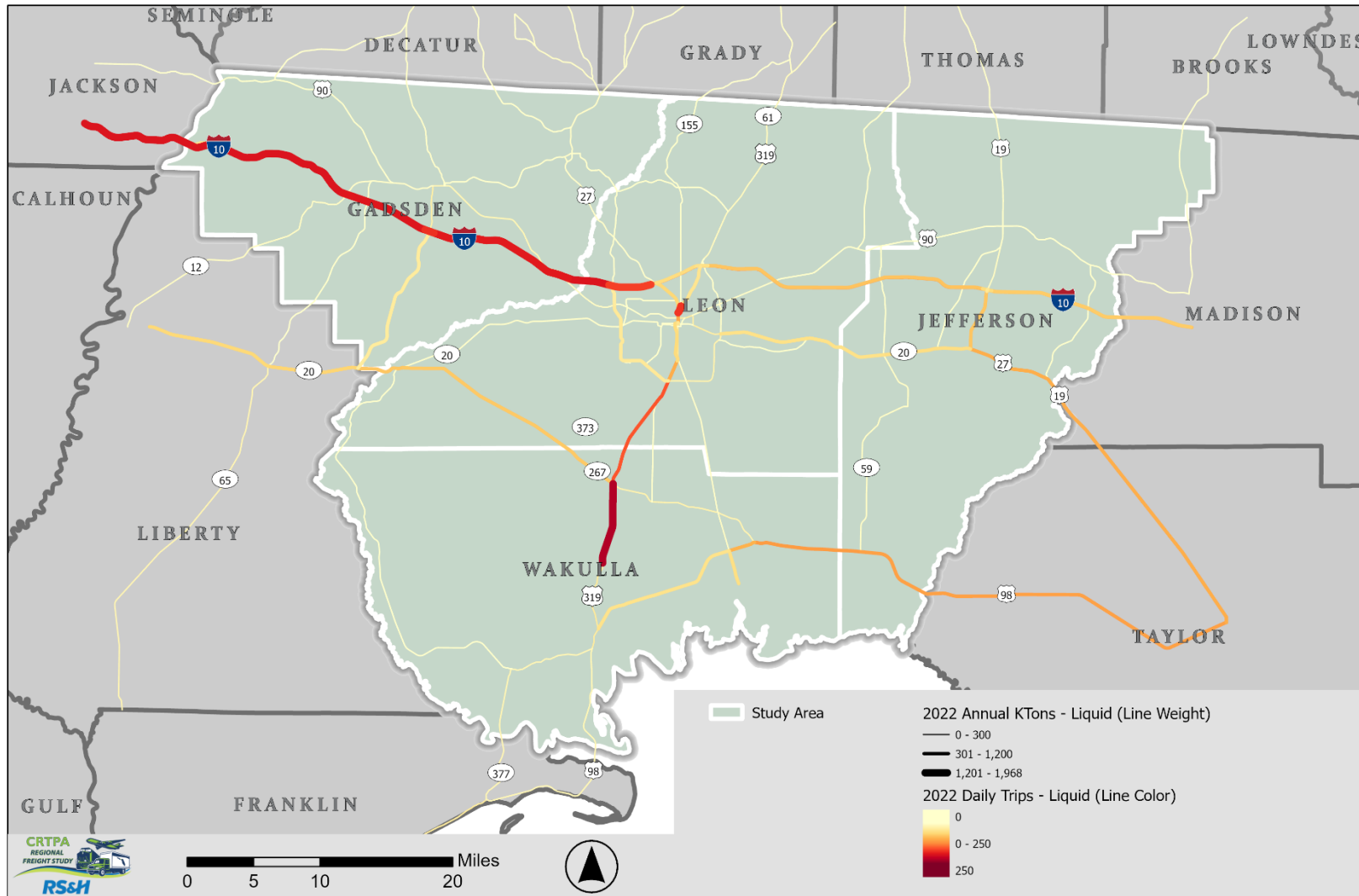
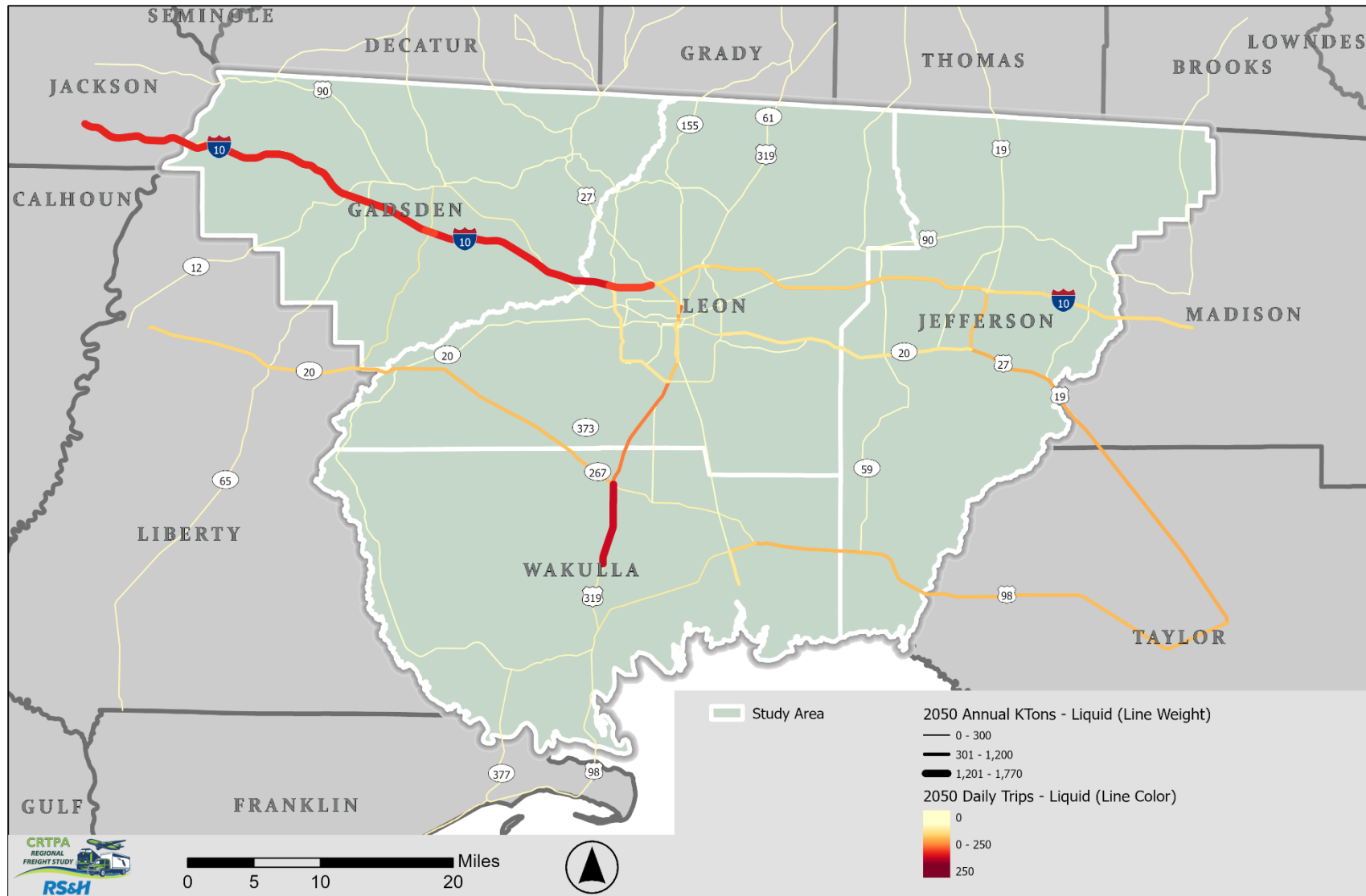


Figure 10: Liquid and Gases Annual Freight Volume (thousand tons) and Daily Trips (2050)



Chemicals

Table 21: Top 10 Freight Corridors for Chemicals in the Region (2022)

Corridor	Maximum Annual Thousand Tons (2022)	Maximum Daily Trips (2022)
I-10	2,964	352
US 19	1,420	166
SR 20	541	67
US 98	451	53
SR 267	383	45
US 27	322	41
US 319	260	31
Thomasville Rd	259	41
SR 61	257	31
Apalachee Pkwy	243	30

Source: FHWA Freight Analysis Framework Version 5.5

Table 22: Top 10 Freight Corridors for Chemicals in the Region (2050)

Corridor	Maximum Annual Thousand Tons (2050)	Maximum Daily Trips (2050)
I-10	7,781	934
US 19	3,693	435
SR 20	1,363	171
US 98	1,089	129
SR 267	954	114
US 27	788	104
US 319	668	81
Thomasville Rd	667	110
SR 61	660	80
Apalachee Pkwy	588	74

Source: FHWA Freight Analysis Framework Version 5.5

Table 23: Top 10 Corridors for Chemical Product Freight Growth (2022-2050)

Corridor	Tons		Trips	
	% Change 2022-2050	Annual Growth Rate	% Change 2022-2050	Annual Growth Rate
Stadium Dr	197.0%	4.0%	198.3%	4.0%
Bannerman Rd	186.2%	3.8%	186.4%	3.8%
NW Capital Cir	183.3%	3.8%	184.5%	3.8%
SR 309	178.9%	3.7%	180.2%	3.7%
SR 159	175.3%	3.7%	177.7%	3.7%
Lake Bradford Rd	173.7%	3.7%	180.6%	3.8%
US 221	171.8%	3.6%	174.5%	3.7%
Crawfordville Rd	169.4%	3.6%	180.0%	3.7%
Pensacola St	166.0%	3.6%	178.9%	3.7%
N Meridian Rd	165.3%	3.5%	168.2%	3.6%

Source: FHWA Freight Analysis Framework Version 5.5

Figure 11: Chemicals Annual Freight Volume (thousand tons) and Daily Trips (2022)

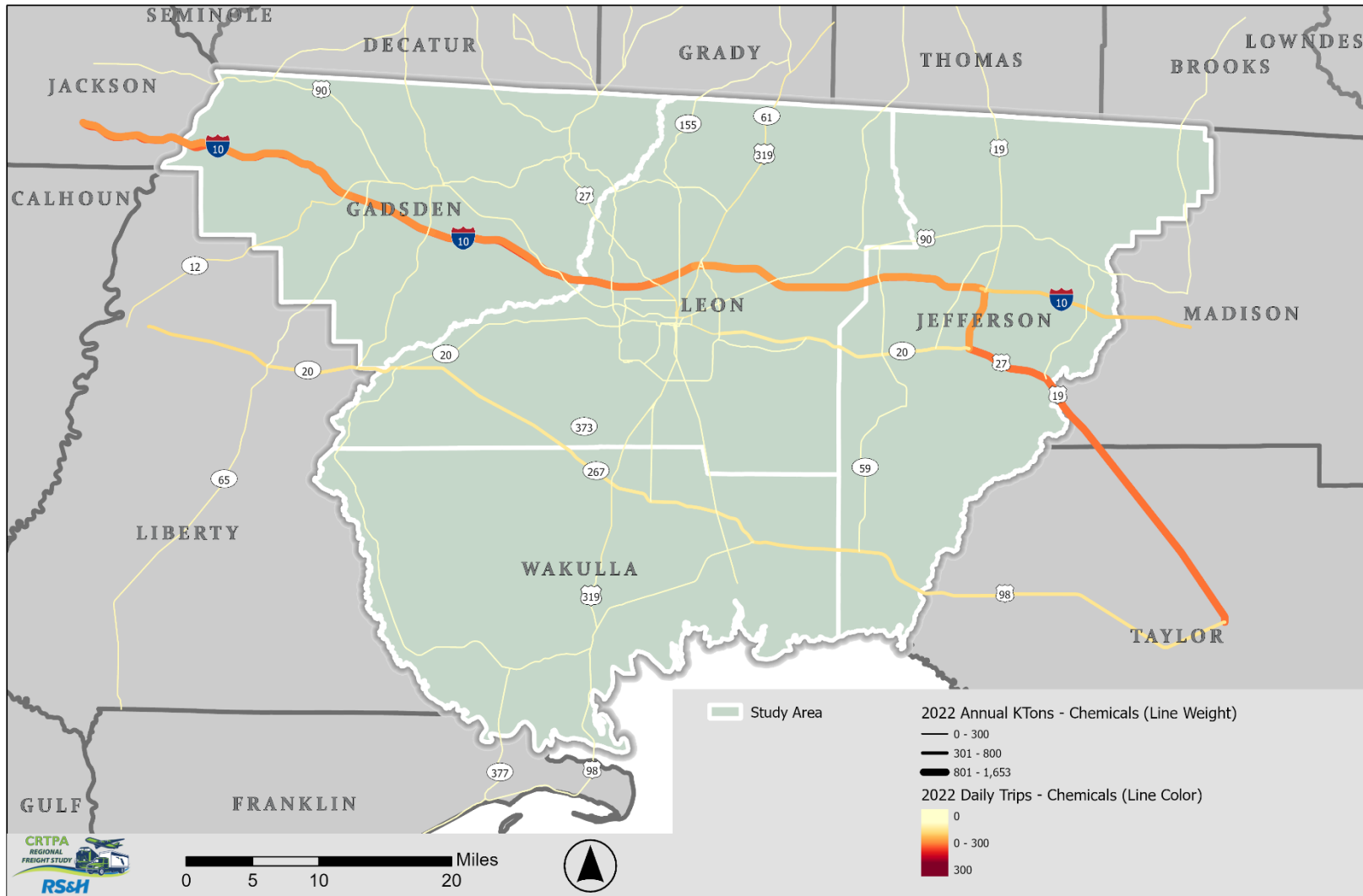
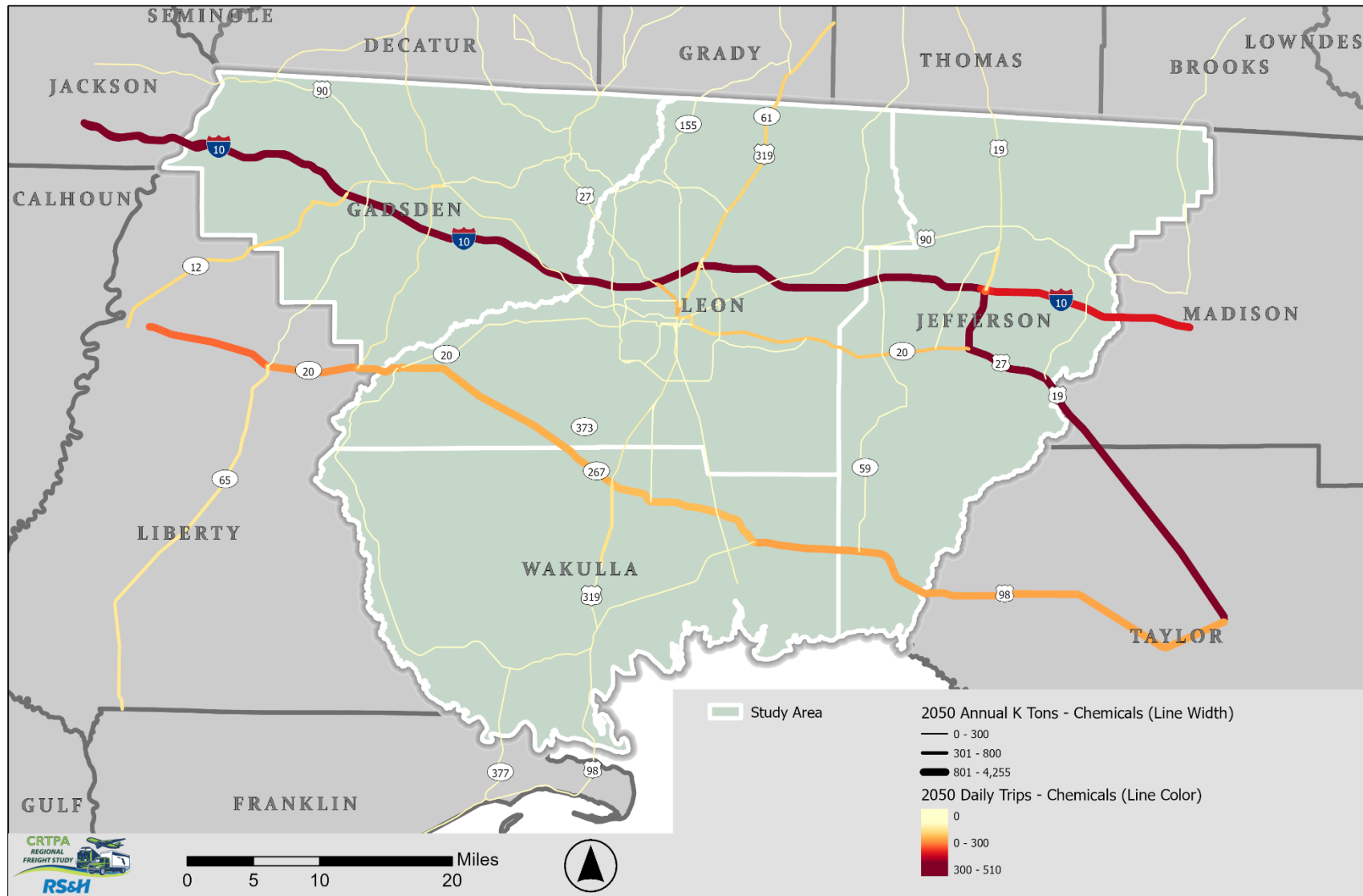


Figure 12: Chemicals Annual Freight Volume (thousand tons) and Daily Trips (2050)



Logs & Other Wood Products

Table 24: Top Freight Corridors for Logs & Other Wood Products in the Region (2022)

Corridor	Maximum Annual Thousand Tons (2022)	Maximum Daily Trips (2022)
I-10	5,668	612
SR 20	3,948	438
US 19	3,623	399
SR 12	2,182	238
US 98	2,107	232
SR 267	2,107	232
US 27	1,306	145
Apalachee Pkwy	1,027	115
Lake Bradford Rd	650	75

Source: FHWA Freight Analysis Framework Version 5.5

Table 25: Top Freight Corridors for Logs & Other Wood Products in the Region (2050)

Corridor	Maximum Annual Thousand Tons (2050)	Maximum Daily Trips (2050)
I-10	8,886	960
SR 20	6,137	681
US 19	5,696	626
SR 12	3,400	371
US 98	3,269	360
SR 267	3,269	360
US 27	2,040	226
Apalachee Pkwy	1,602	179
Lake Bradford Rd	1,010	116

Source: FHWA Freight Analysis Framework Version 5.5

Table 26: Top 10 Corridors for Logs & Other Wood Products Freight Growth (2022-2050)

Corridor	Tons		Trips	
	% Change 2022-2050	Annual Growth Rate	% Change 2022-2050	Annual Growth Rate
SR 309	106.1%	2.6%	105.8%	2.6%
NW Capital Cir	102.2%	2.5%	101.8%	2.5%
N Meridian Rd	98.1%	2.5%	98.1%	2.5%
Orchard Pond Pkwy	94.8%	2.4%	94.5%	2.4%
C 153	93.8%	2.4%	93.4%	2.4%
C 157	93.8%	2.4%	93.4%	2.4%
SR 179	82.0%	2.2%	82.3%	2.2%
Dorsey Calvary Rd	80.9%	2.1%	81.0%	2.1%
SR 111	80.9%	2.1%	81.0%	2.1%
US 90	69.8%	1.9%	70.1%	1.9%

Source: FHWA Freight Analysis Framework Version 5.5

Figure 13: Logs and Other Wood Annual Freight Volume (thousand tons) and Daily Trips (2022)

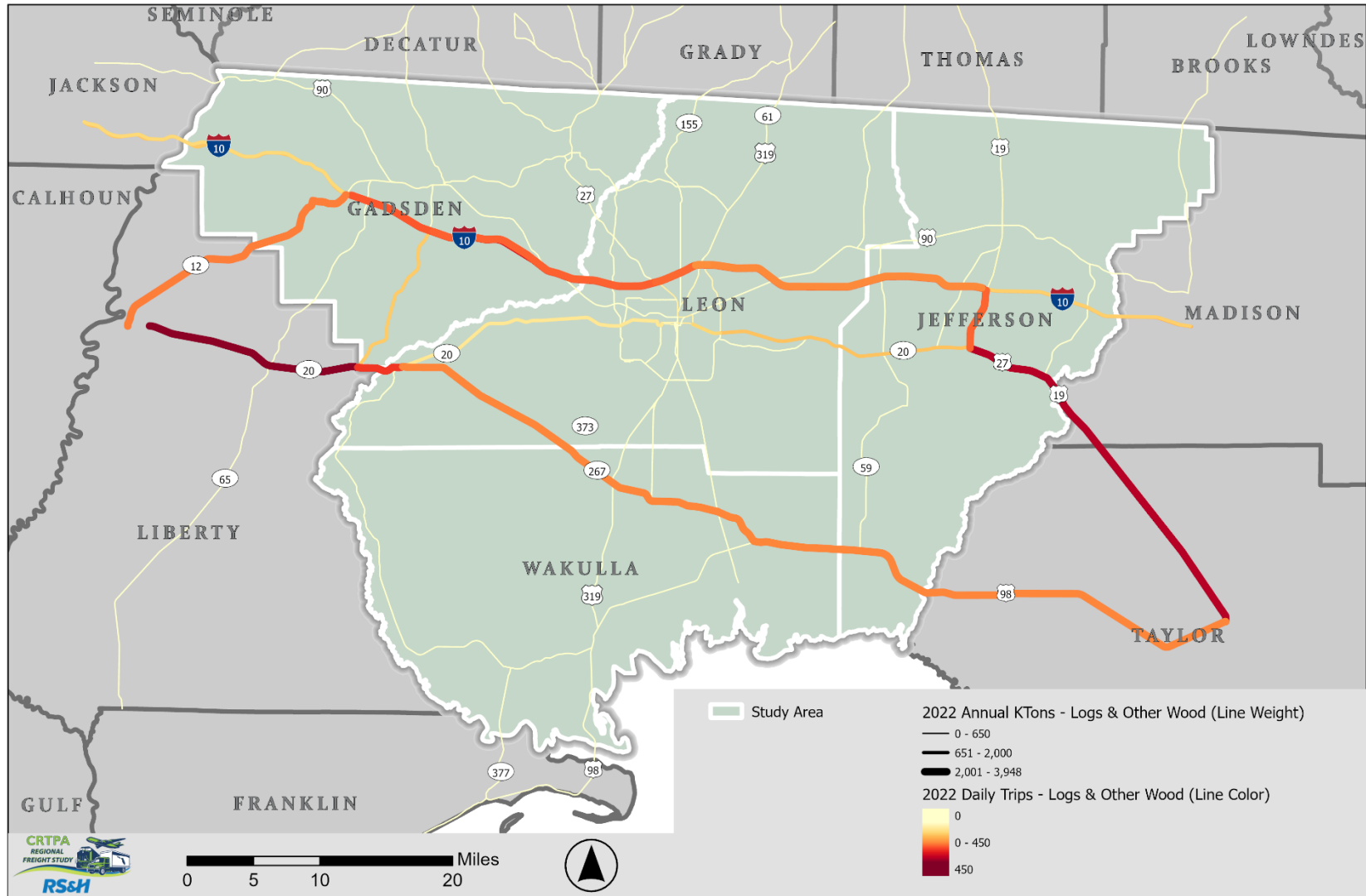
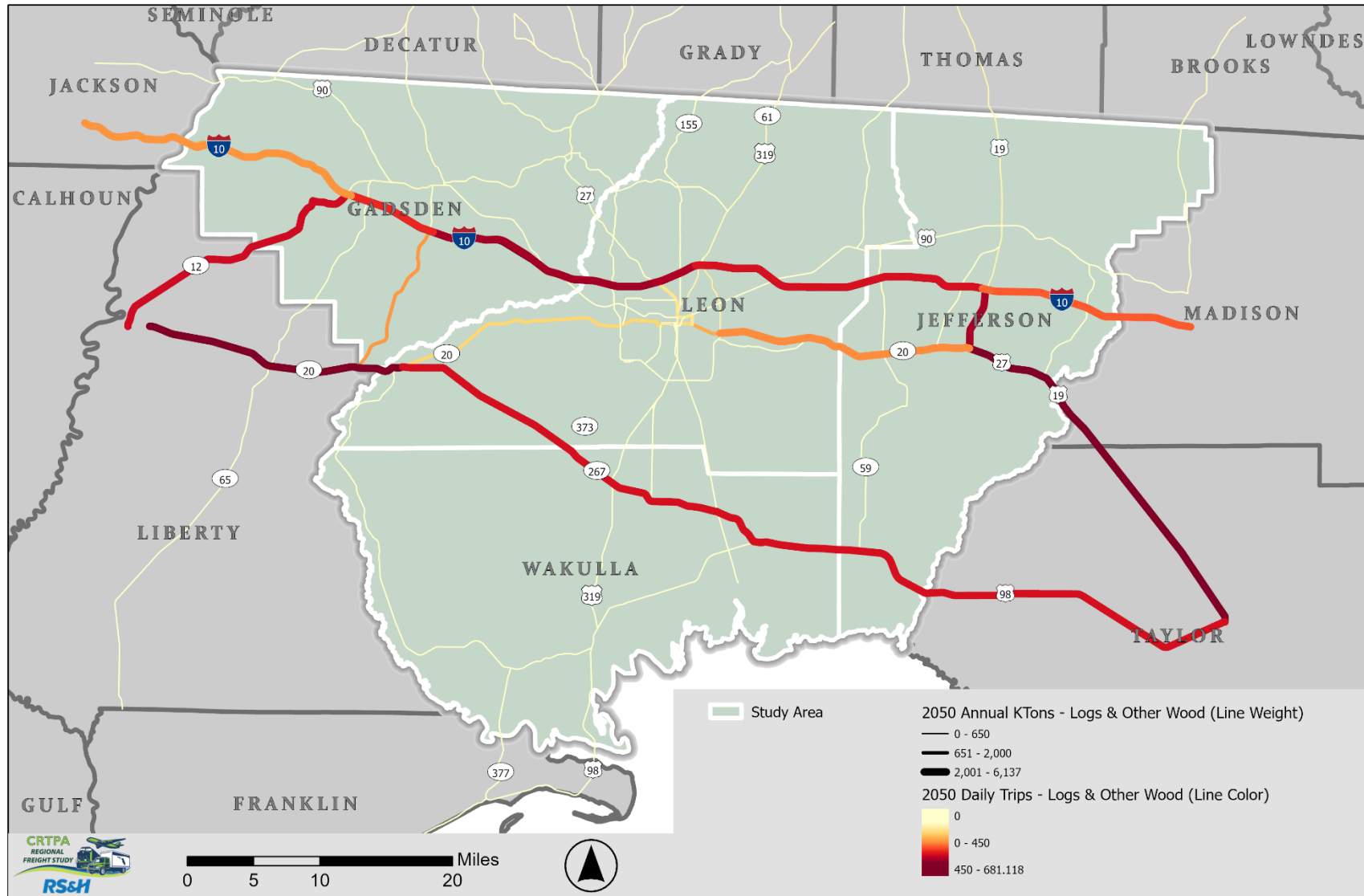


Figure 14: Logs and Other Wood Annual Freight Volume (thousand tons) and Daily Trips (2050)



Waste & Scraps

Table 27: Top 10 Freight Corridors for Waste & Scraps in the Region (2022)

Corridor	Maximum Annual Thousand Tons (2022)	Maximum Daily Trips (2022)
I-10	32,408	3,474
SR 20	1,251	138
US 19	997	107
US 98	876	94
SR 267	816	88
SR 12	657	72
Thomasville Rd	522	59
US 27	452	50
US 319	380	42
SR 65	283	32

Source: FHWA Freight Analysis Framework Version 5.5

Table 28: Top 10 Freight Corridors for Waste & Scraps in the Region (2050)

Corridor	Maximum Annual Thousand Tons (2050)	Maximum Daily Trips (2050)
I-10	3,590	386
SR 20	1,558	171
US 19	1,238	132
US 98	1,113	120
SR 267	1,023	111
SR 12	816	89
Thomasville Rd	651	73
US 27	563	63
US 319	467	52
SR 65	346	39

Source: FHWA Freight Analysis Framework Version 5.5

Table 29: Top 10 Corridors for Waste & Scraps Freight Growth (2022-2050)

Corridor	Tons		Trips	
	% Change 2022-2050	Annual Growth Rate	% Change 2022-2050	Annual Growth Rate
SR 363	72.3%	2.0%	72.2%	2.0%
C 61	66.2%	1.8%	66.2%	1.8%
Raymond Diehl Rd	52.7%	1.5%	51.2%	1.5%
SR 159	35.5%	1.1%	35.5%	1.1%
N Meridian Rd	34.7%	1.1%	34.7%	1.1%
S Meridian Rd	34.7%	1.1%	34.7%	1.1%
NE Capital Cir	32.4%	1.0%	32.2%	1.0%
I-10	31.0%	1.0%	30.8%	1.0%
Magnolia Dr	30.7%	1.0%	30.5%	1.0%
Apalachee Pkw	30.3%	0.9%	30.1%	0.9%

Source: FHWA Freight Analysis Framework Version 5.5

Figure 15: Waste and Scraps Annual Freight Volume (thousand tons) and Daily Trips (2022)

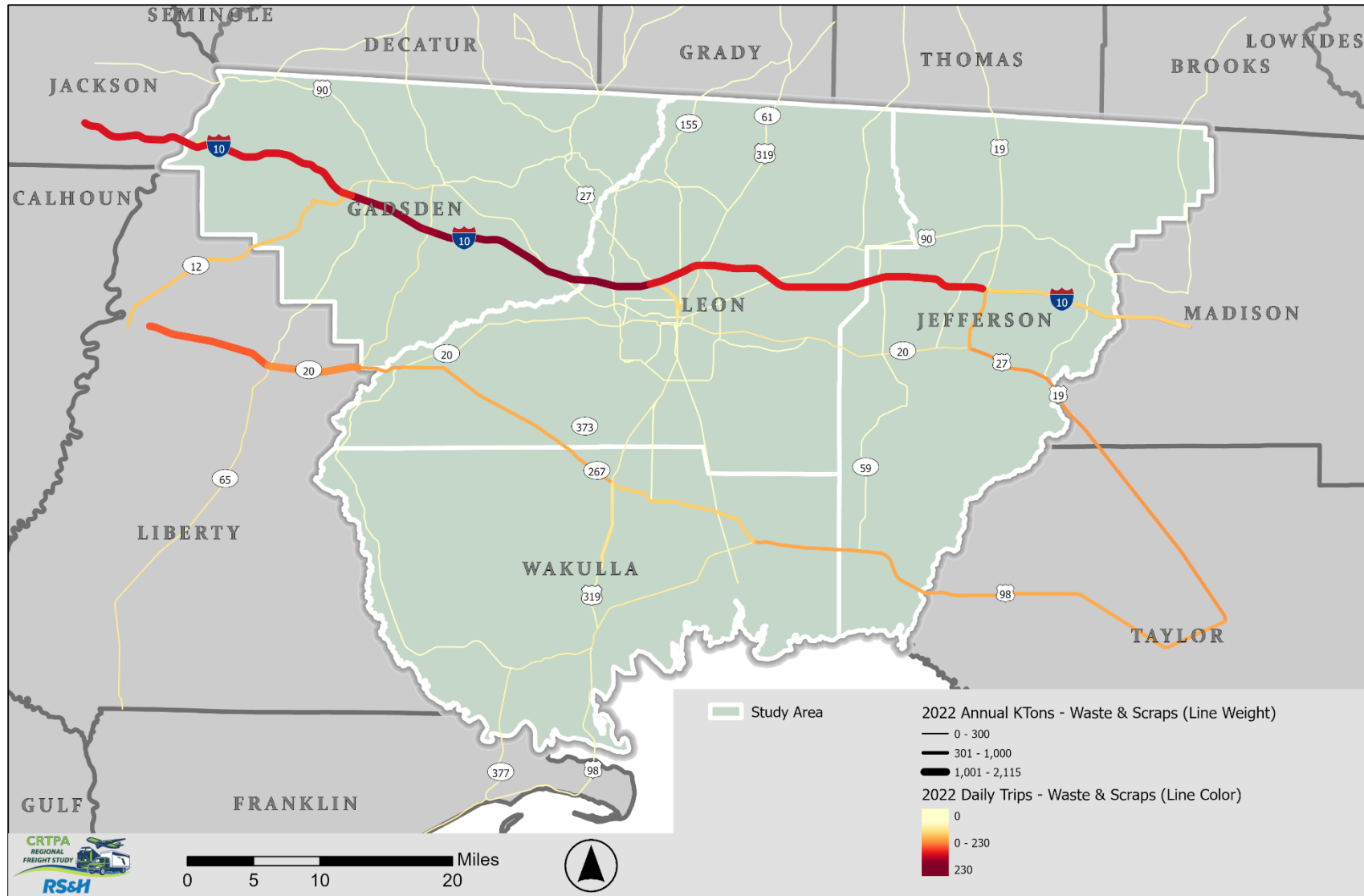
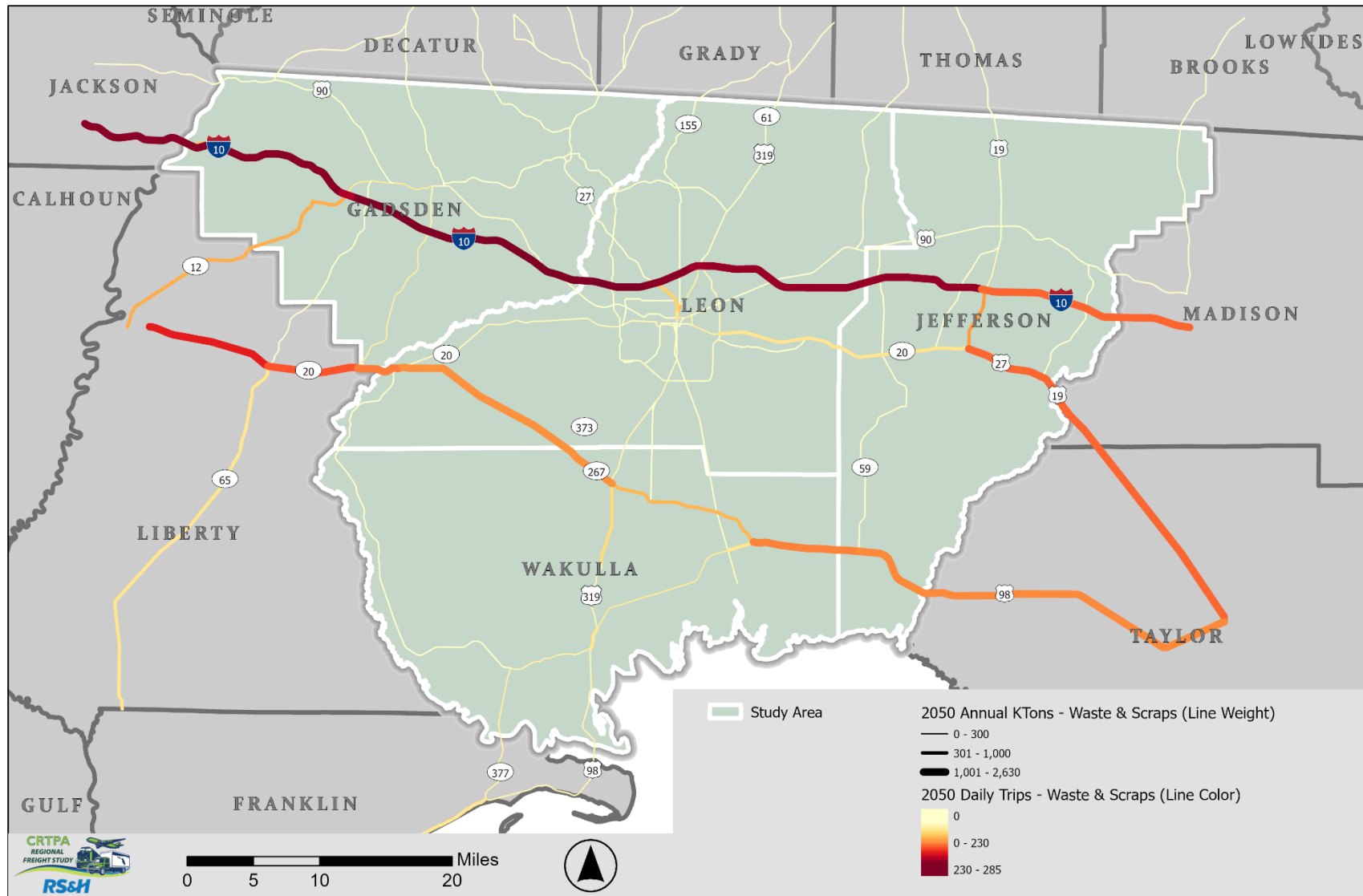


Figure 16: Waste and Scraps Annual Freight Volume (thousand tons) and Daily Trips (2050)



Consumer Manufacturing

Table 30: Top 10 Freight Corridors for Consumer Manufacturing in the Region (2022)

Corridor	Maximum Annual Thousand Tons (2022)	Maximum Daily Trips (2022)
I-10	6,589	950
US 19	2,457	356
US 98	1,180	168
US 319	866	126
Thomasville Rd	865	126
SR 61	857	125
SR 20	792	123
SR 363	541	72
US 27	541	82
SR 267	505	75

Source: FHWA Freight Analysis Framework Version 5.5

Table 31: Top 10 Freight Corridors for Consumer Manufacturing in the Region (2050)

Corridor	Maximum Annual Thousand Tons (2050)	Maximum Daily Trips (2050)
I-10	12,719	1,855
US 19	4,674	686
US 98	2,115	305
US 319	1,679	246
Thomasville Rd	1,677	246
SR 61	1,663	243
SR 20	1,465	231
US 27	1,048	159
SR 267	916	139
SR 363	898	120

Source: FHWA Freight Analysis Framework Version 5.5

Table 32: Top 10 Corridors for Consumer Manufacturing Freight Growth (2022-2050)

Corridor	Tons		Trips	
	% Change 2022-2050	Annual Growth Rate	% Change 2022-2050	Annual Growth Rate
NW Capital Cir	116.6%	2.8%	108.7%	2.7%
NE Capital Cir	113.9%	2.8%	115.4%	2.8%
C 257	111.4%	2.7%	108.8%	2.7%
SR 309	108.6%	2.7%	106.4%	2.6%
Franklin Blvd	103.1%	2.6%	104.3%	2.6%
SW Capital Cir	101.0%	2.5%	102.8%	2.6%
SE Capital Cir	99.2%	2.5%	98.1%	2.5%
SR 61	94.1%	2.4%	95.3%	2.4%
Thomasville Rd	94.0%	2.4%	95.1%	2.4%
US 319	93.9%	2.4%	95.1%	2.4%

Source: FHWA Freight Analysis Framework Version 5.5

Figure 17: Consumer Manufacturing Annual Freight Volume (thousand tons) and Daily Trips (2022)

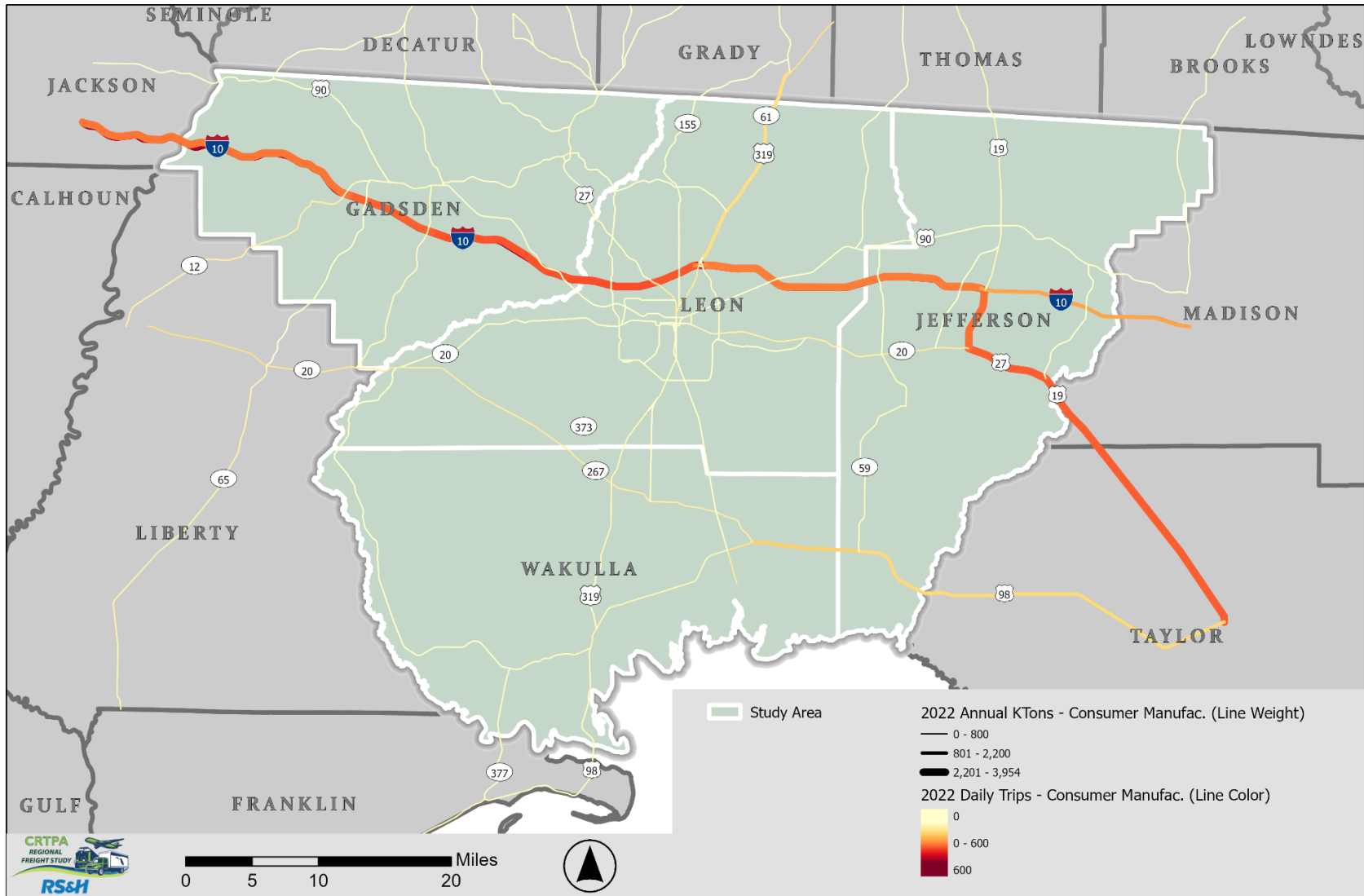
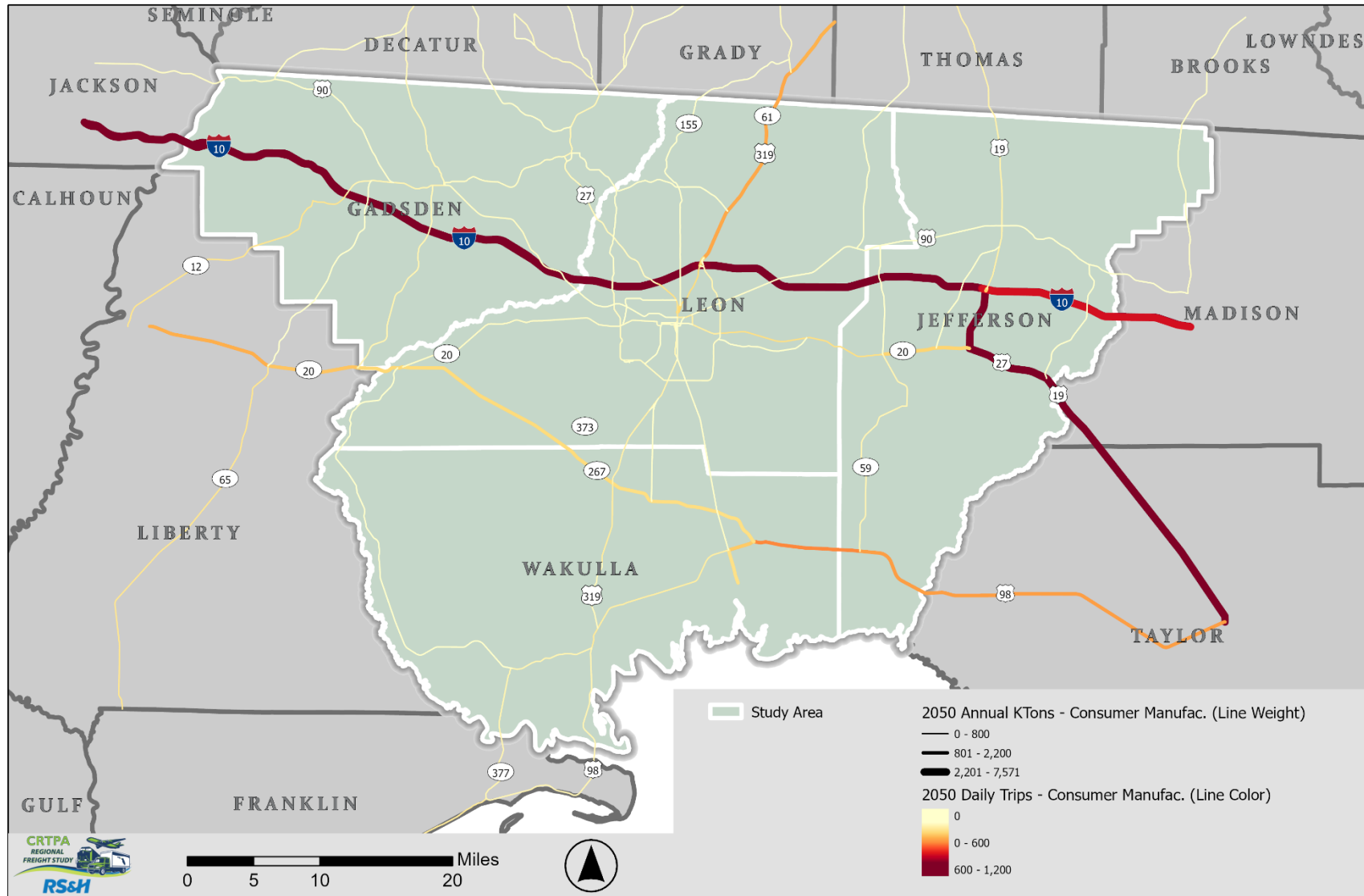


Figure 18: Consumer Manufacturing Annual Freight Volume (thousand tons) and Daily Trips (2050)



Durable Manufacturing (High-Tech)

Table 33: Top 10 Freight Corridors for Durable Manufacturing (High-Tech) in the Region (2022)

Corridor	Maximum Annual Thousand Tons (2022)	Maximum Daily Trips (2022)
I-10	12,537	1,301
US 19	5,822	623
Thomasville Rd	2,532	248
SR 267	2,468	215
US 27	2,218	215
SR 20	1,873	190
Mahan Dr	1,636	158
Apalachee Pkwy	1,535	149
US 90	1,525	135
Magnolia Dr	1,506	146

Source: FHWA Freight Analysis Framework Version 5.5

Table 34: Top 10 Freight Corridors for Durable Manufacturing (High-Tech) in the Region (2050)

Corridor	Maximum Annual Thousand Tons (2050)	Maximum Daily Trips (2050)
I-10	19,550	2,033
US 19	9,003	953
Thomasville Rd	3,991	395
SR 267	3,835	335
US 27	3,459	335
SR 20	2,941	301
Mahan Dr	2,524	244
US 90	2,377	210
Apalachee Pkwy	2,361	230
Magnolia Dr	2,316	224

Source: FHWA Freight Analysis Framework Version 5.5

Table 35: Top 10 Corridors for Durable Manufacturing (High-Tech) Freight Growth (2022-2050)

Corridor	Tons		Trips	
	% Change 2022-2050	Annual Growth Rate	% Change 2022-2050	Annual Growth Rate
Duval St	92.8%	2.4%	91.1%	2.3%
C 61	91.9%	2.4%	89.5%	2.3%
SR 363	88.5%	2.3%	84.5%	2.2%
C 257	84.9%	2.2%	87.5%	2.3%
C 259	82.8%	2.2%	87.1%	2.3%
SR 59	76.2%	2.0%	74.2%	2.0%
Stadium Dr	72.1%	2.0%	75.8%	2.0%
N Meridian Rd	69.4%	1.9%	71.2%	1.9%
S Meridian Rd	69.4%	1.9%	71.2%	1.9%
Orchard Pond Pkwy	69.1%	1.9%	70.9%	1.9%

Source: FHWA Freight Analysis Framework Version 5.5

Figure 19: Durable Manufacturing (High-Tech) Annual Freight Volume (thousand tons) and Daily Trips (2022)

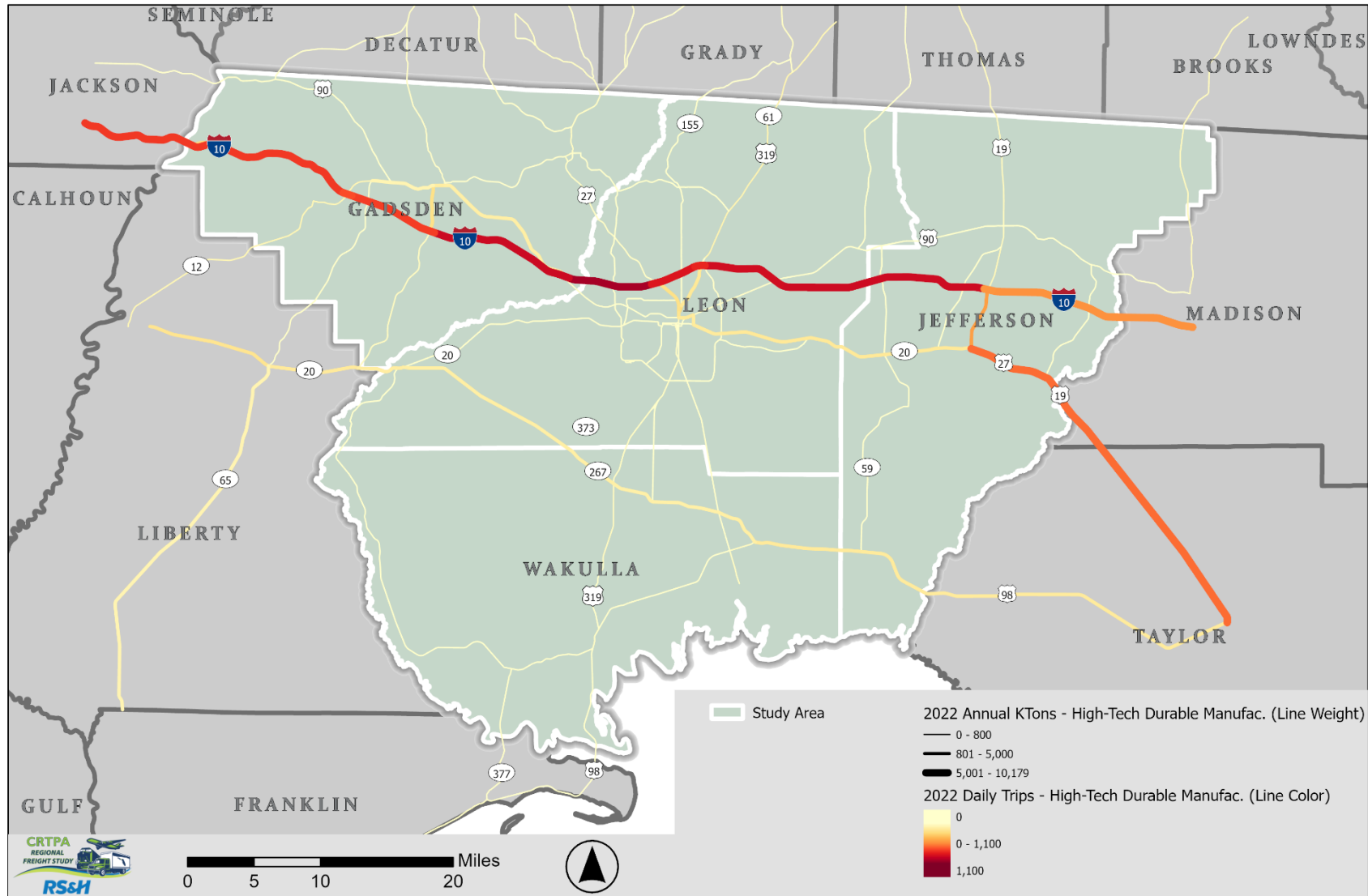
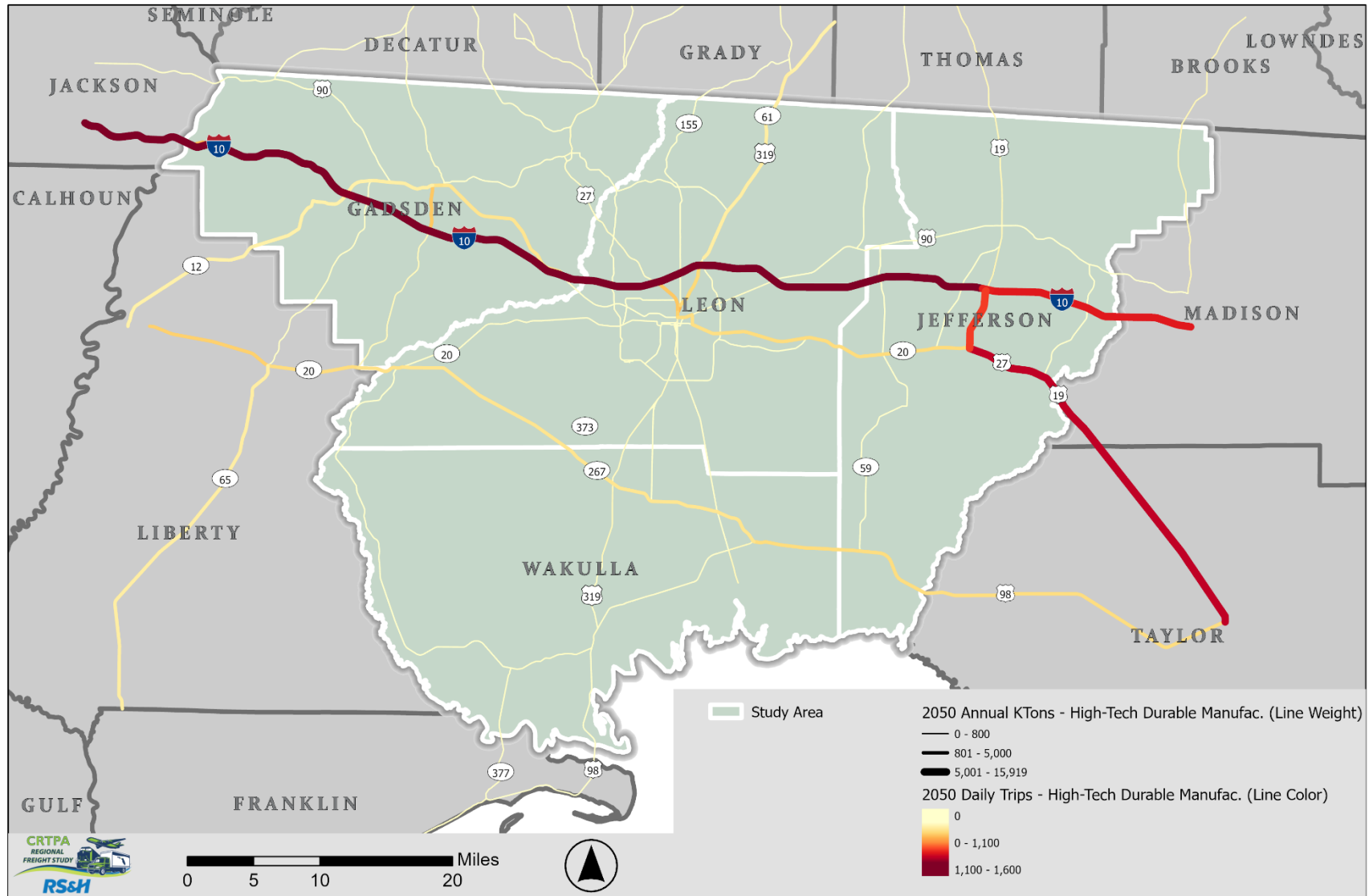


Figure 20: Durable Manufacturing (High-Tech) Annual Freight Volume (thousand tons) and Daily Trips (2050)



Durable Manufacturing (Low-Tech)

Table 36: Top 10 Freight Corridors for Durable Manufacturing (Low-Tech) in the Region (2022)

Corridor	Maximum Annual Thousand Tons (2022)	Maximum Daily Trips (2022)
I-10	959	174
US 19	459	81
Thomasville Rd	100	24
US 319	93	16
SR 61	92	16
US 27	85	20
SR 20	84	18
US 98	60	12
SR 267	50	11
SR 12	42	9

Source: FHWA Freight Analysis Framework Version 5.5

Table 37: Top 10 Freight Corridors for Durable Manufacturing (Low-Tech) in the Region (2050)

Corridor	Maximum Annual Thousand Tons (2050)	Maximum Daily Trips (2050)
I-10	1,801	330
US 19	798	142
Thomasville Rd	199	49
US 319	187	33
SR 61	186	33
US 27	168	40
SR 20	163	36
US 98	119	25
SR 267	99	21
SR 12	84	19

Source: FHWA Freight Analysis Framework Version 5.5

Table 38: Top 10 Corridors for Durable Manufacturing (Low-Tech) Freight Growth (2022-2050)

Corridor	Tons		Trips	
	% Change 2022-2050	Annual Growth Rate	% Change 2022-2050	Annual Growth Rate
C 61	134.7%	3.1%	135.2%	3.1%
C 259	129.5%	3.0%	131.6%	3.0%
Duval St	128.0%	3.0%	131.7%	3.0%
SR 363	122.2%	2.9%	125.8%	3.0%
Meridian Rd	119.3%	2.8%	120.9%	2.9%
N Meridian Rd	112.9%	2.7%	113.3%	2.7%
Orchard Pond Pkwy	111.1%	2.7%	111.4%	2.7%
C 153	111.1%	2.7%	111.4%	2.7%
C 157	111.1%	2.7%	111.4%	2.7%
NE Capital Circle	109.3%	2.7%	110.5%	2.7%

Source: FHWA Freight Analysis Framework Version 5.5

Figure 21: Durable Manufacturing (Low-Tech) Annual Freight Volume (thousand tons) and Daily Trips (2022)

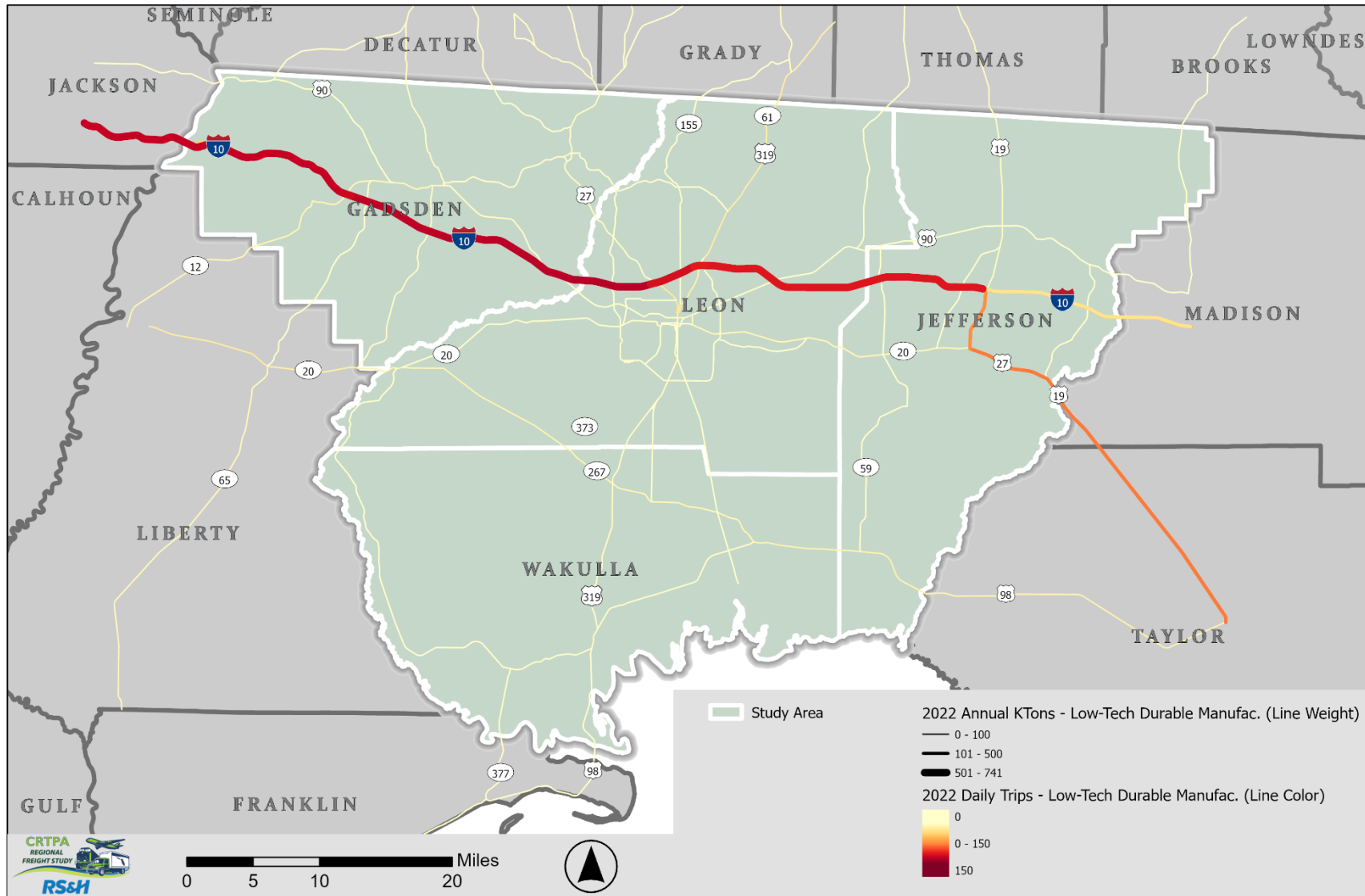
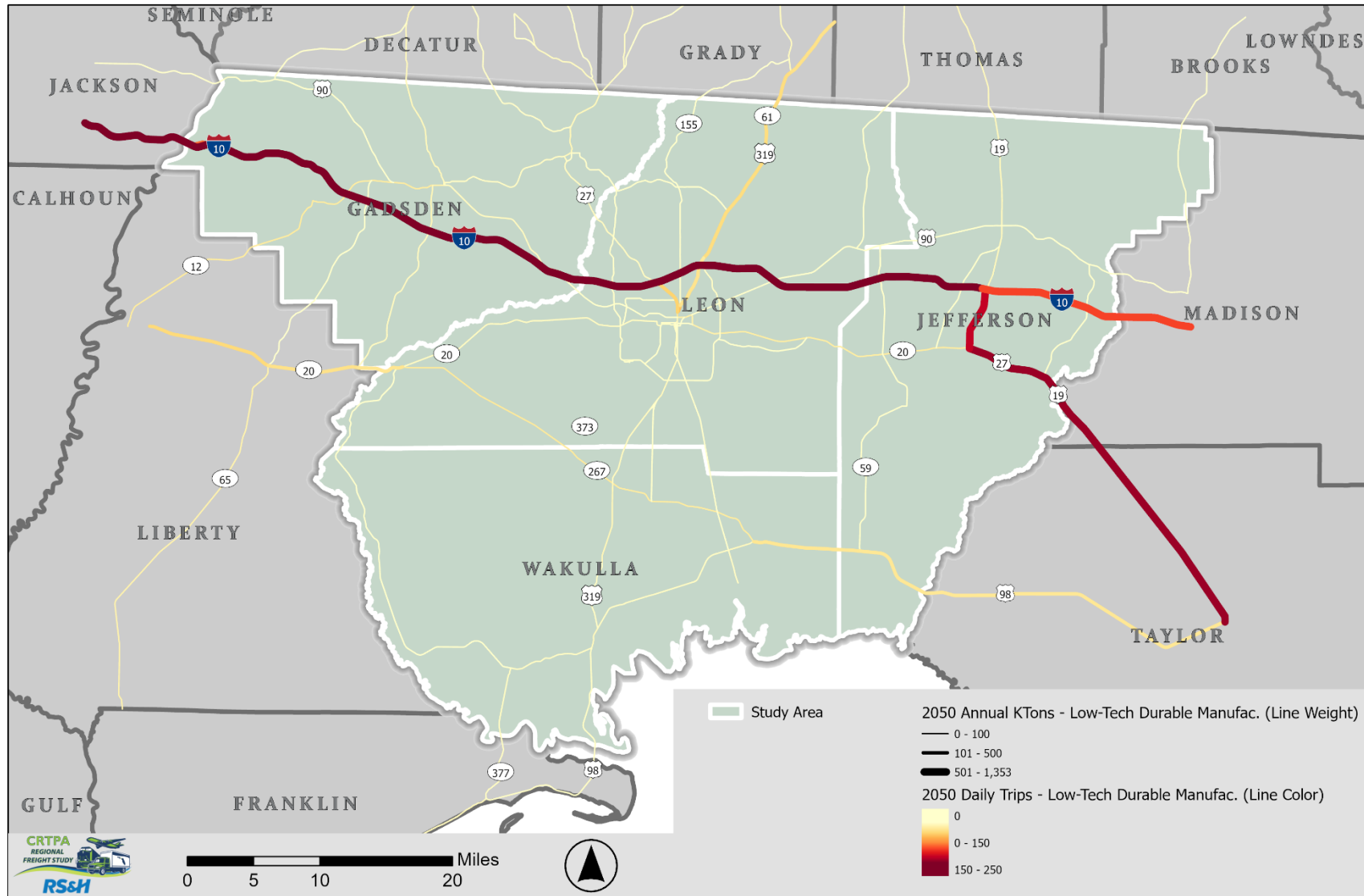


Figure 22: Durable Manufacturing (Low-Tech) Annual Freight Volume (thousand tons) and Daily Trips (2050)



Motor and Other Vehicles

Table 39: Top 10 Freight Corridors for Motor and Other Vehicles in the Region (2022)

Corridor	Maximum Annual Thousand Tons (2022)	Maximum Daily Trips (2022)
I-10	885	125
US 19	315	44
SR 20	95	14
US 98	87	13
SR 267	80	12
SR 12	78	12
US 319	61	8
Thomasville Rd	61	8
SR 61	61	8
US 27	19	3

Source: FHWA Freight Analysis Framework Version 5.5

Table 40: Top 10 Freight Corridors for Motor and Other Vehicles in the Region (2050)

Corridor	Maximum Annual Thousand Tons (2050)	Maximum Daily Trips (2050)
I-10	1,526	215
US 19	505	70
SR 20	156	23
US 98	147	22
SR 12	139	21
SR 267	131	19
US 319	115	16
Thomasville Rd	115	16
SR 61	115	16
US 27	34	5

Source: FHWA Freight Analysis Framework Version 5.5

Table 41: Top 10 Corridors for Motor and Other Vehicles Freight Growth (2022-2050)

Corridor	Tons		Trips	
	% Change 2022-2050	Annual Growth Rate	% Change 2022-2050	Annual Growth Rate
SR 363	162.0%	3.5%	161.9%	3.5%
C 259	161.9%	3.5%	161.9%	3.5%
C 61	161.6%	3.5%	161.7%	3.5%
SR 363	161.6%	3.5%	161.6%	3.5%
Raymond Diehl Rd	132.7%	3.1%	132.3%	3.1%
Duval St	122.3%	2.9%	121.5%	2.9%
NE Capital Cir	102.9%	2.6%	102.9%	2.6%
SR 59	96.7%	2.4%	96.9%	2.4%
Stadium Dr	92.2%	2.4%	91.9%	2.4%
SR 61	88.7%	2.3%	88.1%	2.3%

Source: FHWA Freight Analysis Framework Version 5.5

Figure 23: Motor and Other Vehicles Annual Freight Volume (thousand tons) and Daily Trips (2022)

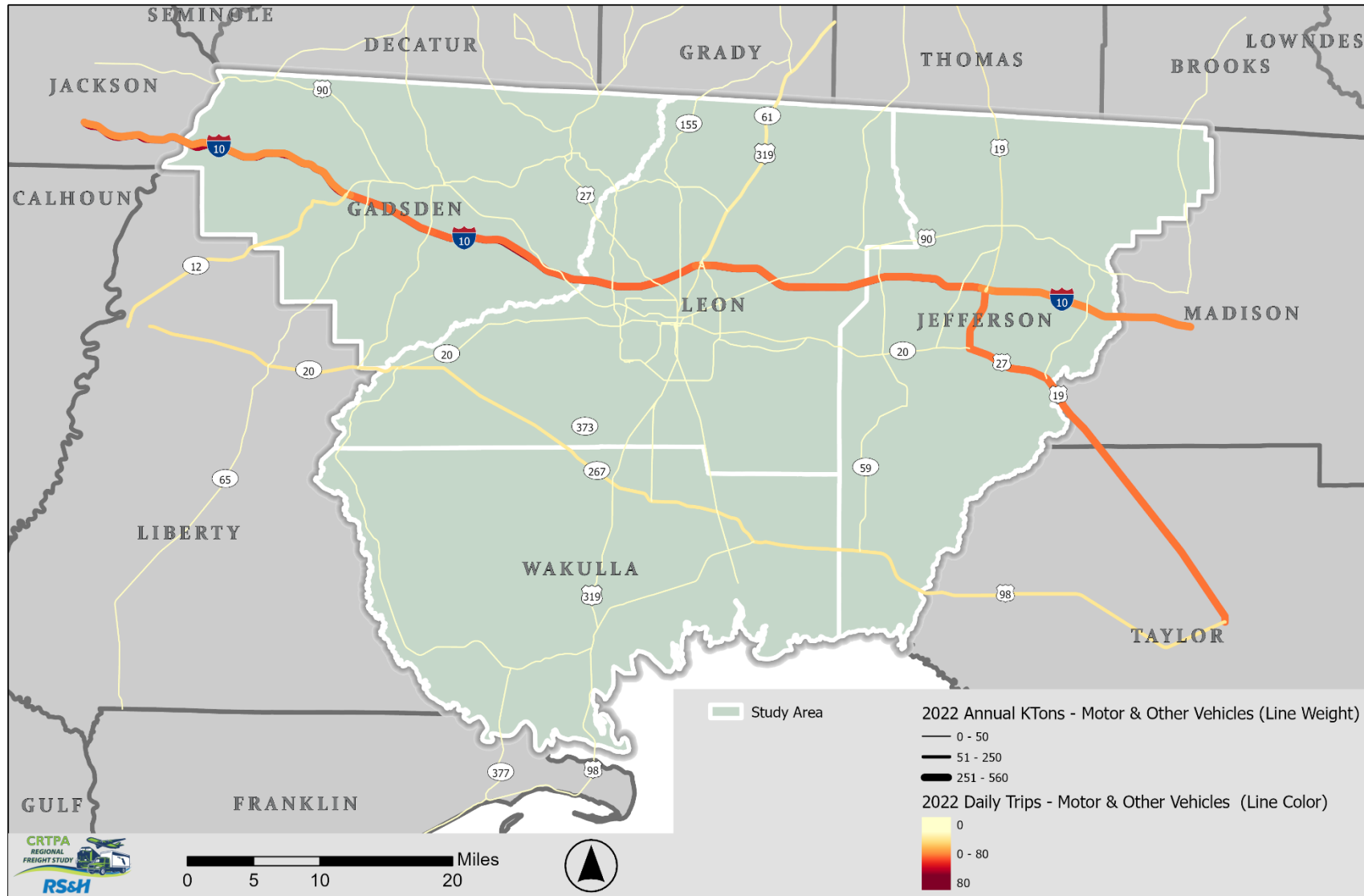


Figure 24: Motor and Other Vehicles Annual Freight Volume (thousand tons) and Daily Trips (2050)



Mixed Freight

Table 42: Top 10 Freight Corridors for Mixed Freight in the Region (2022)

Corridor	Maximum Annual Thousand Tons (2022)	Maximum Daily Trips (2022)
I-10	2,552	425
US 19	1,173	193
Thomasville Rd	926	174
SR 20	795	142
SR 61	661	123
US 27	651	122
US 319	647	118
SR 65	623	112
US 98	546	96
Mahan Dr	386	70

Source: FHWA Freight Analysis Framework Version 5.5

Table 43: Top 10 Freight Corridors Mixed Freight in the Region (2050)

Corridor	Maximum Annual Thousand Tons (2050)	Maximum Daily Trips (2050)
I-10	5,268	876
US 19	2,398	395
Thomasville Rd	1,746	328
SR 20	1,615	288
SR 61	1,267	236
US 27	1,260	236
US 319	1,237	225
SR 65	1,227	222
US 98	1,158	205
Mahan Dr	750	136

Source: FHWA Freight Analysis Framework Version 5.5

Table 44: Top 10 Corridors for Mixed Freight Growth (2022-2050)

Corridor	Tons		Trips	
	% Change 2022-2050	Annual Growth Rate	% Change 2022-2050	Annual Growth Rate
Stadium Dr	124.1%	2.9%	123.8%	2.9%
Lake Bradford Rd	121.2%	2.9%	121.3%	2.9%
E St Augustine St	116.6%	2.8%	117.2%	2.8%
Madison St	116.6%	2.8%	117.2%	2.8%
US 98	112.3%	2.7%	113.7%	2.7%
NE Capital Cir	110.8%	2.7%	110.6%	2.7%
I-10	109.1%	2.7%	109.2%	2.7%
SR 267	107.6%	2.6%	107.8%	2.6%
SR 12	106.4%	2.6%	107.0%	2.6%
US 19	104.3%	2.6%	104.4%	2.6%

Source: FHWA Freight Analysis Framework Version 5.5

Figure 25: Mixed Freight Annual Freight Volume (thousand tons) and Daily Trips (2022)

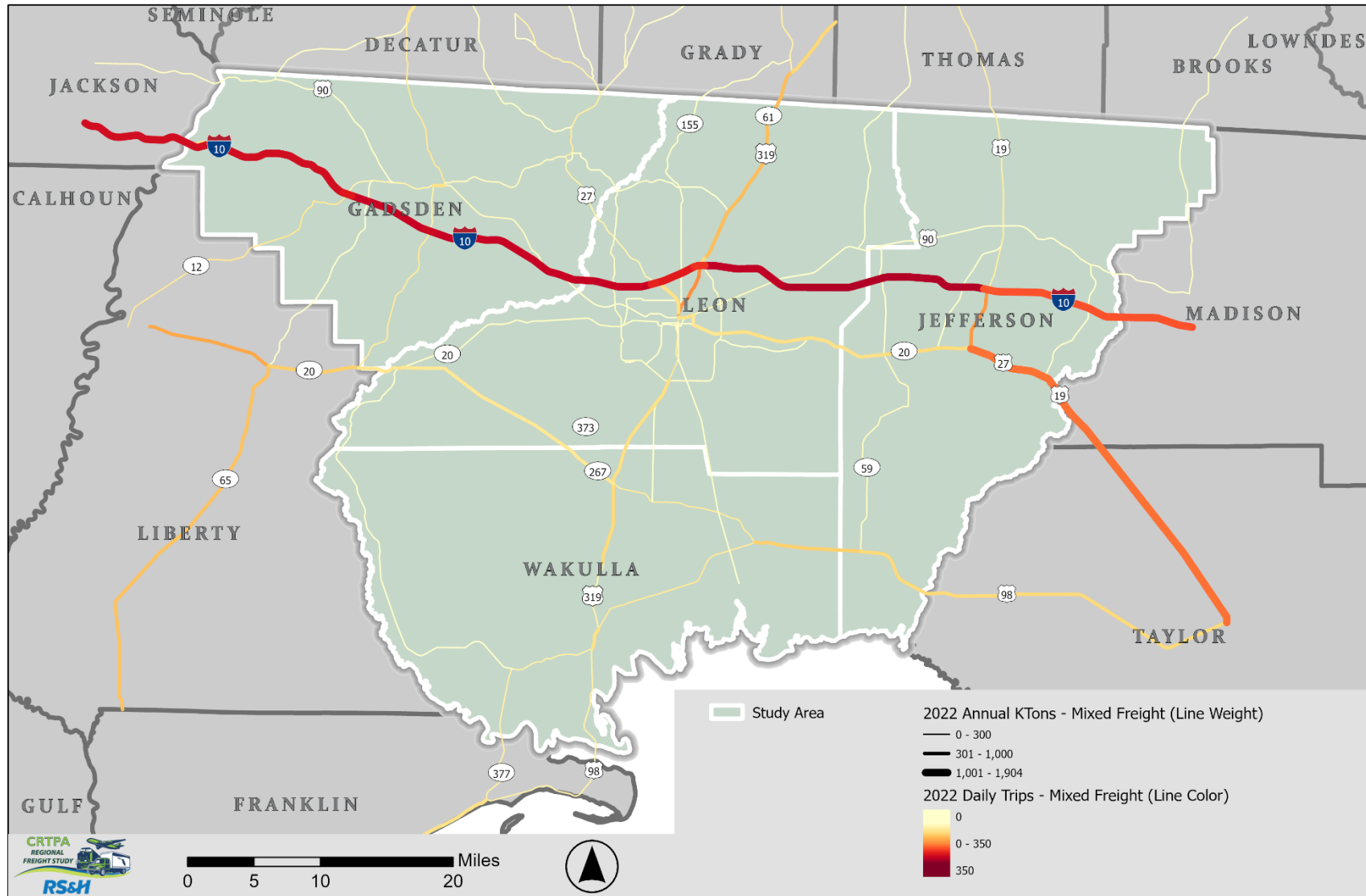


Figure 26: Mixed Freight Annual Freight Volume (thousand tons) and Daily Trips (2050)

