

MAIN STREET CORRIDOR MANAGEMENT PLAN

AUGUST 2014



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Main Street Corridor Management Plan

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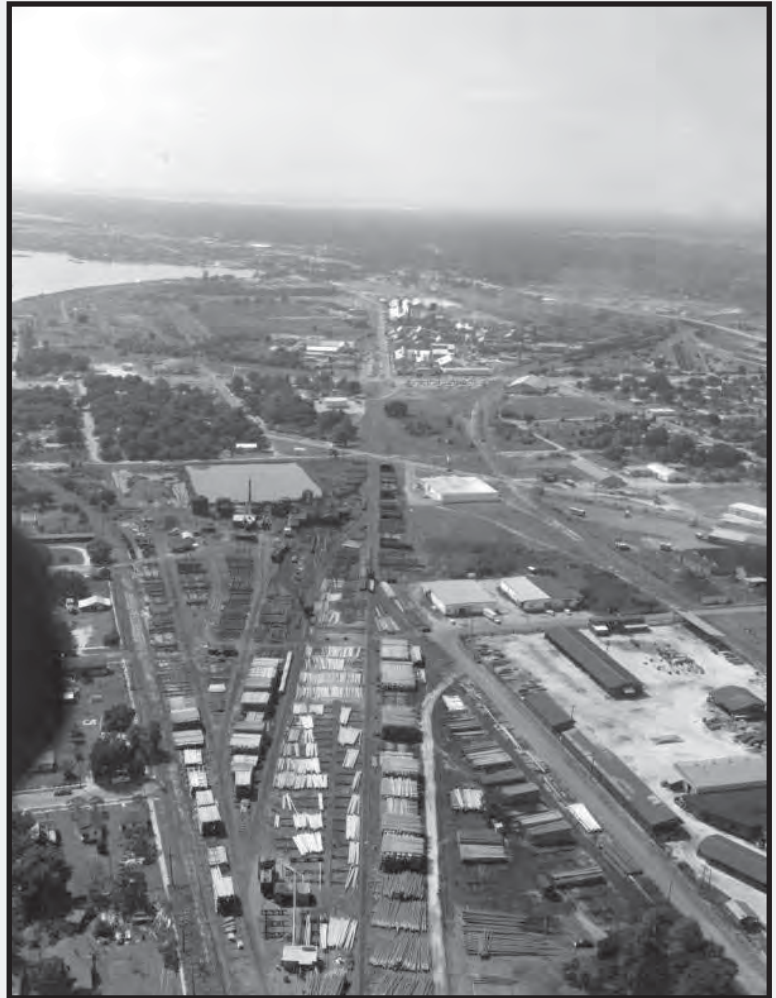
Main Street Corridor Management Plan

INTRODUCTION

1.0 INTRODUCTION

Main Street is a vital east-west corridor located within the City of Pensacola. Early in the 20th century, the corridor was primarily dominated by industrial uses centering around the Alabama and Gulf Coast railroad line. While retaining some of its industrial uses, in the past few decades the corridor has increased its density of single family residential as well as commercial uses. The objective of this Corridor Management Plan (CMP) is to create a vision that generates discussion and resulting policy direction for the future of this corridor and the surrounding community. This CMP addresses the segment of Main Street from Barrancas Avenue to Clubbs Street.

The objective of the Main Street CMP 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.



Source: State Archives of Florida, Florida Memory,
<http://floridamemory.com/items/show/57855>
Karl E. Holland, 1960

To achieve the objectives of Main Street CMP, a number of efforts were undertaken including: a review of previous studies; an assessment of existing corridor conditions (including existing traffic conditions, land use characteristics of the corridor, crash types and locations, and roadway access); and a projection of future corridor traffic conditions. Finally, Complete Streets concepts that will improve the function and aesthetics of the Main Street Corridor were developed and analyzed. Throughout the study, public involvement and input was solicited, and information about the CMP was disseminated through presentations to civic associations, two public workshops, local official's workshops, as well as a mailing list.



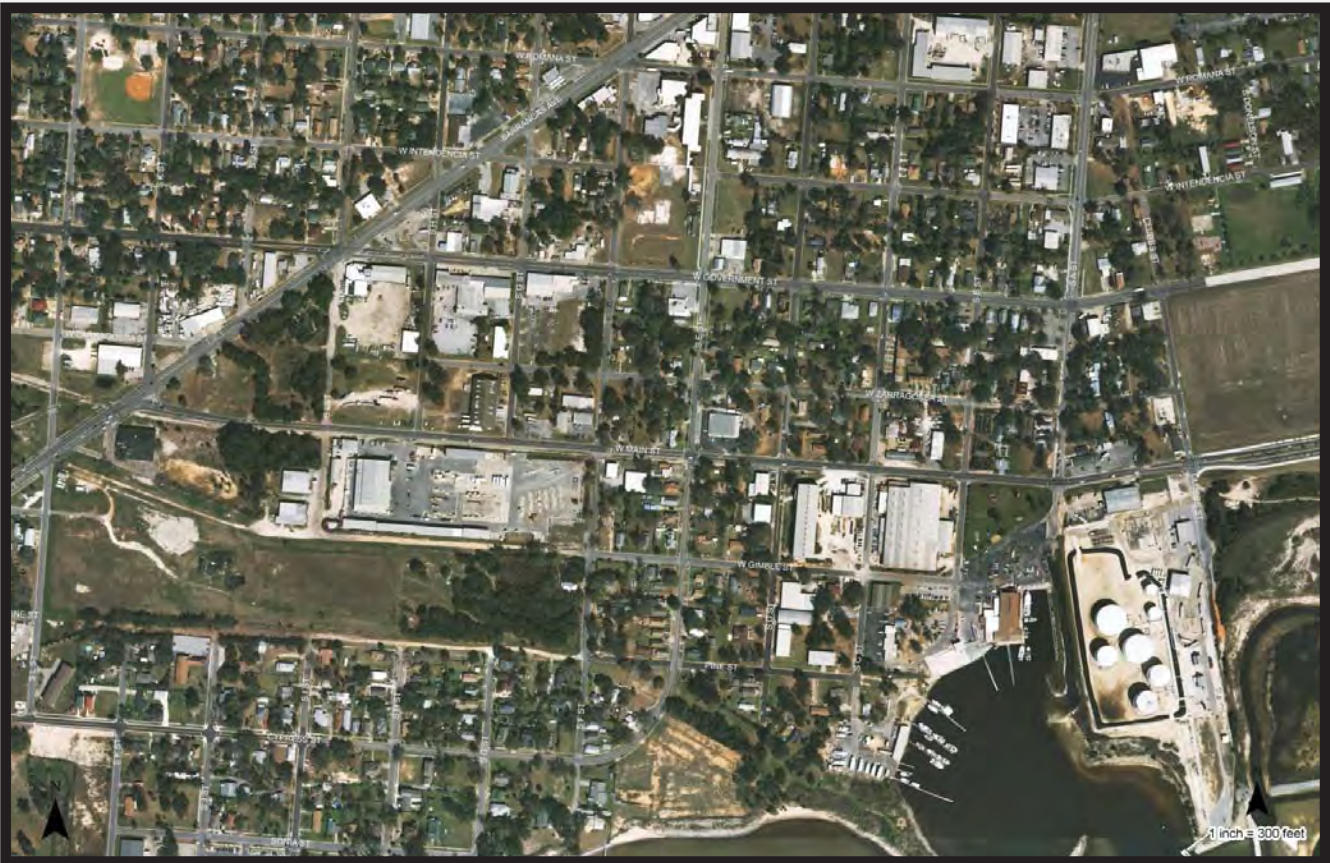
Aerial Photo, 1940

Figure 1-1



Aerial Photo, 1958

Figure 1-2



Aerial Photo, 2013

Figure 1-3



View north in the vicinity of A Street and B Street, Source State Archives of Florida, Florida Memory, <http://floridamemory.com/items/show/76662> Karl E. Holland, 1959

STUDY AREA AND CORRIDOR DESCRIPTION

The Main Street CMP study area spans from Barrancas Avenue on the west to Clubbs Street on the east- a distance of approximately 0.77 miles. Currently, this portion of Main Street is functionally classified as a minor arterial and is an urbanized 2-lane undivided roadway. The entire corridor is located in the City of Pensacola. Proposed transportation and urban design improvements are limited to within the Main Street right of way while proposed concepts within the framework analysis focus primarily on parcels directly adjacent to Main Street. It should be noted that the railroad tracks on the south side of Main Street are included within the City-owned right of way. According to the City Property Appraiser's Map Atlas and right of way files, these tracks lie within the City right of way. Additionally, it was ascertained through archived City Council meeting minutes that these tracks lie within City right of way through a City Ordinance. However, it is understood that any usage of the railroad bed would need to be done through negotiations with the railroad operator.



Figure 1-4

PREVIOUS STUDIES

Pensacola has a history of capitalizing on its past, culture, location, waterfront economy, and the energy of local events. The City and its affiliated partner agencies have developed extensive planning studies and documents related to downtown and historic district development since the late 1990s, and unlike many communities, has vigorously pursued implementation of the plans in whole or in part. Planning studies focusing on the central urban core of downtown Pensacola and its gateways include a wide variety of intensive studies of downtown urban form, economic development, urban design and design criteria, and planning and engineering design documents. Some of the plans envision extensive redevelopment of the waterfront from 17th Street at the bridge on the east end, to Barrancas Avenue at the west. The creation of Community Redevelopment Area (CRA), and Downtown Improvement Board (DIB) districts and plans provided the mechanisms for extensive redevelopment programs and funding for them. Plans initiated and developed over the last fifteen years since 1999 are listed here.

Table 1-1

Plans and Studies for the Central Urban Core of Pensacola, Florida, Since 2000			
Developed By	Title	Purpose	Year
Various Entities	Downtown Development Board Plans	Methods of coalescing community development, economic development, design guidance, parking standards, and programming of events within a 40 block area of the central urban core	ongoing since 1973
LDR International	Pensacola Waterfront Development Plan 2000	Creating an Environment for Economic Development	2000
CH2M Hill	American Creosote Works (ACW) Reuse Plan	A plan that identified potential future site uses and strategies for returning the ACW site to use	2003, modified 2010
Urban Design Associates	Pensacola Historic District Master Plan	Research and review of resources within the Historic District and methods of protecting the resources and capitalizing on them as visitation features	2004
EDSA	Vince J. Whibbs, Sr., Community Maritime Park	A waterfront multi-use commercial, office, entertainment facility developed to create an attractive venue for redevelopment on the waterfront in the central urban core	Initiated 2005
RMPK Group	West Side Neighborhoods Plan	A plan that aimed to assess current physical and economic conditions, identify assets, issues and concerns, provide recommendations to achieve long term economic goals and to devise implementation strategies and capital projects related to the development proposal.	2005

Plans and Studies for the Central Urban Core of Pensacola, Florida, Since 2000 (Cont.)			
Developed By	Title	Purpose	Year
RMPK Group	Westside Community Redevelopment Area Plan	A plan represents the synthesis of a series of planning efforts conducted by the City of Pensacola, to facilitate positive transformation, preservation, and revitalization of the neighborhoods in the south-western section of the City.	2007
Looney, Ricks, Kiss	City of Pensacola Community Redevelopment Plan	Plan for revitalizing the central urban core through design guidelines, urban form principles, beautification, historic preservation, transportation improvements, community linkages and programs, economic development programs, waterfront development, and development of gateways	2010
Atkins	Admiral Mason Park	Adaptive reuse of a vacant city property for regional storm-water management facility and a passive community park	2011
Atkins	Bayfront Parkway Median Landscape Enhancement	Landscape enhancement of the existing median from Alcañiz Street to 17th Street through funding by a FDOT grant	
Atkins	Seville Square Enhancement	Plans to enhance pedestrian access and improve sidewalks, lighting, and event facilities, as well as renovation of the existing gazebo	2012
URAC	Urban Redevelopment Advisory Committee (URAC) Final Report	Report of the Mayor's Select Committee investigating redevelopment opportunities and options in the central urban core	2012
Horton Land Works	ECUA West End Conceptual Site Development Study	A study by Mayor Ashton Hayward's select study committee to review strategies for redevelopment, economic development, housing, mobility, and new job creation in the Pensacola central urban core: http://www.cityofpensacola.com/DocumentCenter/Home/View/1184	2012
Atkins	Main Street Redevelopment and Revitalization	A road diet redesign of a four-lane divided roadway, removing the two outside lanes, adding bike lanes, a wide green landscaped strip, a ten foot sidewalk, and hardscape and landscape features	2012
Atkins	Baywalk	A road diet redesign of Bayfront Parkway to remove the two southerly, eastbound lanes and convert the northerly two lanes to two-way traffic to allow a wide bay front pedestrian promenade connecting Seville Square, and Bartram Park with Admiral Mason Park, Veterans Memorial, and the Missing Children's Memorial.	2013

As the various planning documents have gone from the planning stages to implementation, the central downtown core and its gateways have been transformed to capitalize on the unique location and history of the place. The removal of the ECUA sanitary sewer treatment plant was one important step in the revitalization of the district. In addition, Community Maritime Park has transformed the waterfront and become a unique venue for minor league baseball and other downtown events.

Improvements in the central urban core are now being recognized with awards. Admiral Mason Park was named by the Florida Stormwater Association as recipient of the 2012 Project Excellence Award. In September 2013, eight blocks of Palafox Street between Wright Street and Main Street were recognized by the American Planning Association as one of the Great Streets in America, part of its Great Places in America program. See www.planning.org/greatplaces/streets/2013/ for details about the program and other places named. The caption on the website says: "Among the handful of streets in the U.S. to shape and be shaped by 250 years of British, Spanish, and American influence is Palafox Street, the gateway to Pensacola, Florida, and the city's main stage for holiday and seasonal celebrations that draw up to 50,000 people at a time." The summary on the web site states:

Aligned with expansive sidewalks, two capacious plazas, a median, and buildings that juxtapose Spanish Colonial wrought iron and cast iron facades with the Chicago School's large, plate-glass windows, Palafox brings together period details with both colonial- and progressive-era architecture.

Prompting creation of a preservation plan that would "help write many of the heretofore unknown details of Pensacola's colorful history," as a city advisory committee wrote in 1966, was the discovery in the early 1960s of colonial-era foundations along Palafox and elsewhere in Pensacola. To help implement the preservation plan, a historic preservation board with an architectural review committee was formed in 1967.

The city also established the Pensacola Downtown Improvement Board in 1972 to support and improve economic activity for businesses located along the street. The board, composed of five members who own businesses on Palafox or live in Pensacola, has helped with beautifying the street and enhancing building property values. Also to help draw more customers and improve the downtown business activity, Palafox was converted to two-way traffic in 2009.

Wide sidewalks, colorful Crepe Myrtle trees, and balconies extending from building facades protect pedestrians from the hot Florida sun and provide a comfortable distance from motor vehicles in the right-of-way. Two public spaces anchor the street: the Spanish-designed Plaza Ferdinand, which is on Palafox between Government and Zaragoza Streets, and the Martin Luther King Jr. Plaza. This plaza, located on Palafox where it intersects with Garden and Wright Streets, hosts one of the country's most celebrated weekly farmers markets.

The story of Palafox Street doesn't stop here. The city's 2010 comprehensive plan calls for extending the vibrant and pedestrian-friendly ambiance of Palafox along the street's southernmost blocks as well. By redeveloping the vacant lots and parking areas there, the vibrancy of Palafox will extend to the city's recently revitalized waterfront.

This Great Street designation recognizes Pensacola's unique redevelopment of central activity centers while protecting the historic features of the districts. As Pensacola transforms its core, the development and redevelopment of its gateways will become more important. An important near term opportunity is presented by the design and construction of the new bay bridge and improvements at its north shore landing point creating a new east gateway to Pensacola. Equally important are gateway features that are proposed in this corridor study of West Main Street. When each gateway is fully developed, and in concert with the features planned or accomplished through the extensive planning programs and documents listed above, the central urban core will be revitalized from east to west. Future improvements along the waterfront and in the CRA/DIB districts will enhance the livability and economic vitality of downtown Pensacola. Revitalizing the West Main Street corridor is an important step in the series of improvements already made or planned.



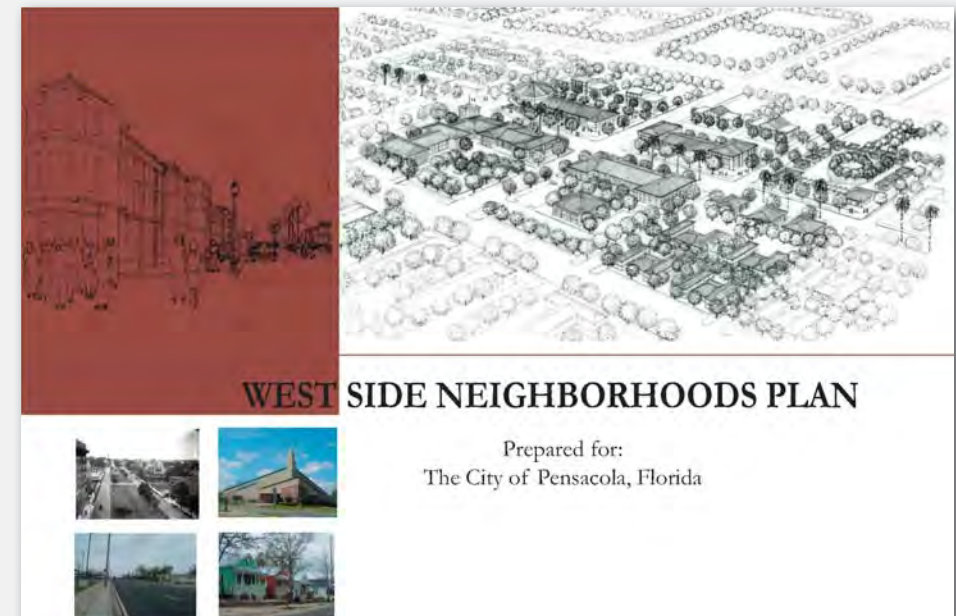
Photo Rendering of Main Street Streetscape Improvements



City of Pensacola Community Redevelopment Plan



Westside Community Redevelopment Area Plan



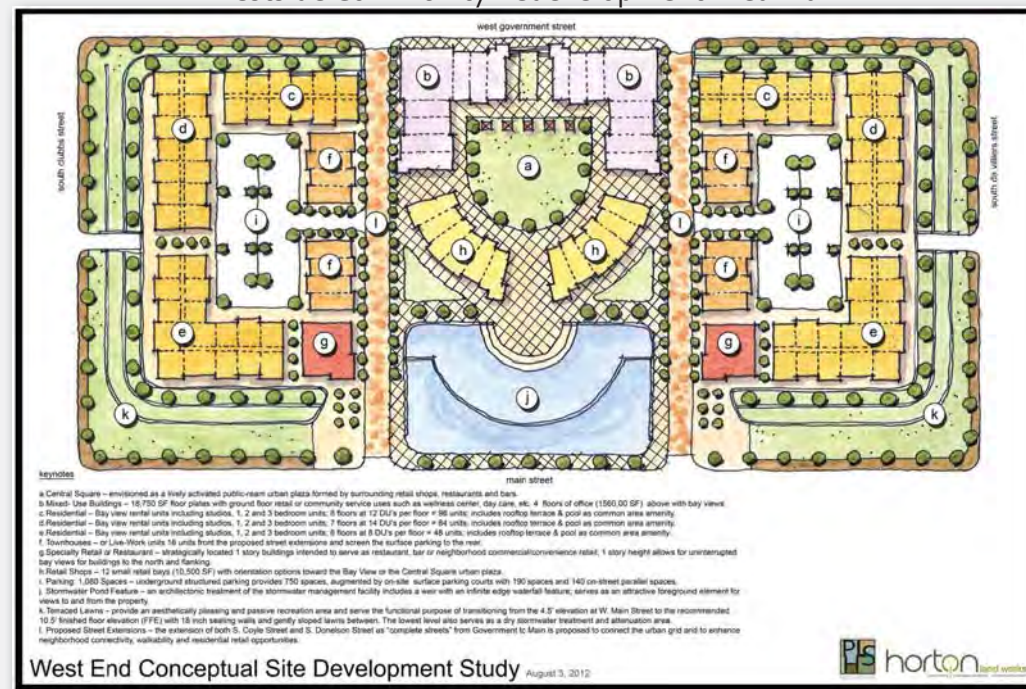
Westside Neighborhoods Plan



Mayor Ashton Hayward's
**Urban Redevelopment
Advisory Committee
Final Report**



Mayor Hayward's Urban Redevelopment Advisory Committee Report



ACW Reuse Plan - 2003 Concept



ACW Reuse Plan - 2010 Concept Modification



Main Street Corridor Management Plan

CORRIDOR OVERVIEW

2.0 CORRIDOR OVERVIEW

The Main Street corridor offers a major opportunity to create a special place within the City of Pensacola. Modifications to the roadway could jump-start revitalization efforts along Main Street and make it a more attractive area for pedestrians and new businesses alike creating a Western Gateway District.

However, as with many older urban roadways, there are also constraints that must be taken into consideration when developing a vision for the area. These include physical features of the roadway itself as well as surrounding land uses.

EXISTING CONDITIONS

-Physical and Land Use Characteristics

The portion of Main Street between Barrancas Avenue and Clubbs Street is within close proximity to Pensacola Bay and primarily consists of industrial and commercial land uses. A number of businesses are located along the corridor, including: Pro-Build Lumber, Shoreline Foods, Sam's Seafood, Bell Steel, and Joe Patti's Seafood Market. The ACW Reuse Site is located between Barrancas and F Street to the south of Main Street (behind Pro-Build Lumber). Various other physical characteristics were collected and analyzed in order to assist with the study. These included the following:

- Existing Land Use
- Number of Lanes
- Right of Way
- Location of Traffic Signals
- Parcel Boundaries

Figure 2-1 to Figure 2-4 illustrate the physical and land use characteristics of the corridor.

Figure 2-1

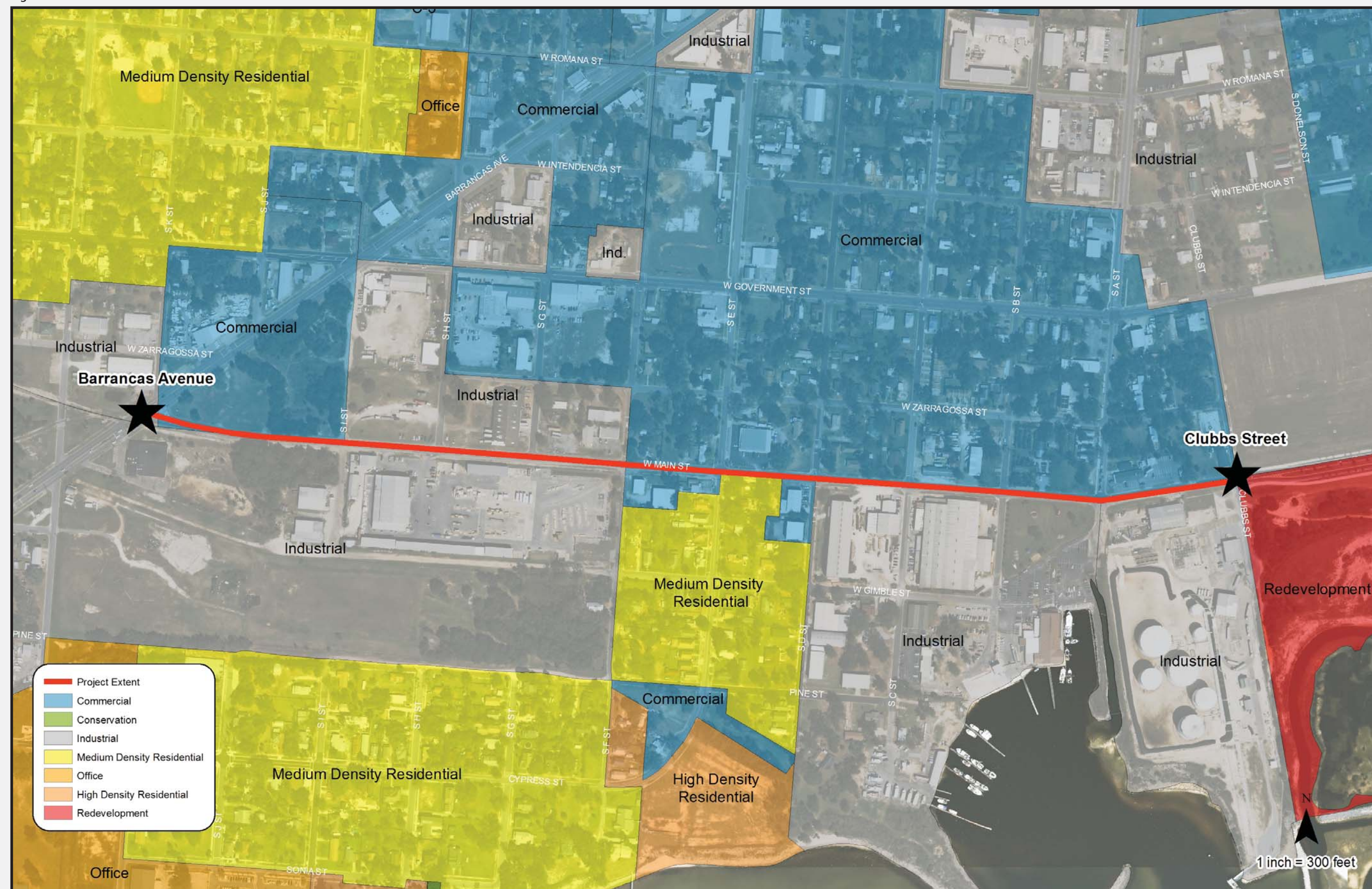


Figure 2-2

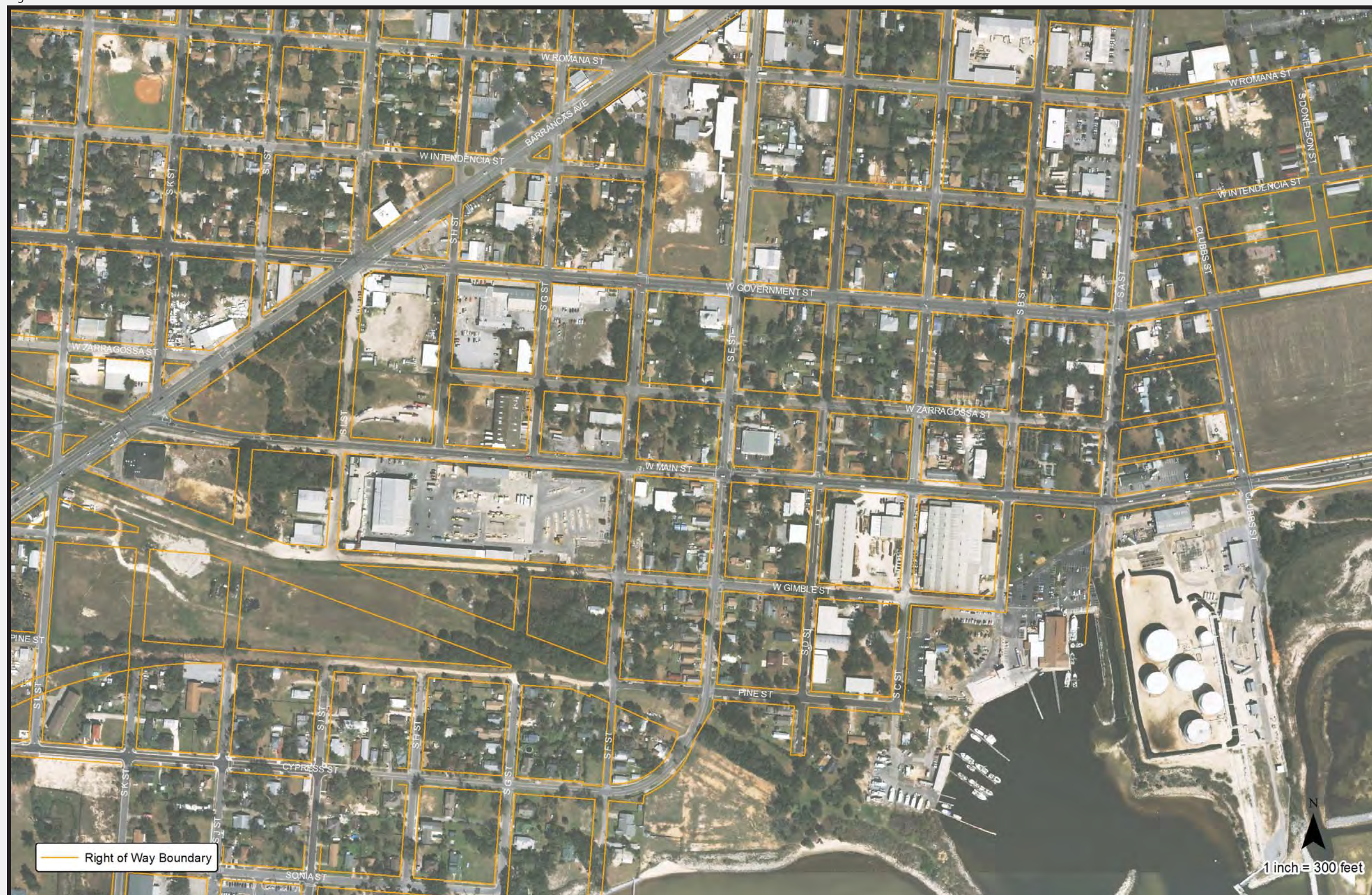


Figure 2-3

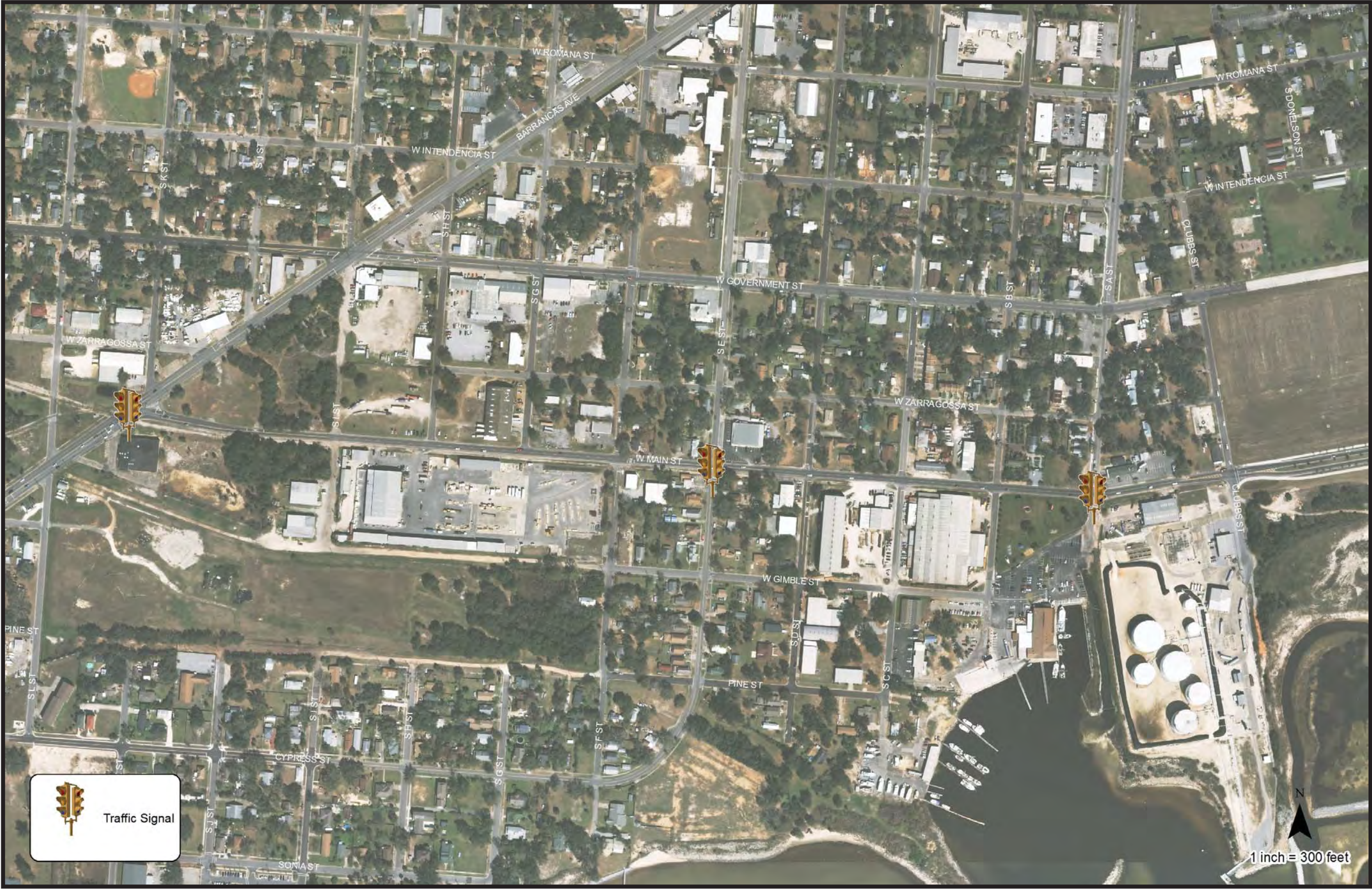


Figure 2-4



TRAFFIC ANALYSIS

A traffic analysis was performed for the Corridor in order to determine the existing (2013) and projected future (2021) level of service (LOS). LOS is a representation of the number of vehicles on a roadway in relation to the capacity of the roadway, and is a measurement of roadway congestion. Traffic counts were collected at three locations along the Main Street Corridor and turning movement counts were collected at 5 locations. FDOT Generalized Level of Service Tables were used in order to determine the Corridor's daily LOS.

LEVEL OF SERVICE

Highway traffic congestion is expressed in terms of Level of Service (LOS) as defined by the Highway Capacity Manual (HCM). LOS is a letter code ranging from "A" for excellent conditions to "F" for failure conditions. The conditions defining the LOS for roadways are summarized as follows:

	LOS A Represents the best operating conditions and is considered free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.		LOS D Represents traffic operations approaching unstable flow with high passing demand and passing capacity near zero, characterized by drivers being severely restricted in maneuverability.
	LOS B Represents reasonably free-flowing conditions but with some influence by others.		LOS E Represents unstable flow near capacity. LOS E often changes to LOS F very quickly because of disturbances (road conditions, accidents, etc.) in traffic flow.
	LOS C Represents a constrained constant flow below speed limits, with additional attention required by the drivers to maintain safe operations. Comfort and convenience levels of the driver decline noticeably.		LOS F Represents the worst conditions with heavily congested flow and traffic demand exceeding capacity, characterized by stop-and-go waves, poor travel time, low comfort and convenience, and increased accident exposure.

ROADWAY CAPACITY ANALYSIS

As shown in Table 2-1, the Main Street corridor is currently operating at a LOS of D, and is projected to continue to operate at a LOS of D through 2021. The City of Pensacola's Comprehensive Plan (July 2011) specifies the LOS standard for roadways within the city limits and it states in Policy T-1.1.1 that Local Collector facilities such as Main Street shall have a LOS of E or better. A portion of the corridor (from A Street to Clubbs Street) is in the City of Pensacola's Transportation Concurrency Exception Area (TCEA). Roadways within the TCEA are exempt from a defined LOS. Using the criteria set forth in the City of Pensacola's comprehensive plan, Main Street currently meets the LOS standard and is projected to continue to meet this standard in 2021.

Table 2-1. Existing and Projected Future LOS for Main Street Corridor Roadway Segments.

Roadway Capacity Analysis			
2013 Corridor AADT	12,523*	Level-of-Service	D
2021 Corridor AADT	13,560	Level-of-Service	D
*Average of the 3 count locations			

INTERSECTION ANALYSIS

An operational capacity analysis was performed on the following Main Street intersections for the AM, PM and midday peak hours: Barrancas Avenue., C Street, E Street, A Street, and Clubbs Street. Intersection capacity analyses for both signalized and unsignalized intersections were performed using Synchro software. Synchro applies the methodology from the Highway Capacity Manual to determine intersection delay and LOS based on a number of input variables including:

- Lane Configuration
- Turning Movement Counts
- Intersection Geometry
- Signal timings (signalized intersections)

Analyses were performed for 2013 existing conditions and for 2021 projected future conditions. The results of an analysis utilizing Synchro reveal that all intersections of Main Street currently operate at an acceptable level of service, as shown in Table 2-2. Main Street at Barrancas Avenue., E Street, and A Street all operate at LOS A in the AM, PM, and mid-day peak hour. Main street at C Street and Main Street at Clubbs Street operate at a LOS of C in the AM, PM, and mid-day peak hour. As shown below in Table 2-2, future conditions are projected to remain generally the same in 2021 for all intersections with the exception of Clubbs Street at Main Street, which is projected to degrade to a C LOS.

Table 2-2. Existing and Projected Future LOS for Main Street Corridor Intersections.

Barrancas Ave. at Main St.			"E" St. at Main St.		
Peak Hour	2013 LOS	2021 LOS	Peak Hour	2013 LOS	2021 LOS
AM	A	A	AM	A	A
Midday	A	A	Midday	A	A
PM	A	B	PM	A	A
"C" Street at Main St.			"A" St. at Main St.		
Peak Hour	2013 LOS	2021 LOS	Peak Hour	2013 LOS	2021 LOS
AM	C	C	AM	A	A
Midday	C	C	Midday	A	A
PM	C	C	PM	A	A
Clubbs St. at Main St.					
Peak Hour	2013 LOS	2021 LOS			
AM	A	C			
Midday	A	C			
PM	A	C			

CRASH TYPES AND LOCATIONS

Crash data from FDOT was analyzed for the Main Street Corridor for 2009, 2010, and 2011. Crashes were examined by location to determine if particular areas or intersections along the corridor had a high number of crash incidences. Crashes were also examined by crash type to determine whether any types of crashes were more prevalent, and if so, whether they correlated to a particular corridor area / intersection.

In 2009, there were a total of 10 crashes on the corridor; in 2010, there were 19 crashes; and in 2011, there were 7 crashes. Fortunately, none of the crashes involved severe injuries: 2009 had two non-capacitating injuries; 2010 had none; and 2011 had one non-capacitating injury. One pedestrian and zero cyclists were involved in crashes over the three-year timeframe.

The analysis of the crash locations showed that crashes were relatively evenly dispersed throughout the corridor between 2009 and 2011. In 2009, the S E Street / Main Street intersection had the highest number of crashes with five crashes at that location (two rear-end crashes and three angle crashes). In 2010, the Barrancas Avenue / Main Street intersection had the highest number of crashes of any intersection with nine crashes (three angle crashes, one head-on crash, two rear end crashes, two sideswipe crashes, and one collision with a motor vehicle on the roadway). In 2011, the crashes were evenly distributed throughout the corridor, with no single location having more than one crash.

The analysis of crash type revealed that a diversity of crash types occurred along the corridor between 2009 and 2011. The most prevalent type of crash was a rear end crash (14 crashes, or 39%). Crashes for 2009-2011 are shown in Figure 2-6.

Figure 2-5



ACCESS MANAGEMENT

Access management of a roadway can significantly affect the operation and safety of that roadway. Studies have shown a direct correlation between the number of crashes and the number of driveways on a roadway. Studies have also shown that increasing the number of driveways can yield as much as a 10mph reduction in average speeds.



The presence of median openings can have a similar effect on the number of crashes, as median openings increase turning movements and thereby increase potential conflicts.

According to FDOT, access management is the careful planning of the location design and operation of driveways, median openings, interchanges, and street connections. The purpose of access management is to provide access while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed.

Access management functions by reducing conflict points associated with traffic entering or exiting parcels. Conflict points are locations along a roadway where two vehicle's paths can legally cross. At a four way intersection there are as many as 36 conflict points. Crashes can potentially occur at each of these conflict points. By implementing access management techniques, the number of conflict points can be reduced, thus reducing the potential for crashes.

Without access management, the function of major roadway corridors can deteriorate rapidly. Poor access management can result in the following impacts:

- An increase in vehicular crashes
- More collisions involving pedestrians and cyclists
- Accelerated reduction in roadway efficiency
- Unsightly commercial strip development
- Degradation of scenic landscapes
- More cut-through traffic in residential areas due to overburdened arterials
- Homes and businesses adversely impacted by a continuous cycle of widening roads
- Increased commute times, fuel consumption, and vehicular emissions as numerous driveways and traffic signals intensify congestion and delays along major roads

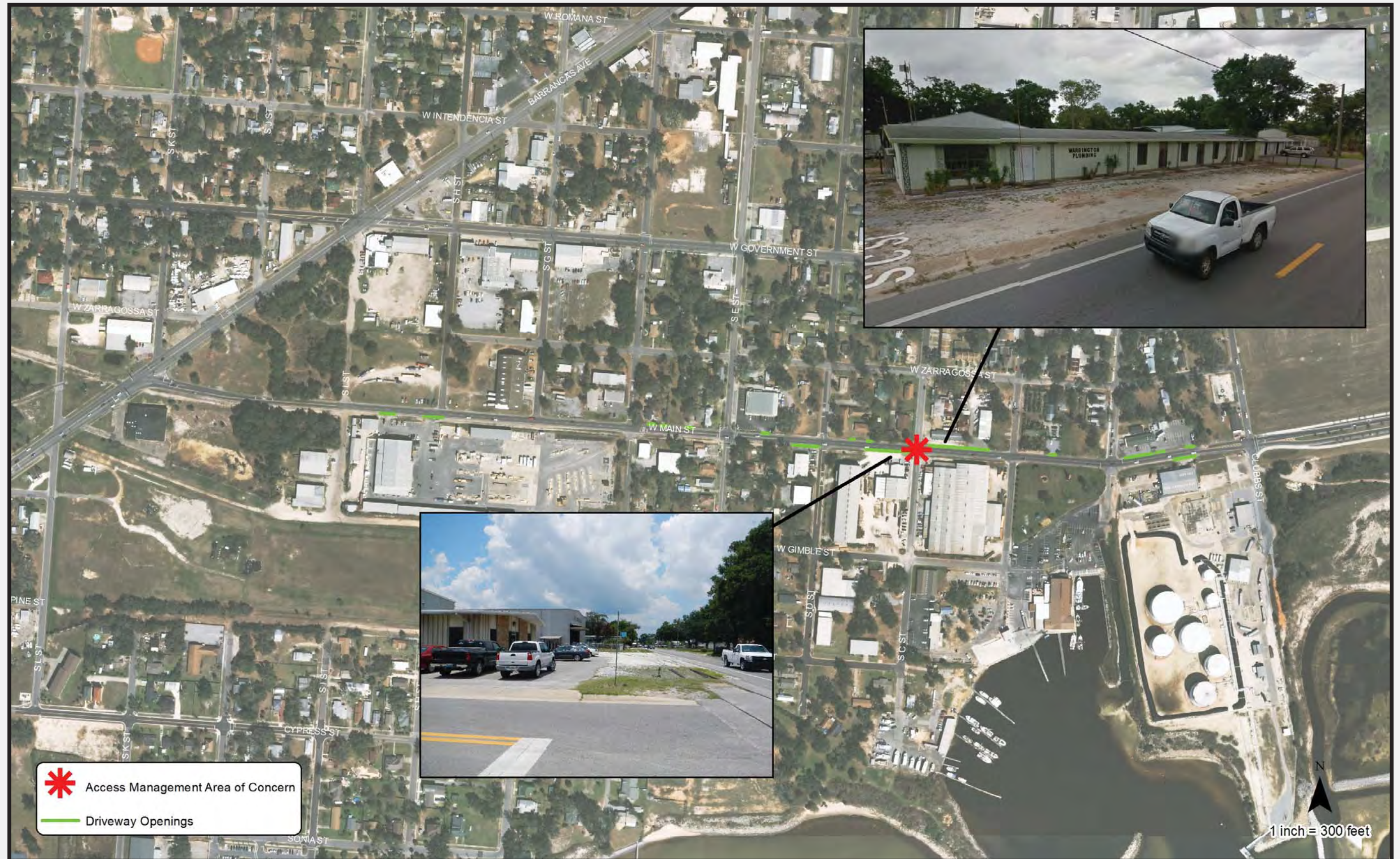
Implementing good access management practices can increase public safety, extend the life of major roadways, reduce traffic congestion, support alternative transportation modes, and potentially improve the appearance and quality of a corridor (Source: TRB Access Management Committee).

ACCESS MANAGEMENT ON THE MAIN STREET CORRIDOR

Access management is addressed in the City of Pensacola's Land Development Code for non-state facilities such as the Main Street Corridor. Section 11-4-89 of the City of Pensacola's Land Development Code addresses crosswalks and driveways on Parkways, and it allows one permanent crosswalk for each main entrance to each property and one driveway as may be required to each property. Spacing standards are established by the Florida Administrative Code (FAC) Chapter 14 for state facilities.

For the purposes of this study, the Main Street corridor was reviewed to identify specific areas with current access management issues. The study section of Main Street currently has very few turn lanes and no medians which helps to reduce conflict points. (However, the lack of medians and turn lanes cause through traffic to slow to accommodate turning vehicles, thereby affecting roadway capacity). The Main Street Corridor currently has one specific area of wide, ill-defined driveways. That area is the southwest and northeast businesses of the Main Street and C Street intersections which have dirt driveways of approximately 170 feet and 220 feet, respectively, that are wide and thereby create conflict points, as shown in Figure 2-6. The preferred improvement alternative discussed in Section 4 includes the construction of curb and gutter which will serve to eliminate ill-defined driveways and access points along the corridor.

Figure 2-6





Main Street Corridor Management Plan

FRAMEWORK ANALYSIS

3.0 FRAMEWORK ANALYSIS

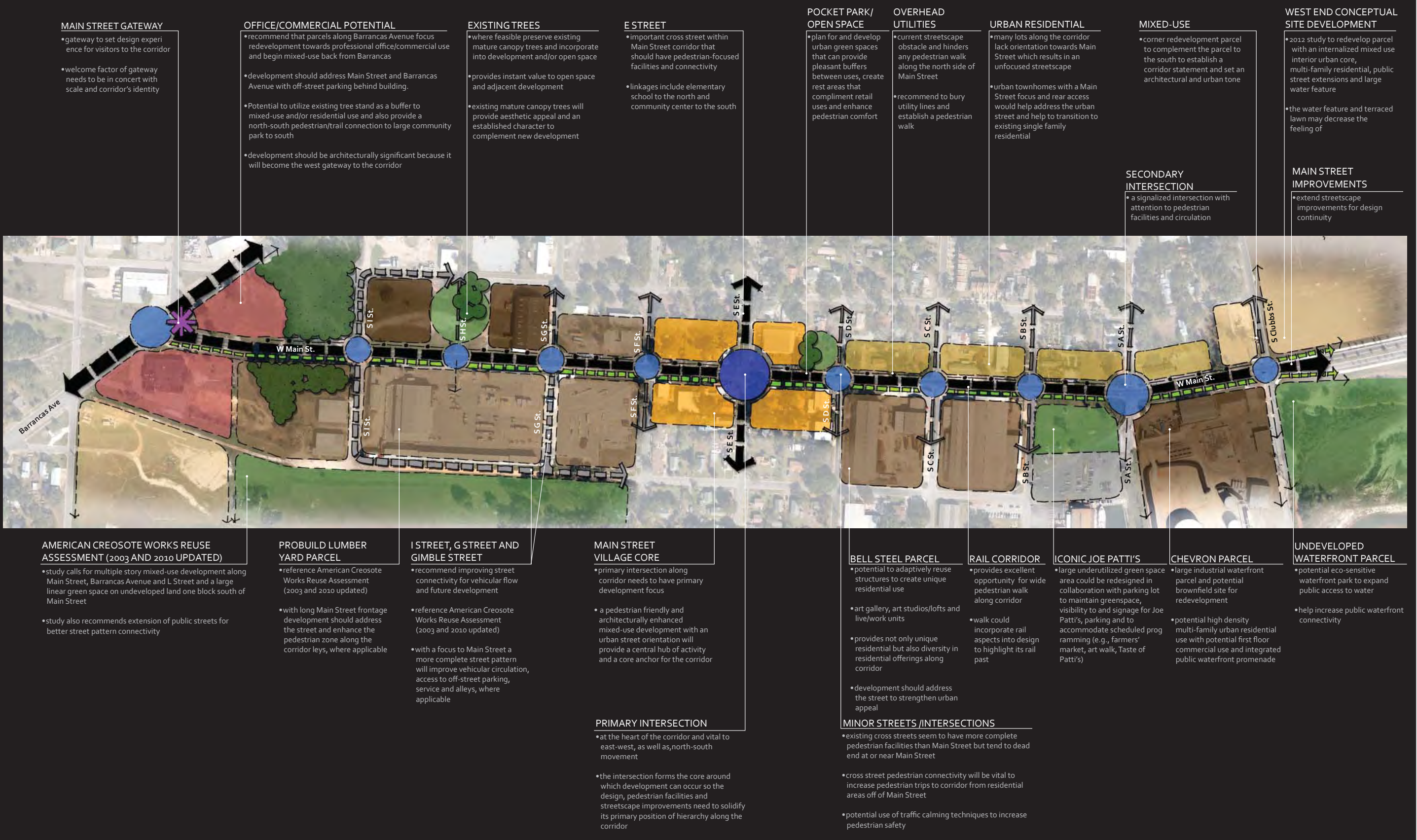
A framework analysis is an analytical tool that provides a general overview of a project area and reviews how the project relates, connects and/or influences its contextual relationships. Its main goal is to develop a basis for further in-depth review and potential improvements of site specific areas within the limits of the project. The framework analysis study along the Main Street corridor incorporated a number of different analytical tools to thoroughly inventory and analyze the present and future of the corridor and its immediate adjacent land uses. The design team employed site visits by driving the corridor, reviewed historical documents and previous studies (e.g., ACW Reuse Assessment and West End Conceptual Site Development Study) and studied recent aerial photography. Generally, this CMP framework analysis agrees with the proposed mixed-use concepts presented in the previous studies and their apparent emphasis on park/open space. The corridor has great potential to be a vibrant mixed-use district, to focus on quality pedestrian streetscape experiences, to set a tone of connectivity to the adjacent residential neighborhoods and nearby public amenities and, if feasible, to set a standard of historical relevance by adaptively reusing/recycling existing buildings and features for modern use with a sensitivity to its industrial past.

Currently, the main challenge on Main Street is the lack of focus on the street. With building setbacks, various building orientations, and lack of pedestrian amenities, the corridor lacks that built edge that physically defines the corridor and provides the vertical scale in relationship to the horizontal scale of the street section. But what it does have and what it should celebrate is the diversity of building stock that exists. Within the corridor there are single story homes, commercial buildings of various sizes and large metal shed type buildings. With the right mix of infill/adaptive reuse redevelopment Main Street could become a diverse and aesthetically eclectic Western Gateway District of wonderful buildings, iconic businesses, inviting outdoor spaces and streetscape experiences.

From a pedestrian perspective, the existing corridor lacks sidewalk continuity. There are residential neighborhoods to the north and south, Hallmark Elementary School only a few blocks to the north on E Street and the Sanders Beach-Corinne Jones Community Center along the water to the south. Connecting these important community assets is paramount for a vital Main Street corridor. Presence of sidewalks north-south is more prevalent, but once sidewalks intersect Main Street east-west sidewalks are discontinued. The utilization of the rail line as a main east-west sidewalk connector would be a significant contributor to providing a pedestrian-focused Main Street. The analysis also recognizes the challenges with developing a sidewalk on the north side of Main Street due to lack of width and overhead utilities. Even with a wide sidewalk on the south side of Main Street, incorporating a sidewalk on the north side will eventually be an important element to ensuring Main Street is a complete pedestrian experience.

The analysis revealed a number of challenging factors that currently exist along the corridor. Even with the challenges, the analysis recognizes great potential for revitalization that could assist in supporting the community socially and economically. The Framework Analysis is shown in Figure 3-1.

Figure 3-1





Main Street Corridor Management Plan

COMPLETE STREETS CONCEPT DEVELOPMENT

4.0 COMPLETE STREETS CONCEPT DEVELOPMENT

The term “complete streets” is often used to define roadways that function in a multi-modal fashion, safely accommodating automobiles, transit vehicles and riders, bicyclists, and pedestrians. Streets are not just for moving people and vehicles, but also often serve as places for commerce and recreation. Complete streets also are compatible with the surrounding community, and support adjacent land uses and activities, leading some to use the term context-sensitive streets instead. As a result, the Federal Highway Administration (FHWA) has developed recommended approaches for both Context Sensitive Solutions and Complete Streets.

Description of Concepts

Four Complete Streets concepts were created for this portion of the Main Street Corridor to address the need to revitalize the Corridor to attract more businesses and individual users; to encourage other modes of transportation in addition to personal vehicles; and to increase the aesthetic appeal of the Corridor. The four concepts for modifying Main Street in order to make it more of a ‘Complete Street’ include:

- Concept 1: Constructing a shared-use path on one side of Main Street;
- Concept 2: Constructing sidewalks on both sides of Main Street;
- Concept 3: Constructing buffered bike lanes on both sides of Main Street; and
- Concept 4: Implementation of a continuous center turn lane.

All four concepts have several features in common, including: curb and gutter drainage, landscape buffering surrounding sidewalk facilities, and streetlights where sidewalks are present. Concepts 1, 2, and 3 envision Main Street remaining a two lane roadway facility with 11 foot lanes, while Concept 4 would widen Main Street to a three-lane roadway.

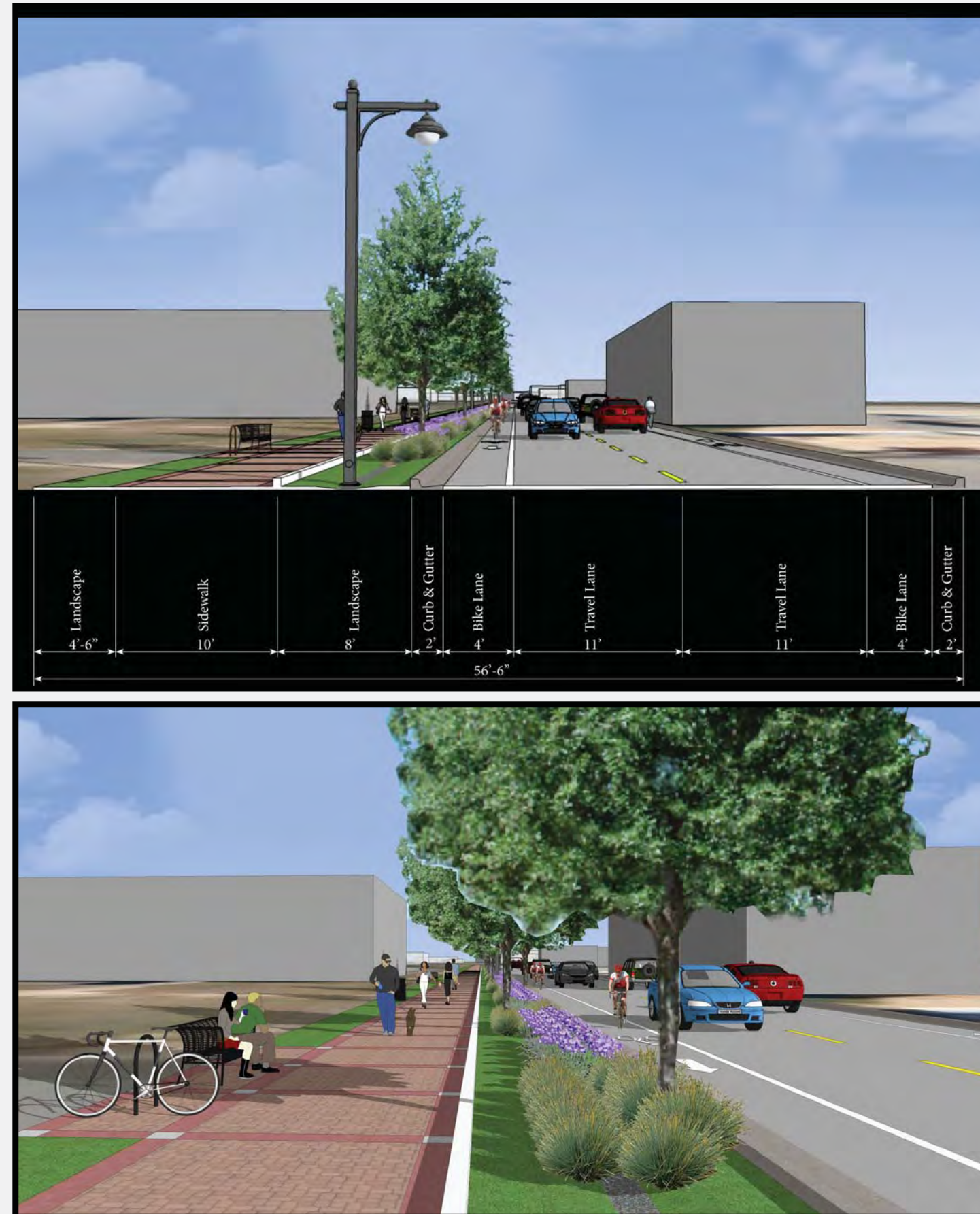
Concept 1 will create a ten-foot shared-use path adjacent to Main Street that is buffered by landscaping, as shown in Figure 4-1. The shared-use path will feature bench and trash can amenities, and will be built with brick pavers to increase its aesthetic appeal. This concept features four-foot bike lanes on each side of the two main travel lanes.

Concept 2 consists of constructing sidewalks that are five feet wide on both sides of Main Street, as shown in Figure 4-2. Each sidewalk will be buffered by landscaping and four feet three inch bike lanes will be present on both sides.

Concept 3, shown in Figure 4-3, features four feet wide bike lanes on both sides of the two roadway travel lanes that would be buffered by 2 foot bike lanes buffers. This concept also includes an eight foot wide sidewalk on one side of the road buffered by landscaping.

Concept 4 is different from the other three concepts because it will add an 11’ center turn lane to the existing two-lane roadway configuration. This concept also includes an eight foot buffered sidewalk on one side of the street and two four feet non-buffered bike lanes. Concept 4 is shown in Figure 4-4.

Figure 4-1



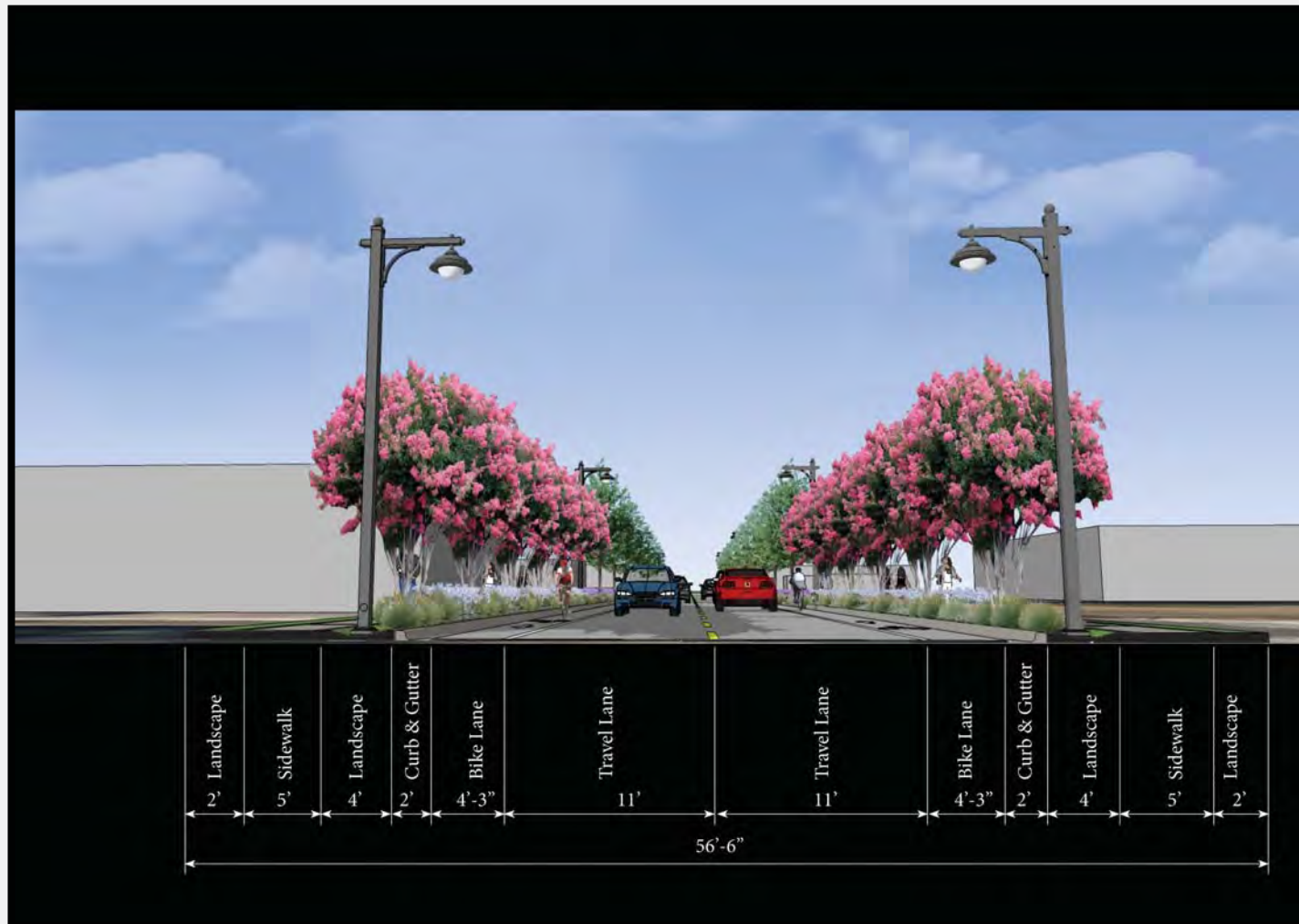


Figure 4-2

Concept 2

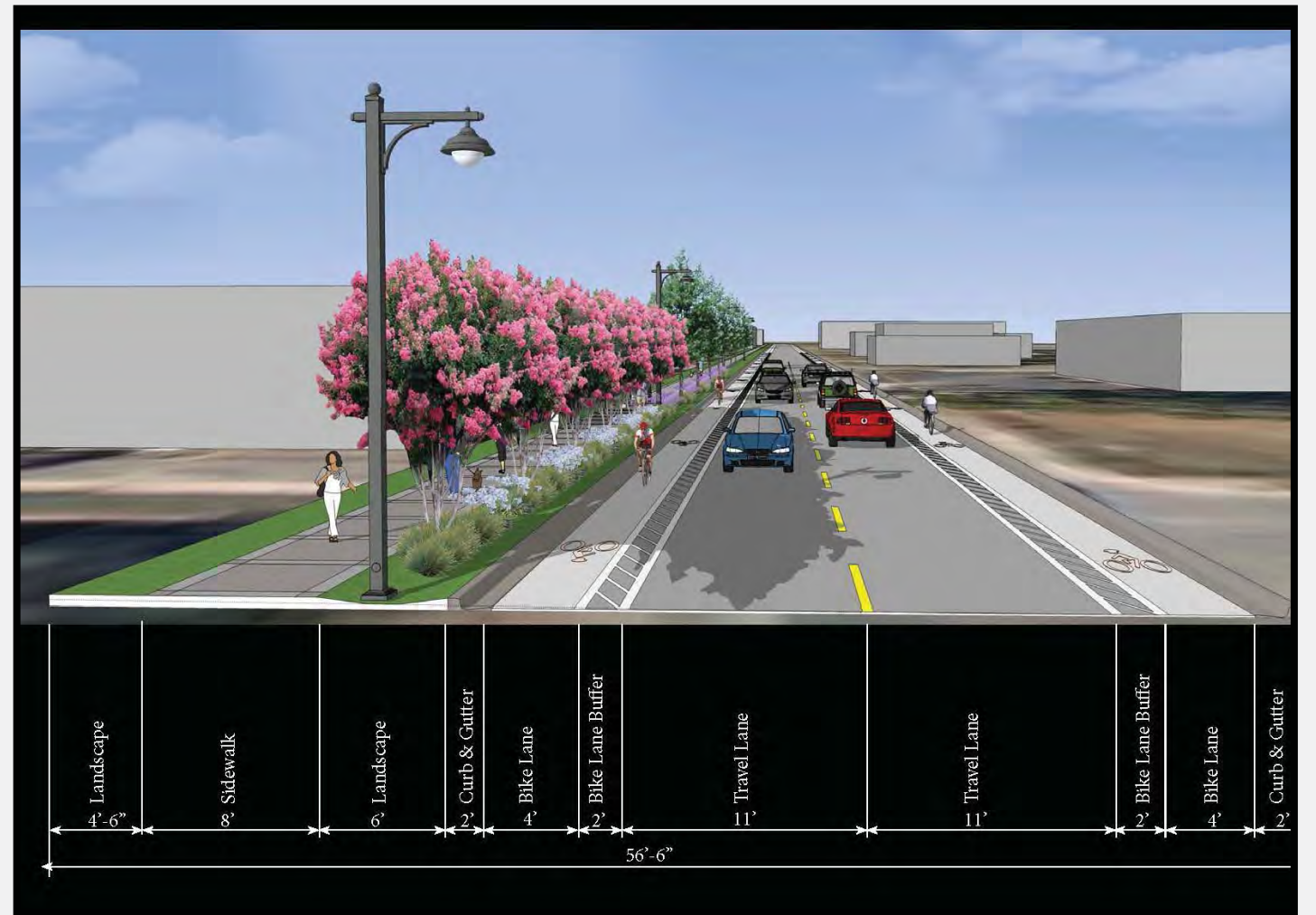
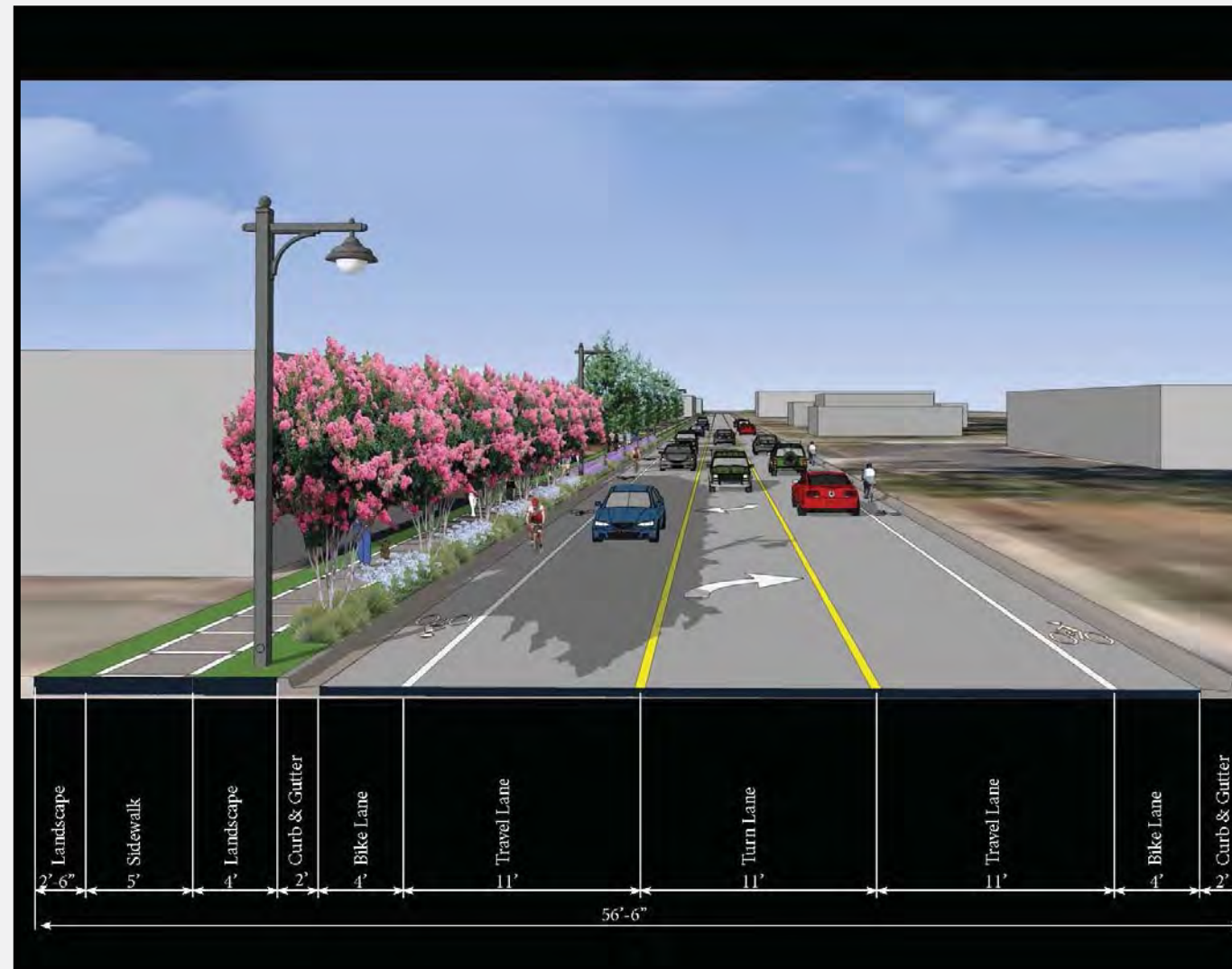


Figure 4-3

Concept 3



Concept 4

Figure 4-4

CONCEPT RANKINGS (MATRIX)

The proposed Complete Streets concepts were evaluated based on 11 factors:

- Construction Cost
- Drainage Impacts
- Sustainable Design
- Pedestrian Safety
- Bicyclist Safety
- Landscaping / Beautification
- Vehicular Access/ Safety
- Ease of Implementation
- Development / Redevelopment Potential
- Ongoing Maintenance
- Environmental Impacts

For each factor, each concept was assigned between 0 to 4 points, as shown in Table 4-1. Zero points were given when the concept was least desirable for that evaluation measure, two points was neutral, and four points were given when the concept was most desirable for that evaluation measure. Then, points were summed for each concept for all eleven evaluation measures. Table 4-1. shows that Concept 1 received 33 points; Concept 2 received 29 points; Concept 3 received 31 points, and Concept 4 received 21 points.

This analysis reveals that Concepts 1 through 3 are relatively similar in terms of number of points scored (within four points); however, Concept 4 scored considerably less with 21 total points as compared to Concepts 1-3 with 29-33 points. Of Concepts 1 through 3, Concept 2 has the highest construction costs, while Concept 1 will most likely require the most maintenance.

The highest scoring concept is Concept 1; Shared-use path.

	Main Street Corridor Proposed Concepts				
	Concept 1	Concept 2	Concept 3	Concept 4	
Evaluation Measure					Comments
Evaluation Measure 1: Construction Cost					While concepts 1, 3 and 4 were very similar in costs, concept 2 was significantly more expensive.
Evaluation Measure 2: Drainage Impacts					Due to the addition of a continuous turn lane, concept 4 would have drainage impacts due to the addition of more impervious surface.
Evaluation Measure 3: Sustainable Design					Concepts 1, 2 and 3 all provide for enhanced pedestrian and bicycle improvements. Concept 1 also incorporates a natural rain garden to help mitigate drainage impacts.
Evaluation Measure 4: Pedestrian Safety					Concept 2 increases pedestrian safety the most due to the presence of sidewalks on both sides of the road. All concepts provide for sidewalks on one side of the road at a minimum.
Evaluation Measure 5: Bicyclist Safety					Concept 3 offers increased bicyclist safety the most due to the presence of a buffered bike lane. All concepts provide for designated bike lanes thus improving bicyclist safety over the current configuration.
Evaluation Measures 6: Landscaping / Beautification					Concept 2 proposes beautifying both sides of the roadway through landscaping while the others only improve the south side. However, all concepts significantly improve the aesthetics of the corridor.
Evaluation Measure 7: Vehicular Access / Safety					Concept 4 provides for the most vehicular access by implementing a continous center turn lane.
Evaluation Measure 8: Ease of Implementation					Concept 1 would require the least amount of road reconstruction while the other 3 Concepts would require significant reconstruction and reconfiguration of the current roadway.
Evaluation Measure 9: Development / Redevelopment Potential					Concepts 2 and 3 implement improvements that would engage and benefit both the south and the north sides of the roadway while Concept 1 only utilizes the south side of the roadway.
Evaluation Measure 10: Ongoing Maintenance					Concept 1 would most likely require the most maintenance due to the fact that it would include numerous pieces of street furniture and have the widest sidewalk/shared use path of all the concepts.
Evaluation Measure 11: Environmental impacts					Due to the fact that Concept 4 proposes a continuous left turn lane, it creates more impervious surface and thus more runoff which increases its environmental impacts.
Score	33	29	31	21	

Table 4-1

Legend

Least Desirable

Neutral

Most Desirable

0

1

2

3

4

Primary consideration

Secondary consideration

Tertiary consideration



Main Street Corridor Management Plan

OTHER RECOMMENDED IMPROVEMENTS

5.0 OTHER RECOMMENDED IMPROVEMENTS

MAIN STREET & A STREET – WESTBOUND LEFT TURN LANE

It is recommended that a westbound left turn lane be constructed at Main Street and A Street. This improvement will help to improve intersection efficiency as well as increase safety by reducing the potential for rear-end collisions by vehicles attempting to turn left at the intersection into Joe Patti's.

Existing



Figure 5-1



Figure 5-2

Proposed

MAIN STREET & E STREET – WESTBOUND AND EASTBOUND LEFT TURN LANES

It is recommended that both a westbound left turn lane and an eastbound left turn lane be constructed at Main Street and E Street. Again, this improvement will help to improve intersection efficiency as well as increase safety by reducing the potential for rear-end collisions.

Existing



Figure 5-3



Proposed

Figure 5-4

GATEWAY CONCEPT DEVELOPMENT

One of the objectives of the Main Street CMP is to create a Western Gateway District leading to downtown. Gateways are important identity and entry statements for all types of developments from historic districts, city boundaries, large planned developments and unique streetscape corridors, such as Main Street. The gateway's elemental function is to act as a transition between areas and as an entrance. Moreover, the development of a gateway introduces the design theme and sets the tone through its design, scale, use of materials, font type and lighting. For Main Street, the location of the gateway at the west end of Main Street where it intersects with Barrancas Avenue is an important step in establishing that first impression and overall unique identity for the corridor.

The concepts that were developed were inspired by the established streetscape elements recently finished east of Clubbs Street., the industrial history of the corridor and the presence of the rail line. The established streetscape elements of small columns, simple caps, precast concrete and brick paving providing a color accent creates a palette of timeliness and simplicity that will always have a place on Main Street. A number of concepts explore the use of those elements and materials, but reinterprets them in a more unique and identifiable way. The industrial history and the rail line are celebrated, as well, during the concept exploration. Use of black metal, weathered steel, block stone, exposed bolts and attachment plates relate to an industrial/rail setting, but are expressed in a modern interpretation of that theme so it feels interesting and distinctive.

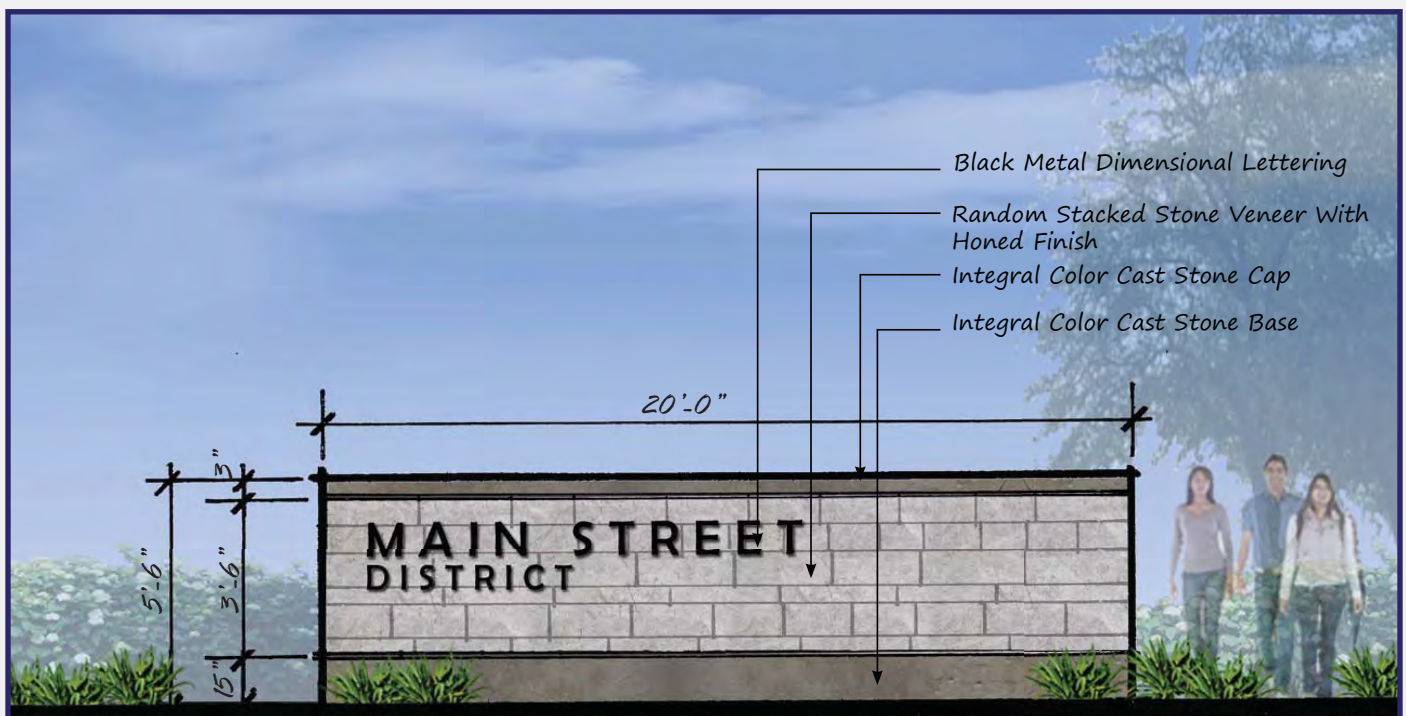
The font selection is also very important to establishing the corridor's identity. Our developed concepts show simple fonts for clarity that seem appropriate for a contemporary theme with a twist toward industry. This font type selection helps put the focus on the use of materials, colors and finishes for the sign which need to be the distinguishing factors for the gateway. Fonts used in black dimensional lettering or stainless steel lettering with interior illumination or back lighting will provide just the right amount of sophistication for the gateway and make an attractive statement during the day, as well as, during the night.

The following figures present 6 different potential gateway options for Main Street.



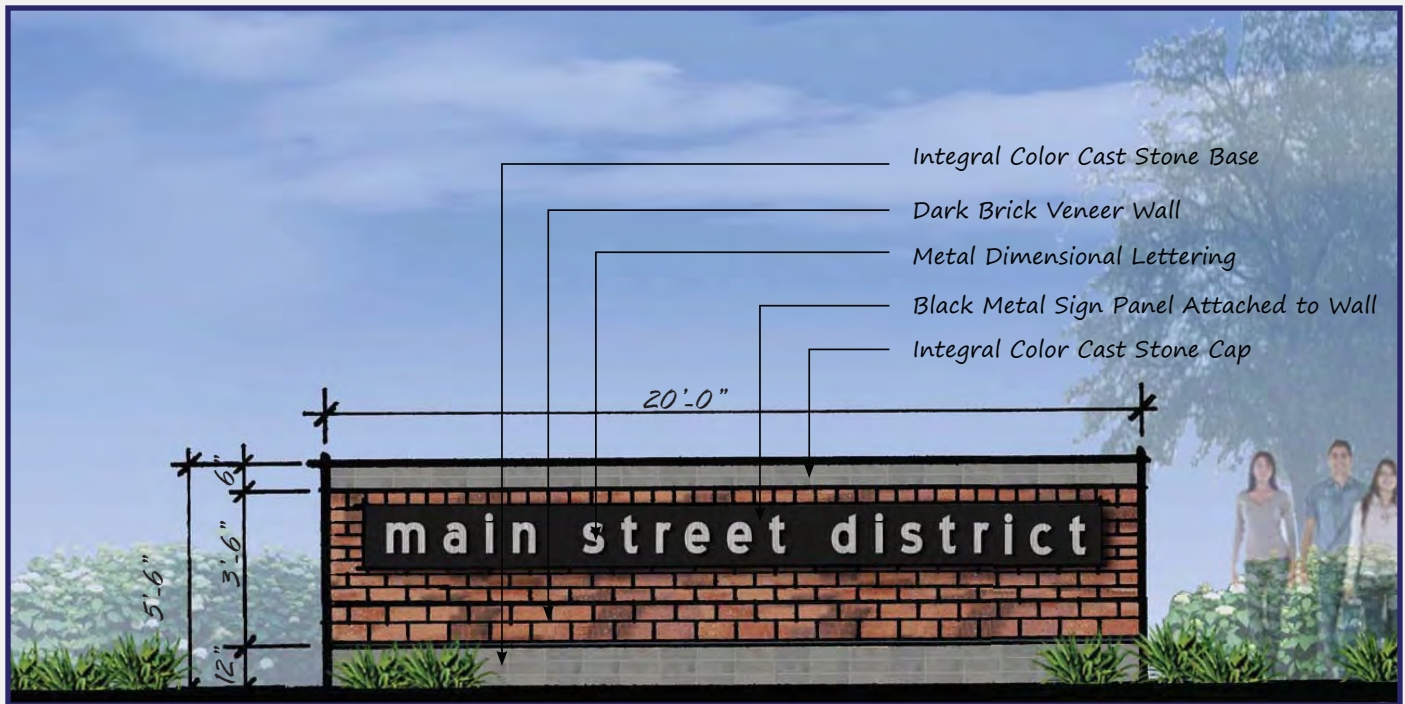
Gateway Sign A

Figure 5-5



Gateway Sign B

Figure 5-6



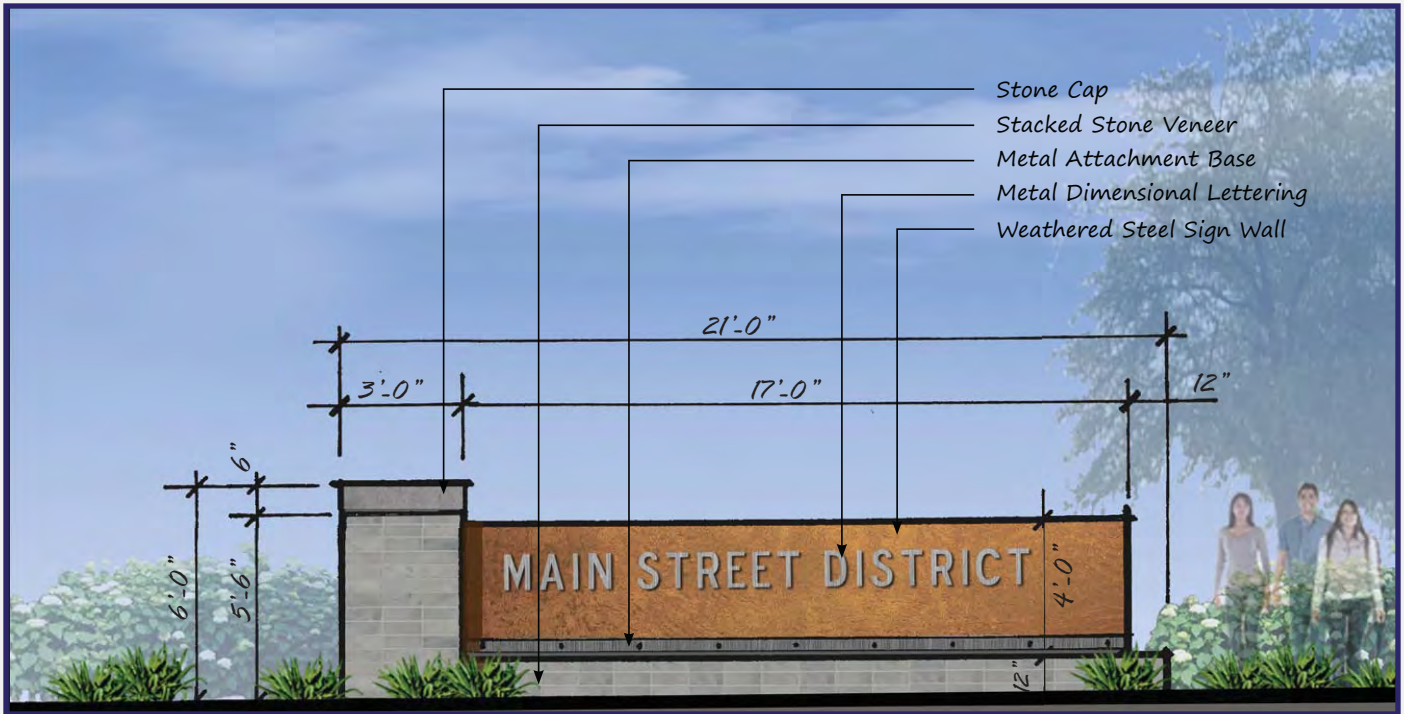
Gateway Sign C

Figure 5-7



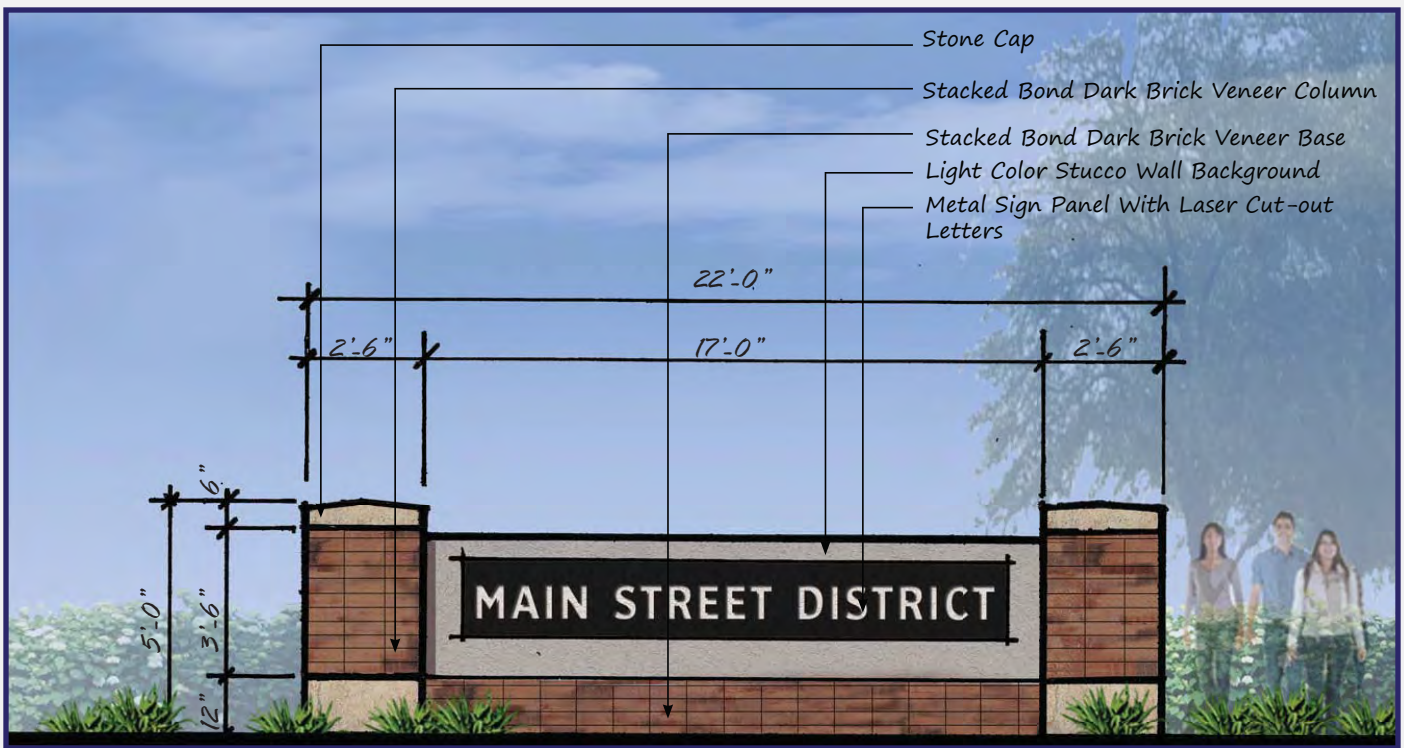
Gateway Sign D

Figure 5-8



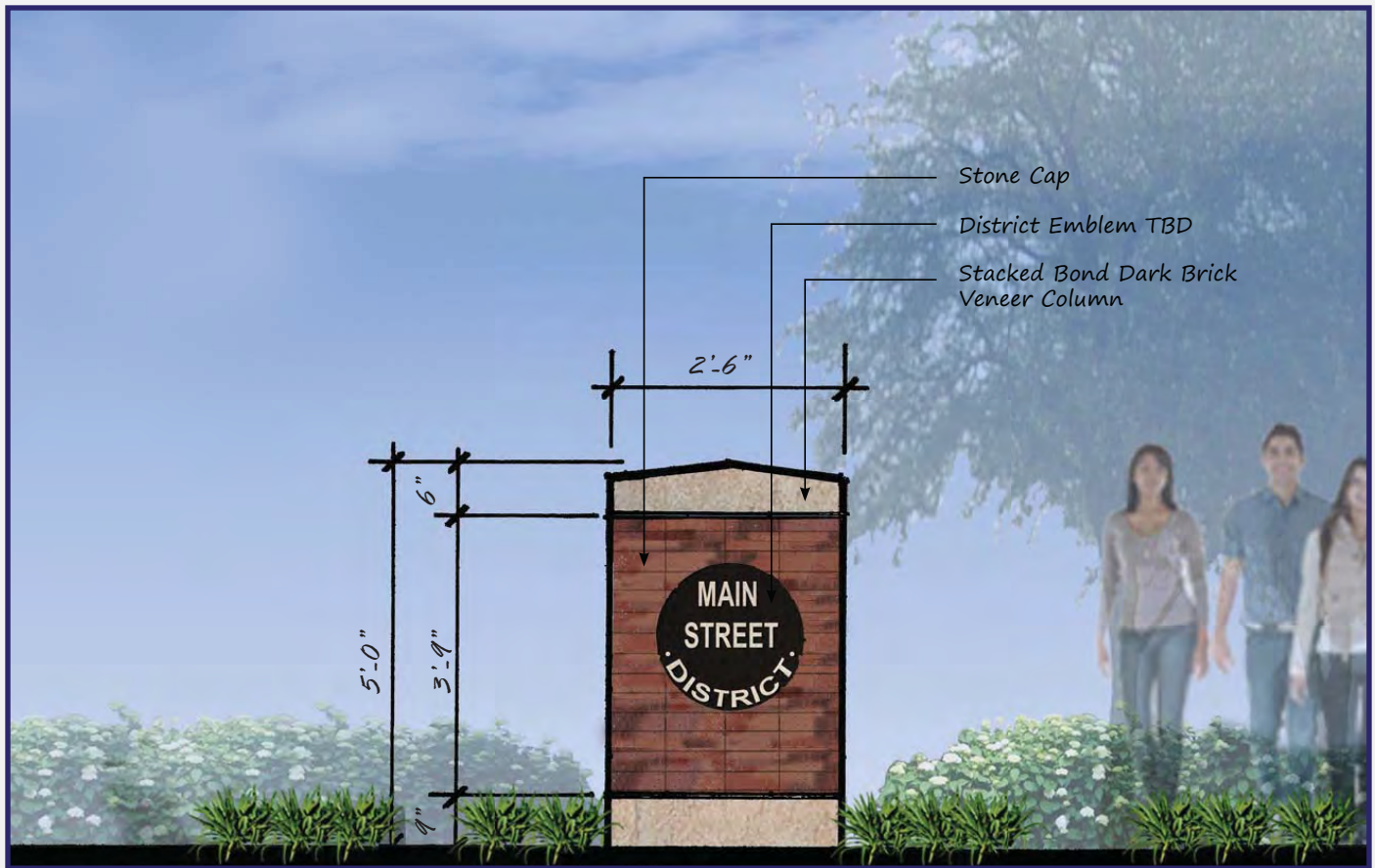
Gateway Sign E

Figure 5-9



Gateway Sign F

Figure 5-10



Gateway Sign F1

Figure 5-11



Main Street Corridor Management Plan

PUBLIC INVOLVEMENT

6.0 PUBLIC INVOLVEMENT

Public involvement and input was an important component of the Main Street Corridor Study. Public involvement was solicited throughout the study, and information about the CMP was disseminated through presentations to civic associations, two public workshops, a local officials workshop, and a mailing list. Additionally, the project team met with numerous commercial businesses to discuss the project.

Table 6-1. below is a timeline of the major public involvement efforts undertaken as a part of the Main Street Corridor Study.

Table 6-1. Major Public Involvement Events in the Main Street Corridor Study.

Date	Event	Location
7/1/13	Local Officials Kick-off Workshop	City of Pensacola City Hall
12/12/13	Sanders Beach Neighborhood Association Meeting	Sanders Beach-Corinne Jones Community Center
12/17/13	Local Officials Workshop #1	West Florida Regional Planning Council
12/17/13	Public Workshop #1	City of Pensacola City Hall
4/8/14	Local Officials Workshop #2	West Florida Regional Planning Council
4/8/14	Public Workshop #2	City of Pensacola City Hall

Public Involvement Feedback:

The first public workshop revealed that the Complete Streets Concept #2, featuring sidewalks and bike lanes on both sides of the road, received the most positive feedback. Concept 1 (shared use path on south side of the road) also received positive feedback, although Concept 2 was the more favored alternative among the group. Numerous attendees expressed a desire for landscaping and lighting along the corridor and reacted positively that these features were shown in all Concepts. Overall beautification of the corridor was a common theme mentioned among attendees. Numerous attendees expressed a desire for left turn lanes at both "A" Street and "E" Street. One attendee wanted all the "alphabet" street names to be changed back to their historic names. The addition of signage (wayfinding, entry features etc.) was mentioned by some attendees.



Main Street CMP Public Workshop #1

2C • FRIDAY, DECEMBER 6, 2012 • PENSACOLA NEWS JOURNAL

NEWS

HOLIDAY DECOR

LETTING THE CHRISTMAS SPIRIT RING

Joseph Santos and Mitchell Cole, workers at professional holiday decorating company Jolly Christmas Decor, hang festive, colorful garlands Thursday from the gateway to the Grand Court at South Beach and Riva Street as the holiday season gets underway. (PHOTO BY JIMMY COLE)

CRIME AND COURTS

Attorneys seeking info on vandalism

By James Ballentine

A lawsuit filed last year by attorneys that accused the city of vandalism has led to a public hearing. The hearing is set for 10 a.m. on Friday at the city's public hearing room, 200 N. Palafox St. The hearing is open to the public and anyone interested in the case can attend. The hearing is a public hearing and anyone interested in the case can attend. The hearing is a public hearing and anyone interested in the case can attend.

UNIVERSITY OF WEST FLORIDA

Board of Trustees mulling student housing cost hike

The board of trustees of the University of West Florida is considering a 2.5 percent increase in student housing costs. The increase is being considered because of the rising costs of housing and the need to maintain the quality of the housing. The increase is being considered because of the rising costs of housing and the need to maintain the quality of the housing.

Schools

Local schools are preparing for the start of the new school year. The schools are preparing for the start of the new school year. The schools are preparing for the start of the new school year.

CHURCH OF CHRIST AT MILESTONE

The Church of Christ at Milestone is celebrating its 50th anniversary. The church is celebrating its 50th anniversary. The church is celebrating its 50th anniversary.

Howard Fillingim's Fall Fair of Florida's Vegetables

Howard Fillingim's Fall Fair of Florida's Vegetables is a celebration of the state's vegetable industry. The fair is a celebration of the state's vegetable industry. The fair is a celebration of the state's vegetable industry.

MAIN STREET CORRIDOR MANAGEMENT PLAN

PUBLIC WORKSHOP

PENSACOLA, FLORIDA

Thursday, December 17, 2012 • 5:30 p.m. - 7:00 p.m.
City of Pensacola, City Hall, 223 Main Street
Hagler-Mason Conference Room, 2nd Floor

The Florida-Alabama Transportation Planning Organization (TPO) invites you to participate in a public workshop to provide input on conceptual improvements along Main Street in Pensacola, Florida. The Main Street Corridor Management Plan (CMP) will study corridor improvements from Barndollar Avenue to Chiles Street. Come and share your thoughts on ways Main Street could be improved. Your input and comments will be used to benefit users of the corridor.

Maps and illustrations of current progress of the study and various initial concepts will be shown at the workshop. TPO representatives will be available to answer questions and explain the study.

For more information, contact Philip Shad at (850) 478-8844 or phil.shad@atlkingglobal.com.

Sponsored by:

Florida-Alabama TPO+ ATKINS

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons requiring special accommodations under the Americans with Disabilities Act (ADA) or those requiring language translation services, free of charge, should contact Philip Shad at (850) 478-8844 at least three days before the event.

A public hearing will be held on the subject of the proposed project, and the public is invited to attend. The hearing is open to the public and anyone interested in the case can attend. The hearing is a public hearing and anyone interested in the case can attend.



Main Street CMP Public Workshop #2

Pensacola News Journal Ad for Main Street CMP Public Workshop



Main Street Corridor Management Plan

PLAN IMPLEMENTATION

7.0 PLAN IMPLEMENTATION

Now that the vision has been completed, the process of implementation can begin. As with many infrastructure projects, funding can be scarce. The following sections detail the cost estimates for each of the Concepts as well as an approach to phasing the project.

Cost Estimates

Cost estimates were developed for each of the four proposed concepts. It should be noted that these cost estimates may need to be further refined before actual construction is to begin. The costs listed below are for construction of the entire length of the study area. Itemized cost estimates can be found in Appendix C.

Table 7-1 Cost Estimates

Concept	Total Cost
Concept 1 - Shared-use path (Preferred Concept)	\$1,652,424
Concept 2 - Bike lanes on both sides of road	\$2,076,059
Concept 3 - Buffered bike lanes	\$1,668,309
Concept 4 - Continuous center turn lane	\$1,727,548

Phased Approach

If funds are not available to complete implementation of the preferred alternative along the entire corridor, a phased approach is recommended. This phased approach would also allow for a gradual re-purposing of the rail line. A proposed phasing plan is shown in Table 7-2.

Table 7-2 Proposed Construction Phasing Plan

Phase	Time Period
Clubbs Street to A Street (Pilot program)	1-5 years
A Street to E Street	5-10 years
E Street to Barrancas Avenue	10+ years

Next Steps

The improvements proposed in this report are preliminary at this time. More detailed analyses, including environmental studies, design studies, and more detailed cost estimating may be necessary prior to implementation. It is also recommended that additional outreach to the community and businesses in the area occur. The City may wish to consider seeking funding from the state and/or Federal government to advance the preferred concept. In order to do so, it should be included in both local land use and transportation plans.



Main Street Corridor Management Plan

APPENDICES



Appendix A - Traffic Data

ALL TRAFFIC DATA SERVICES, INC

870 Misty Oak Dr.
Orange Park, FL 32065
904.707.8618

Page 1

Site Code: 1
Station ID: 1
MAIN STREET EAST OF
BARRANCAS AVENUE

Start Time	16-Jul-13 Tue	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		9	98			13	98				
12:15		6	103			11	100				
12:30		7	108			6	118				
12:45		1	99	23	408	3	104	33	420	56	828
01:00		4	94			3	110				
01:15		3	101			8	119				
01:30		4	83			3	124				
01:45		4	95	15	373	6	102	20	455	35	828
02:00		4	46			4	60				
02:15		2	96			1	100				
02:30		2	105			4	98				
02:45		4	117	12	364	7	106	16	364	28	728
03:00		3	106			8	90				
03:15		1	129			8	108				
03:30		2	113			2	104				
03:45		2	132	8	480	4	106	22	408	30	888
04:00		6	104			4	122				
04:15		4	122			6	122				
04:30		6	114			7	120				
04:45		8	122	24	462	15	104	32	468	56	930
05:00		15	136			10	126				
05:15		20	100			18	144				
05:30		20	111			32	127				
05:45		28	86	83	433	36	101	96	498	179	931
06:00		36	109			33	79				
06:15		38	92			64	74				
06:30		52	112			74	69				
06:45		81	66	207	379	86	76	257	298	464	677
07:00		60	66			90	77				
07:15		90	57			103	84				
07:30		113	45			68	76				
07:45		138	50	401	218	78	64	339	301	740	519
08:00		110	52			82	52				
08:15		116	40			84	74				
08:30		92	30			73	71				
08:45		105	38	423	160	78	68	317	265	740	425
09:00		94	30			62	63				
09:15		74	34			82	74				
09:30		75	26			70	55				
09:45		74	20	317	110	76	62	290	254	607	364
10:00		88	20			79	49				
10:15		55	23			86	43				
10:30		74	20			93	38				
10:45		104	16	321	79	102	33	360	163	681	242
11:00		96	12			98	26				
11:15		91	10			81	39				
11:30		72	12			89	30				
11:45		86	14	345	48	90	19	358	114	703	162
Total		2179	3514			2140	4008			4319	7522
Percent		38.3%	61.7%			34.8%	65.2%			36.5%	63.5%
Grand Total		2179	3514			2140	4008			4319	7522
Percent		38.3%	61.7%			34.8%	65.2%			36.5%	63.5%
ADT		ADT 11,841				AADT 11,841					

Page 1

Site Code: 2
Station ID: 2
STREET AND
D STREET

Start Time	16-Jul-13 Tue	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		7	121			16	104				
12:15		7	118			10	113				
12:30		4	114			8	133				
12:45		3	118	21	471	3	114	37	464	58	935
01:00		5	105			5	136				
01:15		2	104			10	134				
01:30		6	108			4	131				
01:45		0	80	13	397	8	96	27	497	40	894
02:00		7	88			3	122				
02:15		0	135			3	100				
02:30		2	118			6	126				
02:45		4	126	13	467	8	104	20	452	33	919
03:00		3	108			7	112				
03:15		3	136			6	98				
03:30		4	134			4	110				
03:45		4	144	14	522	9	114	26	434	40	956
04:00		6	129			4	112				
04:15		3	130			6	136				
04:30		8	135			13	122				
04:45		7	120	24	514	15	107	38	477	62	991
05:00		11	154			8	142				
05:15		22	111			23	143				
05:30		26	130			35	106				
05:45		28	118	87	513	34	109	100	500	187	1013
06:00		35	116			44	95				
06:15		47	108			72	76				
06:30		65	106			81	97				
06:45		78	66	225	396	91	68	288	336	513	732
07:00		71	74			98	96				
07:15		92	60			112	61				
07:30		120	58			86	74				
07:45		162	46	445	238	94	73	390	304	835	542
08:00		118	58			88	71				
08:15		118	44			88	66				
08:30		120	37			84	80				
08:45		100	40	456	179	78	65	338	282	794	461
09:00		103	38			88	74				
09:15		78	49			76	65				
09:30		82	50			72	53				
09:45		109	22	372	159	90	64	326	256	698	415
10:00		76	24			86	52				
10:15		80	21			89	47				
10:30		88	23			116	34				
10:45		112	13	356	81	106	39	397	172	753	253
11:00		98	13			106	30				
11:15		98	10			91	38				
11:30		82	16			108	27				
11:45		108	11	386	50	125	20	430	115	816	165
Total		2412	3987			2417	4289			4829	8276
Percent		37.7%	62.3%			36.0%	64.0%			36.8%	63.2%
Grand Total		2412	3987			2417	4289			4829	8276
Percent		37.7%	62.3%			36.0%	64.0%			36.8%	63.2%
ADT		ADT 13,105		AADT 13,105							

ALL TRAFFIC DATA SERVICES, INC

870 Misty Oak Dr.
Orange Park, FL 32065
904.707.8618

Page 1

Site Code: 3

Station ID: 3

MAIN STREET WEST OF CLUBBS STREET

Start Time	16-Jul-13 Tue	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		10	116			15	136				
12:15		4	135			9	124				
12:30		4	113			9	149				
12:45		6	147	24	511	2	128	35	537	59	1048
01:00		4	114			5	146				
01:15		3	116			8	136				
01:30		8	126			8	117				
01:45		3	92	18	448	4	103	25	502	43	950
02:00		6	104			3	114				
02:15		1	148			3	118				
02:30		5	146			7	122				
02:45		4	135	16	533	8	123	21	477	37	1010
03:00		4	148			7	102				
03:15		1	145			5	116				
03:30		3	147			3	117				
03:45		5	158	13	598	8	118	23	453	36	1051
04:00		6	139			5	122				
04:15		8	138			6	150				
04:30		8	176			15	122				
04:45		10	126	32	579	12	134	38	528	70	1107
05:00		13	151			11	148				
05:15		20	152			29	145				
05:30		26	116			37	100				
05:45		30	131	89	550	37	132	114	525	203	1075
06:00		42	116			55	90				
06:15		44	126			81	100				
06:30		58	105			85	98				
06:45		84	72	228	419	100	64	321	352	549	771
07:00		74	92			112	82				
07:15		100	64			107	76				
07:30		121	66			98	64				
07:45		170	58	465	280	108	86	425	308	890	588
08:00		120	70			102	62				
08:15		122	48			95	75				
08:30		120	46			84	76				
08:45		100	42	462	206	94	62	375	275	837	481
09:00		113	33			90	80				
09:15		79	52			86	57				
09:30		90	44			96	65				
09:45		102	24	384	153	90	56	362	258	746	411
10:00		84	28			94	56				
10:15		78	20			101	44				
10:30		91	22			122	34				
10:45		127	9	380	79	112	34	429	168	809	247
11:00		114	14			116	40				
11:15		108	8			101	37				
11:30		108	16			130	29				
11:45		126	8	456	46	135	22	482	128	938	174
Total		2567	4402			2650	4511			5217	8913
Percent		36.8%	63.2%			37.0%	63.0%			36.9%	63.1%
Grand Total		2567	4402			2650	4511			5217	8913
Percent		36.8%	63.2%			37.0%	63.0%			36.9%	63.1%
ADT		ADT 13,390				AADT 13,390					

All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

File Name : AStreet&MainAM
Site Code : 4
Start Date : 7/16/2013
Page No : 1

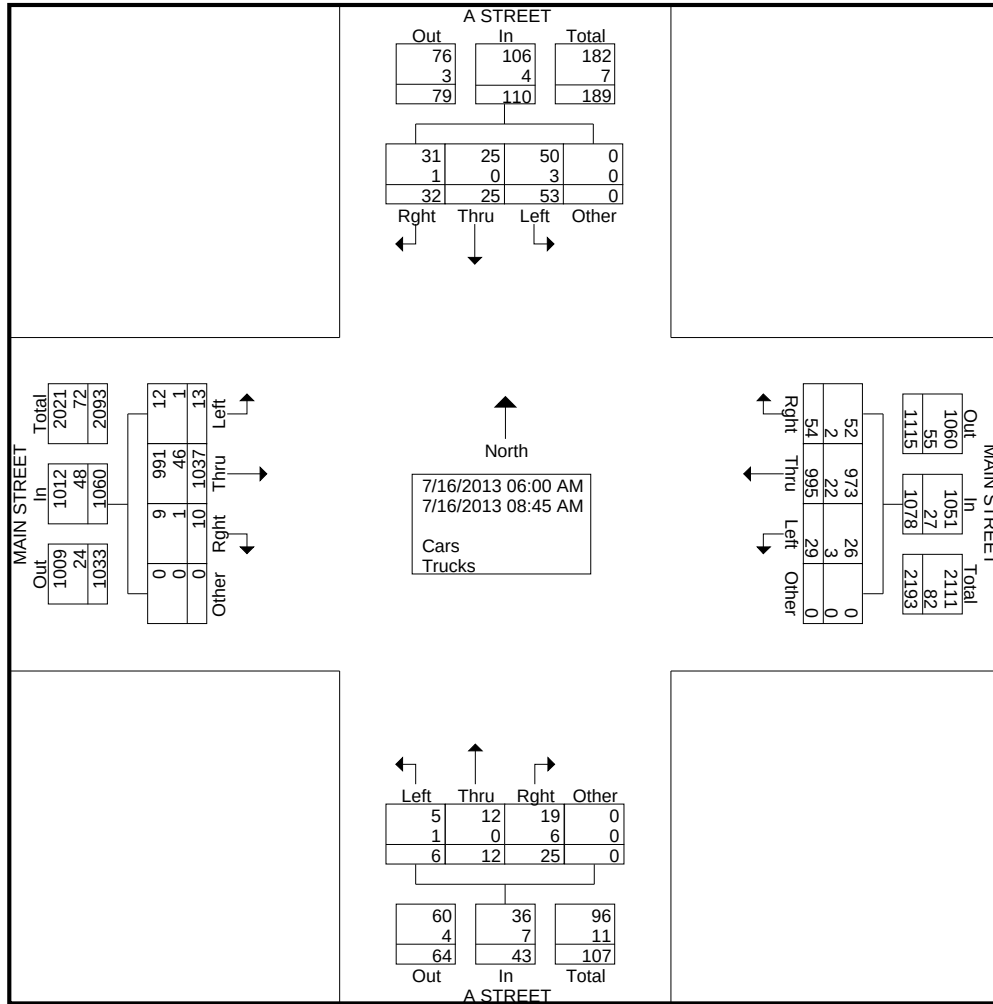
Groups Printed- Cars - Trucks

	A STREET Southbound					MAIN STREET Westbound					A STREET Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
06:00 AM	1	0	1	0	2	0	64	1	0	65	0	0	0	0	0	0	39	0	0	39	106
06:15 AM	0	1	2	0	3	0	75	2	0	77	0	0	0	0	0	1	39	0	0	40	120
06:30 AM	1	0	1	0	2	0	83	1	0	84	0	0	0	0	0	0	69	1	0	70	156
06:45 AM	6	1	3	0	10	1	97	3	0	101	1	0	1	0	2	1	62	2	0	65	178
Total	8	2	7	0	17	1	319	7	0	327	1	0	1	0	2	2	209	3	0	214	560
07:00 AM	2	2	1	0	5	1	111	4	0	116	1	0	1	0	2	1	66	1	0	68	191
07:15 AM	5	2	3	0	10	2	84	4	0	90	0	0	2	0	2	0	95	1	0	96	198
07:30 AM	6	1	3	0	10	4	96	2	0	102	1	1	1	0	3	3	121	2	0	126	241
07:45 AM	12	6	4	0	22	3	70	10	0	83	0	2	3	0	5	0	143	0	0	143	253
Total	25	11	11	0	47	10	361	20	0	391	2	3	7	0	12	4	425	4	0	433	883
08:00 AM	5	3	2	0	10	5	98	4	0	107	1	1	6	0	8	1	104	0	0	105	230
08:15 AM	5	3	3	0	11	3	78	8	0	89	0	2	3	0	5	1	102	1	0	104	209
08:30 AM	2	3	6	0	11	2	66	10	0	78	0	2	7	0	9	3	107	1	0	111	209
08:45 AM	8	3	3	0	14	8	73	5	0	86	2	4	1	0	7	2	90	1	0	93	200
Total	20	12	14	0	46	18	315	27	0	360	3	9	17	0	29	7	403	3	0	413	848
Grand Total	53	25	32	0	110	29	995	54	0	1078	6	12	25	0	43	13	1037	10	0	1060	2291
Apprch %	48.2	22.7	29.1	0		2.7	92.3	5	0		14	27.9	58.1	0		1.2	97.8	0.9	0		
Total %	2.3	1.1	1.4	0	4.8	1.3	43.4	2.4	0	47.1	0.3	0.5	1.1	0	1.9	0.6	45.3	0.4	0	46.3	
Cars	50	25	31	0	106	26	973	52	0	1051	5	12	19	0	36	12	991	9	0	1012	2205
% Cars	94.3	100	96.9	0	96.4	89.7	97.8	96.3	0	97.5	83.3	100	76	0	83.7	92.3	95.6	90	0	95.5	96.2
Trucks	3	0	1	0	4	3	22	2	0	27	1	0	6	0	7	1	46	1	0	48	86
% Trucks	5.7	0	3.1	0	3.6	10.3	2.2	3.7	0	2.5	16.7	0	24	0	16.3	7.7	4.4	10	0	4.5	3.8

All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

File Name : AStreet&MainAM
Site Code : 4
Start Date : 7/16/2013
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All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

File Name : AStreet&MainAM
Site Code : 4
Start Date : 7/16/2013
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	A STREET Southbound					MAIN STREET Westbound					A STREET Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	2	2	1	0	5	1	111	4	0	116	1	0	1	0	2	1	66	1	0	68	191
07:15 AM	5	2	3	0	10	2	84	4	0	90	0	0	2	0	2	0	95	1	0	96	198
07:30 AM	6	1	3	0	10	4	96	2	0	102	1	1	1	0	3	3	121	2	0	126	241
07:45 AM	12	6	4	0	22	3	70	10	0	83	0	2	3	0	5	0	143	0	0	143	253
Total Volume	25	11	11	0	47	10	361	20	0	391	2	3	7	0	12	4	425	4	0	433	883
% App. Total	53.2	23.4	23.4	0		2.6	92.3	5.1	0		16.7	25	58.3	0		0.9	98.2	0.9	0		
PHF	.521	.458	.688	.000	.534	.625	.813	.500	.000	.843	.500	.375	.583	.000	.600	.333	.743	.500	.000	.757	.873

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					06:45 AM					07:00 AM					07:00 AM				
+0 mins.	2	2	1	0	5	1	97	3	0	101	1	0	1	0	2	1	66	1	0	68
+15 mins.	5	2	3	0	10	1	111	4	0	116	0	0	2	0	2	0	95	1	0	96
+30 mins.	6	1	3	0	10	2	84	4	0	90	1	1	1	0	3	3	121	2	0	126
+45 mins.	12	6	4	0	22	4	96	2	0	102	0	2	3	0	5	0	143	0	0	143
Total Volume	25	11	11	0	47	8	388	13	0	409	2	3	7	0	12	4	425	4	0	433
% App. Total	53.2	23.4	23.4	0		2	94.9	3.2	0		16.7	25	58.3	0		0.9	98.2	0.9	0	
PHF	.521	.458	.688	.000	.534	.500	.874	.813	.000	.881	.500	.375	.583	.000	.600	.333	.743	.500	.000	.757

All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

File Name : AStreet&MainMD
Site Code : 4
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Groups Printed- Cars - Trucks

	A STREET Southbound					MAIN STREET Westbound					A STREET Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
11:00 AM	7	7	6	0	20	8	78	4	0	90	2	5	10	0	17	2	90	4	0	96	223
11:15 AM	9	7	1	0	17	14	91	4	0	109	3	3	14	0	20	1	89	1	0	91	237
11:30 AM	10	7	10	0	27	9	98	7	0	114	3	2	11	0	16	6	81	6	0	93	250
11:45 AM	12	9	6	0	27	14	107	5	0	126	5	4	16	0	25	0	94	7	0	101	279
Total	38	30	23	0	91	45	374	20	0	439	13	14	51	0	78	9	354	18	0	381	989
12:00 PM	5	11	6	0	22	17	112	5	0	134	3	8	11	0	22	3	110	11	0	124	302
12:15 PM	2	12	12	0	26	8	115	7	0	130	8	5	11	0	24	5	104	6	0	115	295
12:30 PM	8	10	11	0	29	10	115	11	0	136	2	11	12	0	25	3	97	6	0	106	296
12:45 PM	6	8	7	0	21	21	106	11	0	138	5	6	14	0	25	0	115	4	0	119	303
Total	21	41	36	0	98	56	448	34	0	538	18	30	48	0	96	11	426	27	0	464	1196
Grand Total	59	71	59	0	189	101	822	54	0	977	31	44	99	0	174	20	780	45	0	845	2185
Apprch %	31.2	37.6	31.2	0		10.3	84.1	5.5	0		17.8	25.3	56.9	0		2.4	92.3	5.3	0		
Total %	2.7	3.2	2.7	0	8.6	4.6	37.6	2.5	0	44.7	1.4	2	4.5	0	8	0.9	35.7	2.1	0	38.7	
Cars	58	71	57	0	186	101	801	54	0	956	31	44	99	0	174	20	755	44	0	819	2135
% Cars	98.3	100	96.6	0	98.4	100	97.4	100	0	97.9	100	100	100	0	100	100	96.8	97.8	0	96.9	97.7
Trucks	1	0	2	0	3	0	21	0	0	21	0	0	0	0	0	0	25	1	0	26	50
% Trucks	1.7	0	3.4	0	1.6	0	2.6	0	0	2.1	0	0	0	0	0	0	3.2	2.2	0	3.1	2.3

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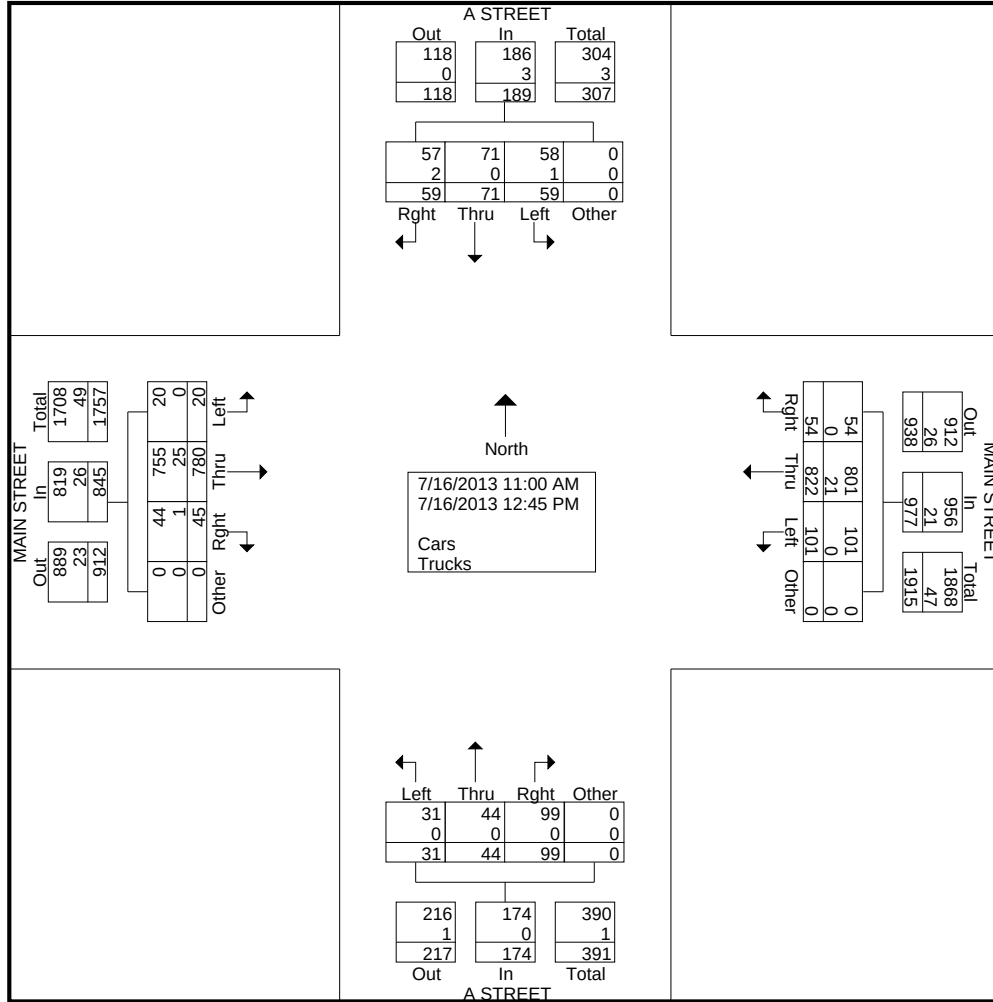
870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

File Name : AStreet&MainMD

Site Code : 4

Start Date : 7/16/2013

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All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

File Name : AStreet&MainMD
Site Code : 4
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	A STREET Southbound					MAIN STREET Westbound					A STREET Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	5	11	6	0	22	17	112	5	0	134	3	8	11	0	22	3	110	11	0	124	302
12:15 PM	2	12	12	0	26	8	115	7	0	130	8	5	11	0	24	5	104	6	0	115	295
12:30 PM	8	10	11	0	29	10	115	11	0	136	2	11	12	0	25	3	97	6	0	106	296
12:45 PM	6	8	7	0	21	21	106	11	0	138	5	6	14	0	25	0	115	4	0	119	303
Total Volume	21	41	36	0	98	56	448	34	0	538	18	30	48	0	96	11	426	27	0	464	1196
% App. Total	21.4	41.8	36.7	0		10.4	83.3	6.3	0		18.8	31.2	50	0		2.4	91.8	5.8	0		
PHF	.656	.854	.750	.000	.845	.667	.974	.773	.000	.975	.563	.682	.857	.000	.960	.550	.926	.614	.000	.935	.987

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:45 AM					12:00 PM					11:45 AM					12:00 PM				
+0 mins.	12	9	6	0	27	17	112	5	0	134	5	4	16	0	25	3	110	11	0	124
+15 mins.	5	11	6	0	22	8	115	7	0	130	3	8	11	0	22	5	104	6	0	115
+30 mins.	2	12	12	0	26	10	115	11	0	136	8	5	11	0	24	3	97	6	0	106
+45 mins.	8	10	11	0	29	21	106	11	0	138	2	11	12	0	25	0	115	4	0	119
Total Volume	27	42	35	0	104	56	448	34	0	538	18	28	50	0	96	11	426	27	0	464
% App. Total	26	40.4	33.7	0		10.4	83.3	6.3	0		18.8	29.2	52.1	0		2.4	91.8	5.8	0	
PHF	.563	.875	.729	.000	.897	.667	.974	.773	.000	.975	.563	.636	.781	.000	.960	.550	.926	.614	.000	.935

All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

File Name : AStreet&MainPM
Site Code : 4
Start Date : 7/16/2013
Page No : 1

Groups Printed- Cars - Trucks

	A STREET Southbound					MAIN STREET Westbound					A STREET Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
03:00 PM	3	6	2	0	11	9	98	4	0	111	6	9	26	0	41	1	126	7	0	134	297
03:15 PM	5	5	3	0	13	16	85	8	0	109	5	6	14	0	25	2	109	7	0	118	265
03:30 PM	7	7	3	0	17	16	98	9	0	123	7	7	14	0	28	2	138	7	0	147	315
03:45 PM	5	10	6	0	21	5	103	5	0	113	4	6	12	0	22	1	117	11	0	129	285
Total	20	28	14	0	62	46	384	26	0	456	22	28	66	0	116	6	490	32	0	528	1162
04:00 PM	7	8	6	0	21	17	107	6	0	130	11	10	16	0	37	2	121	6	0	129	317
04:15 PM	6	8	3	0	17	20	114	6	0	140	7	2	12	0	21	1	127	7	0	135	313
04:30 PM	7	12	4	0	23	16	100	8	0	124	6	10	20	0	36	1	141	10	0	152	335
04:45 PM	5	6	5	0	16	17	118	8	0	143	2	6	13	0	21	0	108	5	0	113	293
Total	25	34	18	0	77	70	439	28	0	537	26	28	61	0	115	4	497	28	0	529	1258
05:00 PM	9	6	3	0	18	14	119	6	0	139	12	11	15	0	38	3	137	5	0	145	340
05:15 PM	9	5	6	0	20	10	129	2	0	141	6	8	9	0	23	3	118	14	0	135	319
05:30 PM	5	4	4	0	13	14	101	4	0	119	1	6	9	0	16	4	95	3	0	102	250
05:45 PM	4	5	6	0	15	5	90	4	0	99	5	5	15	0	25	2	118	9	0	129	268
Total	27	20	19	0	66	43	439	16	0	498	24	30	48	0	102	12	468	31	0	511	1177
Grand Total	72	82	51	0	205	159	1262	70	0	1491	72	86	175	0	333	22	1455	91	0	1568	3597
Apprch %	35.1	40	24.9	0		10.7	84.6	4.7	0		21.6	25.8	52.6	0		1.4	92.8	5.8	0		
Total %	2	2.3	1.4	0	5.7	4.4	35.1	1.9	0	41.5	2	2.4	4.9	0	9.3	0.6	40.5	2.5	0	43.6	
Cars	66	80	49	0	195	155	1244	70	0	1469	72	84	171	0	327	22	1444	91	0	1557	3548
% Cars	91.7	97.6	96.1	0	95.1	97.5	98.6	100	0	98.5	100	97.7	97.7	0	98.2	100	99.2	100	0	99.3	98.6
Trucks	6	2	2	0	10	4	18	0	0	22	0	2	4	0	6	0	11	0	0	11	49
% Trucks	8.3	2.4	3.9	0	4.9	2.5	1.4	0	0	1.5	0	2.3	2.3	0	1.8	0	0.8	0	0	0.7	1.4

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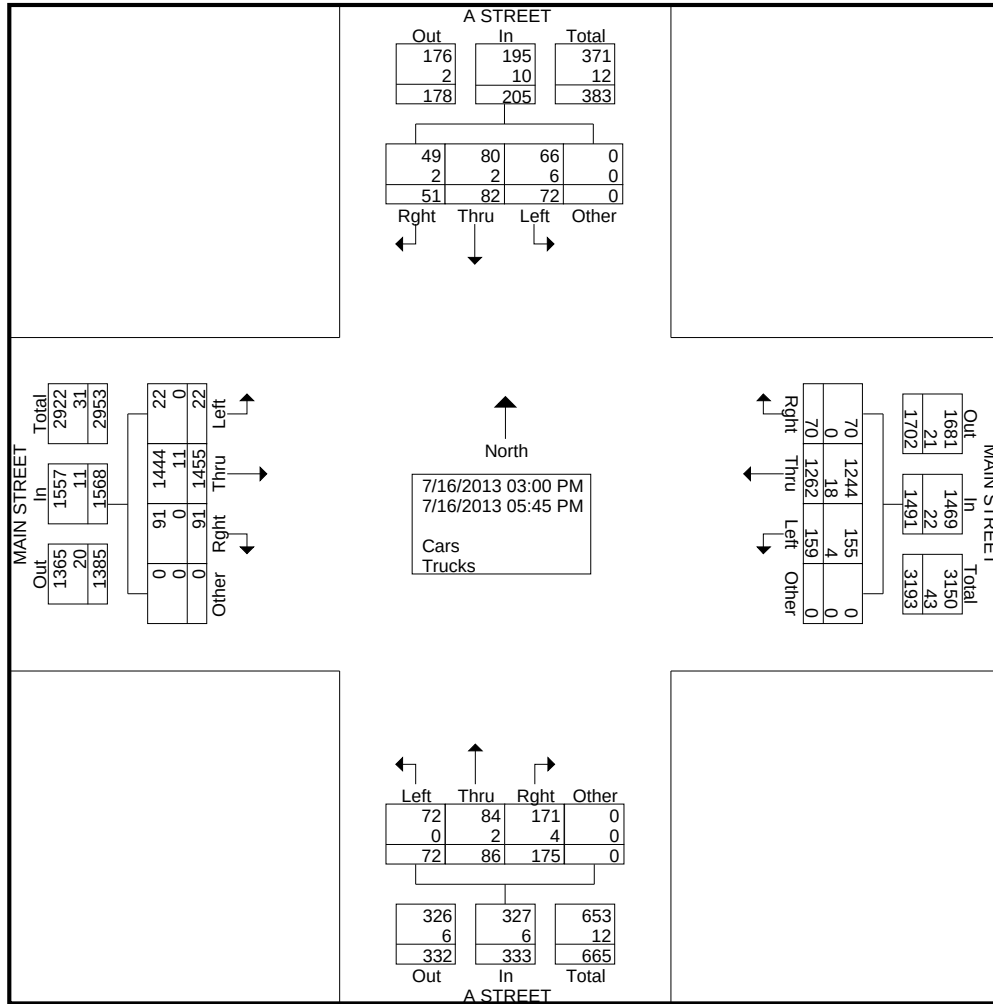
870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

File Name : AStreet&MainPM

Site Code : 4

Start Date : 7/16/2013

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All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

File Name : AStreet&MainPM
Site Code : 4
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	A STREET Southbound					MAIN STREET Westbound					A STREET Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	7	8	6	0	21	17	107	6	0	130	11	10	16	0	37	2	121	6	0	129	317
04:15 PM	6	8	3	0	17	20	114	6	0	140	7	2	12	0	21	1	127	7	0	135	313
04:30 PM	7	12	4	0	23	16	100	8	0	124	6	10	20	0	36	1	141	10	0	152	335
04:45 PM	5	6	5	0	16	17	118	8	0	143	2	6	13	0	21	0	108	5	0	113	293
Total Volume	25	34	18	0	77	70	439	28	0	537	26	28	61	0	115	4	497	28	0	529	1258
% App. Total	32.5	44.2	23.4	0		13	81.8	5.2	0		22.6	24.3	53	0		0.8	94	5.3	0		
PHF	.893	.708	.750	.000	.837	.875	.930	.875	.000	.939	.591	.700	.763	.000	.777	.500	.881	.700	.000	.870	.939

Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:45 PM					04:00 PM					03:00 PM					03:45 PM				
+0 mins.	5	10	6	0	21	17	107	6	0	130	6	9	26	0	41	1	117	11	0	129
+15 mins.	7	8	6	0	21	20	114	6	0	140	5	6	14	0	25	2	121	6	0	129
+30 mins.	6	8	3	0	17	16	100	8	0	124	7	7	14	0	28	1	127	7	0	135
+45 mins.	7	12	4	0	23	17	118	8	0	143	4	6	12	0	22	1	141	10	0	152
Total Volume	25	38	19	0	82	70	439	28	0	537	22	28	66	0	116	5	506	34	0	545
% App. Total	30.5	46.3	23.2	0		13	81.8	5.2	0		19	24.1	56.9	0		0.9	92.8	6.2	0	
PHF	.893	.792	.792	.000	.891	.875	.930	.875	.000	.939	.786	.778	.635	.000	.707	.625	.897	.773	.000	.896

All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

File Name : Barrancas&MainAM
Site Code : 1
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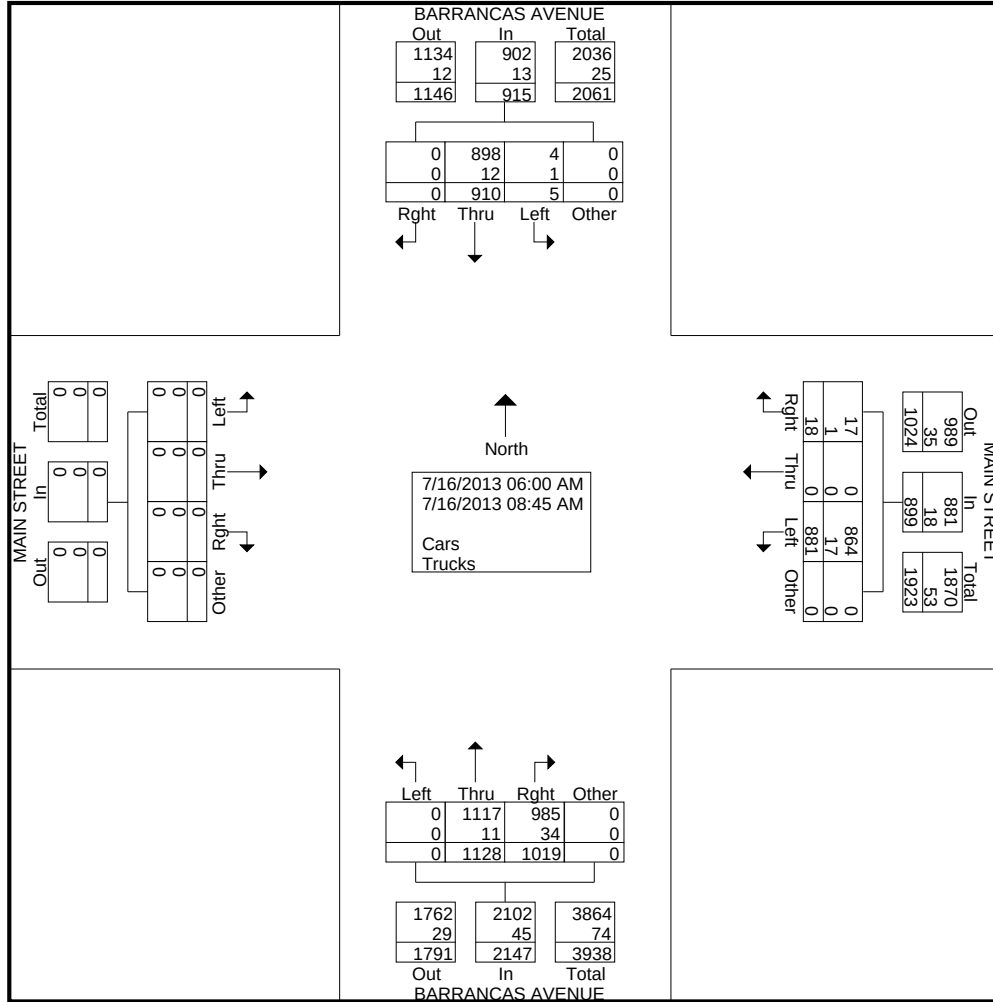
Groups Printed- Cars - Trucks

	BARRANCAS AVENUE Southbound					MAIN STREET Westbound					BARRANCAS AVENUE Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
06:00 AM	0	65	0	0	65	49	0	0	0	49	0	46	36	0	82	0	0	0	0	0	196
06:15 AM	0	97	0	0	97	74	0	2	0	76	0	47	45	0	92	0	0	0	0	0	265
06:30 AM	0	97	0	0	97	72	0	0	0	72	0	96	69	0	165	0	0	0	0	0	334
06:45 AM	0	71	0	0	71	82	0	1	0	83	0	82	64	0	146	0	0	0	0	0	300
Total	0	330	0	0	330	277	0	3	0	280	0	271	214	0	485	0	0	0	0	0	1095
07:00 AM	1	100	0	0	101	87	0	1	0	88	0	91	65	0	156	0	0	0	0	0	345
07:15 AM	0	92	0	0	92	91	0	2	0	93	0	122	100	0	222	0	0	0	0	0	407
07:30 AM	0	76	0	0	76	73	0	2	0	75	0	162	117	0	279	0	0	0	0	0	430
07:45 AM	0	60	0	0	60	80	0	1	0	81	0	125	135	0	260	0	0	0	0	0	401
Total	1	328	0	0	329	331	0	6	0	337	0	500	417	0	917	0	0	0	0	0	1583
08:00 AM	0	75	0	0	75	71	0	1	0	72	0	95	98	0	193	0	0	0	0	0	340
08:15 AM	1	56	0	0	57	70	0	2	0	72	0	83	100	0	183	0	0	0	0	0	312
08:30 AM	1	67	0	0	68	70	0	1	0	71	0	95	101	0	196	0	0	0	0	0	335
08:45 AM	2	54	0	0	56	62	0	5	0	67	0	84	89	0	173	0	0	0	0	0	296
Total	4	252	0	0	256	273	0	9	0	282	0	357	388	0	745	0	0	0	0	0	1283
Grand Total	5	910	0	0	915	881	0	18	0	899	0	1128	1019	0	2147	0	0	0	0	0	3961
Apprch %	0.5	99.5	0	0		98	0	2	0		0	52.5	47.5	0		0	0	0	0		
Total %	0.1	23	0	0	23.1	22.2	0	0.5	0	22.7	0	28.5	25.7	0	54.2	0	0	0	0	0	
Cars	4	898	0	0	902	864	0	17	0	881	0	1117	985	0	2102	0	0	0	0	0	3885
% Cars	80	98.7	0	0	98.6	98.1	0	94.4	0	98	0	99	96.7	0	97.9	0	0	0	0	0	98.1
Trucks	1	12	0	0	13	17	0	1	0	18	0	11	34	0	45	0	0	0	0	0	76
% Trucks	20	1.3	0	0	1.4	1.9	0	5.6	0	2	0	1	3.3	0	2.1	0	0	0	0	0	1.9

All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

File Name : Barrancas&MainAM
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All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

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	BARRANCAS AVENUE Southbound					MAIN STREET Westbound					BARRANCAS AVENUE Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	1	100	0	0	101	87	0	1	0	88	0	91	65	0	156	0	0	0	0	0	345
07:15 AM	0	92	0	0	92	91	0	2	0	93	0	122	100	0	222	0	0	0	0	0	407
07:30 AM	0	76	0	0	76	73	0	2	0	75	0	162	117	0	279	0	0	0	0	0	430
07:45 AM	0	60	0	0	60	80	0	1	0	81	0	125	135	0	260	0	0	0	0	0	401
Total Volume	1	328	0	0	329	331	0	6	0	337	0	500	417	0	917	0	0	0	0	0	1583
% App. Total	0.3	99.7	0	0		98.2	0	1.8	0		0	54.5	45.5	0		0	0	0	0		
PHF	.250	.820	.000	.000	.814	.909	.000	.750	.000	.906	.000	.772	.772	.000	.822	.000	.000	.000	.000	.000	.920

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:15 AM					06:45 AM					07:00 AM					06:00 AM				
+0 mins.	0	97	0	0	97	82	0	1	0	83	0	91	65	0	156	0	0	0	0	0
+15 mins.	0	97	0	0	97	87	0	1	0	88	0	122	100	0	222	0	0	0	0	0
+30 mins.	0	71	0	0	71	91	0	2	0	93	0	162	117	0	279	0	0	0	0	0
+45 mins.	1	100	0	0	101	73	0	2	0	75	0	125	135	0	260	0	0	0	0	0
Total Volume	1	365	0	0	366	333	0	6	0	339	0	500	417	0	917	0	0	0	0	0
% App. Total	0.3	99.7	0	0		98.2	0	1.8	0		0	54.5	45.5	0		0	0	0	0	
PHF	.250	.913	.000	.000	.906	.915	.000	.750	.000	.911	.000	.772	.772	.000	.822	.000	.000	.000	.000	.000

All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

File Name : Barrancas&MainMD
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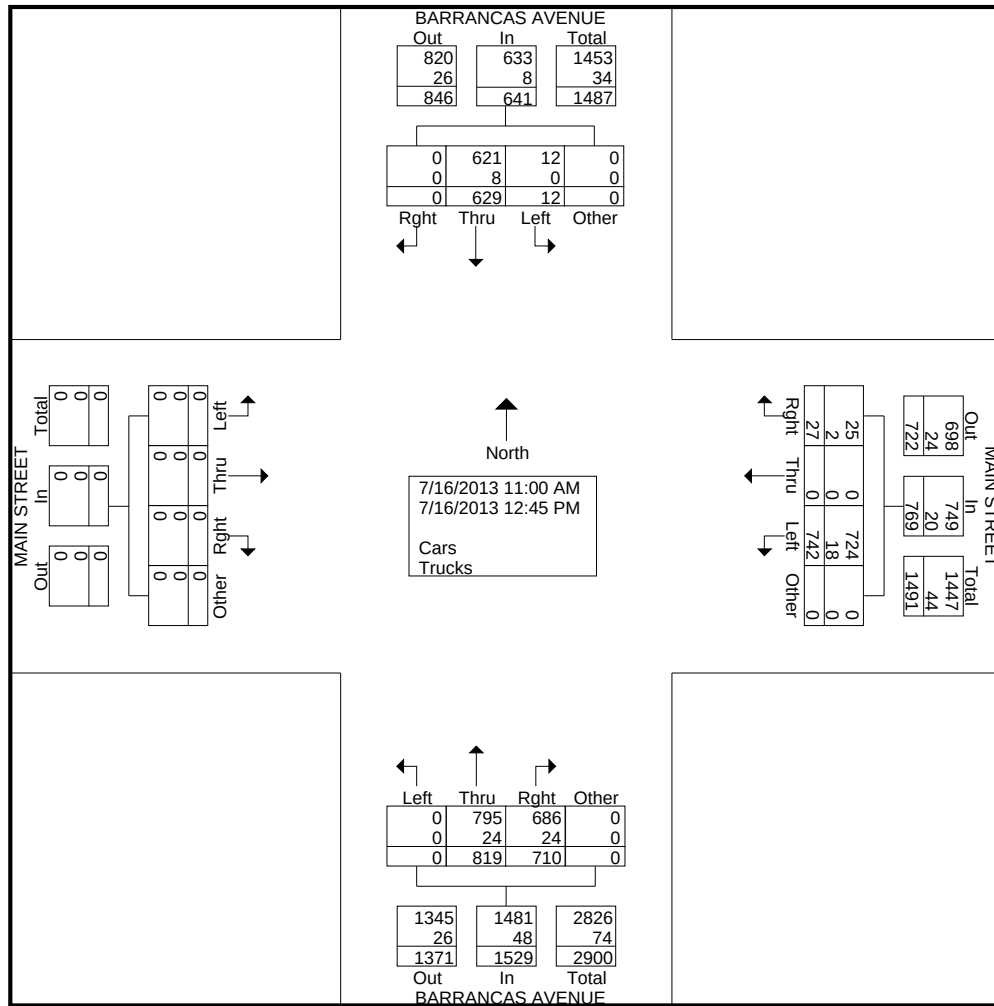
Groups Printed- Cars - Trucks

	BARRANCAS AVENUE Southbound					MAIN STREET Westbound					BARRANCAS AVENUE Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
11:00 AM	1	74	0	0	75	99	0	0	0	99	0	107	88	0	195	0	0	0	0	0	369
11:15 AM	1	70	0	0	71	70	0	1	0	71	0	85	79	0	164	0	0	0	0	0	306
11:30 AM	4	68	0	0	72	80	0	4	0	84	0	88	73	0	161	0	0	0	0	0	317
11:45 AM	2	80	0	0	82	94	0	3	0	97	0	114	83	0	197	0	0	0	0	0	376
Total	8	292	0	0	300	343	0	8	0	351	0	394	323	0	717	0	0	0	0	0	1368
12:00 PM	0	91	0	0	91	95	0	6	0	101	0	88	108	0	196	0	0	0	0	0	388
12:15 PM	2	74	0	0	76	87	0	5	0	92	0	106	89	0	195	0	0	0	0	0	363
12:30 PM	2	90	0	0	92	124	0	7	0	131	0	109	93	0	202	0	0	0	0	0	425
12:45 PM	0	82	0	0	82	93	0	1	0	94	0	122	97	0	219	0	0	0	0	0	395
Total	4	337	0	0	341	399	0	19	0	418	0	425	387	0	812	0	0	0	0	0	1571
Grand Total	12	629	0	0	641	742	0	27	0	769	0	819	710	0	1529	0	0	0	0	0	2939
Apprch %	1.9	98.1	0	0		96.5	0	3.5	0		0	53.6	46.4	0		0	0	0	0		
Total %	0.4	21.4	0	0	21.8	25.2	0	0.9	0	26.2	0	27.9	24.2	0	52	0	0	0	0	0	
Cars	12	621	0	0	633	724	0	25	0	749	0	795	686	0	1481	0	0	0	0	0	2863
% Cars	100	98.7	0	0	98.8	97.6	0	92.6	0	97.4	0	97.1	96.6	0	96.9	0	0	0	0	0	97.4
Trucks	0	8	0	0	8	18	0	2	0	20	0	24	24	0	48	0	0	0	0	0	76
% Trucks	0	1.3	0	0	1.2	2.4	0	7.4	0	2.6	0	2.9	3.4	0	3.1	0	0	0	0	0	2.6

All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

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	BARRANCAS AVENUE Southbound					MAIN STREET Westbound					BARRANCAS AVENUE Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	91	0	0	91	95	0	6	0	101	0	88	108	0	196	0	0	0	0	0	388
12:15 PM	2	74	0	0	76	87	0	5	0	92	0	106	89	0	195	0	0	0	0	0	363
12:30 PM	2	90	0	0	92	124	0	7	0	131	0	109	93	0	202	0	0	0	0	0	425
12:45 PM	0	82	0	0	82	93	0	1	0	94	0	122	97	0	219	0	0	0	0	0	395
Total Volume	4	337	0	0	341	399	0	19	0	418	0	425	387	0	812	0	0	0	0	0	1571
% App. Total	1.2	98.8	0	0		95.5	0	4.5	0		0	52.3	47.7	0		0	0	0	0		
PHF	.500	.926	.000	.000	.927	.804	.000	.679	.000	.798	.000	.871	.896	.000	.927	.000	.000	.000	.000	.000	.924

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:45 AM					11:45 AM					12:00 PM					11:00 AM				
+0 mins.	2	80	0	0	82	94	0	3	0	97	0	88	108	0	196	0	0	0	0	0
+15 mins.	0	91	0	0	91	95	0	6	0	101	0	106	89	0	195	0	0	0	0	0
+30 mins.	2	74	0	0	76	87	0	5	0	92	0	109	93	0	202	0	0	0	0	0
+45 mins.	2	90	0	0	92	124	0	7	0	131	0	122	97	0	219	0	0	0	0	0
Total Volume	6	335	0	0	341	400	0	21	0	421	0	425	387	0	812	0	0	0	0	0
% App. Total	1.8	98.2	0	0		95	0	5	0		0	52.3	47.7	0		0	0	0	0	
PHF	.750	.920	.000	.000	.927	.806	.000	.750	.000	.803	.000	.871	.896	.000	.927	.000	.000	.000	.000	.000

All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

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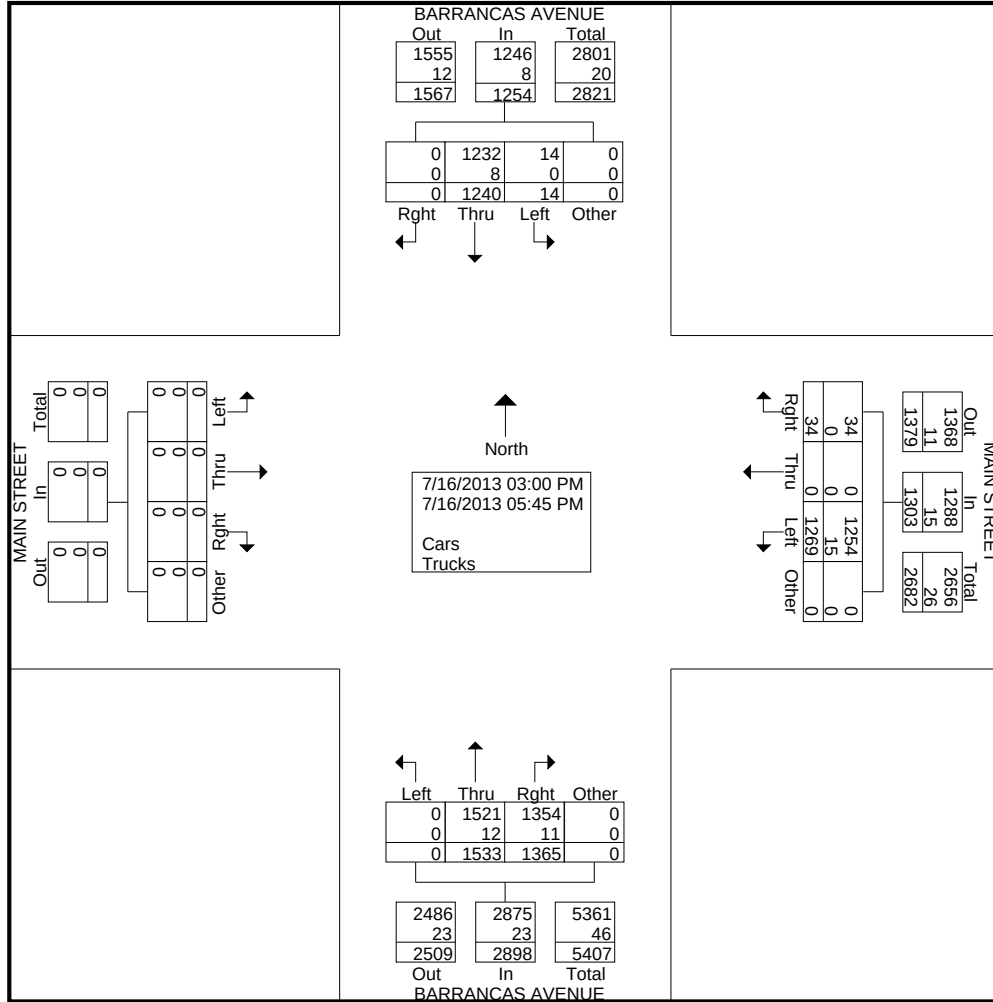
Groups Printed- Cars - Trucks

	BARRANCAS AVENUE Southbound					MAIN STREET Westbound					BARRANCAS AVENUE Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
03:00 PM	2	82	0	0	84	82	0	2	0	84	0	128	115	0	243	0	0	0	0	0	411
03:15 PM	0	82	0	0	82	99	0	3	0	102	0	124	115	0	239	0	0	0	0	0	423
03:30 PM	1	86	0	0	87	96	0	4	0	100	0	169	130	0	299	0	0	0	0	0	486
03:45 PM	2	99	0	0	101	95	0	9	0	104	0	140	104	0	244	0	0	0	0	0	449
Total	5	349	0	0	354	372	0	18	0	390	0	561	464	0	1025	0	0	0	0	0	1769
04:00 PM	1	104	0	0	105	113	0	5	0	118	0	159	120	0	279	0	0	0	0	0	502
04:15 PM	0	88	0	0	88	125	0	1	0	126	0	132	113	0	245	0	0	0	0	0	459
04:30 PM	1	104	0	0	105	95	0	1	0	96	0	136	129	0	265	0	0	0	0	0	466
04:45 PM	1	115	0	0	116	114	0	2	0	116	0	119	117	0	236	0	0	0	0	0	468
Total	3	411	0	0	414	447	0	9	0	456	0	546	479	0	1025	0	0	0	0	0	1895
05:00 PM	1	147	0	0	148	117	0	1	0	118	0	132	109	0	241	0	0	0	0	0	507
05:15 PM	1	136	0	0	137	145	0	4	0	149	0	115	118	0	233	0	0	0	0	0	519
05:30 PM	1	111	0	0	112	89	0	1	0	90	0	115	97	0	212	0	0	0	0	0	414
05:45 PM	3	86	0	0	89	99	0	1	0	100	0	64	98	0	162	0	0	0	0	0	351
Total	6	480	0	0	486	450	0	7	0	457	0	426	422	0	848	0	0	0	0	0	1791
Grand Total	14	1240	0	0	1254	1269	0	34	0	1303	0	1533	1365	0	2898	0	0	0	0	0	5455
Apprch %	1.1	98.9	0	0		97.4	0	2.6	0		0	52.9	47.1	0		0	0	0	0		
Total %	0.3	22.7	0	0	23	23.3	0	0.6	0	23.9	0	28.1	25	0	53.1	0	0	0	0	0	
Cars	14	1232	0	0	1246	1254	0	34	0	1288	0	1521	1354	0	2875	0	0	0	0	0	5409
% Cars	100	99.4	0	0	99.4	98.8	0	100	0	98.8	0	99.2	99.2	0	99.2	0	0	0	0	0	99.2
Trucks	0	8	0	0	8	15	0	0	0	15	0	12	11	0	23	0	0	0	0	0	46
% Trucks	0	0.6	0	0	0.6	1.2	0	0	0	1.2	0	0.8	0.8	0	0.8	0	0	0	0	0	0.8

All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

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	BARRANCAS AVENUE Southbound					MAIN STREET Westbound					BARRANCAS AVENUE Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	1	86	0	0	87	96	0	4	0	100	0	169	130	0	299	0	0	0	0	0	486
03:45 PM	2	99	0	0	101	95	0	9	0	104	0	140	104	0	244	0	0	0	0	0	449
04:00 PM	1	104	0	0	105	113	0	5	0	118	0	159	120	0	279	0	0	0	0	0	502
04:15 PM	0	88	0	0	88	125	0	1	0	126	0	132	113	0	245	0	0	0	0	0	459
Total Volume	4	377	0	0	381	429	0	19	0	448	0	600	467	0	1067	0	0	0	0	0	1896
% App. Total	1	99	0	0		95.8	0	4.2	0		0	56.2	43.8	0		0	0	0	0		
PHF	.500	.906	.000	.000	.907	.858	.000	.528	.000	.889	.000	.888	.898	.000	.892	.000	.000	.000	.000	.000	.944

Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					03:30 PM					03:00 PM				
+0 mins.	1	104	0	0	105	113	0	5	0	118	0	169	130	0	299	0	0	0	0	0
+15 mins.	0	88	0	0	88	125	0	1	0	126	0	140	104	0	244	0	0	0	0	0
+30 mins.	1	104	0	0	105	95	0	1	0	96	0	159	120	0	279	0	0	0	0	0
+45 mins.	1	115	0	0	116	114	0	2	0	116	0	132	113	0	245	0	0	0	0	0
Total Volume	3	411	0	0	414	447	0	9	0	456	0	600	467	0	1067	0	0	0	0	0
% App. Total	0.7	99.3	0	0		98	0	2	0		0	56.2	43.8	0		0	0	0	0	
PHF	.750	.893	.000	.000	.892	.894	.000	.450	.000	.905	.000	.888	.898	.000	.892	.000	.000	.000	.000	.000

All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

File Name : Clubbs&MainAM
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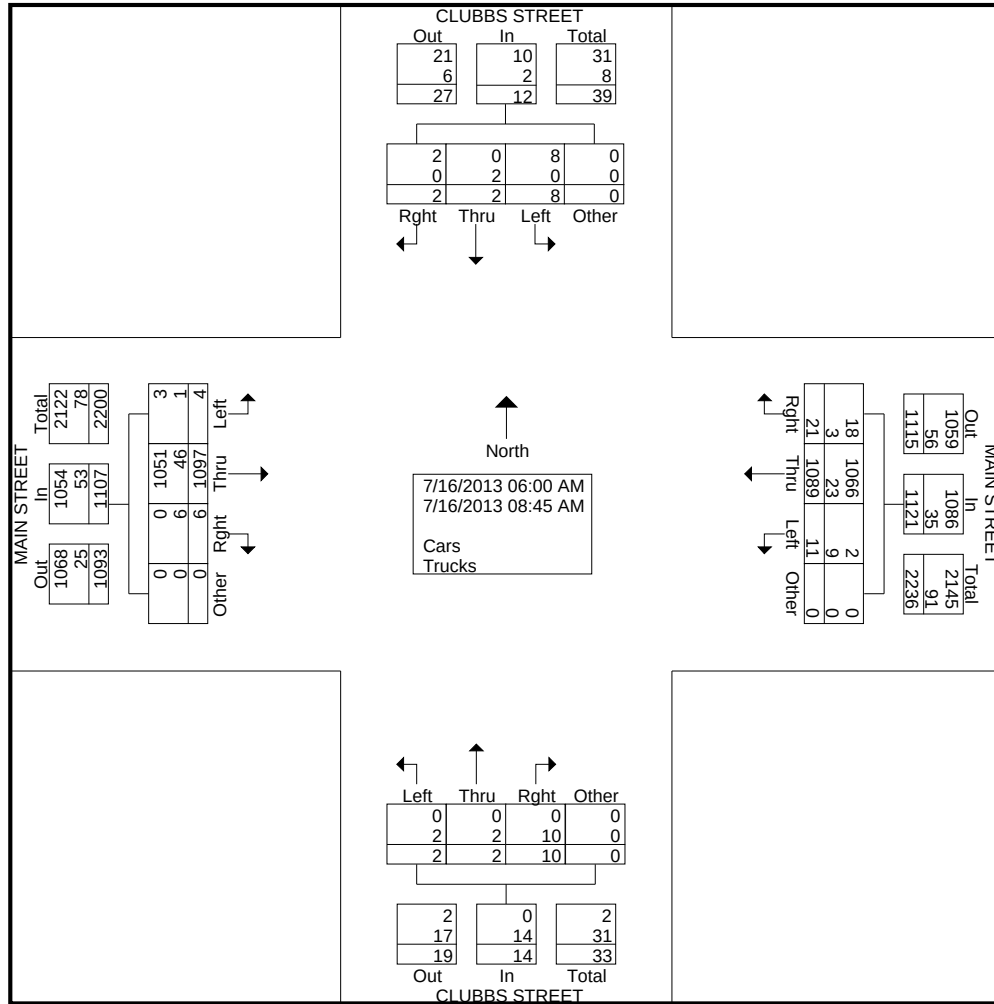
Groups Printed- Cars - Trucks

	CLUBBS STREET Southbound					MAIN STREET Westbound					CLUBBS STREET Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
06:00 AM	0	0	0	0	0	2	59	0	0	61	0	0	1	0	1	0	42	0	0	42	104
06:15 AM	1	0	0	0	1	1	85	2	0	88	0	0	0	0	0	0	41	0	0	41	130
06:30 AM	0	0	0	0	0	2	82	0	0	84	0	0	2	0	2	0	63	0	0	63	149
06:45 AM	1	0	0	0	1	1	110	0	0	111	0	0	1	0	1	0	70	0	0	70	183
Total	2	0	0	0	2	6	336	2	0	344	0	0	4	0	4	0	216	0	0	216	566
07:00 AM	0	1	0	0	1	1	114	3	0	118	0	1	0	0	1	0	65	0	0	65	185
07:15 AM	1	0	0	0	1	0	95	1	0	96	1	0	1	0	2	0	97	2	0	99	198
07:30 AM	1	0	0	0	1	0	95	2	0	97	0	0	2	0	2	0	116	2	0	118	218
07:45 AM	3	0	0	0	3	0	94	2	0	96	0	0	1	0	1	0	160	1	0	161	261
Total	5	1	0	0	6	1	398	8	0	407	1	1	4	0	6	0	438	5	0	443	862
08:00 AM	0	0	0	0	0	0	103	2	0	105	0	1	1	0	2	3	116	0	0	119	226
08:15 AM	0	1	0	0	1	0	86	2	0	88	0	0	0	0	0	0	115	1	0	116	205
08:30 AM	1	0	0	0	1	0	81	5	0	86	0	0	1	0	1	0	117	0	0	117	205
08:45 AM	0	0	2	0	2	4	85	2	0	91	1	0	0	0	1	1	95	0	0	96	190
Total	1	1	2	0	4	4	355	11	0	370	1	1	2	0	4	4	443	1	0	448	826
Grand Total	8	2	2	0	12	11	1089	21	0	1121	2	2	10	0	14	4	1097	6	0	1107	2254
Apprch %	66.7	16.7	16.7	0		1	97.1	1.9	0		14.3	14.3	71.4	0		0.4	99.1	0.5	0		
Total %	0.4	0.1	0.1	0	0.5	0.5	48.3	0.9	0	49.7	0.1	0.1	0.4	0	0.6	0.2	48.7	0.3	0	49.1	
Cars	8	0	2	0	10	2	1066	18	0	1086	0	0	0	0	0	3	1051	0	0	1054	2150
% Cars	100	0	100	0	83.3	18.2	97.9	85.7	0	96.9	0	0	0	0	0	75	95.8	0	0	95.2	95.4
Trucks	0	2	0	0	2	9	23	3	0	35	2	2	10	0	14	1	46	6	0	53	104
% Trucks	0	100	0	0	16.7	81.8	2.1	14.3	0	3.1	100	100	100	0	100	25	4.2	100	0	4.8	4.6

All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

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870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

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	CLUBBS STREET Southbound					MAIN STREET Westbound					CLUBBS STREET Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	1	0	0	1	1	114	3	0	118	0	1	0	0	1	0	65	0	0	65	185
07:15 AM	1	0	0	0	1	0	95	1	0	96	1	0	1	0	2	0	97	2	0	99	198
07:30 AM	1	0	0	0	1	0	95	2	0	97	0	0	2	0	2	0	116	2	0	118	218
07:45 AM	3	0	0	0	3	0	94	2	0	96	0	0	1	0	1	0	160	1	0	161	261
Total Volume	5	1	0	0	6	1	398	8	0	407	1	1	4	0	6	0	438	5	0	443	862
% App. Total	83.3	16.7	0	0		0.2	97.8	2	0		16.7	16.7	66.7	0		0	98.9	1.1	0		
PHF	.417	.250	.000	.000	.500	.250	.873	.667	.000	.862	.250	.250	.500	.000	.750	.000	.684	.625	.000	.688	.826

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					06:45 AM					06:30 AM					07:00 AM				
+0 mins.	0	1	0	0	1	1	110	0	0	111	0	0	2	0	2	0	65	0	0	65
+15 mins.	1	0	0	0	1	1	114	3	0	118	0	0	1	0	1	0	97	2	0	99
+30 mins.	1	0	0	0	1	0	95	1	0	96	0	1	0	0	1	0	116	2	0	118
+45 mins.	3	0	0	0	3	0	95	2	0	97	1	0	1	0	2	0	160	1	0	161
Total Volume	5	1	0	0	6	2	414	6	0	422	1	1	4	0	6	0	438	5	0	443
% App. Total	83.3	16.7	0	0		0.5	98.1	1.4	0		16.7	16.7	66.7	0		0	98.9	1.1	0	
PHF	.417	.250	.000	.000	.500	.500	.908	.500	.000	.894	.250	.250	.500	.000	.750	.000	.684	.625	.000	.688

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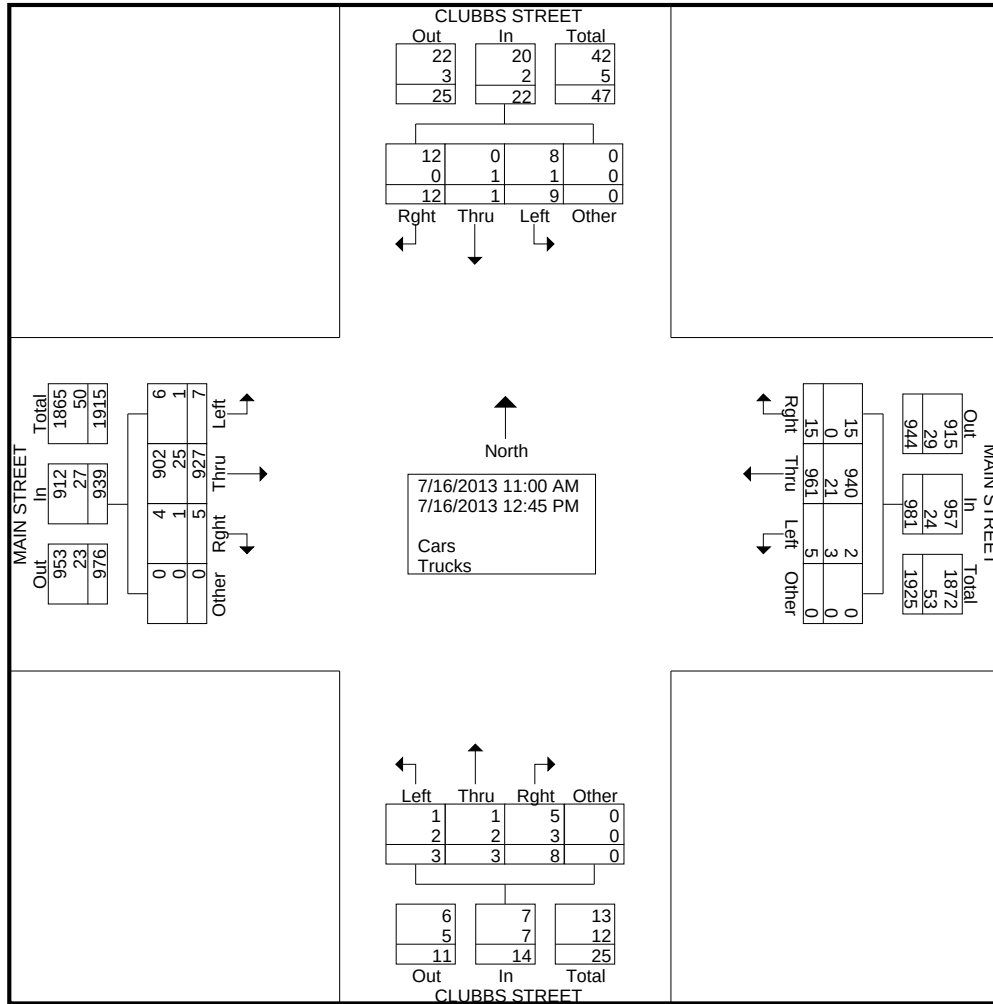
Groups Printed- Cars - Trucks

	CLUBBS STREET Southbound					MAIN STREET Westbound					CLUBBS STREET Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
11:00 AM	0	0	1	0	1	0	98	3	0	101	0	1	0	0	1	3	106	0	0	109	212
11:15 AM	1	0	0	0	1	1	106	6	0	113	0	1	0	0	1	1	102	1	0	104	219
11:30 AM	0	0	1	0	1	2	119	0	0	121	0	0	1	0	1	0	105	0	0	105	228
11:45 AM	1	0	2	0	3	1	126	1	0	128	1	0	1	0	2	2	111	3	0	116	249
Total	2	0	4	0	6	4	449	10	0	463	1	2	2	0	5	6	424	4	0	434	908
12:00 PM	0	0	1	0	1	0	138	1	0	139	1	0	3	0	4	0	122	0	0	122	266
12:15 PM	2	1	1	0	4	1	115	2	0	118	0	0	1	0	1	1	119	0	0	120	243
12:30 PM	4	0	5	0	9	0	136	2	0	138	0	0	0	0	0	0	114	0	0	114	261
12:45 PM	1	0	1	0	2	0	123	0	0	123	1	1	2	0	4	0	148	1	0	149	278
Total	7	1	8	0	16	1	512	5	0	518	2	1	6	0	9	1	503	1	0	505	1048
Grand Total	9	1	12	0	22	5	961	15	0	981	3	3	8	0	14	7	927	5	0	939	1956
Apprch %	40.9	4.5	54.5	0		0.5	98	1.5	0		21.4	21.4	57.1	0		0.7	98.7	0.5	0		
Total %	0.5	0.1	0.6	0	1.1	0.3	49.1	0.8	0	50.2	0.2	0.2	0.4	0	0.7	0.4	47.4	0.3	0	48	
Cars	8	0	12	0	20	2	940	15	0	957	1	1	5	0	7	6	902	4	0	912	1896
% Cars	88.9	0	100	0	90.9	40	97.8	100	0	97.6	33.3	33.3	62.5	0	50	85.7	97.3	80	0	97.1	96.9
Trucks	1	1	0	0	2	3	21	0	0	24	2	2	3	0	7	1	25	1	0	27	60
% Trucks	11.1	100	0	0	9.1	60	2.2	0	0	2.4	66.7	66.7	37.5	0	50	14.3	2.7	20	0	2.9	3.1

All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

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All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

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	CLUBBS STREET Southbound					MAIN STREET Westbound					CLUBBS STREET Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	0	1	0	1	0	138	1	0	139	1	0	3	0	4	0	122	0	0	122	266
12:15 PM	2	1	1	0	4	1	115	2	0	118	0	0	1	0	1	1	119	0	0	120	243
12:30 PM	4	0	5	0	9	0	136	2	0	138	0	0	0	0	0	0	114	0	0	114	261
12:45 PM	1	0	1	0	2	0	123	0	0	123	1	1	2	0	4	0	148	1	0	149	278
Total Volume	7	1	8	0	16	1	512	5	0	518	2	1	6	0	9	1	503	1	0	505	1048
% App. Total	43.8	6.2	50	0		0.2	98.8	1	0		22.2	11.1	66.7	0		0.2	99.6	0.2	0		
PHF	.438	.250	.400	.000	.444	.250	.928	.625	.000	.932	.500	.250	.500	.000	.563	.250	.850	.250	.000	.847	.942

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:45 AM					11:45 AM					12:00 PM					12:00 PM				
+0 mins.	1	0	2	0	3	1	126	1	0	128	1	0	3	0	4	0	122	0	0	122
+15 mins.	0	0	1	0	1	0	138	1	0	139	0	0	1	0	1	1	119	0	0	120
+30 mins.	2	1	1	0	4	1	115	2	0	118	0	0	0	0	0	0	114	0	0	114
+45 mins.	4	0	5	0	9	0	136	2	0	138	1	1	2	0	4	0	148	1	0	149
Total Volume	7	1	9	0	17	2	515	6	0	523	2	1	6	0	9	1	503	1	0	505
% App. Total	41.2	5.9	52.9	0		0.4	98.5	1.1	0		22.2	11.1	66.7	0		0.2	99.6	0.2	0	
PHF	.438	.250	.450	.000	.472	.500	.933	.750	.000	.941	.500	.250	.500	.000	.563	.250	.850	.250	.000	.847

All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

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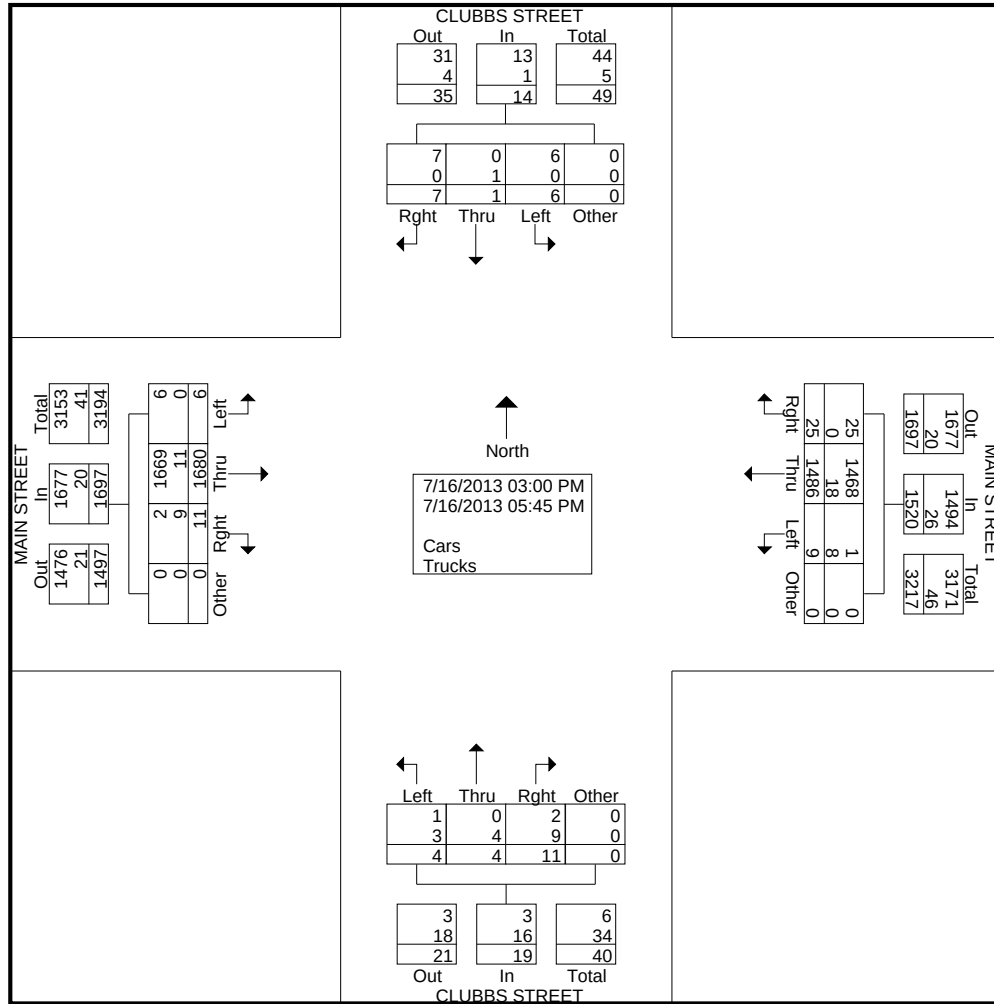
Groups Printed- Cars - Trucks

	CLUBBS STREET Southbound					MAIN STREET Westbound					CLUBBS STREET Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
03:00 PM	1	0	0	0	1	1	103	3	0	107	1	0	0	0	1	0	143	1	0	144	253
03:15 PM	0	0	0	0	0	2	118	1	0	121	0	1	1	0	2	0	139	1	0	140	263
03:30 PM	0	0	0	0	0	1	115	4	0	120	0	1	2	0	3	1	147	1	0	149	272
03:45 PM	2	0	1	0	3	0	111	3	0	114	0	0	2	0	2	0	141	1	0	142	261
Total	3	0	1	0	4	4	447	11	0	462	1	2	5	0	8	1	570	4	0	575	1049
04:00 PM	0	0	2	0	2	0	135	1	0	136	0	0	1	0	1	1	137	0	0	138	277
04:15 PM	0	0	0	0	0	0	143	2	0	145	0	0	0	0	0	0	137	2	0	139	284
04:30 PM	2	0	1	0	3	0	117	5	0	122	0	0	1	0	1	0	177	1	0	178	304
04:45 PM	1	0	2	0	3	2	140	1	0	143	1	1	0	0	2	0	121	1	0	122	270
Total	3	0	5	0	8	2	535	9	0	546	1	1	2	0	4	1	572	4	0	577	1135
05:00 PM	0	0	1	0	1	0	147	2	0	149	1	0	1	0	2	2	151	0	0	153	305
05:15 PM	0	0	0	0	0	1	147	2	0	150	0	1	1	0	2	2	146	1	0	149	301
05:30 PM	0	1	0	0	1	1	105	1	0	107	0	0	2	0	2	0	114	0	0	114	224
05:45 PM	0	0	0	0	0	1	105	0	0	106	1	0	0	0	1	0	127	2	0	129	236
Total	0	1	1	0	2	3	504	5	0	512	2	1	4	0	7	4	538	3	0	545	1066
Grand Total	6	1	7	0	14	9	1486	25	0	1520	4	4	11	0	19	6	1680	11	0	1697	3250
Apprch %	42.9	7.1	50	0		0.6	97.8	1.6	0		21.1	21.1	57.9	0		0.4	99	0.6	0		
Total %	0.2	0	0.2	0	0.4	0.3	45.7	0.8	0	46.8	0.1	0.1	0.3	0	0.6	0.2	51.7	0.3	0	52.2	
Cars	6	0	7	0	13	1	1468	25	0	1494	1	0	2	0	3	6	1669	2	0	1677	3187
% Cars	100	0	100	0	92.9	11.1	98.8	100	0	98.3	25	0	18.2	0	15.8	100	99.3	18.2	0	98.8	98.1
Trucks	0	1	0	0	1	8	18	0	0	26	3	4	9	0	16	0	11	9	0	20	63
% Trucks	0	100	0	0	7.1	88.9	1.2	0	0	1.7	75	100	81.8	0	84.2	0	0.7	81.8	0	1.2	1.9

All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

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870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

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	CLUBBS STREET Southbound					MAIN STREET Westbound					CLUBBS STREET Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	2	0	2	0	135	1	0	136	0	0	1	0	1	1	137	0	0	138	277
04:15 PM	0	0	0	0	0	0	143	2	0	145	0	0	0	0	0	0	137	2	0	139	284
04:30 PM	2	0	1	0	3	0	117	5	0	122	0	0	1	0	1	0	177	1	0	178	304
04:45 PM	1	0	2	0	3	2	140	1	0	143	1	1	0	0	2	0	121	1	0	122	270
Total Volume	3	0	5	0	8	2	535	9	0	546	1	1	2	0	4	1	572	4	0	577	1135
% App. Total	37.5	0	62.5	0		0.4	98	1.6	0		25	25	50	0		0.2	99.1	0.7	0		
PHF	.375	.000	.625	.000	.667	.250	.935	.450	.000	.941	.250	.250	.500	.000	.500	.250	.808	.500	.000	.810	.933

Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:45 PM					04:00 PM					03:00 PM					03:45 PM				
+0 mins.	2	0	1	0	3	0	135	1	0	136	1	0	0	0	1	0	141	1	0	142
+15 mins.	0	0	2	0	2	0	143	2	0	145	0	1	1	0	2	1	137	0	0	138
+30 mins.	0	0	0	0	0	0	117	5	0	122	0	1	2	0	3	0	137	2	0	139
+45 mins.	2	0	1	0	3	2	140	1	0	143	0	0	2	0	2	0	177	1	0	178
Total Volume	4	0	4	0	8	2	535	9	0	546	1	2	5	0	8	1	592	4	0	597
% App. Total	50	0	50	0		0.4	98	1.6	0		12.5	25	62.5	0		0.2	99.2	0.7	0	
PHF	.500	.000	.500	.000	.667	.250	.935	.450	.000	.941	.250	.500	.625	.000	.667	.250	.836	.500	.000	.838

All Traffic Data Services, Inc

870 Misty Oak Drive
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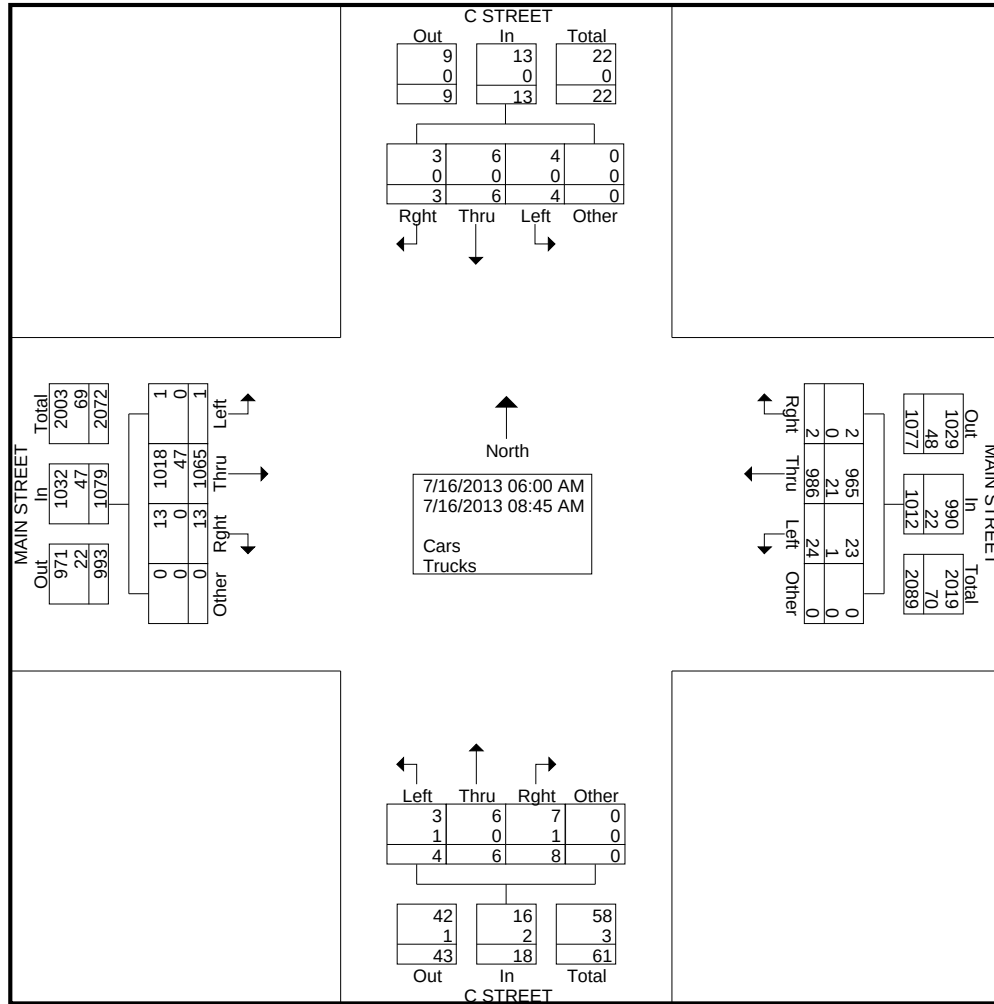
Groups Printed- Cars - Trucks

	C STREET Southbound					MAIN STREET Westbound					C STREET Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
06:00 AM	1	0	0	0	1	2	55	0	0	57	0	0	0	0	0	0	37	2	0	39	97
06:15 AM	0	0	0	0	0	1	79	0	0	80	0	0	0	0	0	0	42	0	0	42	122
06:30 AM	0	1	0	0	1	1	77	0	0	78	0	0	0	0	0	0	71	2	0	73	152
06:45 AM	0	1	0	0	1	3	90	0	0	93	0	0	1	0	1	0	69	1	0	70	165
Total	1	2	0	0	3	7	301	0	0	308	0	0	1	0	1	0	219	5	0	224	536
07:00 AM	0	0	0	0	0	4	110	0	0	114	0	0	0	0	0	0	70	1	0	71	185
07:15 AM	0	0	0	0	0	2	84	1	0	87	1	0	1	0	2	0	93	0	0	93	182
07:30 AM	0	0	1	0	1	2	90	0	0	92	0	0	3	0	3	0	127	1	0	128	224
07:45 AM	1	2	0	0	3	4	84	0	0	88	1	0	0	0	1	0	143	2	0	145	237
Total	1	2	1	0	4	12	368	1	0	381	2	0	4	0	6	0	433	4	0	437	828
08:00 AM	0	0	0	0	0	2	89	1	0	92	0	0	0	0	0	0	101	0	0	101	193
08:15 AM	1	1	0	0	2	0	80	0	0	80	0	3	0	0	3	0	110	0	0	110	195
08:30 AM	0	0	1	0	1	0	73	0	0	73	2	2	0	0	4	0	113	3	0	116	194
08:45 AM	1	1	1	0	3	3	75	0	0	78	0	1	3	0	4	1	89	1	0	91	176
Total	2	2	2	0	6	5	317	1	0	323	2	6	3	0	11	1	413	4	0	418	758
Grand Total	4	6	3	0	13	24	986	2	0	1012	4	6	8	0	18	1	1065	13	0	1079	2122
Apprch %	30.8	46.2	23.1	0		2.4	97.4	0.2	0		22.2	33.3	44.4	0		0.1	98.7	1.2	0		
Total %	0.2	0.3	0.1	0	0.6	1.1	46.5	0.1	0	47.7	0.2	0.3	0.4	0	0.8	0	50.2	0.6	0	50.8	
Cars	4	6	3	0	13	23	965	2	0	990	3	6	7	0	16	1	1018	13	0	1032	2051
% Cars	100	100	100	0	100	95.8	97.9	100	0	97.8	75	100	87.5	0	88.9	100	95.6	100	0	95.6	96.7
Trucks	0	0	0	0	0	1	21	0	0	22	1	0	1	0	2	0	47	0	0	47	71
% Trucks	0	0	0	0	0	4.2	2.1	0	0	2.2	25	0	12.5	0	11.1	0	4.4	0	0	4.4	3.3

All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

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870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

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	C STREET Southbound					MAIN STREET Westbound					C STREET Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	4	110	0	0	114	0	0	0	0	0	0	70	1	0	71	185
07:15 AM	0	0	0	0	0	2	84	1	0	87	1	0	1	0	2	0	93	0	0	93	182
07:30 AM	0	0	1	0	1	2	90	0	0	92	0	0	3	0	3	0	127	1	0	128	224
07:45 AM	1	2	0	0	3	4	84	0	0	88	1	0	0	0	1	0	143	2	0	145	237
Total Volume	1	2	1	0	4	12	368	1	0	381	2	0	4	0	6	0	433	4	0	437	828
% App. Total	25	50	25	0		3.1	96.6	0.3	0		33.3	0	66.7	0		0	99.1	0.9	0		
PHF	.250	.250	.250	.000	.333	.750	.836	.250	.000	.836	.500	.000	.333	.000	.500	.000	.757	.500	.000	.753	.873

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					06:45 AM					06:45 AM					07:00 AM				
+0 mins.	0	0	0	0	0	3	90	0	0	93	0	0	1	0	1	0	70	1	0	71
+15 mins.	0	0	0	0	0	4	110	0	0	114	0	0	0	0	0	0	93	0	0	93
+30 mins.	0	0	1	0	1	2	84	1	0	87	1	0	1	0	2	0	127	1	0	128
+45 mins.	1	2	0	0	3	2	90	0	0	92	0	0	3	0	3	0	143	2	0	145
Total Volume	1	2	1	0	4	11	374	1	0	386	1	0	5	0	6	0	433	4	0	437
% App. Total	25	50	25	0		2.8	96.9	0.3	0		16.7	0	83.3	0		0	99.1	0.9	0	
PHF	.250	.250	.250	.000	.333	.688	.850	.250	.000	.846	.250	.000	.417	.000	.500	.000	.757	.500	.000	.753

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870 Misty Oak Drive
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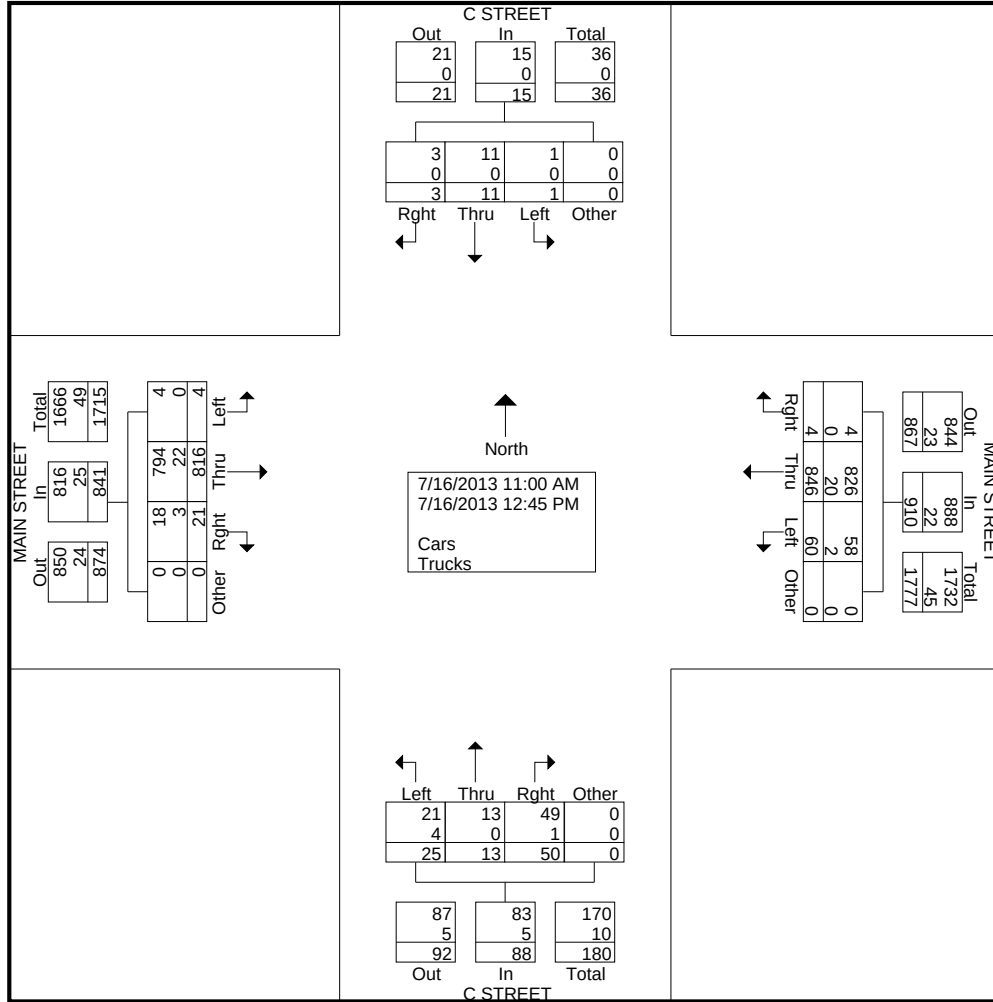
Groups Printed- Cars - Trucks

	C STREET Southbound					MAIN STREET Westbound					C STREET Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
11:00 AM	0	0	0	0	0	7	92	0	0	99	2	0	5	0	7	2	99	1	0	102	208
11:15 AM	1	0	0	0	1	6	82	1	0	89	3	0	6	0	9	0	86	1	0	87	186
11:30 AM	0	1	0	0	1	9	99	1	0	109	2	1	4	0	7	0	87	2	0	89	206
11:45 AM	0	3	0	0	3	7	110	1	0	118	4	4	7	0	15	0	98	6	0	104	240
Total	1	4	0	0	5	29	383	3	0	415	11	5	22	0	38	2	370	10	0	382	840
12:00 PM	0	1	0	0	1	8	111	0	0	119	3	2	7	0	12	0	121	3	0	124	256
12:15 PM	0	3	1	0	4	10	120	0	0	130	2	3	8	0	13	1	105	6	0	112	259
12:30 PM	0	1	1	0	2	7	128	1	0	136	5	1	8	0	14	0	104	1	0	105	257
12:45 PM	0	2	1	0	3	6	104	0	0	110	4	2	5	0	11	1	116	1	0	118	242
Total	0	7	3	0	10	31	463	1	0	495	14	8	28	0	50	2	446	11	0	459	1014
Grand Total	1	11	3	0	15	60	846	4	0	910	25	13	50	0	88	4	816	21	0	841	1854
Apprch %	6.7	73.3	20	0		6.6	93	0.4	0		28.4	14.8	56.8	0		0.5	97	2.5	0		
Total %	0.1	0.6	0.2	0	0.8	3.2	45.6	0.2	0	49.1	1.3	0.7	2.7	0	4.7	0.2	44	1.1	0	45.4	
Cars	1	11	3	0	15	58	826	4	0	888	21	13	49	0	83	4	794	18	0	816	1802
% Cars	100	100	100	0	100	96.7	97.6	100	0	97.6	84	100	98	0	94.3	100	97.3	85.7	0	97	97.2
Trucks	0	0	0	0	0	2	20	0	0	22	4	0	1	0	5	0	22	3	0	25	52
% Trucks	0	0	0	0	0	3.3	2.4	0	0	2.4	16	0	2	0	5.7	0	2.7	14.3	0	3	2.8

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	C STREET Southbound					MAIN STREET Westbound					C STREET Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	1	0	0	1	8	111	0	0	119	3	2	7	0	12	0	121	3	0	124	256
12:15 PM	0	3	1	0	4	10	120	0	0	130	2	3	8	0	13	1	105	6	0	112	259
12:30 PM	0	1	1	0	2	7	128	1	0	136	5	1	8	0	14	0	104	1	0	105	257
12:45 PM	0	2	1	0	3	6	104	0	0	110	4	2	5	0	11	1	116	1	0	118	242
Total Volume	0	7	3	0	10	31	463	1	0	495	14	8	28	0	50	2	446	11	0	459	1014
% App. Total	0	70	30	0		6.3	93.5	0.2	0		28	16	56	0		0.4	97.2	2.4	0		
PHF	.000	.583	.750	.000	.625	.775	.904	.250	.000	.910	.700	.667	.875	.000	.893	.500	.921	.458	.000	.925	.979

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:45 AM					11:45 AM					11:45 AM					12:00 PM				
+0 mins.	0	3	0	0	3	7	110	1	0	118	4	4	7	0	15	0	121	3	0	124
+15 mins.	0	1	0	0	1	8	111	0	0	119	3	2	7	0	12	1	105	6	0	112
+30 mins.	0	3	1	0	4	10	120	0	0	130	2	3	8	0	13	0	104	1	0	105
+45 mins.	0	1	1	0	2	7	128	1	0	136	5	1	8	0	14	1	116	1	0	118
Total Volume	0	8	2	0	10	32	469	2	0	503	14	10	30	0	54	2	446	11	0	459
% App. Total	0	80	20	0		6.4	93.2	0.4	0		25.9	18.5	55.6	0		0.4	97.2	2.4	0	
PHF	.000	.667	.500	.000	.625	.800	.916	.500	.000	.925	.700	.625	.938	.000	.900	.500	.921	.458	.000	.925

All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

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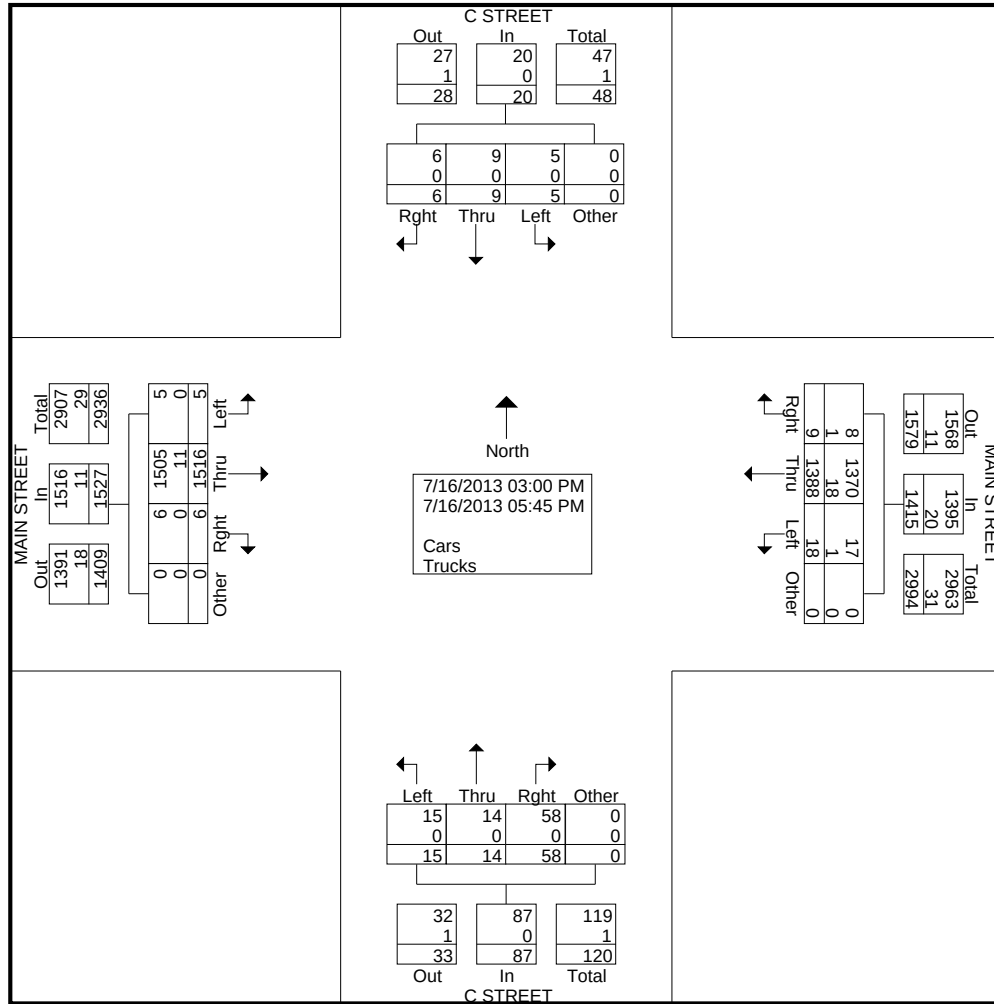
Groups Printed- Cars - Trucks

Start Time	C STREET Southbound					MAIN STREET Westbound					C STREET Northbound					MAIN STREET Eastbound					Int. Total
	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	
03:00 PM	0	2	1	0	3	1	104	2	0	107	5	4	10	0	19	1	134	1	0	136	265
03:15 PM	0	0	0	0	0	2	101	0	0	103	2	1	4	0	7	0	124	0	0	124	234
03:30 PM	0	0	0	0	0	2	110	0	0	112	0	1	7	0	8	0	144	0	0	144	264
03:45 PM	0	0	1	0	1	2	105	2	0	109	0	1	3	0	4	0	122	1	0	123	237
Total	0	2	2	0	4	7	420	4	0	431	7	7	24	0	38	1	524	2	0	527	1000
04:00 PM	0	1	0	0	1	1	121	2	0	124	1	0	5	0	6	0	124	1	0	125	256
04:15 PM	2	1	1	0	4	1	133	0	0	134	2	1	4	0	7	0	129	1	0	130	275
04:30 PM	2	0	0	0	2	2	104	1	0	107	2	2	6	0	10	3	132	1	0	136	255
04:45 PM	0	1	1	0	2	2	126	0	0	128	0	1	1	0	2	0	119	1	0	120	252
Total	4	3	2	0	9	6	484	3	0	493	5	4	16	0	25	3	504	4	0	511	1038
05:00 PM	0	1	2	0	3	1	145	0	0	146	1	1	12	0	14	0	127	0	0	127	290
05:15 PM	0	1	0	0	1	3	144	1	0	148	1	1	2	0	4	0	136	0	0	136	289
05:30 PM	1	1	0	0	2	0	90	0	0	90	0	0	3	0	3	1	104	0	0	105	200
05:45 PM	0	1	0	0	1	1	105	1	0	107	1	1	1	0	3	0	121	0	0	121	232
Total	1	4	2	0	7	5	484	2	0	491	3	3	18	0	24	1	488	0	0	489	1011
Grand Total	5	9	6	0	20	18	1388	9	0	1415	15	14	58	0	87	5	1516	6	0	1527	3049
Apprch %	25	45	30	0		1.3	98.1	0.6	0		17.2	16.1	66.7	0		0.3	99.3	0.4	0		
Total %	0.2	0.3	0.2	0	0.7	0.6	45.5	0.3	0	46.4	0.5	0.5	1.9	0	2.9	0.2	49.7	0.2	0	50.1	
Cars	5	9	6	0	20	17	1370	8	0	1395	15	14	58	0	87	5	1505	6	0	1516	3018
% Cars	100	100	100	0	100	94.4	98.7	88.9	0	98.6	100	100	100	0	100	100	99.3	100	0	99.3	99
Trucks	0	0	0	0	0	1	18	1	0	20	0	0	0	0	0	0	11	0	0	11	31
% Trucks	0	0	0	0	0	5.6	1.3	11.1	0	1.4	0	0	0	0	0	0	0.7	0	0	0.7	1

All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

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870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

File Name : CStreet&MainPM
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	C STREET Southbound					MAIN STREET Westbound					C STREET Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	1	0	0	1	1	121	2	0	124	1	0	5	0	6	0	124	1	0	125	256
04:15 PM	2	1	1	0	4	1	133	0	0	134	2	1	4	0	7	0	129	1	0	130	275
04:30 PM	2	0	0	0	2	2	104	1	0	107	2	2	6	0	10	3	132	1	0	136	255
04:45 PM	0	1	1	0	2	2	126	0	0	128	0	1	1	0	2	0	119	1	0	120	252
Total Volume	4	3	2	0	9	6	484	3	0	493	5	4	16	0	25	3	504	4	0	511	1038
% App. Total	44.4	33.3	22.2	0		1.2	98.2	0.6	0		20	16	64	0		0.6	98.6	0.8	0		
PHF	.500	.750	.500	.000	.563	.750	.910	.375	.000	.920	.625	.500	.667	.000	.625	.250	.955	1.000			

Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					03:00 PM					03:00 PM				
+0 mins.	0	1	0	0	1	1	121	2	0	124	5	4	10	0	19	1	134	1	0	136
+15 mins.	2	1	1	0	4	1	133	0	0	134	2	1	4	0	7	0	124	0	0	124
+30 mins.	2	0	0	0	2	2	104	1	0	107	0	1	7	0	8	0	144	0	0	144
+45 mins.	0	1	1	0	2	2	126	0	0	128	0	1	3	0	4	0	122	1	0	123
Total Volume	4	3	2	0	9	6	484	3	0	493	7	7	24	0	38	1	524	2	0	527
% App. Total	44.4	33.3	22.2	0		1.2	98.2	0.6	0		18.4	18.4	63.2	0		0.2	99.4	0.4	0	
PHF	.500	.750	.500	.000	.563	.750	.910	.375	.000	.920	.350	.438	.600	.000	.500	.250	.910	.500	.000	.915

All Traffic Data Services, Inc

870 Misty Oak Drive
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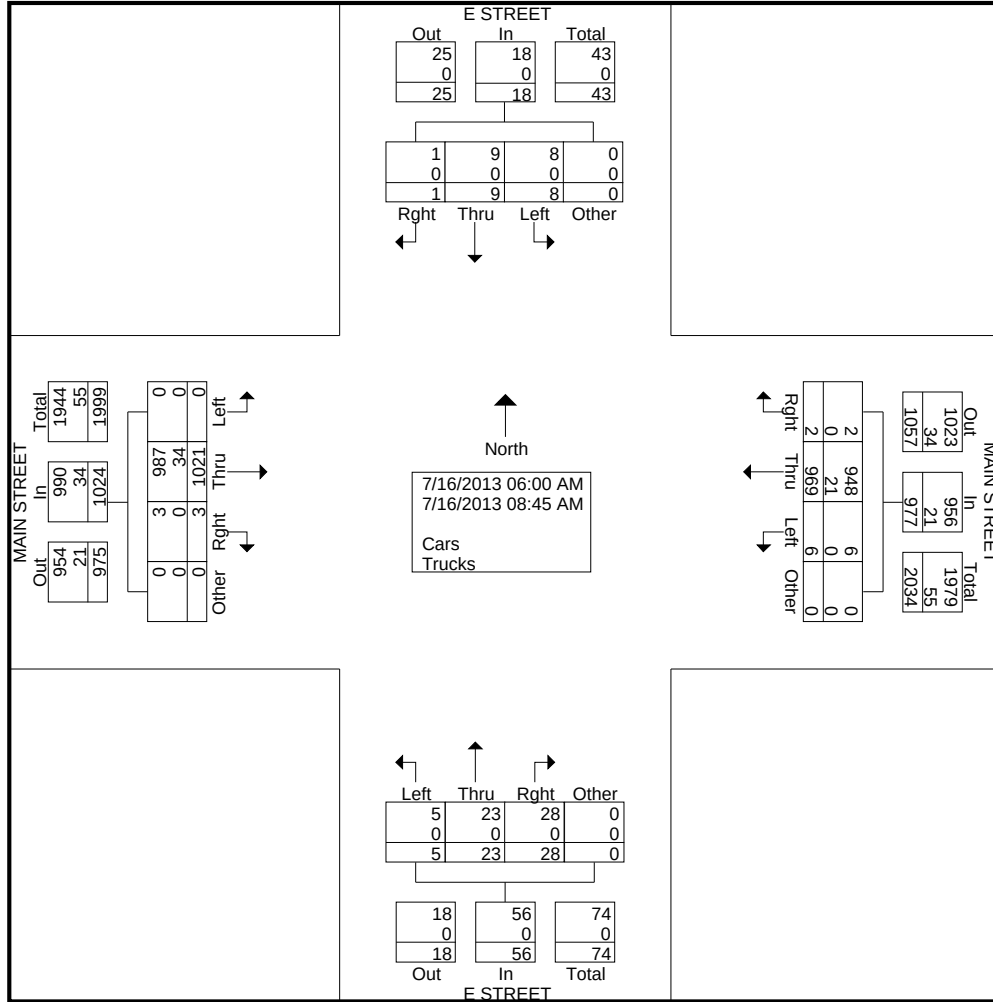
Groups Printed- Cars - Trucks

	E STREET Southbound					MAIN STREET Westbound					E STREET Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	55	0	0	55	0	2	0	0	2	0	35	0	0	35	92
06:15 AM	0	1	0	0	1	0	79	0	0	79	0	1	2	0	3	0	47	0	0	47	130
06:30 AM	2	0	0	0	2	1	75	0	0	76	1	0	1	0	2	0	69	1	0	70	150
06:45 AM	1	2	0	0	3	0	88	1	0	89	0	2	3	0	5	0	61	0	0	61	158
Total	3	3	0	0	6	1	297	1	0	299	1	5	6	0	12	0	212	1	0	213	530
07:00 AM	3	1	0	0	4	0	108	0	0	108	0	4	0	0	4	0	68	0	0	68	184
07:15 AM	2	0	0	0	2	1	82	0	0	83	0	3	2	0	5	0	101	0	0	101	191
07:30 AM	0	1	0	0	1	0	90	0	0	90	1	1	1	0	3	0	115	1	0	116	210
07:45 AM	0	2	0	0	2	0	84	0	0	84	0	0	5	0	5	0	133	0	0	133	224
Total	5	4	0	0	9	1	364	0	0	365	1	8	8	0	17	0	417	1	0	418	809
08:00 AM	0	1	0	0	1	2	85	0	0	87	2	5	7	0	14	0	101	0	0	101	203
08:15 AM	0	0	1	0	1	0	81	1	0	82	0	2	3	0	5	0	101	0	0	101	189
08:30 AM	0	1	0	0	1	2	70	0	0	72	1	1	2	0	4	0	101	1	0	102	179
08:45 AM	0	0	0	0	0	0	72	0	0	72	0	2	2	0	4	0	89	0	0	89	165
Total	0	2	1	0	3	4	308	1	0	313	3	10	14	0	27	0	392	1	0	393	736
Grand Total	8	9	1	0	18	6	969	2	0	977	5	23	28	0	56	0	1021	3	0	1024	2075
Apprch %	44.4	50	5.6	0		0.6	99.2	0.2	0		8.9	41.1	50	0		0	99.7	0.3	0		
Total %	0.4	0.4	0	0	0.9	0.3	46.7	0.1	0	47.1	0.2	1.1	1.3	0	2.7	0	49.2	0.1	0	49.3	
Cars	8	9	1	0	18	6	948	2	0	956	5	23	28	0	56	0	987	3	0	990	2020
% Cars	100	100	100	0	100	100	97.8	100	0	97.9	100	100	100	0	100	0	96.7	100	0	96.7	97.3
Trucks	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	34	0	0	34	55
% Trucks	0	0	0	0	0	0	2.2	0	0	2.1	0	0	0	0	0	0	3.3	0	0	3.3	2.7

All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

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870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

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	E STREET Southbound					MAIN STREET Westbound					E STREET Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	3	1	0	0	4	0	108	0	0	108	0	4	0	0	4	0	68	0	0	68	184
07:15 AM	2	0	0	0	2	1	82	0	0	83	0	3	2	0	5	0	101	0	0	101	191
07:30 AM	0	1	0	0	1	0	90	0	0	90	1	1	1	0	3	0	115	1	0	116	210
07:45 AM	0	2	0	0	2	0	84	0	0	84	0	0	5	0	5	0	133	0	0	133	224
Total Volume	5	4	0	0	9	1	364	0	0	365	1	8	8	0	17	0	417	1	0	418	809
% App. Total	55.6	44.4	0	0		0.3	99.7	0	0		5.9	47.1	47.1	0		0	99.8	0.2	0		
PHF	.417	.500	.000	.000	.563	.250	.843	.000	.000	.845	.250	.500	.400	.000	.850	.000	.784	.250	.000	.786	.903

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:30 AM					06:45 AM					06:45 AM					07:00 AM				
+0 mins.	2	0	0	0	2	0	88	1	0	89	0	2	3	0	5	0	68	0	0	68
+15 mins.	1	2	0	0	3	0	108	0	0	108	0	4	0	0	4	0	101	0	0	101
+30 mins.	3	1	0	0	4	1	82	0	0	83	0	3	2	0	5	0	115	1	0	116
+45 mins.	2	0	0	0	2	0	90	0	0	90	1	1	1	0	3	0	133	0	0	133
Total Volume	8	3	0	0	11	1	368	1	0	370	1	10	6	0	17	0	417	1	0	418
% App. Total	72.7	27.3	0	0		0.3	99.5	0.3	0		5.9	58.8	35.3	0		0	99.8	0.2	0	
PHF	.667	.375	.000	.000	.688	.250	.852	.250	.000	.856	.250	.625	.500	.000	.850	.000	.784	.250	.000	.786

All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

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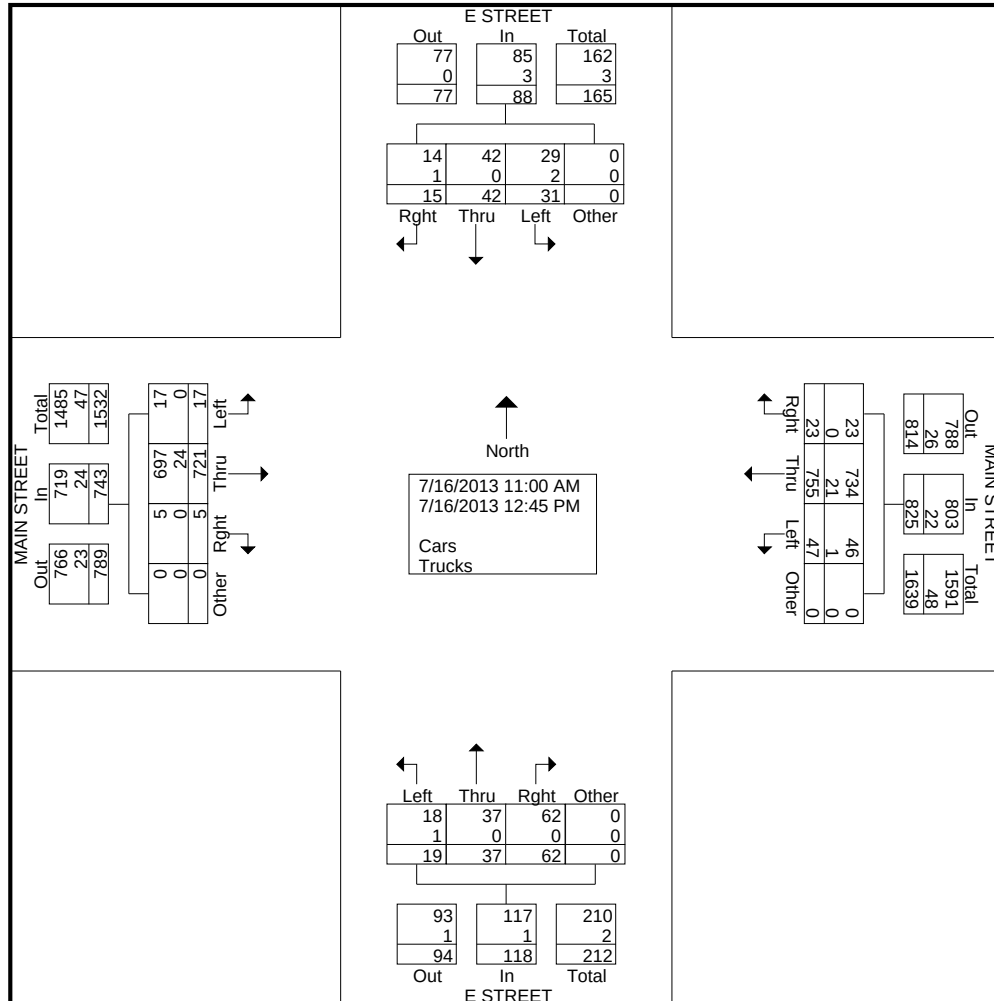
Groups Printed- Cars - Trucks

	E STREET Southbound					MAIN STREET Westbound					E STREET Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
11:00 AM	1	1	1	0	3	3	78	2	0	83	4	3	7	0	14	1	94	1	0	96	196
11:15 AM	1	7	2	0	10	8	77	1	0	86	1	4	6	0	11	1	79	0	0	80	187
11:30 AM	3	6	4	0	13	8	87	4	0	99	1	2	5	0	8	1	83	1	0	85	205
11:45 AM	3	5	2	0	10	6	100	1	0	107	3	3	8	0	14	4	83	1	0	88	219
Total	8	19	9	0	36	25	342	8	0	375	9	12	26	0	47	7	339	3	0	349	807
12:00 PM	12	7	2	0	21	6	91	4	0	101	2	5	8	0	15	4	104	0	0	108	245
12:15 PM	4	7	0	0	11	7	105	2	0	114	3	10	6	0	19	2	94	0	0	96	240
12:30 PM	3	7	2	0	12	8	116	4	0	128	4	6	12	0	22	3	89	1	0	93	255
12:45 PM	4	2	2	0	8	1	101	5	0	107	1	4	10	0	15	1	95	1	0	97	227
Total	23	23	6	0	52	22	413	15	0	450	10	25	36	0	71	10	382	2	0	394	967
Grand Total	31	42	15	0	88	47	755	23	0	825	19	37	62	0	118	17	721	5	0	743	1774
Apprch %	35.2	47.7	17	0		5.7	91.5	2.8	0		16.1	31.4	52.5	0		2.3	97	0.7	0		
Total %	1.7	2.4	0.8	0	5	2.6	42.6	1.3	0	46.5	1.1	2.1	3.5	0	6.7	1	40.6	0.3	0	41.9	
Cars	29	42	14	0	85	46	734	23	0	803	18	37	62	0	117	17	697	5	0	719	1724
% Cars	93.5	100	93.3	0	96.6	97.9	97.2	100	0	97.3	94.7	100	100	0	99.2	100	96.7	100	0	96.8	97.2
Trucks	2	0	1	0	3	1	21	0	0	22	1	0	0	0	1	0	24	0	0	24	50
% Trucks	6.5	0	6.7	0	3.4	2.1	2.8	0	0	2.7	5.3	0	0	0	0.8	0	3.3	0	0	3.2	2.8

All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

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All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

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	E STREET Southbound					MAIN STREET Westbound					E STREET Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	12	7	2	0	21	6	91	4	0	101	2	5	8	0	15	4	104	0	0	108	245
12:15 PM	4	7	0	0	11	7	105	2	0	114	3	10	6	0	19	2	94	0	0	96	240
12:30 PM	3	7	2	0	12	8	116	4	0	128	4	6	12	0	22	3	89	1	0	93	255
12:45 PM	4	2	2	0	8	1	101	5	0	107	1	4	10	0	15	1	95	1	0	97	227
Total Volume	23	23	6	0	52	22	413	15	0	450	10	25	36	0	71	10	382	2	0	394	967
% App. Total	44.2	44.2	11.5	0		4.9	91.8	3.3	0		14.1	35.2	50.7	0		2.5	97	0.5	0		
PHF	.479	.821	.750	.000	.619	.688	.890	.750	.000	.879	.625	.625	.750	.000	.807	.625	.918	.500	.000	.912	.948

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:30 AM					11:45 AM					12:00 PM					12:00 PM				
+0 mins.	3	6	4	0	13	6	100	1	0	107	2	5	8	0	15	4	104	0	0	108
+15 mins.	3	5	2	0	10	6	91	4	0	101	3	10	6	0	19	2	94	0	0	96
+30 mins.	12	7	2	0	21	7	105	2	0	114	4	6	12	0	22	3	89	1	0	93
+45 mins.	4	7	0	0	11	8	116	4	0	128	1	4	10	0	15	1	95	1	0	97
Total Volume	22	25	8	0	55	27	412	11	0	450	10	25	36	0	71	10	382	2	0	394
% App. Total	40	45.5	14.5	0		6	91.6	2.4	0		14.1	35.2	50.7	0		2.5	97	0.5	0	
PHF	.458	.893	.500	.000	.655	.844	.888	.688	.000	.879	.625	.625	.750	.000	.807	.625	.918	.500	.000	.912

All Traffic Data Services, Inc

870 Misty Oak Drive
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Groups Printed- Cars - Trucks

	E STREET Southbound					MAIN STREET Westbound					E STREET Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
03:00 PM	2	3	2	0	7	0	100	0	0	100	1	3	7	0	11	2	121	1	0	124	242
03:15 PM	1	4	4	0	9	0	65	0	0	65	3	3	5	0	11	1	119	1	0	121	206
03:30 PM	4	4	1	0	9	5	100	1	0	106	2	5	8	0	15	1	130	1	0	132	262
03:45 PM	1	1	3	0	5	9	100	0	0	109	3	3	14	0	20	1	113	0	0	114	248
Total	8	12	10	0	30	14	365	1	0	380	9	14	34	0	57	5	483	3	0	491	958
04:00 PM	3	3	2	0	8	6	109	2	0	117	2	3	7	0	12	1	110	2	0	113	250
04:15 PM	3	7	2	0	12	6	116	1	0	123	2	7	4	0	13	3	116	0	0	119	267
04:30 PM	2	3	5	0	10	7	96	4	0	107	1	7	6	0	14	3	134	2	0	139	270
04:45 PM	3	14	1	0	18	6	112	0	0	118	1	6	4	0	11	1	108	1	0	110	257
Total	11	27	10	0	48	25	433	7	0	465	6	23	21	0	50	8	468	5	0	481	1044
05:00 PM	3	7	4	0	14	5	129	4	0	138	1	4	6	0	11	0	118	3	0	121	284
05:15 PM	6	4	0	0	10	5	135	2	0	142	4	3	5	0	12	1	120	0	0	121	285
05:30 PM	1	5	2	0	8	6	87	1	0	94	0	4	2	0	6	1	103	0	0	104	212
05:45 PM	4	6	0	0	10	6	89	4	0	99	5	9	14	0	28	1	98	0	0	99	236
Total	14	22	6	0	42	22	440	11	0	473	10	20	27	0	57	3	439	3	0	445	1017
Grand Total	33	61	26	0	120	61	1238	19	0	1318	25	57	82	0	164	16	1390	11	0	1417	3019
Apprch %	27.5	50.8	21.7	0		4.6	93.9	1.4	0		15.2	34.8	50	0		1.1	98.1	0.8	0		
Total %	1.1	2	0.9	0	4	2	41	0.6	0	43.7	0.8	1.9	2.7	0	5.4	0.5	46	0.4	0	46.9	
Cars	33	61	26	0	120	61	1224	19	0	1304	25	56	82	0	163	16	1379	11	0	1406	2993
% Cars	100	100	100	0	100	100	98.9	100	0	98.9	100	98.2	100	0	99.4	100	99.2	100	0	99.2	99.1
Trucks	0	0	0	0	0	0	14	0	0	14	0	1	0	0	1	0	11	0	0	11	26
% Trucks	0	0	0	0	0	0	1.1	0	0	1.1	0	1.8	0	0	0.6	0	0.8	0	0	0.8	0.9

All Traffic Data Services, Inc

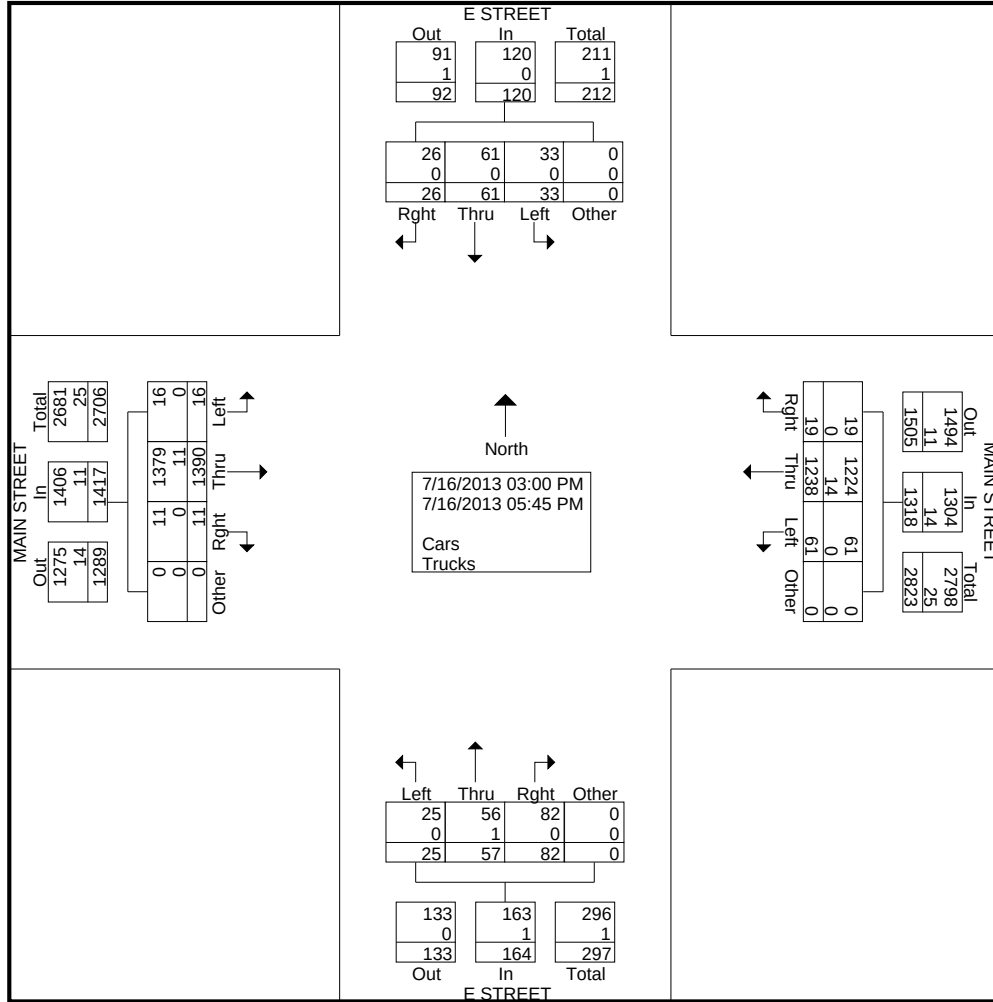
870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

File Name : EStreet&MainPM

Site Code : 2

Start Date : 7/16/2013

Page No : 2



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870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

File Name : EStreet&MainPM
Site Code : 2
Start Date : 7/16/2013
Page No : 3

	E STREET Southbound					MAIN STREET Westbound					E STREET Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	3	3	2	0	8	6	109	2	0	117	2	3	7	0	12	1	110	2	0	113	250
04:15 PM	3	7	2	0	12	6	116	1	0	123	2	7	4	0	13	3	116	0	0	119	267
04:30 PM	2	3	5	0	10	7	96	4	0	107	1	7	6	0	14	3	134	2	0	139	270
04:45 PM	3	14	1	0	18	6	112	0	0	118	1	6	4	0	11	1	108	1	0	110	257
Total Volume	11	27	10	0	48	25	433	7	0	465	6	23	21	0	50	8	468	5	0	481	1044
% App. Total	22.9	56.2	20.8	0		5.4	93.1	1.5	0		12	46	42	0		1.7	97.3	1	0		
PHF	.917	.482	.500	.000	.667	.893	.933	.438	.000	.945	.750	.821	.750	.000	.893	.667	.873	.625	.000	.865	.967

Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					03:30 PM					03:00 PM				
+0 mins.	3	3	2	0	8	6	109	2	0	117	2	5	8	0	15	2	121	1	0	124
+15 mins.	3	7	2	0	12	6	116	1	0	123	3	3	14	0	20	1	119	1	0	121
+30 mins.	2	3	5	0	10	7	96	4	0	107	2	3	7	0	12	1	130	1	0	132
+45 mins.	3	14	1	0	18	6	112	0	0	118	2	7	4	0	13	1	113	0	0	114
Total Volume	11	27	10	0	48	25	433	7	0	465	9	18	33	0	60	5	483	3	0	491
% App. Total	22.9	56.2	20.8	0		5.4	93.1	1.5	0		15	30	55	0		1	98.4	0.6	0	
PHF	.917	.482	.500	.000	.667	.893	.933	.438	.000	.945	.750	.643	.589	.000	.750	.625	.929	.750	.000	.930



Appendix B - Synchro Analysis

Intersection												
Intersection Delay, s/veh		0.3										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	433	4	12	368	1	2	0	4	1	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	471	4	13	400	1	2	0	4	1	2	1
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	401	0	0	475	0	0	901	900	473	902	902	401
Stage 1	-	-	-	-	-	-	473	473	-	427	427	-
Stage 2	-	-	-	-	-	-	428	427	-	475	475	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1158	-	-	1087	-	-	259	278	591	259	277	649
Stage 1	-	-	-	-	-	-	572	558	-	606	585	-
Stage 2	-	-	-	-	-	-	605	585	-	570	557	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1158	-	-	1087	-	-	254	274	591	254	273	649
Mov Capacity-2 Maneuver	-	-	-	-	-	-	254	274	-	254	273	-
Stage 1	-	-	-	-	-	-	572	558	-	606	576	-
Stage 2	-	-	-	-	-	-	593	576	-	566	557	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		0.3			13.9			16.7			
HCM LOS						B			C			
Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	410	1158	-	-	1087	-	-	312				
HCM Lane V/C Ratio	0.016	-	-	-	0.012	-	-	0.014				
HCM Control Delay (s)	13.9	0	-	-	8.352	0	-	16.7				
HCM Lane LOS	B	A			A	A		C				
HCM 95th %tile Q(veh)	0.048	0	-	-	0.036	-	-	0.042				
Notes												
~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined												

HCM 2010 Signalized Intersection Summary

3: W Main St & Barrancas

9/25/2013

						
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	331	6	500	417	1	328
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	186.3	186.3	190.0	186.3
Lanes	2	1	2	1	0	2
Cap, veh/h	607	279	1834	779	101	1749
Arrive On Green	0.18	0.00	0.49	0.49	0.49	0.49
Sat Flow, veh/h	3442	1583	3725	1583	1	3553
Grp Volume(v), veh/h	360	0	543	453	187	171
Grp Sat Flow(s),veh/h/ln	1721	1583	1863	1583	1859	1695
Q Serve(g_s), s	3.5	0.0	3.1	7.4	0.0	2.1
Cycle Q Clear(g_c), s	3.5	0.0	3.1	7.4	2.1	2.1
Prop In Lane	1.00	1.00		1.00	0.01	
Lane Grp Cap(c), veh/h	607	279	1834	779	1015	834
V/C Ratio(X)	0.59	0.00	0.30	0.58	0.18	0.20
Avail Cap(c_a), veh/h	1900	874	3908	1661	2040	1778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	5.5	6.5	5.2	5.2
Incr Delay (d2), s/veh	0.9	0.0	0.4	3.2	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.2	0.0	0.9	2.4	0.7	0.6
Lane Grp Delay (d), s/veh	14.6	0.0	5.9	9.7	5.6	5.7
Lane Grp LOS	B		A	A	A	A
Approach Vol, veh/h	360		996			358
Approach Delay, s/veh	14.6		7.6			5.7
Approach LOS	B		A			A
Timer						
Assigned Phs			2			6
Phs Duration (G+Y+Rc), s			23.8			23.8
Change Period (Y+Rc), s			6.0			6.0
Max Green Setting (Gmax), s			38.0			38.0
Max Q Clear Time (g_c+l1), s			9.4			4.1
Green Ext Time (p_c), s			8.5			8.8
Intersection Summary						
HCM 2010 Ctrl Delay			8.7			
HCM 2010 LOS			A			
Notes						

Two Way Analysis cannot be performed on Signalized Intersection.

Intersection												
Intersection Delay, s/veh		0.2										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	438	5	1	398	8	1	1	4	5	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	476	5	1	433	9	1	1	4	5	1	0
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	441	0	0	482	0	0	919	922	479	921	921	437
Stage 1	-	-	-	-	-	-	479	479	-	439	439	-
Stage 2	-	-	-	-	-	-	440	443	-	482	482	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1119	-	-	1081	-	-	252	270	587	251	270	620
Stage 1	-	-	-	-	-	-	568	555	-	597	578	-
Stage 2	-	-	-	-	-	-	596	576	-	565	553	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1119	-	-	1081	-	-	251	270	587	248	270	620
Mov Capacity-2 Maneuver	-	-	-	-	-	-	251	270	-	248	270	-
Stage 1	-	-	-	-	-	-	568	555	-	597	577	-
Stage 2	-	-	-	-	-	-	594	575	-	560	553	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		0			13.8			19.7			
HCM LOS						B			C			
Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	414	1119	-	-	1081	-	-	251				
HCM Lane V/C Ratio	0.016	-	-	-	0.001	-	-	0.026				
HCM Control Delay (s)	13.8	0	-	-	8.334	-	-	19.7				
HCM Lane LOS	B	A			A			C				
HCM 95th %tile Q(veh)	0.048	0	-	-	0.003	-	-	0.08				
Notes												
~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined												

HCM 2010 Signalized Intersection Summary

9: W Main St & S A St

9/25/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	425	4	10	361	20	2	3	7	25	11	11
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0
Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cap, veh/h	68	1358	12	77	1273	70	86	20	49	137	17	17
Arrive On Green	1.00	1.00	1.00	0.74	0.74	0.74	0.05	0.05	0.05	0.05	0.05	0.05
Sat Flow, veh/h	3	1838	16	14	1724	95	242	435	1085	838	372	372
Grp Volume(v), veh/h	470	0	0	425	0	0	13	0	0	51	0	0
Grp Sat Flow(s),veh/h/ln	1857	0	0	1832	0	0	1763	0	0	1583	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	4.3	0.0	0.0	0.4	0.0	0.0	1.7	0.0	0.0
Prop In Lane	0.01		0.01	0.03		0.05	0.15		0.62	0.53		0.24
Lane Grp Cap(c), veh/h	1437	0	0	1420	0	0	155	0	0	171	0	0
V/C Ratio(X)	0.33	0.00	0.00	0.30	0.00	0.00	0.08	0.00	0.00	0.30	0.00	0.00
Avail Cap(c_a), veh/h	1437	0	0	1420	0	0	573	0	0	570	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	2.5	0.0	0.0	25.5	0.0	0.0	26.1	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.5	0.0	0.0	0.2	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.2	0.0	0.0	1.0	0.0	0.0	0.2	0.0	0.0	0.7	0.0	0.0
Lane Grp Delay (d), s/veh	0.6	0.0	0.0	3.0	0.0	0.0	25.7	0.0	0.0	27.1	0.0	0.0
Lane Grp LOS	A			A			C			C		
Approach Vol, veh/h		470			425			13			51	
Approach Delay, s/veh		0.6			3.0			25.7			27.1	
Approach LOS		A			A			C			C	
Timer												
Assigned Phs		2			6			8			4	
Phs Duration (G+Y+Rc), s		47.0			47.0			8.5			8.5	
Change Period (Y+Rc), s		6.0			6.0			6.0			6.0	
Max Green Setting (Gmax), s		41.0			41.0			17.0			17.0	
Max Q Clear Time (g_c+I1), s		2.0			6.3			2.4			3.7	
Green Ext Time (p_c), s		6.5			6.4			0.2			0.2	
Intersection Summary												
HCM 2010 Ctrl Delay				3.4								
HCM 2010 LOS				A								
Notes												

Two Way Analysis cannot be performed on Signalized Intersection.

HCM 2010 Signalized Intersection Summary

12: W Main St & S E St

9/25/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Volume (veh/h)	0	417	1	1	364	0	1	8	8	5	4	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0
Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cap, veh/h	0	1409	3	66	1411	0	71	21	21	125	19	0
Arrive On Green	0.00	0.76	0.76	1.00	1.00	0.00	0.03	0.03	0.03	0.03	0.03	0.00
Sat Flow, veh/h	0	1858	4	1	1862	0	91	817	817	939	751	0
Grp Volume(v), veh/h	0	0	454	397	0	0	19	0	0	9	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1862	1862	0	0	1724	0	0	1690	0	0
Q Serve(g_s), s	0.0	0.0	4.3	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	4.3	0.0	0.0	0.0	0.6	0.0	0.0	0.3	0.0	0.0
Prop In Lane	0.00		0.00	0.00		0.00	0.05		0.47	0.56		0.00
Lane Grp Cap(c), veh/h	0	0	1412	1477	0	0	112	0	0	144	0	0
V/C Ratio(X)	0.00	0.00	0.32	0.27	0.00	0.00	0.17	0.00	0.00	0.06	0.00	0.00
Avail Cap(c_a), veh/h	0	0	1412	1477	0	0	558	0	0	556	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.93	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	2.1	0.0	0.0	0.0	26.6	0.0	0.0	26.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.4	0.0	0.0	0.7	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.0	1.0	0.2	0.0	0.0	0.3	0.0	0.0	0.1	0.0	0.0
Lane Grp Delay (d), s/veh	0.0	0.0	2.7	0.4	0.0	0.0	27.3	0.0	0.0	26.6	0.0	0.0
Lane Grp LOS			A	A			C			C		
Approach Vol, veh/h		454			397			19			9	
Approach Delay, s/veh		2.7			0.4			27.3			26.6	
Approach LOS		A			A			C			C	
Timer												
Assigned Phs		2			6			8			4	
Phs Duration (G+Y+Rc), s		48.0			48.0			7.4			7.4	
Change Period (Y+Rc), s		6.0			6.0			6.0			6.0	
Max Green Setting (Gmax), s		42.0			42.0			16.0			16.0	
Max Q Clear Time (g_c+I1), s		6.3			2.0			2.6			2.3	
Green Ext Time (p_c), s		6.0			6.0			0.1			0.1	
Intersection Summary												
HCM 2010 Ctrl Delay			2.5									
HCM 2010 LOS			A									
Notes												

Two Way Analysis cannot be performed on Signalized Intersection.

HCM 2010 Signalized Intersection Summary

3: W Main St & Barrancas

2021 AM Volumes
W Main St

						
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	 		 			 
Volume (veh/h)	331	6	500	417	1	328
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	186.3	186.3	190.0	186.3
Lanes	2	1	2	1	0	2
Cap, veh/h	629	289	1896	806	94	1809
Arrive On Green	0.18	0.00	0.51	0.51	0.51	0.51
Sat Flow, veh/h	3442	1583	3725	1583	1	3553
Grp Volume(v), veh/h	389	0	587	490	202	184
Grp Sat Flow(s),veh/h/ln	1721	1583	1863	1583	1860	1695
Q Serve(g_s), s	4.1	0.0	3.6	8.6	0.0	2.3
Cycle Q Clear(g_c), s	4.1	0.0	3.6	8.6	2.3	2.3
Prop In Lane	1.00	1.00		1.00	0.00	
Lane Grp Cap(c), veh/h	629	289	1896	806	1039	863
V/C Ratio(X)	0.62	0.00	0.31	0.61	0.19	0.21
Avail Cap(c_a), veh/h	1768	813	3636	1545	1899	1655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	5.6	6.8	5.3	5.3
Incr Delay (d2), s/veh	1.0	0.0	0.4	3.4	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.4	0.0	1.2	2.8	0.8	0.7
Lane Grp Delay (d), s/veh	15.6	0.0	6.0	10.2	5.7	5.8
Lane Grp LOS	B		A	B	A	A
Approach Vol, veh/h	389		1077			386
Approach Delay, s/veh	15.6		7.9			5.8
Approach LOS	B		A			A
Timer						
Assigned Phs			2			6
Phs Duration (G+Y+Rc), s			25.8			25.8
Change Period (Y+Rc), s			6.0			6.0
Max Green Setting (Gmax), s			38.0			38.0
Max Q Clear Time (g_c+I1), s			10.6			4.3
Green Ext Time (p_c), s			9.3			9.8
Intersection Summary						
HCM 2010 Ctrl Delay			9.1			
HCM 2010 LOS			A			
Notes						

HCM 2010 Signalized Intersection Summary
9: W Main St & S A St

2021 AM Volumes
W Main St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	425	4	10	361	20	2	3	7	25	11	11
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0
Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cap, veh/h	120	1012	10	128	953	51	148	29	58	227	22	22
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	4	1833	18	14	1725	92	251	503	1006	828	371	371
Grp Volume(v), veh/h	509	0	0	459	0	0	14	0	0	55	0	0
Grp Sat Flow(s),veh/h/ln	1855	0	0	1831	0	0	1760	0	0	1571	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
Cycle Q Clear(g_c), s	5.2	0.0	0.0	4.6	0.0	0.0	0.2	0.0	0.0	1.0	0.0	0.0
Prop In Lane	0.01		0.01	0.03		0.05	0.14		0.57	0.53		0.24
Lane Grp Cap(c), veh/h	1143	0	0	1131	0	0	236	0	0	270	0	0
V/C Ratio(X)	0.45	0.00	0.00	0.41	0.00	0.00	0.06	0.00	0.00	0.20	0.00	0.00
Avail Cap(c_a), veh/h	1143	0	0	1131	0	0	983	0	0	976	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.2	0.0	0.0	4.1	0.0	0.0	13.8	0.0	0.0	14.1	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	1.1	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.2	0.0	0.0	1.1	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0
Lane Grp Delay (d), s/veh	5.5	0.0	0.0	5.2	0.0	0.0	13.9	0.0	0.0	14.5	0.0	0.0
Lane Grp LOS	A			A			B			B		
Approach Vol, veh/h		509			459			14			55	
Approach Delay, s/veh		5.5			5.2			13.9			14.5	
Approach LOS		A			A			B			B	
Timer												
Assigned Phs		2			6			8			4	
Phs Duration (G+Y+Rc), s		23.0			23.0			7.8			7.8	
Change Period (Y+Rc), s		6.0			6.0			6.0			6.0	
Max Green Setting (Gmax), s		17.0			17.0			16.0			16.0	
Max Q Clear Time (g_c+I1), s		7.2			6.6			2.2			3.0	
Green Ext Time (p_c), s		4.2			4.4			0.2			0.2	
Intersection Summary												
HCM 2010 Ctrl Delay				6.0								
HCM 2010 LOS				A								
Notes												

HCM 2010 Signalized Intersection Summary
12: W Main St & S E St

2021 AM Volumes
W Main St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	417	1	1	364	0	1	8	8	5	4	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0
Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cap, veh/h	0	1407	3	65	1409	0	71	22	22	125	20	0
Arrive On Green	0.00	0.76	0.76	0.76	0.76	0.00	0.03	0.03	0.03	0.03	0.03	0.00
Sat Flow, veh/h	0	1858	4	0	1862	0	91	819	819	919	766	0
Grp Volume(v), veh/h	0	0	491	428	0	0	19	0	0	11	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1862	1862	0	0	1729	0	0	1685	0	0
Q Serve(g_s), s	0.0	0.0	4.8	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	4.8	4.0	0.0	0.0	0.6	0.0	0.0	0.3	0.0	0.0
Prop In Lane	0.00		0.00	0.00		0.00	0.05		0.47	0.55		0.00
Lane Grp Cap(c), veh/h	0	0	1410	1475	0	0	114	0	0	145	0	0
V/C Ratio(X)	0.00	0.00	0.35	0.29	0.00	0.00	0.17	0.00	0.00	0.08	0.00	0.00
Avail Cap(c_a), veh/h	0	0	1410	1475	0	0	557	0	0	556	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.92	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	2.2	2.1	0.0	0.0	26.6	0.0	0.0	26.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.5	0.0	0.0	0.7	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.0	1.1	0.9	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.0
Lane Grp Delay (d), s/veh	0.0	0.0	2.8	2.6	0.0	0.0	27.2	0.0	0.0	26.7	0.0	0.0
Lane Grp LOS			A	A			C			C		
Approach Vol, veh/h		491			428			19			11	
Approach Delay, s/veh		2.8			2.6			27.2			26.7	
Approach LOS		A			A			C			C	
Timer												
Assigned Phs		2			6			8			4	
Phs Duration (G+Y+Rc), s		48.0			48.0			7.5			7.5	
Change Period (Y+Rc), s		6.0			6.0			6.0			6.0	
Max Green Setting (Gmax), s		42.0			42.0			16.0			16.0	
Max Q Clear Time (g_c+I1), s		6.8			6.0			2.6			2.3	
Green Ext Time (p_c), s		6.6			6.6			0.1			0.1	
Intersection Summary												
HCM 2010 Ctrl Delay			3.5									
HCM 2010 LOS			A									
Notes												

Intersection												
Intersection Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	433	4	12	368	1	2	0	4	1	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	508	5	14	432	1	2	0	5	1	2	1
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	433	0	0	513	0	0	974	972	511	974	974	433
Stage 1	-	-	-	-	-	-	511	511	-	461	461	-
Stage 2	-	-	-	-	-	-	463	461	-	513	513	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1127	-	-	1052	-	-	231	252	563	231	252	623
Stage 1	-	-	-	-	-	-	545	537	-	581	565	-
Stage 2	-	-	-	-	-	-	579	565	-	544	536	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1127	-	-	1052	-	-	226	247	563	226	247	623
Mov Capacity-2 Maneuver	-	-	-	-	-	-	226	247	-	226	247	-
Stage 1	-	-	-	-	-	-	545	537	-	581	555	-
Stage 2	-	-	-	-	-	-	565	555	-	539	536	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		0.3			14.8			17.9			
HCM LOS						B			C			
Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	376	1127	-	-	1052	-	-	283				
HCM Lane V/C Ratio	0.019	-	-	-	0.013	-	-	0.017				
HCM Control Delay (s)	14.8	0	-	-	8.468	0	-	17.9				
HCM Lane LOS	B	A			A	A		C				
HCM 95th %tile Q(veh)	0.057	0	-	-	0.041	-	-	0.051				
Notes												
~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined												

Intersection												
Intersection Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	438	5	1	398	8	1	1	4	5	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	514	6	1	467	9	1	1	5	6	1	0
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	477	0	0	520	0	0	992	996	517	994	994	472
Stage 1	-	-	-	-	-	-	517	517	-	474	474	-
Stage 2	-	-	-	-	-	-	475	479	-	520	520	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1085	-	-	1046	-	-	225	244	558	224	245	592
Stage 1	-	-	-	-	-	-	541	534	-	571	558	-
Stage 2	-	-	-	-	-	-	570	555	-	539	532	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1085	-	-	1046	-	-	224	244	558	221	245	592
Mov Capacity-2 Maneuver	-	-	-	-	-	-	224	244	-	221	245	-
Stage 1	-	-	-	-	-	-	541	534	-	571	557	-
Stage 2	-	-	-	-	-	-	568	554	-	533	532	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		0			14.6			21.5			
HCM LOS						B			C			
Minor Lane / Major Mvmt	NBLn1		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	381		1085	-	-	1046	-	-	225			
HCM Lane V/C Ratio	0.018		-	-	-	0.001	-	-	0.031			
HCM Control Delay (s)	14.6		0	-	-	8.446	-	-	21.5			
HCM Lane LOS	B		A			A			C			
HCM 95th %tile Q(veh)	0.056		0	-	-	0.003	-	-	0.097			
Notes												
~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined												

Lanes, Volumes, Timings
1: W Main St & S C St

2021 AM Volumes
W Main St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	433	4	12	368	1	2	0	4	1	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.904			0.966	
Flt Protected					0.998			0.986			0.988	
Satd. Flow (prot)	0	1861	0	0	1859	0	0	1660	0	0	1778	0
Flt Permitted					0.998			0.986			0.988	
Satd. Flow (perm)	0	1861	0	0	1859	0	0	1660	0	0	1778	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1047			370			491			639	
Travel Time (s)		20.4			7.2			11.2			14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Adj. Flow (vph)	0	508	5	14	432	1	2	0	5	1	2	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	513	0	0	447	0	0	7	0	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 41.4%												
ICU Level of Service A												
Analysis Period (min) 15												

Lanes, Volumes, Timings
3: W Main St & Barrancas

2021 AM Volumes
W Main St



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	331	6	500	417	1	328
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	50		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	200				25	
Lane Util. Factor	0.97	1.00	0.95	1.00	0.95	0.95
Frt		0.850		0.850		
Flt Protected	0.950					
Satd. Flow (prot)	3433	1583	3539	1583	0	3539
Flt Permitted	0.950					0.954
Satd. Flow (perm)	3433	1583	3539	1583	0	3376
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		7		490		
Link Speed (mph)	35		35			35
Link Distance (ft)	2172		892			1459
Travel Time (s)	42.3		17.4			28.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	108%	108%	108%	108%	108%	108%
Adj. Flow (vph)	389	7	587	490	1	385
Shared Lane Traffic (%)						
Lane Group Flow (vph)	389	7	587	490	0	386
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	NA	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	

Lanes, Volumes, Timings
3: W Main St & Barrancas

2021 AM Volumes
W Main St



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	26.0	26.0	44.0	44.0	44.0	44.0
Total Split (%)	37.1%	37.1%	62.9%	62.9%	62.9%	62.9%
Maximum Green (s)	20.0	20.0	38.0	38.0	38.0	38.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effect Green (s)	13.2	13.2	44.8	44.8		44.8
Actuated g/C Ratio	0.19	0.19	0.64	0.64		0.64
v/c Ratio	0.60	0.02	0.26	0.41		0.18
Control Delay	28.6	12.2	6.2	1.8		5.8
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay	28.6	12.2	6.2	1.8		5.8
LOS	C	B	A	A		A
Approach Delay	28.3		4.2			5.8
Approach LOS	C		A			A

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 0 (0%), Referenced to phase 2:NET and 6:SWTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 9.7

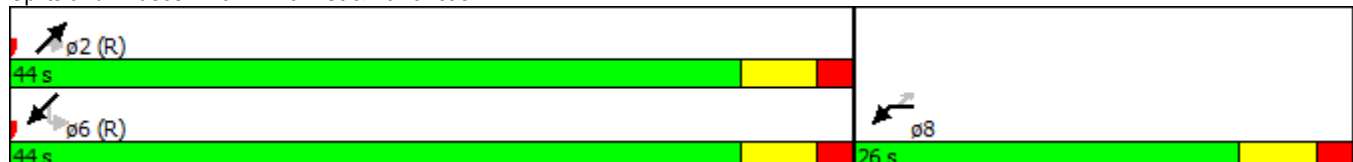
Intersection LOS: A

Intersection Capacity Utilization 47.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: W Main St & Barrancas



Lanes, Volumes, Timings
6: W Main St & Clubbs St

2021 AM Volumes
W Main St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	438	5	1	398	8	1	1	4	5	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.997			0.904				
Flt Protected				0.950				0.993			0.959	
Satd. Flow (prot)	0	1859	0	1770	1857	0	0	1672	0	0	1786	0
Flt Permitted				0.950				0.993			0.959	
Satd. Flow (perm)	0	1859	0	1770	1857	0	0	1672	0	0	1786	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		506			574			625			631	
Travel Time (s)		9.9			11.2			14.2			14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Adj. Flow (vph)	0	514	6	1	467	9	1	1	5	6	1	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	520	0	1	476	0	0	7	0	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	35.2%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
9: W Main St & S A St

2021 AM Volumes
W Main St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	425	4	10	361	20	2	3	7	25	11	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.993			0.923			0.968	
Flt Protected					0.999			0.993			0.974	
Satd. Flow (prot)	0	1861	0	0	1848	0	0	1707	0	0	1756	0
Flt Permitted		0.996			0.986			0.939			0.926	
Satd. Flow (perm)	0	1853	0	0	1824	0	0	1614	0	0	1670	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			7			8			13	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		370			506			294			648	
Travel Time (s)		7.2			9.9			6.7			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Adj. Flow (vph)	5	499	5	12	424	23	2	4	8	29	13	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	509	0	0	459	0	0	14	0	0	55	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lanes, Volumes, Timings
9: W Main St & S A St

2021 AM Volumes
W Main St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	23.0	23.0		23.0	23.0		22.0	22.0		22.0	22.0	
Total Split (%)	51.1%	51.1%		51.1%	51.1%		48.9%	48.9%		48.9%	48.9%	
Maximum Green (s)	17.0	17.0		17.0	17.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		36.9			36.9			6.6			6.8	
Actuated g/C Ratio		0.82			0.82			0.15			0.15	
v/c Ratio		0.33			0.31			0.06			0.21	
Control Delay		4.6			4.4			12.2			15.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		4.6			4.4			12.2			15.1	
LOS		A			A			B			B	
Approach Delay		4.6			4.4			12.2			15.1	
Approach LOS		A			A			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 45

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.33

Intersection Signal Delay: 5.2

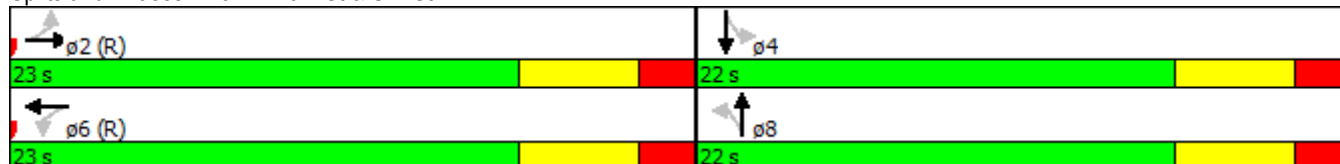
Intersection LOS: A

Intersection Capacity Utilization 45.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 9: W Main St & S A St



Lanes, Volumes, Timings
12: W Main St & S E St

2021 AM Volumes
W Main St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	417	1	1	364	0	1	8	8	5	4	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt								0.936				
Flt Protected								0.997			0.973	
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1738	0	0	1812	0
Flt Permitted					0.999							
Satd. Flow (perm)	0	1863	0	0	1861	0	0	1744	0	0	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								9				
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2172			1047			731			665	
Travel Time (s)		42.3			20.4			16.6			15.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Adj. Flow (vph)	0	490	1	1	427	0	1	9	9	6	5	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	491	0	0	428	0	0	19	0	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lanes, Volumes, Timings
12: W Main St & S E St

2021 AM Volumes
W Main St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	48.0	48.0		48.0	48.0		22.0	22.0		22.0	22.0	
Total Split (%)	68.6%	68.6%		68.6%	68.6%		31.4%	31.4%		31.4%	31.4%	
Maximum Green (s)	42.0	42.0		42.0	42.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		66.1			66.1			6.1			6.1	
Actuated g/C Ratio		0.94			0.94			0.09			0.09	
v/c Ratio		0.28			0.24			0.12			0.07	
Control Delay		1.6			1.5			23.0			29.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		1.6			1.5			23.0			29.7	
LOS		A			A			C			C	
Approach Delay		1.6			1.5			23.0			29.7	
Approach LOS		A			A			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.28

Intersection Signal Delay: 2.3

Intersection LOS: A

Intersection Capacity Utilization 37.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 12: W Main St & S E St



Intersection												
Intersection Delay, s/veh		1.4										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	2	446	11	31	463	1	14	8	28	0	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	485	12	34	503	1	15	9	30	0	8	3
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	504	0	0	497	0	0	1072	1067	491	1086	1072	504
Stage 1	-	-	-	-	-	-	495	495	-	571	571	-
Stage 2	-	-	-	-	-	-	577	572	-	515	501	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1061	-	-	1067	-	-	198	222	578	194	220	568
Stage 1	-	-	-	-	-	-	556	546	-	506	505	-
Stage 2	-	-	-	-	-	-	502	504	-	543	543	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1061	-	-	1067	-	-	185	212	578	172	210	568
Mov Capacity-2 Maneuver	-	-	-	-	-	-	185	212	-	172	210	-
Stage 1	-	-	-	-	-	-	554	544	-	504	483	-
Stage 2	-	-	-	-	-	-	470	482	-	505	541	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		0.5			19.1			19.5			
HCM LOS						C			C			
Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	309	1061	-	-	1067	-	-	259				
HCM Lane V/C Ratio	0.176	0.002	-	-	0.032	-	-	0.042				
HCM Control Delay (s)	19.1	8.4	0	-	8.484	0	-	19.5				
HCM Lane LOS	C	A	A		A	A		C				
HCM 95th %tile Q(veh)	0.628	0.006	-	-	0.098	-	-	0.131				
Notes												
~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined												

HCM 2010 Signalized Intersection Summary

3: W Main St & Barrancas

9/25/2013

						
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	399	19	425	387	4	337
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	186.3	186.3	190.0	186.3
Lanes	2	1	2	1	0	2
Cap, veh/h	704	324	1721	732	106	1634
Arrive On Green	0.20	0.00	0.46	0.46	0.46	0.46
Sat Flow, veh/h	3442	1583	3725	1583	8	3535
Grp Volume(v), veh/h	434	0	462	421	193	177
Grp Sat Flow(s),veh/h/ln	1721	1583	1863	1583	1848	1695
Q Serve(g_s), s	4.1	0.0	2.7	7.0	0.0	2.3
Cycle Q Clear(g_c), s	4.1	0.0	2.7	7.0	2.2	2.3
Prop In Lane	1.00	1.00		1.00	0.02	
Lane Grp Cap(c), veh/h	704	324	1721	732	956	783
V/C Ratio(X)	0.62	0.00	0.27	0.58	0.20	0.23
Avail Cap(c_a), veh/h	1913	880	3933	1672	2019	1790
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	0.0	5.9	7.1	5.8	5.8
Incr Delay (d2), s/veh	0.8	0.0	0.4	3.3	0.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.4	0.0	0.9	2.3	0.8	0.7
Lane Grp Delay (d), s/veh	13.9	0.0	6.3	10.4	6.3	6.5
Lane Grp LOS	B		A	B	A	A
Approach Vol, veh/h	434		883			370
Approach Delay, s/veh	13.9		8.3			6.4
Approach LOS	B		A			A
Timer						
Assigned Phs			2			6
Phs Duration (G+Y+Rc), s			22.6			22.6
Change Period (Y+Rc), s			6.0			6.0
Max Green Setting (Gmax), s			38.0			38.0
Max Q Clear Time (g_c+I1), s			9.0			4.3
Green Ext Time (p_c), s			7.6			7.9
Intersection Summary						
HCM 2010 Ctrl Delay			9.3			
HCM 2010 LOS			A			
Notes						

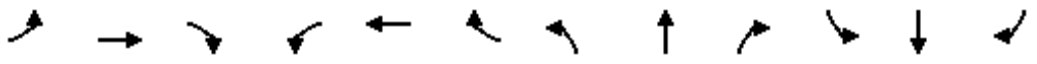
Two Way Analysis cannot be performed on Signalized Intersection.

Intersection												
Intersection Delay, s/veh		0.4										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	503	1	1	512	5	2	1	6	7	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	547	1	1	557	5	2	1	7	8	1	9
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	562	0	0	548	0	0	1115	1113	547	1114	1111	559
Stage 1	-	-	-	-	-	-	549	549	-	561	561	-
Stage 2	-	-	-	-	-	-	566	564	-	553	550	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1009	-	-	1021	-	-	185	208	537	185	209	529
Stage 1	-	-	-	-	-	-	520	516	-	512	510	-
Stage 2	-	-	-	-	-	-	509	508	-	517	516	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1009	-	-	1021	-	-	181	208	537	182	209	529
Mov Capacity-2 Maneuver	-	-	-	-	-	-	181	208	-	182	209	-
Stage 1	-	-	-	-	-	-	519	515	-	511	510	-
Stage 2	-	-	-	-	-	-	499	508	-	509	515	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		0			16.1			19			
HCM LOS						C			C			
Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	333	1009	-	-	1021	-	-	274				
HCM Lane V/C Ratio	0.029	0.001	-	-	0.001	-	-	0.063				
HCM Control Delay (s)	16.1	8.572	0	-	8.53	-	-	19				
HCM Lane LOS	C	A	A		A			C				
HCM 95th %tile Q(veh)	0.091	0.003	-	-	0.003	-	-	0.202				
Notes												
~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined												

HCM 2010 Signalized Intersection Summary

9: W Main St & S A St

9/25/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Volume (veh/h)	11	426	27	56	448	34	18	30	48	21	41	36
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0
Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cap, veh/h	72	1188	73	143	1049	76	95	65	86	100	85	64
Arrive On Green	1.00	1.00	1.00	0.69	0.69	0.69	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	13	1710	105	108	1510	109	218	638	840	258	833	626
Grp Volume(v), veh/h	504	0	0	585	0	0	105	0	0	107	0	0
Grp Sat Flow(s),veh/h/ln	1829	0	0	1728	0	0	1696	0	0	1717	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	8.4	0.0	0.0	3.3	0.0	0.0	3.3	0.0	0.0
Prop In Lane	0.02		0.06	0.10		0.06	0.19		0.50	0.21		0.36
Lane Grp Cap(c), veh/h	1333	0	0	1268	0	0	246	0	0	249	0	0
V/C Ratio(X)	0.38	0.00	0.00	0.46	0.00	0.00	0.43	0.00	0.00	0.43	0.00	0.00
Avail Cap(c_a), veh/h	1333	0	0	1268	0	0	542	0	0	549	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	4.0	0.0	0.0	25.3	0.0	0.0	25.3	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.2	0.0	0.0	1.2	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.3	0.0	0.0	2.7	0.0	0.0	1.5	0.0	0.0	1.5	0.0	0.0
Lane Grp Delay (d), s/veh	0.8	0.0	0.0	5.2	0.0	0.0	26.5	0.0	0.0	26.5	0.0	0.0
Lane Grp LOS	A			A			C			C		
Approach Vol, veh/h		504			585			105			107	
Approach Delay, s/veh		0.8			5.2			26.5			26.5	
Approach LOS		A			A			C			C	
Timer												
Assigned Phs		2			6			8			4	
Phs Duration (G+Y+Rc), s		47.0			47.0			12.0			12.0	
Change Period (Y+Rc), s		6.0			6.0			6.0			6.0	
Max Green Setting (Gmax), s		41.0			41.0			17.0			17.0	
Max Q Clear Time (g_c+I1), s		2.0			10.4			5.3			5.3	
Green Ext Time (p_c), s		8.7			8.3			0.9			0.9	
Intersection Summary												
HCM 2010 Ctrl Delay				7.0								
HCM 2010 LOS				A								
Notes												

Two Way Analysis cannot be performed on Signalized Intersection.

HCM 2010 Signalized Intersection Summary

12: W Main St & S E St

9/25/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	382	2	22	413	15	10	25	36	23	23	6
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0
Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cap, veh/h	73	1311	6	91	1237	43	83	50	65	136	68	16
Arrive On Green	0.72	0.72	0.72	1.00	1.00	1.00	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	14	1824	9	37	1721	59	167	661	849	625	888	212
Grp Volume(v), veh/h	428	0	0	489	0	0	77	0	0	57	0	0
Grp Sat Flow(s),veh/h/ln	1847	0	0	1818	0	0	1677	0	0	1725	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.9	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	1.7	0.0	0.0
Prop In Lane	0.03		0.00	0.05		0.03	0.14		0.51	0.44		0.12
Lane Grp Cap(c), veh/h	1390	0	0	1371	0	0	198	0	0	220	0	0
V/C Ratio(X)	0.31	0.00	0.00	0.36	0.00	0.00	0.39	0.00	0.00	0.26	0.00	0.00
Avail Cap(c_a), veh/h	1390	0	0	1371	0	0	521	0	0	527	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.0	0.0	0.0	0.0	0.0	0.0	26.1	0.0	0.0	25.7	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.7	0.0	0.0	1.2	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.4	0.0	0.0	0.3	0.0	0.0	1.1	0.0	0.0	0.8	0.0	0.0
Lane Grp Delay (d), s/veh	3.5	0.0	0.0	0.7	0.0	0.0	27.4	0.0	0.0	26.4	0.0	0.0
Lane Grp LOS	A			A			C			C		
Approach Vol, veh/h		428			489			77			57	
Approach Delay, s/veh		3.5			0.7			27.4			26.4	
Approach LOS		A			A			C			C	
Timer												
Assigned Phs		2			6			8			4	
Phs Duration (G+Y+Rc), s		48.0			48.0			10.4			10.4	
Change Period (Y+Rc), s		6.0			6.0			6.0			6.0	
Max Green Setting (Gmax), s		42.0			42.0			16.0			16.0	
Max Q Clear Time (g_c+I1), s		6.9			2.0			4.5			3.7	
Green Ext Time (p_c), s		6.6			6.7			0.5			0.5	
Intersection Summary												
HCM 2010 Ctrl Delay				5.2								
HCM 2010 LOS				A								
Notes												

Two Way Analysis cannot be performed on Signalized Intersection.

HCM 2010 Signalized Intersection Summary

3: W Main St & Barrancas

2021 MD Volumes

W Main St Mid Day

						
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	399	19	425	387	4	337
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	186.3	186.3	190.0	186.3
Lanes	2	1	2	1	0	2
Cap, veh/h	727	335	1780	757	100	1687
Arrive On Green	0.21	0.00	0.48	0.48	0.48	0.48
Sat Flow, veh/h	3442	1583	3725	1583	9	3530
Grp Volume(v), veh/h	468	0	499	454	210	191
Grp Sat Flow(s),veh/h/ln	1721	1583	1863	1583	1843	1695
Q Serve(g_s), s	4.8	0.0	3.1	8.1	0.0	2.6
Cycle Q Clear(g_c), s	4.8	0.0	3.1	8.1	2.6	2.6
Prop In Lane	1.00	1.00		1.00	0.02	
Lane Grp Cap(c), veh/h	727	335	1780	757	976	810
V/C Ratio(X)	0.64	0.00	0.28	0.60	0.21	0.24
Avail Cap(c_a), veh/h	1783	820	3667	1558	1873	1668
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	0.0	6.1	7.4	5.9	5.9
Incr Delay (d2), s/veh	0.9	0.0	0.4	3.5	0.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.7	0.0	1.0	2.8	0.9	0.8
Lane Grp Delay (d), s/veh	14.8	0.0	6.5	10.9	6.4	6.6
Lane Grp LOS	B		A	B	A	A
Approach Vol, veh/h	468		953			401
Approach Delay, s/veh	14.8		8.6			6.5
Approach LOS	B		A			A
Timer						
Assigned Phs			2			6
Phs Duration (G+Y+Rc), s			24.5			24.5
Change Period (Y+Rc), s			6.0			6.0
Max Green Setting (Gmax), s			38.0			38.0
Max Q Clear Time (g_c+l1), s			10.1			4.6
Green Ext Time (p_c), s			8.3			8.7
Intersection Summary						
HCM 2010 Ctrl Delay			9.7			
HCM 2010 LOS			A			
Notes						

HCM 2010 Signalized Intersection Summary

9: W Main St & S A St

2021 MD Volumes
W Main St Mid Day

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	426	27	56	448	34	18	30	48	21	41	36
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0
Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cap, veh/h	83	1100	69	149	971	70	110	72	96	118	94	71
Arrive On Green	0.64	0.64	0.64	0.64	0.64	0.64	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	13	1707	107	106	1507	109	214	630	844	261	824	624
Grp Volume(v), veh/h	545	0	0	632	0	0	112	0	0	115	0	0
Grp Sat Flow(s),veh/h/ln	1827	0	0	1722	0	0	1688	0	0	1709	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.4	0.0	0.0	9.2	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
Prop In Lane	0.02		0.06	0.10		0.06	0.19		0.50	0.22		0.37
Lane Grp Cap(c), veh/h	1252	0	0	1190	0	0	278	0	0	283	0	0
V/C Ratio(X)	0.44	0.00	0.00	0.53	0.00	0.00	0.40	0.00	0.00	0.41	0.00	0.00
Avail Cap(c_a), veh/h	1252	0	0	1190	0	0	610	0	0	618	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.5	0.0	0.0	4.8	0.0	0.0	20.8	0.0	0.0	20.8	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	1.7	0.0	0.0	0.9	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	2.2	0.0	0.0	2.8	0.0	0.0	1.3	0.0	0.0	1.3	0.0	0.0
Lane Grp Delay (d), s/veh	5.6	0.0	0.0	6.5	0.0	0.0	21.8	0.0	0.0	21.8	0.0	0.0
Lane Grp LOS	A			A			C			C		
Approach Vol, veh/h		545			632			112			115	
Approach Delay, s/veh		5.6			6.5			21.8			21.8	
Approach LOS		A			A			C			C	
Timer												
Assigned Phs		2			6			8			4	
Phs Duration (G+Y+Rc), s		38.0			38.0			11.7			11.7	
Change Period (Y+Rc), s		6.0			6.0			6.0			6.0	
Max Green Setting (Gmax), s		32.0			32.0			16.0			16.0	
Max Q Clear Time (g_c+I1), s		9.4			11.2			5.0			5.0	
Green Ext Time (p_c), s		8.3			8.0			0.9			0.9	
Intersection Summary												
HCM 2010 Ctrl Delay				8.6								
HCM 2010 LOS				A								
Notes												

HCM 2010 Signalized Intersection Summary

12: W Main St & S E St

2021 MD Volumes
W Main St Mid Day

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	382	2	22	413	15	10	25	36	23	23	6
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0
Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cap, veh/h	73	1302	6	92	1225	44	83	54	69	139	74	16
Arrive On Green	0.71	0.71	0.71	0.71	0.71	0.71	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	15	1823	8	38	1714	62	164	663	847	619	909	198
Grp Volume(v), veh/h	462	0	0	529	0	0	83	0	0	61	0	0
Grp Sat Flow(s),veh/h/ln	1845	0	0	1814	0	0	1673	0	0	1725	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.5	0.0	0.0	6.7	0.0	0.0	2.8	0.0	0.0	1.8	0.0	0.0
Prop In Lane	0.03		0.00	0.05		0.03	0.14		0.51	0.44		0.11
Lane Grp Cap(c), veh/h	1382	0	0	1361	0	0	206	0	0	228	0	0
V/C Ratio(X)	0.33	0.00	0.00	0.39	0.00	0.00	0.40	0.00	0.00	0.27	0.00	0.00
Avail Cap(c_a), veh/h	1382	0	0	1361	0	0	518	0	0	525	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.2	0.0	0.0	3.4	0.0	0.0	26.1	0.0	0.0	25.7	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.8	0.0	0.0	1.3	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.5	0.0	0.0	1.9	0.0	0.0	1.2	0.0	0.0	0.9	0.0	0.0
Lane Grp Delay (d), s/veh	3.8	0.0	0.0	4.2	0.0	0.0	27.3	0.0	0.0	26.3	0.0	0.0
Lane Grp LOS	A			A			C			C		
Approach Vol, veh/h		462			529			83			61	
Approach Delay, s/veh		3.8			4.2			27.3			26.3	
Approach LOS		A			A			C			C	
Timer												
Assigned Phs		2			6			8			4	
Phs Duration (G+Y+Rc), s		48.0			48.0			10.8			10.8	
Change Period (Y+Rc), s		6.0			6.0			6.0			6.0	
Max Green Setting (Gmax), s		42.0			42.0			16.0			16.0	
Max Q Clear Time (g_c+I1), s		7.5			8.7			4.8			3.8	
Green Ext Time (p_c), s		7.3			7.3			0.5			0.5	
Intersection Summary												
HCM 2010 Ctrl Delay				6.9								
HCM 2010 LOS				A								
Notes												

Intersection												
Intersection Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	2	446	11	31	463	1	14	8	28	0	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	524	13	36	544	1	16	9	33	0	8	4
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	545	0	0	536	0	0	1158	1152	530	1173	1158	544
Stage 1	-	-	-	-	-	-	535	535	-	617	617	-
Stage 2	-	-	-	-	-	-	623	617	-	556	541	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1024	-	-	1032	-	-	173	198	549	169	196	539
Stage 1	-	-	-	-	-	-	529	524	-	477	481	-
Stage 2	-	-	-	-	-	-	474	481	-	515	521	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1024	-	-	1032	-	-	159	188	549	147	186	539
Mov Capacity-2 Maneuver	-	-	-	-	-	-	159	188	-	147	186	-
Stage 1	-	-	-	-	-	-	527	522	-	476	457	-
Stage 2	-	-	-	-	-	-	439	457	-	474	519	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		0.5			21.6			21.4			
HCM LOS						C			C			
Minor Lane / Major Mvmt	NBLn1		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	275		1024	-	-	1032	-	-	231			
HCM Lane V/C Ratio	0.213		0.002	-	-	0.035	-	-	0.051			
HCM Control Delay (s)	21.6		8.524	0	-	8.616	0	-	21.4			
HCM Lane LOS	C		A	A		A	A		C			
HCM 95th %tile Q(veh)	0.791		0.007	-	-	0.11	-	-	0.16			
Notes												
~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined												

Intersection												
Intersection Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	503	1	1	512	5	2	1	6	7	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	590	1	1	601	6	2	1	7	8	1	9
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	607	0	0	592	0	0	1205	1202	591	1204	1200	604
Stage 1	-	-	-	-	-	-	593	593	-	606	606	-
Stage 2	-	-	-	-	-	-	612	609	-	598	594	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	971	-	-	984	-	-	161	185	507	161	185	498
Stage 1	-	-	-	-	-	-	492	493	-	484	487	-
Stage 2	-	-	-	-	-	-	480	485	-	489	493	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	971	-	-	984	-	-	157	184	507	158	184	498
Mov Capacity-2 Maneuver	-	-	-	-	-	-	157	184	-	158	184	-
Stage 1	-	-	-	-	-	-	491	492	-	483	487	-
Stage 2	-	-	-	-	-	-	469	485	-	480	492	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		0			17.4			21.1			
HCM LOS						C			C			
Minor Lane / Major Mvmt	NBLn1		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	300		971	-	-	984	-	-	243			
HCM Lane V/C Ratio	0.035		0.001	-	-	0.001	-	-	0.077			
HCM Control Delay (s)	17.4		8.712	0	-	8.663	-	-	21.1			
HCM Lane LOS	C		A	A		A			C			
HCM 95th %tile Q(veh)	0.109		0.004	-	-	0.004	-	-	0.249			
Notes												
~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined												

Lanes, Volumes, Timings
1: W Main St & S C St

2021 MD Volumes
W Main St Mid Day

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	446	11	31	463	1	14	8	28	0	7	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997						0.923			0.955	
Flt Protected					0.997			0.986				
Satd. Flow (prot)	0	1857	0	0	1857	0	0	1695	0	0	1779	0
Flt Permitted					0.997			0.986				
Satd. Flow (perm)	0	1857	0	0	1857	0	0	1695	0	0	1779	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1047			370			491			639	
Travel Time (s)		20.4			7.2			11.2			14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Adj. Flow (vph)	2	524	13	36	544	1	16	9	33	0	8	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	539	0	0	581	0	0	58	0	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 67.3%	ICU Level of Service C											
Analysis Period (min) 15												

Lanes, Volumes, Timings
3: W Main St & Barrancas

2021 MD Volumes
W Main St Mid Day



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	399	19	425	387	4	337
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	50		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	200				25	
Lane Util. Factor	0.97	1.00	0.95	1.00	0.95	0.95
Fr _t		0.850		0.850		
Fl _t Protected	0.950					0.999
Satd. Flow (prot)	3433	1583	3539	1583	0	3536
Fl _t Permitted	0.950					0.950
Satd. Flow (perm)	3433	1583	3539	1583	0	3362
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		20		454		
Link Speed (mph)	35		35			35
Link Distance (ft)	2172		892			1459
Travel Time (s)	42.3		17.4			28.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	108%	108%	108%	108%	108%	108%
Adj. Flow (vph)	468	22	499	454	5	396
Shared Lane Traffic (%)						
Lane Group Flow (vph)	468	22	499	454	0	401
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	NA	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	

Lanes, Volumes, Timings
3: W Main St & Barrancas

2021 MD Volumes
W Main St Mid Day



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	26.0	26.0	44.0	44.0	44.0	44.0
Total Split (%)	37.1%	37.1%	62.9%	62.9%	62.9%	62.9%
Maximum Green (s)	20.0	20.0	38.0	38.0	38.0	38.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effect Green (s)	14.8	14.8	43.2	43.2		43.2
Actuated g/C Ratio	0.21	0.21	0.62	0.62		0.62
v/c Ratio	0.64	0.06	0.23	0.39		0.19
Control Delay	36.5	17.5	6.8	2.0		6.6
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay	36.5	17.5	6.8	2.0		6.6
LOS	D	B	A	A		A
Approach Delay	35.6		4.5			6.6
Approach LOS	D		A			A

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 0 (0%), Referenced to phase 2:NET and 6:SWTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 13.2

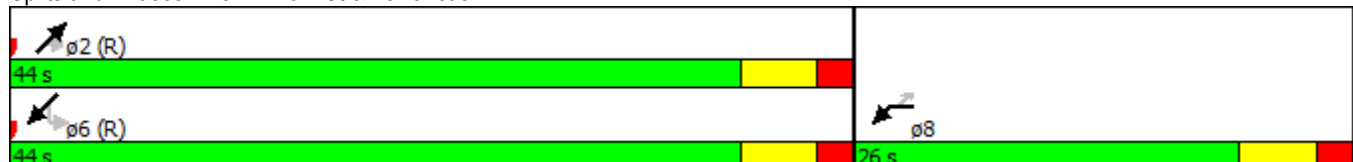
Intersection LOS: B

Intersection Capacity Utilization 46.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: W Main St & Barrancas



Lanes, Volumes, Timings
6: W Main St & Clubbs St

2021 MD Volumes
W Main St Mid Day

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	503	1	1	512	5	2	1	6	7	1	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.999			0.905			0.932	
Flt Protected				0.950				0.990			0.978	
Satd. Flow (prot)	0	1863	0	1770	1861	0	0	1669	0	0	1698	0
Flt Permitted				0.950				0.990			0.978	
Satd. Flow (perm)	0	1863	0	1770	1861	0	0	1669	0	0	1698	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		506			574			625			631	
Travel Time (s)		9.9			11.2			14.2			14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Adj. Flow (vph)	1	590	1	1	601	6	2	1	7	8	1	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	592	0	1	607	0	0	10	0	0	18	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	39.5%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
9: W Main St & S A St

2021 MD Volumes
W Main St Mid Day

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	426	27	56	448	34	18	30	48	21	41	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.991			0.932			0.951	
Flt Protected		0.999			0.995			0.991			0.989	
Satd. Flow (prot)	0	1846	0	0	1837	0	0	1720	0	0	1752	0
Flt Permitted		0.984			0.905			0.933			0.923	
Satd. Flow (perm)	0	1818	0	0	1671	0	0	1620	0	0	1635	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			9			56			42	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		370			506			294			648	
Travel Time (s)		7.2			9.9			6.7			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Adj. Flow (vph)	13	500	32	66	526	40	21	35	56	25	48	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	545	0	0	632	0	0	112	0	0	115	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lanes, Volumes, Timings
9: W Main St & S A St

2021 MD Volumes
W Main St Mid Day

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	38.0	38.0		38.0	38.0		22.0	22.0		22.0	22.0	
Total Split (%)	63.3%	63.3%		63.3%	63.3%		36.7%	36.7%		36.7%	36.7%	
Maximum Green (s)	32.0	32.0		32.0	32.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		43.1			43.1			8.4			8.4	
Actuated g/C Ratio		0.72			0.72			0.14			0.14	
v/c Ratio		0.42			0.52			0.41			0.44	
Control Delay		6.3			7.8			17.5			20.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.3			7.8			17.5			20.7	
LOS		A			A			B			C	
Approach Delay		6.3			7.8			17.5			20.7	
Approach LOS		A			A			B			C	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 9.0

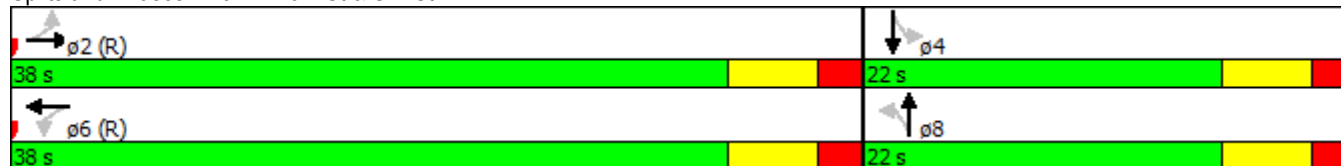
Intersection LOS: A

Intersection Capacity Utilization 77.1%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 9: W Main St & S A St



Lanes, Volumes, Timings
12: W Main St & S E St

2021 MD Volumes
W Main St Mid Day

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	382	2	22	413	15	10	25	36	23	23	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.995			0.932			0.985	
Flt Protected		0.999			0.998			0.993			0.978	
Satd. Flow (prot)	0	1859	0	0	1850	0	0	1724	0	0	1794	0
Flt Permitted		0.986			0.969			0.937			0.858	
Satd. Flow (perm)	0	1835	0	0	1796	0	0	1627	0	0	1574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			5			42			7	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2172			1047			731			665	
Travel Time (s)		42.3			20.4			16.6			15.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Adj. Flow (vph)	12	448	2	26	485	18	12	29	42	27	27	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	462	0	0	529	0	0	83	0	0	61	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lanes, Volumes, Timings
12: W Main St & S E St

2021 MD Volumes
W Main St Mid Day

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	48.0	48.0		48.0	48.0		22.0	22.0		22.0	22.0	
Total Split (%)	68.6%	68.6%		68.6%	68.6%		31.4%	31.4%		31.4%	31.4%	
Maximum Green (s)	42.0	42.0		42.0	42.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effect Green (s)		53.5			53.5			8.0			8.0	
Actuated g/C Ratio		0.76			0.76			0.11			0.11	
v/c Ratio		0.33			0.38			0.37			0.33	
Control Delay		4.4			5.0			21.2			30.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		4.4			5.0			21.2			30.1	
LOS		A			A			C			C	
Approach Delay		4.4			5.0			21.2			30.1	
Approach LOS		A			A			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.38

Intersection Signal Delay: 7.3

Intersection LOS: A

Intersection Capacity Utilization 53.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 12: W Main St & S E St



Intersection												
Intersection Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	3	504	4	6	484	3	5	4	16	4	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	548	4	7	526	3	5	4	17	4	3	2
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	529	0	0	552	0	0	1100	1099	550	1108	1100	528
Stage 1	-	-	-	-	-	-	557	557	-	541	541	-
Stage 2	-	-	-	-	-	-	543	542	-	567	559	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1038	-	-	1018	-	-	190	212	535	187	212	550
Stage 1	-	-	-	-	-	-	515	512	-	525	521	-
Stage 2	-	-	-	-	-	-	524	520	-	508	511	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1038	-	-	1018	-	-	185	209	535	176	209	550
Mov Capacity-2 Maneuver	-	-	-	-	-	-	185	209	-	176	209	-
Stage 1	-	-	-	-	-	-	513	510	-	523	516	-
Stage 2	-	-	-	-	-	-	513	515	-	485	509	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		0.1			16.9			22			
HCM LOS						C			C			
Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	329	1038	-	-	1018	-	-	221				
HCM Lane V/C Ratio	0.083	0.003	-	-	0.006	-	-	0.044				
HCM Control Delay (s)	16.9	8.479	0	-	8.559	0	-	22				
HCM Lane LOS	C	A	A		A	A		C				
HCM 95th %tile Q(veh)	0.268	0.009	-	-	0.019	-	-	0.138				
Notes												
~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined												

HCM 2010 Signalized Intersection Summary

3: W Main St & Barrancas

9/25/2013

						
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	 		 			 
Volume (veh/h)	429	19	600	467	4	377
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	186.3	186.3	190.0	186.3
Lanes	2	1	2	1	0	2
Cap, veh/h	701	323	1915	814	89	1817
Arrive On Green	0.20	0.00	0.51	0.51	0.51	0.51
Sat Flow, veh/h	3442	1583	3725	1583	6	3534
Grp Volume(v), veh/h	466	0	652	508	216	198
Grp Sat Flow(s),veh/h/ln	1721	1583	1863	1583	1845	1695
Q Serve(g_s), s	5.3	0.0	4.4	9.8	0.0	2.7
Cycle Q Clear(g_c), s	5.3	0.0	4.4	9.8	2.7	2.7
Prop In Lane	1.00	1.00		1.00	0.02	
Lane Grp Cap(c), veh/h	701	323	1915	814	1035	871
V/C Ratio(X)	0.66	0.00	0.34	0.62	0.21	0.23
Avail Cap(c_a), veh/h	1620	745	3331	1416	1707	1516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	0.0	6.1	7.4	5.7	5.7
Incr Delay (d2), s/veh	1.0	0.0	0.5	3.6	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.9	0.0	1.4	3.2	0.9	0.9
Lane Grp Delay (d), s/veh	16.6	0.0	6.6	11.0	6.1	6.3
Lane Grp LOS	B		A	B	A	A
Approach Vol, veh/h	466		1160			414
Approach Delay, s/veh	16.6		8.5			6.2
Approach LOS	B		A			A
Timer						
Assigned Phs			2			6
Phs Duration (G+Y+Rc), s			27.8			27.8
Change Period (Y+Rc), s			6.0			6.0
Max Green Setting (Gmax), s			38.0			38.0
Max Q Clear Time (g_c+I1), s			11.8			4.7
Green Ext Time (p_c), s			10.1			10.9
Intersection Summary						
HCM 2010 Ctrl Delay			9.9			
HCM 2010 LOS			A			
Notes						

Two Way Analysis cannot be performed on Signalized Intersection.

Intersection												
Intersection Delay, s/veh		0.2										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	572	4	2	535	9	1	1	2	3	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	622	4	2	582	10	1	1	2	3	0	5
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	591	0	0	626	0	0	1219	1222	624	1219	1219	586
Stage 1	-	-	-	-	-	-	626	626	-	591	591	-
Stage 2	-	-	-	-	-	-	593	596	-	628	628	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	985	-	-	956	-	-	157	180	485	157	180	510
Stage 1	-	-	-	-	-	-	472	477	-	493	494	-
Stage 2	-	-	-	-	-	-	492	492	-	471	476	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	985	-	-	956	-	-	155	179	485	155	179	510
Mov Capacity-2 Maneuver	-	-	-	-	-	-	155	179	-	155	179	-
Stage 1	-	-	-	-	-	-	471	476	-	492	493	-
Stage 2	-	-	-	-	-	-	486	491	-	467	475	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		0			19.8			18.6			
HCM LOS						C			C			
Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	247	985	-	-	956	-	-	274				
HCM Lane V/C Ratio	0.018	0.001	-	-	0.002	-	-	0.032				
HCM Control Delay (s)	19.8	8.659	0	-	8.774	-	-	18.6				
HCM Lane LOS	C	A	A		A			C				
HCM 95th %tile Q(veh)	0.054	0.003	-	-	0.007	-	-	0.098				
Notes												
~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined												

HCM 2010 Signalized Intersection Summary

9: W Main St & S A St

9/25/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Volume (veh/h)	4	497	28	70	439	28	26	28	61	25	34	18
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0
Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cap, veh/h	62	1196	66	167	988	59	103	58	99	123	106	47
Arrive On Green	1.00	1.00	1.00	0.69	0.69	0.69	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	2	1744	96	144	1441	86	257	510	872	378	929	409
Grp Volume(v), veh/h	574	0	0	583	0	0	124	0	0	84	0	0
Grp Sat Flow(s),veh/h/ln	1843	0	0	1672	0	0	1639	0	0	1716	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	8.7	0.0	0.0	4.2	0.0	0.0	2.6	0.0	0.0
Prop In Lane	0.01		0.05	0.13		0.05	0.23		0.53	0.32		0.24
Lane Grp Cap(c), veh/h	1324	0	0	1214	0	0	261	0	0	275	0	0
V/C Ratio(X)	0.43	0.00	0.00	0.48	0.00	0.00	0.48	0.00	0.00	0.31	0.00	0.00
Avail Cap(c_a), veh/h	1324	0	0	1214	0	0	529	0	0	543	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	4.3	0.0	0.0	25.3	0.0	0.0	24.6	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	1.4	0.0	0.0	1.3	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.4	0.0	0.0	2.7	0.0	0.0	1.8	0.0	0.0	1.2	0.0	0.0
Lane Grp Delay (d), s/veh	1.0	0.0	0.0	5.7	0.0	0.0	26.7	0.0	0.0	25.3	0.0	0.0
Lane Grp LOS	A			A			C			C		
Approach Vol, veh/h		574			583			124			84	
Approach Delay, s/veh		1.0			5.7			26.7			25.3	
Approach LOS		A			A			C			C	
Timer												
Assigned Phs		2			6			8			4	
Phs Duration (G+Y+Rc), s		47.0			47.0			12.8			12.8	
Change Period (Y+Rc), s		6.0			6.0			6.0			6.0	
Max Green Setting (Gmax), s		41.0			41.0			17.0			17.0	
Max Q Clear Time (g_c+I1), s		2.0			10.7			6.2			4.6	
Green Ext Time (p_c), s		9.5			9.0			0.8			0.9	
Intersection Summary												
HCM 2010 Ctrl Delay				6.8								
HCM 2010 LOS				A								
Notes												

Two Way Analysis cannot be performed on Signalized Intersection.

HCM 2010 Signalized Intersection Summary

12: W Main St & S E St

9/25/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	468	5	25	433	7	6	23	21	11	27	10
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0
Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cap, veh/h	70	1337	13	97	1276	21	81	48	42	97	60	22
Arrive On Green	0.73	0.73	0.73	1.00	1.00	1.00	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	9	1824	18	42	1741	29	175	832	724	348	1034	371
Grp Volume(v), veh/h	523	0	0	506	0	0	55	0	0	52	0	0
Grp Sat Flow(s),veh/h/ln	1851	0	0	1812	0	0	1731	0	0	1753	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.6	0.0	0.0
Prop In Lane	0.02		0.01	0.05		0.02	0.13		0.42	0.23		0.21
Lane Grp Cap(c), veh/h	1420	0	0	1393	0	0	171	0	0	179	0	0
V/C Ratio(X)	0.37	0.00	0.00	0.36	0.00	0.00	0.32	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	1420	0	0	1393	0	0	539	0	0	545	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	2.8	0.0	0.0	0.0	0.0	0.0	26.2	0.0	0.0	26.2	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.7	0.0	0.0	1.1	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.6	0.0	0.0	0.3	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.0
Lane Grp Delay (d), s/veh	3.5	0.0	0.0	0.7	0.0	0.0	27.3	0.0	0.0	27.1	0.0	0.0
Lane Grp LOS	A			A			C			C		
Approach Vol, veh/h		523			506			55			52	
Approach Delay, s/veh		3.5			0.7			27.3			27.1	
Approach LOS		A			A			C			C	
Timer												
Assigned Phs		2			6			8			4	
Phs Duration (G+Y+Rc), s		48.0			48.0			9.3			9.3	
Change Period (Y+Rc), s		6.0			6.0			6.0			6.0	
Max Green Setting (Gmax), s		42.0			42.0			16.0			16.0	
Max Q Clear Time (g_c+I1), s		8.0			2.0			3.7			3.6	
Green Ext Time (p_c), s		7.7			7.9			0.4			0.4	
Intersection Summary												
HCM 2010 Ctrl Delay				4.5								
HCM 2010 LOS				A								
Notes												

Two Way Analysis cannot be performed on Signalized Intersection.

HCM 2010 Signalized Intersection Summary

3: W Main St & Barrancas

2021 PM Volumes
W Main St PM Peak

						
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	429	19	600	467	4	377
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	186.3	186.3	190.0	186.3
Lanes	2	1	2	1	0	2
Cap, veh/h	725	334	1968	837	84	1863
Arrive On Green	0.21	0.00	0.53	0.53	0.53	0.53
Sat Flow, veh/h	3442	1583	3725	1583	7	3527
Grp Volume(v), veh/h	504	0	704	548	234	214
Grp Sat Flow(s),veh/h/ln	1721	1583	1863	1583	1839	1695
Q Serve(g_s), s	6.2	0.0	5.1	11.5	0.0	3.1
Cycle Q Clear(g_c), s	6.2	0.0	5.1	11.5	3.1	3.1
Prop In Lane	1.00	1.00		1.00	0.02	
Lane Grp Cap(c), veh/h	725	334	1968	837	1052	896
V/C Ratio(X)	0.69	0.00	0.36	0.66	0.22	0.24
Avail Cap(c_a), veh/h	1497	688	3078	1308	1571	1400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.8	0.0	6.3	7.8	5.8	5.9
Incr Delay (d2), s/veh	1.1	0.0	0.5	4.0	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	2.4	0.0	1.7	3.8	1.1	1.0
Lane Grp Delay (d), s/veh	17.9	0.0	6.8	11.8	6.3	6.5
Lane Grp LOS	B		A	B	A	A
Approach Vol, veh/h	504		1252			448
Approach Delay, s/veh	17.9		9.0			6.4
Approach LOS	B		A			A
Timer						
Assigned Phs			2			6
Phs Duration (G+Y+Rc), s			30.3			30.3
Change Period (Y+Rc), s			6.0			6.0
Max Green Setting (Gmax), s			38.0			38.0
Max Q Clear Time (g_c+l1), s			13.5			5.1
Green Ext Time (p_c), s			10.8			12.1
Intersection Summary						
HCM 2010 Ctrl Delay			10.5			
HCM 2010 LOS			B			
Notes						

HCM 2010 Signalized Intersection Summary
9: W Main St & S A St

2021 PM Volumes
W Main St PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	497	28	70	439	28	26	28	61	25	34	18
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0
Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cap, veh/h	74	1103	62	168	913	55	121	65	111	143	121	52
Arrive On Green	0.63	0.63	0.63	0.63	0.63	0.63	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	3	1741	98	138	1440	87	258	509	863	380	942	402
Grp Volume(v), veh/h	621	0	0	630	0	0	136	0	0	90	0	0
Grp Sat Flow(s),veh/h/ln	1842	0	0	1666	0	0	1631	0	0	1724	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.4	0.0	0.0	9.6	0.0	0.0	3.9	0.0	0.0	2.3	0.0	0.0
Prop In Lane	0.01		0.05	0.13		0.05	0.23		0.53	0.32		0.23
Lane Grp Cap(c), veh/h	1239	0	0	1136	0	0	297	0	0	316	0	0
V/C Ratio(X)	0.50	0.00	0.00	0.55	0.00	0.00	0.46	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	1239	0	0	1136	0	0	594	0	0	612	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.1	0.0	0.0	5.1	0.0	0.0	20.8	0.0	0.0	20.2	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	2.0	0.0	0.0	1.1	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	3.1	0.0	0.0	3.2	0.0	0.0	1.6	0.0	0.0	1.0	0.0	0.0
Lane Grp Delay (d), s/veh	6.5	0.0	0.0	7.1	0.0	0.0	21.9	0.0	0.0	20.7	0.0	0.0
Lane Grp LOS	A			A			C			C		
Approach Vol, veh/h		621			630			136			90	
Approach Delay, s/veh		6.5			7.1			21.9			20.7	
Approach LOS		A			A			C			C	
Timer												
Assigned Phs		2			6			8			4	
Phs Duration (G+Y+Rc), s		38.0			38.0			12.5			12.5	
Change Period (Y+Rc), s		6.0			6.0			6.0			6.0	
Max Green Setting (Gmax), s		32.0			32.0			16.0			16.0	
Max Q Clear Time (g_c+I1), s		11.4			11.6			5.9			4.3	
Green Ext Time (p_c), s		8.6			8.6			0.9			0.9	
Intersection Summary												
HCM 2010 Ctrl Delay				9.1								
HCM 2010 LOS				A								
Notes												

HCM 2010 Signalized Intersection Summary
12: W Main St & S E St

2021 PM Volumes
W Main St PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	468	5	25	433	7	6	23	21	11	27	10
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0
Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cap, veh/h	69	1330	14	97	1268	19	80	52	45	97	65	23
Arrive On Green	0.73	0.73	0.73	0.73	0.73	0.73	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	8	1823	20	43	1738	27	155	841	732	331	1052	369
Grp Volume(v), veh/h	564	0	0	545	0	0	59	0	0	57	0	0
Grp Sat Flow(s),veh/h/ln	1850	0	0	1807	0	0	1728	0	0	1752	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.8	0.0	0.0	6.5	0.0	0.0	1.8	0.0	0.0	1.7	0.0	0.0
Prop In Lane	0.02		0.01	0.05		0.01	0.12		0.42	0.23		0.21
Lane Grp Cap(c), veh/h	1413	0	0	1384	0	0	177	0	0	186	0	0
V/C Ratio(X)	0.40	0.00	0.00	0.39	0.00	0.00	0.33	0.00	0.00	0.31	0.00	0.00
Avail Cap(c_a), veh/h	1413	0	0	1384	0	0	536	0	0	543	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.0	0.0	0.0	3.0	0.0	0.0	26.2	0.0	0.0	26.1	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.8	0.0	0.0	1.1	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.9	0.0	0.0	1.7	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0
Lane Grp Delay (d), s/veh	3.8	0.0	0.0	3.8	0.0	0.0	27.3	0.0	0.0	27.1	0.0	0.0
Lane Grp LOS	A			A			C			C		
Approach Vol, veh/h		564			545			59			57	
Approach Delay, s/veh		3.8			3.8			27.3			27.1	
Approach LOS		A			A			C			C	
Timer												
Assigned Phs		2			6			8			4	
Phs Duration (G+Y+Rc), s		48.0			48.0			9.6			9.6	
Change Period (Y+Rc), s		6.0			6.0			6.0			6.0	
Max Green Setting (Gmax), s		42.0			42.0			16.0			16.0	
Max Q Clear Time (g_c+l1), s		8.8			8.5			3.8			3.7	
Green Ext Time (p_c), s		8.6			8.6			0.4			0.4	
Intersection Summary												
HCM 2010 Ctrl Delay				6.0								
HCM 2010 LOS				A								
Notes												

Intersection												
Intersection Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	3	504	4	6	484	3	5	4	16	4	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	592	5	7	568	4	6	5	19	5	4	2
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	572	0	0	596	0	0	1188	1187	594	1197	1187	570
Stage 1	-	-	-	-	-	-	601	601	-	584	584	-
Stage 2	-	-	-	-	-	-	587	586	-	613	603	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1001	-	-	980	-	-	165	188	505	163	188	521
Stage 1	-	-	-	-	-	-	487	489	-	498	498	-
Stage 2	-	-	-	-	-	-	496	497	-	480	488	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1001	-	-	980	-	-	160	185	505	152	185	521
Mov Capacity-2 Maneuver	-	-	-	-	-	-	160	185	-	152	185	-
Stage 1	-	-	-	-	-	-	484	486	-	495	493	-
Stage 2	-	-	-	-	-	-	485	492	-	455	485	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0.1		0.1			18.5			24.6			
HCM LOS						C			C			
Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	296	1001	-	-	980	-	-	194				
HCM Lane V/C Ratio	0.099	0.004	-	-	0.007	-	-	0.054				
HCM Control Delay (s)	18.5	8.609	0	-	8.7	0	-	24.6				
HCM Lane LOS	C	A	A		A	A		C				
HCM 95th %tile Q(veh)	0.327	0.011	-	-	0.022	-	-	0.172				
Notes												
~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined												

Intersection												
Intersection Delay, s/veh		0.2										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	572	4	2	535	9	1	1	2	3	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	671	5	2	628	11	1	1	2	4	0	6
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	639	0	0	676	0	0	1317	1319	674	1316	1317	633
Stage 1	-	-	-	-	-	-	676	676	-	638	638	-
Stage 2	-	-	-	-	-	-	641	643	-	678	679	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	945	-	-	915	-	-	134	157	455	135	157	480
Stage 1	-	-	-	-	-	-	443	453	-	465	471	-
Stage 2	-	-	-	-	-	-	463	468	-	442	451	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	945	-	-	915	-	-	132	156	455	133	156	480
Mov Capacity-2 Maneuver	-	-	-	-	-	-	132	156	-	133	156	-
Stage 1	-	-	-	-	-	-	442	452	-	464	470	-
Stage 2	-	-	-	-	-	-	456	467	-	438	450	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		0			21.9			20.4			
HCM LOS						C			C			
Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	218	945	-	-	915	-	-	243				
HCM Lane V/C Ratio	0.022	0.001	-	-	0.003	-	-	0.039				
HCM Control Delay (s)	21.9	8.814	0	-	8.945	-	-	20.4				
HCM Lane LOS	C	A	A		A			C				
HCM 95th %tile Q(veh)	0.066	0.004	-	-	0.008	-	-	0.12				
Notes												
~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined												

Lanes, Volumes, Timings
1: W Main St & S C St

2021 PM Volumes
W Main St PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	504	4	6	484	3	5	4	16	4	3	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.999			0.914			0.975	
Flt Protected					0.999			0.990			0.978	
Satd. Flow (prot)	0	1861	0	0	1859	0	0	1686	0	0	1776	0
Flt Permitted					0.999			0.990			0.978	
Satd. Flow (perm)	0	1861	0	0	1859	0	0	1686	0	0	1776	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1047			370			491			639	
Travel Time (s)		20.4			7.2			11.2			14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Adj. Flow (vph)	4	592	5	7	568	4	6	5	19	5	4	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	601	0	0	579	0	0	30	0	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	42.1%				ICU Level of Service A							
Analysis Period (min)	15											

Lanes, Volumes, Timings
3: W Main St & Barrancas

2021 PM Volumes
W Main St PM Peak

						
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	429	19	600	467	4	377
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	50		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	200				25	
Lane Util. Factor	0.97	1.00	0.95	1.00	0.95	0.95
Fr _t		0.850		0.850		
Fl _t Protected	0.950					0.999
Satd. Flow (prot)	3433	1583	3539	1583	0	3536
Fl _t Permitted	0.950					0.949
Satd. Flow (perm)	3433	1583	3539	1583	0	3359
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		18		548		
Link Speed (mph)	35		35			35
Link Distance (ft)	2172		892			1459
Travel Time (s)	42.3		17.4			28.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	108%	108%	108%	108%	108%	108%
Adj. Flow (vph)	504	22	704	548	5	443
Shared Lane Traffic (%)						
Lane Group Flow (vph)	504	22	704	548	0	448
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	NA	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	

Lanes, Volumes, Timings
3: W Main St & Barrancas

2021 PM Volumes
W Main St PM Peak

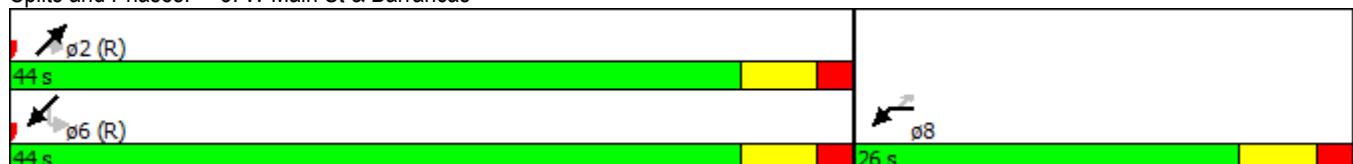


Lane Group	WBL	WBR	NET	NER	SWL	SWT
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	26.0	26.0	44.0	44.0	44.0	44.0
Total Split (%)	37.1%	37.1%	62.9%	62.9%	62.9%	62.9%
Maximum Green (s)	20.0	20.0	38.0	38.0	38.0	38.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effect Green (s)	15.6	15.6	42.4	42.4		42.4
Actuated g/C Ratio	0.22	0.22	0.61	0.61		0.61
v/c Ratio	0.66	0.06	0.33	0.47		0.22
Control Delay	26.2	8.7	7.8	2.3		7.1
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay	26.2	8.7	7.8	2.3		7.1
LOS	C	A	A	A		A
Approach Delay	25.5		5.4			7.1
Approach LOS	C		A			A

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2:NET and 6:SWTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 10.5
Intersection Capacity Utilization 52.6%
Analysis Period (min) 15
Intersection LOS: B
ICU Level of Service A

Splits and Phases: 3: W Main St & Barrancas



Lanes, Volumes, Timings
6: W Main St & Clubbs St

2021 PM Volumes

W Main St PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	572	4	2	535	9	1	1	2	3	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.997			0.932			0.919	
Flt Protected				0.950				0.988			0.980	
Satd. Flow (prot)	0	1861	0	1770	1857	0	0	1715	0	0	1678	0
Flt Permitted				0.950				0.988			0.980	
Satd. Flow (perm)	0	1861	0	1770	1857	0	0	1715	0	0	1678	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		506			574			625			631	
Travel Time (s)		9.9			11.2			14.2			14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Adj. Flow (vph)	1	671	5	2	628	11	1	1	2	4	0	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	677	0	2	639	0	0	4	0	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 43.6%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
9: W Main St & S A St

2021 PM Volumes
W Main St PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	497	28	70	439	28	26	28	61	25	34	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.993			0.929			0.968	
Flt Protected					0.994			0.989			0.984	
Satd. Flow (prot)	0	1850	0	0	1839	0	0	1711	0	0	1774	0
Flt Permitted		0.996			0.863			0.895			0.884	
Satd. Flow (perm)	0	1842	0	0	1596	0	0	1549	0	0	1594	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			7			72			21	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		370			506			294			648	
Travel Time (s)		7.2			9.9			6.7			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Adj. Flow (vph)	5	583	33	82	515	33	31	33	72	29	40	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	621	0	0	630	0	0	136	0	0	90	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lanes, Volumes, Timings
9: W Main St & S A St

2021 PM Volumes
W Main St PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	38.0	38.0		38.0	38.0		22.0	22.0		22.0	22.0	
Total Split (%)	63.3%	63.3%		63.3%	63.3%		36.7%	36.7%		36.7%	36.7%	
Maximum Green (s)	32.0	32.0		32.0	32.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effect Green (s)		43.1			43.1			8.4			8.4	
Actuated g/C Ratio		0.72			0.72			0.14			0.14	
v/c Ratio		0.47			0.55			0.49			0.37	
Control Delay		6.9			8.4			18.2			22.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.9			8.4			18.2			22.5	
LOS		A			A			B			C	
Approach Delay		6.9			8.4			18.2			22.5	
Approach LOS		A			A			B			C	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 9.5

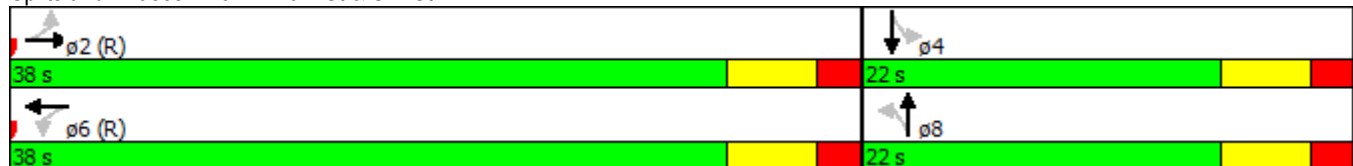
Intersection LOS: A

Intersection Capacity Utilization 84.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 9: W Main St & S A St



Lanes, Volumes, Timings
12: W Main St & S E St

2021 PM Volumes
W Main St PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	468	5	25	433	7	6	23	21	11	27	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.998			0.943			0.972	
Flt Protected		0.999			0.997			0.994			0.989	
Satd. Flow (prot)	0	1859	0	0	1853	0	0	1746	0	0	1791	0
Flt Permitted		0.992			0.960			0.948			0.904	
Satd. Flow (perm)	0	1846	0	0	1785	0	0	1665	0	0	1637	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			2			25			12	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2172			1047			731			665	
Travel Time (s)		42.3			20.4			16.6			15.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Adj. Flow (vph)	9	549	6	29	508	8	7	27	25	13	32	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	564	0	0	545	0	0	59	0	0	57	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lanes, Volumes, Timings
12: W Main St & S E St

2021 PM Volumes
W Main St PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	48.0	48.0		48.0	48.0		22.0	22.0		22.0	22.0	
Total Split (%)	68.6%	68.6%		68.6%	68.6%		31.4%	31.4%		31.4%	31.4%	
Maximum Green (s)	42.0	42.0		42.0	42.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		57.7			57.7			7.4			7.5	
Actuated g/C Ratio		0.82			0.82			0.11			0.11	
v/c Ratio		0.37			0.37			0.30			0.31	
Control Delay		4.5			4.2			22.7			27.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		4.5			4.2			22.7			27.9	
LOS		A			A			C			C	
Approach Delay		4.5			4.2			22.7			27.9	
Approach LOS		A			A			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.37

Intersection Signal Delay: 6.4

Intersection LOS: A

Intersection Capacity Utilization 55.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 12: W Main St & S E St





Appendix C - Detailed Cost Estimates

MAIN STREET Concept 1: Single Multi Use Path and Landscaping					
	ITEM	QTY	UNIT	UNIT PRICE	TOTAL
No.	ROADWAY AND DRAINAGE				
1	MOBILIZATION	1	LS	\$136,600.00	\$136,600.00
2	TRAFFIC CONTROL	1	LS	\$14,000.00	\$14,000.00
3	CLEARING AND GRUBBING	1	LS	\$27,000.00	\$27,000.00
4	EROSION CONTROL	1	LS	\$18,000.00	\$18,000.00
5	SIDEWALK CONCRETE (4" THICK)	4560	SY	\$28.48	\$129,868.80
6	2' FDOT TYPE F CURB	4224	LF	\$13.89	\$58,671.36
7	12" STABILIZATION TYPE B (LBR 40)	6151	SY	\$2.00	\$12,302.19
8	8" TYPE B 12.5	5056	SY	\$10.26	\$51,874.56
9	2.5" APSHALT TYPE SP 12.5	5056	SY	\$14.00	\$70,784.00
10	1" OVERLAY	11264	SY	\$5.25	\$59,136.00
11	1" MILLING	11264	SY	\$1.50	\$16,896.00
12	6" CONCRETE W/ WIRE (DRIVEWAY)	300	SY	\$40.61	\$12,183.00
13	6" SOLID WHITE THERMOPLASTIC	9723	LF	\$0.85	\$8,264.55
14	6" SOLID YELLOW THERMOPLASTIC	10492	LF	\$0.85	\$8,918.20
15	24" WHITE STOP BAR	274	LF	\$4.48	\$1,227.52
16	24" WHITE MISC. (RailRoad and School)	66	LF	\$4.48	\$295.68
17	18" YELLOW	540	LF	\$5.00	\$2,700.00
18	18" WHITE	18	LF	\$5.00	\$90.00
19	12" WHITE	708	LF	\$3.50	\$2,478.00
20	8" WHITE	63	LF	\$2.00	\$126.00
21	PAVEMENT MARKINGS	33	EA	\$210.60	\$6,949.80
22	6" 2-4 SKIP YELLOW THERMOPLASTIC	24	LF	\$0.80	\$19.20
23	6" 2-4 SKIP WHITE THERMOPLASTIC	24	LF	\$0.80	\$19.20
24	RPMS	263	EA	\$5.60	\$1,472.80
25	SIGNS	23	EA	\$250.00	\$5,750.00
26	SIGN POLES	11	EA	\$600.00	\$6,600.00
27	18" RCP	420	LF	\$45.00	\$18,900.00
28	24" RCP	4196	LF	\$50.00	\$209,800.00
29	CURB INLETS	14	EA	\$604.00	\$8,456.00
30	MANHOLE TOP	3	EA	\$607.00	\$1,821.00
ROADWAY AND DRAINAGE TOTAL					\$891,203.86
LANDSCAPE AND IRRIGATION					
31	LANDSCAPE AND IRRIGATION COMPLETE	1	LS	\$260,000.00	\$260,000.00
32	Benches	4	EA	\$ 2,000.00	\$8,000.00
33	Trash Recepticles	4	EA	\$ 1,500.00	\$6,000.00
34	Bike Racks	2	EA	\$ 1,500.00	\$3,000.00
LANDSCAPE AND IRRIGATION TOTAL					\$277,000.00
SIGNALIZATION					
35	STRAIN POLE	0	LS	\$25,000.00	\$0.00
36	MAST ARM	3	LS	\$75,000.00	\$225,000.00
SIGNALIZATION TOTAL					\$225,000.00
LIGHTING					
37	LIGHTING	1	LS	\$109,000.00	\$109,000.00
LIGHTING TOTAL					\$109,000.00
10% CONTINGENCY					\$150,220.39
ESTIMATED TOTAL COST					\$1,652,424.25

MAIN STREET					
Concept 2: Sidewalks and Landscaping Both Sides of the Road					
	ITEM	QTY	UNIT	UNIT PRICE	TOTAL
No.	ROADWAY AND DRAINAGE				
1	MOBILIZATION	1	LS	\$171,600.00	\$171,600.00
2	TRAFFIC CONTROL	1	LS	\$17,000.00	\$17,000.00
3	CLEARING AND GRUBBING	1	LS	\$42,000.00	\$42,000.00
4	EROSION CONTROL	1	LS	\$35,000.00	\$35,000.00
5	SIDEWALK CONCRETE (4" THICK)	4053	SY	\$28.48	\$115,438.93
6	2' FDOT TYPE F CURB	8448	LF	\$13.89	\$117,342.72
7	12" STABILIZATION TYPE B (LBR 40)	5788	SY	\$2.00	\$11,576.86
8	8" TYPE B 12.5	4693	SY	\$10.26	\$48,153.60
9	2.5" APSHALT TYPE SP 12.5	4693	SY	\$14.00	\$65,706.67
10	1" OVERLAY	11264	SY	\$5.25	\$59,136.00
11	1" MILLING	11264	SY	\$1.50	\$16,896.00
12	6" CONCRETE W/ WIRE (DRIVEWAY)	693	SY	\$40.61	\$28,156.27
13	6" SOLID WHITE THERMOPLASTIC	8623	LF	\$0.85	\$7,329.55
14	6" SOLID YELLOW THERMOPLASTIC	8892	LF	\$0.85	\$7,558.20
15	24" WHITE STOP BAR	274	LF	\$4.48	\$1,227.52
16	24" WHITE MISC. (RailRoad and School)	66	LF	\$4.48	\$295.68
17	18" YELLOW	60	LF	\$5.00	\$300.00
18	18" WHITE	18	LF	\$5.00	\$90.00
19	12" WHITE	708	LF	\$3.50	\$2,478.00
20	8" WHITE	63	LF	\$2.00	\$126.00
21	PAVEMENT MARKINGS	33	EA	\$210.60	\$6,949.80
22	6" 2-4 SKIP YELLOW THERMOPLASTIC	24	LF	\$0.80	\$19.20
23	6" 2-4 SKIP WHITE THERMOPLASTIC	24	LF	\$0.80	\$19.20
24	RPMS	223	EA	\$5.60	\$1,248.80
25	SIGNS	46	EA	\$250.00	\$11,500.00
26	SIGN POLES	22	EA	\$600.00	\$13,200.00
27	18" RCP	420	LF	\$45.00	\$18,900.00
28	24" RCP	4196	LF	\$50.00	\$209,800.00
29	CURB INLETS	14	EA	\$604.00	\$8,456.00
30	MANHOLE TOP	3	EA	\$607.00	\$1,821.00
ROADWAY AND DRAINAGE TOTAL					\$1,019,325.99
LANDSCAPE AND IRRIGATION					
31	LANDSCAPE AND IRRIGATION COMPLETE	1	LS	\$350,000.00	\$350,000.00
LANDSCAPE AND IRRIGATION TOTAL					\$350,000.00
SIGNALIZATION					
32	MAST ARM	4	LS	\$75,000.00	\$300,000.00
SIGNALIZATION TOTAL					\$300,000.00
LIGHTING					
33	LIGHTING	1	LS	\$218,000.00	\$218,000.00
LIGHTING TOTAL					\$218,000.00
10% CONTINGENCY					\$188,732.60
ESTIMATED TOTAL COST					\$2,076,058.59

MAIN STREET					
Concept 3: Single Multi Use Path and Landscaping with Bike Buffer					
	ITEM	QTY	UNIT	UNIT PRICE	TOTAL
No.	ROADWAY AND DRAINAGE				
1	MOBILIZATION	1	LS	\$137,900.00	\$137,900.00
2	TRAFFIC CONTROL	1	LS	\$14,000.00	\$14,000.00
3	CLEARING AND GRUBBING	1	LS	\$27,000.00	\$27,000.00
4	EROSION CONTROL	1	LS	\$18,000.00	\$18,000.00
5	SIDEWALK CONCRETE (4" THICK)	3648	SY	\$28.48	\$103,895.04
6	2' FDOT TYPE F CURB	4224	LF	\$13.89	\$58,671.36
7	12" STABILIZATION TYPE B (LBR 40)	8028	SY	\$2.00	\$16,056.86
8	8" TYPE B 12.5	6933	SY	\$10.26	\$71,136.00
9	2.5" APSHALT TYPE SP 12.5	6933	SY	\$14.00	\$97,066.67
10	1 " OVERLAY	11264	SY	\$5.25	\$59,136.00
11	1" MILLING	11264	SY	\$1.50	\$16,896.00
12	6" CONCRETE W/ WIRE (DRIVEWAY)	273	SY	\$40.61	\$11,100.07
13	6" SOLID WHITE THERMOPLASTIC	19016	LF	\$0.85	\$16,163.60
14	6" SOLID YELLOW THERMOPLASTIC	10492	LF	\$0.85	\$8,918.20
15	24" WHITE STOP BAR	274	LF	\$4.48	\$1,227.52
16	24" WHITE MISC. (RailRoad and School)	66	LF	\$4.48	\$295.68
17	18" YELLOW	540	LF	\$5.00	\$2,700.00
18	18" WHITE	18	LF	\$5.00	\$90.00
19	12" WHITE	708	LF	\$3.50	\$2,478.00
20	8" WHITE	63	LF	\$2.00	\$126.00
21	PAVEMENT MARKINGS	33	EA	\$210.60	\$6,949.80
22	6" 2-4 SKIP YELLOW THERMOPLASTIC	24	LF	\$0.80	\$19.20
23	6" 2-4 SKIP WHITE THERMOPLASTIC	24	LF	\$0.80	\$19.20
24	RPMS	263	EA	\$5.60	\$1,472.80
25	SIGNS	23	EA	\$250.00	\$5,750.00
26	SIGN POLES	11	EA	\$600.00	\$6,600.00
27	18" RCP	420	LF	\$45.00	\$18,900.00
28	24" RCP	4196	LF	\$50.00	\$209,800.00
29	CURB INLETS	14	EA	\$604.00	\$8,456.00
30	MANHOLE TOP	3	EA	\$607.00	\$1,821.00
ROADWAY AND DRAINAGE TOTAL:					\$922,644.99
LANDASCAPE AND IRRIGATION					
31	LANDSCAPE AND IRRIGATION COMPLETE	1	LS	\$260,000.00	\$260,000.00
LANDSCAPE AND IRRIGATION TOTAL					\$260,000.00
SIGNALIZATION					
32	STRAIN POLE	0	LS	\$25,000.00	\$0.00
33	MAST ARM	3	LS	\$75,000.00	\$225,000.00
SIGNALIZATION TOTAL					\$225,000.00
LIGHTING					
34	LIGHTING	1	LS	\$109,000.00	\$109,000.00
LIGHTING TOTAL					\$109,000.00
10% CONTINGENCY					\$151,664.50
ESTIMATED TOTAL COST					\$1,668,309.49

MAIN STREET					
Concept 4: Single Sidewal, Landscaping and Center Turn Lane					
	ITEM	QTY	UNIT	UNIT PRICE	TOTAL
No.	ROADWAY AND DRAINAGE				
1	MOBILIZATION	1	LS	\$142,800.00	\$142,800.00
2	TRAFFIC CONTROL	1	LS	\$15,000.00	\$15,000.00
3	CLEARING AND GRUBBING	1	LS	\$28,000.00	\$28,000.00
4	EROSION CONTROL	1	LS	\$18,000.00	\$18,000.00
5	SIDEWALK CONCRETE (4" THICK)	2280	SY	\$28.48	\$64,934.40
6	2' FDOT TYPE F CURB	4224	LF	\$13.89	\$58,671.36
7	12" STABILIZATION TYPE B (LBR 40)	11314	SY	\$2.00	\$22,627.52
8	8" TYPE B 12.5	10219	SY	\$10.26	\$104,843.52
9	2.5" APSHALT TYPE SP 12.5	10219	SY	\$14.00	\$143,061.33
10	1 " OVERLAY	11264	SY	\$5.25	\$59,136.00
11	1" MILLING	11264	SY	\$1.50	\$16,896.00
12	6" CONCRETE W/ WIRE (DRIVEWAY)	273	SY	\$40.61	\$11,100.07
13	6" SOLID WHITE THERMOPLASTIC	18593.5	LF	\$0.85	\$15,804.48
14	6" SOLID YELLOW THERMOPLASTIC	10492	LF	\$0.85	\$8,918.20
15	24" WHITE STOP BAR	274	LF	\$4.48	\$1,227.52
16	24" WHITE MISC. (RailRoad and School)	66	LF	\$4.48	\$295.68
17	18" YELLOW	540	LF	\$5.00	\$2,700.00
18	18" WHITE	18	LF	\$5.00	\$90.00
19	12" WHITE	708	LF	\$3.50	\$2,478.00
20	8" WHITE	63	LF	\$2.00	\$126.00
21	PAVEMENT MARKINGS	33	EA	\$210.60	\$6,949.80
22	6" 2-4 SKIP YELLOW THERMOPLASTIC	24	LF	\$0.80	\$19.20
23	6" 2-4 SKIP WHITE THERMOPLASTIC	24	LF	\$0.80	\$19.20
24	RPMS	263	EA	\$5.60	\$1,472.80
25	SIGNS	23	EA	\$250.00	\$5,750.00
26	SIGN POLES	11	EA	\$600.00	\$6,600.00
27	18" RCP	420	LF	\$45.00	\$18,900.00
28	24" RCP	4196	LF	\$50.00	\$209,800.00
29	CURB INLETS	14	EA	\$604.00	\$8,456.00
30	MANHOLE TOP	3	EA	\$607.00	\$1,821.00
ROADWAY AND DRAINAGE TOTAL:					\$976,498.08
LANDASCAPE AND IRRIGATION					
31	LANDSCAPE AND IRRIGATION COMPLETE	1	LS	\$260,000.00	\$260,000.00
LANDSCAPE AND IRRIGATION TOTAL					\$260,000.00
SIGNALIZATION					
32	STRAIN POLE	0	LS	\$25,000.00	\$0.00
33	MAST ARM	3	LS	\$75,000.00	\$225,000.00
SIGNALIZATION TOTAL					\$225,000.00
LIGHTING					
34	LIGHTING	1	LS	\$109,000.00	\$109,000.00
LIGHTING TOTAL					\$109,000.00
10% CONTINGENCY					\$157,049.81
ESTIMATED TOTAL COST					\$1,727,547.89



Appendix D - Public Comments



Transportation Planning Organization

Public Workshop
Comment Sheet

December 17, 2013

Main St. Corridor Management Plan

Date: 12-17-13

Comments: I would recommend that if you
put any turn lanes on Main street.
that EO street has one. It is the only ~~thru~~
road to Spruce street that has a lot of
activity.

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE,
OR
FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE AND MAIL NO LATER THAN DEC. 30, 2013



Transportation Planning Organization

Public Workshop
Comment Sheet

December 17, 2013

Main St. Corridor Management Plan

Date: 17 Dec 2013

Comments:

Opt. 1 - I like the wide side walk on
the south side of road and the two bike paths.

Please add turning lanes at A street and E Street

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE,
OR
FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE AND MAIL NO LATER THAN DEC. 30, 2013



Transportation Planning Organization

Public Workshop
Comment Sheet

December 17, 2013

Main St. Corridor Management Plan

Date: 12-16-2013

Comments: Landscape! Spare no expense on the landscaping - Give the streetscape an identity. Lighting is huge for safety + should be inviting. Crosswalks as large as sidewalk as allowable. Planters on street lights like (downtown Fairhope) planter boxes. Neighborhood identification with quaint signs.

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE,
OR
FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE AND MAIL NO LATER THAN DEC. 30, 2013



Transportation Planning Organization

Public Workshop
Comment Sheet

December 17, 2013

Main St. Corridor Management Plan

Name:

Date: 12-17-2013

Address:

E-mail Address:

daryl.delgado@att.net

Phone Number:

850-393-1152

Comments:

Really like concept # 2.

It will look great with flowering trees on
Both sides of roadway. Having some of the
ugliness and adding beauty at the same time

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE,
OR
FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE AND MAIL NO LATER THAN DEC. 30, 2013



Transportation Planning Organization

Public Workshop
Comment Sheet

December 17, 2013

Main St. Corridor Management Plan

Date: 12/17/2013

Comments: I prefer concept #2 but would like
to see bike lane buffers added with
raised warning bumps to add safety,
particularly if a distracted driver
crosses the buffer

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE,
OR
FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE AND MAIL NO LATER THAN DEC. 30, 2013



Date: 12-17-2013

Comments: I like the idea of concept 2, it has a more complete look to it. It's more interesting with the Crepe Myrtles. It would be nice to incorporate some oak trees since they are native to our area. Lighting is very much needed.

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE,
OR
FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE AND MAIL NO LATER THAN DEC. 30, 2013



Transportation Planning Organization

Public Workshop
Comment Sheet

December 17, 2013

Main St. Corridor Management Plan

Date: 11-16-13

Comments: Love it! Hope that financially this
becomes feasible. You are missing one thing Downtown
and that is affordable young urban energy efficient
housing. Lengthen Main and investment will come.
Also, change the alphabet street names back to
the original historic names!

Thanks Everyone!

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE,
OR
FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE AND MAIL NO LATER THAN DEC. 30, 2013



Transportation Planning Organization

Public Workshop
Comment Sheet

December 17, 2013

Main St. Corridor Management Plan

Date: 12/17/13

Comments: I prefer option 2

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE,
OR
FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE AND MAIL NO LATER THAN DEC. 30, 2013