City of Pensacola

City Council

Agenda - Final

Thursday, May 26, 2022, 5:30 PM **Council Chambers, 1st Floor**

Members of the public may attend the meeting in person. City Council encourages those not fully vaccinated to wear face coverings that cover their nose and mouth.

The meeting can be watched via live stream at cityofpensacola.com/video. Citizens may submit an online form at https://www.cityofpensacola.com/ccinput BEGINNING AT 3:00 P.M.

ROLL CALL

INVOCATION

PLEDGE OF ALLEGIANCE

Council Member Sherri Myers

FIRST LEROY BOYD FORUM

AWARDS

APPROVAL OF MINUTES

1. 22-00631 APPROVAL OF MINUTES: REGULAR MEETING DATED MAY 12, 2022

Attachments: *Draft: Regular Meeting Minutes Dated 5/12/22*

APPROVAL OF AGENDA

CONSENT AGENDA

2. 22-00416 APPOINTMENTS - ARCHITECT ADVISORS-COMMUNITY REDEVELOPMENT AREA URBAN DESIGN OVERLAY STANDARDS ABBREVIATED REVIEW PROCESS

Recommendation: That City Council appoint Sarah Sisson as primary architect and John C. von Senden as alternate architect, both who are licensed by the State of Florida and licensed to conduct business within the City of Pensacola, to serve as advisors to the Community Redevelopment Area Urban Design Overlay Standards Abbreviated Review Process, for a term of two years, expiring May 31, 2024.

Sponsors: Ann Hill

Attachments:
Nomination Form - Sarah Sisson
Application of Interest - Sarah Sisson
Resume - Sarah Sisson
Nomination Form - John C von Senden
Application of Interest - John C von Senden
Resume - John C von Senden
Ballots

REGULAR AGENDA

3. 22-00409 AWARD OF CONTRACT TO KIMLEY-HORN AND ASSOCIATES, INC. FOR RFQ NO. 22-009 PROFESSIONAL CONSULTING SERVICES FOR CITY OF PENSACOLA ACTIVE TRANSPORTATION PLAN

Recommendation: The City Council approve the ranking of the selection committee and award a contract to Kimley-Horn and Associates, Inc. from the Request for Qualifications (RFQ) No. 22-009 Professional Consulting Services the City of Pensacola Active Transportation plan for an agreed upon fee in the amount of $149,802. Further, that Council authorize the Mayor to execute the contract and any related documents and take all actions necessary to complete the project.

Sponsors: Grover C. Robinson, IV

Attachments:
Tabulations of Qualifications
Selection Committee Oral Presentation Evaluation
Final Vendor Reference List
Contract with Kimley-Horn and Associates, Inc.
REQUEST FOR QUALIFICATIONS (RFQ) NO. 22-009

4. 22-00360 VETERANS MEMORIAL PARK FOUNDATION REQUEST FOR EXTENSION OF THE TEMPORARY RESTROOMS LOCATED AT ADMIRAL MASON PARK

Recommendation: That City Council approve an extension permitting the temporary restrooms at Admiral Mason Park to remain for a period not to exceed one (1) year. Further, that the restrooms be open to the public.

Sponsors: Ann Hill

Attachments: *Temporary Restrooms at Admiral Mason Park*
Veterans-Memorial-Park-Permanent-Facilities--2022-04-01(5)
Sequence of Significant Events 20220310
LETTER PROVIDED TO COUNCIL BY ED FLEMING TO JEFFREY

5. 22-00462 FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) WORK ALONG CARPENTERS CREEK AT THE WATERFORD AT CREEKSIDE

Recommendation: That City Council direct the Council Executive to compose a letter to FDOT asking for information regarding the work the agency is performing on Carpenters Creek at the Waterford at Creekside, to address erosion and the many trees taken down by FDOT. Further, that the Council Executive inquire as to whether FDOT plans to restore the tree canopy that the agency has removed. Finally, that such information be made available to the City Council within two (2) weeks of making a request for information.

Sponsors: Sherri Myers

Attachments: *Carpenters Creek @ the Waterford (1)*
Carpenters Creek @ the Waterford (2)
Emails re Carpenter Creek & Bayou Texar - Item 22-00462

6. 2022-057 RESOLUTION NO. 2022-057 - SUPPORTING THE BAPTIST HOSPITAL E AND MORENO STREET CAMPUS REDEVELOPMENT AND FUNDING OF STREET RE-OPENINGS AND A PUBLIC PARK WITHIN THE CAMPUS REDEVELOPMENT AREA

Recommendation: That the City Council adopt Resolution No. 2022-057.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PENSACOLA SUPPORTING THE BAPTIST HOSPITAL E AND MORENO STREET CAMPUS REDEVELOPMENT AND FUNDING OF STREET RE-OPENINGS AND A PUBLIC PARK
WITHIN THE CAMPUS REDEVELOPMENT AREA; PROVIDING FOR AN EFFECTIVE DATE.

Sponsors: Grover C. Robinson, IV, Delarian Wiggins

Attachments: *Resolution No. 2022-057*
PRESENTATION FROM 5/23/22 AGENDA CONFERENCE

7. 2022-048 RESOLUTION NO. 22-048 - EXTENSION OF THE DOCKLESS SHARED MICROMOBILTY DEVICE PILOT PROGRAM THROUGH MARCH 1, 2023.

Recommendation: The City Council adopt Resolution No. 22-048:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PENSACOLA APPROVING EXTENSION OF THE DOCKLESS SHARED MICROMOBILITY DEVICE PILOT PROGRAM; PROVIDING AN EFFECTIVE DATE.

Sponsors: Grover C. Robinson, IV

Attachments: *Resolution No. 22-048*

Adopted Ordinance No. 02-22

Adopted Micromobility Map Service Area Map

PRESENTATION FROM 5/23/22 AGENDA CONFERENCE

8. 2022-049 RESOLUTION NO. 2022-049 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PENSACOLA AUTHORIZING THE CITY TO ENTER INTO A LOCAL AGENCY PROGRAM AGREEMENT WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION AND ACCEPT FUNDING FOR DESIGN OF WEST MAIN STREET IMPROVEMENTS.

Recommendation: That City Council adopt Resolution No. 2022-049:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PENSACOLA AUTHORIZING THE CITY TO ENTER INTO A LOCAL AGENCY PROGRAM AGREEMENT WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION AND ACCEPT FUNDING FOR DESIGN OF WEST MAIN STREET IMPROVEMENTS; PROVIDING AN EFFECTIVE DATE.

Sponsors: Grover C. Robinson, IV

Attachments: *Resolution No. 22-049*

Draft Local Agency Program Agreement

Main Street Corridor Management Plan

Main Street CMP - Preferred Concept

9. 2022-054 SUPPLEMENTAL BUDGET RESOLUTION NO. 2022-054 - "OVERTURE" DONATION FOR BARTRAM PARK AND "CHUTE DES CUBES SCULPTURE" DONATION FOR ADMIRAL MASON PARK

Recommendation: That City Council adopt Supplemental Budget Resolution No. 2022-054.

A RESOLUTION AUTHORIZING AND MAKING REVISIONS AND APPROPRIATIONS FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2022; PROVIDING FOR AN EFFECTIVE DATE.

Sponsors: Grover C. Robinson, IV

Attachments: *Supplemental Budget Resolution No. 2022-054*
Supplemental Budget Explanation No. 2022-054
Overture Sculpture
Chute Des Cubes Sculpture

10. 2022-056 SUPPLEMENTAL BUDGET RESOLUTION NO. 2022 - 056 - FLORIDA DEPARTMENT OF TRANSPORTATION FUNDING FOR ENGINEERING DESIGN OF WEST MAIN STREET.

Recommendation: That City Council adopt Supplemental Resolution No. 2022-056.

A RESOLUTION AUTHORIZING AND MAKING REVISIONS AND APPROPRIATIONS FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2022, PROVIDING FOR AN EFFECTIVE DATE.

Sponsors: Grover C. Robinson, IV

Attachments: *Supplemental Budget Resolution No. 2022-056*
Supplemental Budget Explanation No. 2022-056
West Main Street Corridor Management Plan

11. 26-22 PROPOSED ORDINANCE NO. 26-22 - RENEWAL OF AUTHORIZATION AND APPROVAL OF THE LIBRARY MUNICIPAL SERVICES TAXING UNIT (MSTU) WITHIN THE CITY LIMITS

Recommendation: That City Council adopt Proposed Ordinance No. 26-22 on first reading:

AN ORDINANCE PROVIDING FOR THE RENEWAL OF AUTHORIZATION AND APPROVAL OF THE APPLICATION OF THE MUNICIPAL SERVICES TAXING UNIT FOR LIBRARY SERVICES WITHIN THE CITY LIMITS OF THE CITY OF PENSACOLA; PROVIDING FOR SEVERABILITY; PROVIDING A REPEALING CLAUSE; PROVIDING AN EFFECTIVE DATE.

Sponsors: Grover C. Robinson, IV

Attachments: *Ordinance No. 27-12 – Authorizing and Approving the Library Munici*
Proposed Ordinance. No. 26-22 – Renewal of the Authorization and .

COUNCIL EXECUTIVE'S REPORT

MAYOR'S COMMUNICATION

COUNCIL COMMUNICATIONS

CIVIC ANNOUNCEMENTS

SECOND LEROY BOYD FORUM

ADJOURNMENT

Any opening invocation that is offered before the official start of the Council meeting shall be the voluntary offering of a private person, to and for the benefit of the Council. The views or beliefs expressed by the invocation speaker have not been previously reviewed or approved by the City Council or the city staff, and the City is not allowed by law to endorse the religious or non-religious beliefs or views of such speaker. Persons in attendance at the City Council meeting are invited to stand during the invocation and to stand and recite the Pledge of Allegiance. However, such invitation shall not be construed as a demand, order, or any other type of command. No person in attendance at the meeting shall be required to participate in any opening invocation that is offered or to participate in the Pledge of Allegiance. You may remain seated within the City Council Chambers or exit the City Council Chambers and return upon completion of the opening invocation and/or Pledge of Allegiance if you do not wish to participate in or witness the opening invocation and/or the recitation of the Pledge of Allegiance.

If any person decides to appeal any decision made with respect to any matter considered at such meeting, he will need a record of the proceedings, and that for such purpose he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

The City of Pensacola adheres to the Americans with Disabilities Act and will make reasonable accommodations for access to City services, programs and activities. Please call 435-1606 (or TDD 435-1666) for further information. Request must be made at least 48 hours in advance of the event in order to allow the City time to provide the requested services.

City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 22-00631 City Council 5/26/2022

SUBJECT:

APPROVAL OF MINUTES: REGULAR MEETING DATED MAY 12, 2022

City of Pensacola

CITY COUNCIL

Regular Meeting Minutes

May 12, 2022 5:30 P.M. Council Chambers

Council President Hill called the meeting to order at 5:31 P.M.

ROLL CALL

Council Members Present: Ann Hill, Delarian Wiggins, Jennifer Brahier, Teniade Broughton, Casey Jones, Jared Moore, Sherri Myers

Council Members Absent: None

Also Present: Mayor Grover C. Robinson, IV (left 5:50)

Members of the public may attend the meeting in person. City Council encourages those not fully vaccinated to wear face coverings that cover their nose and mouth.

The meeting can also be watched live stream at: cityofpensacola.com/428/Live-Meeting-Video.

To provide input:

- Leroy Boyd Forum, for items not on the agenda: citizens may submit an online form here https://www.cityofpensacola.com/ccinput **beginning at 3:00 P.M. until 5:30 P.M. only** to indicate they wish to speak during LeRoy Boyd Forum **and include a phone number. Staff will call the person** at the appropriate time so the citizen can directly address the City Council using a telephone held up to a microphone.

- Agenda Items, for specific items on the agenda: citizens may submit an online form here https://www.cityofpensacola.com/ccinput **beginning at 3:00 P.M. until that agenda item has been voted upon** to indicate they wish to speak to a specific item on the agenda **and include a phone number. Staff will call the person** at the appropriate time so the citizen can directly address the City Council using a telephone held up to a microphone. **Any form received after an agenda item has been voted upon will not be considered.**

INVOCATION

Moment of Silence

PLEDGE OF ALLEGIANCE

Council Member Jared Moore

AWARDS

Mayor Robinson presented a proclamation to representatives of the Downtown Improvement Board and Palafox Market in honor of the *15th Anniversary of the Palafox Market*.

Mayor Robinson along with City staff and others presented certificates to *2021-2022 Pensacola Youth Council.*

FIRST LEROY BOYD FORUM

Margaret Hostetter: Addressed Council regarding a memorandum from Mayor Robinson to City Council regarding a (proposed) add-on item sponsored by Council Member Myers regarding *Florida Department of Transportation (FDOT) Work Along Carpenters Creek at the Waterford at Creekside* (Item No. 22-00426) which she read excerpts from the memorandum.

The following individuals addressed Council regarding recent reports of toxic and bacterial contamination of local waterways particularly at Bruce Beach:

Barbara Albrecht
Ronell Bridgerohan
Dan Lindemann (also addressed construction work to begin at Bruce Beach)

The following individuals addressed Council regarding issues of climate change:

Samantha Mumma
Christian Wagley

Gloria Horning: Addressed Council regarding issues of raw sewage and flooding impacting the Tanyards neighborhood which she has for many years brought to the attention of City officials and Emerald Coast Utilities Authority officials.

Some follow-up discussion took place.

Brian Spencer: Indicated he has been contacted by numerous concerned individuals in Seville Historic District regarding City work on the right of way with painting of striping on historic brick sidewalks.

APPROVAL OF MINUTES

1. 22-00463 APPROVAL OF MINUTES: SPECIAL MEETING DATED APRIL 28, 2022 AND REGULAR MEETING DATED APRIL 28, 2022

A motion to approve was made by Council Member Moore and seconded by Council Member Jones.

The motion carried by the following vote:

Yes: 7 Ann Hill, Delarian Wiggins, Jennifer Brahier, Teniade Broughton, Casey Jones, Jared Moore, Sherri Myers
No: 0 None

APPROVAL OF AGENDA

Council Member Brahier requested Item 4 (22-00350) *Professional Services Agreement Gulf Coast Tennis Group, LLC for the Operation and Management of Roger Scott Tennis Center* **be moved from the consent agenda to the regular agenda**.

Council Member Myers referenced an add-on item at Council's places, 22-00462 *Florida Department of Transportation (FDOT) Work Along Carpenters Creek at the Waterford at Creekside* and indicated **she will withdraw from presenting it as an add-on item at this time and instead will submit as an item for the 5/26/22 Council meeting agenda.**

A motion to approve the agenda as amended was Council Member Myers and seconded by Council Member Wiggins.

The motion carried by the following vote:

Yes: 7 Ann Hill, Delarian Wiggins, Jennifer Brahier, Teniade Broughton, Casey Jones, Jared Moore, Sherri Myers
No: 0 None

CONSENT AGENDA

2. 22-00359 REFERRAL TO THE PLANNING BOARD - PROPOSED AMENDMENTS TO SECTION 12-6-4(4) - LANDSCAPE AND TREE PROTECTION (NOTICE) OF THE CODE OF THE CITY OF PENSACOLA.

Recommendation: That City Council refer to the Planning Board proposed amendments to Section 12-6-4(4) - Landscape and Tree Protection (Notice) of the City Code.

CONSENT AGENDA (CONT'D.)

3. 22-00435 REFERRAL TO THE ENVIRONMENTAL ADVISORY BOARD FOR REVIEW AND RECOMMENDATION - THE INTEGRATED PEST MANAGEMENT (IPM) PLAN

Recommendation: That City Council refer to the Environmental Advisory Board (EAB) for review and recommendation, the City's Integrated Pest Management (IPM) plan. Further that the EAB return their recommendation to the City Council within 60-days of their June meeting.

5. 22-00413 SANITATION SERVICES - AWARD OF CONTRACT FOR ITB #22-036 NEW ROOF FOR CITY GARAGE

Recommendation: That City Council award a contract for ITB #22-036 New Roof for City Garage to Edwards Roofing Co., Inc., the lowest and most responsible bidder, with a base bid of $245,631.00 plus a 10% contingency of $24,563.00 for a total of $270,194.00. Further, that City Council authorize the Mayor to take all actions necessary to execute the contract and complete the project.

6. 22-00408 AWARD BID NO. 22-033 - COMMUNITY MARITIME PARK (CMP) DAY USE MARINA DOCK

Recommendation: That City Council award Bid No. 22-033 Community Maritime Park (CMP) Day Use Marina Dock to Hewes and Company, LLC with a base bid of $1,599,500.00 plus a 10% contingency in the amount of $159,950.00 and construction oversight in the amount of $119,322.00 for a total amount of $1,878,322.00. Further, that City Council authorize the Mayor to execute the contract and take all actions necessary to complete the project.

7. 22-00434 CITY COUNCIL RULES AND PROCEDURES PROPOSED AMENDMENTS

Recommendation: That City Council approve and adopt the proposed amendments to the City Council Rules and Procedures.

A motion to approve consent agenda items 2, 3, 5, 6, and 7 was made by Council Member Moore and seconded by Council Member Wiggins.

The motion carried by the following vote:

Yes: 7 Ann Hill, Delarian Wiggins, Jennifer Brahier, Teniade Broughton, Casey Jones, Jared Moore, Sherri Myers
No: 0 None

REGULAR AGENDA

4. 22-00350 PROFESSIONAL SERVICES AGREEMENT GULF COAST TENNIS GROUP, LLC FOR THE OPERATION AND MANAGEMENT OF ROGER SCOTT TENNIS CENTER

Recommendation: That City Council approve the Professional Services Agreement with Gulf Coast Tennis Group, LLC for the Operation and Management of Roger Scott Tennis Center. Further, that City Council authorize the Mayor to take all actions necessary to execute the agreement.

A motion to approve was made by Council Member Moore and seconded by Council Member Jones.

Interim Parks & Recreation Director Stills provided background information of Gulf Coast Tennis Group, LLC's operations to date and that this is a renewal of those services. He responded accordingly to questions from Council Members.

After some discussion, Council Member Brahier suggested that this item be postponed for general discussion by Council regarding programming of recreation services to the community directly by the City versus private entities, as suggested by Council President Hill at the next workshop session (on 5/23/22). **City Administrator Fiddler (on behalf of Mayor Robinson) withdrew this item from consideration at this time.**

Withdrawn.

8. 22-00432 LEASE - MARTIN MARIETTA MATERIALS, INC FOR THE PORT OF PENSACOLA

Recommendation: That City Council approve a lease with Martin Marietta Materials, Inc. for the Port of Pensacola. Further, that City Council authorize the Mayor to take all actions necessary to execute the lease.

A motion to approve was made by Council Member Moore and seconded by Council Member Broughton.

Kelly Harrington, Sales Manager for Martin Marietta Materials, Inc. addressed Council. He responded to questions from Council Members. As discussion ensued, Port Director Merritt also responded accordingly to questions. Much of the discussion focused on the terms and renewals proposed in the lease agreement being long term versus short-term.

Public input was heard from Brian Spencer.

Discussion continued with City Administrator Fiddler and Port Director Merritt responding accordingly to questions. City Attorney Peppler also provided input.

REGULAR AGENDA (CONT'D.)

Upon conclusion of discussion, the vote was called (on Item 8, 22-00432).

The motion (to approve) failed by the following vote:

Yes: 1	Teniade Broughton
No: 6	Ann Hill, Delarian Wiggins, Jennifer Brahier, Casey Jones, Jared Moore, Sherri Myers

9. 22-00188 AWARD OF BID NO. 22-039 BLAKE DOYLE COMMUNITY SKATE PARK

Recommendation: That City Council Award Bid No. 22-039 Blake Doyle Community Skate Park to Bear General Contractors, LLC, of Pensacola Florida, the lowest and most responsible bidder with a base bid of $2,084,446 plus contingency in the amount of $51,000 for a total amount of $2,135,446 Further, that City Council authorize the Mayor to execute the contract and take all action necessary to complete the project.

A motion to approve was made by Council Member Moore and seconded by Council Member Wiggins.

Public input was heard from the following individuals:

Katie French	Unidentified minor
Piper P.	Pete Kelly
Catherine S.	

Mr. Kelly responded to questions from Council Members.

Discussion ensued among Council with Special Assistant (to Council Executive) McLellan and Deputy City Administrator Forte responding accordingly to questions regarding funding of the project.

Additional public input was heard from Jon Shell.

Upon conclusion of discussion the vote was called.

The motion carried by the following vote:

Yes: 7	Ann Hill, Delarian Wiggins, Jennifer Brahier, Teniade Broughton, Casey Jones, Jared Moore, Sherri Myers
No: 0	None

REGULAR AGENDA (CONT'D.)

10. 22-00398 APPROVAL OF LIGHTING AGREEMENT BETWEEN CITY OF PENSACOLA AND FLORIDA POWER & LIGHT COMPANY (FPL)

Recommendation: That the City Council approve a request for FPL to install or modify lighting at Blount Street as part of the Florida Department of Transportation's (FDOT) Financial Project ID 446034-2-58-01 - Lighting Retrofit Project along State Road 95 (SR95/US29) from Blount Street to Old Chemstrand Road.

A motion to approve was made by Council Member Jones and seconded by Council Member Brahier.

The motion carried by the following vote:

Yes: 7 Ann Hill, Delarian Wiggins, Jennifer Brahier, Teniade Broughton, Casey Jones, Jared Moore, Sherri Myers
No: 0 None

11. 22-00385 DR. MARTIN LUTHER KING, JR., PLAZA PARK - OUTDOOR RESTROOMS PROJECT

Recommendation: That City Council authorize the Mayor to transfer funds within the American Rescue Plan Act (ARPA) Fund to provide funding for expenses related to the construction of outdoor restrooms located at Dr. Martin Luther King, Jr. Plaza Park.

A motion to approve was made by Council Member Jones and seconded by Council Member Hill.

Public input was heard from the following individuals:

Cara Gaines (no longer in attendance)
Dorothy Bruton
Emily Kopas
Walker Wilson

Mr. Wilson, Executive Director of the Downtown Improvement Board responded accordingly to questions from Council Members. Special Assistant (to Council Executive) McLellan responded to questions regarding the funding of the project and Deputy City Administrator Forte responded to questions regarding ongoing maintenance and security of the building once constructed.

Upon conclusion of discussion, the vote was called.

REGULAR AGENDA (CONT'D.)

The motion (to approve Item 11, 22-00385) carried by the following vote:

Yes: 7 Ann Hill, Delarian Wiggins, Jennifer Brahier, Teniade Broughton, Casey Jones, Jared Moore, Sherri Myers
No: 0 None

12. 22-00433 FUNDING NINE (9) PUBLIC DAY USE SLOTS AT BAYLEN SLIP

Recommendation: That City Council fund nine (9) public day use slots at Baylen Slip using $127,000 from the Marina line item. Further, that City Council adopt a supplemental budget resolution shifting funding from the Marina line item to a newly created Baylen Slip line item.

A motion to approve was made by Council Member Myers and seconded by Council Member Hill.

Council President Hill (sponsor) explained the intent of this funding allocation. She responded accordingly to questions. Finance Director Lovoy, Deputy City Administrator Forte, and Public Works & Facilities Director Tootle also responded to questions throughout discussion.

Upon conclusion of discussion, the vote was called.

The motion carried by the following vote:

Yes: 4 Ann Hill, Jennifer Brahier, Casey Jones, Sherri Myers
No: 3 Delarian Wiggins, Teniade Broughton, Jared Moore

13. 2022-050 SUPPLEMENTAL BUDGET RESOLUTION NO. 2022-050 - BAYLEN SLIP - NINE (9) PUBLIC DAY USE SLOTS

Recommendation: That City Council adopt Supplemental Budget Resolution No. 2022-050

A RESOLUTION AUTHORIZING AND MAKING REVISIONS AND APPROPRIATIONS FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2022; PROVIDING FOR AN EFFECTIVE DATE.

A motion to adopt was made by Council Member Jones and seconded by Council Member Brahier.

The motion carried by the following vote:

Yes: 4 Ann Hill, Jennifer Brahier, Casey Jones, Sherri Myers
No: 3 Delarian Wiggins, Teniade Broughton, Jared Moore

REGULAR AGENDA (CONT'D.)

14. 22-00436 APPROPRIATION OF TREE MITIGATION FEES FOR CALIBER CARWASH DEVELOPMENT (2660 CREIGHTON ROAD) FOR REFORESTATION ALONG CARPENTER CREEK

Recommendation: That City Council appropriate the $10,000 within the Tree Planting Trust Fund from Caliber Carwash (2660 Creighton Road) development for reforestation along Carpenter Creek. Further that City Council adopt a supplemental budget resolution appropriating these funds.

A motion to approve was made by Council Member Myers and seconded by Council Member Brahier.

Council Member Myers (sponsor) explained the intent of this appropriation of funding. She responded accordingly to questions. City Attorney Peppler responded to questions regarding the legality of planting trees on private property. Deputy City Administrator Forte indicated that the City's arborist would be available to provide expertise related to the plantings.

Upon conclusion of discussion, the vote was called.

The motion carried by the following vote:

Yes: 7 Ann Hill, Delarian Wiggins, Jennifer Brahier, Teniade Broughton, Casey Jones, Jared Moore, Sherri Myers
No: 0 None

15. 2022-051 SUPPLEMENTAL BUDGET RESOLUTION NO. 2022-051 - REFORESTATION OF CARPENTER CREEK

Recommendation: That City Council adopt Supplemental Budget Resolution No. 2022-051.

A RESOLUTION AUTHORIZING AND MAKING REVISIONS AND APPROPRIATIONS FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2022; PROVIDING FOR AN EFFECTIVE DATE.

A motion to adopt was made by Council Member Jones and seconded by Council Member Brahier.

The motion carried by the following vote:

Yes: 7 Ann Hill, Delarian Wiggins, Jennifer Brahier, Teniade Broughton, Casey Jones, Jared Moore, Sherri Myers
No: 0 None

REGULAR AGENDA (CONT'D.)

16. 2022-047 SUPPLEMENTAL BUDGET RESOLUTION NO. 2022-047 APPROPRIATING FUNDING FOR FIRE DAMAGE TO CONCESSION BUILDING AT EXCHANGE PARK

Recommendation: That the City Council adopt Supplemental Budget Resolution No. 2022-047.

A RESOLUTION AUTHORIZING AND MAKING REVISIONS AND APPROPRIATIONS FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2022; PROVIDING FOR AN EFFECTIVE DATE.

A motion to adopt was made by Council Member Moore and seconded by Council Member Jones.

The motion carried by the following vote:

Yes: 7 Ann Hill, Delarian Wiggins, Jennifer Brahier, Teniade Broughton, Casey Jones, Jared Moore, Sherri Myers
No: 0 None

17. 18-22 PROPOSED ORDINANCE 18-22 AMENDING SECTION 7-7-134 OF THE CODE OF THE CITY OF PENSACOLA; INCREASING TAXICAB MILEAGE RATES; INCREASING WAITING TIME RATE

Recommendation: That City Council adopt Proposed Ordinance No. 18-22 on second reading.

AN ORDINANCE AMENDING SECTION 7-7-134 OF THE CODE OF THE CITY OF PENSACOLA, FLORIDA; INCREASING TAXICAB MILEAGE RATES; INCREASING WAITING TIME RATE; PROVIDING FOR SEVERABILITY; REPEALING CLAUSE; PROVIDING AN EFFECTIVE DATE. **(Ordinance No. 12-22)**

A motion to adopt was made by Council Member Moore and seconded by Council Member Brahier.

The motion carried by the following vote:

Yes: 6 Ann Hill, Delarian Wiggins, Jennifer Brahier, Casey Jones, Jared Moore, Sherri Myers
No: 1 Teniade Broughton

REGULAR AGENDA (CONT'D.)

18. 19-22 PROPOSED ORDINANCE NO. 19-22 - FUTURE LAND USE MAP AMENDMENT - RECENTLY ANNEXED PROPERTIES - BAPTIST HOSPITAL.

Recommendation: That City Council adopt Proposed Ordinance No. 19-22 on second reading.

AN ORDINANCE AMENDING THE COMPREHENSIVE PLAN AND FUTURE LAND USE MAP OF THE CITY OF PENSACOLA, FLORIDA; PROVIDING FOR SEVERABILITY; REPEALING CLAUSE; PROVIDING AN EFFECTIVE DATE. **(Ordinance No. 13-22)**

A motion to adopt was made by Council Member Jones and seconded by Council Member Wiggins.

The motion carried by the following vote:

Yes: 7 Ann Hill, Delarian Wiggins, Jennifer Brahier, Teniade Broughton, Casey Jones, Jared Moore, Sherri Myers
No: 0 None

19. 20-22 PROPOSED ORDINANCE NO. 20-22 - ZONING MAP AMENDMENT - RECENTLY ANNEXED PROPERTIES - BAPTIST HOSPITAL.

Recommendation: That City Council adopt Proposed Ordinance No. 20-22 on second reading.

AN ORDINANCE AMENDING THE ZONING CLASSIFICATION OF CERTAIN PROPERTY PURSUANT TO AND CONSISTENT WITH THE COMPREHENSIVE PLAN OF THE CITY OF PENSACOLA, FLORIDA; AMENDING THE ZONING MAP OF THE CITY OF PENSACOLA, FLORIDA; PROVIDING FOR SEVERABILITY; REPEALING CLAUSE; AND PROVIDING AN EFFECTIVE DATE. **(Ordinance No. 14-22)**

A motion to adopt was made by Council Member Brahier and seconded by Council Member Jones.

The motion carried by the following vote:

Yes: 7 Ann Hill, Delarian Wiggins, Jennifer Brahier, Teniade Broughton, Casey Jones, Jared Moore, Sherri Myers
No: 0 None

REGULAR AGENDA (CONT'D.)

20. 21-22 PROPOSED ORDINANCE NO. 21-22 - FUTURE LAND USE MAP AMENDMENT - RECENTLY ANNEXED PROPERTIES - 315 EAST SELINA STREET AND 4908 CHANEY STREET.

Recommendation: That City Council adopt Proposed Ordinance No. 21-22 on second reading.

AN ORDINANCE AMENDING THE COMPREHENSIVE PLAN AND FUTURE LAND USE MAP OF THE CITY OF PENSACOLA, FLORIDA; PROVIDING FOR SEVERABILITY; REPEALING CLAUSE; PROVIDING AN EFFECTIVE DATE. **(Ordinance No. 15-22)**

A motion to adopt was made by Council Member Jones and seconded by Council Member Brahier.

The motion carried by the following vote:

Yes: 7 Ann Hill, Delarian Wiggins, Jennifer Brahier, Teniade Broughton, Casey Jones, Jared Moore, Sherri Myers
No: 0 None

21. 22-22 PROPOSED ORDINANCE NO. 22-22 - ZONING MAP AMENDMENT - RECENTLY ANNEXED PROPERTIES - 315 EAST SELINA STREET AND 4908 CHANEY STREET

Recommendation: That City Council adopt Proposed Ordinance No. 22-22 on second reading.

AN ORDINANCE AMENDING THE ZONING CLASSIFICATION OF CERTAIN PROPERTY PURSUANT TO AND CONSISTENT WITH THE COMPREHENSIVE PLAN OF THE CITY OF PENSACOLA, FLORIDA; AMENDING THE ZONING MAP OF THE CITY OF PENSACOLA, FLORIDA; PROVIDING FOR SEVERABILITY; REPEALING CLAUSE; AND PROVIDING AN EFFECTIVE DATE. **(Ordinance No. 16-22)**

A motion to adopt was made by Council Member Jones and seconded by Council Member Wiggins.

The motion carried by the following vote:

Yes: 7 Ann Hill, Delarian Wiggins, Jennifer Brahier, Teniade Broughton, Casey Jones, Jared Moore, Sherri Myers
No: 0 None

REGULAR AGENDA (CONT'D.)

22. 23-22 PROPOSED ORDINANCE NO. 23-22 - FUTURE LAND USE MAP AMENDMENT - RECENTLY ANNEXED PROPERTY - RICHARDS MEMORIAL UNITED METHODIST CHURCH

Recommendation: That City Council adopt Proposed Ordinance No. 23-22 on second reading.

AN ORDINANCE AMENDING THE COMPREHENSIVE PLAN AND FUTURE LAND USE MAP OF THE CITY OF PENSACOLA, FLORIDA; PROVIDING FOR SEVERABILITY; REPEALING CLAUSE; PROVIDING AN EFFECTIVE DATE. **(Ordinance No. 17-22)**

A motion to adopt was made by Council Member Moore and seconded by Council Member Jones.

The motion carried by the following vote:

Yes: 7 Ann Hill, Delarian Wiggins, Jennifer Brahier, Teniade Broughton, Casey Jones, Jared Moore, Sherri Myers
No: 0 None

23. 24-22 PROPOSED ORDINANCE NO. 24-22 - ZONING MAP AMENDMENT - RECENTLY ANNEXED PROPERTY - RICHARD MEMORIAL UNITED METHODIST CHURCH

Recommendation: That City Council adopt Proposed Ordinance No. 24-22 on second reading.

AN ORDINANCE AMENDING THE ZONING CLASSIFICATION OF CERTAIN PROPERTY PURSUANT TO AND CONSISTENT WITH THE COMPREHENSIVE PLAN OF THE CITY OF PENSACOLA, FLORIDA; AMENDING THE ZONING MAP OF THE CITY OF PENSACOLA, FLORIDA; PROVIDING FOR SEVERABILITY; REPEALING CLAUSE; AND PROVIDING AN EFFECTIVE DATE. **(Ordinance No. 18-22)**

A motion to adopt was made by Council Member Moore and seconded by Council Member Jones.

The motion carried by the following vote:

Yes: 7 Ann Hill, Delarian Wiggins, Jennifer Brahier, Teniade Broughton, Casey Jones, Jared Moore, Sherri Myers
No: 0 None

REGULAR AGENDA (CONT'D.)

24. 2022-055 RESOLUTION NO. 2022-055 - AUTHORIZING TRANSFER (SALE) OF CITY-OWNED REAL PROPERTY TO FLORIDA DEPARTMENT OF TRANSPORTATION

Recommendation: That City Council adopt Resolution No. 2022-055:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PENSACOLA, FLORIDA, AUTHORIZING THE TRANSFER OF LESS THAN 1/100TH ACRE OF CITY-OWNED PROPERTY TO THE FLORIDA DEPARTMENT OF TRANSPORTATION; PROVIDING AN EFFECTIVE DATE.

A motion to adopt was made by Council Member Moore and seconded by Council Member Jones.

The motion carried by the following vote:

Yes: 7 Ann Hill, Delarian Wiggins, Jennifer Brahier, Teniade Broughton, Casey Jones, Jared Moore, Sherri Myers
No: 0 None

COUNCIL EXECUTIVE'S REPORT

Council Executive Kraher reminded Council of the workshop scheduled on May 23rd (following 3:30 P.M. Agenda Conference) for the purpose of discussing budget priorities. He encouraged Council Members to send their priorities in advance of the workshop.

MAYOR'S COMMUNICATION

None

COUNCIL COMMUNICATIONS

Council Members Jones and Myers made follow-up remarks regarding the upcoming budget priorities workshop (mentioned above).

Council Member Myers provided an update on the Marketplace Greenway Project.

Council Vice President Wiggins inquired of the extension for the pilot program for micromobility devices. Deputy City Administrator Forte indicated that a request is forthcoming to Council for consideration. Council Vice President Wiggins made follow-up remarks regarding issues with the operations of the devices.

Council Member Brahier made comments highlighting the Palafox Market 15th Anniversary celebration this Saturday.

COUNCIL COMMUNICATIONS (CONT'D.)

Council Member Broughton announced upcoming events during the celebration period leading up to Juneteenth.

CIVIC ANNOUNCEMENTS

None

SECOND LEROY BOYD FORUM

None

ADJOURNMENT

WHEREUPON the meeting was adjourned at 9:23 P.M.

****

Adopted: _____

Approved: _____
Ann Hill, President of City Council

Attest:

_____
Ericka L. Burnett, City Clerk

City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 22-00416 City Council 5/26/2022

LEGISLATIVE ACTION ITEM

SPONSOR: City Council President Ann Hill

SUBJECT:

APPOINTMENTS - ARCHITECT ADVISORS-COMMUNITY REDEVELOPMENT AREA URBAN DESIGN OVERLAY STANDARDS ABBREVIATED REVIEW PROCESS

RECOMMENDATION:

That City Council appoint Sarah Sisson as primary architect and John C. von Senden as alternate architect, both who are licensed by the State of Florida and licensed to conduct business within the City of Pensacola, to serve as advisors to the Community Redevelopment Area Urban Design Overlay Standards Abbreviated Review Process, for a term of two years, expiring May 31, 2024.

HEARING REQUIRED: No Hearing Required

SUMMARY:

Ordinance No. 07-22 establishes the architect advisors for the Community Redevelopment Area Urban Design Overlay Standards abbreviated review process. The architect advisors have power and duty to review modifications in design and development within the Community Redevelopment Area Urban Design Overlay District. As such, they are authorized to provide recommendations which achieve the intent of the Community Redevelopment Area Urban Design Overlay District (CRAUDOD).

Nominee:	**Nominated by**:
Primary Architect Advisor	
Sarah Sisson	Hill
Alternate Architect Advisor	
John C. von Senden	Hill

PRIOR ACTION:

None

FUNDING:

Budget: N/A

Actual: N/A

FINANCIAL IMPACT:

None

STAFF CONTACT:

Ericka L. Burnett, City Clerk

ATTACHMENTS:

1) Nomination Form - Sarah Sisson
2) Application of Interest - Sarah Sisson
3) Resume - Sarah Sisson
4) Nomination Form - John C. von Senden
5) Application of Interest - John C. von Senden
6) Resume - John C. von Senden
7) Ballots

PRESENTATION: No

CITY OF PENSACOLA, FLORIDA

NOMINATION FORM

I, Ann Hill, do nominate Sarah Sisson
(Nominee)

412 E. Jackson St (01) — 813-841-0342
(Home Address) — (Phone)

301 W. Cervantes St. (01) —
(Business Address) — (Phone)

sissonarch@gmail.com — City Resident: (YES) NO
(Email Address) — Property Owner within the City: (YES) NO

for appointment by the City Council for the position of:

PRIMARY ARCHITECT ADVISOR
COMMUNITY REDEVELOPMENT AREA URBAN DESIGN OVERLAY STANDARDS
ABBREVIATED REVIEW PROCESS
(Two year term expiring 5/31/2024)

Provide a brief description of nominee's qualifications:

see attached resume

Ann Hill
City Council Member

I hereby certify that the above nomination was submitted to my office within the time limitations prescribed by the Rules and Procedures of Council.

Ericka L. Burnett
Ericka L. Burnett, City Clerk

From: noreply@civicplus.com
Sent: Monday, May 2, 2022 11:18 AM
To: Ericka Burnett; Robyn Tice
Subject: [EXTERNAL] Online Form Submittal: Application for Boards, Authorities, and Commissions - City Council Appointment

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THIS EMAIL IS FROM AN EXTERNAL EMAIL ACCOUNT

Application for Boards, Authorities, and Commissions - City Council Appointment

This application will be utilized in considering you for appointment to a City Council board, authority, or commission. Pursuant to Florida Statutes, Chapter 119, all information provided on or with this form becomes a public record and is subject to disclosure, unless otherwise exempted by law.

Completed applications will be kept on file for a period of one (1) year from the date received in the Office of the City Clerk.

It is necessary to contact a member of Council to obtain a nomination in order to be placed on the ballot for consideration. Please go to cityofpensacola.com/council for Council Member contact information. If you have any questions, contact the City Clerk's Office.

(Section Break)

Personal Information	
Name	Sarah Sisson
Home Address	412 E Jackson St Pensacola, Fl. 32501
Business Address	301 W Cervantes St Pensacola, Fl. 32501
To which address do you prefer we send correspondence regarding this application?	Business
Preferred Contact Phone Number(s)	8138410342
Email Address	sissonarch@gmail.com
Upload Resume	SISSON RESUME 2021.pdf

(optional)

(Section Break)

Details

Are you a City resident?	Yes
If yes, which district?	1
If yes, how long have you been a City resident?	2016
Do you own property within the City limits?	Yes
Are you a registered voter in the city?	Yes
Board(s) of interest:	Community Redevelopment Area Urban Design Overlay Standards Abbreviated Review Process
Please list the reasons for your interest in this position:	I would like to serve as an Architect Advisor for the Community Redevelopment Area Urban Design Overlay Standards Abbreviated Review Process because I would like to be more involved with the design process of my beautiful city,
Do you currently serve on a board?	No
If yes, which board(s)?	*Field not completed.*
Do you currently hold a public office?	No
If so, what office?	*Field not completed.*
Would you be willing to resign your current office for the appointment you now seek?	N/A

(Section Break)

Diversity
In order to encourage diversity in selections of members of government committees, the following information is required by Florida Statute 760.80 for some committees.

Gender	Female

Race	Caucasian
Physically Disabled	No
	(Section Break)
Acknowledgement of Terms	I accept these terms.

Email not displaying correctly? View it in your browser.

SARAH A. SISSON

LICENSED ARCHITECT

PROFILE

Licensed Architect, currently working as a sole proprietor, seeks opportunity to collaborate with a design team or firm.

CONTACT

sissonarch@gmail.com

(813) 841-0342

412 E. Jackson St.

Pensacola, Florida 32501

SKILLS & TOOLS

AutoCAD • Revit • Sketchup • Photoshop • Word

ACTIVITIES AND INTERESTS

Drawing • Painting • Sewing • Soccer Mom

EXPERIENCE

SARAH A. SISSON, ARCHITECT

2018 - PRESENT

I am currently on my own as a sole proprietor and independent contractor. I have small commercial & large residential projects currently. I also act as an independent contractor to work for other local Architects & Engineers when needed. As a small business owner, I have developed a versatile skillset that could be beneficial for a firm.

CALDWELL ASSOCIATES ARCHITECTS

2009-2013, 2015-2018

I began my work with Caldwell as an Intern Architect and received my license in 2017. My position was a multifaceted role in which I was involved with design submittals, interior design, graphics, model making, rendering, and eventually as a project lead in both design & management. The project types that I worked on while there include community centers, educational facilities, car dealerships, and hospital work.

BSB DESIGN

2001-2008, JACKSONVILLE & TAMPA OFFICES

At this firm, I began as a draftsperson and later moved into Job Captain & Design Assistant roles. This firm specialized in residential work. I worked on high-end custom homes, neighborhood clubhouses & entry features, condominiums (low-rise), and series homes for national builders. It was because of this firm's support and encouragement that I began Architecture School while living in Tampa.

DRAFTSPERSON

1996-2001

After graduating high school in 1996, I began working for my Father (also an Architect that was a sole proprietor) as a draftsperson. He trained me to draw manually while I went to Pensacola Junior College and learned AutoCAD as a trade. I also worked for Amspacher & Amspacher during this time as an entry-level drafter.

EDUCATION

MASTERS OF ARCHITECTURE

UNIVERISTY OF SOUTH FLORIDA, 2008

CITY OF PENSACOLA, FLORIDA

NOMINATION FORM

I, Ann Hill, do nominate John C von Senden
(Nominee)

1305 E. Jordan St. — 202-257-8457
(Home Address) — (Phone)

1700 W Main St., Suite 200 —
(Business Address) — (Phone)

John@SouthernGirl.net
(Email Address)

City Resident: (YES) NO
Property Owner within the City: (YES) NO

for appointment by the City Council for the position of:

ALTERNATE ARCHITECT ADVISOR
COMMUNITY REDEVELOPMENT AREA URBAN DESIGN OVERLAY STANDARDS
ABBREVIATED REVIEW PROCESS
(Two year term expiring 5/31/2024)

Provide a brief description of nominee's qualifications:

see attached resume

Ann Hill
City Council Member

I hereby certify that the above nomination was submitted to my office within the time limitations prescribed by the Rules and Procedures of Council.

Ericka L. Burnett
~~Eric~~ka L. Burnett, City Clerk

Ericka Burnett

From: noreply@civicplus.com
Sent: Wednesday, May 11, 2022 8:45 AM
To: Ericka Burnett; Robyn Tice
Subject: [EXTERNAL] Online Form Submittal: Application for Boards, Authorities, and Commissions - City Council Appointment

Application for Boards, Authorities, and Commissions - City Council Appointment

This application will be utilized in considering you for appointment to a City Council board, authority, or commission. Pursuant to Florida Statutes, Chapter 119, all information provided on or with this form becomes a public record and is subject to disclosure, unless otherwise exempted by law.

Completed applications will be kept on file for a period of one (1) year from the date received in the Office of the City Clerk.

It is necessary to contact a member of Council to obtain a nomination in order to be placed on the ballot for consideration. Please go to cityofpensacola.com/council for Council Member contact information. If you have any questions, contact the City Clerk's Office.

(Section Break)

Personal Information	
Name	John C. von Senden
Home Address	1305 East Jordan Street Pensacola, FL 32503
Business Address	1700 West Main Street, Suite 200 Pensacola, FL 32502
To which address do you prefer we send correspondence regarding this application?	Home
Preferred Contact Phone Number(s)	2022578457
Email Address	John@SouthernGirl.net

Upload Resume (optional)	2022-05 JCvS Resume.pdf

(Section Break)

Details

Are you a City resident?	Yes
If yes, which district?	5
If yes, how long have you been a City resident?	Since 2017
Do you own property within the City limits?	Yes
Are you a registered voter in the city?	Yes
Board(s) of interest:	Historic Review Boards CRA Advisory
Please list the reasons for your interest in this position:	Have experience and want to share Want to help improve Pensacola
Do you currently serve on a board?	No
If yes, which board(s)?	*Field not completed.*
Do you currently hold a public office?	No
If so, what office?	*Field not completed.*
Would you be willing to resign your current office for the appointment you now seek?	N/A

(Section Break)

Diversity

In order to encourage diversity in selections of members of government committees, the following information is required by Florida Statute 760.80 for some committees.

Gender	Male

Race	Caucasian
Physically Disabled	No
	(Section Break)
Acknowledgement of Terms	I accept these terms.

Email not displaying correctly? View it in your browser.

JOHN C. VON SENDEN,
AIA, NCARB, LEED AP

1305 East Jordan Street, Pensacola, Florida 32503-4738 *May 2022*
Email: John@SoutherGirl.net *Telephone: (202) 257-8457*

- Registered Architect with over forty years of experience.
- Successful with wide range of project types; from historic buildings to command and control centers, as well as continuity of operation facilities.
- Successful with managing multiple technically complex projects in difficult environments.
- Successful experience with Design-Build projects from both the Contractor's and the Government's perspective.

PROFESSIONAL EXPERIENCE

2017 to present —PRIME AE Group, Inc. (formerly Gulf Coast Architectural Group), Pensacola, Florida

Senior Project Manager | Architect

Managed several Indefinite Delivery – Indefinite Quantity (IDIQ) contracts for Army Corps of Engineers (USACE), Naval Facilities Engineering Command (NavFac) and the Air Force Civil Engineering groups (AFCEC). Routinely receive "Excellent" and "Above Average" ratings from Government clients.

1994 to 2017 — AECOM (formerly HSMM, Inc.), Arlington, Virginia

2005 to 2017 — Senior Architect & Strategic Planner, Client's Project Office

- Transitioned to Strategic Planner for future design and construction projects in a classified environment.
  Developed Project programs; turn facility manager's needs and wants into definable projects. **Confirm** Rough-Order-of-Magnitude cost estimates and schedules. **Evaluate** constructability of proposed projects.
  Prioritize wants and needs of several facilities against fixed budgets and time constraints.
  Recommended the most efficient sequence of projects; assist the Government in coordinating costs and project schedules in order to manage workflow and minimize facility disruption.
- Continue to serve as the Government's Design Manager for a very large, classified construction program.
  Managed the (Contractor's) Design-Build Team design and the (Government's) user expectations. This includes design and construction in and near active SAPF and SCIF environments.
  Lead, through consensus, a diverse group of users, engineers, scientists, architects, interior designers, information technology specialists, contractors, and sub-contractors.
  Worked with emerging technologies and engineering, as well as uncommon construction techniques.
  Generated compromise solutions to the inevitable conflicts. **Document** the Government's position when compromise isn't possible.
  Confirmed requirements and develop Statements of Work for scope changes. **Review** and confirm Government cost estimates. **Support** the Contracting Officer by performing technical evaluations of Contract Proposals.
  Manage ever-increasing needs and wants against a fixed program budget.

2002 to 2005 — Project Manager, National Capital Office, Washington, DC

Managed several Indefinite Delivery – Indefinite Quantity (IDIQ) contracts for the Navy Facilities Engineering Command and the Air Force (Andrews Air Force Base). One project won a design award.
Managed complex Design Build projects at the Defense Intelligence Analysis Center, Bolling AFB, Washington, DC. This included construction near active SCIF environments. Two projects won design awards.

1998 to 2002 — Senior Architect, National Capital Office, Washington, DC

Lead Architect on the National Innovative Technology and Mission Assurance Center (Design-Build), NSWC Dahlgren, Virginia
Lead Architect on the Joint Services Explosive Ordnance Disposal Engineering Support Facility (Design-Build), NSWC Indian Head, Maryland
Lead Architect on various Anti-Terrorism, Force Protection projects at NSWC Carderock, Maryland and Andrews Air Force Base, Maryland
Lead Architect on Relocation of Chemical, Biological Incident Response Force (CBIRF) (Design-Build), NSWC Indian Head, Maryland

PROFESSIONAL EXPERIENCE, CONTINUED

1994 to 1998 — Senior Architect, Mobile, Alabama Office

Lead Architect on the Museum of Mobile, the restoration and addition to an 1840's Italianate City Market with Landmark status on the National Register of Historic Places

Lead Architect on Cathedral Square, a performance park in the Lower Dauphin Way Historic District

1991 to 1994 — Shepherd and McArthur, Architects, P.C., Mobile, Alabama

Staff Architect on multiple modifications and renovations to hospital and medical office spaces

1985 to 1991 — TAG/ The Architects Group, Mobile, Alabama

1987 to 1991 — Specification Writer/Manager of Computer Operations

Lead Specification Writer, Arthur Outlaw Convention Center, Mobile, Alabama

1985 to 1987 — Project Architect

1984 to 1985 — Louisiana Department of Natural Resources, Baton Rouge, Louisiana

Staff Architect – managed passive solar and energy efficient design assistance programs

1983 to 1985 —Louisiana State University, Baton Rouge, Louisiana

Instructor, School of Architecture, College of Design

PROFESSIONAL EDUCATION AND REGISTRATIONS

2017 Registered Architect in the State of Florida

2009 Leadership in Energy and Environmental Design (LEED) Accredited Professional – Building Design and Construction

2004 Cleared for Top Secret Information and granted access to Sensitive Compartmented Information (Single Scope Background Investigation completed on 10 October 2011); adjudicated for Presidential Support Duties (Clearance expired upon leaving AECOM.)

1990 National Council of Architectural Registration Boards (NCARB) Certificate Holder

1983 Registered Architect in the State of Louisiana

1981 Bachelor of Architecture, College of Design, Louisiana State University, Baton Rouge, Louisiana

PUBLIC POSITIONS

2009 to 2017 — Member and Chair of the Old and Historic District, Board of Architectural Review, Alexandria, Virginia

1994 to 1998 — Member and Chair of the Old Dauphin Way Architectural Review Board, Mobile, Alabama

HONORS AND AWARDS

2006 ASID Merit Award for Tighe Auditorium Renovation, DIAC, Washington, DC

2005 ASID Excellence Award (1st Place, Government) for DIA Dining Hall Renovation, DIAC, Washington, DC

2001 Air Force Design Merit Award for Andrews Air Force Base Passenger Terminal Force Protection, Camp Springs, Maryland

2000 Registered Associate, HSMM, Inc.

1998 Proclamation of Recognition of Volunteer Service: Chair, Old Dauphin Way Architectural Review Board, City of Mobile, Alabama

AVOCATIONAL POSITIONS

Past Commodore, West River Sailing Club, Galesville, Maryland

Past Junior Warden, Immanuel Church-on-the-Hill, an Episcopal Parish, Alexandria, Virginia

Vestry, Saint Christopher's Episcopal Church, Pensacola, Florida

Ballot – Architect Advisors-Community Redevelopment Area Urban Design Overlay Standards Abbreviated Review Process
May 26, 2022
Two (2) year term expiring May 31, 2024

Primary
Architect Advisor

_____ Sarah Sisson

_____ _____

Vote for One

Signed: _____
Council Member

Ballot – Architect Advisors-Community Redevelopment Area Urban Design Overlay Standards Abbreviated Review Process
May 26, 2022
Two (2) year term expiring May 31, 2024

Alternate
Architect Advisor

_____ John C. von Senden

_____ _____

Vote for One

Signed: _____
Council Member

City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 22-00409 City Council 5/26/2022

LEGISLATIVE ACTION ITEM

SPONSOR: Grover C. Robinson, IV, Mayor

SUBJECT:

AWARD OF CONTRACT TO KIMLEY-HORN AND ASSOCIATES, INC. FOR RFQ NO. 22-009 PROFESSIONAL CONSULTING SERVICES FOR CITY OF PENSACOLA ACTIVE TRANSPORTATION PLAN

RECOMMENDATION:

The City Council approve the ranking of the selection committee and award a contract to Kimley-Horn and Associates, Inc. from the Request for Qualifications (RFQ) No. 22-009 Professional Consulting Services the City of Pensacola Active Transportation plan for an agreed upon fee in the amount of $149,802. Further, that Council authorize the Mayor to execute the contract and any related documents and take all actions necessary to complete the project.

HEARING REQUIRED: No Hearing Required

SUMMARY:

On December 10, 2021 the City issued a Request for Qualification (RFQ) for Professional Consulting Services for the City of Pensacola Active Transportation Plan. A selection committee was formed to review the written RFQ responses, short list firms for oral presentations, receive the oral presentations, rank the firms, and provide a recommendation for award of the contract to the top ranked firm. The committee was comprised of City employees Caitlin Cerame, Gray Parker, and Brad Hinote. The Committee short listed three firms to make oral presentations: HDR Engineering, Inc., Toole Design Group, LLC, and Kimley-Horn and Associates, Inc. Following the presentations, the committee ranked the firms and designated Kimley-Horn and Associated, Inc. as the top ranked and most qualified firm responding to the RFQ.

The purpose of the Active Transportation Plan is to develop solutions and identify critical infrastructure investments to improve the access, comfort, and safety for people walking, bicycling, and other self-propelled modes of transportation, with an emphasis on connection within and to major destinations and transit stops.

PRIOR ACTION:

September 9, 2021 - The City Council approved a supplemental budget resolution to provide funding for the creation of an Active Transportation Plan.

FUNDING:

Budget: $ 166,000

Actual: $149,802 Consultant Services
$16,198 Project Management
$166,000

FINANCIAL IMPACT:

The total budget for this project is $166,000 and is funded through a previous budget resolution. The budget resolution reduced the Unassigned Fund Balance by $166,000.

LEGAL REVIEW ONLY BY CITY ATTORNEY: Yes

5/5/2022

STAFF CONTACT:

Kerrith Fiddler, City Administrator
David Forte, Deputy City Administrator
Amy Tootle, P.E., Director of Public Works and Facilities
Brad Hinote, P.E., City Engineer
Caitlin Cerame, AICP, Transportation Planner

ATTACHMENTS:

1) Tabulations of Qualifications
2) Selection Committee Oral Presentation Evaluation
3) Final Vendor Reference List
4) Contract with Kimley-Horn and Associates, Inc.

PRESENTATION: No

TABULATION OF QUALIFICATIONS

RFQ NO: 22-009
TITLE: PROFESSIONAL CONSULTING SERVICES FOR
CITY OF PENSACOLA ACTIVE TRANSPORTATION PLAN

SUBMITTALS DUE: January 18, 2022, 2:30 P.M.

DEPARTMENT: Engineering

Hall Planning & Engineering, Inc.
Richard A. Hall, President
Post Office Box 3577
Tallahassee, FL 32315
850-222-2277
rickhall@hpe-inc.com

HDR Engineering, Inc.
Jennifer E. Hunt, PE, Sr Vice President
25 West Cedar Street, Suite 200
Pensacola, FL 32502-5945
850-432-6800
Fax: 850-432-8010
erin.hunt@hdrinc.com

Innovation Design & Consulting Engineers
Jorge Andres Rivera, Owner
711 12th Street East
Bradenton, FL 34208
706-203-7692
info@idcepro.com

Kimley-Horn and Associates, Inc.
Ryan Wetherell, PE, Vice President
2619 Centennial Boulevard, Suite 200
Tallahassee, FL 32308
407-789-225
ryan.wetherell@kimley-horn.com

S&ME, Inc.
George Kramer, AICP, LEED AP, VP, Area Mgr
111 Kelsey Lane, Suite E
Tampa, FL 33619
407-202-8387
gkramer@smeinc.com

The Street Plans Collaborative, Inc.
Anthony Garcia, Principal
5879 Sunset Drive, Suite 2
South Miami, FL 33143
305-978-6426
tony@streetplans.org

Toole Design Group, LLC
Roswell Eldridge, Exec. Vice President, COO
8484 Georgia Avenue, Suite 800
Silver Spring, MD 20910
301-927-1900
Fax: 301-927-2800
reldridge@tooledesign.com

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RFQ NO. 22-009

Professional Consulting Services
for City of Pensacola Active Transportation Plan

Selection Committee Meeting (03/22/22)
Oral Presentation Evaluation

FIRMS	Brad Hinote	Caitlin Cerame	Gray Parker	**TOTAL SCORE**
Toole Design Group, LLc	2	2	2	**6**
HDR Engineering, Inc.	3	3	3	**9**
Kimley-Horn and Assoc. Inc.	1	1	1	**3**

Motion: Brad Hinote moved to approve ranking as indicated in the matrix, with Kimley-Horn as the top-ranked firm.

Second: Caitlin Cerame

Vote: 3-0

Submittal Due Date: 01/18/22 **RFQ No.: 22-009**

FINAL VENDOR REFERENCE LIST

PROFESSIONAL CONSULTING SERVICES FOR CITY OF PENSACOLA ACTIVE TRANSPORTATION PLAN

ENGINEERING

Vendor	Name	Address	City	St	Zip Code	SMWBE
053982	4D ENVIRONMENTAL CONSULTANTS LLC	8916 SCENIC HILLS DRIVE	PENSACOLA	FL	32514	Y
063067	ADAMS, ALEXANDER W DBA ALPHA PLAN LLC	36 PALERMO AVENUE	CORAL GABLES	FL	33134	
083609	ALTA	333 SE 2ND AVENUE SUITE 2000	MIAMI	FL	33131	
049093	ARCHITECTURAL AFFAIRS INC	105 EAST DESOTO STREET	PENSACOLA	FL	32501	
026973	ATKINS NORTH AMERICA INC	P O BOX 409357	ATLANTA	GA	30384	
006426	BENCHMARK SURVEYING & LAND PLANNING INC	7200 CHUMUCKLA HIGHWAY	PACE	FL	32571	Y
003039	CALDWELL ASSOCTES ARCHTCTS INC	116 NORTH TARRAGONA STREET	PENSACOLA	FL	32502	Y
080716	CDG ENGINEERS & ASSOCIATES LLC	1829 E THREE NOTCH STREET	ANDALUSIA	AL	36420	
022362	CH2M HILL INC	P. O. BOX 241329	DENVER	CO	80224	
044683	COMMUNITY ENTERPRISE INVESTMTS INC	302 NORTH BARCELONA STREET	PENSACOLA	FL	32502	
036805	CONCURRENT TECHNOLOGIES CORP	1233 WASHINGTON ST STE 1000	COLUMBIA	SC	29201	
072190	DPZ PARTNERS LLC DBA	1023 SW 25TH AVENUE	MIAMI	FL	33135	
031027	DRMP INC	941 LAKE BALDWIN LANE	ORLANDO	FL	32814	
036720	E2 INC ECOLOGY AND ECONOMICS	2417 NORTHFIELD ROAD	CHARLOTTESVILLE	VA	22901	
074355	GANNETT MHC MEDIA INC DBA PENSACOLA NEWS JOURNAL	2 NORTH PALAFOX ST	PENSACOLA	FL	32502	
074827	GULF COAST MINORITY CHAMBER OF COMMERCE INC	321 N DEVILLERS ST STE 104	PENSACOLA	FL	32501	
083614	HALL PLANNING & ENGINEERG INC	POST OFFICE BOX 3577	TALLAHASSEE	FL	32315	
054189	HAYES CONSULTING SERVICES LLC	P O BOX 796	CHIPLEY	FL	32428	
026222	HDR ENGINEERING INC	P O BOX 74008202	CHICAGO	IL	60674	
027373	HERNANDEZ & SWIFT ASSOCIATES INC	1630 BALIHAI COURT	GULF BREEZE	FL	32563	
048588	ICON CONTRACTING LLC	468 SOUTH FLORIDA AVE	TARPON SPRINGS	FL	34689	
083616	INNOVATION DESIGN & CONSULTING ENGINEERS	711 12TH STREET EAST	BRADENTON	FL	34208	
028242	KIMLEY HORN & ASSOCIATES INC	PO BOX 33068	RALEIGH	NC	27636	
083612	KITTELSON & ASSOCIATES	124 MARRIOTT DRIVE STE 205	TALLAHASSEE	FL	32301	
036848	MACTEC ENGR & CONSULTING INC MACTEC	9211 N DAVIS HWY	PENSACOLA	FL	32514	
018208	MGT OF AMERICA INC	3800 ESPLANADE WAY STE 210	TALLAHASSEE	FL	32311	
036709	MOTT MACDONALD FLORIDA	P O BOX 358061	PITTSBURG	PA	15251	
083610	NUE URBAN CONCEPTS	2000 PGA BOULEVARD SUITE 4440	NORTH PALM BEACH	FL	33408	
075621	PATRICK ENGINEERING INC	4970 VARSITY DRIVE	LISLE	IL	60532	
060344	PENSACOLA BAY AREA CHAMBER OF COMMERCE DBA GREATER PENSACOLA CHAMBER	117 W GARDEN ST	PENSACOLA	FL	32502	
083613	PLUSURBIA	1385 CORAL WAY, PH 401	MIAMI	FL	33145	
051061	REBOL-BATTLE & ASSOCIATES LLC	2301 NORTH 9TH AVENUE SUITE 3	PENSACOLA	FL	32503	Y
072191	REDEVELOPMENT MANAGEMENT ASSOCIATES	2302 EAST ATLANTIC BOULEVARD	POMPANO	FL	33062	
083618	S&ME INC	111 KELSEY LANE, SUITE E	TAMPA	FL	33619	
059180	SIGMA CONSULTING GROUP INC	3298 SUMMIT BOULEVARD SUITE 32	PENSACOLA	FL	32503	

Submittal Due Date: 01/18/22 **RFQ No.: 22-009**

FINAL VENDOR REFERENCE LIST

PROFESSIONAL CONSULTING SERVICES FOR CITY OF PENSACOLA ACTIVE TRANSPORTATION PLAN

ENGINEERING

Vendor	Name	Address	City	St	Zip Code	SMWBE
067399	STANTEC	1441 MACLAY COMMERCE DRIVE SUITE 101	TALLAHASSEE	FL	32312	
036838	STOSS INC	51 MELCHER ST SUITE 601	BOSTON	MA	02210	
082994	STREET PLANS	5879 SUNSET DRIVE, SUITE 2	SOUTH MIAMI	FL	33143	
026223	TBE GROUP INC DBA CARDNO TBE	380 PARK PLACE BLVD STE 300	CLEARWATER	FL	33759	
037050	THE CHESAPEAKE GROUP INC	8516 GREEN LANE	BALTIMORE	MD	21244	
037051	TMS ENGINEERING	660 LOEFFLER ST	MOBILE	AL	36616	
083619	TOOLE DESIGN GROUP LLC	8484 GEORGIA AVENUE SUITE 800	SILVER SPRING	MD	20910	
071928	TSW	1389 PEACHTREE ST NE STE 200	ATLANTA	GA	30309	
039280	URBAN DESIGN ASSOCIATES	3 PPG PLACE, 3RD FLOOR	PITTSBURGH	PA	15222	
083611	VHB	225 E. ROBINSON ST STE 300, LANDMARK CTR TWO	ORLANDO	FL	32801	
060839	WILLIAMS & ASSOCIATES PA	250 BEAUVOIR ROAD SUITE 1B	BILOXI	MS	39531	
041982	WOOD+PARTNERS INC	P O BOX 3906	TALLAHASSEE	FL	32315	

Vendors: 47

CONTRACT BETWEEN CITY OF PENSACOLA AND KIMLEY-HORN & ASSOCIATES, INC.
BASED UPON REQUEST FOR QUALIFICATIONS #22-009

THIS CONTRACT ("Contract") is made this ___ day of _____, 2022, by and between the City of Pensacola ("City"), a Florida municipal corporation created and existing under the laws of the State of Florida, located at 222 W. Main Street, Pensacola, Florida 32502, and Kimley-Horn & Associates, Inc., ("Contractor"), a corporation authorized to do business in Florida, located at 2619 Centennial Boulevard, Suite 200, Tallahassee, FL 32315 (the City and Contractor collectively referred to hereinafter as the "Parties").

WITNESSETH:

WHEREAS, the City solicited a Request for Qualifications #22-009, on December 10, 2021 ("RFQ"), as described in Project Manual/Specifications for Professional Consulting Services for City of Pensacola Active Transportation Plan, as modified by any addendum to the ("Addenda"), all as attached hereto as Exhibit A and incorporated herein by this reference (collectively referred to hereinafter as the "RFQ Documents"); and

WHEREAS, in response to the RFQ Documents, the Contractor submitted to the City a proposal dated January 18, 2022, including a statement of qualifications and experience, and/or any other documents submitted in response to the RFQ Documents ("RFQ Response") attached hereto as Exhibit B and incorporated herein by this reference; and

WHEREAS, the City has selected the Contractor pursuant to the selection criteria or process as specified in the RFQ Documents based on the Contractor's RFQ Response and any other requested information, and the Parties have agreed upon negotiated fees and services ("Negotiated Terms") as attached hereto in Exhibit C and incorporated herein by this reference; and

WHEREAS, the Parties desire the Contractor to perform as described in the RFQ Documents and the RFQ Response, the Negotiated Terms, and pursuant to the terms and conditions of this Contract; and

WHEREAS, the Parties desire to enter into this Contract;

NOW, THEREFORE, in consideration of the work to be performed and the payment for the performance of the work, of the mutual covenants and benefits contained herein, and for other good and valuable consideration, the Parties agree as follows:

Section 1. Recitals.
The recitals contained above are true and correct and are incorporated into this Contract.

Section 2. Contractor's Obligations.
The Contractor shall perform all work and services described in, and in accordance with, the Contract. The Contractor warrants that all equipment, materials, and workmanship furnished, whether furnished by Contractor or its subcontractors or sub-suppliers, will comply with the Contract and any City specifications, drawings, and other descriptions supplied or adopted. The Contractor further warrants that the supplies and workmanship will be new, fit, and sufficient for the purpose for which they are intended, of good materials, design, and workmanship, and free from defects or failure. The City or its duly authorized representative shall at all times have full opportunity to inspect the materials to be furnished and the work to be done under this Contract. The Contractor shall comply with all applicable federal, state, and local laws, ordinances, rules, and regulations pertaining to the performance of this Contract. The Contractor is responsible for and shall indemnify the City against all damage or loss caused by fire, theft, or otherwise to materials, tools, equipment, and consumables left on City property by the Contractor.

Section 3. Term of Contract.
Subject to the right of termination for cause or convenience, the term of this Contract shall be as specified in the attached Quote Documents and Proposal.

Section 4. Payment.
The Contractor agrees to perform all work and services in Section 2 at the rates, costs, and any not-to-exceed amount provided for in the attached Proposal and Attachment B, Payment Schedule. The amount will be paid by the City based on invoices submitted by Contractor and payments approved by the City, only after written acceptance by the City pursuant to the Contract. Such payment shall be in accordance with the Florida Prompt Payment Act. In the event that the Consultant does not fully perform its obligations under the Contract, the City reserves the right to withhold payments for work not performed, to engage an alternative Contractor to complete work not performed, and to withhold such amounts as may be required to hold the City harmless from any claims or damages, direct, indirect or consequential, that may be sustained on account of the Contractor's acts or omissions in the performance of this Contract.

Section 5. Bond.

Is a bond required? (___) Yes (_X_) No

If yes: Contractor shall provide all bond(s) as required in the Contract. Should the City in the City's sole discretion at any time deem any of the sureties upon such bond to be unsatisfactory or if for any reason such bond shall cease to be adequate security for the City, the Contractor shall within five (5) days of written notice from the City furnish a new or additional bond in full sum and satisfactory to the City. No payment shall be deemed to be due or to be made to the Contractor unless and until such new or additional bond shall be furnished and approved in writing by the City. The premium and all expenses associated with such new or additional bond shall be paid by, and the sole responsibility of, the Contractor.

Section 6. Performance Schedule.
The Contractor shall commence and complete all work and services pursuant to the Contract.

Section 7. Necessary Approvals.
Contractor shall procure all permits, licenses, and certificates and any approvals in performance and completion of this Contract as may be required by federal, state, and local laws, ordinances, rules, and regulations, and in accordance with the Contract.

Section 8. No Waiver.
No waiver, alterations, consent, or modification of any of the provisions of the Contract shall be binding unless in writing and signed by the Mayor or his/her designee.

Section 9. Governing Law.
This Contract is governed and construed in accordance with the laws of the State of Florida. The law of the State of Florida shall be the law applied in the resolution of any claim, actions, or proceedings arising out of this Contract.

Section 10. Venue.
Venue for any claim, actions, or proceedings arising out of this Contract shall be Escambia County, Florida.

Section 11. No Discrimination.
Contractor shall not discriminate on the basis of any class protected by federal, state, or local law in the performance of this Contract.

Section 12. Assignment.
The rights and privileges conferred by this Contract shall not be assigned or transferred without the written consent of the City, which consent shall not be unreasonably withheld.

Section 13. No Other Agreements.
The Parties agree the Contract contains all the terms and conditions agreed upon by the Parties. No other agreements, oral or otherwise, regarding the subject matter of this Contract shall be deemed to exist or to bind either Party.

Section 14. Remedies for Failure to Perform or Breach of Contract.
The City reserves the right to seek all remedies available under law in the event of a failure to perform or other breach of this Contract by the Contractor, and the failure of the City to employ a particular remedy shall not be regarded by the Parties as a waiver of that or any other available remedy.

Section 15. Termination for Convenience.
The City may terminate this Contract without cause upon thirty (30) days prior written notice.

Section 16. Public Records Act.
The parties acknowledge and agree to fulfill all obligations respecting required contract provisions in any contract entered into or amended after July 1, 2016, in full compliance pursuant to Section 119.0701, *Florida Statutes*, and obligations respecting termination of a contract for failure to provide public access to public records. The parties expressly agree specifically that the contracting parties hereto shall comply with the requirements within Attachment "A" attached hereto and incorporated by reference.

Section 17. Mandatory Use of E-Verify System.
In compliance with the provisions of F.S. 448.095, the parties to this contract and any subcontractors engaged in the performance of this contract hereby certify that they have registered with and shall use the E-Verify system of the United States Department of Homeland Security to verify the work authorization status of all newly hired employees, within the meaning of the statute.

IN WITNESS WHEREOF, the parties hereto have caused this Contract to be executed and sealed the day and year first above written.

CONTRACTOR

Kimley-Horn & Associates, Inc.
(Contractor's Name)

By Richard R. Barr
Senior Vice President

Richard Barr
(Printed Name)

Attest
Corporate Secretary

(CORPORATE SEAL)

KIMLEY-HORN AND ASSOCIATES, INC. CORPORATE SEAL NC

CITY OF PENSACOLA, FLORIDA

Mayor, Grover C. Robinson, IV

Attest:
City Clerk, Ericka L. Burnett

Approved as to Substance:

Department Director

Legal in form and execution:

City Attorney

Attachment "A"

PUBLIC RECORDS: Contractor shall comply with Chapter 119, Florida Statutes. Specifically, Contractor shall:

A. Keep and maintain public records required by the City to perform the service.

B. Upon request from the City's custodian of public records, provide the City with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes, or as otherwise provided by law.

C. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the Contract term and following the completion of the Contract if Contractor does not transfer the records to the City.

D. Upon completion of the Contract, transfer, at no cost, to the City, all public records in possession of Contractor or keep and maintain public records required by the City to perform the service. If Contractor transfers all public records to the City upon completion of the Contract, Contractor shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If Contractor keeps and maintains public records upon completion of the Contract, Contractor shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the City, upon request of the City's custodian of public records, in a format that is compatible with the information technology systems of the City.

Failure by Contractor to comply with Chapter 119, Florida Statutes, shall be grounds for immediate unilateral cancellation of this Contract by the City.

IF CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE PUBLIC RECORDS COORDINATOR AT:

THE OFFICE OF THE CITY CLERK, (850) 435-1715

PUBLICRECORDS@CITYOFPENSACOLA.COM

222 WEST MAIN STREET, PENSACOLA, FL 32502

Revised 1/12/2021

Attachment "B"
PAYMENT SCHEDULE

1. Compensation of Consultant/Vendor/Contractor will be based on (check the appropriate method):
   - ☑ Lump Sum/Flat Fee
   - ☐ Hourly Rate(s)
   - ☐ Other: _____

2. Compensation of Consultant/Vendor/Contractor as described in #1 above will be as follows (attach an additional page if necessary):
   - ☑ Lump Sum/Flat Fee: $149,802
   - ☐ Hourly Rate(s) are: _____
   - ☐ Other: _____

3. Costs to be reimbursed by the City include (list reimbursable costs or attach reimbursable cost schedule):
   N/A

4. Invoice(s) of Consultant/Vendor/Contractor will be paid as follows (check the appropriate method):
   - ☐ One-time, lump sum at the end of the work/project
   - ☑ After submission of monthly or periodic invoices
   - ☐ Other: _____

EXHIBIT A

RFQ DOCUMENTS ON FILE IN THE PURCHSING OFFICE

EXHIBIT B

PROPOSAL

The pages following Exhibit B are the documents comprising the Proposal dated, January 18, 2022, which Contractor submitted in response to the Bid Documents, are hereby incorporated by reference into this Contract. The Proposal includes all attachments and addenda submitted by Contractor in response to the Bid Documents, which are also hereby incorporated into this Contract by reference.

Professional Consulting Services for

City of Pensacola Active Transportation Plan

RFQ NO.: 21-009

TRTP39045.2021

Kimley»Horn

Expect More. Experience Better.

Table of Contents

Section 1:

Cover Letter

1. Cover Letter

Kimley»Horn

2619 Centennial Boulevard
Suite 200
Tallahassee, FL 32308
850.553.3500

January 18, 2021

City Hall (Lobby)
Attention: Purchasing
222 West Main Street
Pensacola, FL 32502

RE: City of Pensacola Professional Consulting Services for City of Pensacola Active Transportation Plan, RFQ NO.: 21-009

Dear Members of the Selection Committee:

Kimley-Horn is excited about the opportunity to serve the City of Pensacola in the development of an active transportation plan. We understand the City is seeking to create a playbook for the development of a connected network for people to safely walk, bike, and wheel to major destinations and transit. The opportunity is to develop a holistic plan that brings together past streetscape, corridor management plans, and complete streets efforts and provide additional recommendations for multimodal and connections around the City.

As consultants experienced in multimodal transportation planning and engineering, we are fully committed to deliver an active transportation plan that includes implementable solutions for the City of Pensacola. Our team can provide a fresh perspective on multimodal opportunities throughout the City. We will create a plan with a clear path toward implementation without surprises. We have the ability and knowledge to engage the right stakeholders to identify issues early, recognize challenges to implementation, and ensure continual community support. We do this by including a collaborative interdisciplinary team of multimodal transportation planning and engineering experts.

By selecting the Kimley-Horn team, you will secure the following Key Benefits:

Our extensive statewide and national experience on similar projects. We know how to get the job done and we have completed similar award-winning plans around the state and the country. Kimley-Horn has prepared active transportation plans in the last several years for areas such as the City of Tallahassee, Clearwater, St. Petersburg, Broward Metropolitan Planning Organization (MPO), including award winning plans for the Polk County Transportation Planning Organization (TPO) and Miami-Dade County, to name a few. Outside of Florida, we have completed similar plans for Asheville, Austin, and Washington D.C. in the last few years. Combined with our extensive experience serving Florida Department of Transportation (FDOT) in the panhandle and throughout Florida along with our extensive experience with MPOs/TPOs around the state, we are able to effectively partner with participating agencies to create an implementable plan. **Our local, statewide and national expertise and lessons learned on similar award-winning projects will allow us to hit the ground running on the development of the plan.**

Our Innovation. We constantly strive to innovate and bring continuous quality to our clients as recognized experts with a history in active transportation planning. Kimley-Horn wrote the book on how to implement complete streets *(ITE Recommended Practice, Designing Walkable Urban Thoroughfares: A Context-Sensitive Approach (CSS Manual))*. Our team has developed data and visualization solutions for multimodal projects around the country. With this scope of services, we included an online mapping and public survey task using PublicCoordinate, which gathers and facilitates public input. PublicCoordinate also allows community members to draw in their recommendations and identify key connections and locations on a map. **Kimley-Horn will bring unique ideas related to flexible design guidance and public involvement in the development of the active transportation plan.**

We Have Experienced and Passionate Project Leadership. Our project team will be led by **Jared Schneider, AICP, CNU-A** and Deputy Project Manager, **Macy Falcon, AICP, CFM**, who both grew up in Pensacola. They both have a strong foundation in the local context having biked and walked throughout Pensacola as children and adults. They can also

bring Kimley-Horn's expertise in multimodal planning to bear to serve their hometown. With statewide and national experience on similar projects, they will be personally responsible and accountable for the success of your project and have access to the full range of technical resources available within Kimley-Horn. They will be responsible for the day-to-day coordination and assembling of team members to meet the City's needs. **The City will be supported by a passionate team invested in making the plan a benchmark success as you prepare for future growth and development.**

Our interdisciplinary team of experts and responsiveness. In addition to our project leadership, we have included recognized statewide and national special advisors who have excelled on some of the most complex projects around the country. We have also included local partner, **HSA Consulting Group** who will assist with data collection and public involvement. Teaming partner **Civic Eye Collaborative** will provide innovative multimedia outreach techniques if desired.

Our team includes a number of related disciplines that work together to develop actionable recommendations. Within our Tallahassee and Panama City Beach offices we have more than 54 professionals providing a diverse range of services, including multimodal transportation planning and engineering, land planning, landscape architecture/visual representation, GIS/data collection expertise, traffic engineering, sustainability/resiliency experts, and roadway design. We are backed by more than 1,000 employees in Florida and more than 5,400 employees nationwide who can assist with any challenges or questions that may arise. **The benefit to the City is our interdisciplinary team have focused their careers on planning and implementing active transportation networks.**

Our focus on an actionable plan. Kimley-Horn pledges to provide the highest quality of services and technical expertise for the City of Pensacola. We are passionate in creating active transportation networks, as evidenced by our work around the state and country, and we are particularly invested in the success of the City. Kimley-Horn is devoted to developing a long-term relationship founded on trust, respect, and teamwork with the City of Pensacola. We offer unmatched client service from nearby local offices, and our team is dedicated to meeting your needs. We are excited for this important opportunity to serve the City of Pensacola and help shape mobility now and into the future.

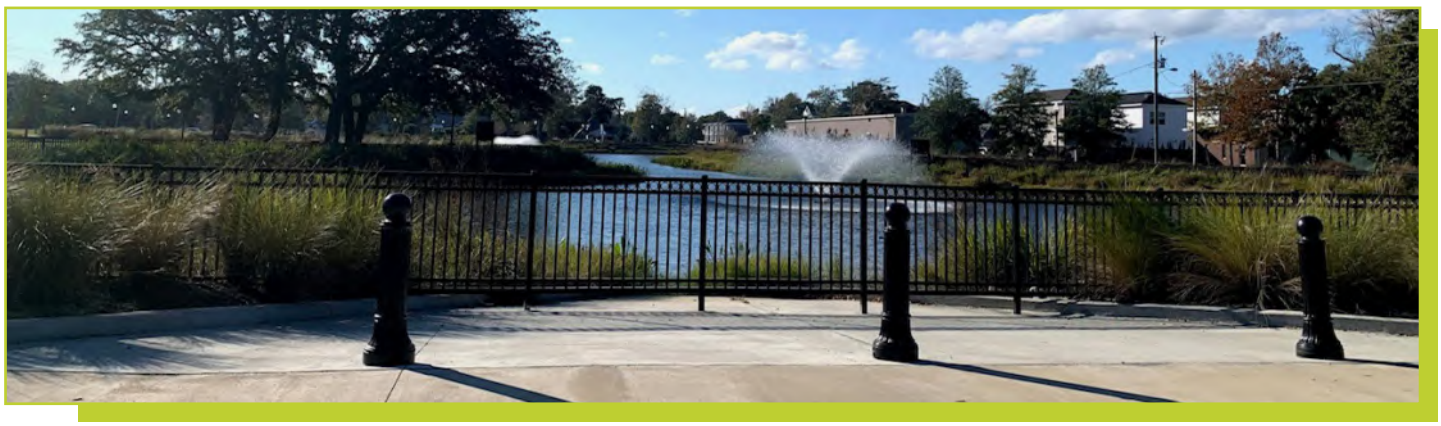
Sincerely,
KIMLEY-HORN

Jared Schneider, AICP, CNU-A
Project Manager

Macy Falcon, AICP, CFM
Deputy Project Manager

Ryan Wetherell, P.E.
Vice President

Richard Barr, AICP
Senior Vice President

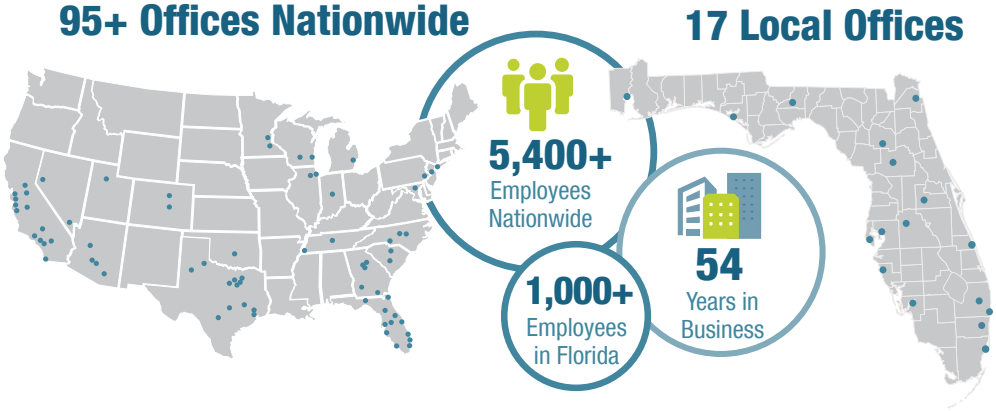


Section 2:

Firm Qualifications

2. Firm Qualifications

We are a multidisciplinary firm with a local touch. Kimley-Horn is a national planning, environmental, and engineering consulting firm that specializes in designing and implementing transportation solutions. Our firm was founded in 1967 and is one of the largest and fastest growing full-service consulting firms in Florida. Our permanent staff is comprised of **more than 5,400 professional, technical, and support staff nationwide, including nearly 1,000 employees in 17 offices throughout Florida and in Mobile, AL**. Kimley-Horn is recognized for the outstanding work of our consulting staff, the quality of our work environment, and our stature as a business enterprise.



2021 *ENR* Rankings

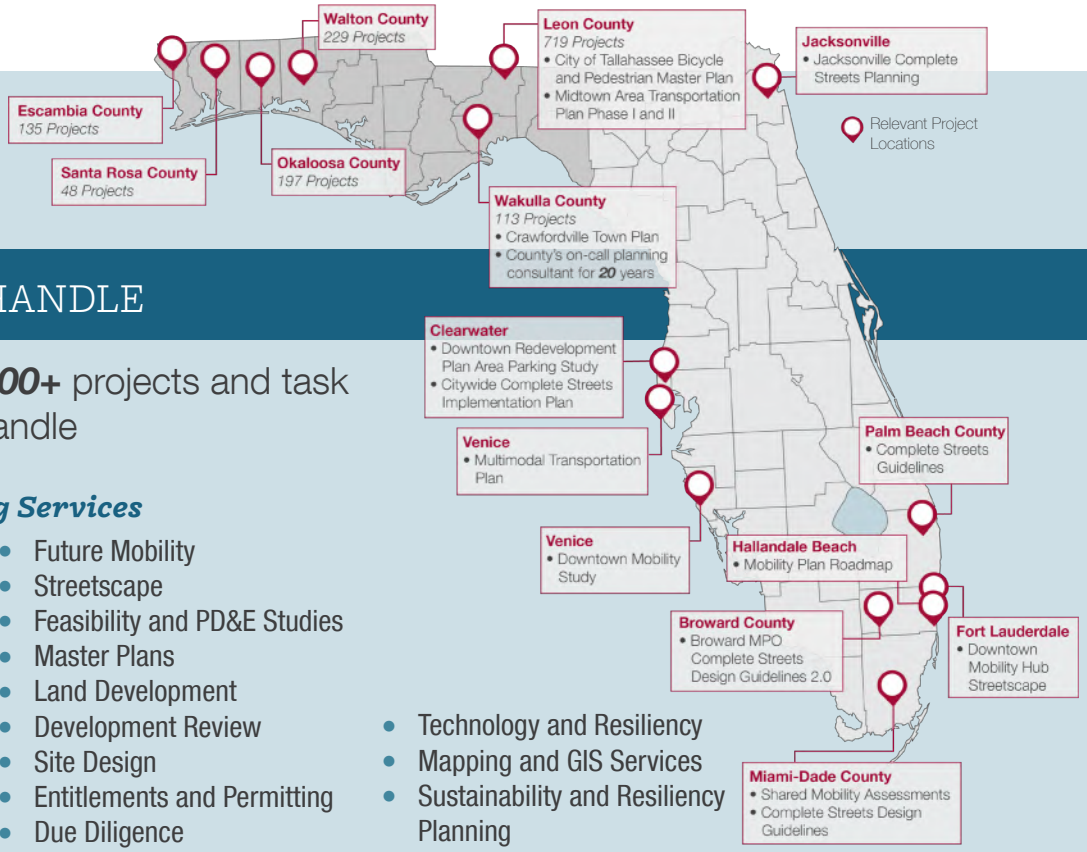
No. 15	No. 7	No. 8
of Top 500 U.S. Design Firms	of 100 Pure Design Firms	of 50 for Transportation

In 2021, Kimley-Horn was recognized as one of *Fortune* magazine's "100 Best Companies to Work For" for the fourteenth time. Much of our success extends from the confidence and trust that clients count on us to deliver. Our clients benefit from the resources of a nationally recognized organization while receiving the personal attention and response of a local, dedicated professional team.

LOCAL TEAM

SERVING THE PANHANDLE

We have completed ***5,000+*** projects and task orders in Florida's Panhandle



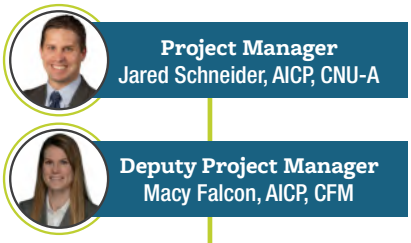
Planning and Engineering Services

- Community Planning
- Comprehensive Planning
- Community Redevelopment
- Grant Writing and Administration
- Community Outreach and Engagement
- Transportation
- Transit
- Parking
- Future Mobility
- Streetscape
- Feasibility and PD&E Studies
- Master Plans
- Land Development
- Development Review
- Site Design
- Entitlements and Permitting
- Due Diligence
- Land Development Codes
- Technology and Resiliency
- Mapping and GIS Services
- Sustainability and Resiliency Planning
- Electric Vehicle Services

Section 3:

Professional Qualifications

3. Professional Qualifications



Project Manager
Jared Schneider, AICP, CNU-A

Deputy Project Manager
Macy Falcon, AICP, CFM

Principal-in-Charge and QA/QC

Richard Barr, AICP

Special Advisors

Stewart Robertson, P.E.

Allison Fluitt, P.E., AICP

Stephen Stansbery, AICP

Brad Davis, AICP, CNU-A

Task 1: Existing Conditions and Data Analysis

Data Collection:
HSA Consulting Group

Dave Anderson, P.E.

Michael Cleland, AICP, PTP

Transportation and Traffic Operations:

Vincent Spahr, P.E.

Kelsey Riley

GIS

Lindsay Slautterback, AICP

Task 2: Public Involvement

Jared Schneider, AICP, CNU-A

Lindsay Slautterback, AICP

Macy Falcon, AICP, CFM

Optional Service - Community Films:
Civic Eye Collaborative

Crystal Coons

Erica Henderson-Smith

Josh Petrino

Ranjit Walia

Task 3: Design Guidance

Stewart Robertson, P.E.

Stephen Stansbery, AICP

Task 4: Future Network and Policy Recommendations

Jared Schneider, AICP, CNU-A

Ali Palmer

Macy Falcon, AICP, CFM

Task 5: Evaluation, Implementation, and Funding

Allison Fluitt, P.E., AICP

Macy Falcon, AICP, CFM

Ali Palmer

Funding

Allison Megrath, AICP, CNU-A

Joe Crozier, AICP

Jared Schneider, AICP, CNU-A

Project Manager, Public Involvement, Future Network and Policy Reccomendations

Jared is a leader in Kimley-Horn's multimodal transportation and planning practice with more than 17 years of professional experience. He has led numerous citywide transportation plans, special area and district plans, Complete Streets, bike/ped master plans, safety studies, and a wide-range of other multimodal transportation plans. These plans have included extensive public involvement that have led to successful recommendations and outcomes. Jared is a member of the Congress for New Urbanism, the American Institute of Certified Planners, and American Planning Association. Jared's professional interests designing contextual appropriate street networks for all people. Jared is a Pensacola native with a strong passion for his hometown.

St. Petersburg
Office Location

Professional Credentials

- Master, Urban Planning, Rollins College
- Bachelor of Arts, Business Administration, University of Florida
- Bachelor of Arts, Geography, University of Florida
- American Institute of Certified Planners (AICP)

Professional Affiliations

- Member, Congress of New Urbanism (CNU)
- Member, Urban Land Institute (ULI)

Project Experience

- Dunedin Multimodal Transportation Plan, Dunedin, FL
- Clearwater Citywide Complete Streets Implementation Plan, Clearwater, FL
- Complete Streets Concept Plan for West Bay Drive, Belleair Bluffs and Largo, FL
- St. Petersburg Complete Streets Implementation Plan, St. Petersburg, FL
- Safety Harbor Bicycle and Pedestrian Master Plan, Safety Harbor, FL
- US 1 Multimodal Corridor Plan, Palm Beach County, FL
- Polk Complete Streets, Polk County, FL
- Drew Street Complete Streets, Clearwater, FL
- Florida-Alabama Transportation Planning Organization (TPO) Regional Transit Authority Study, Pensacola, FL
- St. Pete Innovation District Streetscape and Connectivity Concept Plan, St. Petersburg, FL
- Jacksonville Transportation Authority (JTA) Complete Streets Corridor, Jacksonville, FL
- Lealman Mobility and Complete Street Plan (Linking Lealman Action Plan), Pinellas County, FL
- Oldsmar Transportation Plan, Oldsmar, FL
- Palm Beach TPA Complete Streets Design Guidelines, West Palm Beach, FL
- City of Cape Canaveral Pedestrian and Bicycle Mobility Master Plan, Cape Canaveral, FL
- 54th Avenue North Complete Streets Concept Planning Project "Linking Lealman," Tampa, FL
- 9th Avenue NW Complete Streets Concept Plan, Bradenton, FL

Macy Falcon, AICP, CFM

Deputy Project Manager

Tallahassee
Office Location

Professional Credentials

- Master of Science, Urban and Regional Planning, Florida State University
- Bachelor of Science, Geography and Environmental Studies, Florida State University
- Certificate in Urban and Regional Planning, Florida State University
- Certified Floodplain Manager
- American Institute of Certified Planners (AICP)

Professional Affiliations

- Member, American Planning Association (APA) Capital Area Section Chair

Macy has seven years of transportation and resiliency planning experience. She has worked with state agencies and local governments to implement transportation policy and metropolitan planning programs, conduct public engagement for large transportation projects, provide technical training and assistance, and review traffic analyses for comprehensive plan amendments. She has developed handbooks and trainings to support program implementation. Macy has also worked with communities across Florida to build resilience and is experienced in hazard mitigation, resiliency assessment, GIS, grant writing and management, floodplain management, and benefit-cost analysis. Macy is a Pensacola native and is passionate about her community's success.

Project Experience

- Presidential Streets Vision Plan, Cape Canaveral, FL
- Local Government Resource Guide, Florida Department of Transportation (FDOT) Office of Policy Planning, FDOT Central Office
- Interchange Area Planning Guidelines, FDOT Office of Policy Planning, FDOT Central Office
- Florida Transportation Plan Resilience Subcommittee, FDOT Office of Policy Planning, FDOT Central Office
- Public Involvement, FDOT Office of Policy Planning, FDOT Central Office
- Metropolitan Planning Support, FDOT Office of Policy Planning, FDOT Central Office
- Growth Management, FDOT District Three
- Lantana Post Disaster Redevelopment Plan, Lantana, FL
- TransPlex 2020 Conference Webinar Coordination for Office of Policy Planning, FDOT Central Office
- US 1 Multimodal Corridor Plan, Palm Beach County, FL

Richard Barr, AICP

Principle-in-Charge and QA/QC

Tallahassee
Office Location

Professional Credentials

- Master of Science, Transportation Planning, Florida State University
- Bachelor of Arts, Business Administration, Furman University
- American Institute of Certified Planners (AICP)

Professional Affiliations

- Member, American Planning Association (APA)
- Member, Institute of Transportation Engineers (ITE)

Richard has more than 37 years of experience in transportation analysis and project management of multidisciplinary projects throughout Florida and the Southeast, including partnerships between local public agencies, state agencies, special interests, and private developers. He has managed projects involving all aspects of transportation and land use planning including traffic impact analyses for Developments of Regional Impact (DRIs), long-range transportation plans, Project Development and Environment PD&E studies, access management studies, corridor studies, impact fee studies, concurrency management systems, comprehensive planning, travel demand modeling, and public involvement. Richard is a recognized leader in Florida on growth management issues, including developing public/private partnerships and providing input for legislation. He has also developed and provided training to professionals and agency staff in the areas of comprehensive plan review guidelines.

Project Experience

- Midtown Area Transportation Plan Phase I and III, Tallahassee, FL
- Southwest Area Transportation Study, CRTPA/Blueprint Study, Tallahassee, FL
- Capital Regional Transportation Planning Agency (CRTPA) 2045 Regional Mobility Plan (RMP), Tallahassee, FL
- Statewide Congestion Management Solutions Consultant, FDOT Central Office
- US 301 Transportation Alternatives Study, FDOT Central Office, Tallahassee, FL
- Escambia Scenic Highway Trail Feasibility Study, FDOT District Three
- FDOT District Three SR 10 (US 90) Complete Streets Corridor Assessment from SR 83 (US 331S) to 1st, DeFuniak Springs, FL
- Capital Region Transportation Planning (CRTPA) Trail Feasibility Studies
- Tallahassee-Leon County Mobility Plan and Fees, Leon County, FL
- Districtwide Miscellaneous Corridor and Systems Planning Services, FDOT District Three
- US 90 Corridor Action Plan, FDOT District Three

Stewart Robertson, P.E.

Special Advisor and Design Guidance

Fort Lauderdale
Office Location

Professional Credentials

- Master of Science, Civil Engineering, University of Kentucky
- Bachelor of Science, Civil Engineering, University of Kentucky
- Professional Engineer in Florida

Professional Affiliations

- Member, American Society of Civil Engineers (ASCE)
- Member, Association of Pedestrian and Bicycle Professionals (APBP)
- Member, Institute of Transportation Engineers (ITE)
- Member, National Society of Professional Engineers (NSPE)

Stewart has 20 years of experience specializing in transportation engineering, with an emphasis in multimodal planning and design and bicycle/pedestrian planning. His experience includes intersection capacity analysis, safety studies, travel demand analysis, pedestrian studies, bicycle corridor studies, bicycle network plans, geographic information systems (GIS), and multimodal master planning. Stewart is currently serving as project manager for the North Miami Bicycle Parking and Transit Feasibility Study and the Stuart-West Palm Beach Express project. For both of these projects, he is providing scope development, client coordination, transit service evaluations, technical reports, and study recommendations. He is currently assisting with transportation engineering services for the oncall South Florida Regional Transportation Authority General Planning Consultant contract. Stewart's experience also includes serving as project manager for the St. Lucie County Transit Choice Ridership Study, the St. Lucie County 2005 Transit Development Plan Update, and the Martin MPO Park-and-Ride Study. In addition, he also provided transportation planning and engineering services for the Miami-Dade MPO Local Municipal Transit Circulator Policy Study, the South Miami Hometown Intermodal Transportation Study, and the South Miami-Dade Corridor Alternatives Analysis Study.

Project Experience

- Broward Metropolitan Planning Organization (MPO) Complete Streets Initiative, Broward County, FL
- Kissimmee Bicycle and Pedestrian Master Plan, Kissimmee, FL
- City of Inverness Bicycle Master Plan, Inverness, FL
- Little Havana Bicycle and Pedestrian Mobility Plan, Miami, FL
- Safe Routes to Age in Place, Miami-Dade Age-Friendly Initative, Miami-Dade County, FL
- Prospect Road Lane Elimination Analysis, Oakland Park, FL
- South Miami Intermodal Transportation Plan (ITP), Miami, FL
- Lake Worth Bicycle Master Plan, Lake Worth, FL
- The Underline Master Plan, Miami, FL
- Sarasota Bayfront Master Plan, Sarasota, FL
- Palm Beach TPA Complete Streets Design Guidelines, West Palm Beach, FL

Allison Fluitt, P.E., AICP

Special Advisor

Raleigh
Office Location

Allison, in her 18 years with the firm, has been recognized as a national specialist in transportation planning, including financial planning, performance-based planning measures, multimodal integration, and public outreach. She is passionate about developing and applying a performance-based planning approach. Allison places an emphasis on blending the best available technical tools-such as travel demand modeling and big data-with public feedback to create equitable and actionable plans.

Professional Credentials

- Master of Science, Civil Engineering, University of Texas, Austin
- Bachelor of Science, Civil Engineering, University of Tennessee
- Professional Engineer in North Carolina
- American Institute of Certified Planners (AICP)

Professional Affiliations

- Member, American Planning Association (APA)

Project Experience

- Seattle Transportation Plan, Seattle, WA
- Knox County Transportation and Land Use Plan, Knox County, TN
- Durham Transit Plan, Durham, NC
- Charlotte Strategic Mobility Plan, NC
- Austin Strategic Mobility Plan and Street Design Guide, TX
- moveDC Mobility Plan Update, Washington, D.C.
- Dallas Strategic Mobility Plan and Catalytic Projects, TX
- Columbus Mobility Strategy and Northwest Corridor Plan, Columbus, OH
- Asheville in Motion Mobility Plan, Asheville, NC
- Capital Region Transportation Planning Agency (CRTPA) Connections 2045 Regional Mobility Plan, Tallahassee, FL
- Raleigh Downtown Transportation Plan, NC
- City of Knoxville Bicycle Master Plan, Knoxville, TN
- Florida DOT Office of Policy Planning On-Call, Statewide, FL

Stephen Stansbery, AICP

Special Advisor and Design Guidance

Charlotte
Office Location

Professional Credentials

- Master of City and Regional Planning, Ohio State University
- Bachelor of Science, Physical Geography, Florida State University
- American Institute of Certified Planners (AICP)

Professional Affiliations

- Member, American Planning Association (APA)
- Member, Congress of New Urbanism (CNU)
- Member, Institute of Transportation Engineers (ITE)

Stephen leads Kimley-Horn's national mobility planning practice, which includes more than 30 practitioners in 10 states working collaboratively to develop mobility strategies that respond to the challenges of the 21st century. His team includes planners, engineers, urban designers, and economists working together to advance economic competitiveness, quality of place, affordability, and equity. Stephen has spent his career assisting communities and helping ensure transportation is thoroughly understood by planning participants and community leadership. He believes that "modern cities don't have the time or resources for plans that create more problems than the challenges they were designed to fix-if you're not contemplating trade-offs, you're not really planning."

This mindset sets Stephen apart and is the reason for his emphasis on informed decision-making. In recent years, he has focused on communities seeking to leverage transit investments to respond to negative trends, while emphasizing actionable strategies. Stephen often is sought for his expertise in facilitation from goal- and priority-setting to task force leadership that paves the way for infrastructure investment programs such as the adopted bond referendum in Austin, TX. He also is a recent co-author of the APA's best practices guide entitled *100 Great Community Engagement Ideas*.

Project Experience

- Seattle Transportation Plan, Seattle, WA
- Charlotte MOVES Strategic Mobility Plan, NC
- moveDC Mobility Plan Update, Washington, D.C.
- Austin Strategic Mobility Plan (ASMP), TX
- LinkUS Corridor Mobility Strategy, Columbus, OH
- Atlanta Downtown Transportation Plan, GA
- Dallas Strategic Mobility Plan (DSMP), TX
- Hollywood to Pasadena Bus Rapid Transit, LA Metro, CA
- Connecting Our Future Upstate Mobility Initiative, Greenville, SC
- Capital Area Mobility Plan, Baton Rouge, LA
- Maryland Statewide Transit Plan, MD
- Tallahassee Regional Mobility Strategy, Tallahassee, FL
- Central Maryland Transit Plan, MD
- Point of the Mountain Rapid Transit Corridor Plan, Salt Lake City, UT
- Guadalupe Transit Corridor Mobility Plan, Austin, TX
- Central Maryland Regional Transportation Plan (RTP), Baltimore, MD
- Austin Street Design Guide, TX
- Phoenix Street Design Guide, AZ

Vincent Spahr, P.E.

Transportation and Traffic Operations

Gainesville
Office Location

Professional Credentials

- Bachelor of Science, Civil Engineering, University of Dayton
- Professional Engineer in Florida

Professional Affiliations

- Member, American Society of Civil Engineers (ASCE)

With more than six years of experience, Vincent has managed and assisted with traffic analyses for urban and rural highway projects. He has analyzed crash reports and traffic volumes and created exhibits to summarize safety and operational performance of existing and proposed intersections.Vincent's software experience includes ArcGIS, Synchro, and SIDRA.

Project Experience

- Kenwood Neighborhood Traffic Study, Fort Walton Beach, FL
- Quincy Loop South PD&E, Quincy, FL
- SR 30 (US 98) PD&E Study, Santa Rosa and Okaloosa Counties, FL
- HSIP Safety Studies, FDOT District Three
- I-10 & US 231 Interchange Operational Analysis Report, Jackson County, FL
- US 331 PD&E, Walton County, FL
- Midtown Area Transportation Plan, Tallahassee, FL
- Southwest Area Transportation Plan, Tallahassee, FL
- Lake-Sumter MPO 2045 LRTP and Congestion Management Process
- Ocala-Marion TPO Congestion Management Process

Kelsey Riley

Transportation and Traffic Operations

Tallahassee
Office Location

Kelsey is a transportation analyst specializing in planning, traffic operations, and mobility planning. She has experience with a variety of traffic analysis projects including corridor, regional, and site level. Kelsey's expertise in traffic includes intersection operations, corridor assessments, safety and crash studies, Complete Streets, bicycle and pedestrian infrastructure, and public engagement. Kelsey is proficient in the use of Synchro/SimTraffic, HCS, ArcGIS, MOVES, CAL3QHC, PAL2.0, and CO Florida 2004.

Professional Credentials

- Master of Science, Civil Engineering, University of Memphis
- Bachelor of Science, Civil Engineering, University of Memphis

Professional Affiliations

- Member, American Society of Civil Engineers (ASCE)
- Member, Institute of Transportation Engineers (ITE)

Project Experience

- Escambia Scenic Highway Trail Feasibility Study, Multiple, FL
- SR 10 (US90) Complete Streets Corridor Assessment from SR 83 (US 331S) to 1st Street, DeFuniak Springs, FL
- Bannerman Road Corridor Study, Tallahassee, FL
- US 90 Action Plan and Context Classification Complete Street Assessment, Tallahassee, FL
- US 90 Feasibility Study, Tallahassee, FL
- Midtown Area Transportation Plan Phase 1 and Phase II, Tallahassee, FL
- Southwest Area Transportation Plan, Tallahassee, FL
- Wakulla County Growth Management Review Services, Crawfordville, FL
- Feasibility Study for 23rd Street (SR 368) from US 98 (SR 30A) to SR 390, Bay County, FL
- Northeast Gateway Phase 1/Welaunee Road PD&E Study, Tallahassee, FL
- Livability 2050 Regional Transportation Plan (RTP), Memphis, TN
- Quincy Loop South PD&E Study from SR 267 to SR 10 (US 90) East, Quincy, FL

Lindsay Slautterback, AICP

GIS, Public Involvement

Tallahassee
Office Location

Professional Credentials

- Master of Science, Planning, Florida State University
- Bachelor of Science, International Affairs, Florida State University
- Bachelor of Science, Environmental Studies, Florida State University
- American Institute of Certified Planners (AICP)

Lindsay is a planner with experience in a variety of areas, most notably environmental and transportation services. She has significant experience in materials development and coordination of public engagement events. She is experienced in ArcGIS software. She provides technical support for projects that involve multimodal improvements to existing and planned transportation networks. Notable projects that Lindsay has assisted with include the Tallahassee-Leon County Bicycle and Pedestrian Master Plan, the Southwest Area Transportation Plan, Connections 2045 Regional Mobility Plan, and the Midtown Area Transportation Plan.

Project Experience

- Tallahassee-Leon County Bicycle and Pedestrian Master Plan, Tallahassee, FL
- Ocala-Marion County Regional Trails Plan, Ocala, FL
- Connections 2045 Regional Mobility Plan, Capital Region, FL
- Midtown Area Transportation Plan, Tallahassee, FL
- Southwest Area Transportation Plan, Tallahassee, FL
- Thomasville Road Multi-Use Path Feasibility Study, Tallahassee, FL
- SR 57 (US 19) Multi-Use Trail Project Development and Environment (PD&E) Study, Monticello, FL
- SR 10 (US 90) Complete Streets Corridor Assessment from SR 83 (US 331S) to 1st Street, Defuniak Springs, FL

Alessandria Palmer

Future Network and Policy Recommendations

Tallahassee
Office Location

Professional Credentials

- Master, Urban and Regional Planning, Florida Atlantic University
- Bachelor of Science, Social and Political Science, Florida State University

Professional Affiliations

- Board Member, American Planning Association (APA)
- Florida Summit Committee Member, Congress for New Urbanism (CNU)
- Community Catalyst, Knight Creative Communities Institute (KCCI), 2021
- Member, Urban Land Institute (ULI)

Ali has more than 18 years of planning, development, and redevelopment experience in Florida. Prior to joining Kimley-Horn, Ali was in private planning practice with a concentration in land use, local government, zoning, and comprehensive planning in South Florida. She has wide-ranging experience working with local government agencies, including Community Redevelopment Agencies (CRA's). Ali has facilitated and implemented master plans and has extensive knowledge of land use and entitlements, development-related issues, public policy, parks and open space, comprehensive planning, project budgeting, urban design, and form-based codes. She is practiced in coordinating and conducting public meetings and presentations, as well as public engagement and visioning charrettes. Ali has special expertise in growth management and community development. Her professional work includes acquiring development entitlements, project management, writing land development regulations, comprehensive planning, infill redevelopment, as well as master planning for sites over 100 acres. She is a public hearing veteran with experience in both judicial and quasi-judicial hearing procedures, and regularly appears before elected bodies and planning boards, in addition to her experience as a qualified expert witness with respect to land use planning and zoning issues.

Project Experience

- City of Tallahassee Mobility Plan, Tallahassee, FL
- City of DeFuniak Springs Comprehensive Plan Update, DeFuniak Springs, FL
- City of Port Saint Lucie City Center Small Area Plan, Port St. Lucie, FL
- Town of Greenville General Planning Services, Greenville, FL
- Town of Lantana Post Disaster Redevelopment Plan, Lantana, FL
- Town of Sewall's Point Comprehensive Plan Update, Sewall's Point, FL
- City of Venice Land Development Code Update, Venice, FL
- West Villages Village District Pattern Plan, Venice, FL
- Transfer of Development Rights Framework, Hillsborough County, FL
- Florida Department of Transportation (FDOT) Resource Guide for Local Government

Allison Megrath, AICP, CNU-A

Grant Funding

Gainesville
Office Location

Professional Credentials

- Bachelor of Science, Urban Studies, University of Tornoto
- U.S. Department of Housing and Urban Development, CDBG -Part 58, Environmental Review Training Certificate 2017
- American Institute of Certified Planners (AICP)

Professional Affiliations

- Member, Congress of New Urbanism (CNU)
- Past President, American Planning Association (APA)

Allison has built a strong practice in grant writing and administration based on her 29-year career in community planning. She understands obtaining successful funding from a variety of sources is critical to many public sector projects. Allison works to identify alternative funding strategies for many local governments in Florida. She has experience in all aspects of the grants process from identification, to preparing applications, to tracking award announcements, to administration, and finally successful project implementation and grant award close out. Allison and her team have recently been awarded grants from the St. Johns River Water Management District ($500,000), Florida Department of Economic Opportunity Community Planning Technical Assistance Grants (multiple around $40,000 each), Community Development Block Grant Mitigation Grants ($400,000 and $3,435,000), and the Florida Department of Environmental Protection Florida Recreation Development Assistance Program ($165,000). She is the past Vice President for Professional Development/Ethics Officer for APA Florida. In addition, Allison has assembled a database of nearly 400 grant and loan funding programs to identify funding sources for clients.

Project Experience

- Multiple Grant Preparations, Statewide, FL
- City of Dunedin Mobility Plan (DEO Grant)
- City of Temple Terrace Complete Streets and Safety Action Plan (DEO Grant)
- City of Hollywood Grant Proposal, Liberia-Oakwood Wastewater Collection System Hardening, Hollywood, FL
- City of Hollywood Grant Proposal, Floodplain Management Plan, Hollywood, FL
- St. Johns River Water Management District Cost Share Rural and Economic Development Initiative (REDI) Grant, Flagler Beach, FL
- Economic Development Strategy, Indiantown, FL
- Union County Florida Recreation Development Assistance Program (FRDAP) Grant Proposal, OJ Phillips Recreation Park, Union County, FL
- City of Hollywood Grant Proposal, Southern Regional Wastewater Treatment Plant, Hollywood, FL
- City of Hollywood Federal Emergency Management Agency (FEMA) Building Resilient Infrastructure and Communities (BRIC) Grant Application, Southern Regional Wastewater Treatment Plant Upgrades, Hollywood, FL

Brad Davis, AICP, CNU-A

Special Advisor

West Palm Beach
Office Location

Professional Credentials

- Master of Science, City Planning, Georgia Institute of Technology
- Bachelor of Arts, Sociology, University of Florida
- American Institute of Certified Planners (AICP)

Professional Affiliations

- Member, American Planning Association (APA)
- Board of Directors and Secretary, Congress of New Urbanism (CNU)
- Founding Member, Association of Pedestrian and Bicycle Professionals (APBP), Georgia Chapter

Brad has more than 12 years of experience working with a variety of municipal clients to address needs related to transportation, redevelopment, recreation, and quality of life. He is a nationally recognized industry leader in Complete Streets policy and design. Brad has focused on synthesizing diverse opinions and interests, along with complex information, into collective visions and action plans for implementation. With all this work, Brad is committed to building healthier communities through better policy, design, and implementation. He is a founding member of the Association of Pedestrian and Bicycle Professionals (APBP) Georgia chapter and sat on the Board of Directors for the Congress for the New Urbanism-Atlanta chapter.

Project Experience

- Martin Metropolitan Planning Organization (MPO) Vision Zero Action Plan, Martin County, FL
- Broward County MPO Complete Streets Master Plan Update, Broward County, FL
- Broward County MPO New Mobility Workshop, Broward County, FL
- Palm Beach Transportation Planning Agency (TPA) Long Range Transportation Plan (LRTP) Update, Palm Beach County, Palm Beach County, FL
- Hillsborough MPO Vision Zero Corridor Implementation, Hillsborough County, FL
- Hillsborough MPO South Coast Greenway Trail Alignment Study, Hillsborough County, FL
- Okeechobee Boulevard Corridor Study, West Palm Beach, FL
- Lake Worth Road Multimodal Corridor Improvement, Lake Worth, FL
- Bonita Springs Multi-Use Path Planning and Design, Bonita Springs, FL
- Bonita Springs Terry Street Complete Street BUILD Grant Application, Bonita Springs, FL
- Pine Tree/La Gorce Complete Street Corridor Study, Miami Beach, FL
- Immokalee Complete Street BUILD Grant Application, Collier County, FL
- Downtown West Palm Beach Mobility Plan, West Palm Beach, FL
- Martin County MPO Complete Street Access to Transit and Project Prioritization Study, Martin County, FL
- North Miami Beach Transit Oriented Development (TOD) Charrette, North Miami Beach, FL
- University of Georgia Complete Street Corridor Planning, Athens, GA
- University of Alabama-Birmingham (UAB) Complete Street Master Plan, Birmingham, AL

Joseph Crozier, AICP

Grant Funding

Tallahassee
Office Location

Professional Credentials

- Master of Science, Urban and Regional Planning, Florida State University
- Bachelor of Science, Environmental Studies and Geography, Florida State University
- American Institute of Certified Planners

Professional Affiliations

- Member, American Planning Association (APA)

Joe has more than seven years of professional planning experience working for, or on behalf of, governmental agencies in Florida. He has expertise in comprehensive planning, community development, and transportation planning. Joe has valuable working relationships with the Regional Council and the Florida Department of Transportation Planning Department (FDOT).

Project Experience

- Florida Department of Transportation (FDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Application, Tampa Heights Mobility Project
- Multiple Grant Preparations, Statewide, FL
- FDOT Grant Federal-State Partnership for State of Good Repair Application, Miami Intermodal Center Capacity Improvements Proposal
- FDOT Infrastructure for Rebuilding America (INFRA) Application, I-95 North Freight Exchange Proposal
- FDOT Advanced Transportation & Congestion Management Technologies Deployment (ATCMTD) Application, Smart St. Augustine Proposal
- FDOT CARSI Application, District Four Signal Box Improvements Proposal
- FDOT Statewide Federal Discretionary Program Training Lead
- Bipartisan Infrastructure Law Legislation Tracking Lead

David Anderson, P.E.

Traffic Engineering

HSA Consulting Group

Tallahassee
Office Location

Professional Credentials

- Master of Science, Civil Engineering, Florida State University
- Bachelor of Science, Civil Engineering Technology, Florida A&M University
- Professional Engineer in Florida and Alabama

Professional Affiliations

- Member, American Society of Civil Engineers (ASCE)
- Member, Institute of Transportation Engineers (ITE)

Dave is a Professional Civil Engineer – Project Manager with broad based experience in planning, operations, safety, design and maintenance. Throughout his career he has provided cost effective and innovative solutions to increase mobility and safety to a diverse population of transportation customers. Prior to coming to HSA, Dave served 35 years with the Florida Department of Transportation as the Deputy State Traffic Operations Engineer and State Roadway Maintenance Engineer. He was responsible for all aspects of the traffic control and operations program, including traffic studies, traffic design, traffic control devices, ITS testing and certification program and developing experimental traffic control methods. He was also responsible for coordinating statewide activities for maintenance contracts, asset management, permits, mobile equipment, traffic services and safety devices, maintenance rating programs, and roadside specialty areas, including rest areas. Dave developed several specialized traffic control applications, including standards for audible traffic signals, elder driver applications, and international tourist signing standards. As the Chief Engineer at HSA since 2014, Dave has been the engineer of record for Pedestrian signals, ADA safety compliant features, and lighting designs that facilitate Pedestrian level of service for intersections on numerous contracts with Escambia County, state and local governments, as well as private entities.

Project Experience

- Longleaf Drive, Pensacola, Escambia County, FL – This project is a reconfiguration of Longleaf Drive to add curb and gutter, revised sidewalk, and a new joint use path. One traffic signal is to be reconfigured and highway lighting is included for the entire 1.25-mile segment, consisting of lumineers attached to utility poles, and decorative lighting along the joint use path. The lighting is to be installed through a JPA with Gulf Power. Dave is the designer and engineer of record for the signal and lighting.
- District-Wide Traffic Operations Studies and Access Management, FDOT District Three 5-year task work order driven contract in with HSA as either the prime/sub consultant. HSA conducted all types of Traffic Operations and Safety Studies, including 30 in Escambia County. Examples include traffic impact studies, turn lane analysis, signalized intersection analysis, signal warrant studies, speed zone studies, highway lighting analysis, crash analysis, and corridor reviews throughout District Three. Dave is the Project Manager for this contract.
- SR 30A (Back Beach Rd), Florida Department of Transportation, 2021, Panama City Beach, FL – This project is to add lanes to SR 30A in Bay County, where three intersections with mast arm supported traffic signals required modifications to accommodate the wider roadway. Additional upgrades were required for ADA compliant pedestrian signals, new controllers and signal heads. Dave is the designer and engineer of record on the signals.

Michael Cleland, AICP, PTP

Transportation Planner

HSA Consulting Group

Gulf Breeze
Office Location

Professional Credentials

- Master of Public Administration, University of West Florida
- Bachelor of Science, Natural Resources, Ball State University
- American Institute of Certified Planners (AICP)

Professional Affiliations

- Member, American Planning Association (APA)
- Professional Transportation Planner, ITE Transportation Professional Certification Board

Mick has 33 years of experience in transportation planning in both the public and private sectors. His experience includes transportation planning and traffic analysis, transit planning, and comprehensive planning. His background includes a bachelor's degree in natural resources, which has proven beneficial in all aspects of his project experience in transportation planning for corridor analysis, interstate master plan analysis, and improvement alternatives analysis. For three years of post-graduate employment prior to joining HSA in 1991, Mick served on the staff of three MPO's in northwest Florida. He has extensive experience managing large-scale data collection and analysis projects for the Florida Department of Transportation, with expertise in roadway master plans, project development and environment studies, traffic operations studies, and transportation statistics. He also has experience in the collection and analysis of multi-model data, including pedestrian and bicycle counts along roadway corridors.

Project Experience

- Districtwide Annual Traffic Counting Program, FDOT District Three – Ongoing (Multiple Contracts). Mick serves as Project Manager for this multi-year, multi-task work order contract for conducting annual inventory of traffic counts for FDOT District Three. Services consist of conducting annual volume and classification traffic counts throughout the 16-county area of District. Up to 2000 urban and rural 24-and 48-hour volume and classification counts are be conducted each year. During some years, additional counts were conducted for Long-Range Transportation Plan Updates, requiring several hundred counts to be conducted within a two-week time-frame. HSA also provides planning support services such as Project Traffic Forecasting Reports on an as-needed basis.
- Sacred Heart Traffic & Pedestrian Safety Study, Escambia County Pensacola Campus, Pensacola, FL – HSA conducted a Traffic and Pedestrian Safety Study for Sacred Heart Health System campus in Pensacola, FL to determine safety improvements, traffic circulation, and associated operational efficiencies. A safety analysis of the transportation network was conducted. The impact analysis considered the entire hospital campus and the new Children's Hospital. Mick was the Project Manager on this project.
- SR 30 (US 98) Road Safety Audit, Destin, FL – Mick managed an extensive data collection effort in support of the SR30/US98 Road Safety Audit in Destin. Pedestrian crossing data was collected at key intersections and mid-block locations for peak hours, and for evening hours where later crossing activity was observed. Peak hour turning movement counts were collected for specified intersections. For lighting justification analysis, collision data was analyzed along the corridor to enhance multi model user safety.

Ranjit Walia, AICP

Founder/CEO

CIVIC EYE COLLABORATIVE

Metuchen
Office Location

Professional Credentials

- Master of City and Regional Planning, Rutgers University
- Bachelor of Science, Human Ecology, Rutgers University
- AICP/PP

Professional Affiliations

- Member, Association of Bicycle and Pedestrian Professionals
- Member, American Planning Association (APA)
- Member, New Jersey Bicycle and Pedestrian Advisory Council
- Member, TransAction Conference Steering Committee
- Member, NJ Walks and Bikes Editorial Board

Ranjit Walia is a New Jersey-based urban planner and film producer with experience in the public and private sectors in public policy, civic engagement and transportation planning, focusing on multiimodal transportation planning issues and public outreach. He specializes in incorporating film as a dynamic visual tool for education and outreach and in the development of training films. Mr. Walia focuses on working with clients on establishing a clear vision of a project and using collaborative methods to develop and identify project appropriate messaging and visualization.

Project Experience

- Plan Development - Mr. Walia has contributed to a variety of transportation plans over the course of his career. His experience ranges from statewide safety plans to local bicycle and pedestrian elements. Mr. Walia has experience in analyzing existing conditions data analysis, visioning, concept development, and community outreach. He has produced everything from transportation elements to traffic calming plans.
- Communications - Mr. Walia has produced dozens of films in the last twelve years. He has produced materials ranging from technical training films to community education films. Mr. Walia uses film techniques in production and behavioral analysis that range from the use of drones to GoPros and professional film rigs. Mr. Walia draws on his years of practical planning experience to work with clients in developing community films that lose nothing in translation and yet dynamically portray community issues in an engaging format. Mr. Walia is also asked to present and educate at conferences and webinars nationally and has dozens of appearances over the course of his career.
- Training and Outreach - Mr. Walia has been on numerous teams tasked with developing statewide training materials and delivering technical training on topics as diverse as enforcing pedestrian laws, crossing guard training, complete streets training, senior mobility, and bicycle and pedestrian planning. Mr. Walia understands the technical side of effective education and content development.

Erica Henderson-Smith

Managing Director

CIVIC EYE COLLABORATIVE

Metuchen
Office Location

Professional Credentials

- Bachelor of Arts, University of Massachusetts
- Academic Achievement Award

Erica Henderson-Smith is a seasoned administrator, evaluator, and educator with 15+ years of experience. Proficiency in event and program planning, financial management, relationship-building, and communications. An independent problem solver skilled in all forms of technology and dedicated to managing details with a creative approach. A life-long learner who seeks out new areas of interests, and excels at innovating and administering through change.

Project Experience

- Team Management - Ms. Henderson-Smith has contributed to a variety of events and organizations in coordination and management roles. She has coordinated for regional summits, as well as managed the show order of performances featuring 250 performers. She has also supervised and on-boarded staff and served as a Human Resources Administrator for the National Consortium for Creative Placemaking, LLC.
- Public Outreach - Ms. Henderson-Smith has a strong background with managing communications and marketing information, as well as assembling and assisting with the creation of documentation related therein. She has crafted press releases, fundraising documents, organizational brochures, internal newsletters, and organized a cloud based filing system. Ms. Henderson-Smith has also assisted with the transition of several summits from in-person to virtual. She was a pioneer behind Volunteer Family Network for Fundraising and Friend-raising events for Wide Horizons for Children, Inc. She has experience in creating, assembling, and distributing marketing information and documentation. Ms. Henderson-Smith also assisted with the assessment, development, and execution of the Americans with Disabilities Act Plan with the Board Chair of the National Consortium for Creative Placemaking, LLC.

Josh Petrino

Creative Director

CIVIC EYE COLLABORATIVE

Metuchen
Office Location

Professional Credentials

- Entire Adobe Cloud Suite (Premiere, After Effects, Lightroom, Photoshop, Indesign)
- Davinci Resolve Studio 17
- Blender 3D & Cinema4d
- G-Suite
- Twin Motion 2022 (Archviz and Conceptual Design)
- Film Production (All espects of cinematography and sound)

Professional Affiliations

- Producers Guild of America
- Writers Guild America

Joshua Petrino is the Creative Director and a digital artist at Civic Eye Collaborative. He is multifaceted with a strong background in producing, motion graphics, marketing, and visual effects for television and film. His experience working for major television and motion picture studios gives Civic Eye Collaborative a premium edge in planning, production, and post production.

Project Experience

- Multimedia Content Development - As Creative Director for CEC, Mr. Petrino takes his passion and experience in the film industry and applies them to community filmmaking. He uses a vetted pre-production process to work with clients in order to find a project's story and message, ensuring they fit the client's goals and objectives. Paramount to Mr. Petrino is creating stories that are engaging and speak to the community audience. This is achieved through a creative process that Mr. Petrino guides the client through which evolves from concept development, to storyboarding, to the final draft of the script. Mr. Petrino develops easily digestible cinematic experiences rather than simply acting as a videographer.
- Mr. Petrino applies his production expertise by regarding every film as a cinematic experience in which he applies professional production equipment and techniques to create engaging community films. Every project is planned with a shot list that identifies framing and camera movements to meet that goal. Mr. Petrino makes sure that professional cameras, lenses, stabilizers, and lighting are used to achieve community production goals. Whether the film requires a controlled environment or is a documentary style film, Mr. Petrino knows how to organize and run his "set" to get footage with a "wow" factor that is visually and technically sophisticated.
- An award winning editor, Mr. Petrino applies his storytelling experience to make sure that the editing process results in a film that reflects the goals and messaging established in pre-production. Mr. Petrino is conservant with and applies advanced editing techniques such as visual effects, 3-D animations, motion graphics, music creation, and advanced sound design.
- In addition to cinematic video content, Mr. Petrino has proficiency in designing multimedia packages that span the gamut from live-streams, webinars, 360 VR videos, and virtual classrooms and outreach.

Crystal Coons

Senior Project Manager

CIVIC EYE COLLABORATIVE

Mutuchen
Office Location

Professional Credentials

- Bachelor of Fine Arts, Creative Writing, Full Sail University
- Davinci Resolve Studio 17
- Adobe Creative Suite (Premiere, Photoshop)
- G-Suite
- Film Production (Cinematagraphy and sound)
- Live event production

Crystal Coons is a Project Manager for Civic Eye Collaborative. She brings experience ranging from script writing, live performance filming, and sound design to help enhance the final product of any project. She understands the hard work and dedication needed to bring a project to fruition, with a specialty for applying her skills to dynamic environments and projects.

Project Experience

- Production and Live-streaming - Ms. Coons has assisted in the compilation and creation of presentations for the training of law enforcement and EMS, as well as assisted with script creation intended for similar audiences. She understands the different facets that need consideration when constructing content that must convey technical information in an understandable manner. She has also managed, moderated, and assisted with live-streaming for multiple live and virtual events.
- Technical Knowledge - Ms. Coons has contributed to various productions over the course of her career, with her experience ranging from independent to company scale environments. She has experience in analyzing and adjusting systems based on existing conditions and changing variables over the course of a project or production. She has recorded a variety of performances throughout her career, ranging from live events to pre-scripted films. Her knowledge of various environments provides a unique view during production, granting her a skill of creative solutions to challenges if and when they arise.

Section 4:

Project Understanding

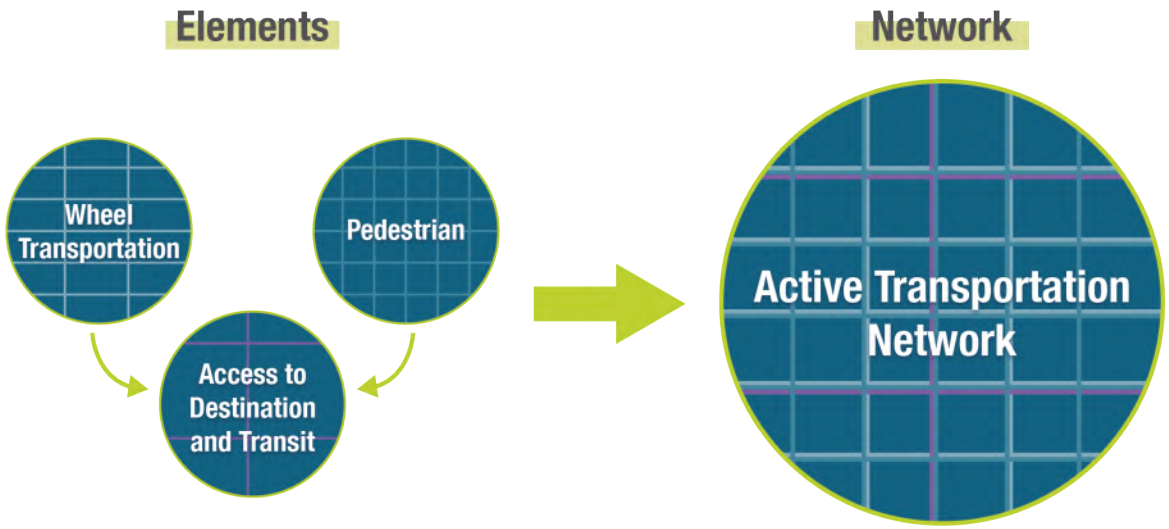
4. Project Understanding

Project Understanding

The City of Pensacola Active Transportation Plan requires a technically sound team well versed in multimodal transportation planning and design. Collectively, our well rounded team will help ensure an implementable plan for the development of a safe, comfortable, and connected network for pedestrians, cyclists, and wheelchair users. Project leads **Jared Schneider, AICP, CNU-A** and Deputy Project Manager, **Macy Falcon, AICP, CFM** are Pensacola natives with experience developing successful transportation plans for municipalities, counties, and metropolitan planning organizations throughout Florida. They are supported by team members recognized for their experience in multimodal transportation throughout the nation. This experience allows the project team to understand local needs and what it takes to integrate planning with practical policy and design solutions.

Pensacola has heavily invested in the redevelopment of downtown and the waterfront and has begun taking steps to develop a safer, more efficient, and accessible transportation system for all users. This project is an opportunity to create an overarching multimodal transportation playbook for the City that builds upon and ties together existing efforts like the "Hashtag Waterfront Connector" project and the Continuous Waterfront Trail described in the Pensacola Waterfront Framework Plan, as well as multimodal urban streetscape projects and corridor management plans, while also setting the framework for future east/west connections and convenient access to major destinations and employment centers throughout the City. We understand that private redevelopment is outpacing investment in transportation infrastructure and the City is poised to prioritize multimodal transportation. We will work with the community to understand the driving forces that will have the greatest future implications.

We also understand that there are different design solutions for various parts of downtown. Downtown Pensacola, Northeast Pensacola, West Pensacola all have different street types/characteristics and surrounding land uses. This understanding will help shape design considerations in creating a holistic network that will connect the people of Pensacola to more easily walk, bicycle and wheel to destinations around the City.



Each element prioritizes connection to destinations and transit

Together the plans create an active transportation network

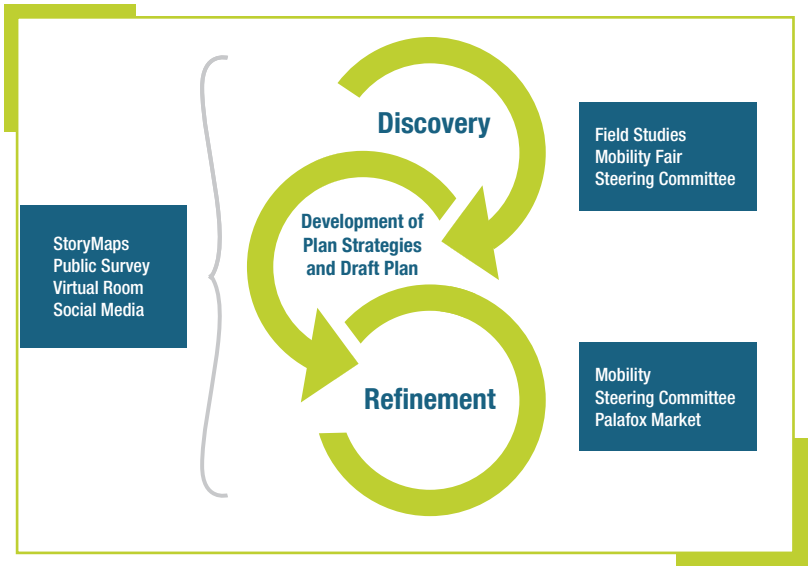
City Streets and Partnership Opportunities

We understand that this plan must take a comprehensive approach considering all agencies and partners that will help make the plan's vision a reality. Our team has worked with the Florida Department of Transportation District Three for several years as well as within Escambia County and with the Florida-Alabama TPO. Through our current work with District Three, we have a strong understanding and application of the FDOT Complete Streets Policy and are familiar with community's desire to improve trail connectivity throughout the region. We also understand that there are city streets that the City has control over and can consider more quick build/ tactical and pilot projects, while County and State roadways will require partnerships. **The plan will create an action plan for partnering with agencies in the development of a phased active transportation network. We understand that the active transportation plan is just one piece that fits into an overall transportation plan for the City.**

A successful plan will require the appropriate balance of technical data and engagement. The plan development process should spur multi-agency coordination, educate stakeholders, and chart a clear path forward. Our approach builds upon this premise along with the City's desire to create a plan with a strong vision and achievable objectives.

Our approach to developing an active transportation plan includes three phases. A discovery phase, the initial draft plan development, and the final plan development which incorporates information from the previous phases.

The **DISCOVERY PHASE** includes development of an existing inventory and builds off existing data and plans and through field studies. With the initial **DRAFT PLAN DEVELOPMENT**, we will use information from the discovery phase and engage a range of public outreach techniques, as well as have discussions with staff and the steering committee to help develop a vision, initial design guidance, and policy recommendations. Most importantly, our approach with the **FINAL PLAN DEVELOPMENT** focuses on developing an action plan that includes a project priority methodology, implementation strategy, performance metrics, and potential funding. Innovative techniques, tools, and engagement strategies will be used throughout the course of the project to ensure robust public input.



Section 5:

Project Experience

5. Project Experience

Kimley-Horn has extensive experience assisting communities all over the state and the country with similar plans. We will leverage our local, statewide, and national experience to develop a playbook for designing an active transportation network for the City of Pensacola. In the following pages we provide examples by task of our extensive experience to meet your needs.

Task 1: Existing Conditions and Data Analysis (Data Collection, Transportation and Traffic, GIS)

To develop a plan with solutions that improve access, comfort, and safety for pedestrians, cyclists, and other active transportation modes, a variety of data must be analyzed to better understand existing conditions and potential opportunities and barriers. This information will help inform developing strategies to better connect people to the waterfront and improve the mobility of east/west connections. We will complete the following steps to help determine appropriate solutions that foster a network that is comfortable and safe for all user types.

Part A: Collect Data

We will gather existing plans and policies for analysis, including the City of Pensacola Comprehensive Plan, the Escambia County Comprehensive Plan, City of Pensacola, Code of Ordinances, Ordinance #06-21, the Florida-Alabama TPO Pedestrian Bicycle Master Plan and Long Range Transportation Plan, corridor management plans (CMP) such as the North Palafox CMP, Main Street CMP, West Cervantes CMP, and the Florida Department of Transportation (FDOT) Complete Streets policy, among other relevant plans and ordinances. Our project team will also gather data related to roadway characteristics, safety, and land use.

1. ***Existing Plans Review***
   Strategies, policies, and projects
2. ***Roadway Characteristics Mapping***
   Type of street, speed, number of lanes, volume
3. ***Safety Hotspots Identification***
   Crashes
4. ***Land Use Analysis***
   Future development, employment centers, trip attractors, points of interest, schools
5. ***Develop Overall Context***
   Opportunities and barriers, focus areas, level of stress analysis

Part B: Review and Analyze Data

Building upon Part A, we will review plans for relevant policies, procedures, and projects and develop a matrix to demonstrate overlap, connections, and possible inconsistencies between plans and ordinances. Furthermore, we will map roadway characteristics and safety hotspots and identify existing planned facilities, future development, trip attractors, areas with equity concerns including lower percentage of car ownership, and key points of interest (such as commercial areas, areas with high employment, transit stops, parks, and schools). The project team will complete an opportunities and gaps analysis as well as a level of stress analysis using roadway characteristic data to gauge levels of comfort on the roadway system and to support identifying street improvements that will have a positive impact on pedestrian and bicycle facilities. Analyzing plans and data will lead to identification of opportunities and barriers, as well as focus areas. Analysis of existing conditions may show that areas have different factors impacting context for design standards.

The following projects demonstrate Kimley-Horn's experience in innovative methods to analyze and visualize data to better understand current conditions, user needs, and network constraints.

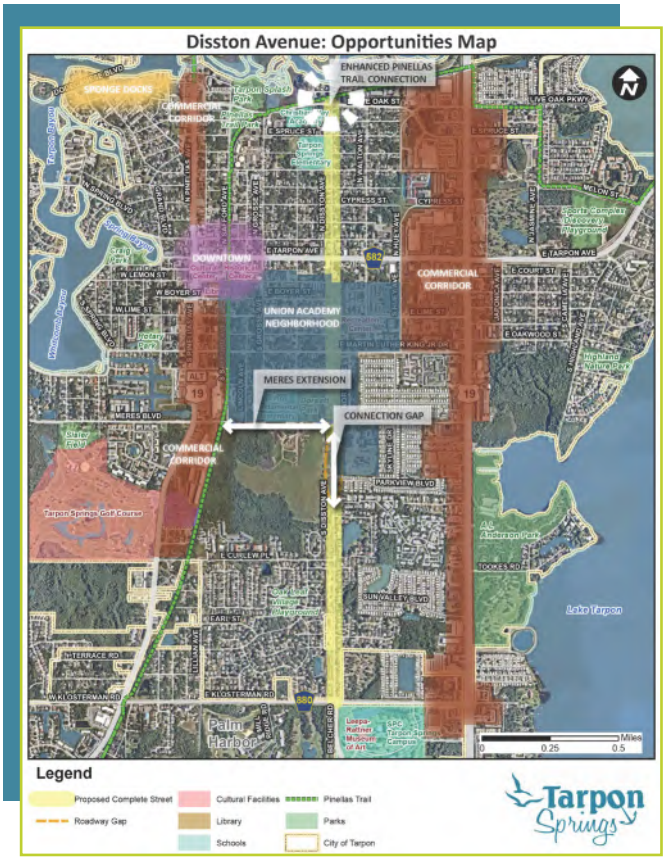


Figure 1. Opportunities Map, Disston Avenue Complete Streets Concept Plan

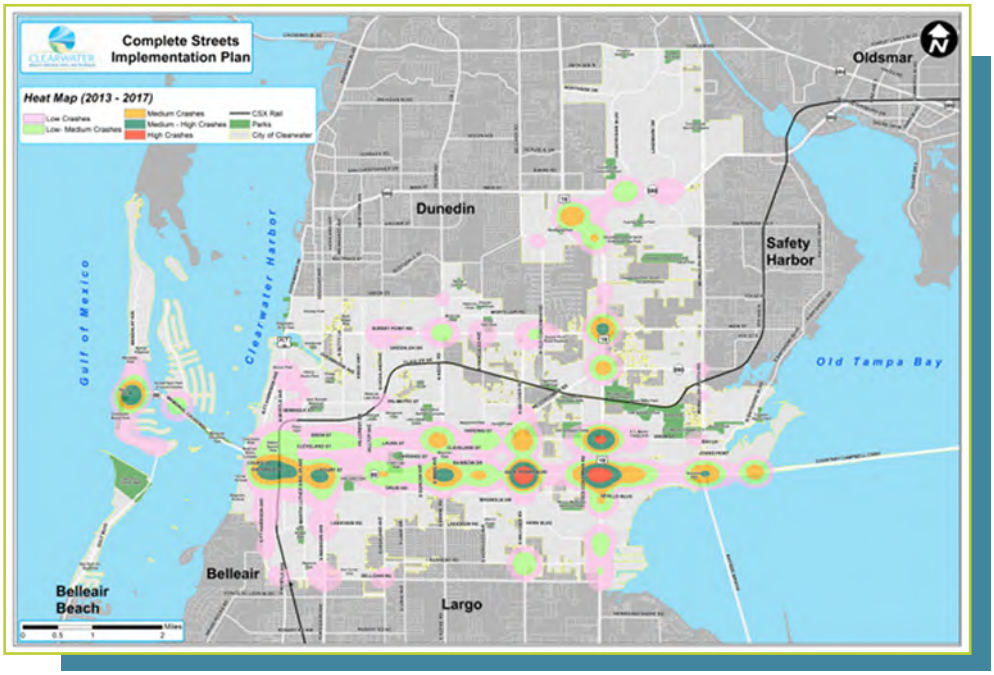


Figure 2. Traffic Crash Hot Spots, Clearwater Complete Streets Implementation Plan

Multimodal Transportation Planning Experience

City of Tallahassee Bicycle and Pedestrian Master Plan, Tallahassee, FL

Kimley-Horn completed the update to the Tallahassee-Leon County Bicycle and Pedestrian Master Plan, which included a strong focus on existing conditions and what those conditions mean for encouraging cycling and walking, public input focused in key areas of the community, and prioritizing projects that will be help make better east/west and north/south connections within Leon County.

A robust GIS analysis was completed to determine the Bicycle Comfort Level on every road within the County. This innovative methodology utilized FDOT and Tallahassee-Leon County data to arrive at cyclist levels of comfort on the roadway system. This allowed the project team to strategically identify routes with viable facilities and to specifically identify where roadway improvements will have a positive impact on the study area's bike network.

The bicycle comfort level, or level of traffic stress, was based on the following roadway characteristics:

- Speed limit
- Number of travel lanes
- AADT
- Existing designated on-street bicycle facilities
- Elevations

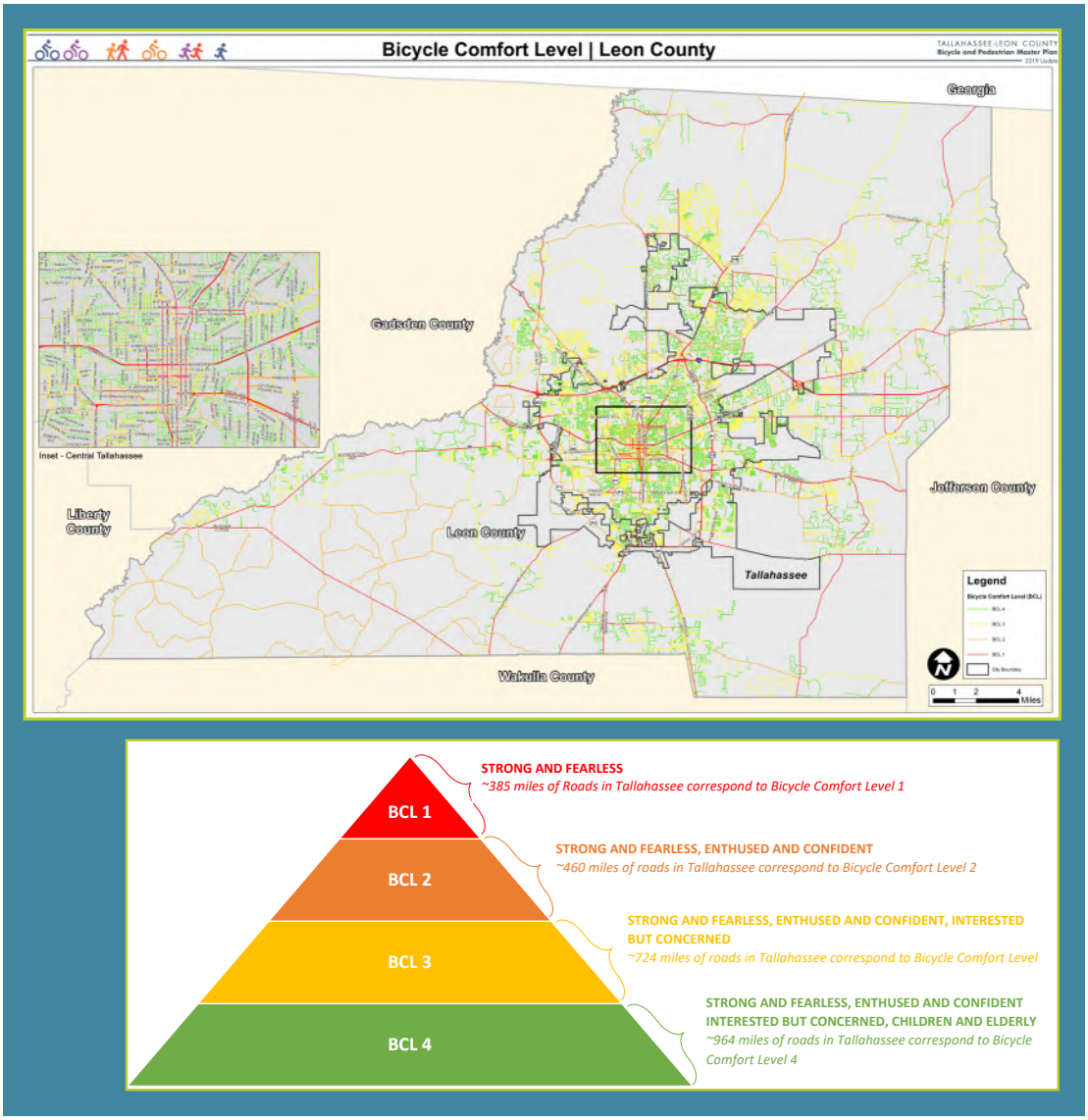


Figure 4. Level of Stress Analysis, Tallahassee Bicycle and Pedestrian Master Plan

ADDITIONAL EXPERIENCE

- Clearwater Citywide Complete Streets Implementation Plan, Clearwater, FL
- Disston Avenue Complete Streets Concept Plan, Clermont, FL
- Escambia Scenic Highway Trail Feasibility Study, FDOT District Three
- FDOT District Traffic Safety Studies, FDOT District Three

Task 2: Public Involvement

Kimley-Horn's greatest strength is our ability to understand our client's end goal, determine what steps are needed to reach the goal, and then chart a path that builds support along the way. From inception, we delve deeply into a project to best understand the potential challenges and opportunities, we then build a strategy to address them by identifying and working closely with key stakeholders. We accomplish this by doing our homework, working closely with the City, and then relying on our expert facilitators to execute public engagement. This capability allows us to consistently be successful on bicycle, pedestrian, and active transportation plans.

Kimley-Horn is unmatched when it comes to public outreach. An important part of public outreach that cannot be overlooked is the compliance with provisions of Title VI, which bars intentional discrimination under any program or activity receiving Federal financial assistance and the Environmental Justice Orders. In addition, we are experts at handling social media. Social media is another element of outreach which can be a powerful tool and can go hand in hand with the "branding" of a project.

The public will be involved in this project through a variety of engagement techniques intended to share information and gather feedback on programs, policies, and priorities. Our team will begin by meeting with the project manager to establish a Steering Committee and develop a public outreach campaign strategy. The following public engagement activities are anticipated:

- **Project Landing Page:** Our team can use StoryMaps to develop a project landing page.
- **Public Outreach Survey:** Before the public meetings, we will develop an online and hardcopy survey to obtain public input and support plan development. The online surveying tool includes an interactive map created by Kimley-Horn called *PublicCoordinate* or MetroQuest. A hardcopy survey will be made available at public libraries, City Hall, and other public spaces or events, like the Palafox Market, to encourage participation regardless of accessibility.
- **Steering Committee:** A Steering Committee will be formed of relevant stakeholders that represent a cross section of community interests including the transportation disadvantaged. Steering Committee members may include City of Pensacola Planning Services, Public Works & Facilities, Parks & Recreation, and Police and Fire Departments, Florida-Alabama TPO, Escambia County Area Transit (ECAT), Escambia County, FDOT District Three, and local organizations, such as Bike Pensacola, and business leaders. At least three meetings with the Steering Committee will be conducted to gain feedback at various point in the project.
  - ***Meeting 1:*** Provide information on the project approach. Input will be solicited to inform development of the project's guiding principles
  - ***Meeting 2:*** Provide an update on public outreach activities and potential design guidance and the active transportation network
  - ***Meeting 3:*** Review and build consensus on the draft plan

  We will work with City staff to determine the makeup of the steering committee and the number of meetings.

- **Field Visits:** We will conduct two field visits with the project team to visit hotspots of activities/priority corridors and collect field data. ArcGIS Collector may be used during these field visits to verify existing conditions and inform project discovery.
- **Mobility Fair:** Our team may conduct two charrettes, or public meetings, in either the east/west or north/south areas of Pensacola to present information discovered through data collection and analysis and obtain input from the public. These meetings are an opportunity to listen and learn where people may like to see improvements and the types of improvements they are most interested in.

- **Mobility Forum:** A final public meeting will be held to present the draft plan and gather feedback.
- **Graphics and Social Media:** Kimley-Horn has graphics and social media experts that can help craft effective images and messages that make an impact. Our team can help create media releases and social media messages and hardcopy collateral with QR codes to increase awareness of the online survey.

Optional Activities:

- Following the mobility fair, our team will visit the Palafox Market to reach members of the public that may not have access to the online survey or the time to attend public meeting during the week.
- Refined concepts will be presented at a virtual engagement event coordinated through CivicCon.

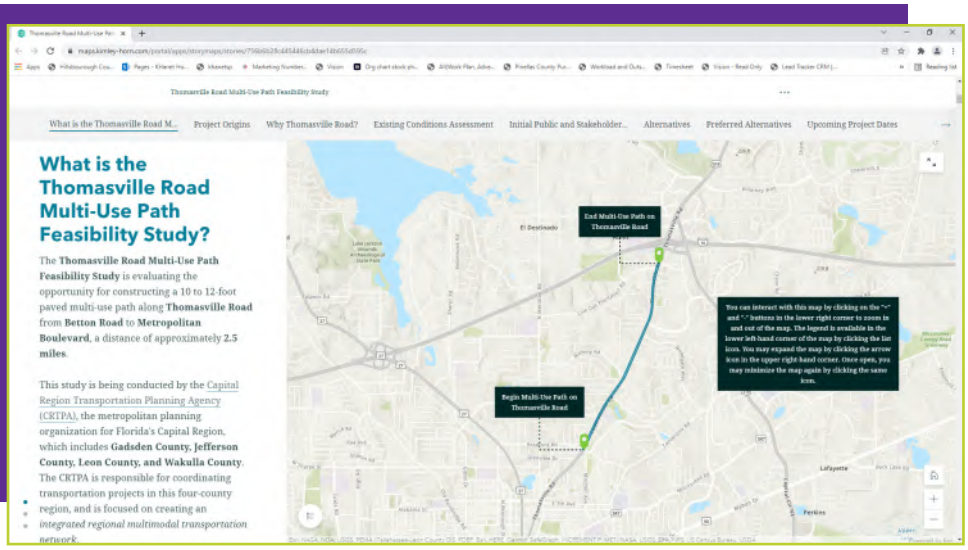
Midtown Area Transportation Plan Phase I and Phase II, Tallahassee, FL

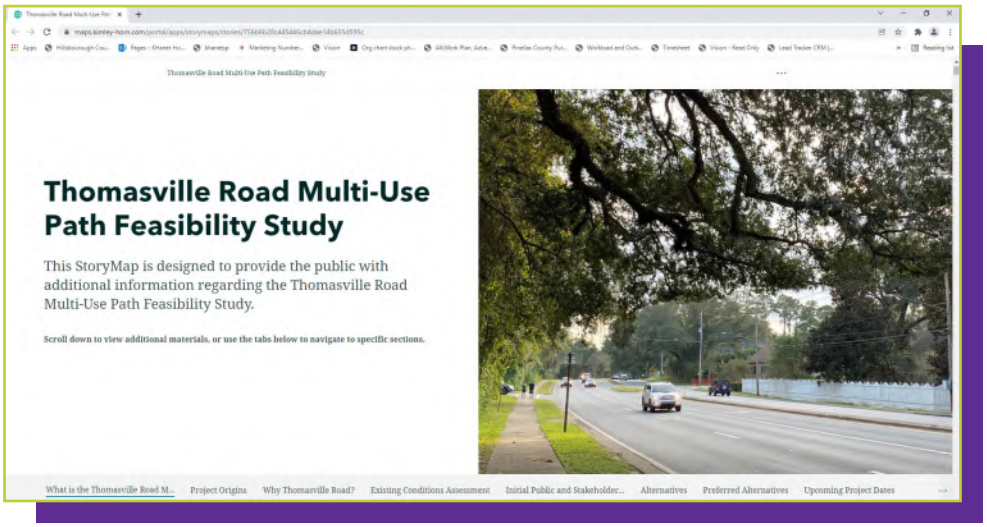
Located just north of downtown Tallahassee, the Midtown area provides a vibrant mixture of commercial uses surrounded by close-in neighborhoods. As the area has grown in vibrancy, increased private sector investment has occurred as has public sector transportation proposals to improve the mobility of the area. The Midtown Area Transportation Plan built upon the above efforts by identifying and reviewing potential changes to the transportation complete street network to enhance Midtown's mobility.

Phase I provided a traffic operations study to gain a better understanding of the travel patterns in and around the Midtown, as well as the identification and evaluation of potential mobility improvements. Phase II built upon the options identified and evaluated in Phase I. The intent of Phase II was to gather significant public input regarding the multi-modal improvements needed to make walking, bicycling, and transit use both easier and more pleasant in the Midtown area. Ultimately, the plan focused on the implementation of these multimodal improvements in a way that reduces impacts and maintains the character of Midtown.

Thomasville Road Multiuse Trail Feasibility Study, Tallahassee, FL

The Thomasville Road Multi-Use Path Feasibility Study is examining the feasibility of constructing a paved 10 to 12-foot multi-use path on Thomasville Road from Betton Road to the Market District in Tallahassee, for a total of approximately 2.5 miles. This segment of Thomasville Road serves as a direct connection between the Midtown and the Market Districts in Tallahassee, and allows opportunities for connectivity in the larger Leon County. Having kicked off the project prior to the COVID-19 pandemic, public engagement had to pivot in addition to expand due to rising public interest. Kimley-Horn provided high quality online engagement tools including a virtual room and ArcGIS Storymap. In addition to these online tools, the team also conducted strategy pop-up events, advertised through Mailchimp, and held a successful open house with COVID precautions in place.





ADDITIONAL EXPERIENCE

- Long-Rang Multimodal Transportation Plan (moveDC) and moveDC 2021 Update

Award: This project has received regional and national accolades, including those from elected city leadership, and honors, including the National Planning Excellence Award for Transportation Planning from the American Planning Association, national and regional recognition from the American Council of Engineering Companies, and the Innovative Transportation Solutions Award from WTS-D.C.

Task 3: Design Guidelines

Kimley-Horn will develop design guidance that is context sensitive and will provide implementable multimodal options and alternatives for the City of Pensacola. We will take into consideration past plans, number of lanes, rights-of-way, surrounding context, and desired vehicular speed, and much more.

Understanding Existing Context and Best Practices: Our approach in developing design guidance includes reviewing existing City of Pensacola policies (as identified in Task 1) and standards. We will utilize our extensive statewide and national expertise in planning, design, and implementation of an active transportation network which include best practices such as:

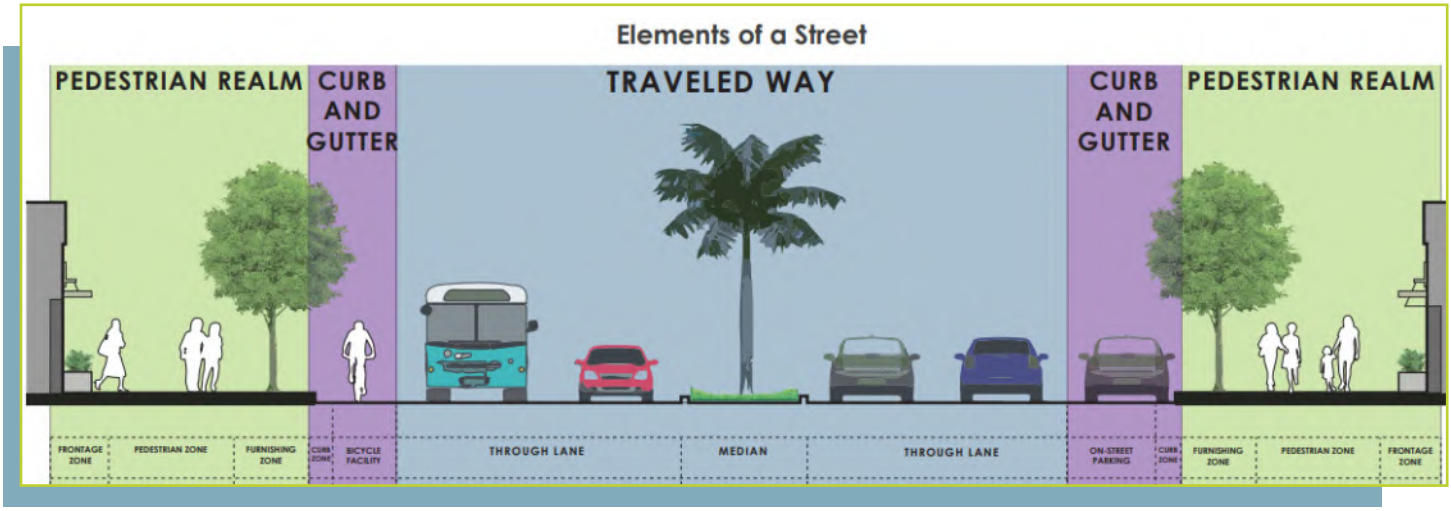
- Florida Department of Transportation (FDOT) Design Manual
- National Association of City Transportation Officials (NACTO) Guides
- The American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets (AASHTO Green Book)
- USDOT Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts
- Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach and *Implementing Context-Sensitive Design on Multimodal Corridors: A Practitioner's Handbook*.

Decision making matrix: A decision making matrix will be developed to help assess a toolkit of multimodal elements. The purpose of the matrix is to help guide future decisions on the options and multimodal treatments available for given situations. Specific treatments will include pedestrian elements, bicyclist elements considerations for scooters and wheelchairs, such as neighborhood greenways, reallocation of pavement, further access to transit, intersection improvements, and traffic calming measures. We will build off past efforts we have successfully developed for other cities and further calibrate for the City of Pensacola based on the context of streets in different areas. The design guidelines will also include general guidance with summary text and pictures with potential application on corridors.

VISION CORRIDORS	Causeway Boulevard	Downtown CRA	Douglas Avenue	Patricia Avenue	State Road 580
Pedestrian Improvements					
Sidewalks	✓				
Pedestrian Lighting	✓				✓
Crosswalks	✓		✓		
Bicycle Improvements					
Shared Lane Markings		✓			
Bike Lane		✓			
Protected Bike Lane					
Multi-use Path			✓*	✓	
Transit Improvements					
Stop Improvements (Shelter, lighting, wayfinding, pad, pathway, etc.)			✓	✓	✓
Micro-mobility Improvements					
Autonomous Vehicles		✓			
Golf Cart Crossings					
Shared Golf Cart Use					
Bike Share		✓			
Traffic Calming Tools					
Enhanced Landscaping/ Street Trees	✓			✓*	
Medians			✓	✓	
Pedestrian Safety Islands				✓	
Pinchpoints					
Chicanes					
Curb Radii Reduction					
Raised Intersection					
Lane Width Reduction					
Roundabout					
Neighborhood Traffic Circles					
Signal Progression					✓*
On-street Parking		✓			
Speed Hump/Table					
Safety Improvements					
Reduce Speed Limit				✓	
RRFBs/Midblock Crossings	✓		✓	✓	
Access Management/Driveway Consolidation	✓			✓	✓
Placemaking					
Gateway Signage	✓		✓	✓*	✓
Wayfinding					
Painted Intersections/Crosswalks		✓			

*Also identified in other City plans

Context Based Cross Sections: To provide more specific design guidance and illustrations, context-based street sections will be developed with facility widths and dimension based on guidance from our best practices. We will provide flexibility with ranges for bicycle or pedestrian facility widths and facility types. Our team strives to provide typical and constrained street widths that include the desired minimum design elements that should be provided on streets.



Alternative Context - Design Matrix

	Level 1		Level 2		Level 3		Level 4	
	Desired		Desired		Desired		Desired Range	
ROW	**70'**		**80'**		**100'**		**125'**	
Pedestrian Zone								
Subsection Width	**13'-21'**		**12'-27'**		**15'-27'**		**15'-27'**	
Toolbox:	**MIN**	**CONSTRAINED**	**MIN**	**CONSTRAINED**	**MIN**	**CONSTRAINED**	**MIN**	**CONSTRAINED**
Open Ditch/Swale	16'	8'	15'	12'	20'	15'	20'	15'
Shared Use Path	n/a	n/a	12'	10'	12'	10'	12'	10'
Sidewalk	5'	5'	n/a	n/a	n/a	n/a	n/a	n/a
Bicycle and Street Edge Zone								
Subsection Width	**n/a**		**4'-8'**		**4'-8'**		**8'-10'**	
Toolbox:	**MIN**	**CONSTRAINED**	**MIN**	**CONSTRAINED**	**MIN**	**CONSTRAINED**	**MIN**	**MIN**
Shoulder	n/a	n/a	8'	4'	8'	4'	10'	8'

Broward Metropolitan Planning Organization (MPO) Complete Streets Design Guidelines 2.0, Broward County, FL

Kimley-Horn team supported, continued, and furthered complement current Complete Streets efforts as well as direct development of additional tasks that enhanced the Broward MPO's Complete Streets Initiative. Duties included facilitating the Complete Streets Advisory Committee Meetings (CSAC), developed a template for Walking Audits using the platform, Typeform, conducted and lead the Walking Audits, prepared the Broward Complete Streets Guidelines 2.0 which is an update of the technical content and graphics of the manual used by local governments to implement Complete Streets, and prepared the Broward Complete Streets Master Plan.

Miami-Dade County Complete Streets Design Guidelines, Miami-Dade County, FL

Kimley-Horn prepared the Miami-Dade Complete Streets Design Guidelines, which is the unifying design document for local governments in Miami-Dade County to be able to identify and incorporate Complete Streets elements into road projects. We collaborated with local government staff to identify and incorporate key principles into the documentation – Safety, Health, Modal Equality, Context Sensitivity, and Sustainability. We led the development of a unique Street Typology specific to Miami-Dade streets and land use types to structure design guidance and criteria. Preferred and minimum widths and dimensions were established for key street design elements including sidewalks, furnishing/landscaping zones, frontage zones, bicycle facilities, transit lanes, general purpose travel lanes, turn lanes, and medians. Additional guidance was developed on a range of topics including bus stops, access to transit, landscaping type and spacing, bike parking, traffic calming, goods movement and deliveries, accommodating transportation network entities (TNEs), and preparing for autonomous vehicles (AVs).

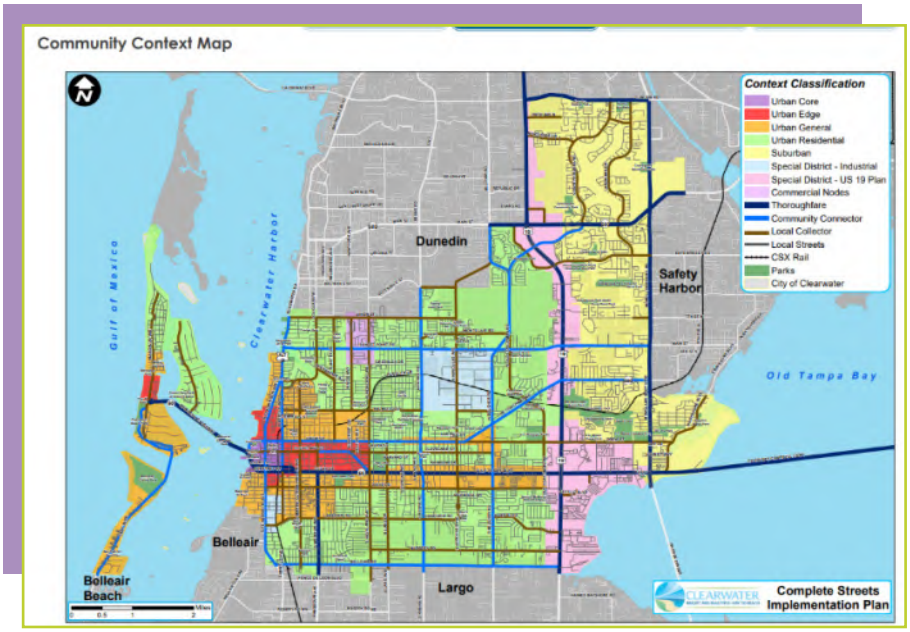
We invite you to scan the QR code below to learn more about our Complete Streets Guidelines 2.0

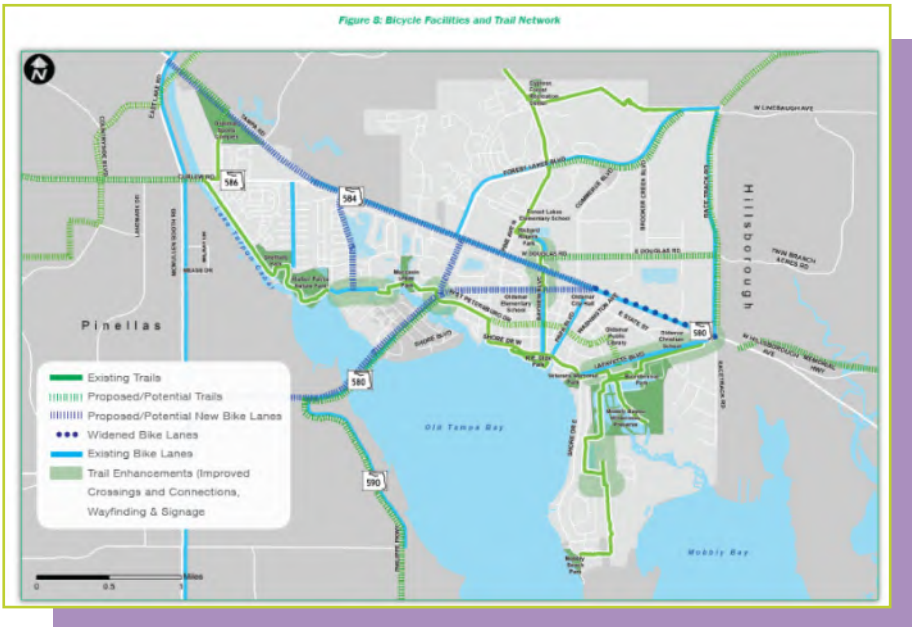
Task 4: Future Network and Policy Recommendations

Kimley-Horn will utilize the previous tasks to develop a future active transportation network for the City that builds off of, and holistically encompasses, past work such as the downtown corridor management plans, downtown hashtag connector, and other planning efforts. The development of the network will help set the stage for partnerships with other agencies, as well as to identify the vision of the City for when private development occurs adjacent to the network. Specifically, the active transportation plan will identify priorities with any new development downtown. This task will also include developing guiding principles/policies to help influence change.

Future Network Development: The active transportation network will be developed using the following steps:

- Developing context classification and street type and modal priority maps for different parts of the City to help inform the potential multimodal transportation options.
- Reviewing potential options for major roadways to develop a network of low stress streets for those of all ages and abilities to feel comfortable. Special attention will be given to posted speeds and major roadways that do not have a protected or low stress option for those biking, walking, wheeling, and accessing transit. We will also take into consideration a connected network that would run parallel to major roadways to provide access to commercial destinations, parks, schools, and more.
- In developing a draft network, we will build onto the opportunities and gaps mapped, review of existing conditions and planned facilities, as well as the review of past plans from Task 1. We will also utilize input from the steering community and the public involvement, particularly the online mapping exercises to identify connections and priority routes. **The product will be a GIS map of future active transportation network.**





Policies and Framework: Kimley-Horn will also identify guiding principles/policies to be documented in the implementation plan. The purpose is to provide a cohesive

plan that identifies the overall priority for streets and aids partnership opportunities and transparency with other agencies and the development community.

- *Policy and Regulatory enhancements* that build onto efforts the City has already conducted such as the complete streets ordinance. Improvements could include development checklists and potential additional recommendations for updates to the comprehensive plan and codes that encourage vision zero and complete streets.
- *Plan Project Delivery and Process enhancements* such as interdepartmental review process, annual priority list, and training/education/promotion of the active transportation network. The plan will also highlight streets that the City solely controls and can implement improvements without coordination as well as County and State streets that would require coordination with the County, Florida Department of Transportation (FDOT), and the Florida-Alabama Transportation Planning Organization (TPO). Additional partnerships with local groups and other agencies such as Escambia County Area Transit will also be identified.

Palm Beach TPA Complete Streets Design Guidelines, Palm Beach County, FL

Kimley-Horn developed Complete Streets Guidelines to encourage the development of walkable, bikeable, and transit-friendly communities through an integrated approach to planning the County's transportation networks. The County's goal was to incorporate Complete Streets elements into all phases of roadway planning, design, construction, and maintenance. Deliverables included a Complete Streets Design Guidelines document that directs engineers and planners on how to plan and design Complete Streets elements into all types of transportation and land development projects. Complete Streets Design Guidelines also provided guidance regarding construction and maintenance practices that encourage walking, biking, public transit use, and promote safety and accommodation for all users.

Clearwater Citywide Complete Streets Implementation Plan, Clearwater, FL

The City of Clearwater selected Kimley-Horn to develop a Citywide Complete Streets Implementation Plan to set the foundation for a street network that encourages mobility in the City. As part of the Citywide Complete Streets Implementation Plan, Kimley-Horn defined complete street guiding principles; developed a Complete Streets Citywide GIS Database/Facilities Inventory; documented a baseline of existing challenges and barriers; conducted public outreach and engagement; identified context classifications and street typologies with associated street design guidance, including a matrix of improvements/ cross section elements by classification; developed recommendations for how the City of Clearwater can develop complete street projects, including project prioritization guidance, project delivery framework, and evaluation criteria/performance metrics, and provided a summarized Action Plan for Implementation (Policy considerations, project prioritization and project delivery, design guidance, physical list of improvements identified, funding options, and performance metrics and next steps).

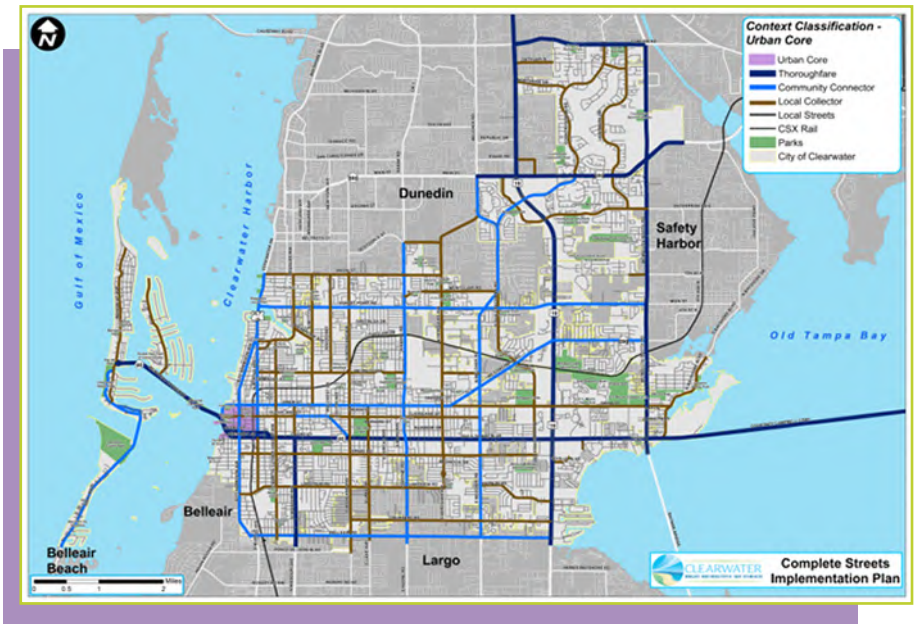


Figure 3. Urban Core Context Classification, Clearwater Complete Streets Implementation Plan

Task 5: Evaluation, Implementation, and Funding

Our planning services are fully integrated with implementation strategies and innovative approaches to key components, such as grants/financing. The expertise of the Kimley-Horn team will enable you to successfully achieve your vision.

We are passionate about developing plans that are implementable with clear actions. The purpose is to develop a plan that highlights a playbook for creating an active transportation plan network moving forward. The opportunity is to also create a plan that is flexible and will live-on.

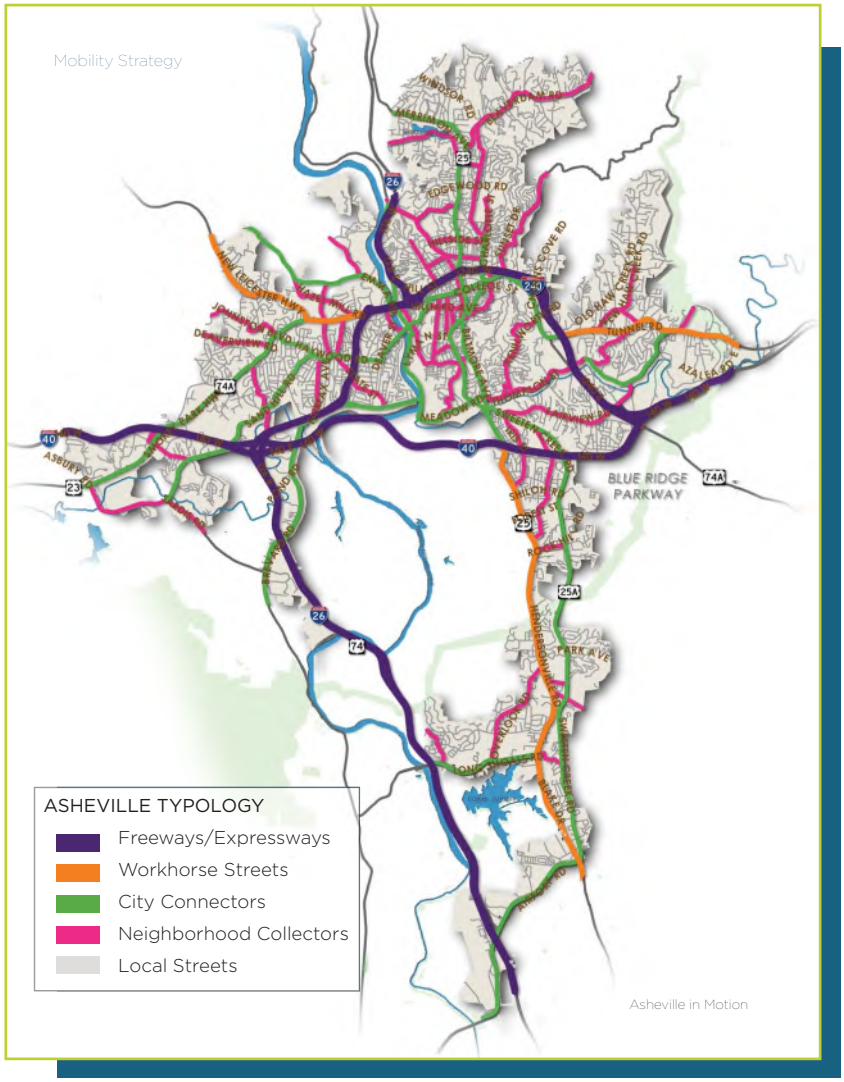
The implementation plan will identify clear actions and strategies with timeframes, responsible parties, and key considerations. The timeframes will consist of short-term, mid-term, and long-term action. Potential quick build or tactical project ideas will also be highlighted as part of the short-term recommendations. The plan will include, but not be limited to, the following:

- Executive Summary and "How To Use" guide
- Guiding Principles
- Overview of existing plan review/existing conditions
- Summary of stakeholder and public outreach and engagement
- Action Plan for Implementation
  - » Design Guidelines: Recommendations and guidance for an active transportation network
  - » Policy, Programs, and Project Delivery Considerations
  - » Physical Improvements: Active transportation network, improvements and projects, with planning costs and potential phasing
  - » Funding Options and Strategies: Including partnerships/multi-disciplinary coordination (i.e. Schools, Public Health, law enforcement)
  - » Initial Performance Metrics and Next Steps: How the City will define success into the future

With our implementation plans we include an extensive list of funding sources from our grants team that assist local governments in bridging the gap between planning and implementation, allowing projects to become reality. We have assisted numerous local agencies in obtaining grant funding assistance from a variety of sources, including state and federal dollars for high priority projects from our plans.

Asheville in Motion: Mobility Plan, Asheville, NC

Kimley-Horn assisted the City of Asheville through the process of developing a Mobility Plan. The process included a progressive approach that blends land use, urban form, and mode split aspirations into an integrated strategy. Emphasis was placed on the development of decision tools that helped refine the design of improvements as well as strategies for different context areas of the community. A new street typology, priority design matrix, and community-types coupled with priority tools—such as mobility indexing and the creation of a mobility district—will influence future decision making and ensure compatibility with other community initiatives. Simply put, Asheville in Motion (AIM) was able to reconcile the plans of the past with the needs of the future in a way other plans don't. Cities around the country are facing similar challenges—affordable housing, inefficient expansion, and the competition for space in constrained corridors. Rather than creating yet another plan, the City devised a strategy to align their transportation investments with the mobility and community objectives of the future.

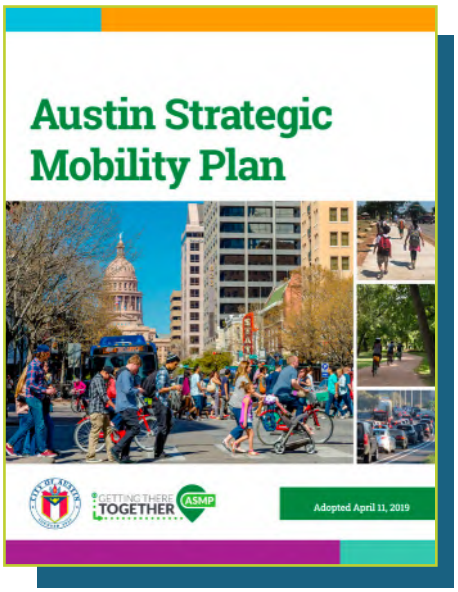


In a constrained setting like Asheville, the need for a compact and connected community with a variety of mobility choices remains the most viable response to the changing landscape. Most significant was the observation that AIM didn't shy away from addressing the inherent competition for space and dollars. Instead, the process introduced a coordinated strategy that offers decision-makers a method to balance those competing interests. By embracing imperfection in a way that is uniquely Asheville, transportation is now viewed as a supportive measure to community diversity—rather than a means to an end.

Awarded the 2016 NC Marvin Collins Planning Award in the Large Community Outstanding Planning Award category.

Austin Strategic Mobility Plan (ASMP), Design Guide, and Code Next, Austin, TX

Kimley-Horn led the City of Austin's Strategic Mobility Plan (ASMP). This effort involved coordinating a vision for the transportation facilities associated with several long-range planning initiatives, including the transportation element of the comprehensive plan, the urban rail program, and the downtown plan. To do this, the Kimley-Horn team updated the City's street network plan, which integrates with the City's form-based code (CodeNext) and advances their Complete Streets program. The ASMP required an innovative approach to consider how transportation investments would affect a variety of City priorities. For the first time, the City of Austin has a series of tools that include a mobility strategy and street design guide that aligns with the City's comprehensive plan and development code and leverages their transit, parking, and affordable housing initiatives. Our team also conducted a complete policy diagnostic that set the stage for policy modernization. The resulting policy changes are intended to work with infrastructure investments to achieve a shared vision.



Kimley-Horn developed a scenario-driven process organized around community-identified priorities, including affordability, travel choices, commuter delay, economic prosperity, sustainability, health and safety, placemaking, and innovation. The public engagement strategy Kimley-Horn developed for the ASMP has been nationally recognized for its innovation and inclusivity of historically excluded, underrepresented, or underserved populations in the community.

Additional Project Experience

FDOT District Three Growth Management/System Planning General Planning Consultant

Kimley-Horn has had ongoing GPC contracts with District Three since 1998. Our team has been re-selected for several contracts to provide professional planning and engineering services in support of the District's transportation planning programs. Activities under this contract include system and/or corridor growth management planning; systems planning and engineering studies; developing/analyzing/monitoring potential revisions of the District's Florida Strategic Intermodal System (SIS); modal development; metropolitan planning organization (MPO) assistance along with MPO and regional traffic model calibration/analysis/updates/enhancements; State-mandated transportation program implementation; corridor planning; and environmental management including updating, monitoring, and data entry into the Efficient Transportation Decision Making (ETDM) process. Each of these tasks begin with scope development working closely with staff. Specific projects include:

- Growth Management Reviews
- Growth Management Training Program
- Bicycle-Pedestrian Safety Studies
- Bicycle-Pedestrian Map
- I-10 Master Plan and Update
- Corridor Feasibility Studies Throughout the District
- Mutli-Use Trail Feasibility Studies – Escambia Scenic Highway, Mexico Beach

Lealman Mobility Plan, Pinellas County, FL

Kimley-Horn was retained by Pinellas County to create the Linking Lealman Action Plan to encourage mobility in Lealman with complete street and context sensitive improvements. The plan provided a road map for mobility and complete street improvements in Lealman to be programmed as part of the Pinellas County Capital Improvement Program (CIP). The intent was to provide a continuous network of streets, sidewalks, bike lanes and trails, and upgraded pedestrian and transit amenities. The Linking Lealman Action Plan project included multimodal improvements within the study area as well as an inventory and assignment of street context/typologies, conceptual improvements for context types, and the development of design concepts for several focus corridors.

Kimley-Horn actively engaged the public to collect valuable information and gain support for the project. We hosted several public workshops and meetings with the Lealman CRA advisory committee. Our activities at the workshops included introductions, presentations, and interactive exercises to best understand community priorities. The interactive exercises included a break-out of several sessions comprising funding games – prioritizing where to spend dollars and measles map identification of specific issues and where they are located. We also worked closely with County staff to prepare flyers for residents and preparing subject matter content for the County website.

Hollywood Bicycle Mobility Plan, Hollywood, FL

Kimley-Horn created a framework for a citywide network of safe and comfortable bicycle corridors. The City of Hollywood's Bike Mobility Plan was developed in response to growing public interest in identifying and prioritizing bicycle mobility improvement projects and advancing Complete Streets principles in key commercial corridors. Kimley-Horn conducted extensive community outreach throughout the lifecycle of the project, including the use of virtual tools to gather location-specific input from residents. The resulting Plan makes the most of funding opportunities available to add over 100 miles of designated bicycle facilities throughout the City. The bike network also includes Loop Routes in each of the city's residential neighborhoods to provide healthy and safe mobility options to all residents and visitors alike.

Palm Beach TPA Complete Streets Design Guidelines, West Palm Beach, FL

Kimley-Horn developed Complete Streets Guidelines to encourage the development of walkable, bikeable, and transit-friendly communities through an integrated approach to planning the County's transportation networks. The County's goal was to incorporate Complete Streets elements into all phases of roadway planning, design, construction, and maintenance. Deliverables included a Complete Streets Design Guidelines document that directs engineers and planners on how to plan and design Complete Streets elements into all types of transportation and land development projects. Complete Streets Design Guidelines also provided guidance regarding construction and maintenance practices that encourage walking, biking, public transit use, and promote safety and accommodation for all users.

Dallas Strategic Mobility Plan (SMP), Dallas, TX

The City of Dallas selected Kimley-Horn to lead the DSMP, a plan that established the five-year strategic vision for transportation in Dallas. The DSMP determined the driving principles for transportation in Dallas; developed baseline data that informs policy, program, and project investment decisions; established a framework for evaluating the impact of transportation investments; and identified preferred transportation investment strategies for the City that advance integrated transportation, land use, housing, equity, environmental, and economic decision-making. The Kimley-Horn team provided integrated transportation, land use, and economic development modeling, community outreach, scenario planning, and innovative transportation policy development services.

Charlotte Moves Mobility Plan, Charlotte, NC

The Charlotte Strategic Mobility Plan defines a five to ten-year strategic vision to enhance mobility, leveraging transportation investments to support overarching community goals, and modernize transportation policy to respond to Charlotte's 21st Century mobility challenges. The Charlotte Strategic Mobility Plan will consider all modes of transportation and will emphasize the integration of transportation decision-making with housing, economic development, safety, equity, and environmental sustainability.

Escambia Scenic Highway Trail Feasibility, Escambia County, FL

Kimley-Horn is conducting a Trial Feasibility Study for SR 10A (US 90) Scenic Highway from Perry Avenue to State Road 10 (US 90A) North Davis Highway. The feasibility Study is to provide documented information necessary to determine fatal flaws, logical termini, purpose and need, and corridors or alternatives that meet performance metrics identified in the purpose and need. Kimley-Horn is analyzing and assessing the project's impact on the social, economic, cultural, natural, and physical environment, in order to develop the location and design concept in accordance with FDOT policy procedures, and requirements. The purpose of the multi-modal trail is to improve regional connectivity through Escambia County and throughout the State with reference to FDOT's Suntrail network. The feasibility study will result in feasible alternatives to be considered for future phases and to leverage future funding of the trail.

FDOT District Three US 90 Action Plan

Kimley-Horn was retained by FDOT District Three for the US 90 Action Plan to perform engineering and planning services. The plan analyzed improvement alternatives, defined and recommended capacity improvements, defined corridor management

plan, and provided information to determine the design concept to support future project development actions. Also right-of-way recommendations regarding acquisition priorities including limited access rights and right-of-way protection priorities were initiated, as appropriate, by FDOT and local governments. In addition the plan identified the context classifications of the corridor segments and identified how each segment addressed all modes of transportation and based on the context classification provided suggested improvements for multi-modal design considerations to better serve the community.

Subconsultant Project Experience

HSA Consulting Group

City of Pensacola Traffic Counts (2010 – present)

HSA has conducted approximately 150 traffic counts (primarily neighborhood speed counts using road tubes) on an as-needed basis for the City of Pensacola since 2010.

Ascension/Sacred Heart Traffic and Pedestrian Safety Study, Pensacola, FL

This study addressed traffic circulation and pedestrian transportation on the Pensacola campus of Ascension Sacred Heart Hospital. Data collection included turning movement counts, pedestrian counts, delay studies, speed studies, and crash data. Parking spaces were inventoried, and parking usage was monitored. Recommendations were made for improvements, including pavement markings, signage, and new crosswalks.

SR 196 Bayfront Parkway Feasibility/Planning Study for Operational Improvements (from Tarragona Street to SR 30 (US 98), Pensacola, FL

HSA conducted data collection and prepared the Existing Conditions report. Data collection included 24-hour volume and classification counts, four-hour turning movement counts, and crash data. Information was also collected on roadway characteristics, including functional class, number of lanes, facility type and posted speed. Level of service analysis was conducted for roadway segments and intersections using Synchro. Multi-modal level of service was also determined for bicycle and pedestrian modes and for transit.

Florida Department of Transportation (FDOT) District Three Districtwide Contracts

HSA has held the Districtwide Traffic Counts and Projections contract for many years, which has included conducting hundreds of volume and classification counts in Escambia County and the City of Pensacola. In addition, HSA was the District's Roadway Characteristics Inventory (RCI) consultant for a number of years and has extensive experience in collecting and compiling all types of roadway data.

Longleaf Drive Redesign, Escambia County, FL

The Longleaf Drive project is an Escambia County project to increase safety along the subject roadway by converting a 1.25-mile segment of mixed two/three lane roadway to three lanes with curb and gutter, adding sidewalk to the south side and a separated joint use path on the north side. HSA is providing services to upgrade pedestrian features at the existing traffic signal at Community Drive, and design lighting along the highway and joint use path. The joint use path will utilize decorative lighting poles and fixtures.

Section 6:

Current Workload and Ability to Deliver Projects On Time and Within Budget

6. Current Workload and Ability to Deliver Projects On Time and Within Budget

Current Workload

Kimley-Horn has a long history of achieving successful project completion through a combination of effective project management and technical expertise. Our success comes from providing the highest level of service to our clients, and that philosophy has been instilled in our employees. Our team is known in the marketplace as results-oriented, and our employees are respected for the quality of their work.

Kimley-Horn's proactive management process facilitates the availability of firmwide and Florida-based resources for project staffing requirements. This management process, called "cast-aheads," forecasts our workload over a six-month period, and can identify work overloads and/or shortfalls for each office and discipline. The cast-ahead process verifies that sufficient staff and effort-hours are available to meet project schedules. Based on a review of our cast-aheads, we know that the Kimley-Horn staff members selected for this team are available immediately to serve the City of Pensacola and are in excellent position to handle the workload required to complete the scope of work to prepare detailed drawings and specifications for the Active Transportation Plan.

Our passion is to serve the City of Pensacola on this important endeavor and we will bring our full resources to bear.

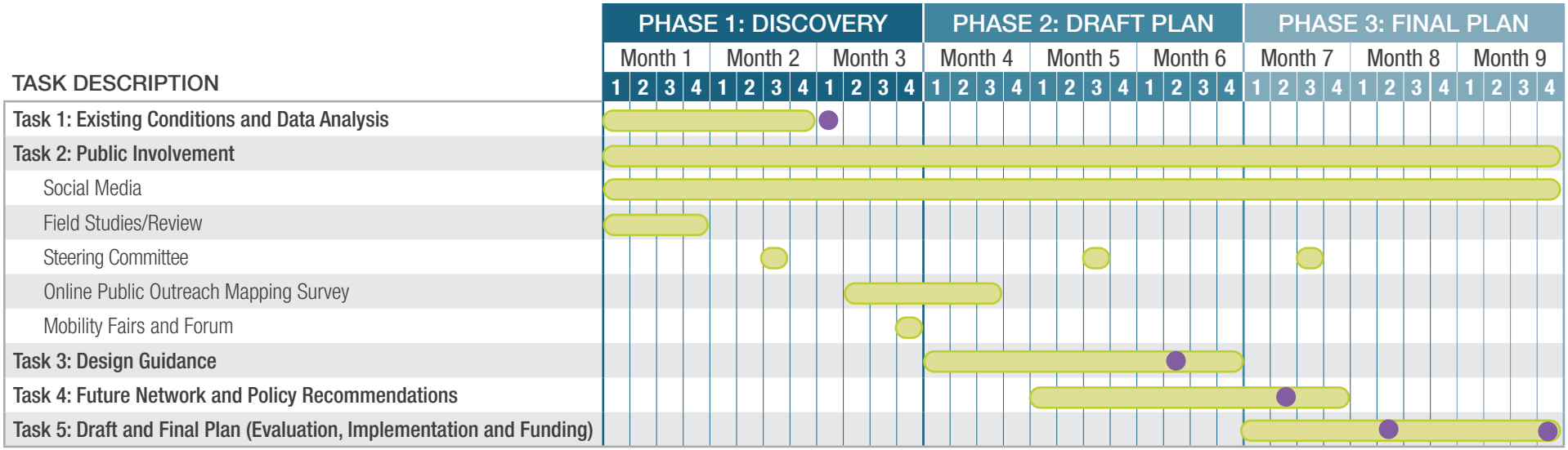
Ability to Deliver Projects on Time and Within Budget

Kimley-Horn has a proven record of performing on time and within budget. The key to our success is managing the right resources at the right time. We emphasize project management using bi-monthly effort reports that give our project managers up-to-date staffing and expense information related to their projects. This information enables them to continuously monitor the status of project cost, cost control effectiveness, and schedule. Kimley-Horn often schedules bi-monthly telephone meetings with our clients to communicate the project's progress.

Frequent communication and a clear definition of the responsibilities of team members are critical elements in maintaining schedules. With that in mind, our project specific work plan identifies critical project milestones and deliverable dates. We then will actively manage our team resources to meet the agreed-upon schedules and keep your project on track.

Pensacola Active Transportation Plan Schedule

Below is a potential schedule. We are committed to meeting the City of Pensacola's schedule and we will work with City staff to develop a final schedule.



● Indicates deliverables

Section 7:

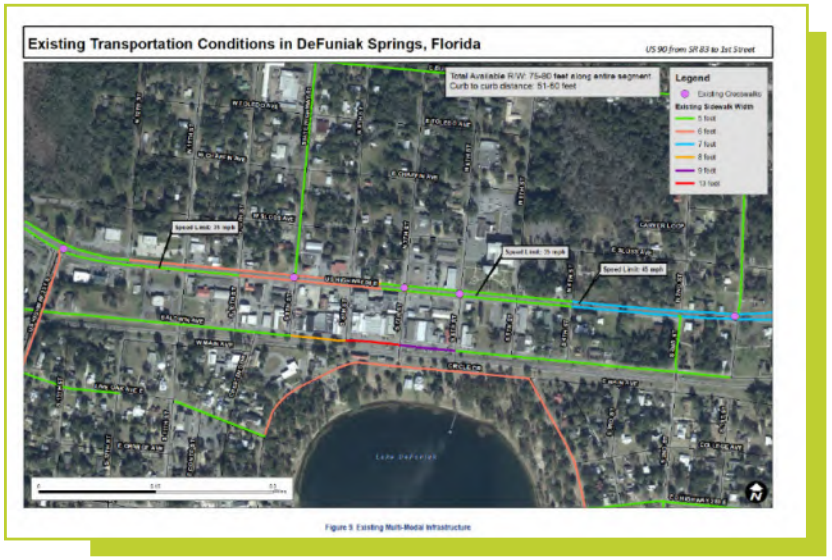
Innovative Approaches and Solutions

7. Innovative Approaches and Solutions

Kimley-Horn prides itself on our ability to stay innovative. We strive to create unique solutions that separate us from our competitors. We have listed some of our innovative approaches and solutions for the fundamental tasks on the active transportation plan below.

Innovative Solutions for Existing Conditions and Data Analysis

The ArcGIS Collector collects and inventories field data efficiently and reliably. This innovative approach starts with creating a customized map and input form that is specific to the project. Field staff will use mobile devices, cell phones, or tablets to enter and/or edit data sets and can view their current geospatial position in the context of the map overlays. These processes have offered great advantages to our plans in accessing active transportation networks that help inform improvements.



Innovative Solutions for Public Involvement

Kimley-Horn is known for developing innovative approaches to involving the public throughout the planning process. The best planning processes include community leaders, landowners, citizens, and stakeholders. The challenge is finding an appropriate balance between technical information, community values, and public sentiment. Kimley-Horn tailors a flexible public involvement and engagement strategy for each plan and will monitor outreach continuously to course correct if a particular segment of the population is not involved.

Our team believes in providing a number of different channels for the public to engage, which is more important than ever today. Our team has successfully obtained feedback through in-person and virtual meetings through various platforms. The different channels will also provide several opportunities to provide information to the community.

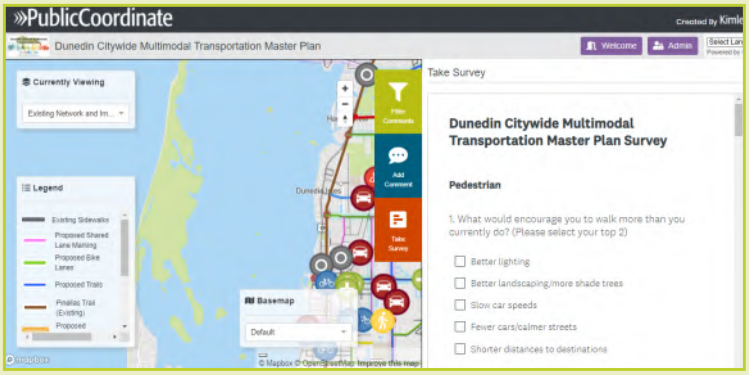
Kimley-Horn employs a variety of effective in-person techniques including steering committees, small group meetings, workshops, charrettes, and mobility forums/meetings as methods where the tangible exchange of ideas occur. We have also specialized in walk audits and safety audits on similar plans to help tailor active transportation recommendations.

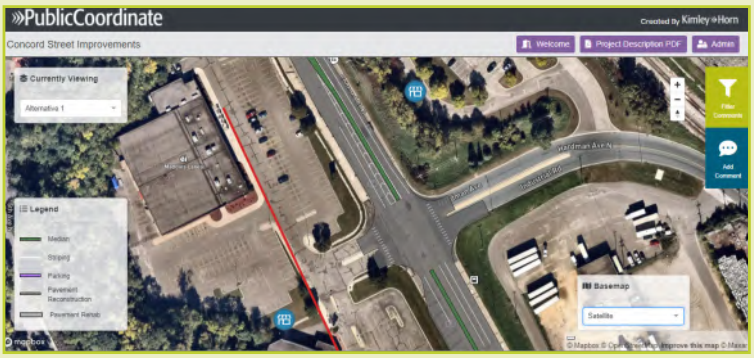
The ever-increasing demand for participant time also requires us to be experts in social media, online surveys, and virtual online engagement techniques. Our award-winning approach to community engagement has led to industry recognition, local adoption, and endorsement of a plan or design. We also know that people are busy and may not have availability in their schedule to attend in person meetings, so Kimley-Horn has specialized in creating online components available to the public for City meetings.

PublicCoordinate

Public Engagement Made Easy

PublicCoordinate is an interactive survey tool and map-based platform where public agencies can share project information with the public to gather feedback. The City can customize it to their own projects, translate into multiple languages, upload project photos to the map, and export fully formatted reports with summary analytics. PublicCoordinate is a useful tool for active transportation plans as existing pedestrian and bicycle networks can be displayed and the public can draw their ideas on the maps. Survey questions can also be included for citizens to answer on their computer or mobile device. We have successfully conducted surveys this way through the use of QR codes found on websites and through other printed collateral.





Virtual Room

Public input on concepts may also be solicited through a virtual room. Kimley-Horn has become a leader in innovative outreach as our projects demanded extensive public engagement under conditions where it was not safe to meet face to face. Our team can create a virtual engagement room that allows viewers to learn about the project through graphics and renderings and provide feedback in environment similar to in person public meetings.

Innovative Solutions for Design Guidelines, Future Network, and Policy Recommendations

Kimley-Horn takes pride in planning with an eye on implementation. In conjunction with public outreach, we believe high-quality visualization techniques and graphic representation is critical for successfully communicating design guidance and plan concepts to the community, policy makers, and other stakeholders. Our staff creates realistic visualizations including three-dimensional (3D) animations that help tell the story. This is especially vital when trying to communicate the interconnected nature of our transportation and land use decisions. Providing visualization tools can help the public and stakeholders better understand the results of our decisions, policies, and guidelines. We are also able to gain valuable insights and feedback that influence and enhance our plans.

Recent examples include several corridors that have improvements constructed or under design from the Polk Complete Street corridor plans. Other recent examples include a lane reduction and traffic calming study of Central Avenue in Naples, which has now been designed and implemented. St. Petersburg Drive in Oldsmar included a concept as part of the Oldsmar Mobility plan which is now under design.

Kimley-Horn can create fly-through concepts that allow the public to put themselves on a street in a virtual environment and experience the walking or biking in the designed space with picture improvements. In addition, we have successfully used drones and photography to show realistic before and after pictures.

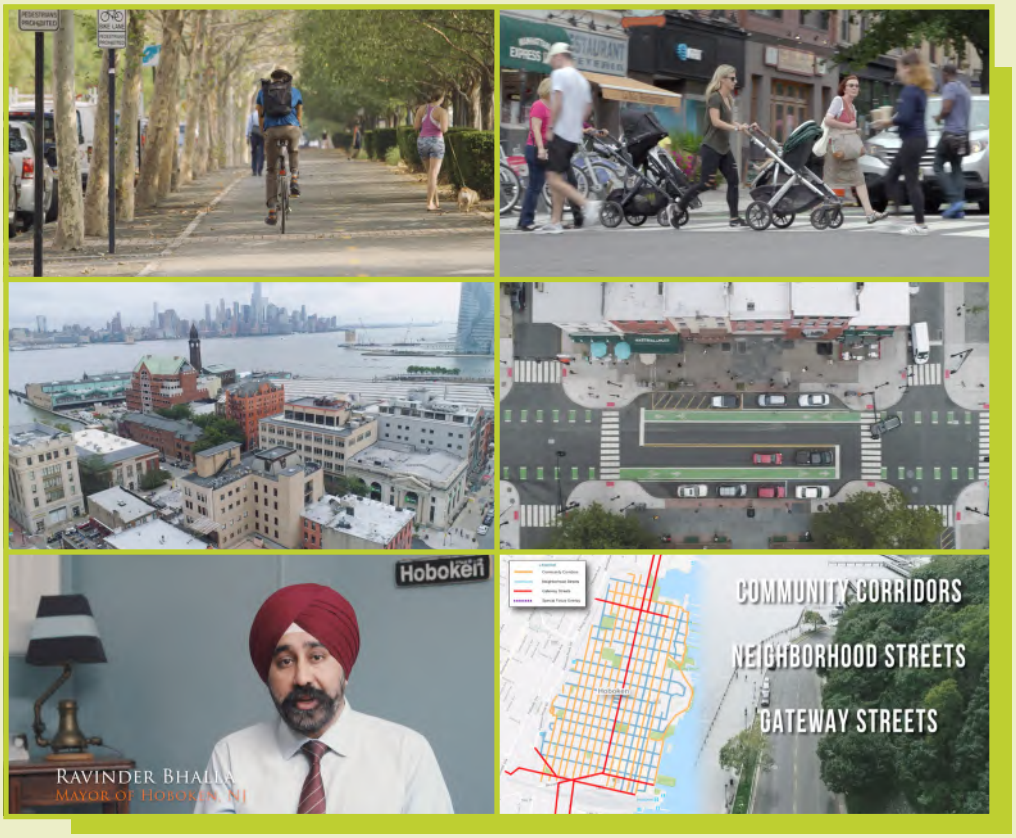
Project films are another way to quickly communicate a project's vision and goals. Our team has worked with Civic Eye Collaborative to develop project films.

Civic Eye Collaborative — OPTIONAL SERVICE

Outreach Film series – City of Hoboken Complete Streets Design

Length of Performance: August 2018 - May 2019

Civic Eye Collaborative worked with the City of Hoboken to create a project film that visually illustrates and explains the Complete Streets effort in Hoboken. The film was broken down into three discrete sub-films so that the themes covered in the film(s) can be released in a timely fashion over the course of the project rather than waiting until the end for one final film. These sub-films introduce and educate viewers on the concept of Complete Streets as a policy and a practical approach that will advance equity, mobility, and community livability. The films are designed to inform the community by showcasing the benefits of Complete Streets in a way that is easily digestible through motion graphics, aerial photos, and example footage.



Innovative Solutions for Evaluation, Implementation, and Funding

Kimley-Horn understands that an interactive website is an important part of transparent communication for a public transportation project or program. They help convey key ideas, generate understanding, create excitement, and build consensus. Our team includes specialists at developing interactive websites that are designed to seamlessly integrate with an agency's existing brand, attract users, keep content fresh, and maintain interest in the project. Web-based tools such as interactive maps and polling are great ways to keep citizens and stakeholders engaged with the site. One option is to provide the active transportation plan online as a flexible plan that will live on and can be updated as progress is made. We will work closely with staff to identify and deploy the best interactive tools for the desired outcomes.

Our websites are built, managed, and maintained using the WordPress Content Management System (CMS). This popular CMS gives users control over custom design and content, with no need to write complex computer code, and uses a variety of feature plugins to enhance the site's functionality. WordPress allows websites to incorporate unique graphics and branding while maintaining current web best practices including: responsive design for mobile friendliness, web-safe fonts, and search engine optimization. It also allows for the creation of different user access levels, which facilitates the review of the site before changes are made public.

Kimley-Horn has created the following websites:

VDOT

- www.virginiadot.org/innovativeintersections
- www.virginiadot.org/projects/stars.asp

FHWA

- www.safety.fhwa.dot.gov/roadway_dept/night_visib/

Virginia

- www.belmontbridge.org
- www.easthighstreetscape.org

Other

- www.laconnect-it.com

Multimodal/Transportation

- www.wemovedc.org
- www.16thstreetnwbus.com
- www.seboulevard.com
- www.theforksstreets2045.org
- www.hennepindowntown.com
- www.fresnoairportsmasterplan.com

We are also experienced in conveying plan performance as part of our project reports or via websites. Many cities such as Pensacola utilize dashboards to convey results to citizens and we can help provide that service to the City to integrate data from the plan with your existing information. The key opportunity is to not create a static plan but one that will live on that can be continually assessed.

Section 8:

M/WBE, DBE, and SDVOSB

8. M/WBE, DBE, and SDVOSB

Utilization of Minority/Women Business Enterprises and SVVOSB as part of our contracts is a matter of corporate philosophy at Kimley-Horn. We seek to involve minority subconsultants in meaningful roles. Moreover, when clients have established specific goals for minority involvement, we have typically met or exceeded them.

Kimley-Horn's Performance in using M/WBE and DBE Firms over the Past Five Years:

Year	Total Paid
2020	$49.4 million
2019	$41.5 million
2018	$23.5 million
2017	$22.3 million
2016	$16.4 million

We believe this speaks well of Kimley-Horn's efforts to involve minority firms in our business. We will continue our longstanding practice of partnering with minority firms on future projects and on this contract. Given our ongoing commitment, the implementation process remains the same on a project-to project basis firmwide. We offer our continued commitment to minority participation for this project as well.

Kimley-Horn is including the following MBE/WBE/SDVOSB firms for this pursuit:

HSA Consulting Group

HSA Consulting Group

Woman-owned certified Disadvantaged Business Enterprise (DBE)
Small Business Enterprise (SBE)

HSA Consulting Group, Inc., established in 1990, is a professional service organization providing the highest quality, professional transportation planning, transportation engineering and land use planning consulting services available. Our corporate philosophy is founded on the importance of understanding our clients' objectives, as well as their technical requirements. We believe our commitment to quality is best demonstrated by delivering products which are technically sound, reflect our client's goals and contain attention to detail consistent with our internal quality control procedures. Whether in a capacity as a prime or sub-consultant contractor, we serve governmental clients at the federal, state, regional and local levels, in addition to a diverse range of private entities. With offices located in Gulf Breeze, Chipley, and Tallahassee, Florida our primary service area is Northwest Florida and additionally includes other areas of the state and region facing infrastructure and growth management challenges.

Areas of expertise offered by HSA cover a wide range of transportation engineering and urban planning specialties. They range from various transportation, land use and safety studies, multimodal traffic analysis, forecasting and modeling, feasibility and PD&E studies, conducting capacity analyses, developing build/no-build alternatives, state of the art data collection, inventory, and GIS mapping solutions; to minor roadway signing and pavement marking, ITS, signalization and lighting.

HSA is fully prequalified with the Florida Department of Transportation in minor design, transportation planning, traffic engineering and component design work categories. We are a woman-owned certified Disadvantaged Business Enterprise (DBE) and a Small Business Enterprise (SBE).

Civic Eye Collaborative

CIVIC EYE COLLABORATIVE

Disadvantaged Business Enterprise (DBE)
Small Business Enterprise (SBE)

Civic Eye Collaborative (CEC) is an urban planning and multimedia firm located in New Jersey. CEC uses its background in community planning and workshop development to produce community films and training resources that resonate with the public, practitioners and community professionals. With over 15 years of combined hands-on experience, CEC is uniquely positioned to translate complex community issues into structured but visually engaging media resources. CEC focuses on using the latest technology and carefully considered outreach to enhance learning, public participation, and an improved understanding of complex policy issues. Our multidisciplinary team leads training workshops and community outreach, produces educational films and multimedia projects, and provides consulting services on community planning and public policy

Section 9:

Licenses

9. Licenses

State of Florida
Department of State

I certify from the records of this office that KIMLEY-HORN AND ASSOCIATES, INC. is a North Carolina corporation authorized to transact business in the State of Florida, qualified on April 24, 1968.

The document number of this corporation is 821359.

I further certify that said corporation has paid all fees due this office through December 31, 2021, that its most recent annual report/uniform business report was filed on April 24, 2021, and that its status is active.

I further certify that said corporation has not filed a Certificate of Withdrawal.

Given under my hand and the Great Seal of the State of Florida at Tallahassee, the Capital, this the Twenty-sixth day of April, 2021

GREAT SEAL OF THE STATE OF FLORIDA
IN GOD WE TRUST

Secretary of State

Tracking Number: 6274349232CU

To authenticate this certificate,visit the following site,enter this number, and then follow the instructions displayed.

https://services.sunbiz.org/Filings/CertificateOfStatus/CertificateAuthentication

Kimley-Horn has renewed this document and is waiting to receive the new certificate.

2021 FOREIGN PROFIT CORPORATION ANNUAL REPORT

DOCUMENT# 821359

Entity Name: KIMLEY-HORN AND ASSOCIATES, INC.

Current Principal Place of Business:

421 FAYETTEVILLE STREET
SUITE 600
RALEIGH, NC 27601

Current Mailing Address:

421 FAYETTEVILLE STREET
SUITE 600
RALEIGH, NC 27601 US

FEI Number: 56-0885615

FILED
Apr 24, 2021
Secretary of State
4676381683CC

Certificate of Status Desired: No

Name and Address of Current Registered Agent:

CT CORPORATION SYSTEM
1200 SOUTH PINE ISLAND ROAD
PLANTATION, FL 33324 US

The above named entity submits this statement for the purpose of changing its registered office or registered agent, or both, in the State of Florida.

SIGNATURE:

Electronic Signature of Registered Agent — Date

Officer/Director Detail :

Title	DIRECTOR	Title	DIRECTOR
Name	GOOD, BRIAN A.	Name	COLVIN, SCOTT W.
Address	421 FAYETTEVILLE STREET SUITE 600	Address	421 FAYETTEVILLE STREET SUITE 600
City-State-Zip:	RALEIGH NC 27601	City-State-Zip:	RALEIGH NC 27601
Title	DIRECTOR	Title	DIRECTOR
Name	DVORAK, WILLIAM E. JR.	Name	MUTTI, BRENT H.
Address	111 WEST JACKSON BLVD. SUITE 1320	Address	7740 N 16TH STREET SUITE 300
City-State-Zip:	CHICAGO IL 60604	City-State-Zip:	PHOENIX AZ 85020
Title	VP	Title	TREASURER
Name	MCENTEE, DAVID L.	Name	MCENTEE, DAVID L.
Address	421 FAYETTEVILLE STREET SUITE 600	Address	421 FAYETTEVILLE STREET SUITE 600
City-State-Zip:	RALEIGH NC 27601	City-State-Zip:	RALEIGH NC 27601
Title	ASSISTANT SECRETARY	Title	PRESIDENT
Name	MCENTEE, DAVID L.	Name	LEFTON, STEVEN E.
Address	421 FAYETTEVILLE STREET SUITE 600	Address	421 FAYETTEVILLE STREET SUITE 600
City-State-Zip:	RALEIGH NC 27601	City-State-Zip:	RALEIGH NC 27601

Continues on page 2

I hereby certify that the information indicated on this report or supplemental report is true and accurate and that my electronic signature shall have the same legal effect as if made under oath; that I am an officer or director of the corporation or the receiver or trustee empowered to execute this report as required by Chapter 607, Florida Statutes; and that my name appears above, or on an attachment with all other like empowered.

SIGNATURE: RICHARD N. COOK — SECRETARY — 04/24/2021

Electronic Signature of Signing Officer/Director Detail — Date

Officer/Director Detail Continued :

Title	CEO
Name	LEFTON, STEVEN E.
Address	421 FAYETTEVILLE STREET SUITE 600
City-State-Zip:	RALEIGH NC 27601

Title	CFO
Name	FLANAGAN, TAMMY L.
Address	421 FAYETTEVILLE STREET SUITE 600
City-State-Zip:	RALEIGH NC 27601

Title	SENIOR VICE PRESIDENT
Name	COOK, RICHARD N.
Address	421 FAYETTEVILLE STREET SUITE 600
City-State-Zip:	RALEIGH NC 27601

Title	DIRECTOR
Name	BLAKLEY, STEPHEN W.
Address	421 FAYETTEVILLE STREET SUITE 600
City-State-Zip:	RALEIGH NC 27601

Title	DIRECTOR
Name	MONTANYE, EMMELINE F.
Address	817 WEST PEACHTREE STREET, NW, SUITE 601
City-State-Zip:	ATLANTA GA 30308

Title	DIRECTOR
Name	LEFTON, STEVEN E.
Address	421 FAYETTEVILLE STREET SUITE 600
City-State-Zip:	RALEIGH NC 27601

Title	DIRECTOR
Name	BARBER, BARRY L.
Address	421 FAYETTEVILLE STREET SUITE 600
City-State-Zip:	RALEIGH NC 27601

Title	VP
Name	FLANAGAN, TAMMY L.
Address	421 FAYETTEVILLE STREET SUITE 600
City-State-Zip:	RALEIGH NC 27601

Title	DIRECTOR
Name	DANIELSON, PAUL B.
Address	421 FAYETTEVILLE STREET SUITE 600
City-State-Zip:	RALEIGH NC 27601

Title	SECRETARY
Name	COOK, RICHARD N.
Address	421 FAYETTEVILLE STREET SUITE 600
City-State-Zip:	RALEIGH NC 27601

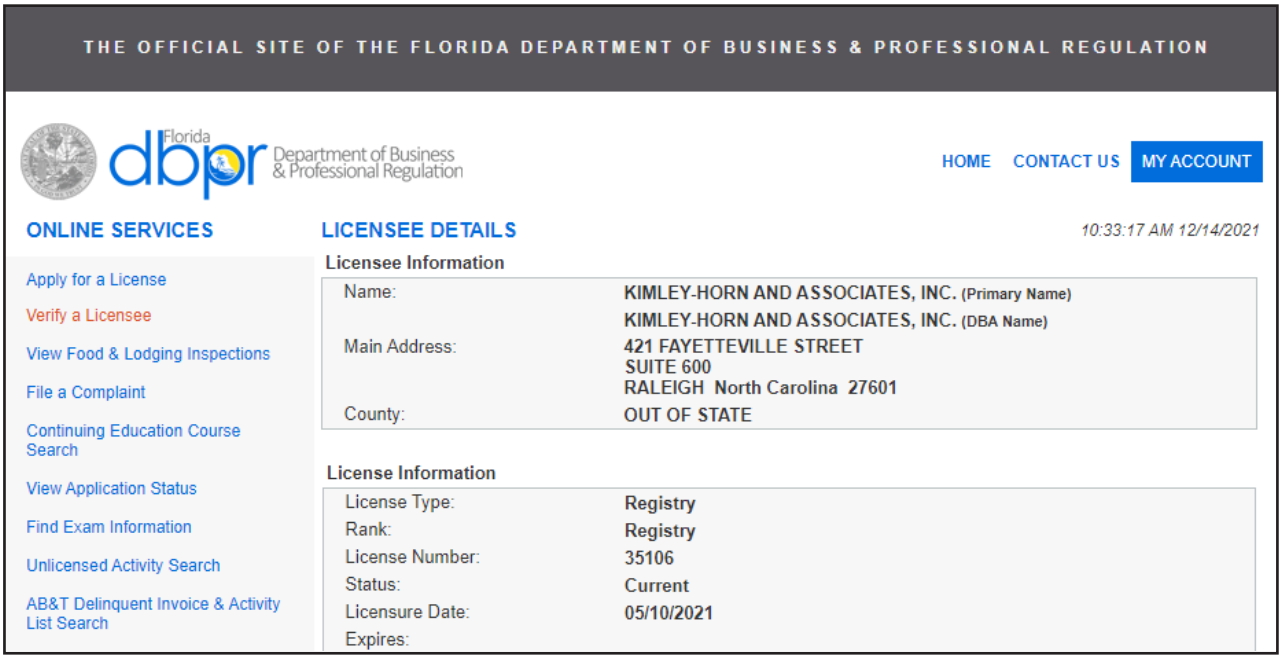
Title	CHAIRMAN
Name	ATZ, JOHN C.
Address	421 FAYETTEVILLE STREET SUITE 600
City-State-Zip:	RALEIGH NC 27601

Title	DIRECTOR
Name	HALL, JAMES R.
Address	12750 MERIT DRIVE, SUITE 1000
City-State-Zip:	DALLAS TX 75251

Title	DIRECTOR
Name	PEED, BROOKS H.
Address	445 24TH STREET SUITE 200
City-State-Zip:	VERO BEACH FL 32960

Title	DIRECTOR
Name	ATZ, JOHN C.
Address	1920 WEKIVA WAY SUITE 200
City-State-Zip:	WEST PALM BEACH FL 33411

On October 1, 2019, HB827/SB616 went into effect, creating the rules for Administrative Code 61G15, which removes the requirement that engineers obtain a separate engineering business license (certificate of authorization) for their engineering firm.



THE OFFICIAL SITE OF THE FLORIDA DEPARTMENT OF BUSINESS & PROFESSIONAL REGULATION

Florida dbpr Department of Business & Professional Regulation

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- Continuing Education Course Search
- View Application Status
- Find Exam Information
- Unlicensed Activity Search
- AB&T Delinquent Invoice & Activity List Search

LICENSEE DETAILS

10:33:17 AM 12/14/2021

Licensee Information

Name:	KIMLEY-HORN AND ASSOCIATES, INC. (Primary Name) KIMLEY-HORN AND ASSOCIATES, INC. (DBA Name)
Main Address:	421 FAYETTEVILLE STREET SUITE 600 RALEIGH North Carolina 27601
County:	OUT OF STATE

License Information

License Type:	Registry
Rank:	Registry
License Number:	35106
Status:	Current
Licensure Date:	05/10/2021
Expires:	

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- File a Complaint
- Continuing Education Course Search
- View Application Status
- Find Exam Information
- Unlicensed Activity Search

Licensee

Name:	KIMLEY-HORN AND ASSOCIATES INC	License Number:	
Rank:	Landscape Architecture Business Info	License Expiration Date:	
Primary Status:	Current	Original License Date:	07/30/1990
Secondary Status:	Active		

Related License Information

License Number	Status	Related Party	Relationship Type	Relation Effective Date	Rank	Expiration Date
LA0001428	Current, Active	MINGONET, MILTON SCOTT DBA:KIMLEY-HORN AND ASSOCIATES INC	Landscape Architect	06/19/2020	Registered Landscape Architect	11/30/2023

This certificate hereby qualifies

Jared R. Schneider, AICP

as a member with all the benefits of a Certified Planner
and a commitment to the AICP Code of Ethics and Professional Conduct.

Certified Planner Number 024814

Paul Farmer, FAICP
Executive Director and CEO

Paul Inghram, AICP
President

The American Planning Association's Professional Institute
American Institute of Certified Planners
Making Great Communities Happen

This certificate hereby qualifies

Macy Fricke, AICP

as a member with all the benefits of a Certified Planner and a commitment to the AICP Code of Ethics and Professional Conduct.

Certified Planner Number: 31549

Joel Albizo, FASAE, CAE
Chief Executive Officer
American Planning Association

Deborah Lawlor, FAICP, PP
AICP President
American Institute of Certified Planners

American Institute of Certified Planners
Creating Great Communities for All

floods.org/certification-program-cfm/what-is-the-cfm-certification-program/list-of-cfms/#usmapstabs|10

ASSOCIATION OF STATE FLOODPLAIN MANAGERS

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Ford, Elbridge, Delray Beach
Fountain, Elizabeth, Alva
Franklin, James, Lake Park
Frederick, Mark, Lakeland
Fricke, Macy, Tallahassee
Gademer, Kathryn, Port Orange
Gambino, Michael, Hollywood
Garcia, Wilson, Estero
Fontaine, Amelia, Vero Beach
Ford, Kim, Seffner
Fowler, Theodore, Pompano Beach
Fraser, Scott, Key West
French, Brett, Tampa
Fuller, Mark, Tallahassee
Galinski, Andrea, Gainsville
Gao, Jie, Polk City
Gargas, Daniel, Lakeland
Forbes, Marci, St. Petersburg
Foster, Lisa, Redington Shores
Fox, Michael, W. Palm Beach
Frassetti, Christopher, Gulf Breeze
French, James, Naples
Funk, Aaron, Casselberry
Galofre, Julia, North Port
Garcia, Olga, Hialeah
Garland, Justin, Live Oak

This certificate hereby qualifies

Richard Barr, AICP

as a member with all the benefits of a Certified Planner and a commitment to the AICP Code of Ethics and Professional Conduct.

Certified Planner Number: 050510

Joel Albizo, FASAE, CAE
Chief Executive Director

Mitchell J. Silver, FAICP
President

American Institute of Certified Planners
Creating Great Communities for All

Ron DeSantis, Governor

FBPE FLORIDA BOARD OF PROFESSIONAL ENGINEERS

STATE OF FLORIDA

BOARD OF PROFESSIONAL ENGINEERS

THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

ROBERTSON, STEWART E
215 SE 8TH AVENUE
APT 2630
FORT LAUDERDALE FL 33301

LICENSE NUMBER: PE63939
EXPIRATION DATE: FEBRUARY 28, 2023
Always verify licenses online at MyFloridaLicense.com

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AICP

Stephen Michael Stansbery

HAS QUALIFIED AS A

MEMBER

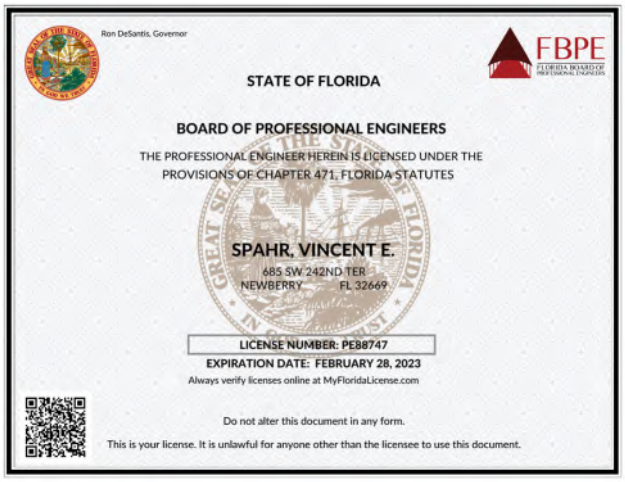
AMERICAN INSTITUTE OF CERTIFIED PLANNERS

JULY 1997

DATE OF MEMBERSHIP

PRESIDENT

EXECUTIVE DIRECTOR



Ron DeSantis, Governor

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STATE OF FLORIDA

BOARD OF PROFESSIONAL ENGINEERS

THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

SPAHR, VINCENT E.

685 SW 242ND TER
NEWBERRY FL 32669

LICENSE NUMBER: PE88747

EXPIRATION DATE: FEBRUARY 28, 2023

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AICP

American Institute of Certified Planners

Creating Great Communities for All

August 17, 2020

Allison Megrath, AICP
2026 SW 77th Terrace
Gainesville, FL 32607

RE: AICP Certification Verification

Please accept this letter as confirmation that Allison Megrath, AICP is a current member, in good standing, of the American Institute of Certified Planners (AICP), the professional institute of the American Planning Association (APA). The official details of the member's certification are:

AICP Certification Start Date: 4/1/2005
AICP Certification Number: 019583

AICP is the APA's professional institute, providing recognized leadership nationwide in the certification of professional planners, ethics, professional development, planning education, and the standards of planning practice.

AICP certified planners carry a high mark of distinction because they are required to meet rigorous standards, maintain their expertise through continuing education, and serve community interests.

For more information about the requirements to become AICP, please see our website www.planning.org/aicp.

Please let us know if we can offer any additional assistance.

Sincerely,

Ryan Zack, Certification Maintenance Associate

The American Planning Association's Professional Institute

1030 15th St, NW Suite 750 West
Washington, DC 20005

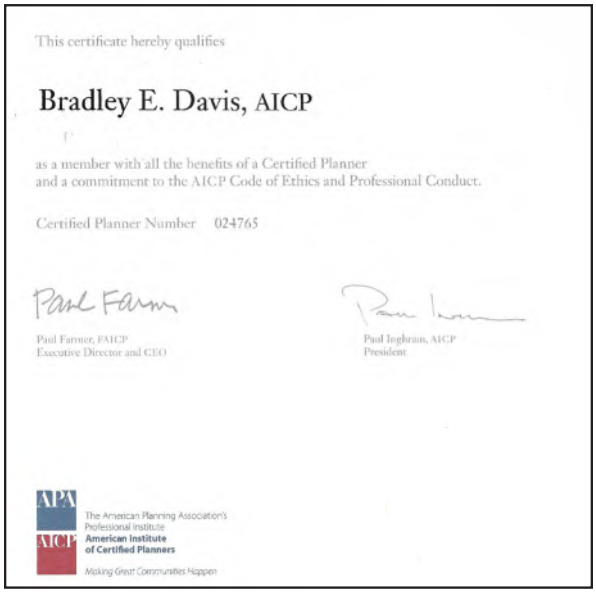
Chicago Office

Washington D.C. Office

AICP President

Chief Executive Officer

planning.org



This certificate hereby qualifies

Bradley E. Davis, AICP

as a member with all the benefits of a Certified Planner and a commitment to the AICP Code of Ethics and Professional Conduct.

Certified Planner Number 024765

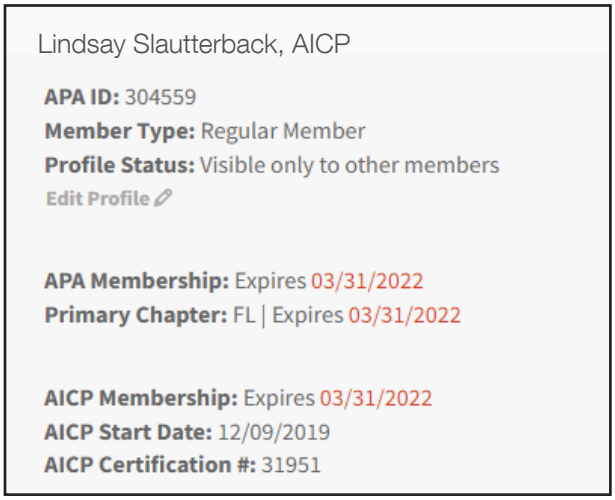
Paul Farmer, FAICP
Executive Director and CEO

Paul Ingbram, AICP
President

APA AICP

The American Planning Association's Professional Institute
American Institute of Certified Planners

Making Great Communities Happen



Lindsay Slautterback, AICP

APA ID: 304559
Member Type: Regular Member
Profile Status: Visible only to other members
Edit Profile

APA Membership: Expires 03/31/2022
Primary Chapter: FL | Expires 03/31/2022

AICP Membership: Expires 03/31/2022
AICP Start Date: 12/09/2019
AICP Certification #: 31951

Kimley-Horn's Proof of Insurance

Client#: 25320 KIMLHORN

ACORD™ CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 3/27/2021

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer any rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME: Jerry Noyola
Greyling Ins. Brokerage/EPIC 3780 Mansell Road, Suite 370 Alpharetta, GA 30022	PHONE (A/C, No, Ext): 770-220-7699 FAX (A/C, No): E-MAIL ADDRESS: jerry.noyola@greyling.com

INSURED	INSURER(S) AFFORDING COVERAGE	NAIC #
Kimley-Horn and Associates, Inc. 421 Fayetteville Street, Suite 600 Raleigh, NC 27601	INSURER A : National Union Fire Ins. Co.	19445
	INSURER B : Allied World Assurance Company (U.S.)	19489
	INSURER C : New Hampshire Ins. Co.	23841
	INSURER D : Lloyds of London	085202
	INSURER E :	
	INSURER F :	

COVERAGES **CERTIFICATE NUMBER: 21-22** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE / X OCCUR X Contractual Liab GEN'L AGGREGATE LIMIT APPLIES PER: POLICY / X PRO-JECT / X LOC OTHER:			GL5268169	04/01/2021	04/01/2022	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$1,000,000 $500,000 $25,000 $1,000,000 $2,000,000 $2,000,000
A	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY / SCHEDULED AUTOS X HIRED AUTOS ONLY / X NON-OWNED AUTOS ONLY			CA4489663	04/01/2021	04/01/2022	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$2,000,000 $ $ $
B	X UMBRELLA LIAB / X OCCUR X EXCESS LIAB / CLAIMS-MADE DED / X RETENTION $10,000			03127930	04/01/2021	04/01/2022	EACH OCCURRENCE AGGREGATE	$10,000,000 $10,000,000
C A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y / N: N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		WC015893685 (AOS) WC015893686 (CA)	04/01/2021 04/01/2021	04/01/2022 04/01/2022	X PER STATUTE / OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$1,000,000 $1,000,000 $1,000,000
D	Professional Liab			B0146LDUSA2104949	04/01/2021	04/01/2022	Per Claim $2,000,000 Aggregate $2,000,000	

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Umbrella Follows Form with respects to General, Automobile & Employers Liability Policies.

CERTIFICATE HOLDER

Sample Certificate

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

ACORD 25 (2016/03) 1 of 1 #S2657676/M2652684

The ACORD name and logo are registered marks of ACORD

JNOY1

Subconsultant Licenses

HSA Consulting Group

State of Florida
Department of State

I certify from the records of this office that HSA CONSULTING GROUP, INC. is a corporation organized under the laws of the State of Florida, filed on March 6, 1991.

The document number of this corporation is S36648.

I further certify that said corporation has paid all fees due this office through December 31, 2021, that its most recent annual report/uniform business report was filed on January 6, 2021, and that its status is active.

I further certify that said corporation has not filed Articles of Dissolution.

Given under my hand and the Great Seal of the State of Florida at Tallahassee, the Capital, this the Sixth day of January, 2021

Secretary of State

Tracking Number: 0760363663CC

To authenticate this certificate,visit the following site,enter this number, and then follow the instructions displayed.

https://services.sunbiz.org/Filings/CertificateOfStatus/CertificateAuthentication

Ron DeSantis, Governor

FBPE FLORIDA BOARD OF PROFESSIONAL ENGINEERS

STATE OF FLORIDA

BOARD OF PROFESSIONAL ENGINEERS

THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

ANDERSON, DAVID JON
2409 MEXIA AVE
TALLAHASSEE FL 32304

LICENSE NUMBER: PE36030
EXPIRATION DATE: FEBRUARY 28, 2023
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FDOT · BROWARD COUNTY FLORIDA · LEE COUNTY PORT AUTHORITY · GREATER ORLANDO AVIATION AUTHORITY · JACKSONVILLE TRANSPORTATION AUTHORITY

Florida Unified Certification Program

DISADVANTAGED BUSINESS ENTERPRISE (DBE)
CERTIFICATE OF ELIGIBILITY

HSA CONSULTING GROUP INC
MEETS THE REQUIREMENTS OF 49 CFR, PART 26
APPROVED NAICS CODES:
541320, 541340, 541618, 541690

Samuel Febres

Samuel Febres (Sammy)
DBE & Small Business Development Manager
Florida Department of Transportation

MIAMI-DADE COUNTY · Tampa International Airport · TALLAHASSEE · Votran

Section 10:
Forms

QUALIFICATION NO. 22-009

Professional Consulting Services for
City of Pensacola Active Transportation Plan

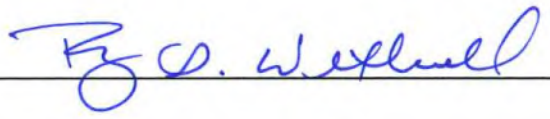
Signature Sheet

The undersigned, as Vendor, does declare that no other persons other than the Vendor herein named has any interest in this proposal or in the contract to be taken, and that it is made without any connection with any other person or persons making a proposal for the same articles, and it is in all respects fair and without collusion or fraud. The undersigned further declares that he has carefully examined the specifications and is thoroughly familiar with their provisions and penalties.

Legal Name of Firm: Kimley-Horn and Associates, Inc.

Address: 2619 Centennial Boulevard, suite 200

City: Tallahassee State: FL Zip: 32308

Signature: 

Name (type/print): Ryan Wetherell, P.E.

Title: Vice President

Telephone: 407.789.225 Fax No.: Date: 1/14/2022

Email Address Ryan.Wetherell@kimley-horn.com

THIS FORM MUST BE INCLUDED IN SUBMITTAL.

52.209-5 FAR Certification Regarding Debarment, Suspension, Proposed Debarment, and Other Responsibility Matters

The Offeror certifies, to the best of its knowledge and belief, that the Offeror and/or any of its Principals:

A. Are not presently debarred, suspended, proposed for debarment, or declared ineligible for the award of contracts by any Federal agency.

B. Have not, within a three-year period preceding this offer, been convicted of or had a civil judgment rendered against them for: commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) contract or subcontract; violation of Federal or state antitrust statutes relating to the submission of offers; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, or receiving stolen property; and

C. Are not presently indicted for, or otherwise criminally or civilly charged by a governmental entity with, commission of any of the offenses enumerated in paragraph 1-B of this provision.

2. The Offeror has not, within a three-year period preceding this offer, had one or more contracts terminated for default by any Federal agency.

A. "Principals," for the purposes of this certification, means officers; directors; owners; partners; and, persons having primary management or supervisory responsibilities within a business entity (e.g., general manager; plant manager; head of a subsidiary, division, or business segment, and similar positions).

This Certification Concerns a Matter Within the Jurisdiction of an Agency of the United States and the Making of a False, Fictitious, or Fraudulent Certification May Render the Maker Subject to Prosecution Under Section 1001, Title 18, United States Code.

B. The Offeror shall provide immediate written notice to the Contracting Officer if, at any time prior to contract award, the Offeror learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

C. A certification that any of the items in paragraph (a) of this provision exists will not necessarily result in withholding of an award under this solicitation. However, the certification will be considered in connection with a determination of the Offeror's responsibility. Failure of the Offeror to furnish a certification or provide such additional information as requested by the Contracting Officer may render the Offeror nonresponsible.

D. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by paragraph (a) of this provision. The knowledge and information of an Offeror is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

E. The certification in paragraph (a) of this provision is a material representation of fact upon which reliance was placed when making award. If it is later determined that the Offeror knowingly rendered an erroneous certification, in addition to other remedies available to the Government, the Contracting Officer may terminate the contract resulting from this solicitation for default.

Company Name: Kimley-Horn and Associates, Inc. Date: 1/17/2021

Authorized Signature: R D. Wetherell Printed Name: Ryan Wetherell, P.E.

THIS FORM MUST BE INCLUDED IN SUBMITTAL.

52.209-6 FAR Protecting the Government's Interest When Subcontracting with Contractors Debarred, Suspended, or Proposed for Debarment

1. The Government suspends or debars Contractors to protect the Government's interests. The Contractor shall not enter into any subcontract in excess of $25,000 with a Contractor that is debarred, suspended, or proposed for debarment unless there is a compelling reason to do so.

2. The Contractor shall require each proposed first-tier subcontractor, whose subcontract will exceed $25,000, to disclose to the Contractor, in writing, whether as of the time of award of the subcontract, the subcontractor, or its principals, is or is not debarred, suspended, or proposed for debarment by the Federal Government.

3. A corporate officer or a designee of the Contractor shall notify the Contracting Officer, in writing, before entering into a subcontract with a party that is debarred, suspended, or proposed for debarment (see FAR 9.404 for information on the Excluded Parties List System). The notice must include the following:

   A. The name of the subcontractor.

   B. The Contractor's knowledge of the reasons for the subcontractor being in the Excluded Parties List System.

   C. The compelling reason(s) for doing business with the subcontractor notwithstanding its inclusion in the Excluded Parties List System.

   D. The systems and procedures the Contractor has established to ensure that it is fully protecting the Government's interests when dealing with such subcontractor in view of the specific basis for the party's debarment, suspension, or proposed debarment.

Kimley-Horn and Associates, Inc.
Company Name

Authorized Signature

Ryan Wetherell, P.E.
Printed Name

1/17/2021
Date

THIS FORM MUST BE INCLUDED IN SUBMITTAL.

VETERAN BUSINESS ENTERPRISE PARTICIPATION FORM

In order to foster economic development and business opportunities for service-disabled veterans and wartime veterans who have made extraordinary sacrifices on behalf of the nation, the City of Pensacola has adopted a Veteran Business Enterprise ("VBE") Preference. For further information regarding this program, please refer to Section 3-3-12 AND 3-3-13 of the Code of the City of Pensacola.

In order for a respondent to receive credit for being VBE vendor, it must perform useful business functions on the contract, have its principal place of business in Escambia or Santa Rosa County and be certified as a veteran business enterprise by the State of Florida Department of Management Services ("DMS") as set forth in Section 295.187 of the Florida Statutes as of the date set for submittal of bids. For purposes of the City's VBE Program, the respondent's principal place of business must be within Escambia County, FL, or Santa Rosa County, FL.

There shall be no third party beneficiaries of the Veteran Business Enterprise Preference provisions of this solicitation or resulting contract. The City of Pensacola shall have the exclusive means of enforcement of the Veteran Business Enterprise Preference Ordinance and any contract terms. The City of Pensacola is the sole judge of compliance. All solicitations and submittals awarded will be evaluated in accordance with the Code of the City of Pensacola.

If the Respondent is a qualifying VBE, please complete the boxes below:

Respondent's Name:	Respondent's Principle Place of Business	Florida Certification Number as issued by State of Florida DMS:

THIS FORM MUST BE SUBMITTED WITH RESPONSE.

MINORITY AND WOMEN BUSINESS ENTERPRISE PARTICIPATION FORM
(RFP OR RFQ)

The City has implemented a Minority/Women Business Enterprise (MWBE) program to assist certified minority- and women-owned businesses with identifying and participating in City of Pensacola procurement and construction opportunities as set in the Code of the City of Pensacola, Ordinance No. 4-15.

In order for a respondent to receive credit for being a MWBE vendor, it must perform useful business functions on the contract, have its principal place of business in Escambia, Santa Rosa, Okaloosa, Walton County in Florida or Mobile, Alabama, and have received a certification letter issued from the City of Pensacola.

There shall be no third party beneficiaries of the Minority and Women Business Enterprise provisions of this solicitation or resulting contract. The City of Pensacola shall have the exclusive means of enforcement of the Minority and Women Business Enterprise Ordinance and any contract terms. The City of Pensacola is the sole judge of compliance. All solicitations and submittals awarded will be evaluated in accordance with the Code of the City of Pensacola.

Respondent's Name:	Respondent's Principal Place of Business
Kimley-Horn and Associates, Inc.	Tallahassee, FL

If your firm is partnering with or subcontracting with a certified M/WBE, please provide the information requested below.

	NAME OF M/WBE FIRM	PARTNER OR SUBCONTRACTOR	% OF CONTRACT PERFORMANCE
1.	HSA Consulting Group	Subcontractor	10
2.			
3.			
4.			
5.			
6.			

THIS FORM MUST BE INCLUDED IN SUBMITTAL.

CITY OF PENSACOLA
SMALL BUSINESS ENTERPRISE STATEMENT

The Pensacola City Council adopted a Small Business Enterprise Ordinance #61-89. This ordinance encourages participation of small business in the City procurement process. Participation goals will be provided on a project by project basis, based on the availability of certified small businesses.

> **A Small Business is defined as an independently owned and operated business employing 50 or fewer permanent full-time employees and having a net worth of not more than $1 million. The business must be located in Escambia or Santa Rosa County.**

You must provide the following information sought in the accompanying forms for your submittal to be considered responsive:

RFQs **with** a specified Small Business Enterprise (SBE) goal will include a Bidder Questionnaire, Sub-contractor Solicitation, SBE Intent to Perform as a Sub-contractor and SBE Participation forms.

RFQs **without** a specified Small Business Enterprise (SBE) goal will include a Bidder Questionnaire form only.

BIDDER QUESTIONNAIRE

Name of Business Civic Eye Collaborative, LLC

Address 55 McCoy Avenue, Metuchen, NJ 08840

Owner's Name Ranjit Walia Phone 908-403-5688

If your company has been awarded a bid by the City of Pensacola as a prime or sub-contractor in the past five years, please list those projects.

PROJECT NAME	YEAR	DOLLAR AMOUNT	PRIME OR SUB.
1.			
2.			
3.			
4.			
5.			
6.			

THIS FORM MUST BE INCLUDED IN SUBMITTAL.

CITY OF PENSACOLA
SMALL BUSINESS ENTERPRISE STATEMENT

The Pensacola City Council adopted a Small Business Enterprise Ordinance #61-89. This ordinance encourages participation of small business in the City procurement process. Participation goals will be provided on a project by project basis, based on the availability of certified small businesses.

> **A Small Business is defined as an independently owned and operated business employing 50 or fewer permanent full-time employees and having a net worth of not more than $1 million. The business must be located in Escambia or Santa Rosa County.**

You must provide the following information sought in the accompanying forms for your submittal to be considered responsive:

RFQs **with** a specified Small Business Enterprise (SBE) goal will include a Bidder Questionnaire, Sub-contractor Solicitation, SBE Intent to Perform as a Sub-contractor and SBE Participation forms.

RFQs **without** a specified Small Business Enterprise (SBE) goal will include a Bidder Questionnaire form only.

BIDDER QUESTIONNAIRE

Name of Business HSA Consulting Group, Inc.

Address 1315 Country Club Road, Gulf Breeze, FL 32563

Owner's Name Racheal G Smith Phone 850-934-0828

If your company has been awarded a bid by the City of Pensacola as a prime or sub-contractor in the past five years, please list those projects.

	PROJECT NAME	YEAR	DOLLAR AMOUNT	PRIME OR SUB.
1.	Government St Signal Warrants	2021	$ 4,350.00	Prime
2.	Government St. All-Way Stop Design	2021	$ 10,605.00	Prime
3.				
4.				
5.				
6.				

THIS FORM MUST BE INCLUDED IN SUBMITTAL.

DRUG-FREE WORK PLACE CERTIFICATE

IDENTICAL TIE BIDS - Pursuant to Section 287.087, Florida Statutes, preference shall be given to business with Drug-Free Work Place Programs. Whenever two or more bids which are equal with respect to price, quality, and service are received for the procurement of commodities or contractual services, a bid received from a business that certifies that it has implemented a Drug-Free Work Place Program shall be given preference in the award process. Established procedures for processing tie bids will be followed if none of the tied vendors have a Drug-Free Work Place Program. In order to have a Drug-Free Work Place Program, a business shall:

1) Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the work place and specifying the actions that will be taken against employees for violations of such prohibition.

2) Inform employees about the dangers of drug abuse in the work place, the business's policy of maintaining a Drug-Free Work Place, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.

3) Give each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in subsection (1).

4) In the statement specified in subsection (1), notify the employees that, as a condition of working on the commodities or contractual services that are under bid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the work place no later than five (5) days after such conviction.

5) Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program if such is available in the employee's community, by any employee who is so convicted.

6) Make a good faith effort to continue to maintain a drug-free work place through implementation of this section.

AS THE PERSON AUTHORIZED TO SIGN THE STATEMENT, I CERTIFY THAT THIS FIRM COMPLIES FULLY WITH THE ABOVE REQUIREMENTS.

R. D. Wetherell — Ryan Wetherell, P.E.

Signature — Printed Name

THIS FORM MUST BE INCLUDED IN SUBMITTAL.

EVALUATION SHEET

QUALIFICATION NO. 22-009

Professional Consulting Services for
City of Pensacola Active Transportation Plan

Name of Firm(s): _____

_____

Reviewer: _____

1.	Comprehensiveness/Quality of response	10 Points _____
2.	Firm's understanding of project	15 Points _____
3.	Demonstration of innovative approaches and solutions	20 Points _____
4.	Experience and Qualifications of the Firm and Project Team with professional transportation and planning services	50 Points _____
5.	Certification as or partnership with a Small, Minority, Disadvantaged or Woman-owned Business Enterprise	3 Points _____
6.	Certification as or partnership with a City-eligible Veteran Business Enterprise Firm	2 Points _____

Notes:

_____
_____
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_____

EXHIBIT C

NEGOTIATED TERMS

City of Pensacola
Active Transportation Plan (ATP)

SCOPE OF SERVICES

The City of Pensacola Active Transportation Plan (ATP) will encourage multimodal transportation with context sensitive improvements. The purpose is to identify critical infrastructure investments that improve access, comfort, and safety for people walking, bicycling, and using other self-propelled modes of transportation. An emphasis will be on connections within and to major destinations and transit stops. For this Plan, active transportation is defined as using one's own power to get from one place to another, including but not limited to, walking, biking, skateboarding, in-line skating/rollerblading, jogging, running, and non-motorized wheel chairing.

The ATP will include the following project values and expectations:

- Build on the appropriate mapping and analysis collected as part of previous studies in tandem with public involvement to understand bicycle and pedestrian needs within the City,
- Document a baseline of existing challenges and barriers,
- Define guiding principles,
- Maximize the involvement of stakeholders (city officials, staff, residents, businesses) and utilize a range of strategies to capture public input,
- Identify context classifications and street typologies with associated street design guidance, including a matrix of improvements/cross section elements by classification to inform design guidance for future development and street improvements,
- Develop recommendations for how the City of Pensacola can create a multimodal network of streets, including a project delivery framework that will include evaluation criteria, and
- Summarize an Action Plan for Implementation (Policy considerations, project prioritization and project delivery, design guidance, physical list of improvements identified, funding options, and reasonably achievable objectives and next steps to prepare for the future).

Task 1: Existing Conditions and Data Analysis

Kimley-Horn will review and analyze existing conditions information as described below:

1.1: Existing Plan Review: City staff will provide relevant documents and a summary of previous recommendations and concepts developed to build upon in the development of the ATP, including the following:

a) City of Pensacola land use and redevelopment plans from the CRA
b) City of Pensacola land development code related to streetscape standards
c) City of Pensacola Comprehensive Plan (Transportation Element)
d) City of Pensacola Ordinance #06-21
e) City of Pensacola Corridor Management Plans (CMP) including the North Palafox CMP, Main Street CMP, and West Cervantes CMP
f) City of Pensacola Capital Improvement Program

g) Florida-Alabama TPO Pedestrian Bicycle Master Plan, Transportation Improvement Program (TIP), Congestion Management Plan, and Long-Range Transportation Plan (LRTP)
h) FDOT's Work Program
i) Previously completed engineering and traffic studies conducted by the City

1.2: Existing Conditions Mapping: The City of Pensacola staff will provide existing multimodal and land use information in GIS format as available to aid in the development of the ATP to include the following. Kimley-Horn will develop a maps series (up to ten maps) to summarize existing multimodal and land use information provided for the opportunities and constraints analysis and aid in the development of ATP recommendations. Kimley-Horn will utilize existing information and creation of additional datasets is considered additional services.

a) Crash Information: Vehicular, Pedestrian, and Bicycle crashes within the City for the last five (5) years will be mapped. Trends relative to crash frequency, crash type, and other relevant contributing circumstances such as lighting condition, pavement condition, and time of day will be considered when identifying potential design guidance
b) Street Characteristics:
    - Street Jurisdiction: City, County, FDOT jurisdiction (including functional classification)
    - Volumes: Annual Average Daily Traffic and level of service at the segment level (where available)
    - Street Configuration: Number of travel lanes (existing and proposed), curb to curb street widths (if available)
    - Other street characteristics: Posted speed limits (where available), traffic signal locations, areas with street lighting (if available), and truck route identification
    - Non-motorized facilities (existing and planned) to include streets with sidewalks, on-street bikeways and facilities by type, trails, major crossings, and mid-block crossings
    - Transit routes, stops (boarding/alighting information), major transfer locations, ridership
c) Land use context:
    - Property lines/parcels
    - Major activity centers, trip attractors, employment areas, or redevelopment areas
    - Socio-economic and Demographics: Population and employment density (from LRTP), areas with low vehicle ownership, household income, population with disabilities, and a higher percentage of income spent on transportation
    - Other points of interest (i.e., post office, health clinics, grocers, etc.)
    - Schools, Parks and Open Space
    - Boundaries: City limits, CRA Boundaries, Neighborhood boundaries, future land use, zoning, historic districts

1.3: Opportunities and Constraints Analysis: Using the information above, the mobility opportunities and constraints in the City will be summarized and mapped into three areas of the City. Kimley-Horn will develop a higher-level roadway network suitability GIS map (level of stress analysis map for bicyclists and pedestrians) based on available information collected as part of this task.

Deliverables:

- Analysis of existing plans
- Map series of multimodal transportation (existing/planned bicycle and pedestrian facilities) and land use information (up to ten maps)
- A summary of existing conditions chapter in the ATP
- A summary of opportunities and constraints (up to three maps) as well as level of stress map (two maps)

City staff will provide one round of comments and Kimley-Horn will address the comments before deliverables are made available to the public.

Task 2: Public Involvement

The public will be involved in this project through various engagement techniques intended to share information and gather feedback on programs, policies, and priorities. This task outlines the process to incorporate the public into the project. Kimley-Horn will meet with the City's project manager to establish a Steering Committee, determine meeting dates and locations, and coordinate the distribution of public outreach materials. City staff will contact members of the Steering Committee. City staff will review public outreach materials before distribution to the public. Reviews by the City staff will result in a consolidated list of comments to Kimley-Horn. The following public engagement activities will be included for this task.

2.1 Project Landing Page: A separate project website will not be developed. The City of Pensacola will host a page on its website that will convey project information and provide key deliverables to the public. Kimley-Horn will develop a project logo, color scheme, and slogan. Information about public meetings will be provided to the City's Public Information Office (PIO) at least 2 weeks prior to the event to ensure PIO has adequate time to notify the public.

2.2 Public Outreach Survey: Kimley-Horn will develop an online survey, including an interactive mapping tool (allows for the community to add points or routes), and a hardcopy survey. Kimley-Horn will also create a postcard with a QR Code for the online survey for City staff to distribute to nearby neighborhoods and businesses. The City will be responsible for printing hardcopy surveys and mailing the postcard (if mailed). City staff will assist the team in making the hardcopy survey available at locations such as public libraries, City Hall, other public spaces or events, or with mailings.

2.3 Steering Committee Formation and Presentations: A Steering Committee will be formed representing a cross section of community interests, including the transportation disadvantaged. Kimley-Horn will work with the City's project manager to determine the makeup of the Steering Committee, likely to include the City of Pensacola Planning Services, Engineering, Public Works & Facilities, Parks & Recreation, and Police and Fire Departments, Florida-Alabama TPO, Escambia County Area Transit (ECAT), Escambia County, FDOT District Three, and local organizations, citizens, and business leaders. City staff will be responsible for contacting the Steering Committee.

Up to three (3) meetings with the Steering Committee will be conducted to gain feedback at various points in the project, including the development of guiding principles. Kimley-Horn will up to two (2) meetings through virtual methods and one (1) meeting in-person. City staff will be responsible for contacting and setting up the Steering Committee meetings.

- Meeting 1 Intent: to provide information on the project approach. Input will be solicited to inform the development of the project's guiding principles
- Meeting 2 Intent: to provide an update on public outreach activities, potential design guidance, and the active transportation network, and project priorities.
- Meeting 3 Intent: to review and build consensus on the draft plan, including the project

2.4 Field Visits: Kimley-Horn will conduct two (2) field visits with City staff, and stakeholders if desired, to visit hotspots of activities/priority areas and collect field data on constraints. Information gathered during these field visits will be used to verify existing conditions and inform project discovery. Through this task, the team will build upon the mapped opportunities and gaps, review of existing conditions and planned facilities, and review of past plans. Input from the Steering Committee and public survey will support identifying connections and priority areas to visit.

2.5 Mobility Fairs: Kimley-Horn will prepare and conduct up to three (3) public workshops at different locations in the City determined in coordination with the project manager. City of Pensacola staff will setup the hybrid option and record the presentation given during the workshops. Kimley-Horn will provide workshop materials to City staff to post onto the website. The meetings will also include in-person activities. The intent of each meeting is outlined below.

- Public Meeting 1 and 2 Intent: to present information discovered through data collection and analysis and obtain input from citizens. These meetings are also an opportunity to listen and learn where people may like to see improvements and the types of improvements of interest.
- Public Meeting 3 Intent: to present the draft plan and gather feedback.

Meetings may be coordinated with existing events. Kimley-Horn will prepare meeting materials such as agendas, handouts, presentation boards and provide to City staff to be used for the workshops and additional events. City staff will secure meeting spaces and prepare notices, media releases, newspaper advertisements, and social media posts. Meeting materials will be sent to the City's Public Information Office for review and approval prior to distribution. Kimley-Horn will not be responsible for the cost of meeting space.

2.6 Stakeholder Meetings: In coordination with City staff, Kimley-Horn will conduct up to four (4) stakeholder meetings through virtual meeting methods. Stakeholder groups may include:

- CNAPP groups/neighborhood associations
- Business owners/organizations
- Chamber of commerce
- Elected officials
- Schools
- City agencies

Kimley-Horn will also conduct meetings with City staff virtually at key milestones.

Deliverables:

- Content for the project landing page
- Online and hardcopy public survey; survey postcard
- Up to three (3) Steering Committee meetings

- Up to two (2) field visits
- Up to three (3) public meetings
  Up to four (4) stakeholder interviews
- Meeting materials and summary notes
- GIS maps and graphics

City staff will provide one round of comments and Kimley-Horn will address the comments before deliverables are made available to the public.

Task 3: Design Guidance

3.1: Toolkit of preferred treatments: Kimley-Horn will develop a toolkit for use with future changes to streets based on private development or planned projects. The design guidance will be context-sensitive and will identify tools available for different parts of the City through a series of pictures. The toolkit will identify higher-level complexity for the tools and include quick build and tactical opportunities. The following will be reviewed in the development of design guidance.

- Florida Department of Transportation (FDOT) Design Manual and FDOT Greenbook
- National Association of City Transportation Officials (NACTO) Guides
- The American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets (AASHTO Green Book)
- USDOT Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts
- Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach and Implementing Context-Sensitive Design on Multimodal Corridors: A Practitioner's Handbook
- Existing City of Pensacola standard

3.2: Flexible Street Design Guidance matrix: Kimley-Horn will develop a flexible design matrix that shows preferred improvements/cross section elements by street typology/context classification. The matrix will include minimum and desired target facility widths and dimension standards utilizing the guidance described in Task 3.1 and help guide future decisions on the options and multimodal treatments available for given situations. Specific treatments will include target vehicular speeds, pedestrian elements, bicyclist elements considerations for scooters and wheelchairs, such as neighborhood greenways, pavement reallocation, further transit access, intersection improvements, and traffic calming measures.

Along with the matrix a decision-making framework will be summarized as part of a chapter of the ATP to help the City decide how to deviate from the standards when there are constraints.

One (1) meeting will be held with City staff (including different departments) to present the matrix, toolkit, and typology mapping. Kimley-Horn will update the matrix once based on feedback received.

3.3: Context Based Cross Sections: Kimley-Horn will develop street sections with facility widths and dimensions based on guidance from our best practices to provide more specific design guidance and illustrations on applying the flexible design guidance. Kimley-Horn will provide

flexibility with ranges for bicycle or pedestrian facility widths and facility types. Up to three (3) renderings will be developed to illustrate the street typologies and provide alternatives for constrained conditions. City staff will provide one (1) round of comments.

Deliverables:

- Toolkit of preferred multimodal options
- Flexible street design guidance matrix with decision making framework to be documented as a chapter in the ATP
- One (1) City staff review meeting
- Context based cross sections: Up to three (3) renderings

City staff will provide one round of comments and Kimley-Horn will address the comments before deliverables are made available to the public.

Task 4: Future Network and Policy Recommendations

4.1: Street typology/context-sensitive mapping: In conjunction with Task 3, Kimley-Horn will identify street typologies and land use context classification for the City to help inform modal priority for different street types and parts of the City. FDOT's complete street standards, guidance, and terminology will be considered and consistent for state roadways. The task will build onto previous tasks and will include the following.

- A map series (up to five maps) will be developed to show the context classification and street types. Arterials, collectors, and local roads will be assigned a context classification and a street type (for roads shown in the Comprehensive Plan, Transportation Element. For local streets, the flexible street guidelines will focus on facilities for priority local streets that complete the active transportation network).

4.2: Priority network development: Kimley-Horn will develop a proposed system of facilities, which will include the items below. The priority network and criteria will be vetted through the Steering Committee and developed using the previous tasks:

- A GIS map of the future priority bicycle and pedestrian network will be identified to develop a network of low stress streets. The map will highlight streets that the City solely controls and can implement improvements without coordination and county and state streets that would require coordination with the County, Florida Department of Transportation (FDOT), and the Florida-Alabama Transportation Planning Organization (TPO). Potential lane modifications will be highlighted for streets with potential changes to assist in the development of a priority network.
- A project priority methodology will be developed with the help of the steering committee, stakeholders and public to help develop prioritization criteria and prioritize top priority projects on the priority network. Kimley-Horn will utilize available information from the previous tasks and City staff will review for constructability/feasibility. The development of costs is considered additional services.
- Posted speed versus desired speed: one (1) map showing a differential between posted speeds and target speeds will be developed.

4.3 Policies and Framework: Kimley-Horn will also identify guiding principles/policies to be documented as a chapter in the ATP, which will include the following:

- Policy and Regulatory enhancements: Recommendations for updates to the Comprehensive Plan and land development code to encourage vision zero and complete streets will be summarized in a matrix. Text and graphical updates to the Comprehensive Plan and land development code are considered additional services.
- Plan Project Delivery and Process: A summary will be developed as part of a chapter in the ATP of potential enhancements to help develop a playbook for creating a network of low stress streets. The summary will include recommendations such as interdepartmental actions, including a development checklist, project priority methodology, training/education/promotion, and partnerships.

Deliverables:

- Street typology/context-sensitive mapping: Up to five (5) maps
- Priority network development: and one (1) desired speed map and potential lane modification
- Policy recommendations

City staff will provide one round of comments and Kimley-Horn will address the comments before deliverables are made available to the public.

Task 5: Evaluation, Implementation, Funding

Kimley-Horn will develop a full report to identify actions, timeframes, responsible parties, and key considerations. One (1) meeting will be held with City staff, the Steering Committee, and Kimley-Horn staff to review the draft document and actions. Kimley-Horn will also prepare for and present the draft plan at one (1) City Council meeting. Up to two (2) rounds of comments will be provided, and Kimley-Horn will revise the document and re-submit a Final Report to the City project manager. It is envisioned that the Plan will include the following:

- Executive summary and “How To Use” guide
- Guiding Principles
- Overview of existing plan review/existing conditions
- Summary of stakeholder and public outreach and engagement
- Action Plan for Implementation
    - Design Guidelines: Recommendations and guidance for an active transportation network
    - Priority network mapping with pilots, quick build or tactical ideas
    - Policy, Programs, and Project Delivery Considerations
    - Project Priority Methodology and top priority projects
    - Funding Options and Strategies: Funding sources to include local, state, and federal funding options (including grant opportunities), partnerships/multi-disciplinary coordination (i.e., Schools, Public Health, law enforcement)
    - Evaluation and Performance Metrics for monitoring the Plan
    - Next Steps: How the City will define success in the future
- Appendices

Deliverables:

- One (1) meeting with City staff and the Steering Committee
- Prepare for and present at one (1) Council Board meeting

- Draft plan (up to two rounds of edits)
- Final Plan (digital)

Services Not Included

Services not specifically provided for in the above scope will be considered additional services. Additional services that can be provided include, but are not be limited to, the following:

- Transportation analysis such as traffic counts (tube counts), turning movement counts, operational analysis, creation of new datasets
- Design, Permitting, and Construction
- Council one-on-one briefings
- Survey or detailed utility assessment
- Additional public outreach or meetings not identified in this scope
- Development of project costs and detailed opinion of probable costs
- Detailed parking demand and inventory study
- Updates to the Comprehensive Plan or land development code
- Project videos
- Website development
- Marketing collateral such as brochures or fliers

SCHEDULE

The project schedule for this contract scope is up to twelve (12) months upon receipt of written notice to proceed from City staff. This schedule may be modified based on agreement between the City of Pensacola project manager and Kimley Horn project manager.

COMPENSATION

For work under Tasks 1 through 5, the City of Pensacola will compensate Kimley-Horn for services rendered based off monthly invoices with support documentation demonstrating continued progress on deliverables stated in each task, and percentage complete of said task(s). A timeline of deliverable due dates will be established soon after a notice to proceed. Attachment A provides a detailed budget, including staff and hours.

Task Description	Fee
Task 1: Existing Conditions and Data Analysis	$19,038
Task 2: Public Involvement	$50,632
Task 3: Design Guidance	$24,387
Task 4: Future Network and Policy Recommendations	$26,165
Task 5: Evaluation, Implementation, Funding	$29,580

Total	**$149,802**

Attachment A: Pensacola ATP Budget

Task Description	Project Manager	Deputy Project Manager/ Task Lead	Project Director	Senior Engineer	Senior Planner	Project Planner	Planner	Designer	Admin	Total Hours	Total Fee
	$243.00	$160.00	$315.00	$280.00	$225.00	$140.00	$125.00	$190.00	$90.00		
Task 1: Existing Conditions and Data Analysis	**16**	**16**	**2**	**0**	**0**	**21**	**70**	**0**	**3**	**128**	**$19,038**
1.1 Existing Plan Review	6	6					6		1	19	$3,258
1.2 Existing Conditions Mapping	5	5				12	32		1	55	$7,785
1.3 Opportunities and Constraints Analysis	5	5	2			9	32		1	54	$7,995
Task 2: Public Involvement	**64**	**54**	**0**	**0**	**0**	**64**	**96**	**26**	**6**	**310**	**$50,632**
2.1 Project Landing Page	1	2					4	9	1	17	$2,863
2.2 Public Outreach Survey	6	4				12	13	4	1	40	$6,253
2.3 Steering Committee Formation and Presentations	18	18				20	30	9	1	96	$15,604
2.4 Field Visits	4	4							1	9	$1,702
2.5 Mobility Fairs	26	26				32	40	4	1	129	$20,808
2.6 Stakeholder Meetings	9						9		1	19	$3,402
Task 3: Design Guidance	**19**	**27**	**2**	**4**	**12**	**18**	**52**	**9**	**3**	**146**	**$24,387**
3.1 Toolkit of Preferred Treatments	6	18	1			18	18		1	62	$9,513
3.2 Flexible Street Design Guidance Matrix	9	9	1	4	4		18	9	1	55	$10,012
3.3 Context Based Cross Sections	4				8		16		1	29	$4,862
Task 4: Future Network and Policy Recommendations	**30**	**18**	**2**	**8**	**0**	**32**	**67**	**0**	**3**	**160**	**$26,165**
4.1 Street Typology/Context Sensitive Mapping	9	5		4		8	27		1	54	$8,692
4.2 Priority Network Development	9	4				12	20		1	46	$7,097
4.3 Policies and Framework	12	9	2	4		12	20		1	60	$10,376
Task 5: Evaluation, Implementation, and Funding	**30**	**18**	**2**	**4**	**0**	**36**	**80**	**10**	**8**	**188**	**$29,580**
5.1 Draft Action Plan	16	9	1	2		18	48	5	4	103	$16,033
5.2 Final Action Plan	14	9	1	2		18	32	5	4	85	$13,547
Total	**159**	**133**	**8**	**16**	**12**	**171**	**365**	**45**	**23**	**932**	**$149,802**

CITY OF PENSACOLA

REQUEST FOR QUALIFICATIONS
RFQ NO.: 21-009

Professional Consulting Services for
City of Pensacola Active Transportation Plan

The City of Pensacola is requesting sealed statements of interest and qualifications from professional planning firms experienced in active transportation planning, urban design, and public engagement.

Sealed statements of interest and qualifications **with one signed original and four (4) additional copies, plus one (1) electronic copy on CD or flash drive**, must be received no later than **January 10, 2022, 2:30 P.M.**, local time, at the following location.

City Hall (lobby)
222 West Main Street
Pensacola, Florida, 32502
Attention: Purchasing

The face of the sealed envelope shall be plainly marked identifying the respondent, and the RFQ title and number. Submissions received after the closing time will not be accepted. Multiple proposals from the same entity will not be accepted. Those proposals received will be opened and publicly read the **following business day** *(January 11, 2022, 10:00 A.M., local time)* via Microsoft Teams at the following link: Microsoft Teams link.

At the conclusion of the selection process, a Notice of Intent to Award will be posted to the City's website at www.cityofpensacola.com/bids.aspx. Respondents are advised to check the website frequently.

Participation in a Microsoft Teams meeting requires a microphone and speakers; however, webcams are optional. Participants may join the meeting either via a PC or Smartphone. Please be sure to check the system requirements at the following link: Microsoft Teams System Requirements Check.

Complete specifications, if not attached, may be obtained from the City of Pensacola website, www.cityofpensacola.com/bids.aspx. **Any addendum issued will be posted to the City's website. Respondents are responsible for obtaining addenda, and are advised to check the website frequently.**

Any questions concerning the proposal should be addressed and submitted in writing **no later than** December 30, 2021 **at 10:00 A.M., local time, to:**

George Maiberger, Purchasing Manager
City Hall 6th Floor
222 West Main Street
Pensacola, Florida 32502
purchasing@cityofpensacola.com

The City of Pensacola adheres to the Americans with Disabilities Act and will make reasonable accommodations for access to City services, programs, and activities. Please call (850) 435-1835 for further information. Requests must be made at least 48 hours in advance of the event in order to allow the City time to provide the requested services.

The City reserves the right to accept or reject any or all proposals, to waive any proposal informalities and to re-advertise for proposals when deemed in the best interest of the City.

Attest:
Ericka L. Burnett
City Clerk

CITY OF PENSACOLA
Grover C. Robinson, IV
Mayor

The City of Pensacola provides equal access in employment and public services.

SECURITY NOTICE

Due to coronavirus concerns, visitors to City Hall may be required to stay in the lobby unless otherwise directed.

Late submittals will not be accepted.

City of Pensacola
Request for Qualifications
Active Transportation Plan

Section A
Purpose

This contract is for the development of an Active Transportation Plan for the City of Pensacola. The purpose is to develop solutions and identify critical infrastructure investments that improve access, comfort, and safety for people walking, bicycling, and other self-propelled modes of transportation, with an emphasis on connections within and to major destinations and transit stops. For the purpose of this plan, active transportation is defined as using one's own power to get from one place to another, including but not limited to, walking, biking, skateboarding, in-line skating/rollerblading, jogging, running, and non-motorized wheel chairing.

Project Values and Expectations: The Consultant should pay thorough attention to the guiding Project Values and Expectations as follows:

- Maximize involvement of all stakeholders (city officials, staff, residents, businesses, etc.) in the planning process. Use innovative public engagement strategies to capture a high degree of public input.
- Incorporate effective methods and modern data analysis tools to understand bicycle and pedestrian needs within the City.
- Provide consistency in design standards and definitions.
- Produce a plan with reasonably achievable objectives combined with sufficient vision to help the City prepare for the future.

Section B
Scope of Service Required

The Consultant will provide professional services to accomplish the stated tasks leading to the preparation, submittal, approval and adoption of the City of Pensacola Active Transportation Plan. The estimated budget available for preparation of the plan is $135,000. This includes all related expenses such as travel, printing, etc. The tasks below are the minimum required and are intended to provide guidance for the project scope.

The project scope will include the following tasks:

1. Existing Conditions and Data Analysis

1.1. The consultant will gather existing data related to active transportation, including:

1.1.1. Existing plans and policies
1.1.2. Employment Density and Transit
1.1.3. Traffic volumes
1.1.4. Crashes

1.1.5. Roadway characteristics
1.1.6. Future development and trip attractors

1.2. Analyze the data to determine and develop:
1.2.1. Opportunities and constraints.
1.2.2. An existing Roadway Network Suitability GIS map (level of stress analysis).

2. Public Involvement

2.1. Solicit public opinion on programs, policies, and priorities using the following methods:
2.1.1. Online and hard copy public survey including an interactive mapping tool.
2.1.2. Formation of a Steering Committee consisting of representatives from key stakeholders that will provide input and guidance to the Consultant during the project and develop the draft Vision, Goals, and Objectives.
2.1.3. A minimum of 2 (two) public meetings/workshops.
2.1.4. A minimum of two field assessments open to the public.

2.2. Display and communicate project information through:
2.2.1. A project landing page.
2.2.2. Media releases and social media.
2.2.3. GIS mapping and high-quality graphics.

3. Design Guidance

3.1. Create preferred treatments and establish design standards based on context, including:
3.1.1. A decision matrix for guiding future decisions on use of alternatives for given situations, ie; When to use bike lanes or shoulders; which traffic-calming measures to implement, etc**.**
3.1.2. Context based cross sections with facility widths and dimension standards that take into consideration existing AASHTO, NACTO, and FDOT guidelines**.**

4. Future Network and Policy Recommendations

4.1. Develop a proposed system of facilities, including the following major steps:
4.1.1. Identify needed facilities, and assign context-based roadway classifications, based on data analysis, field observations, survey responses, and input from public, city staff, and other interest groups.
4.1.2. Develop a GIS map of the future bicycle and pedestrian network
4.2. Include guiding policies and framework for influencing change such as vision zero, complete streets, the 5 E's framework, etc.

5. Evaluation, Implementation and Funding

5.1. Capture the vision developed by the steering committee and public through a project priority methodology and include:

5.1.1. An implementation strategy with project descriptions, context, benefits, cost, and potential phasing.

5.2. Develop performance metrics for monitoring of the plan.

5.3. Research applicable municipal, state, federal funding sources.

Upon completion of the final deliverables, the plan will be reviewed, modified (if needed) and approved by City Council. The consultant will be retained through this process in the event that modifications are required for adoption.

Section C Personnel

All personnel to be assigned to this project are subject to approval by the City. Replacement personnel must have equivalent education and experience as the individuals whom they replace. Resumes of personnel to be assigned to this project, including replacement personnel, are to be submitted to the City for review, and the City reserves the right to interview replacement personnel prior to its approval. The consulting firm shall be responsible for all briefings of replacement personnel as to the status of the project at no expense to the City.

Section D
Proposal Requirements

1. Proposals will include one (1) original, accompanied by four (4) complete copies plus one (1) complete electronic copy on flash drive or CD. All shall be submitted in one proposal package.

2. Description of firm's qualification for performing the work and how the firm shall address the Scope of Service requirements.

3. Team Organization Chart with summary of resumes of key personnel who will be assigned to the work detailed in the Scope of Services. Office location assigned for previous two years of each member.

4. List of all sub-consultants proposed along with qualifications. The City reserves the right to approve all sub-consultants.

5. Current workload and ability to deliver projects on time and within budget.

6. Information on past experience relative to planning, design, and active transportation, including descriptions of specific projects.

Section E
Term of Contract

The duration of the Contract shall be for period sufficient to complete all deliverables. The City reserves the right to engage the CONSULTANT for general consulting for related topics and additional services as needed. Any services authorized pursuant to a

Service Authorization executed prior to the expiration of this Contract shall be completed and the CONSULTANT shall be compensated therefore unless this Contract is terminated.

Section F
Review Process

A selection committee shall review written qualifications, short list firms for oral presentations, and provide a final ranking and recommendation to the Mayor for award of contract. The Mayor will send his recommendation for award of contract to the City Council for its approval.

Section G
Evaluation of Statements of Qualifications

Written qualifications will be evaluated using the following criteria:

1. Comprehensiveness/Quality of the response to the RFQ (10 points)
    - Thoroughness of information provided in an easy-to-follow format

2. Firm's understanding of the project (15 points)
    - Clear understanding of needs and desired outcomes from the final plan

3. Demonstration of innovative approaches and solutions (20 points)
    - Examples: public engagement, visual representation of data, graphic capabilities, etc.

4. Experience and Qualifications of the Firm and Project Team with respect to transportation and planning services (50 points)

5. Certification as or partnership with a Small, Minority, Disadvantaged or Woman-Owned Business Enterprise (3 points)

6. Certification as or partnership with a City-Eligible Veteran Business Enterprise Firm (2 points)

Section H
Oral Presentations

Firms will be short-listed based upon the written qualifications submitted to the City. The City shall schedule oral presentations (at a time to be announced) for those firms short-listed by the selection committee. The presentations may be in person or by Microsoft TEAMS.

Section I
Public Entity Crimes

Any person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to a public entity, for the construction or repair of a public building or public work, may not submit bids on leases or real property to a public entity, may not be awarded or perform work as a contractor, supplier, sub-contractor, or consultant under a contract with any public entity, and may not transact business with any public entity in excess of the threshold amount provided in Section 280.017, for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list.

Section J
Insurance and Indemnification

Before starting and until termination of work for, or on behalf of, the CITY, the CONSULTANT and any/all sub consultants shall procure and maintain insurance of the types and to the limits specified.

The term CITY as used in this section of the Contract is defined to mean the CITY of Pensacola itself, any subsidiaries or affiliates, elected and appointed officials, employees, volunteers, representatives and agents.

Insurance shall be issued by an insurer whose business reputation, financial stability and claims payment reputation is satisfactory to the CITY for the CITY's protection only. Unless otherwise agreed, the amounts, form and type of insurance shall conform to the following minimum requirements, Consultant understands and agrees that increased limits and/or additional types of insurance may be required depending on the scope of service.

1. WORKERS' COMPENSATION

The CONSULTANT shall purchase and maintain Worker's Compensation Insurance Coverage for all Workers' Compensation obligations as legally required. Additionally, the policy, or separately obtained policy, must include Employers Liability Coverage of at least $100,000 each person -accident, $100,000 each person - disease, $500,000 aggregate - disease.

2. COMMERCIAL GENERAL, AUTOMOBILE, PROFESSIONAL LIABILITY AND UMBRELLA LIABILITY COVERAGES

The CONSULTANT shall purchase coverage on forms no more restrictive than the latest editions of the Commercial General Liability and Business Auto policies filed by the Insurance Services Office. The CITY shall be an Additional Insured for Commercial General Liability and umbrella liability and such coverage shall be at least as broad as

that provided to the Named Insured under the policy for the terms and conditions of this Contract. The CITY shall not be considered liable for premium payment, entitled to any premium return or dividend and shall not be considered a member of any mutual or reciprocal company. Minimum limits as outlined below must be provided, with umbrella insurance coverage making up any difference between the policy limits of underlying policies coverage and the total amount of coverage required.

Commercial General Liability coverage must be provided, including bodily injury and property damage liability for premises, operations, products and completed operations, contractual liability and independent contractors. The coverage shall be written on occurrence-type basis. Minimum limits of $1,000,000 per occurrence and in the aggregate must be provided. The City of Pensacola must be listed as an additional insured.

Business Auto Policy coverage must be provided, including bodily injury and property damage arising out of operation, maintenance or use of owned, non-owned and hired automobiles. Minimum limits of $1,000,000 CSL must be provided

Professional Liability insurance coverage must be provided to afford protection for errors and omissions arising out of services provided under, or associated with this contract. Minimum limits of $1,000,000 per occurrence and $2,000,000 aggregate must be provided.

Umbrella Liability Insurance coverage shall not be more restrictive than the underlying insurance policy coverages. The coverage shall be written on an occurrence-type basis and the City listed as an additional insured.

CERTIFICATES OF INSURANCE

Required insurance shall be documented in the Certificates of Insurance that lists this Contract and provides that the CITY shall be notified at least thirty (30) days in advance of cancellation, nonrenewal or adverse change or restriction in coverage. If required by the CITY, the CONSULTANT shall furnish copies of the CONSULTANT's insurance policies, forms, endorsements, jackets and other items forming a part of, or relating to such policies. Certificates shall be on the "Certificate of Insurance" form equal to, as determined by the CITY an ACORD 25. Any wording in a Certificate which would make notification of cancellation, adverse change or restriction in coverage to the CITY an option shall be deleted or crossed out by the insurance carrier or the insurance carrier's agent or employee. The CONSULTANT shall replace any canceled, adversely changed, restricted or non-renewed policies with new policies acceptable to the CITY and shall file with the CITY Certificates of Insurance under the new policies prior to the effective date of such cancellation, adverse change or restriction. If any policy is not timely replaced, in a manner acceptable to the CITY, the CONSULTANT shall, upon instructions of the CITY, cease all operations under the Contract until directed by the CITY, in writing, to resume operations.

INSURANCE OF THE CONSULTANT PRIMARY

The CONSULTANT's required coverage shall be considered primary, and all other insurance shall be considered as excess, over and above the CONSULTANT's coverage. The CONSULTANT's policies of coverage will be considered primary as relates to all provisions of the Contract.

LOSS CONTROL AND SAFETY

The CONSULTANT shall retain control over its employees, agents, servants and subcontractors, as well as control over its invitees, and its activities on and about the subject premises and the manner in which such activities shall be undertaken and to that end, the CONSULTANT shall not be deemed to be an agent of the CITY. Precaution shall be exercised at all times by the Consultant for the protection of all persons, including employees, and property from harm caused by negligent acts or omissions of the Consultant.

HOLD HARMLESS

The Consultant shall indemnify and hold harmless the City of Pensacola, its officers and employees, from any and all liabilities, damages, losses, and costs, including, but not limited to, reasonable attorney's fees, to the extent caused by the negligence, recklessness or intentional wrongful misconduct of the Consultant and persons employed or utilized by the Consultant in the performance of the contract. The Consultant's obligation shall not be limited by, or in any way to, any insurance coverage or by any provision in or exclusion or omission from any policy of insurance.

PAY ON BEHALF OF THE CITY

The CONSULTANT agrees to pay on behalf of the CITY, as well as provide a legal defense for the CITY, both of which will be done only if and when requested by the CITY, for all claims as described in the Hold Harmless paragraph. Such payment on the behalf of the CITY shall be in addition to any and all other legal remedies available to the CITY and shall not be considered to be the CITY's exclusive remedy.

Section K
Payment to Consultant

The CITY shall pay to the CONSULTANT for services rendered an amount not to exceed the amount defined and approved by the CITY in each separate Service Authorization, which includes all direct charges, indirect charges and reimbursable expenses, if any. The CONSULTANT will bill the CITY on a monthly basis or as otherwise provided and at the amounts set forth for each Service Authorization toward the completion of the Scope of Services established in each Service Authorization. The amounts billed shall represent the approximate completion of services outlined in the Scope of Services contained in each Service Authorization.

Section L
Payment of Invoices

Invoices received from the CONSULTANT pursuant to this contract will be reviewed and approved by the CITY, indicating that services have been rendered in conformity with the contract. Payment by the CITY shall be made within forty-five (45) days from the date of the CITY's receipt of the invoice. The CITY agrees to pay such invoice with the time frame specified in Section 218.70 Florida Statutes, the 'Florida Prompt Payment Act'.

Payments not received within sixty (60) calendar days from the date of the CITY's receipt of invoice, will be considered sufficient cause for CONSULTANT to discontinue performing and providing services until payment in full is received.

The City of Pensacola issues checks for payment of invoices on the 10th of each month. The signed receiving copy of the purchase order and a correct invoice must have been received by the Accounts Payable Activity prior to the 1st of the month. Item(s) or service(s) received on or after the 4th will be processed in the following month. All invoices are payable by the City under the terms of Florida Prompt Payment Act, Florida Statute §218.70. All purchases are subject to availability of funds in the City's budget.

Section M
Truth-in-Negotiation Chart

Signature of this Contract by the CONSULTANT shall act as the execution of a truth-in- negotiation certificate certifying that the wage rates and costs used to determine the compensation provided for in this contract are accurate, complete and current as of the date of this contract. The said rates and costs shall be adjusted to exclude any significant sums should the CITY determine that the rates and costs were increased due to inaccurate, incomplete or non-current wage rates or due to inaccurate representations of fees paid to outside consultants. The CITY shall exercise its right under the "certificate" within one year following final payment.

Section N
Governing Law and Venue

The laws of the State of Florida shall be the laws applied in the resolution of any action, claim or other proceeding arising out of this contract. Venue for any action arising out of this Agreement will be in Escambia County.

Section O
Termination

This Contract may be terminated by the CONSULTANT upon thirty (30) days prior written notice to the CITY in the event of substantial failure by the CITY to perform in

accordance with the terms of this contract through no fault of the CONSULTANT. It may also be terminated by the CITY with or without cause immediately upon written notice to the CONSULTANT. Unless the CONSULTANT is in breach of this contract, the CONSULTANT shall be paid for services rendered to the CITY's satisfaction through the date of termination. After receipt of a Termination Notice and except as otherwise directed by the CITY the CONSULTANT shall:

A. Stop work on the date and to the extent specified.

B. Terminate and settle all orders and subcontracts relating to the performance of the terminated work.

C. Transfer all work in process, completed work, and other material related to the terminated work to the CITY.

D. Continue and complete all parts of the work that have not been terminated. If the termination is for the convenience of the CITY, the CONSULTANT shall be paid for services actually rendered to the date of termination, and for all parts of the work that are completed as directed by the CITY after termination.

If the termination is due to failure to fulfill the CONSULTANT's obligations, the CITY may take over the work and prosecute the same to completion by contract or otherwise. In such case, the CONSULTANT shall be liable to the CITY for any additional cost occasioned to the CITY thereby.

Section P
Federal and State Tax

The CITY is exempt from Federal Tax and State Tax for Tangible Personal Property. The CITY will sign an exemption certificate submitted by the CONSULTANT. The CONSULTANT shall **not** be exempted from paying sales tax to their suppliers for materials to fulfill contractual obligations with the CITY, nor shall the CONSULTANT be authorized to use the CITY's Tax Exemption Number in securing such materials.

The CONSULTANT shall be responsible for payment of his/her FICA and Social Security benefits with respect to this contract.

Section Q
Amendments of Modification

No amendments and/or modifications of this Contract shall be valid unless in writing and signed by each of the parties.

The CITY reserves the right to make changes in the Scope of Services detailed in a Service Authorization, including alterations, reductions herein or additions thereto. Upon receipt by the CONSULTANT of the CITY's notifications of a contemplated change, the

CONSULTANT shall (1) if requested by the CITY provide an estimate for the increase or decrease in cost due to the contemplated change, (2) notify the CITY of any estimated change in the completion date, and (3) advise the CITY in writing if the contemplated change shall affect the CONSULTANT's ability to meet the completion dates or schedules of this Contract.

If the CITY so instructs in writing, the CONSULTANT shall suspend work on that portion of the work affected by a contemplated change, pending the CITY's decision to proceed with the change.

If the CITY elects to make the change, the CITY shall issue a Contract Amendment or Change Order and the CONSULTANT shall not commence work on any such change until such written amendment or change order has been issued and signed by each of the parties.

Section R
Personnel

The CONSULTANT represents that it has, or will secure at is own expense, necessary personnel required to perform the services under this Contract. Such personnel shall not be employees of or have any contractual relationship with the CITY.

All of the services required hereunder shall be performed by the CONSULTANT or under its supervision, and all personnel engaged in performing the services shall be full qualified and, if required, authorized or permitted under state and local law to perform such services.

All personnel to be assigned to this project are subject to approval by the City. Replacement personnel must have equivalent education and experience on the individuals whom they replace. Resumes of personnel to be assigned to this project, including replacement personnel, are to be submitted to the City for review and the City reserves the right to interview replacement personnel prior to its approval. The consulting firm shall be responsible for all briefings of replacement personnel as to the status of the project at no expense to the City.

Section S
Subcontracting

The CITY reserves the right to accept the use of a subcontractor or to reject the selection of a particular subcontractor and to inspect all facilities of any subcontractors in order to make a determination as to the capability of the subcontractor to perform properly under this contract. The CONSULTANT is encouraged to seek minority and women business enterprises for participation in subcontracting opportunities.

If a subcontractor fails to perform or to make progress, as required by this contract, and it is necessary to replace the subcontractor to complete the work in a timely fashion, the

CONSULTANT will promptly do so, subject to acceptance of the new subcontractor by the CITY.

Section T
Availability of Funds

The obligations of the CITY under this Contract are subject to the availability of funds lawfully appropriated for its purpose by the CITY of Pensacola.

Section U
Items to Be Furnished By City At No Expense To The Consultant

Assist CONSULTANT by furnishing, at no cost to the CONSULTANT, all available pertinent information including previous reports; all permit application and governmental inspection fees; and any other data relative to performance of the above services for the project. It is agreed and understood that the accuracy and veracity of said information and data may be relied upon by CONSULTANT without independent verification of the same unless CONSULTANT has reason to believe that verification is prudent.

Section V
Disclosure and Ownership of Documents

The CONSULTANT shall deliver to the CITY for approval and acceptance, and before eligible for final payment of any amounts due, all documents and materials prepared by or for the CITY under this contract.

All written and oral information not in the public domain or not previously known, and all information and data obtained, developed, or supplied by the CITY or at its expense will be kept confidential by the CONSULTANT and will not be disclosed to any other party, directly or indirectly, without the CITY's prior written consent unless required by a lawful order. All drawings, maps, sketches, and other data developed, or purchased, under this Contract or at the CITY's expense shall be and remain its property and may be reproduced and reused at the discretion of the CITY. If and as requested, the CITY shall comply with the provisions of Chapter 119, Florida Statutes, and (Public Records Law).

Section W
Standard of Care

Services provided by the Consultant under this agreement, will be performed in a manner consistent with that degree of care and skill ordinarily exercised by members of the same profession currently practicing under similar circumstances.

Section X
Successors and Assigns

The CITY and the CONSULTANT each binds itself and its partners, successors, executors, administrators and assigns to the other party of this contract and to the partners, successors, executors, administrators and assigns of such other party, in respect to all covenants of this contract. Except as above, neither the CITY nor the CONSULTANT shall assign, sublet, convey or transfer its interest in this contract without the written consent of the other. Nothing herein shall be construed as creating any personal liability on the part of any officer or agent of the CITY which may be a party hereto, nor shall it be construed as giving any rights or benefits hereunder to anyone other than the CITY and the CONSULTANT.

Section Y
Remedies

This contract shall be governed by the laws of the State of Florida. Any and all legal action necessary to enforce the contract will be held in Escambia County, Florida and the contract will be interpreted according to the laws of Florida. No remedy herein conferred upon any party is intended to be exclusive of any other remedy, and each and every such remedy shall be cumulative and shall be in addition to every other remedy given hereunder or now or hereafter existing at law or in equity or be statute or otherwise. No single or partial exercise by any party of any right, power, or remedy hereunder shall preclude any other or further exercise thereof.

In any action brought by either party for the enforcement of the obligations of the other party, the prevailing party shall be entitled to recover reasonable attorney's fees.

Section Z
Conflict of Interest

The CONSULTANT represents that it presently has no interest and shall acquire no interest, either direct or indirect, which would conflict in any manner with the performance of services required hereunder, as provided for in Florida Statutes 112.311. The CONSULTANT further represents that no person having any interest shall be employed for said performance.

The CONSULTANT shall promptly notify the CITY in writing by certified mail of all potential conflicts of interest for any perspective business association, interest or other circumstance which may influence or appear to influence the CONSULTANT's judgment or quality of services being provided hereunder. Such written notification shall identify the prospective business association, interest or circumstance, the nature of work that the CONSULTANT may undertake and request an opinion of the CITY as to whether the association, interest or circumstance would; in the opinion of the CITY constitute a conflict of interest if entered into by the CONSULTANT. The CITY agrees to notify the CONSULTANT of its opinion by certified mail within thirty (30) days of

receipt of notification by the CONSULTANT. If, in the opinion of the CITY, the prospective business association, interest or circumstance would not constitute a conflict of interest by the CONSULTANT, the CITY shall so state in the notification and the CONSULTANT shall, at his/her option, enter into said association, interest or circumstance and it shall be deemed not in conflict of interest with respect to services provided to the CITY by the CONSULTANT under the terms of this contract.

Section AA
Independent Consultant Relationship

The CONSULTANT is, and shall be, in the performance of all work services and activities under this Contract, an Independent Contractor, and not an employee, agent, or servant of the CITY. All persons engaged in any of the work or services performed pursuant to this Contract shall at all times, and in all places, be subject to the CONSULTANT's sole direction, supervision, and control. The CONSULTANT shall exercise control over the means and manner in which it and its employees perform the work, and in all respects the CONSULTANT's relationship and the relationship of its employees to the CITY shall be that of an Independent Contractor and not as employees or agents of the CITY.

The CONSULTANT does not have the power or authority to bind the CITY in any promise, agreement or representation other than specifically provided for in this agreement.

Section BB
Contingent Fees

The CONSULTANT warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the CONSULTANT to solicit or secure this Contract and that it has not paid or agreed to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely for the CONSULTANT, any fee, commission, percentage, gift, or any other consideration contingent upon resulting from the award or making of this Contract.

Section CC
Notice

All notices by either party to the other shall be made by depositing such notice either in the registered or certified mail of the United States of America, postage prepaid, or with another delivery service requiring signature for receipt, and such notice shall be deemed to have been delivered and received on the date of such depositing correctly addressed notice. All notices to the CITY shall be mailed to:

Caitlin Cerame, AICP
Transportation Planner
222 W Main Street
Pensacola, FL 32502

and, if sent to the CONSULTANT shall be mailed to:

_____
_____
_____
_____

Section DD
Breach of Contract Terms Section

Any violation or breach of the terms of this contract on the part of the CONSULTANT may result in the suspension or termination of this contract or such other action, which may be necessary to enforce the rights of the parties of this agreement.

Section EE
Enforcement Costs

If any legal action or other proceeding is brought for the enforcement of this Contract, or because of an alleged dispute, breach, default or misrepresentation in connection with any provisions of this Contract, the successful or prevailing party or parties shall be entitled to recover reasonable attorney's fees, court costs and all expenses (including, without limitation, all such fees, costs and expenses incident to appeals), incurred in that action or proceeding, in addition to any other relief of which such party or parties may be entitled.

Section FF
Execution of Agreement

Each of the parties hereto covenants to the other party hereto that it has lawful authority to enter into this Agreement, that the governing body of each of the parties has authorized the execution of this Agreement in the manner hereinafter set forth.

Section GG
Entirety of Contractual Agreement

The CITY and the CONSULTANT agree that this Contract sets forth the entire agreement between the parties and that there are no promises or understandings other that those stated herein. None of the provisions, terms and conditions contained in this Contract may be added to, modified, superseded or otherwise altered, except by written instrument executed by the parties hereto.

THE CITY OF PENSACOLA, FLORIDA
REQUEST FOR QUALIFICATIONS
CONTRACTUAL SERVICES
GENERAL CONDITIONS

To ensure acceptance, all respondents submitting qualifications to the City of Pensacola shall be governed by the following conditions, attached specifications, and qualification form(s) unless otherwise specified. Qualifications not submitted on the qualification form(s) provided shall be rejected, and qualifications not complying with these conditions will be subject to rejection. **Multiple submittals from the same entity will not be accepted.**

1. **Award Determination to be Based on Best Interest of City:** There is no obligation on the part of the City to award a contract to any respondent and the City reserves the right to award a contract to or negotiate a contract with a responsible respondent submitting the most responsive or best alternative qualification for a resulting contract which is most advantageous to and in the best interest of the City. The City shall be the sole judge of the qualification and the resulting contract, and its decision shall be final.

2. **Qualification (RFQ) Bond: None.**

3. E-**Verify System (Mandatory):** In compliance with the provisions of F.S. 448.095, the parties to this contract and any subcontractors engaged in the performance of this contract hereby certify that they have registered with and shall use the E-Verify system of the United States Department of Homeland Security to verify the work authorization status of all newly hired employees, within the meaning of the statute.

4. **Exceptions to Specifications:** In order that equal consideration be given in evaluating qualifications, any exceptions to or deviations from the specifications as written must be noted and fully explained. The Mayor is the final authority in determining the acceptability of any exceptions to specifications.

5. **Interpretations:** All questions concerning the specifications or conditions shall be directed in writing to the Purchasing Office at least ten (10) days prior to submittal deadline, unless otherwise instructed on the Request for Qualifications Page. Inquiries must reference the proposed service and the date of the qualification submittal deadline. Interpretations will be made in the form of an addendum placed on the City's website. The City shall not be responsible for any other explanation or interpretation.

6. **Legal Requirements:** All applicable provisions of Federal, State, County, and local laws including all ordinances, rules, and regulations shall govern the development, submittal and evaluation of all qualifications received in response to these specifications, and shall govern any and all claims between person(s) submitting a qualification response hereto and the City of Pensacola, by and through its officers,

employees and authorized representatives. A lack of knowledge by the respondent concerning any of the aforementioned shall not constitute a cognizable defense against the legal effect thereof. The respondent agrees that it will not discriminate on the basis of race, creed, color, national origin, sex, age or disability.

7. **Licenses, Registration and Certificates:** Each respondent shall possess at the time of submitting its submittal all licenses, registrations and certificates necessary to engage in the business of contracting (or special contracting if the work to be performed necessitates a particular type of specialty contractor) in the City of Pensacola. Respondent must also possess all licenses, registrations and certificates necessary to comply with federal, state and local laws and regulations. The awarded respondent shall be registered at the time of contract execution as an active vendor with the Florida Department of State, Division of Corporations (www.sunbiz.org).

8. **Mistakes:** Respondents are expected to examine the conditions, scope of work, qualification prices, extensions, and all instructions pertaining to the services involved. Failure to do so will be at the respondent's risk. Unit prices will govern in award.

9. **Payment of Invoices:** The City of Pensacola issues checks for payment of invoices on the 10th of each month. The signed receiving copy of the purchase order and a correct invoice must have been received by the Accounts Payable Activity prior to the 4th of the month. Item(s) or service(s) received on or after the 4th will be processed in the following month. All invoices are payable by the City under the terms of Florida Prompt Payment Act, Florida Statute §218.70. All purchases are subject to availability of funds in the City's budget.

10. **Permits and Taxes:** The respondent shall procure all permits, pay all charges, fees, and taxes, and give all notices necessary and incidental to the due and lawful prosecution of the work.

11. **Pre-RFQ Meetings:** If an RFQ requires a mandatory pre-RFQ meeting, any representative of a firm wishing to submit a qualification must sign in with the name of the proposing firm.

12. **Prohibited Conduct by Respondents:** Upon the publication of any solicitation for sealed bids, requests for proposals, requests for qualifications, or other solicitation of interest or invitation to negotiate by any authorized representative of the City of Pensacola, any party interested in submitting a bid, qualification, or other response reflecting an interest in participating in the purchasing or contracting process shall be prohibited from engaging in any communication **pertaining to formal solicitations** with any member of Pensacola City Council, the Mayor, or any member of a selection/evaluation committee for RFPs/RFQs, whether directly or indirectly or through any representative or agent, whether in person, by mail, by facsimile, by telephone, by electronic communications device, or by any other means of communication, until such time as the City has completed all action with respect to the solicitation.

13. **Protests:** Protests of the plans, specifications, and other requirements of requests for qualifications must be received in writing by the Purchasing Office at least ten (10) business days prior to the scheduled qualification opening. A detailed explanation of the reason for the protest must be included. Protests of the intended award of submittal or contract must be in writing and received in the Purchasing Office within five (5) business days of the notice of intent to award. A detailed explanation of the protest must be included.

14. **Public Entity Crimes:** By submitting a qualification each respondent is confirming that the company has not been placed on the convicted vendors list as described in Florida Statute §287.133 (2) (a).

15. **Public Records:** Any material submitted in response to this Request for Qualification will become a public document pursuant to Florida Statute §119.07. This includes material which the responding respondent might consider to be confidential or a trade secret. Any claim of confidentiality is waived upon submission, effective after opening pursuant to Florida Statute §119.07.

16. **Public Records Law:** The Parties shall each comply with Florida Public Records laws. The Parties hereby contractually agree that each Party shall allow public access to all documents, papers, letters, or other public records as defined in Chapter 119, Florida Statutes, made or received by either Party in conjunction with this agreement, or related thereto, unless a statutory exemption from disclosure exists. Notwithstanding any provision to the contrary, it is expressly agreed that Contractor's failure to comply with this provision, within seven (7) days of notice from the City, shall constitute an immediate and material breach of contract for which the City may, in the City's sole discretion, unilaterally terminate this agreement without prejudice to any right or remedy.

17. **Qualification Withdrawals:** No qualification may be withdrawn after closing time for receipt of qualifications for a period of sixty (60) days thereafter. The contract award shall be legally binding at the time of award by City Council or Mayor.

18. **Rejection of Qualifications:** The City of Pensacola reserves the right to accept or reject any or all qualifications, to award qualifications on a split-order basis by item or service number, to waive any irregularities, technicalities, or informalities, and to re-advertise for qualifications when deemed in the best interest of the City of Pensacola.

19. **Sealed Qualifications:** The specifications and all executed qualification forms must be submitted in a sealed envelope. All qualifications must be signed by an authorized representative of the respondent. In the event more than one qualification submittal deadline is scheduled for the same date and time, do not include qualifications concerning different sets of specifications within the same envelope. **The face of the sealed envelope shall be plainly marked identifying the respondent, the RFQ title and the RFQ number.** It shall be the sole

responsibility of the respondent to assure receipt of qualification at the Purchasing Office prior to the published time for the qualification submittal deadline. No qualification will be accepted after closing time for receipt of qualifications, **nor will any offers by telephone, fax, internet or email be accepted**.

20. **Tax:** The City of Pensacola is exempt from all State and local sales tax.

21. **Termination for Convenience:** A contract may be terminated in whole or in part by the City at any time and for any reason in accordance with this clause whenever the City shall determine that such termination is in the best interest of the City. Any such termination shall be effected by the delivery to the contractor at least thirty (30) business days before the effective date of a Notice of Termination specifying the extent to which performance shall be terminated and the date upon which termination becomes effective. An equitable adjustment in the contract price shall be made for the completed service, but no amount shall be allowed for anticipated profit on unperformed services.

22. **Unauthorized Aliens:** The City of Pensacola shall consider the employment by any contracted vendor of unauthorized aliens a violation of Section 274A of the Immigration and Nationality Act. Such violation shall be cause for unilateral termination of this contract.

ANY AND ALL SPECIAL CONDITIONS AND SPECIFICATIONS ATTACHED HERETO WHICH VARY FROM THESE GENERAL CONDITIONS SHALL HAVE PRECEDENCE.

QUALIFICATION NO. 22-009

Professional Consulting Services for
City of Pensacola Active Transportation Plan

Signature Sheet

The undersigned, as Vendor, does declare that no other persons other than the Vendor herein named has any interest in this proposal or in the contract to be taken, and that it is made without any connection with any other person or persons making a proposal for the same articles, and it is in all respects fair and without collusion or fraud. The undersigned further declares that he has carefully examined the specifications and is thoroughly familiar with their provisions and penalties.

Legal Name of Firm:_____

Address:_____

City:_____ State:_____ Zip:_____

Signature:_____

Name (type/print):_____

Title:_____

Telephone:_____ Fax No.:_____ Date:_____

Email Address_____

THIS FORM MUST BE INCLUDED IN SUBMITTAL.

52.209-5 FAR Certification Regarding Debarment, Suspension, Proposed Debarment, and Other Responsibility Matters

The Offeror certifies, to the best of its knowledge and belief, that the Offeror and/or any of its Principals:

A. Are not presently debarred, suspended, proposed for debarment, or declared ineligible for the award of contracts by any Federal agency.

B. Have not, within a three-year period preceding this offer, been convicted of or had a civil judgment rendered against them for: commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) contract or subcontract; violation of Federal or state antitrust statutes relating to the submission of offers; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, or receiving stolen property; and

C. Are not presently indicted for, or otherwise criminally or civilly charged by a governmental entity with, commission of any of the offenses enumerated in paragraph 1-B of this provision.

2. The Offeror has not, within a three-year period preceding this offer, had one or more contracts terminated for default by any Federal agency.

A. "Principals," for the purposes of this certification, means officers; directors; owners; partners; and, persons having primary management or supervisory responsibilities within a business entity (e.g., general manager; plant manager; head of a subsidiary, division, or business segment, and similar positions).

This Certification Concerns a Matter Within the Jurisdiction of an Agency of the United States and the Making of a False, Fictitious, or Fraudulent Certification May Render the Maker Subject to Prosecution Under Section 1001, Title 18, United States Code.

B. The Offeror shall provide immediate written notice to the Contracting Officer if, at any time prior to contract award, the Offeror learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

C. A certification that any of the items in paragraph (a) of this provision exists will not necessarily result in withholding of an award under this solicitation. However, the certification will be considered in connection with a determination of the Offeror's responsibility. Failure of the Offeror to furnish a certification or provide such additional information as requested by the Contracting Officer may render the Offeror nonresponsible.

D. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by paragraph (a) of this provision. The knowledge and information of an Offeror is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

E. The certification in paragraph (a) of this provision is a material representation of fact upon which reliance was placed when making award. If it is later determined that the Offeror knowingly rendered an erroneous certification, in addition to other remedies available to the Government, the Contracting Officer may terminate the contract resulting from this solicitation for default.

Company Name:_____ Date:_____

Authorized Signature:_____ Printed Name:_____

THIS FORM MUST BE INCLUDED IN SUBMITTAL.

52.209-6 FAR Protecting the Government's Interest When Subcontracting with Contractors Debarred, Suspended, or Proposed for Debarment

1. The Government suspends or debars Contractors to protect the Government's interests. The Contractor shall not enter into any subcontract in excess of $25,000 with a Contractor that is debarred, suspended, or proposed for debarment unless there is a compelling reason to do so.

2. The Contractor shall require each proposed first-tier subcontractor, whose subcontract will exceed $25,000, to disclose to the Contractor, in writing, whether as of the time of award of the subcontract, the subcontractor, or its principals, is or is not debarred, suspended, or proposed for debarment by the Federal Government.

3. A corporate officer or a designee of the Contractor shall notify the Contracting Officer, in writing, before entering into a subcontract with a party that is debarred, suspended, or proposed for debarment (see FAR 9.404 for information on the Excluded Parties List System). The notice must include the following:

   A. The name of the subcontractor.

   B. The Contractor's knowledge of the reasons for the subcontractor being in the Excluded Parties List System.

   C. The compelling reason(s) for doing business with the subcontractor notwithstanding its inclusion in the Excluded Parties List System.

   D. The systems and procedures the Contractor has established to ensure that it is fully protecting the Government's interests when dealing with such subcontractor in view of the specific basis for the party's debarment, suspension, or proposed debarment.

_____
Company Name

_____
Authorized Signature

_____
Printed Name

_____
Date

THIS FORM MUST BE INCLUDED IN SUBMITTAL.

VETERAN BUSINESS ENTERPRISE PARTICIPATION FORM

In order to foster economic development and business opportunities for service-disabled veterans and wartime veterans who have made extraordinary sacrifices on behalf of the nation, the City of Pensacola has adopted a Veteran Business Enterprise ("VBE") Preference. For further information regarding this program, please refer to Section 3-3-12 AND 3-3-13 of the Code of the City of Pensacola.

In order for a respondent to receive credit for being VBE vendor, it must perform useful business functions on the contract, have its principal place of business in Escambia or Santa Rosa County and be certified as a veteran business enterprise by the State of Florida Department of Management Services ("DMS") as set forth in Section 295.187 of the Florida Statutes as of the date set for submittal of bids. For purposes of the City's VBE Program, the respondent's principal place of business must be within Escambia County, FL, or Santa Rosa County, FL.

There shall be no third party beneficiaries of the Veteran Business Enterprise Preference provisions of this solicitation or resulting contract. The City of Pensacola shall have the exclusive means of enforcement of the Veteran Business Enterprise Preference Ordinance and any contract terms. The City of Pensacola is the sole judge of compliance. All solicitations and submittals awarded will be evaluated in accordance with the Code of the City of Pensacola.

If the Respondent is a qualifying VBE, please complete the boxes below:

Respondent's Name:	Respondent's Principle Place of Business	Florida Certification Number as issued by State of Florida DMS:

THIS FORM MUST BE SUBMITTED WITH RESPONSE.

MINORITY AND WOMEN BUSINESS ENTERPRISE PARTICIPATION FORM
(RFP OR RFQ)

The City has implemented a Minority/Women Business Enterprise (MWBE) program to assist certified minority- and women-owned businesses with identifying and participating in City of Pensacola procurement and construction opportunities as set in the Code of the City of Pensacola, Ordinance No. 4-15.

In order for a respondent to receive credit for being a MWBE vendor, it must perform useful business functions on the contract, have its principal place of business in Escambia, Santa Rosa, Okaloosa, Walton County in Florida or Mobile, Alabama, and have received a certification letter issued from the City of Pensacola.

There shall be no third party beneficiaries of the Minority and Women Business Enterprise provisions of this solicitation or resulting contract. The City of Pensacola shall have the exclusive means of enforcement of the Minority and Women Business Enterprise Ordinance and any contract terms. The City of Pensacola is the sole judge of compliance. All solicitations and submittals awarded will be evaluated in accordance with the Code of the City of Pensacola.

Respondent's Name:	Respondent's Principal Place of Business

If your firm is partnering with or subcontracting with a certified M/WBE, please provide the information requested below.

NAME OF M/WBE FIRM	PARTNER OR SUBCONTRACTOR	% OF CONTRACT PERFORMANCE
1.		
2.		
3.		
4.		
5.		
6.		

THIS FORM MUST BE INCLUDED IN SUBMITTAL.

CITY OF PENSACOLA
SMALL BUSINESS ENTERPRISE STATEMENT

The Pensacola City Council adopted a Small Business Enterprise Ordinance #61-89. This ordinance encourages participation of small business in the City procurement process. Participation goals will be provided on a project by project basis, based on the availability of certified small businesses.

> **A Small Business is defined as an independently owned and operated business employing 50 or fewer permanent full-time employees and having a net worth of not more than $1 million. The business must be located in Escambia or Santa Rosa County.**

You must provide the following information sought in the accompanying forms for your submittal to be considered responsive:

RFQs **with** a specified Small Business Enterprise (SBE) goal will include a Bidder Questionnaire, Sub-contractor Solicitation, SBE Intent to Perform as a Sub-contractor and SBE Participation forms.

RFQs **without** a specified Small Business Enterprise (SBE) goal will include a Bidder Questionnaire form only.

BIDDER QUESTIONNAIRE

Name of Business_____

Address_____

Owner's Name_____ Phone_____

If your company has been awarded a bid by the City of Pensacola as a prime or sub-contractor in the past five years, please list those projects.

PROJECT NAME	YEAR	DOLLAR AMOUNT	PRIME OR SUB.
1.			
2.			
3.			
4.			
5.			
6.			

THIS FORM MUST BE INCLUDED IN SUBMITTAL.

DRUG-FREE WORK PLACE CERTIFICATE

IDENTICAL TIE BIDS - Pursuant to Section 287.087, Florida Statutes, preference shall be given to business with Drug-Free Work Place Programs. Whenever two or more bids which are equal with respect to price, quality, and service are received for the procurement of commodities or contractual services, a bid received from a business that certifies that it has implemented a Drug-Free Work Place Program shall be given preference in the award process. Established procedures for processing tie bids will be followed if none of the tied vendors have a Drug-Free Work Place Program. In order to have a Drug-Free Work Place Program, a business shall:

1) Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the work place and specifying the actions that will be taken against employees for violations of such prohibition.

2) Inform employees about the dangers of drug abuse in the work place, the business's policy of maintaining a Drug-Free Work Place, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.

3) Give each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in subsection (1).

4) In the statement specified in subsection (1), notify the employees that, as a condition of working on the commodities or contractual services that are under bid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the work place no later than five (5) days after such conviction.

5) Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program if such is available in the employee's community, by any employee who is so convicted.

6) Make a good faith effort to continue to maintain a drug-free work place through implementation of this section.

AS THE PERSON AUTHORIZED TO SIGN THE STATEMENT, I CERTIFY THAT THIS FIRM COMPLIES FULLY WITH THE ABOVE REQUIREMENTS.

_____ _____

Signature Printed Name

THIS FORM MUST BE INCLUDED IN SUBMITTAL.

EVALUATION SHEET

QUALIFICATION NO. 22-009

Professional Consulting Services for
City of Pensacola Active Transportation Plan

Name of Firm(s):_____
_____

Reviewer: _____

1. Comprehensiveness/Quality of response	10 Points _____
2. Firm's understanding of project	15 Points _____
3. Demonstration of innovative approaches and solutions	20 Points _____
4. Experience and Qualifications of the Firm and Project Team with professional transportation and planning services	50 Points _____
5. Certification as or partnership with a Small, Minority, Disadvantaged or Woman-owned Business Enterprise	3 Points _____
6. Certification as or partnership with a City-eligible Veteran Business Enterprise Firm	2 Points _____

Notes:

City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 22-00360 City Council 5/26/2022

LEGISLATIVE ACTION ITEM

SPONSOR: City Council President Ann Hill

SUBJECT:

VETERANS MEMORIAL PARK FOUNDATION REQUEST FOR EXTENSION OF THE TEMPORARY RESTROOMS LOCATED AT ADMIRAL MASON PARK

RECOMMENDATION:

That City Council approve an extension permitting the temporary restrooms at Admiral Mason Park to remain for a period not to exceed one (1) year. Further, that the restrooms be open to the public.

HEARING REQUIRED: No Hearing Required

SUMMARY:

On March 25, 2021, at the request of the Veterans Memorial Park Foundation, City Council approved the placement of portable restrooms at Admiral Mason Park for a period of one (1) year, with the caveat that the restrooms be open to the public.

At the time, it was anticipated that permanent restrooms would be built within that year's timeframe. However, that has not taken place. Currently, there are potential funding opportunities for the construction of restrooms within the park area awaiting the Governor's signature.

The Veterans Memorial Park Foundation is requesting an extension of time to allow for the restrooms to remain until a permanent facility is constructed and that this extension not exceed one (1) year without prior approval from the City Council.

Please note: Due to certain circumstances, the restroom has not been open to the public but for those times when there is a special event.

PRIOR ACTION:

March 25, 2021 - City Council approved the temporary placement of portable restrooms at Admiral Mason Park and required them to be open to the public.

FUNDING:

N/A

FINANCIAL IMPACT:

None

STAFF CONTACT:

Don Kraher, Council Executive

ATTACHMENTS:

1) Picture of sign in front of the restrooms
2) Sequence of Significant Events 20220310 (supplied by Veterans Memorial Foundation)
3) Veterans Memorial Park Permanent Facilities-2022-04-01 (supplied by Veterans Memorial Foundation)
4) Letter from Ed Fleming to Jeffrey Gill

PRESENTATION: No


M & O OF PENSACOLA, INC.
DAN CLARK CONCRETE – RENOVATIONS, LLC
LARRY DOWNS JR., PLUMBING, LLC
WARRINGTON UTILITY & EXCAVATING, INC.
TACEY PADEN, PROFFESSIONAL PHOTOGRAPHER
GATOR BORING & TRENCHING, INC.
NOTICE
THIS RESTROOM FACILITY
IS ONLY OPEN DURING
EVENTS HELD AT
VETERANS
MEMORIAL PARK

Cleaning Services

Proposal

For: {{Veterans Memorial Park Foundation of Pensacola}}

Prepared By:

{{Chris Roberg}}

{{KC's Sunshine Cleaners LLC}}

Phone:850-288-3808

About Us

Experience

KC's Sunshine Cleaners a veteran owned company was established in 2018 in Pensacola. We have 20+ combined years of cleaning experience, We're a veteran owned company. Since day one, our knowledge and expertise in cleaning has been the lifeline of our business. When you work with {{KC's Sunshine Cleaners}}, you can rest assured that your project will be scrutinized by one of the industry's most experienced cleaning teams.

Integrity

Each project brings unique challenges and requires careful attention to detail. We work hand in hand with our clients to ensure their distinctive vision becomes a reality. Our ultimate goal: to deliver a top-notch cleaning experience we can proud of. Our team will provide the highest quality services at the best possible cost.

Relationships

At {{KC's Sunshine Cleaners LLC}}, our focus is on building a reputation for quality, customer-valued cleaning practices. Our past clients are the foundation for fostering a strong business in the future.

Our Customers

"Thorough And Great Customer Service.."

Mandy
Homeowner

"KC’s Sunshine Cleaners did a great job with my move-out clean! Very happy with the work they did... thank you!."

Tara
Homeowner

“
We moved into a condo for 6 months. It had been kept up with surface cleaning, however needed a deep clean. Chris did a wonderful job and was super easy to work with. Definitely recommend!!.”

T - Pensacola

Homeowner

"Wonderful, trustworthy company! Great cleaning job!"

Laura

Homeowner

"Just wanted to say that we have KC's Sunshine Cleaners clean our rental properties and they do a great job with every cleaning. We definitely recommend his company to anyone that asks! Thanks Chris for your time and for doing a great job with the houses! We appreciate it very much!

Susan

Mark Downey & Associates

Our Services

{{KC's Sunshine Cleaners LLC}} was founded on the premise that our customers come first. Our philosophy is simple. We strive to treat you the way we want to be treated. Whether working with a small business or a homeowner, we work hand in hand with our clients to provide the best cleaning services in the area. We set up a tailored cleaning plan to meet the specific needs of each of our customers.

Cleaning Services Offered	**Sectors we specialize in**
• Daily Cleaning Services • Weekly Cleaning Service • Janitorial Services • Interior Window washing • Move in/out Cleaning	Residential Commercial

Cleaning Estimate

Veterans Memorial Park Restroom Sanitation

Title/Description	Cost	Unit	Qty	Subtotal
Restroom Sanitation	$19,000.00	Yearly	1	**$19,000.00**

The sanitation of the Veterans Memorial Park permanent restroom facility would be cleaned daily by KC's Sunshine Cleaners LLC and would include the following:

Daily sanitation of all hard surfaces

Daily sanitation and cleaning of toilets, sinks, floors doors, mirrors

Daily trash disposal

Daily upkeep of the immediate outside of the facility

Fixed Total:	**$19,000.00**

Sequence of Significant Events

On February 25, 2021, the Veterans Memorial Park Foundation (VMPF) signed an agreement for the funding of a temporary restroom facility. A month later, on March 25, 2021, the City Council heard Brian Spencer's request to disallow the restroom facility. The City Council voted to allow for the placement of the restroom facility at the approved site at Admiral Mason Park for one year while a permanent restroom facility was developed. That was the second time that the City Council had voted to approve the temporary restroom facility.

During the City Council meeting in what was described as a "Hallelujah moment," Kevin Stephens, vice president of the Citizens for the Preservation of Admiral Mason Park (CPAMP) board, told the Council, "Mark it, record this that I will raise every dollar—every dime—that is required to build a suitable, respectful bathroom facility for our veterans and our downtown residents and it won't cost the city any money..." (This is a link to the video clip: https://bit.ly/3xOY3vx).

Two weeks later, on April 7, 2021, VMPF President Paul Entrekin learned that CPAMP attorney Ed Fleming informed the Mayor that if VMPF proceeds with the restroom project, he would file suit on behalf of his clients. Mr. Entrekin said that he was perplexed by that since Mr. Spencer had phoned him the day after the City Council decision to say that he was looking forward to collaborating on a permanent restroom structure.

On May 4, 2021, Mr Entrekin and VMPF Operations Officer Pete McKanna met with Mr. Spencer at the park and agreed on a site for the permanent restroom facility at the south end of the park, not far from the World War I monument. The following day, Mr. Spencer contacted Mr. Entrekin and said that on advice of their counsel, the only way to see the lawsuit dropped would be for the attorneys to hammer out an agreement.

On May 18, 2021, VMPF Attorney Ed Holt received a draft settlement agreement written by Mr. Fleming from the City Attorney Heather Lindsay after learning about its existence by reading an email thread between Ms. Lindsay and Mr. Fleming in which he was a carbon recipient.

After receiving a response from VMPF counsel, Mr. Fleming sent a revised draft settlement agreement two days later that he said reflects the conversations and concerns communicated to him.

On May 22, 2021, Mr. Entrekin responded via counsel that included a clear statement of the VMPF position which had not been captured in Mr. Fleming's proposed agreement drafts. At the time, Mr. Fleming was vacationing in South America.

On June 3, 2021 Mr. Fleming told Mr. Holt that the settlement agreement had been "put off and put off" and that he had "devoted considerable time, at the expense of my client, to getting the matter amiably resolved. It is time to either settle, or go to court, and I need an answer one way or the other today."

In response that day, Mr. Holt told him that he had been unable to reach him by telephone but told him that VMPF has also incurred a lot of effort and time to work toward resolving the matters involving Mr. Fleming's clients. He reminded Mr. Fleming, "As you were on vacation for two weeks during this matter, it has also taken time for the VMPF to meet and discuss all aspects of the situation and the City Council action."

On July 20, 2021, VMPF representatives and their counsel met with CPAMP representatives and their counsel to discuss settlement. During the meeting, CPAMP vice president Kevin Stephens said he was not going to be able to raise all of the funds for the permanent restroom facility (as he had promised at the March 25, 2021 City Council meeting), but that he would participate in the fund-raising effort. He agreed to chair the effort. The meeting produced a verbal consensus regarding the transition to a permanent restroom facility, which included VMPF board members serving on the fund-raising board but not as officers and VMPF assisting with the drafting of articles of incorporation and by-laws for the fund-raising group. VMPF said it would also meet with the Mayor and ask him to write a memorandum of understanding (MOU) that would state his support for a permanent restroom facility in the park.

During the meeting, CPAMP said that once the Mayor puts his signature on an MOU expressing his support for the permanent restroom facility project, VMPF would be dropped from the lawsuit.

On July 26, 2021, Mr. Fleming sent Mr. Holt a draft MOU. In his email, Mr. Fleming wrote, "One change is that Kevin Stevens has said that while he will serve on the fund raising committee, and play a major role in fund raising, that his 'day jobs' (including being on the ECUA board, working full time as a developer, and running a portable toilet business) prevents him from undertaking the administrative duties of being chair. Kevin was going to give Paul a call to discuss this, and request that one of the retired veterans from the Foundation assuming that role."

Meanwhile, VMPF said that it had already begun work on by-laws for the fund-raising group as well as drafting articles of incorporation for the CPAMP to submit on the group's behalf.

However, that MOU was not representative of what had been agreed upon just a few days before. Among other things, the MOU that Mr. Fleming sent shuffled responsibility for leadership of the fundraising effort to VMPF which would essentially place the pace of fundraising progress at VMPF's feet, even after agreeing at the meeting to lead it. The proposed MOU also included new condition that not only were not agreed to at the July 20 meeting, they weren't in the settlement agreement that CPAMP drafted prior to the meeting.

On August 31, 2021, VMPF, through its attorney, proposed alternate language for an MOU that more accurately reflected the outcome of the July 20, 2021 settlement meeting.

With that proposed agreement submitted to CPAMP counsel, CPAMP ended discussions with VMPF and its counsel. Meanwhile, VMPF continues to seek funding for a permanent restroom facility. So, while others have reneged on their promises to raise funds for a permanent restroom facility, VMPF has submitted grant requests and a request for funds from the Florida Senate.

McDonald Fleming
ATTORNEYS AT LAW

ELIZABETH W. AGHAYAN
WILLIAM A. BOND
MATTHEW A. BUSH
EDWARD P. FLEMING
R. TODD HARRIS
BRUCE A. MCDONALD

MICHAEL L. FERGUSON
(1938-2020)
WILLIAM J. GREEN
(1943-2012)

REPLY TO:
EDWARD P. FLEMING

flemingservices@pensacolalaw.com
Fax: (850) 477-4510

April 14, 2022

Via email: jgill@florida-law.com

Jeffrey P. Gill, Esquire
Vernis & Bowling of Northwest Florida, P. A.
315 S. Palafox Street
Pensacola, FL 32502-6908

Re: Hawkshaw v. City of Pensacola
Our File No. EPF-21-0019

Dear Jeff,

I was shocked to learn late yesterday that your client, in violation of the time-honored and statutorily-recognized rule that settlement conferences are privileged and confidential, provided an inaccurate and incomplete chronology of those confidential discussions to the Pensacola City Council. I will assume you were unaware that this was occurring, and would not have condoned this action.

As you know, the City Council last year gave an after-the-fact approval of an administrative action that ran roughshod over the Parks and Recreation Board, the Planning Board, and the entire review process for the Gateway Redevelopment District. Those requirements are intended to assure that for any and all new developments:

1. Timely notice is given to neighbors of a proposed development that impacts their property; and

2. All development meets design, aesthetic, and use requirements enacted by law, including submission to and approval by the Planning Board. This would have included site development that included removal of protected oak trees.

In endorsing executive actions that bypassed these requirements, the City Council placed two restrictions on this illegal development: (1) it would remain there for a

maximum of one year measured from Memorial Day, 2021; and (2) the toilet trailer would be open to the public during park hours.

Your client immediately violated that second restriction, converting the 365-day eyesore into "event use" only, keeping it locked except for about 10 days a year. Your client had, in the past, used temporary toilets, as do other event sponsors in downtown parks. There was no reason that could not have continued, as your client did not want full-time use of the toilet trailer as it recognized security concerns, and the potential for the toilet trailer being a magnet for vagrants.

Your client now seeks to violate the maximum one year time-limitation[1] imposed by City Council as well. As late as February 2nd, you and counsel for the City were representing to the Court that the "temporary toilet trailer" would not be allowed to be there beyond one year measured from first use, which was Memorial Day of 2021, and therefore no harm would be done by the fact that it is not an allowed use in the Gateway Redevelopment District, and was not approved by the Planning Board or the Parks and Recreation Board. See Exhibit "2," excerpt from the City's Motion to Dismiss, a Motion that was DENIED.

The confidential settlement negotiations narrative also ignores the fact that your client has not pledged a single dime for a properly designed, properly permitted, toilet facility. Or that your client took the position that fund raising was not its concern.[2] Your client failed to mention that my client has pledged $50,000 in cash, as well as contribution of tens of thousands of dollars in design fees, and a willingness to jointly work with your client in a fundraising effort, including joint efforts to have the City fund a public bathroom with public funds. That offer was rejected.

The idea that adjoining property owners must pay for a properly permitted public facility, or else have an unpermitted and unlawful, toilet trailer adjacent to their property, is an absurdity. Why not allow the sponsors of the sea food festival to place a toilet trailer in Seville Square for 365 days a year unless and until the surrounding restaurants, businesses and homeowners fund a public restroom? That would be an absurdity. So is demanding that the surrounding property owners at Admiral Mason Park fund a public bathroom, or live with an illegally located toilet trailer adjacent to their property. Meanwhile, the party who seeks the restrooms has not pledged a dime. More importantly, public restrooms should be funded by the public.

---

[1] I would note that to try to circumvent flood elevation requirements would have required classifying the toilet trailer as an "RV," which it is not, and allowing it to be there no more than 180 days. See Exhibit "1"

[2] I do not understand where raising funds is somehow the duty of the victims of an illegal development, but that the party who participated in, and wanted that illegal development, has no duty to seek funds to follow the lawful processes spelled out in the City's land use ordinances.

I would note that when one council member, as allowed under Roberts Rules of Order, sought to make a motion to reconsider and/or modify the vote to allow this illegal development, she was told by the City Attorney, Susan Wolff, that the matter could not be discussed as it was in litigation. On Ms. Wolff's recommendation, it was removed from the agenda *without debate*. Yet the agenda item tonight is asking for a modification of the earlier vote to increase the time allowed for this illegal development from one year to two while litigation is pending. In fact, we anticipate that this case will be scheduled for dispositive motions and/or a trial within the next 90 days. I would assume that the same rule applies tonight; i.e., no discussion of an issue in litigation. I have, accordingly, instructed my client not to appear. I would also note that none of the requisite notices to adjacent landowners to this proposed development have been given. For that reason alone, it should be rejected.

At the start of this litigation, I was told by then-city-attorney Susan Wolff that her "marching orders" were to not get in the way of an agreement between your client and mine. Based on that statement, I arranged a settlement conference between me, a representative of my client, your client's representative and its then-attorney Ed Holt at the Fosko Coffee Shop. An agreement in principal was reached over a handshake at that meeting. I accurately put the terms of that agreement in writing. When I pressed Mr. Holt regarding the status of signing the agreement, he did not say he objected to any portion of the memorandum, but rather said it was "shot down by the City," and we would have to negotiate with the City. That account by Mr. Holt is supported by the memos attached hereto as Exhibit "3." I felt a little like "Charlie Brown" in the Peanuts cartoon who went to kick the ball only to have it pulled away.

I would also note that the acting city attorney sent Jonathon Bilby an email stating that the proposed agreement by my client and yours was somehow seeking to "undo" all the work he had done, because it called for an "events only" toilet trailer. I would be open to it being brought in just for events," Mr. Bilby replied. That would be a better option in the floodplain." (Exhibit "4") It should be noted that Mr. Bilby had earlier pointed out that to get around floodplain requirements, the toilet trailer would have to be deemed an "RV," and could not remain in place for a maximum of 180 days. (Exhibit "5") It is, of course, not an RV, and has been in place far longer than 180 days.

The City's attorney has taken the position during this litigation that the City was not bound to follow its own ordinances. Or, to use the oft-repeated phrase, "rules for thee but not for me." That position has been soundly rejected by the Court. See Exhibit "6" for a copy of that Order.

The City, by necessity, had to live or die on its "the rules do not apply to us" defense, as it is clear that the rules governing applications, permits, plan review and

approval, were not followed by the City in this unlawful "joint-venture" development at Admiral Mason's Park.

If yet another "one-year" illegal development is approved by the City tonight, we will need to amend our complaint to add this new illegality. Please let me know if you will stipulate to that amendment.

Sincerely,

Edward P. Fleming

EPF/ccc
Attachments

cc: Charlie Peppler, City Attorney

Florida has a very broad public records law. As a result, any written communication created or received by City of Pensacola officials and employees will be made available to the public and media, upon request, unless otherwise exempt. Under Florida law, email addresses are public records. If you do not want your email address released in response to a public records request, do not send electronic mail to this office. Instead, contact our office by phone or in writing.

From: Jonathan Bilby <JBilby@cityofpensacola.com>
Sent: Thursday, December 17, 2020 12:13 PM
To: Heather Lindsay <HLindsay@cityofpensacola.com>
Cc: Kerrith Fiddler <KFiddler@cityofpensacola.com>
Subject: Veterans Park Discussion

Heather,
Thank you for listening to me describe the situation that has been brought up regarding the proposed Veterans Park bathroom facility. What has been proposed is a mobile type facility that would be moved in and out of the park in advance of a tropical storm system. The unit is on a trailer chassis and does not meet the Florida Building Code or our wind speeds. It appears to be designed as a temporary facility that is designed for 80 mph wind speeds. Minimum wind speed is 140 mph for a Category I structure in accordance with Chapter 16 of the Florida Building Code. This is also located in an AE-7 Flood Zone which Chapter 12-10 requires a minimum 10' NAVD elevation. The Board is proposing quick disconnect utilities, and a plan for removal when a storm is coming. I am laying out this option and some concerns along with another option which would be a more viable permanent option. We would have to get the Mayor on board and the Veterans park board to agree on option 2 but it would be better overall for the City.

Option 1. Removable Structure, Placed on a concrete pad. Not compliant with the Florida Building Code or permitted and inspected by Inspection Services.

1. This would require a variance to the elevation, anchoring and flood design provisions of our local Flood ordinance. This would be required to be reported to FEMA and likely cause us to lose some credit points in our CRS program. This may result in a change in the discount for flood insurance premiums. I have never seen a successful variance to this degree in my 10 years as a Floodplain Administrator. It is possible but up to the Board of Adjustments. This is my biggest concern with this option as a variance has far reaching consequences. Please reference 12-10-7 for variances and appeals. Considerations and conditions would have to be weighed by the BOA. If the Board of Adjustments denies the variance we could be left with only option 2.

2. The structure proposed does not comply with Florida Statutes 553.355 which governs modular buildings. If it is truly removable, it may need to be tagged and registered with the DMV. I am not sure of the legalities of this.

3. Inspection Services could not issue a permit on this type of Structure. We are charged with ensuring that structures meet the Florida Building Code for wind and flood, which this building is not designed for, and Statute 533, and Chapter 14 of the City Code. Permit-wise, we would only issue a permit for the electrical power pole that would service the facility. Also Accessibility and egress, and life safety provisions may not meet the Florida Building Code. None of the licensed personnel in Inspections could approve or inspect the facility and be on record for it. I am not sure of the liability aspects with a situation like this.

4. These types of structures are designed and typically used for short term temporary use during festivals, group functions or during remodels. This application could not be considered a temporary use as Flood Hazard area 12-10-15 governs maximum time for placement in a flood hazard area as 180 days for RV's and Park Trailers.

5. This is in the Gateway Review District and would need approval by the Planning Board for aesthetics prior to placement.

6. A plan for removal would need to be drafted which specifically

addresses removal in advance of a storm and any penalties for not removing. The mayor wants Legal to draft this.

Pros: Cheaper, No permitting or Inspections other than power pole.
Cons: Possible ramification to Flood Program, possible liability issues if someone gets hurt, tougher path for variance from floodplain.

Option 2. A permanent facility that complies with the Florida Building Code. This option is more costly but better overall for the City. The Board would need to find a manufacturer that has Florida engineering for 14o mph minimum.

1. This option would require a foundation design by a licensed engineer. The unit would be bolted to the foundation and inspected for compliance.

2. Variance to the Floodplain ordinance would be applied to the BOA for the freeboard requirement only. This is the additional 3' above the floodplain. I have seen this type of variance issued before. This option still has consequences with our flood program and still could result in loss of credits in the CRS program. This has to be reported to FEMA.

3. Finished floor elevation of the restroom would be at 7' NAVD. The City surveyor could determine elevation at the park location prior to placement. Derrik mentioned that the elevation is close to 7' NAVD so elevating would be minimal.

4. Inspections would issue permits and a Certificate of occupancy and the building would be left in place as a permanent structure

5. Gateway review would still apply to this.

Pros: Less impact to our Flood program, compliant with the Florida Building Code and City Ordinances. Compliance with accessibility and life safety. No removal in advance of a storm

Cons: Higher cost

There is a possibility that the City or veterans Board can explore. If the area where the unit will be placed is at or above the Flood elevation (7.0' NAVD), a Letter of Map Amendment (LOMA) could be issued by FEMA for the area of the park that qualifies. This is a long shot, but worth a look. I will get with Kerrith and see if our surveyor can get some elevations out at the park in the area where this is proposed. If a LOMA is applicable, the flood ordinance provisions go away and so do the variance requirements. Fingers Crossed. In that case, option 1 becomes more viable. This is something I thought of after our conversation.

I am trying to be open to options and think outside of the box a bit. Let me know your thoughts. Might be good for you, Kerrith and I to discuss further.
Regards,
Jonathan

Jonathan Bilby, MCP, CFM
Inspection Services Director
Visit us at http://cityofpensacola.com
222 W Main St.
Pensacola, FL 32502
Office: 850.436-5600
Fax: 850.595.1464
jbilby@cityofpensacola.com

<image002.jpg>

IN THE CIRCUIT COURT OF THE FIRST JUDICIAL CIRCUIT IN AND FOR ESCAMBIA COUNTY, FLORIDA

DAVID K. BONNELL; ROBERT E. BOOTH, JR.; ROBERT B. MONTGOMERY; and HAWKSHAW DEVELOPMENT GROUP, LLC,

Plaintiffs, **CASE NO.: 2021 CA 000956**

v.

GROVER C. ROBINSON IV, in his capacity as Mayor of the City of Pensacola; and VETERANS MEMORIAL PARK FOUNDATION OF PENSACOLA, INC.,

Defendant.
_____ /

CITY OF PENSACOLA'S OMNIBUS MOTION TO DISMISS PLAINTIFFS' AMENDED COMPLAINT FOR DECLARATORY JUDGMENT AND INJUNCTIVE RELIEF AND RESPONSE TO ALTERNATIVE WRIT OF MANDAMUS

Co- Defendant, **GROVER C. ROBINSON IV, in his capacity as Mayor of the City of Pensacola** ("City"), files this Motion seeking to Dismiss Plaintiffs' Amended Complaint for Declaratory Judgment and Injunctive Relief, and its Response to the Alternative Writ of Mandamus filed on October 8, 2021, and states:

INTRODUCTION

"The nonjusticiability of a political question is primarily a function of the separation of powers."

Baker v. Carr, 369 U.S. 186, 210, 82 S.Ct. 691, 706, 7 L.Ed.2d 663 (1962).

EXHIBIT 2

the Declaratory Judgment Act. *Accord*, Ashe v. City of Boca Raton, 133 So. 2d 122, 124 (Fla. 2d DCA 1961) (finding taxpayers' declaratory judgment challenging conveyance of property by City to State Board of Education an improper request for an advisory opinion).

Moreover, Plaintiffs' allegation that they are in doubt as to their rights with regard to the temporary mobile restroom is at odds with and repugnant to Plaintiffs' contention that they are entitled to issuance of a writ of mandamus, which is granted where there is a "clear legal obligation" on the part of a public officer to perform a ministerial duty "in a prescribed manner." *Plymel*, 770 So. 2d at 246 (citation omitted). Plaintiffs cannot have it both ways.

B. Permanent Mandatory Injunction

The City has the authority to ensure its park users are able to enjoy public space in comfort on City-owned land. Plaintiffs have not established they have a *clear legal right* because, out of the gate, they do not have standing. Again, Plaintiffs request that this Court issue the extraordinary remedy of permanent injunction based upon allegations that the City did not follow its own ordinances and procedures – the specific injunctive relief requested in the Amended Complaint (Amended Compl. at *ad damnum* Clause, pp. 17-18) – is not enough to satisfy Plaintiffs' standing burden. Plaintiffs cannot establish they do not possess an adequate remedy at law either. If, as Plaintiffs allege, their property values have in fact been threatened, they can bring suit and attempt to seek monetary damages through an action for nuisance.

Furthermore, Plaintiffs cannot demonstrate irreparable harm, a requirement to be granted the injunctive relief they seek. The structure at issue here is temporary, allowed for the period of one year. This is admitted by Plaintiffs' recitations relating to actions or statements made by the City Council. (*See* Amended Compl. at ¶35). The restroom used by patrons of Veteran's Memorial and Admiral

Dated this 28th day of October, 2021.

Respectfully submitted,

/s/ *Robert J. Sniffen*
ROBERT J. SNIFFEN
Florida Bar Number: 0000795
rsniffen@sniffenlaw.com
/s/ *Ryan T. Dyson*
RYAN T. DYSON
Florida Bar Number: 1026004
rdyson@sniffenlaw.com

SNIFFEN & SPELLMAN, P.A.
123 North Monroe Street
Tallahassee, Florida 32301
Telephone: (850) 205-1996
Facsimile: (850) 205-3004

Counsel for Grover C. Robinson IV, in his capacity as Mayor of the City of Pensacola

CERTIFICATE OF SERVICE

The undersigned certifies that on this 28th day of October, 2021, a true and correct copy of the foregoing was electronically filed in the Florida E-Courts Filing Portal to all counsel of record.

/s/*Robert J. Sniffen*
ROBERT J. SNIFFEN

request, unless otherwise exempt. Under Florida law, email addresses are public records. If you do not want your email address released in response to a public records request, do not send electronic mail to this office. Instead, contact our office by phone or in writing.

From: Heather Lindsay
Sent: Wednesday, May 19, 2021 9:02 AM
To: Jonathan Bilby <JBilby@cityofpensacola.com>
Subject: RE: [EXTERNAL] Re: FW: [EXTERNAL] VMP - Restroom Evacuation Route Plan

Good morning, Jonathan. Did you see the emails about the possible settlement of the litigation over this bathroom trailer? That agreement turns on its head all of this work you have been doing. That agreement allows the trailer only to be on the premises for one-day events and the possession of the trailer is given to the plaintiffs to store the trailer until the foundation needs the trailer for events.

They claim they have a permanent location for a bathroom that is "ideal." Of course, I've seen no drawings or concept on paper. What I recall is that you said a permanent structure would be a problem based on the flood zone.

Would you remind me of those concerns?

To answer your question, I have a full day ahead – how about tomorrow?

Sincerely,
Heather

Heather F. Lindsay
Assistant City Attorney
Visit us at https://www.cityofpensacola.com
222 W Main St.
Pensacola, FL 32502

Jonathan Bilby </O=CITY OF PENSACOLA/OU=EXTERNAL (FYDIBOHF25SPDLT)/CN=RECIPIENTS/CN=E25E3235F0674F719BFACCA52B34E9EA>

May 19, 2021 at 09:14 AM

To: Heather Lindsay

3 Attachments Save

Tomorrow works.

I saw the emails regarding the agreement. I know the Council stated that they wanted it open to the public for more than just events. Not sure if Council would have to approve the change. I would be open to it being brought in just for events. That would be a better option in the floodplain.

A permanent structure is acceptable and would be the best for the.park.

Regards,
Jonathan

Jonathan Bilby, MCP, CFM
Inspection Services Director
Visit us at http://cityofpensacola.com
222 W Main St.
Pensacola, FL 32502
Office: 850.436-5600
Fax: 850.595.1464
jbilby@cityofpensacola.com

From: Jonathan Bilby <JBilby@cityofpensacola.com>
Sent: Thursday, January 7, 2021 1:46 PM
To: Heather Lindsay <HLindsay@cityofpensacola.com>; Kerrith Fiddler <KFiddler@cityofpensacola.com>
Subject: RE: Veterans Park Discussion

Heather/Kerrith,
After discussing with the State Floodplain Office, I feel a lot better about the Veterans Park restroom. Their guidance would be to treat it like an RV with no variance. It will need to meet the following:

1. Be road ready with a registration from the DMV like any trailer, or be on site for a maximum of 180 days to qualify as temporary. This would require that the removal plan requires at least one "fire drill" removal each year if no storm event takes place.
2. All plumbing utilities must have backflow prevention.
3. The electrical must be elevated above our freeboard and be ground fault protected. Electrical connection must be quick disconnect cord and plug.
4. There must be a specific plan for removal for an incoming tropical event. The wind speed for this is 70 mph max so it would need to reflect that at least. My belief would be removal at least 48 hours in advance of anticipated landfall or immediately upon being under a Tropical storm warning. Also It would be good to have a removal run each year if there is no event to make sure the procedures stay active and the unit stays road ready. I will be glad to help with this language. I think the Mayor wants Legal to draft the plan for the board.
5. There will be no building permits. Only permits for the plumbing and electrical.
6. We will need an elevation benchmark at the site to make sure the electrical is elevated.

I'm not sure how this affects the other RV prohibitions for the LDC, I also don't know if it sets any kind of precedence for this type of structure, but I'll leave that up to the legal department to look at.

Sec. 12-9-15. - Recreational vehicles and park trailers.

(a)Temporary placement. Recreational vehicles and park trailers placed temporarily in flood hazard areas shall:(1)Be on the site for fewer than 180 consecutive days; or(2)Be fully licensed and ready for highway use, which means the recreational vehicle or park model is on wheels or jacking system, is attached to the site only by quick-disconnect type utilities and security devices, and has no permanent attachments such as additions, rooms, stairs, decks and porches. (b)Permanent placement. Recreational vehicles and park trailers that do not meet the limitations in subsection (a) of this section for temporary placement shall meet the requirements of section 12-9-14 for manufactured homes.(c)Limitations on installation in coastal high hazard areas (zone V). Owners of existing recreational vehicle parks in coastal high hazard areas shall not expand or increase the number of parking sites unless a plan for removal of units from the coastal high hazard area prior to a predicted flood event is prepared and submitted to Escambia County Emergency Management. Recreational vehicle park owners shall notify vehicle owners of the plan for removal.

Let me know if you want to discuss further. All of the above should be met before we issue power for the unit. Not sure of the timeline.

Jonathan Bilby, MCP, CFM
Inspection Services Director
Visit us at http://cityofpensacola.com
222 W Main St.
Pensacola, FL 32502
Office: 850.436-5600
Fax: 850.595.1464
jbilby@cityofpensacola.com

<image002.jpg>

IN THE CIRCUIT COURT IN AND FOR ESCAMBIA COUNTY, FLORIDA

CITIZENS FOR PRESERVATION OF ADMIRAL MASON PARK, INC., et al.,

Plaintiff/Petitioner,

vs.

CASE NO: 2021 CA 000956
DIVISION F

GROVER C. ROBINSON, IV in his capacity as MAYOR of the CITY OF PENSACOLA; and VETERANS MEMORIAL PARK FOUNDATION OF PENSACOLA, INC.

Defendants/Respondents.

ORDER DENYING VETERANS MEMORIAL PARK FOUNDATION'S MOTION TO DISMISS AMENDED COMPLAINT

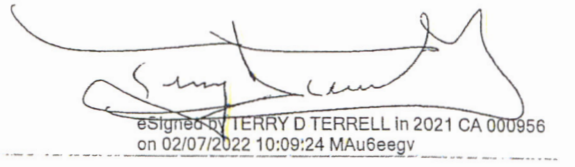
THIS CAUSE having come before the Court at a duly noticed hearing on February 2, 2022, on "Defendant, Veterans Memorial Park Foundation of Pensacola Inc.'s Motion to Dismiss Plaintiffs' Amended Complaint" ("Motion") the Court having heard arguments of counsel and being otherwise duly advised in the premise, it is

ORDERED and ADJUDGED that

1. The Motion is DENIED for the reasons argued by the Plaintiffs.

2. Veterans Memorial Park Foundation of Pensacola, Inc. shall have until February 25, 2022 to file its answer.

Done and Ordered in Pensacola, Escambia County, Florida on the date embedded in the signature below.



Confirmed Copies to:

Edward P. Fleming, Esquire
R. Todd Harris, Esquire
Robert J. Sniffen, Esquire
Ryan T. Dyson, Esquire
Jeffrey P. Gill, Esquire

City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 22-00462 City Council 5/26/2022

LEGISLATIVE ACTION ITEM

SPONSOR: City Council Member Sherri Myers

SUBJECT:

FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) WORK ALONG CARPENTERS CREEK AT THE WATERFORD AT CREEKSIDE

RECOMMENDATION:

That City Council direct the Council Executive to compose a letter to FDOT asking for information regarding the work the agency is performing on Carpenters Creek at the Waterford at Creekside, to address erosion and the many trees taken down by FDOT. Further, that the Council Executive inquire as to whether FDOT plans to restore the tree canopy that the agency has removed. Finally, that such information be made available to the City Council within two (2) weeks of making a request for information.

HEARING REQUIRED: No Hearing Required

SUMMARY:

This is an urgent matter regarding the recent actions of FDOT that have resulted in removing approximately 100 feet of the bank of Carpenters Creek next to the Waterford at Creekside on Davis Hwy.

The total removal of the bank resulted in clear-cutting all of the trees, including pines, magnolias, and oaks. The reason for the actions taken by FDOT is to shore up the bank of the creek that had severe and sudden erosion that has compromised a private parking lot at the Waterford at Creekside on Davis Hwy.

The sponsor of this item believes the erosion was due to the installation of a Vortech Vault by the city of Pensacola as pictures and videos were taken by the sponsor of this item show the damage to the creek bank occurred approximately around the date of August 9, 2020. The Vortech Vaults have been placed along the creek many times for the purpose of removing trash, debris, and sediment from entering the creek and making its way to Bayou Texar. However, in a presentation, the Woods consultants advised the city council that the Davis Hwy Vortech Vault is causing stress on the creek.

The actions by FDOT to mitigate the damage to the creek bank could result in more hardening of the creek and prevent the attempts by the city and the county to restore the creek. The City Council, as the governing body of the city, has a duty to the citizens to protect the creek that runs through

numerous neighborhoods and commercial areas.

PRIOR ACTION:

None

FUNDING:

N/A

FINANCIAL IMPACT:

None

STAFF CONTACT:

Don Kraher, Council Executive

ATTACHMENTS:

1) Carpenters Creek at the Waterford Photo #1
2) Carpenters Creek at the Waterford Photo #2
3) Emails re Carpenters Creek & Bayou Texar

PRESENTATION: No

Don Kraher

From: Sherri Myers <sherrimyers801@gmail.com>
Sent: Saturday, May 14, 2022 7:52 PM
To: Don Kraher
Subject: [EXTERNAL] Fwd: [EXTERNAL] Fwd: Carpenter Creek & Bayou Texar - Creek Geeks 2022!

Please send this to city council members and also as an attachment to my agenda item regarding the creek and FDOT. Thanks

Sent from my iPhone

Begin forwarded message:

> **From:** Sherri Myers <smyers@cityofpensacola.com>
> **Date:** May 14, 2022 at 2:51:56 PM CDT
> **To:** margaretm080808@gmail.com, sherrimyers801@gmail.com
> **Subject: Fw: [EXTERNAL] Fwd: Carpenter Creek & Bayou Texar - Creek Geeks 2022!**

From: Barbara Albrecht <panhandlewatershed@gmail.com>
Sent: Wednesday, April 27, 2022 6:43 PM
To: Mehle, Christine <christine.mehle@woodplc.com>; Kelson, Jeanette <jeanette.kelson@woodplc.com>; Kiefer, John <john.kiefer@woodplc.com>
Cc: Grover C. Robinson, IV <GRobinson@cityofpensacola.com>; Robert Bender <RBENDER@myescambia.com>; Brent A Wipf <BAWIPF@myescambia.com>; Ann Hill <AHill@cityofpensacola.com>; Will Dunaway <wdunaway@clarkpartington.com>; Bruce Vigon <bvigon@gmail.com>; Marty Donovan <marty@donovanrealty.com>; Nuhfer, Mark <Nuhfer.Mark@epa.gov>; Orr, Elizabeth <Elizabeth.Orr@dep.state.fl.us>; Gainer, Phillip <phillip.gainer@dot.state.fl.us>; Marlette, Andy <amarlette@pensacol.gannett.com>; Jim W. Little <jwlittle@pensacol.gannett.com>; Matt J. Posner <mjposner@ppbep.org>; Jane Caffrey <jcaffrey@uwf.edu>; Sherri Myers <smyers@cityofpensacola.com>; David Forte <DForte@cityofpensacola.com>; Sarfert, Edward P CIV USARMY CESAJ (US) <Edward.P.Sarfert@usace.army.mil>
Subject: [EXTERNAL] Fwd: Carpenter Creek & Bayou Texar - Creek Geeks 2022!

THIS EMAIL IS FROM AN EXTERNAL EMAIL ACCOUNT

Dear All,

I hate that I'll be missing the second Carpenter Creek next week. I hope it goes well.

It has been 4 weeks and 2 days since we all met to discuss the creek at Davis Hwy.
Today I passed by the site and was surprised to see a "30' schmear" of red clay in front of big equipment where the bank has been eroding.

Evidently the goal is to get big heavy equipment down - level with the creek to drive in the sheet piles.
The crew was waiting for the electric company to decommission a pole located in a precarious location.
I asked what the timeline of the next few steps were and the FDOT Inspector indicated several days.

Monday evening the area received 1.47" of rain.
Friday more rain is expected.

I asked him if he would be bringing in more clay.
Yup. Lots. They need to have a way to get down there and remove the debris.
What debris? The trees.

I asked about rain events. He said he was covered.
Has silt fencing and a turbidity curtain in place.
Best part, he's got a permit.
I feel better already!

Please don't share the analogy, that you have to break a few eggs to make an omelet.
It's 2022. We landed on Mars last year. We could take more care - if we viewed it through the lens of an asset.

We could certainly minimize the impact of this effort if we valued the creek.
If we valued the entire living ecosystem.
And the many ecosystem services this small watershed provides to this community.

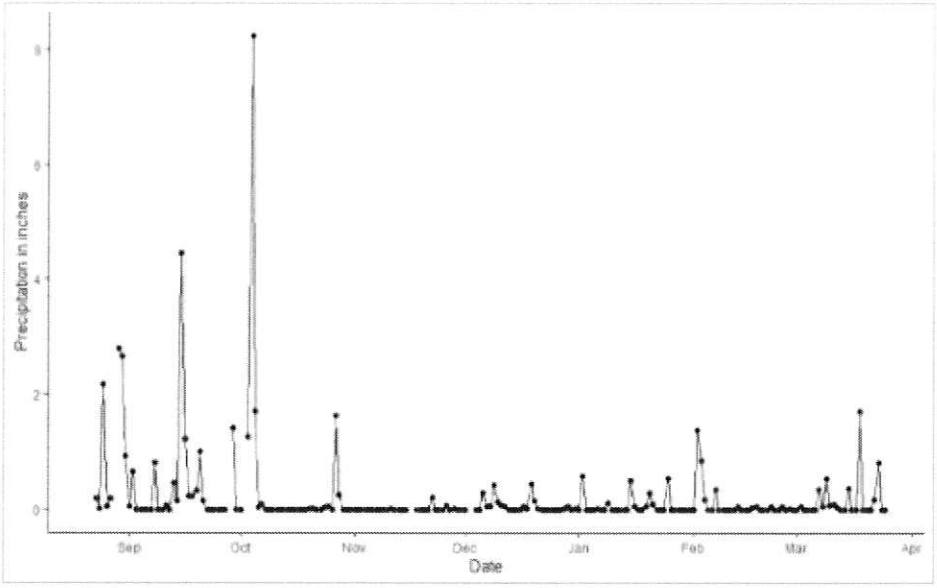
But, here are my observations from 2:30pm today.

BMPs-
Silt Fence in place. Check.

Turbidity curtain in place. Check.

What could possibly go wrong?

Rainfall



Am I really the only one in this scenario that is outraged?

This degradation is happening on your watch.
How is that even possible?
Please provide suggestions to the FDOT Inspector for protecting this system from additional undue & careless harm.
Thank you

Barbara Albrecht - Director
www.PanhandleWatershed.org
850-384-6696

---------- Forwarded message ---------
From: **Christine Mehle** <team@restorethewatershed.com>
Date: Wed, Apr 27, 2022 at 12:12 PM
Subject: Carpenter Creek & Bayou Texar - Creek Geeks 2022!
To: Barbara Albrecht <panhandlewatershed@gmail.com>

Creek Speak

How can *you* help us restore the watershed?

Kick Off Meeting - May 2, 2022

Dear Barbara,

We are less than one week away from our Watershed Open House event, and if you'd like to see the future plans for Carpenter Creek and Bayou Texar, this is your chance!

Make sure you sign up TODAY!

What: Watershed Open House

Where: Bayview Community Center (2000 East Lloyd Street)

When: Monday, May 2, 2022 from 5:30 - 7:30pm

How: Click here to save your seat!

Refreshments will be provided, and parking is free!

Don't miss out on your chance to share your feedback on what happens in your watershed!

After a brief presentation from the project team, we will be breaking into small groups to discuss the concept plans and get your feedback on the 15 proposed projects.

We are looking for you to help us evaluate and share your opinions. Of those 15 proposals, we want YOU to help us pick the **three most important** - which we will plan and design in greater detail.

Remember to click here to register for the event, and we hope to see you there!

Sincerely,

Crissy

Christine Mehle
Wood Environment & Infrastructure Solutions, Inc.
Creek Geek Lead Geek

P.S. - If you haven't checked out our interactive map that explains the 15 proposed projects, be sure to check out our website to review them and fill out a brief survey on the projects you like the most! Check out the StoryMap link for a preview of the draft concept plans.

City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 2022-057 City Council 5/26/2022

LEGISLATIVE ACTION ITEM

SPONSOR: Grover C. Robinson, IV, Mayor
Delarian Wiggins, Councilman

SUBJECT:

RESOLUTION NO. 2022-057 - SUPPORTING THE BAPTIST HOSPITAL E AND MORENO STREET CAMPUS REDEVELOPMENT AND FUNDING OF STREET RE-OPENINGS AND A PUBLIC PARK WITHIN THE CAMPUS REDEVELOPMENT AREA

RECOMMENDATION:

That the City Council adopt Resolution No. 2022-057.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PENSACOLA SUPPORTING THE BAPTIST HOSPITAL E AND MORENO STREET CAMPUS REDEVELOPMENT AND FUNDING OF STREET RE-OPENINGS AND A PUBLIC PARK
WITHIN THE CAMPUS REDEVELOPMENT AREA; PROVIDING FOR AN EFFECTIVE DATE.

HEARING REQUIRED: No Hearing Required

SUMMARY:

In 2023, Baptist Hospital will move from its current location at the corner of E and Moreno Street to its new location at Brent Lane.

A significant amount of community, neighborhood and stakeholder input was received to create a vision of the redevelopment of the current Baptist Hospital campus and E and Moreno Street. That vision includes a mixed-use development which seeks to incorporate multi-family and single-family housing as well as community-enhancing services consistent with the surrounding community and needs identified by the community.

In achieving this vision, this resolution is seeking City Council support for the Baptist Hospital E and Moreno Street Campus Redevelopment. In support of this vision, City Council will seek to purchase from Baptist Hospital a +/- 2.58 parcel (1300 W. Moreno Street) in order to establish a community park to enhance the mixed-use development and surrounding neighborhood. Further, the City Council will endeavor to allocate funds to rebuild streets in previously unopened rights of way, not to exceed 2,500 linear feet of right of way, which will include the extension of I Street between Mallory St. and Moreno St.

PRIOR ACTION:

None

FUNDING:

N/A

FINANCIAL IMPACT:

Costs and funding sources associated with the purchase of the +/- 2.58 acres, street reconstruction of 2,500 linear feet and the development of a community park are not known at this time.

LEGAL REVIEW ONLY BY CITY ATTORNEY: Yes

4/18/2022

STAFF CONTACT:

Kerrith Fiddler, City Administrator
David Forte, Deputy City Administrator - Community Development
Sherry Morris, AICP, Development Services Director

ATTACHMENTS:

1) Resolution No. 2022-057

PRESENTATION: No

RESOLUTION
NO. 2022-057

A RESOLUTION
TO BE ENTITLED:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PENSACOLA; SUPPORTING THE BAPTIST HOSPITAL E AND MORENO STREET CAMPUS REDEVELOPMENT AND FUNDING OF STREET RE-OPENINGS AND A PUBLIC PARK WITHIN THE CAMPUS REDEVELOPMENT AREA; PROVIDING AN EFFECTIVE DATE.

WHEREAS, Baptist Hospital, located at the corner of E and Moreno Street in Pensacola, Florida, was established in 1951 as a not-for-profit organization focused on improving community health through preventative care, education, and support; and

WHEREAS, in 2023, Baptist Hospital will move from its current location at the corner of E and Moreno Street to its new location at Brent Lane; and

WHEREAS**,** Baptist Hospital has sought significant community, neighborhood, and stakeholder input to create a vision for the redevelopment of the current Baptist Hospital campus at E and Moreno Street, that includes a mixed-use development, which seeks to incorporate multi-family and single-family housing as well as community-enhancing services consistent with the surrounding community and needs identified by the community across the +/- 51 acre property; and

WHEREAS, City Council recognizes the investment that Baptist Hospital has made in creating this vision for the community and desires to express its support of this vision; and

WHEREAS, to support this vision, City Council will seek to purchase from Baptist Hospital, on mutually agreeable terms, a +/-2.58 acre parcel (1300 W. Moreno Street) in order to establish a community park to enhance the mixed use development and surrounding neighborhood; and

WHEREAS, in further support of this vision for the community, City Council will endeavor to allocate funds to rebuild streets in previously unopened rights-of-way, not to exceed 2,500 linear feet of right-of-way, in order to restore the +/- 51 acre property to its original street grid; which restoration will include the extension of I Street between Mallory Street and Moreno Street; adjacent to the City-established community park.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PENSACOLA, FLORIDA:

SECTION 1. The foregoing recitals are hereby ratified confirmed as being true and they are incorporated into the resolution by reference as if set forth and for herein.

SECTION 2. The city of Pensacola hereby adopts the position and supports the redevelopment of the current Baptist Hospital Campus consistent with the vision set forth by Baptist Hospital for a mixed use development incorporating multi-family and single-family housing and other amenities across the +/- 51 acre property, which would include a City-funded public park as well as up to twenty-five hundred (2,500) linear feet of previously unopened rights-of-way in order to return the property to its original street grid.

SECTION 3. This resolution shall become effective on the 5th business day after adoption, unless otherwise provided pursuant to section 4.03(d) of the City Charter of the City of Pensacola.

Adopted: _____

Approved: _____
President of City Council

Attest:

_____
City Clerk

BAPTIST HEALTH CARE

Moreno Street Campus Redevelopment Vision

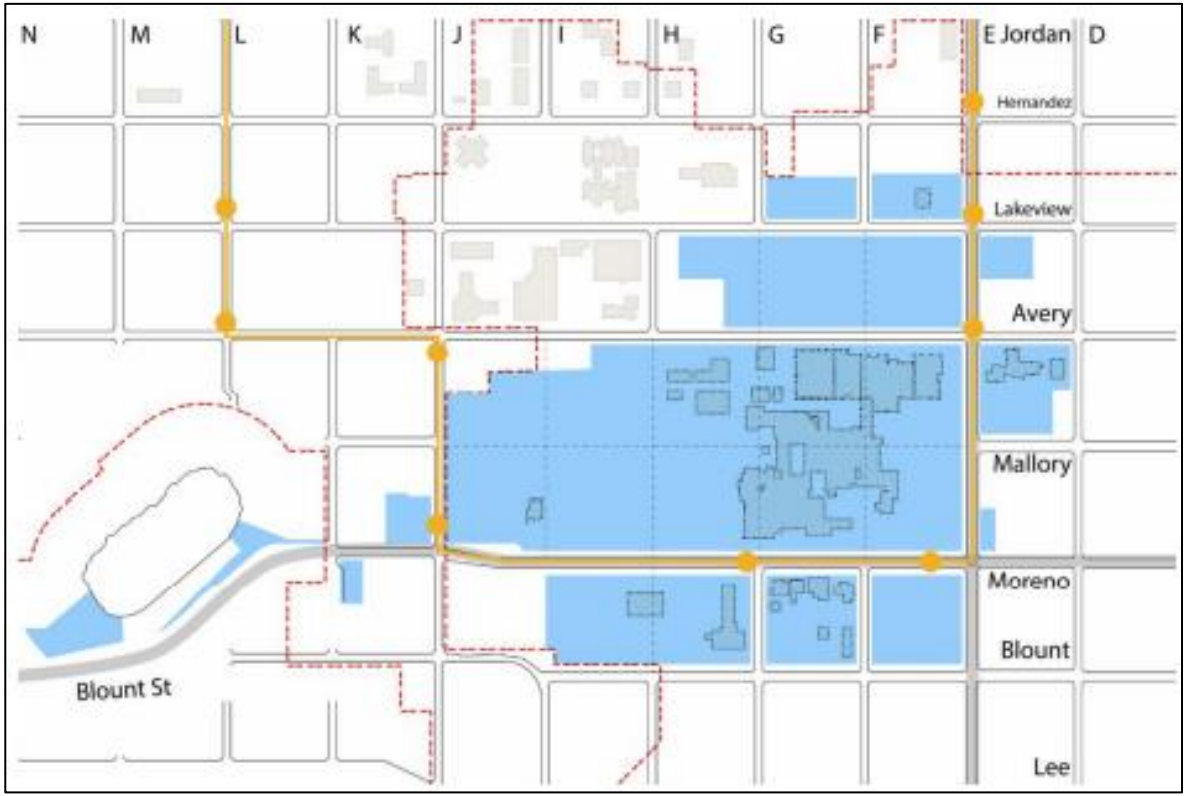
May 23, 2022

Who We Are, Why We Exist, and Why We are Approaching the Redevelopment This Way

Historical Context

- Announced in June, 2019 about new Baptist Hospital campus at Brent Lane & I-110. At time of announcement, committed to be intentional about the redevelopment of our current Baptist Hospital campus.
- Could have waited until after move or listed property outright – ***But we chose a different path.***
- Sought significant community and neighborhood input
- Invested in engagement of JLP+D Urban Planners
- Participated in national Center for Community Investment learning collaborative June – November, 2021
- Engaging in partnership discussions related to the redevelopment
- Dr. Paul created Special Committee of the Board June ‘21 – February ‘22

Moreno Street Campus



Three Drivers of the Future of the Campus

1. Baptist's mission, best interest, and role
2. What the community wants and needs
3. What the private market can support

Mission:
Helping people throughout life's journey

Best interest:
Deploying resources to provide critical healthcare to community members in the most accessible way possible

Role:
- Engaging the community and other stakeholders
- Investing in developing a Redevelopment Vision for the disposition strategy that meets the drivers for the reimagined campus

Three Drivers of the Future of the Campus

1. Baptist's mission, best interest, and role

2. What the community wants and needs

3. What the private market can support

Community Advisory Council

- 73 stakeholders from government, neighborhood associations, business, education, non-profit, law enforcement, and faith community
- 7 meetings (2019 – 2021)
- Reviewed previous studies of the West Moreno District (including LWLP Study)
- Key focus on attainable workforce housing (rental and home ownership) as well as additional community-enhancing services that build community

Targeted local stakeholder interviews

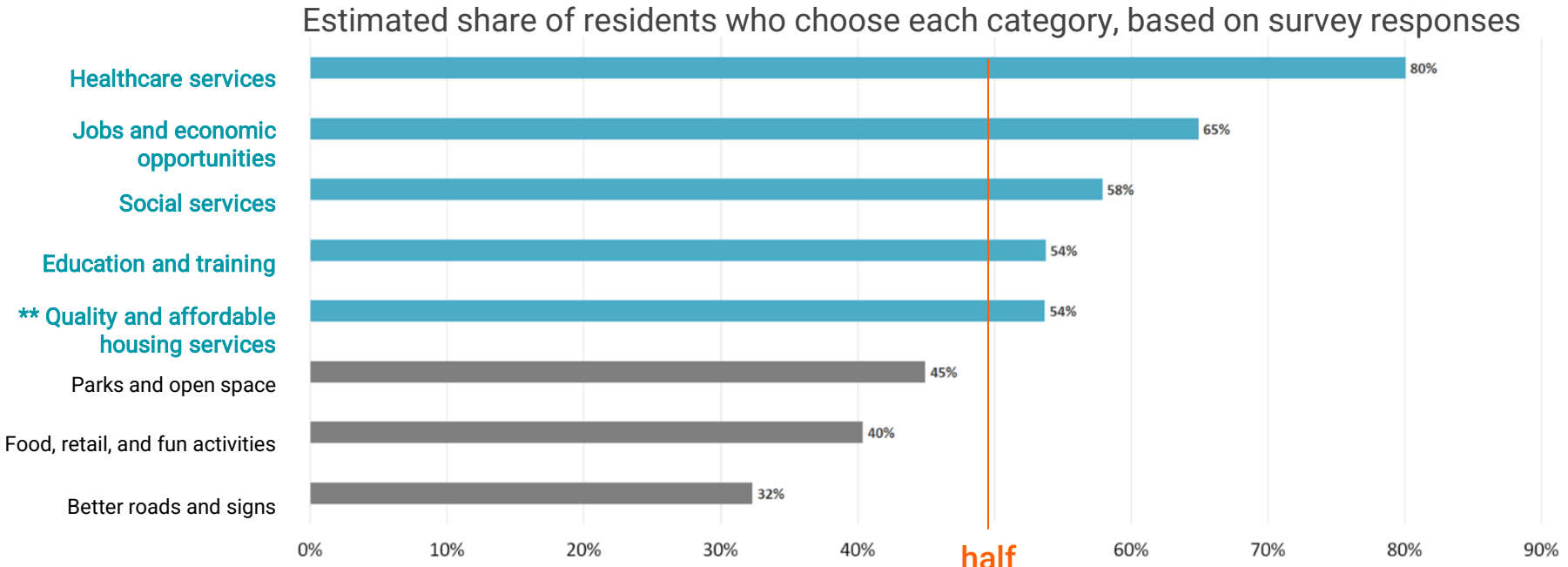
- 15+ meetings during Summer/Fall 2021 between JLP+D team and local stakeholders

Survey of neighborhood

- Sent to addresses within 1 mile from the hospital, partnered with churches
- Received 160 responses during Summer/Fall 2021

Community Survey Responses

What future uses on the campus will benefit you, your family, and your community? *



Three Drivers of the Future of the Campus

1. Baptist's mission, best interest, and role

2. What the community wants and needs

3. What the private market can support

Real estate data analysis:

- Location
- Land, demolition, and infrastructure cost
- Construction cost
- Achievable rents and sale prices

Comparable development:
The scale of the campus provides both opportunity and challenge for complex, transformative projects in a phased approach.

Interested developers and investors:
JLP+D and Baptist interviewed for-profit and not-for-profit developers and investors with interest, many with demonstrated success in mixed-use, mixed-income development.

How Does it All Fit Together?

Community	Achieve as many community priorities as possible
Private market's contribution	• Purchasing Baptist property and securing entitlement • Capital investment and expertise for new phased development
Government/ Public Support	• Development subsidy and incentive programs • Direct investment in public amenities and infrastructure • Service and program operation • Continued support for neighborhood enhancement
Baptist	• Continued fulfillment of our core mission - delivery of healthcare services • Investment in stakeholder engagement and developing Redevelopment Vision • Disposition process: Market Offering (with partner commitments), negotiation, execution

2022 — TBD

Engagement of Potential Partners

Government:

- City of Pensacola Department of Housing
- Pensacola CRA
- Escambia County CRA
- City and County Leadership
- Escambia County Housing Finance Authority
- Florida Housing Coalition

Affordable Housing Developers

Potential Lessees:

- CAPC/ Headstart
- CareerSource EscaRosa
- Post-secondary education/training partners

Redevelopment Vision

Redevelopment Vision

✓ What this IS:

- A redevelopment vision that includes seven general recommendations on the programmatic components of the future redevelopment.
- They are developed based on economic and market analyses, community inputs, placemaking potential, and policy review.
- Baptist has engaged government and non-profit partners in creation of the redevelopment vision.

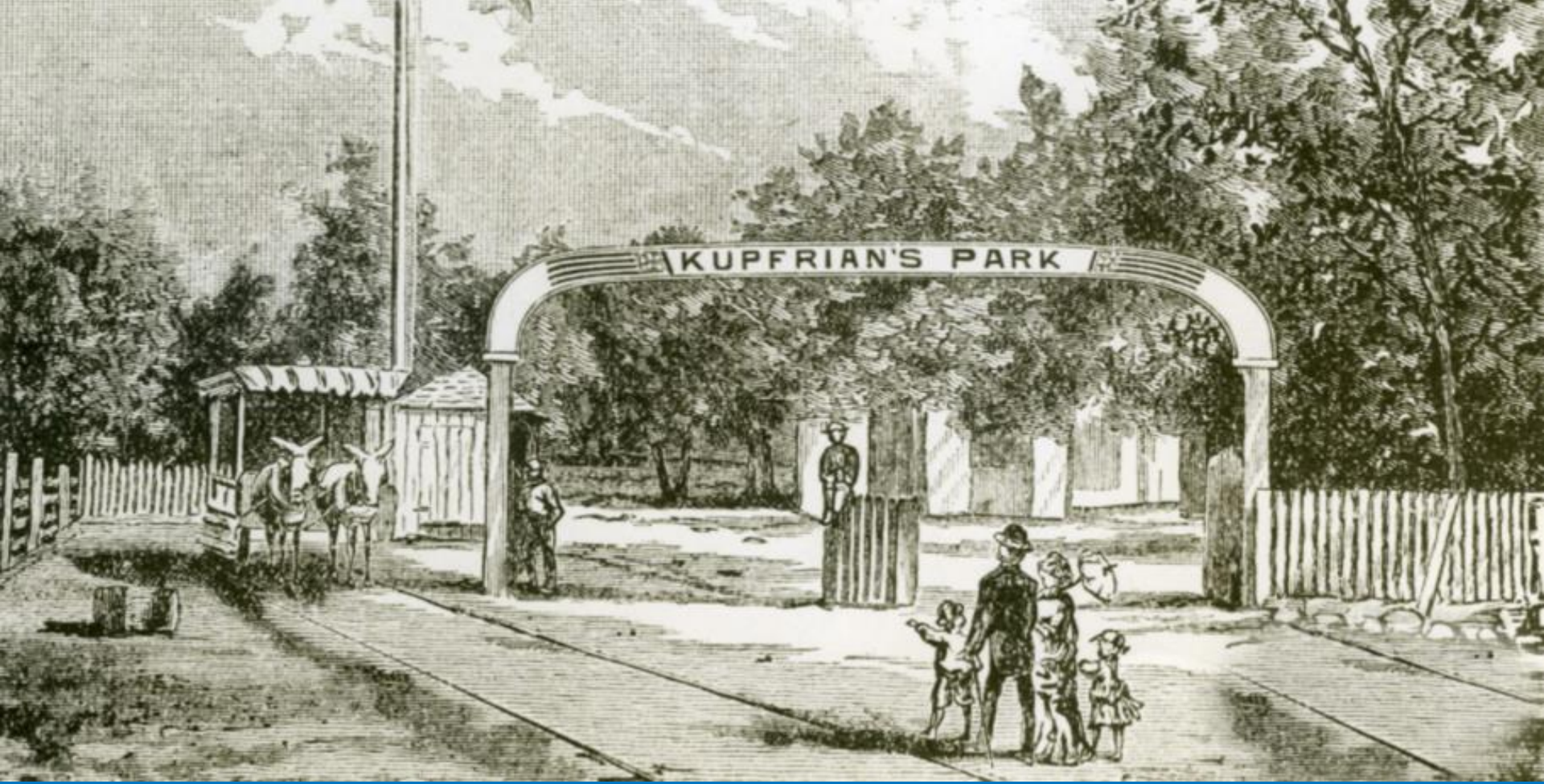
✗ What this IS NOT:

- This is NOT a prescriptive final plan that designs the definitive details of development.
- This is NOT a rigid design plan that dictates what must be built. Developers can bring their own insights and creativity.
- Developers who come to agreement with Baptist will determine the details of projects, subject to unknown future market conditions.
- This does NOT represent the final stage of community input, which will happen during detailed planning and development processes for any projects receiving public funds.

1 Public sector invests in a new park on the western side of the main campus and a Moreno Street greenway.


Kupfrian House
Historical home of the creator of the city's first streetcar line and Kupfrian Park - a vital part of the city's entertainment tradition and family gathering place

Source: Pensacola Historical Society

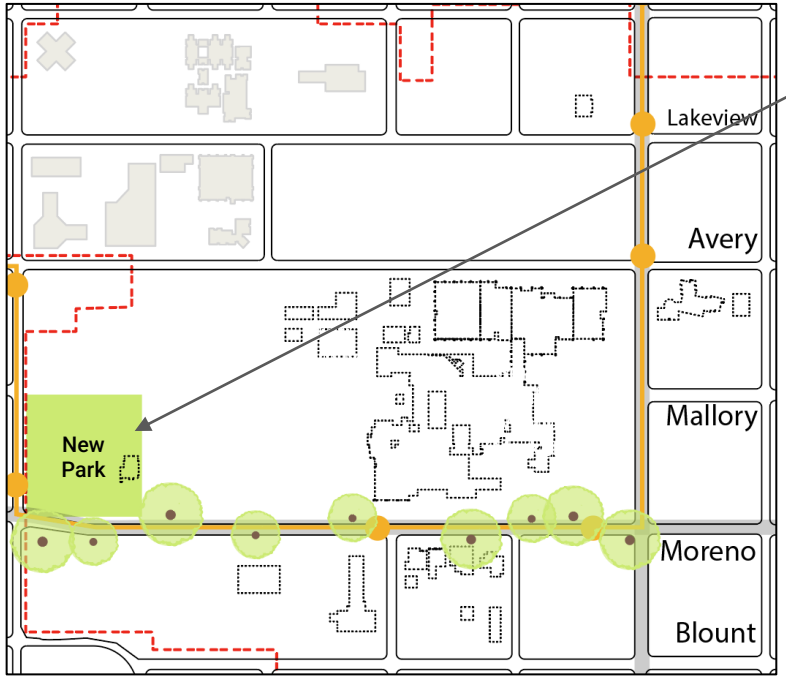


Source: Pensacola Historical Society

Source: Pensacola Historical Society

Source: Pensacola Historical Society


W Mallory St
1400



Example:
Seville Square
1.8 acres
(footprint shown in scale)

1

City of Pensacola invests in a new park on the western side of the main campus and a Moreno Street greenway.

Potential size: 2.5 acres (subject to change)

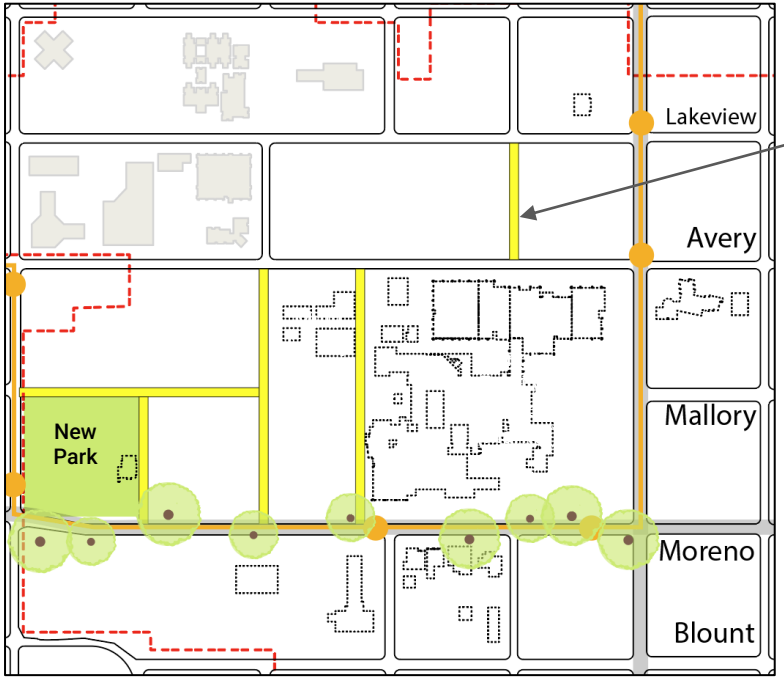
The location is rich in existing mature trees and landscape. As a new park in a predominantly residential neighborhood, it can **preserve community character** and **create pride and a sense of place**.

Kupfrian House can be preserved as a community space and/or park concession space.

The greenway as a new neighborhood boulevard can bring **environmental and social benefits** to residents.

Incorporating existing mature oak trees into the new park can potentially also **reduce park development costs**.

The new park at the western end of the campus also potentially make developments more appealing in parts of the campus that can **benefit from greater value increase**.



2

City of Pensacola funds the cost to restore selected street connections to the original street grid, including the reconnection of I Street between Mallory and Moreno Streets.

Potential length: 2500 linear feet (specific roads subject to change based on details of the redevelopment when finalized)

The streets will create walkable neighborhood blocks and **enhance neighborhood access**.

Private developers and companies will then bear the responsibility for **other necessary roadway and infrastructure upgrades** depending on the uses and density.

80% of community residents consider **healthcare services** as an important component of the future development, according to a 2021 survey with residents living within 1 mile from the hospital

3

Baptist ensures there is a solution for health care that meets the needs of the neighborhood and surrounding areas.

4 Housing developers build mid-rise multifamily buildings (approximately 4 stories), possibly around the new park, including both workforce housing and mixed-income developments.

4

Housing developers build mid-rise multifamily buildings, possibly around the new park, including both workforce housing and mixed-income developments.

Potential for many lot and building sizes (subject to change based on developer interest). Examples could include:

- Mixed-income: 9 acres (330k - 460k BldSF, 3 buildings)
- 100% Workforce: 4 acres (162k - 217k BldSF, 2 buildings)
- These 5 sample buildings could yield 90 – 120 market-rate housing units and 370 – 500 income-restricted housing units (subject to change based on developer interest.)

Multifamily development brings much needed housing stock to the neighborhood and the City **for residents of various income levels**.

Income-restricted* units, both in 100% workforce housing and mixed-income development, can **activate government funding**. The recommended quantity above could potentially optimize government funding, reduce financing gaps, and **increase the economic viability** of development.

*Income-restricted development to pay **market acquisition costs**. Mixed-income projects with an average AMI of 60% **qualify for LIHTC** to the full extent of eligible costs.

5 Housing developers build market-rate single family homes and/or townhouses, likely toward the eastern side of the campus.

6 Housing developers build workforce single family homes and/or townhouses, likely toward the northern part of the campus.

5

Housing developers build market-rate single family homes and/or townhouses, likely toward the eastern side of the campus. The goal is to maintain a strong street wall along E and Moreno Streets.

Potential lot and building size (subject to change based on developer interest):
21 acres (183k - 426k BldSF)

Potential housing units: 120 – 280 (subject to change based on developer interest)

This location capitalizes on the parts of the campus that have **higher real estate value** due to proximity to North Hill.

Developments of market-rate homes at this location are potentially capable of **absorbing major demolition and abatement costs** associated with the hospital building and towers.

6

Housing developers build workforce single family homes and/or townhouses, possibly at the northern part of the campus.

Potential lot and building size (subject to change based on developer interest): 6 acres (33k - 78k BldSF)

Potential housing units: 37 - 87

The inclusion of this component with housing finance partners' support can help reduce home purchasing prices for the community, **ensuring affordability**.

7

Developers include selected non-residential active ground floor spaces in their development plans. The spaces can be used for neighborhood retail, community facilities, and other public realm-enhancing uses.

65% of community residents consider **jobs and economic opportunities** as an important component of the future development - **the 2nd highest ranked choice** after healthcare, according to a 2021 survey with residents living within 1 mile from the hospital

7

Developers include selected non-residential active ground floor spaces in their development plans. The spaces can be used for neighborhood retail, community facilities, and other public realm-enhancing uses.

Potentially **adjacent to or incorporated in one or more multifamily developments**, on the ground floor or standalone, subject to developer's design and financial feasibility.

These uses not only contribute to the **vibrancy of the neighborhood** around the new park/greenway cluster, but also provide **access to economic opportunities** for area residents.

Multi Family Attainable Workforce Housing

Multi Family Mixed-Income Housing

Single Family Attainable Workforce Housing

Single Family Market Rate Housing

New Park/ Town Center

Healthcare Facility

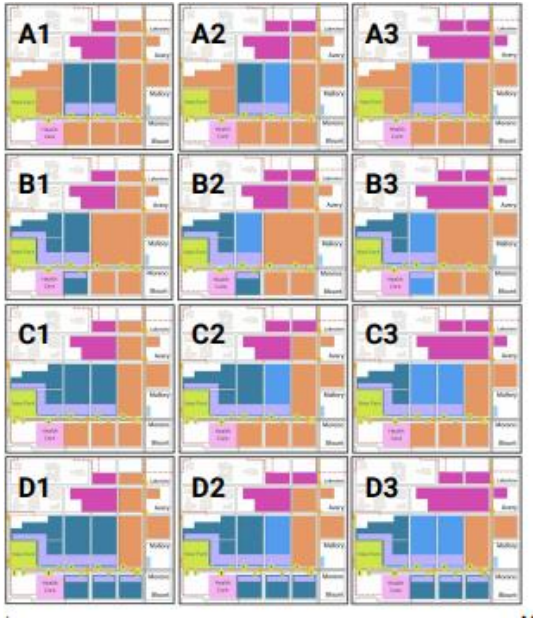
Activated Ground Floor Space

The Redevelopment Vision:

A mixed-use development which seeks to incorporate multi-family and single family housing as well as community-enhancing services.

In total, potentially 615 - 996 new housing units help meet the growing demand for quality homes at different income levels, depending on density of the developments.

A new park, greenway, streets, healthcare facility, and active ground floor spaces help create a **sense of place**, provide **crucial services** to the community, increase the **value** and the **vibrancy** of this neighborhood.



How the redevelopment vision makes the reimagination more feasible

Your support in the form of a Resolution would bring the market confidence and increase the likelihood of the vision coming to life.

1. The allocation of uses and typologies reflect **real estate financial feasibility**.
2. Strategic placemaking and amenities (park, roads, services) generate **new market demand** that does not exist today.
3. The vision **lowers the risk profile** of the listing by incorporating **community inputs** (healthcare, housing, jobs, services).
4. The vision indicates the critical **need for government support** in the redevelopment of the campus.
5. Market feasibility, community support, and partner engagement increase the **momentum** to redevelop the campus.

Discussion

City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 2022-048 City Council 5/26/2022

LEGISLATIVE ACTION ITEM

SPONSOR: Grover C. Robinson, IV, Mayor

SUBJECT:

RESOLUTION NO. 22-048 - EXTENSION OF THE DOCKLESS SHARED MICROMOBILTY DEVICE PILOT PROGRAM THROUGH MARCH 1, 2023.

RECOMMENDATION:

The City Council adopt Resolution No. 22-048:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PENSACOLA APPROVING EXTENSION OF THE DOCKLESS SHARED MICROMOBILITY DEVICE PILOT PROGRAM; PROVIDING AN EFFECTIVE DATE.

HEARING REQUIRED: No Hearing Required

SUMMARY:

On September 12, 2019, City Council adopted Ordinance 17-19 to allow and regulate a franchise agreement for the commercial rentals of Micromobility Devices. HB 453 was previously passed and resulted in the following changes that affected local governments:

- The new law references FS 316.008 “powers of authorities” and states that this new law does not prevent local governments from adopting an ordinance that “governs the operation of micromobility devices and motorized scooters on streets, highways, sidewalks, and sidewalk areas.”
- “Motorized scooter” definition was changed to include any vehicle or micromobility device that is powered by a motor and now also includes those having a seat or saddle.
- “Micromobility device” was added under FS 316.003 which creates a specific definition for any motorized transportation device (including motorized scooters) that is rented via an online app and is not capable of traveling at a speed greater than 20 miles per hour.
- Motorized scooters and micromobility devices are not required to be registered as vehicles or maintain insurance.
- Riders on motorized scooters and micromobility devices are not required to have a driver’s license.
- Motorized scooter and micromobility devices are excluded from the definition of “motor

vehicle" FS 320.01.

- The new law grants the operators of these micromobility devices all of the same rights and duties of bicycle riders.

Ordinance 17-19 created Chapter 7-9 within the City Code of Ordinances and establishes a 12-month shared micromobility device pilot program for the operation of shared micromobility devices on sidewalks and sidewalk areas within the city limits.

Two vendors (Bird and Veo) were ultimately selected through an RFQ process with the ability to each deploy up to 250 scooters. Once selected as a pilot program participant, the vendor is required to submit a one-time, nonrefundable permit fee of $500.00 and a one-time, nonrefundable fee in the amount of $100.00 per device deployed by the vendor.

Ordinance 02-22 was adopted by City Council of February 10, 2022, which amended certain provisions to the original ordinance based on input and needs from the community. Sidewalk riding was prohibited along with implementation of a midnight curfew on weekends. In addition to the amendments, staff has implemented several strategies such as educational campaigns, fines for abandonment, user ID verification, and vehicle IDs.

Since deployment of the electric scooters on July 19, 2021, there have been 95,882 total rides, 227,763 miles ridden, and 68,872 Co2 lbs saved. As of April 1, 2022, there have been eighty-four (84) 311 submittals regarding concerns over scooters. The utilization rate has stayed at or above the industry standard indicating demand for the service. Travel patterns indicate that Jefferson Street is the mostly highly used corridor.

The ordinance and operating agreement are structured as such that the commencement occurred with the approval of Bird's contract on July 19, 2021, meaning that the pilot program will expire on July 18, 2022, if not extended, or otherwise modified by City Council. Due to the Coronavirus Pandemic and delay in deployment of the second vendor (VEO), staff recommends extending the pilot program until March 1, 2023. This will enable staff to capture data and work with the micromobility team to review operations during the summer with a full fleet of 500.

PRIOR ACTION:

September 19, 2019 - City Council adopted Ordinance 17-19 approving the Dockless Shared Micromobility Pilot Program

February 10, 2022 - City Council adopted Ordinance No. 02-22 amending the Dockless Shared Micromobility Pilot Program

FUNDING:

Budget: $0

Actual: $0

FINANCIAL IMPACT:

None

LEGAL REVIEW ONLY BY CITY ATTORNEY: Yes

5/9/2022

STAFF CONTACT:

Kerrith Fiddler, City Administrator
David Forte, Deputy City Administrator
Amy Tootle, Director of Public Works and Facilities
Caitlin Cerame, Transportation Planner

ATTACHMENTS:

1) Resolution No. 22-048
2) Adopted Ordinance No. 02-22
3) Adopted Micromobility Service Area Map

PRESENTATION: Yes

RESOLUTION NO. 22-048

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PENSACOLA APPROVING EXTENSION OF THE DOCKLESS SHARED MICROMOBILITY DEVICE PILOT PROGRAM; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City desires to study the impacts of dockless shared micromobility device; and

WHEREAS, the City council on September 12, 2019 authorized the City to engage in a 12 month pilot program to permit, control and regulate the use of dockless shared micromobility devices on sidewalks and sidewalk areas; and

WHEREAS, due to the Coronavirus Pandemic, the shared micromobility vendor request for qualifications was delayed and micromobility devices did not deploy until July 19, 2021 and the second vendor did not deploy seated scooters until January 25, 2022: and

WHEREAS, the City Council on February 10, 2022 approved an amendment to Chapter 7-9 of the code of the City of Pensacola to improve program operations; and

WHEREAS, additional time for data collection and program oversight during expected peak seasonal ridership is desired to make an informed decision as to the permanence of the program; and

WHEREAS, Chapter 7-9 of the Code of the City of Pensacola allows City Council to extend or otherwise modify the 12-month pilot program.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PENSACOLA, FLORIDA THAT:

Section 1. The City Council of the City of Pensacola hereby authorizes the extension of the dockless shared micromobility program until March 1, 2023.

Section 2. The City Council of the City of Pensacola authorizes the Mayor to take all actions necessary to effectuate the provisions of this Resolution and extensions of the vendor operating agreements.

Section 3. This Resolution shall take effect upon the fifth day after adoption, unless otherwise provided pursuant to Section 4.03(d) of the City Charter of the City of Pensacola, Florida.

Adopted: _____

Approved: _____
President of City Council

ATTEST:

_____

City Clerk

PROPOSED
ORDINANCE NO. 01-22

ORDINANCE NO. 02-22

AN ORDINANCE
TO BE ENTITLED:

AN ORDINANCE OF THE CITY OF PENSACOLA, FLORIDA AMENDING CHAPTER 7-9 OF THE CODE OF THE CITY OF PENSACOLA TO REGULATE A DOCKLESS SHARED MICROMOBILITY DEVICE PILOT PROGRAM; PROVIDING FOR INDEMNIFICATION AND INSURANCE; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Section 166.041, Florida Statutes, provides for procedures for the adoption of ordinances and resolutions by municipalities; and

WHEREAS, the City of Pensacola ("City") is subject to the Florida Uniform TrafficControl Laws; and

WHEREAS, the Florida Uniform Traffic Control Law allows municipalities to enactordinances to permit, control or regulate the operation of vehicles, golf carts, mopeds, micromobility devices, and electric personal assistive mobility devices on sidewalks or sidewalk areas when such use is permissible under federal law as long as such vehiclesare restricted to a maximum speed of 15 miles per hour. *Section 316.008(7)(a), FloridaStatutes;* and

WHEREAS, the City strives to keep the City rights-of-ways compliant with the Americans with Disabilities Act (ADA), and other federal and state regulations, and is committed to keeping the City accessible for the mobility challenged; and

WHEREAS, the regulated and permitted operation of dockless shared micromobility devices is recognized as an alternative means of personal transportation; and

WHEREAS, dockless shared micromobility devices left unattended and parked orleaned on walls or left on sidewalks creates a hazard to pedestrians and individuals needing access and maneuverability for ADA mobility devices; and

WHEREAS, the City has a significant interest in ensuring the public safety and order in promoting the free flow of pedestrian traffic on streets and sidewalks; and

WHEREAS, the City desires to study the impacts of dockless sharedmicromobility devices; and

WHEREAS, the City Council on September 12, 2019 authorized the City to engage in a 12 month pilot program to permit, control and regulate the use of dockless shared micromobility devices on sidewalks and sidewalk areas within the City; and

WHEREAS, due to the Coronavirus Pandemic, the shared micromobility vendor request for qualifications was delayed and micromobility devices did not deploy until July 19, 2021; and

WHEREAS, after six (6) months into the pilot program, the City Council desires to amend the regulations based on relevant data and community input; and

WHEREAS, Chapter 11-4 of the City Code of the City of Pensacola provides standards relating to the regulation of City rights-of-way; and

WHEREAS, the City's intent for instituting the Pilot Program is to ensure public safety, minimize negative impacts on the public rights-of-way, and analyze data in a controlled setting to inform the City on whether to engage a future procurement process fora dockless shared micromobility device program, or other modes of dockless shared transportation, as a permanent transportation program;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF PENSACOLA, FLORIDA:

SECTION 1. Chapter 7-9, providing for a Dockless Shared Micromobility Device Pilot Program is hereby amended to read as follows

Sec. 7-9-1. - Establishment of dockless shared micromobility device pilot program.

The purpose of this chapter is to establish, permit and regulate a dockless shared micromobility device pilot program in the city. The provisions of this chapter shall apply to the dockless shared micromobility device pilot program and dockless shared micromobility devices. For the purpose of this chapter, the applicant, managing agentor vendor, and owner shall be jointly and severally liable for complying with the provisions of this chapter, the operating agreement and permit.

Sec. 7-9-2. - Definitions.

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them inthis section, except where the context clearly indicates a different meaning. The definitions in F.S. ch. 316 apply tothis chapter and are hereby incorporated by reference.

Dockless shared micromobility device (micromobility device) means a micromobility device made available forshared use or rent to individuals on a short-term basis for a price or fee.

Dockless shared micromobility device system means a system generally, in which dockless shared micromobilitydevices are made available for shared use or rent to individuals on a short-term basis for a price or fee.

Geofencing means the use of GPS or RFID technology to create a virtual geographic boundary, enabling softwareto trigger a response when a mobile device enters or leaves a particular area.

Micromobility device shall have the meaning ascribed to it in F.S. § 316.003, as amended. Micromobility devices are further defined as a vehicle that is powered by a motor with or without a seat or saddle for the use of the rider,which is designed to travel on not more than three wheels and which is not capable of propelling the vehicle at a speed greater than 20 miles per hour on level ground.

Motorized scooter means any vehicle or micromobility device that is powered by a motor with or without a seator saddle for the use of the rider, which is designed to travel on not more than three wheels, and which is not capable of propelling the vehicle at a speed greater than 20 miles per hour on level ground.

Pedestrian means people utilizing sidewalks, sidewalk area or rights-of-way on foot and shall include people using wheelchairs or other ADA-compliant devices.

Rebalancing means the process by which shared micromobility devices, or other devices, are redistributed toensure their availability throughout a service area and to prevent excessive buildup of micromobility devices or other similar devices.

Relocate or *relocating* or *removal* means the process by which the city moves the micromobility device and eithersecures it at a designated location or places it at a proper distribution point.

Rights-of-way means land in which the city owns the fee or has an easement devoted to or required for use as atransportation facility and may lawfully grant access pursuant to applicable law, and includes the surface, the air space over

the surface and the area below the surface of such rights-of-way.

Service area means the geographical area within the city where the vendor is authorized to offer shared micromobility device service for its users/customers as defined by the pilot program operating agreement andpermit.

Sidewalk means that portion of a street between the curb line, or the lateral line, of a roadway and the adjacentproperty lines, intended for use by pedestrians.

Sidewalk area includes trail in the area of a sidewalk, as well as the sidewalk and may be a median strip or a stripof vegetation, grass or bushes or trees or street furniture or a combination of these between the curb line of the roadway and the adjacent property.

User means a person who uses a digital network in order to obtain a micromobility device from a vendor.

Vendor means any entity that owns, operates, redistributes, or rebalances micromobility devices, and deploys ashared micromobility device system within the city.

Sec. 7-9-3. - Pilot program for shared micromobility devices on public rights-of-way; establishment; criteria.

(a) The city hereby establishes a 12-month shared micromobility device pilot program for the operation ofshared micromobility devices on roadways within the city limits.

(b) It is anticipated the pilot program will commence on January 1, 2020, or on such other date as directed by the city council ("commencement date") and will terminate 12 months after the commencement date.

(c) Shared micromobility devices shall not be operated in the city unless a vendor has entered into a fully executed operating license agreement and permit ("pilot program operating agreement and permit") with the city. The mayor is authorized to develop, and execute, the pilot program operating agreement and permit and any other documents related to the pilot program.

(d) If two or more shared micromobility devices from a vendor, without a valid pilot program operating agreement and permit with the city, are found at a particular location within the city, it will be presumed that they have been deployed by that vendor, and it will be presumed the vendor is in violation of this chapter and the shared micromobility devices are subject to impoundment.

(e) A vendor shall apply to participate in the pilot program. The mayor shall select up to two vendors toparticipate in the pilot program, unless otherwise directed by the city council.

(f) No more than a total of 500 micromobility devices, distributed equally among the vendors selected to participate in the pilot program, or as directed by the mayor, will be permitted to operate within the cityduring the pilot program. Micromobility devices that are impounded or removed by the city shall count towards the maximum permitted micromobility devices authorized within the city.

(g) Once selected as a pilot program participant, a vendor shall submit a one-time, nonrefundable permit feeof $500.00, prior to entering into the pilot program operating agreement and permit, which shall be used to assist with offsetting costs to the city related to administration and enforcement of this chapter and the pilot program.

(h) In addition to the nonrefundable permit fee set forth herein, prior to entering into the pilot program operating agreement and permit, a vendor shall remit to the city a one-time, nonrefundable fee in the amount of $100.00 per device deployed by the vendor.

(i) Prior to entering into a pilot program operating agreement and permit, a vendor shall, at its own expense, obtain and file with the city a performance bond in the amount of no less than $10,000.00. The performance bond shall serve to guarantee proper performance under the requirements of this chapter and the pilot program operating agreement and permit; restore damage to the city's rights-of-way; and secure and enable city to recover all costs or fines permitted under this chapter if the vendor fails to comply with such costs or fines. The performance bond must name the city as obligee and be conditioned upon the full and faithful compliance by the vendor with all requirements, duties and obligations imposed by this chapter and the pilot program operating agreement and permit. The performance bond shall be in a form acceptable to the city and must be issued by a surety having an A.M.Best A-VII rating or better and duly authorized to do business in the state. The city's right to recover under the performance bond shall be in addition to all other rights of the city, whether reserved in this chapter, or authorized by other law, and no action, proceeding or exercise of a right with respect to the performance bond will affect or preclude any other right the city may have. Any proceeds recovered under the performance bond may be used to reimburse the city for such additional expenses as may be incurred by the city as a result of

the failure of the vendor to comply with the responsibilities imposed by this chapter, including, but not limited to, attorney's fees and costs of any action or proceeding and the cost to relocate any micromobility device and any unpaid violation fines.

(j) The pilot program operating agreement and permit will be effective for a 12-month period and will automatically expire at the end of the 12-month period, unless extended, or otherwise modified, by the city council. Upon expiration of the pilot program, vendors shall immediately cease operations and, within two business days of the expiration of the pilot program, vendors shall remove all micromobility devices from the city, unless otherwise directed by the mayor. Failure to remove all micromobility deviceswithin the two business day timeframe, may result in the impoundment of the micromobility devices and the vendor will have to pay applicable fees to recover the micromobility devices from impound in accordance with this chapter.

(k) In the event the pilot program is extended, or otherwise modified by the city council, the pilot programoperating agreement and permit may be extended consistent with such direction.

(l) Upon expiration of the pilot program, micromobility devices shall not be permitted to operate within thecity until and unless the city council adopts an ordinance authorizing the same.

Sec. 7-9-4. - Operation of a dockless shared micromobility device system—Vendors' responsibilities and obligations; micromobility device specifications.

(a) The vendor of a shared micromobility device system is responsible for maintenance of each sharedmicromobility device.

(b) The micromobility device shall be restricted to a maximum speed of 15 miles per hour within the city.

(c) Each micromobility device shall prominently display the vendor's company name, a unique identification number, and contact information, which may be satisfied by printing the company's uniform resource locator (URL) or providing a code to download company's mobile application.

(d) Vendors must comply with all applicable local, state and federal regulations and laws.

(e) Vendors must provide to the city an emergency preparedness plan that details where the micromobility devices will be located and the

amount of time it will take to secure all micromobility devices once a tropical storm or hurricane warning has been issued by the National Weather Service. The vendor must promptly secure all micromobility devices within 12 hours of an active tropical storm warning or hurricane warning issued by the National Weather Service. Following the tropical storm or hurricane, thecity will notify the vendor when, and where, it is safe to redistribute the micromobility devices within thecity.

(f) Micromobility devices that are inoperable/damaged, improperly parked, blocking ADA accessibility or do not comply with this chapter must be removed by the vendor within one hour upon receipt of a complaint. An inoperable or damaged micromobility device is one that has non-functioning features or is missing components. A micromobility device that is not removed within this timeframe is subject to impoundment and any applicable impoundment fees, code enforcement fines, or penalties.

(g) Vendors shall provide the city with data as required in the pilot program operating agreement andpermit.

(h) Vendors must provide details on how users can utilize the micromobility device without a smartphone.

(i) Vendors must rebalance the micromobility devices daily based on the use within each service area as defined by the pilot program operating agreement and permit to prevent excessive buildup of units incertain locations.

(j) The vendor's mobile application and website must inform users of how to safely and legally ride amicromobility device.

(k) The vendor's mobile application must clearly direct users to customer support mechanisms, including,but not limited to, phone numbers or websites. The vendor must provide a staffed, toll-free customer service line which must provide support 24 hours per day, 365 days per year.

(l) The vendor must provide a direct customer service or operations staff contact to city department staff.

(m) All micromobility devices shall comply with the lighting standards set forth in F.S. § 316.2065(7), as maybe amended or revised, which requires a reflective front white light visible from a distance of at least 500feet and a reflective rear red light visible from a distance of at least 600 feet.

(n) All micromobility devices shall be equipped with GPS, cell phone or a comparable technology for thepurpose of tracking.

(o) All micromobility devices must include a kickstand capable of keeping the unit upright when not in use.

(p) The only signage allowed on a micromobility device is to identify the vendor. Third-party advertising is not allowed on any micromobility device.

(q) The mayor, at his or her discretion, may create geofenced areas where the micromobility devices shall not be utilized or parked. The vendor must have the technology available to operate these requirements upon request and make public within the vendor application. Information on geofenced areas will be available through the Engineering Department and available on the City website.

(r) The mayor, at his or her discretion, may create designated parking zones (i.e., bike corrals) in certain areasthe micromobility devices shall be parked.

(s) No micromobility device shall be operational and available for use between the hours of 12:00 am and 5:00 am, Friday morning through Sunday morning.

Sec. 7-9-5. - Operation and parking of a micromobility device.

(a) The riding and operating of micromobility devices upon a public sidewalk is prohibited except for the purposes of parking the device in an acceptable location and position. Micromobility devices shall be allowed to operate on public roadways. The areas listed below shall be restricted:

(1) Veterans Memorial Park as designated by signage;
(2) Where prohibited by official posting;
(3) Prohibited roadways identified on the Shared Micromobility Devices Franchise Area Map, which includes:
- Cervantes Street
- North 9th Avenue
- Garden Street
- Barrancas Avenue; or

(4) As designated in the pilot program operating agreement and permit.

(b) A user of a micromobility device has all the rights and duties applicable to the rider of a bicycle under F.S. § 316.2065, except the

duties imposed by F.S. § 316.2065(2), (3)(b) and (3)(c), which by their nature do not apply to micromobility devices.

(c) Micromobility devices shall be restricted to a maximum speed of 15 miles perhour.

(d) A user operating a micromobility device upon a roadway upon and along a crosswalk, has all the rights and duties applicable to a bicyclist under the same circumstances. A user may operate a micromobility device to cross prohibited roadways at intersections and designated crossings.

(e) A user operating a micromobility device must comply with all applicable local, state and federal laws.

(f) Use of public sidewalks for parking micromobility devices:

(1) Adversely affect the streets or sidewalks.
(2) Inhibit pedestrian movement.
(3) Inhibit the ingress and egress of vehicles parked on- or off-street.
(4) Create conditions which are a threat to public safety and security.
(5) Prevent a minimum four-foot pedestrian clear path.
(6) Impede access to existing docking stations, if applicable.
(7) Impede loading zones, handicap accessible parking zones or other facilities specifically designated forhandicap accessibility, on-street parking spots, curb ramps, business or residential entryways, driveways, travel lanes, bicycle lanes or be within 15 feet of a fire hydrant.
(8) Violate Americans with Disabilities Act (ADA) accessibility requirements.

(g) Micromobility Devices shall not park on sidewalks designated as No Parking Zones as identified on the Shared Micromobility Devices Franchise Area Map.

Sec. 7-9-6. - Impoundment; removal or relocating by the city.

(a) Any shared micromobility device that is inoperable/damaged, improperly parked, blocking ADA accessibility, does not comply with this chapter or are left unattended on public property, including sidewalks, sidewalk areas, rights-of-way and parks, may be impounded, removed, or relocated by the city. A shared rental micromobility device is not considered unattended if it is secured in a designated parking area, rack (if applicable), parked correctly or in another location or device intended for the purpose of securing such device.

(b) Any micromobility device that is displayed, offered, made available for rent in the city by a vendor withouta valid pilot program operating agreement and permit with the city is subject to impoundment or removal by the city and will be subject to applicable impoundment fees or removal fines as specified in this chapter.

(c) The city may, but is not obligated to, remove or relocate a micromobility device that is in violation of thischapter. A vendor shall pay a $75.00 fee per device that is removed or relocated by the city.

(d) Impoundment shall occur in accordance with F.S. § 713.78. The vendor shall be solely responsible for allexpenses, towing fees and costs required by the towing company to retrieve any impounded micromobility device. The vendor of a micromobility device impounded under this chapter will be subjectto all liens and terms described under F.S. § 713.78, in addition to payment of all applicable penalties, costs, fines or fees that are due in accordance with this chapter and applicable local, state and federal law.

Sec. 7-9-7. - Operation of a shared micromobility device program—Enforcement, fees, fines and penalties.

(a) The city reserves the right to revoke any pilot program operating agreement and permit, if there is a violation of this chapter, the pilot program operating agreement and permit, public health, safety or general welfare, or for other good and sufficient cause as determined by the city in its sole discretion.

(b) Violations of sections 7-9-1 through 7-9-9 shall be enforced as non-criminal violations of city ordinances.

(c) Violations of operating a shared micromobility device system without a valid fully executed pilot programoperating agreement and permit, shall be fined $250.00 per day for an initial offense, and $500.00 per day for any repeat offenses within 30 days of the last offense by the same vendor. Each day of noncompliance shall be a separate offense.

(d) Violations of this chapter or of the pilot program operating agreement and permit shall be fined at $100.00 per device per day for an initial offense, and $200.00 per device per day for any repeat offenseswithin 30 days of the last same offense by the same vendor. Each day of non-compliance shall be a separate offense.

(e) The following fees, costs and fines shall apply to vendors:

Pilot program permit fee	$500.00 --- nonrefundable
Performance bond	$10,000.00 minimum
One time per unit fee	$100.00 per unit—nonrefundable
Removal or relocation by the city	$75.00 per device
Operating without a valid operating agreementand permit fine	$250.00 per day; $500.00 per day for secondoffense
Permit violation fine	$100.00 per device per day; $200.00 per deviceper day for second offense

(f) At the discretion of the mayor, a vendor is subject to a fleet size reduction or total pilot programoperating agreement and permit revocation should the following occur:
(1) If the violations of the regulations set forth in this chapter are not addressed in a timely manner;
(2) 15 unaddressed violations of the regulations set forth by this chapter within a 30-day period; or
(3) Submission of inaccurate or fraudulent data.

(g) In the event of fines being assessed as specified herein or a pilot program operating agreement and permit revocation, the mayor shall provide written notice of the fines or revocation via certified mail or other method specified upon in the operating user agreement, informing the vendor of the violation finesor revocation.

Sec. 7-9-8. - Appeal rights.

(a) Vendors who have been subject to the imposition of violation fines pursuant to section 13-3-2 or a pilot program operating agreement and permit revocation may appeal the imposition of violation fines or the revocation. Should a vendor seek an appeal from the imposition of violation fines or the pilot program operating agreement and permit revocation, the vendor shall furnish notice of such request for appeal to the city code enforcement authority no later than ten business days from the date of receipt of the certified letter informing the vendor of the imposition of violation fines or revocation of the pilot programoperating agreement and permit.

(b) Upon receipt of a notice of appeal, a hearing shall be scheduled and conducted by the special magistrate in accordance with the authority and hearing procedures set forth in section 13-2-6. The hearing shall be conducted at the next regular meeting date of the code enforcement authority or other meeting date of the code enforcement authority as agreed between the city and the vendor.

(c) Findings of fact shall be based upon a preponderance of the evidence and shall be based exclusively on the evidence of record and on matters officially recognized.

(d) The special magistrate shall render a final order within 30 calendar days after the hearing concludes, unless parties waive the time requirement. The final order shall contain written findings of fact, conclusions of law, recommendation to approve, approve with conditions or deny the decision subject to appeal. A copy of the order shall be provided to the parties by certified mail or, upon mutual agreement of the parties, by electrocommunication.

(e) A vendor may challenge the final order by a certiorari appeal filed in accordance with state law with the circuit court no later than 30 days following rendition of the final decision or in any court having jurisdiction.

Sec. 7-9-9. - Indemnification and insurance.

(a) As a condition of the pilot program operating agreement and permit, the vendor agrees to indemnify, hold harmless and defend the city, its representatives, employees, and elected and appointed officials, from and against all ADA accessibility and any and all liability, claims, damages, suits, losses, and expenses of any kind, including reasonable attorney's fees and costs for appeal, associated with or arising out of, or from the pilot program operating agreement and permit, the use of right-of-way or city-owned property for pilot program operations or arising from any negligent act, omission or error of the vendor, owner, or managing agent, its agents or employees or from failure of the vendor, its agents or employees, to comply with each and every requirement of this chapter, the pilot program operating agreement and permit or with any other federal, state, or local traffic law or any combination of same.

(b) Prior to commencing operation in the pilot program, the vendor shall provide and maintain such liability insurance, property damage insurance and other specified coverages in amounts and types as determined by the city and contained in the pilot program

operating agreement and permit, necessary toprotect the city its representatives, employees, and elected and appointed officials, from all claims and damage to property or bodily injury, including death, which may arise from any aspect of the pilot program or its operation.

(c) A vendor shall include language in their user agreement that requires, to the fullest extent permitted bylaw, the user to fully release, indemnify and hold harmless the city.

(d) In addition to the requirements set forth herein, the vendor shall provide any additional insurance coverages in the specified amounts and comply with any revised indemnification provision specified inthe pilot program operating agreement and permit.

(e) The vendor shall provide proof of all required insurance prior to receiving a fully executed pilot programoperating agreement and permit.

SECTION 2. If any word, phrase, clause, paragraph, section or provision of this ordinance or the application thereof to any person or circumstance is held invalid or unconstitutional, such finding shall not affect the other provision or applications of the ordinance which can be given effect without the invalid or unconstitutional provisions or application, and to this end the provisions of this ordinance are declared severable.

SECTION 3. All ordinances or parts of ordinances in conflict herewith are herebyrepealed to the extent of such conflict.

SECTION 4. This ordinance shall take effect on the fifth business day after adoption, unless otherwise provided, pursuant to Section 4.03(d) of the City Charter of theCity of Pensacola.

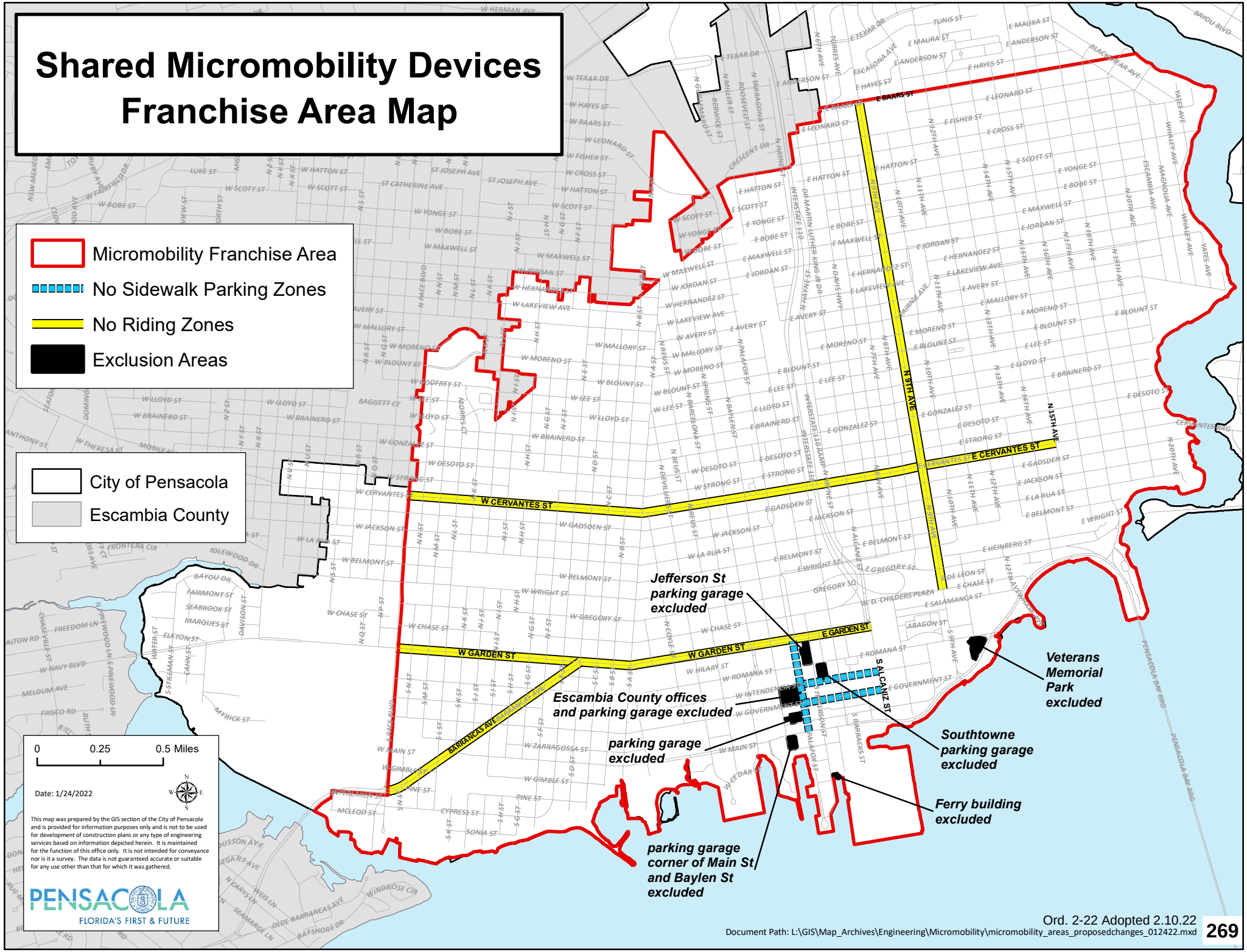
Adopted: February 10, 2022

Approved: Ann Hill
President of City Council

Attest:

Ericka L. Burnett
City Clerk

Shared Micromobility Devices Franchise Area Map



Ord. 2-22 Adopted 2.10.22

Document Path: L:\GIS\Map_Archives\Engineering\Micromobility\micromobility_areas_proposedchanges_012422.mxd

Shared Micromobility Pilot Program

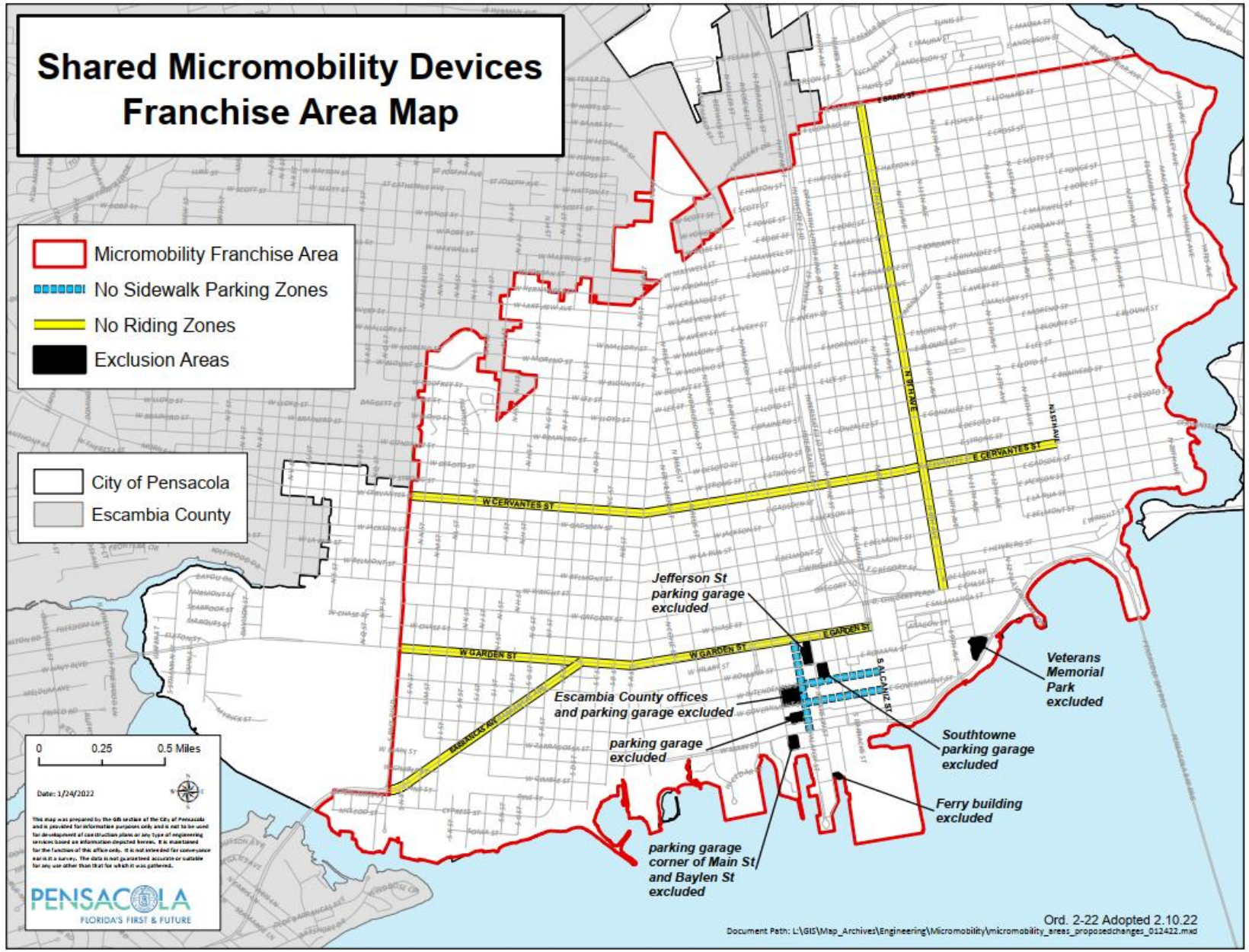
PENSACOLA
FLORIDA'S FIRST & FUTURE

Agenda

- Background and History of the Shared Micromobility Program
- Current Operations
- Data
- Q & A

History

- Ordinance 17-19 was approved on September 12, 2019 creating Chapter 7-9 of the Code and amended via Ordinance 2-22 on February 10, 2022.



Florida Statute 316.2128 and 316.003

- **Micromobility Device**.—Any motorized transportation device made available for private use by reservation through an online application, website, or software for point-to-point trips and which is not capable of traveling at a speed greater than 20 miles per hour on level ground. This term includes **motorized scooters** as defined in this chapter.

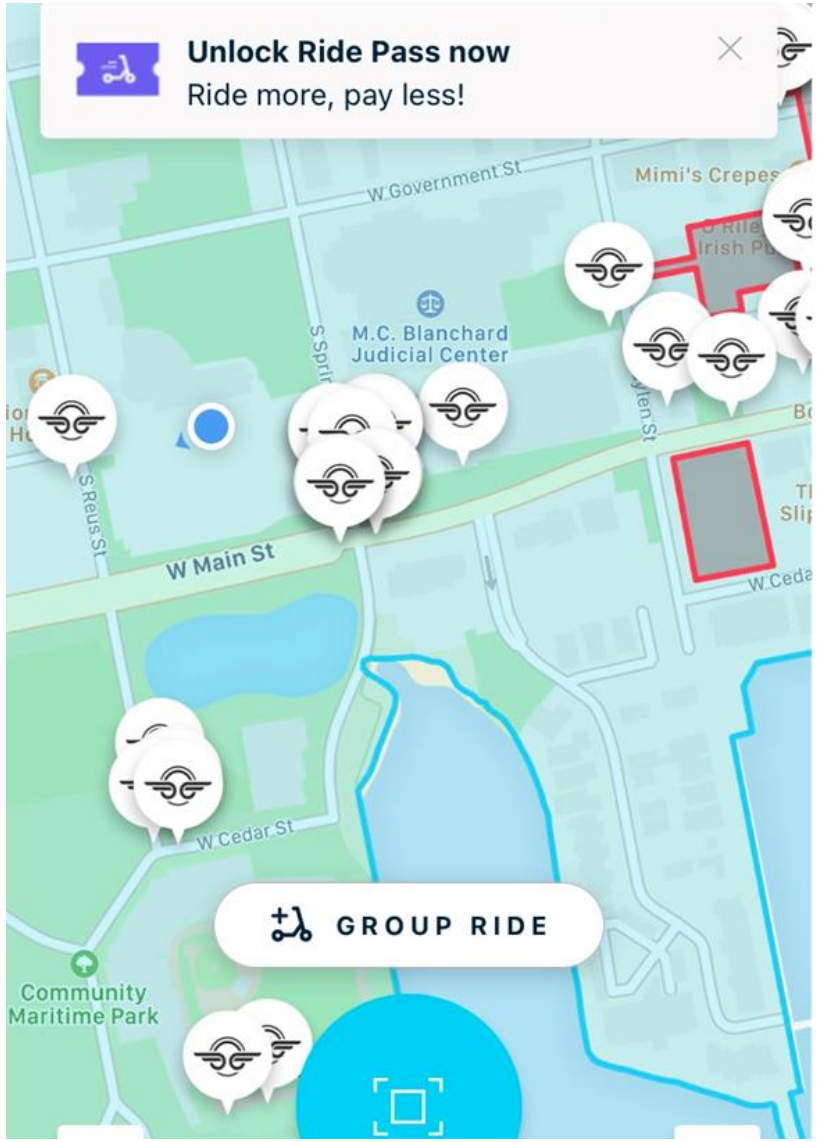
  - **Motorized Scooter**—Any vehicle or micromobility device that is powered by a motor with or without a seat or saddle for the use of the rider, which is designed to travel on not more than three wheels, and which is not capable of propelling the vehicle at a speed greater than 20 miles per hour on level ground.

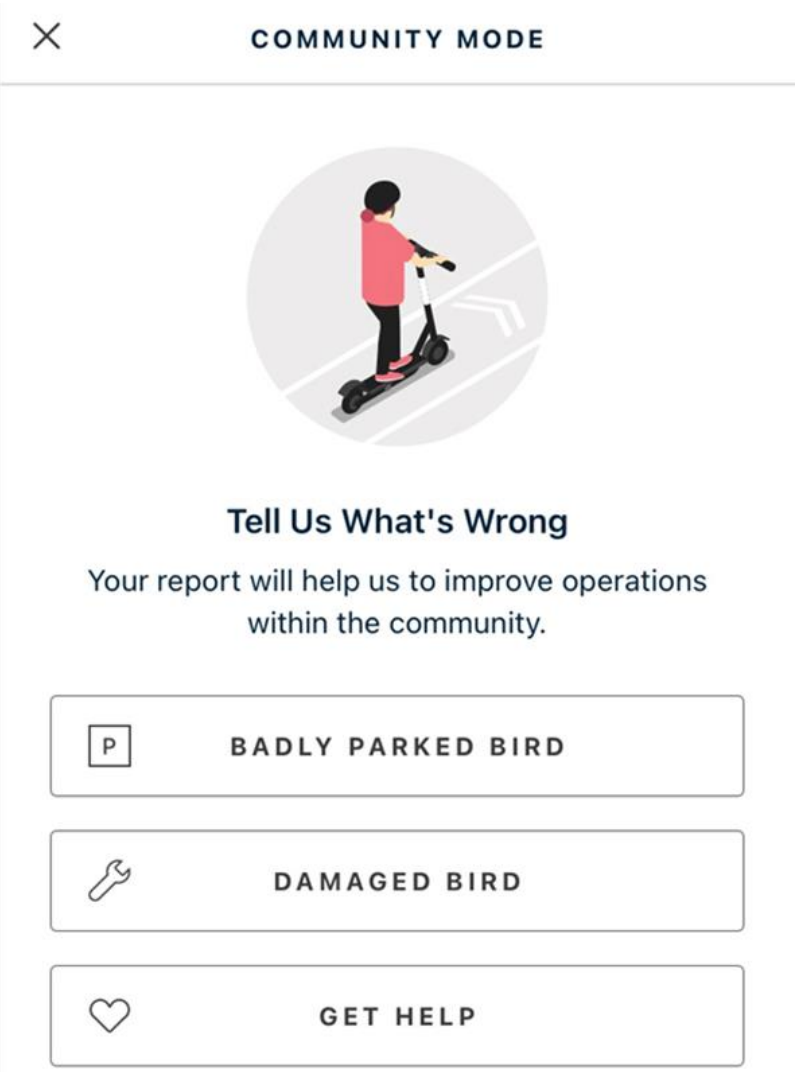
Pilot Program: Code of Ordinances, Chapter 7 - 12

Major Components
No more than 500 micromobility devices in the city.
Maximum speed of 15 mph.
Mobile app must inform user of how to safely and legally ride.
The Mayor may create geofenced areas where devices shall not be utilized or parked.
Riding and operating of devices is permissible on roadways and bike lanes when available.

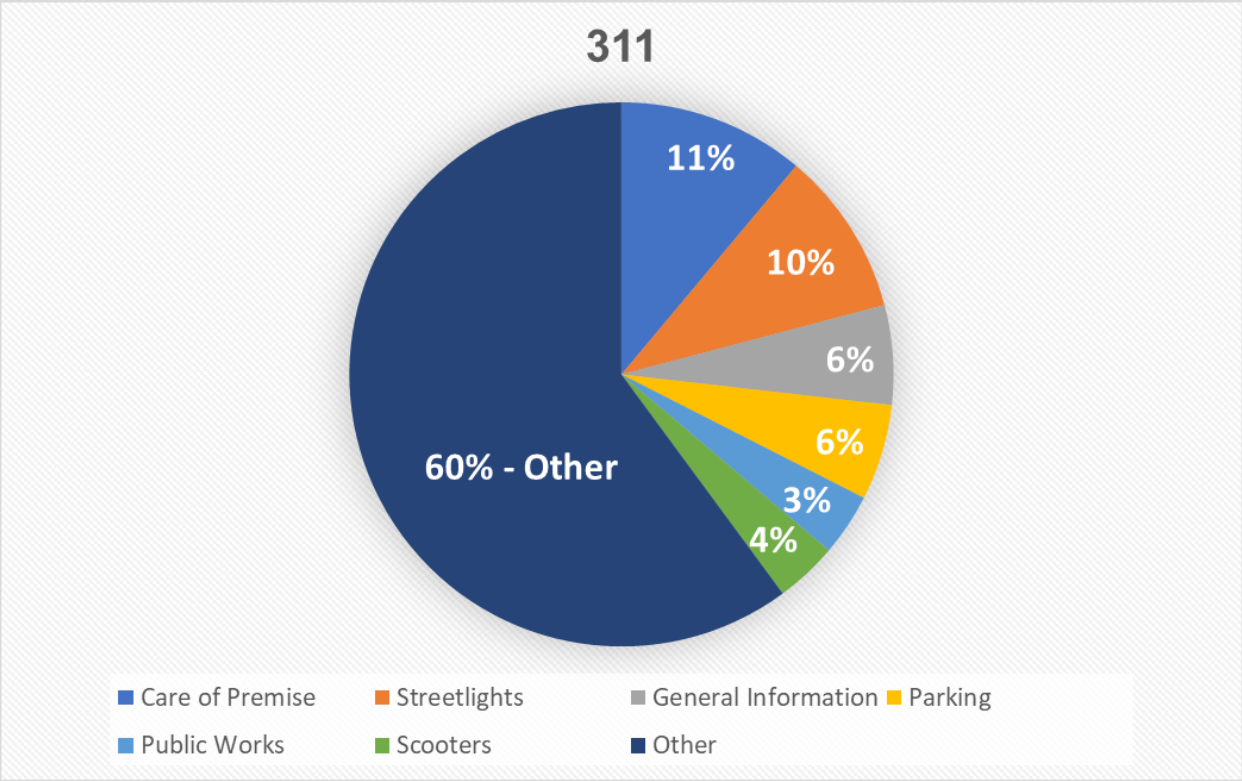
Vendors

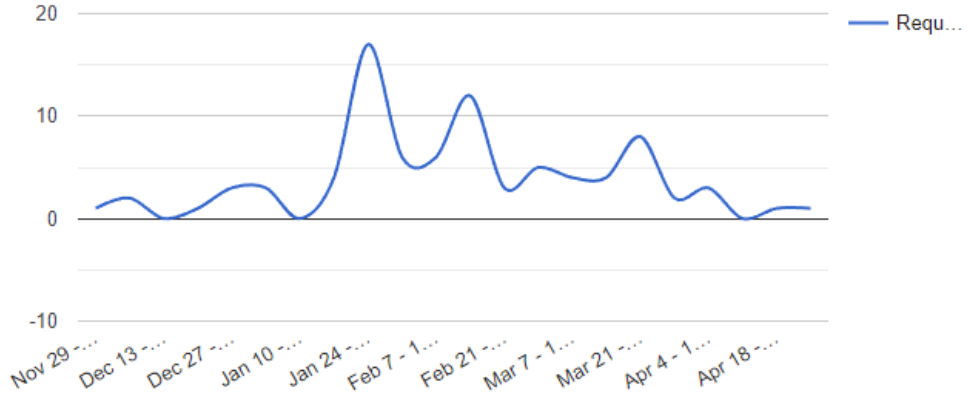
- Bird and VEO selected through the RFQ process.
- Bird deployed in July 2021 and Veo deployed in January 2022.





311 Inquiries – as of May 1





Total	86

Bird Data: July – December 2021

	Unique Riders	# of Rides	Total Miles Traveled	Pounds of Carbon Dioxide Saved
July	677	1,453	3,704	1,170
August	2,685	6,340	14,633	4,643
September	6,020	15,838	33,241	10,629
October	6,392	17,335	34,971	11,053
November	5,418	14,045	33,622	10,681
December	4,457	10,659	33,135	10,883

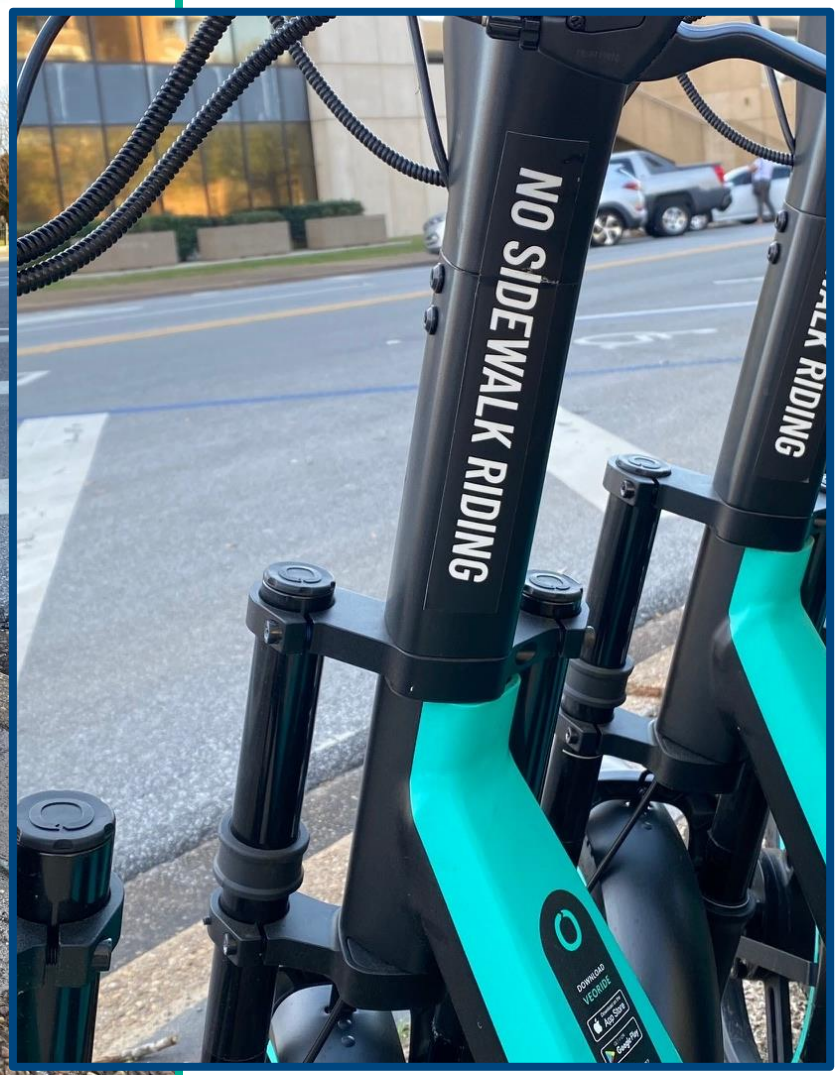
Bird & VEO Data: January – March

VEO Deployed

	Unique Riders	# of Rides	Total Miles Traveled	Pounds of Carbon Dioxide Saved
January	2,437	5,556	12,007	4,207
February	3,949	8,781	20,667	4,935
March	6,230	15,875	41,783	10,669
April	6,104	16,128	43,596	13,128
Total	44,369	112,128	271,359	81,998

Efforts during the Pilot Program

- Rebalance Zones
- Identification Number
- ID Verification
- Incentivized Parking



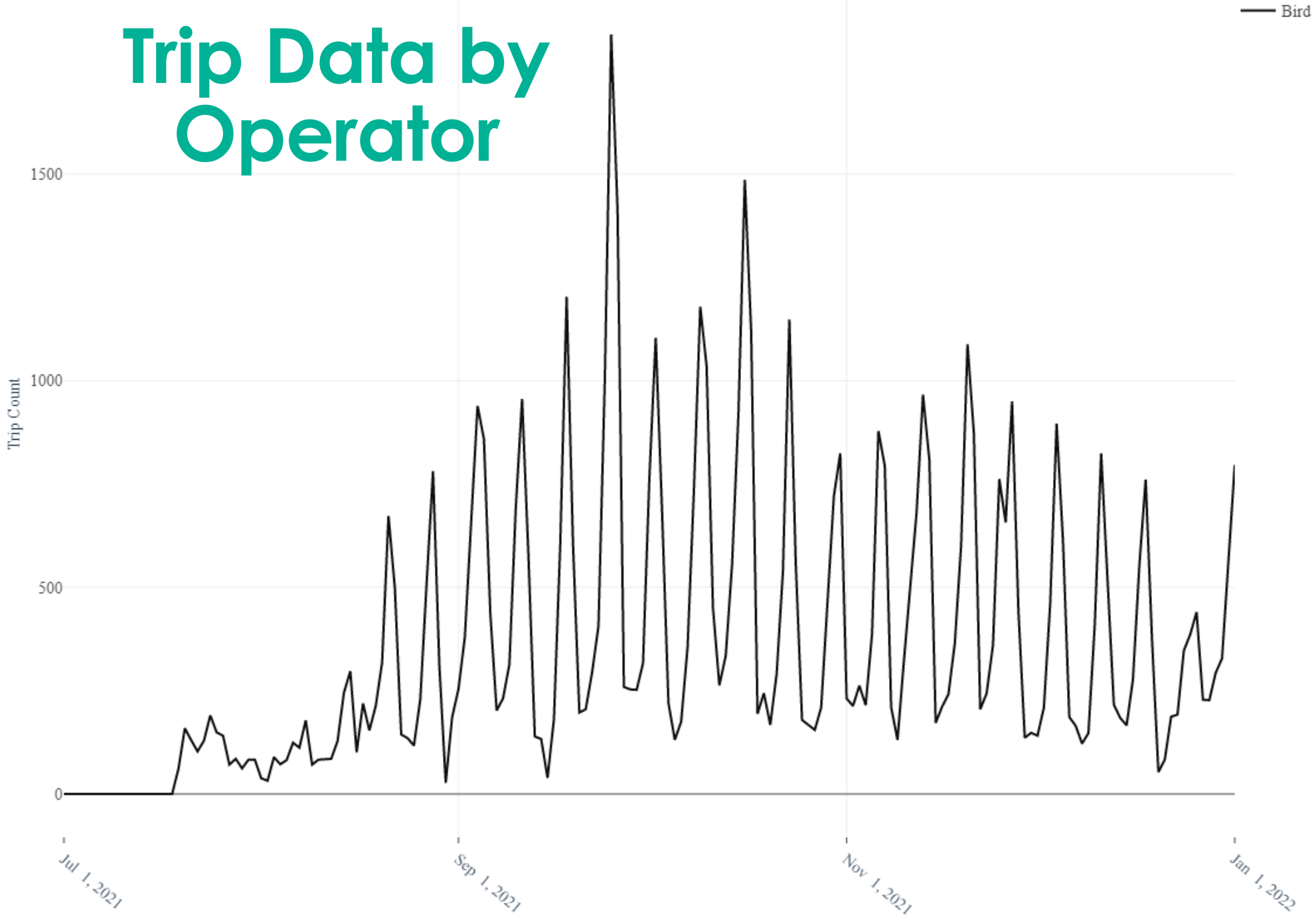
Upcoming Efforts

Incentivized Parking Areas

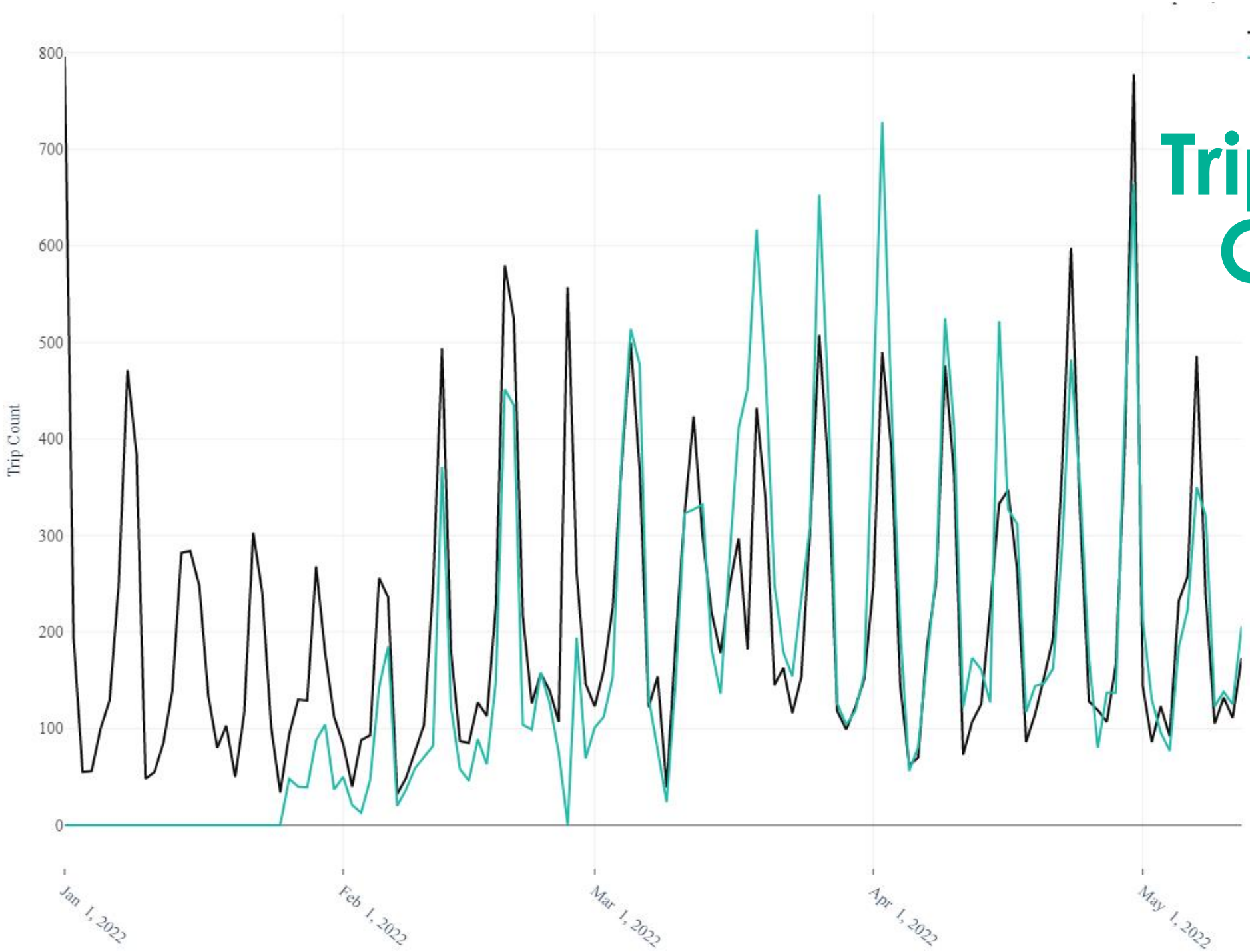
Incentivized Parking

FURNITURE ZONE	ON-STREET IN GORE AREAS
	

Trip Data by Operator

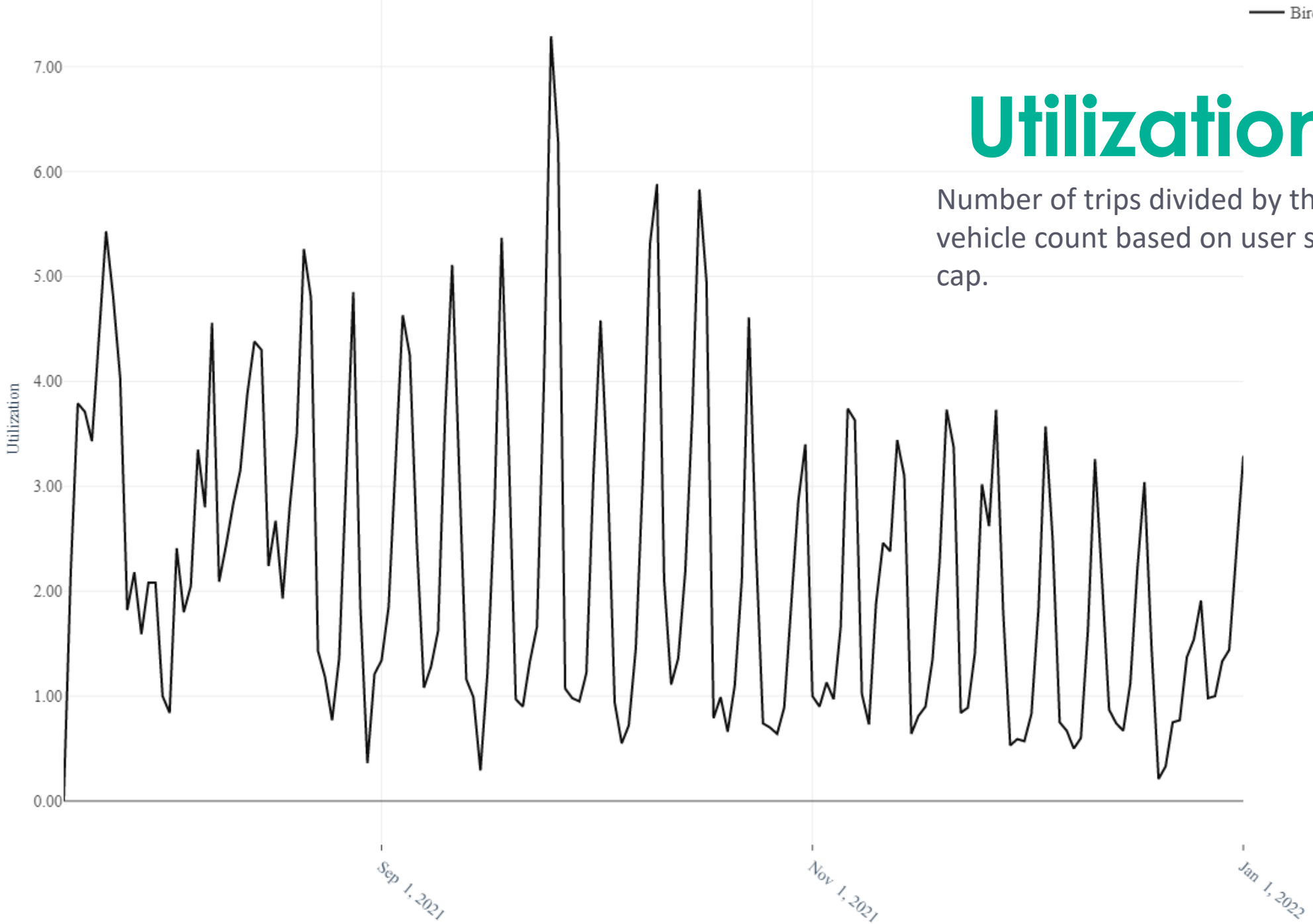


Trip Data by Operator

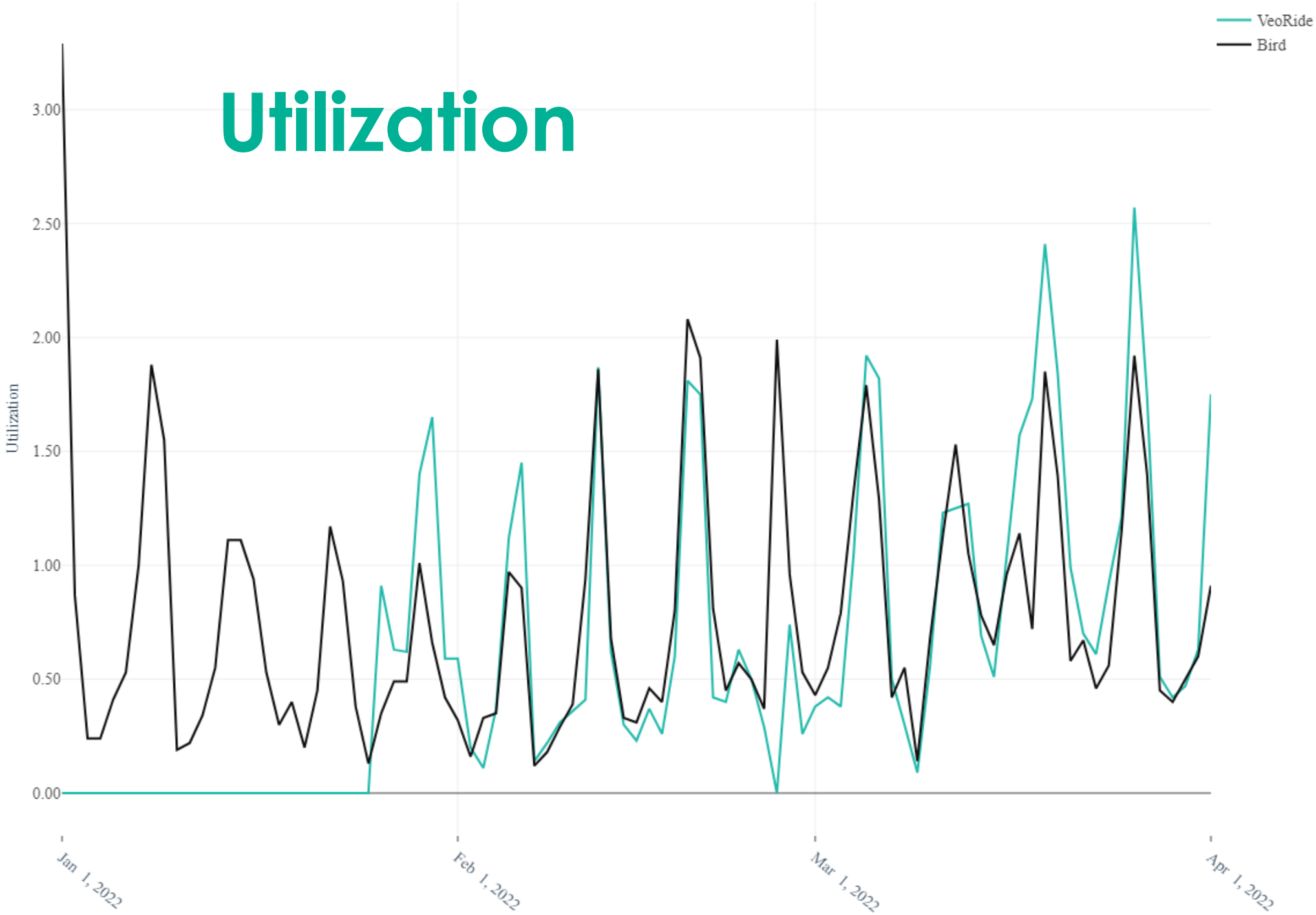


Utilization

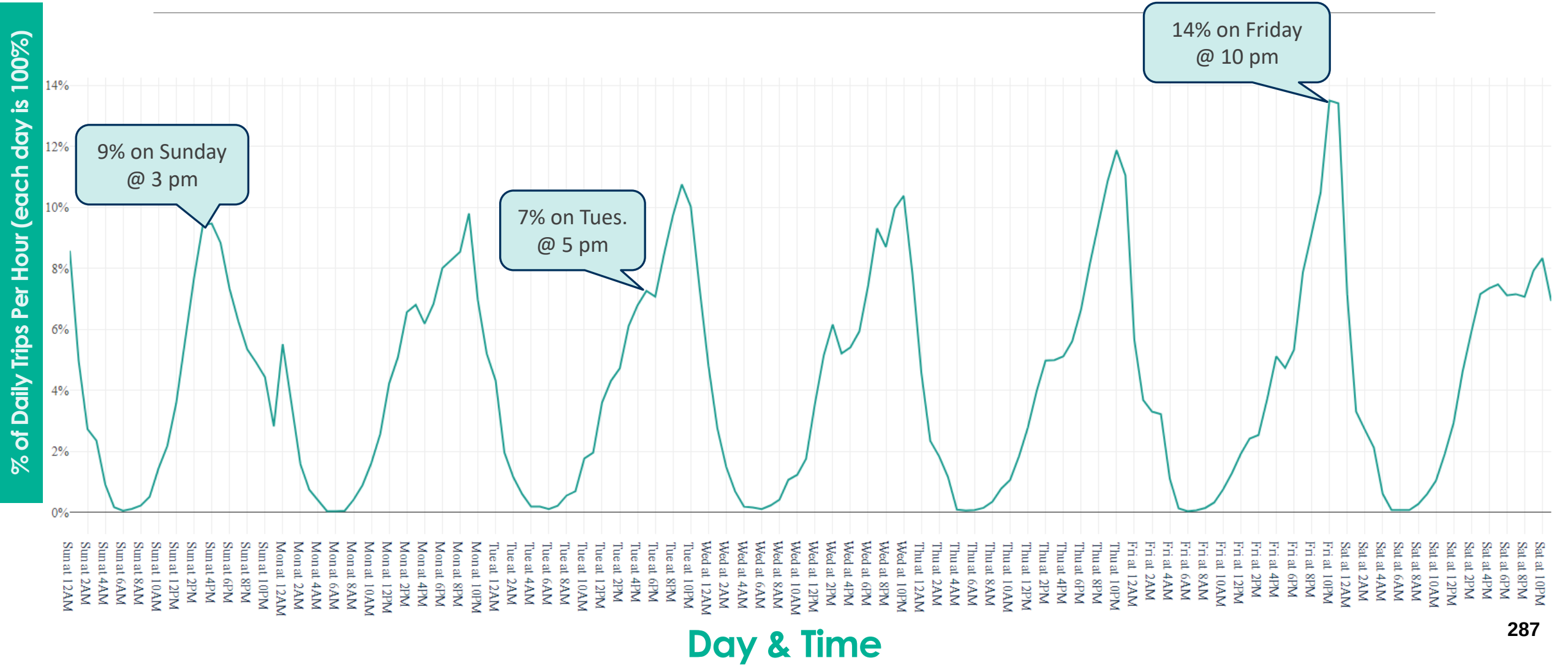
Number of trips divided by the 24-hour vehicle count based on user selected cap.



Utilization



Time of Day Usage



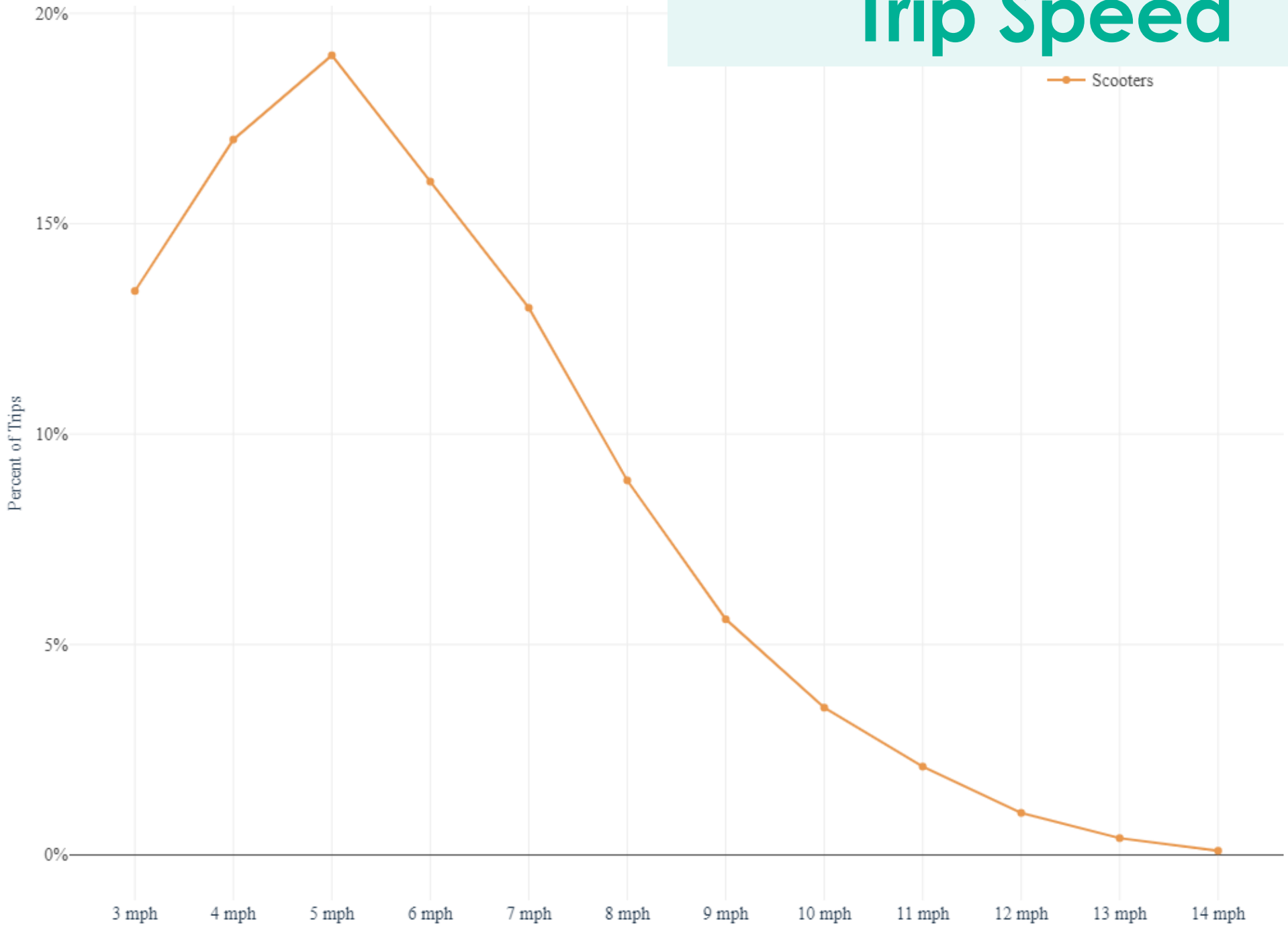
Trip times in October 2021

Saturday, October 9, 2021	Total Trips
12:00 am	113
1:00 am	69
2:00 am	69
3:00 am	42
4:00 am	25

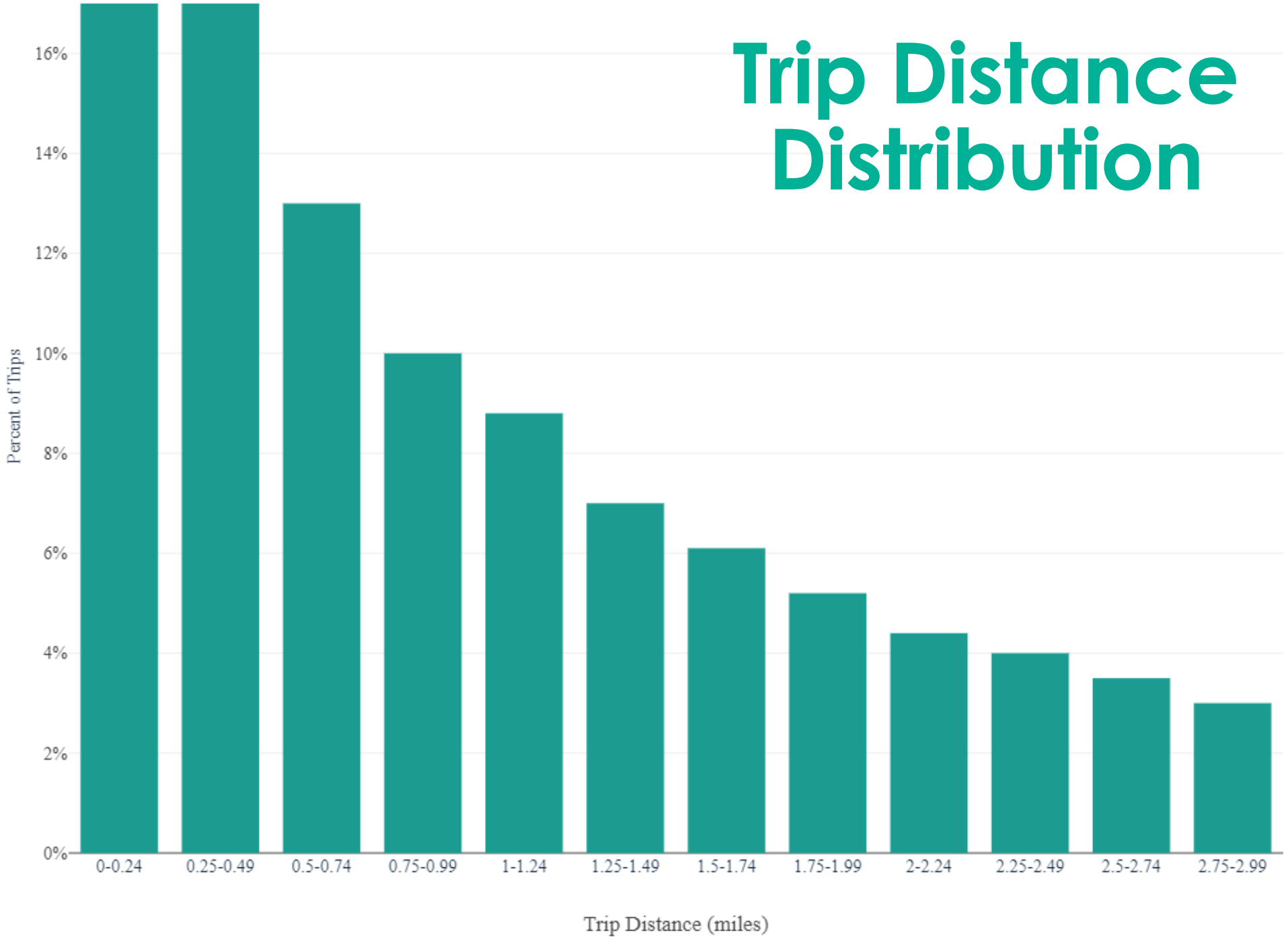
Trip times in April 2022

Saturday, April 9, 2022	Total Trips
12:00 am	44
1:00 am	0
2:00 am	0
3:00 am	0
4:00 am	0

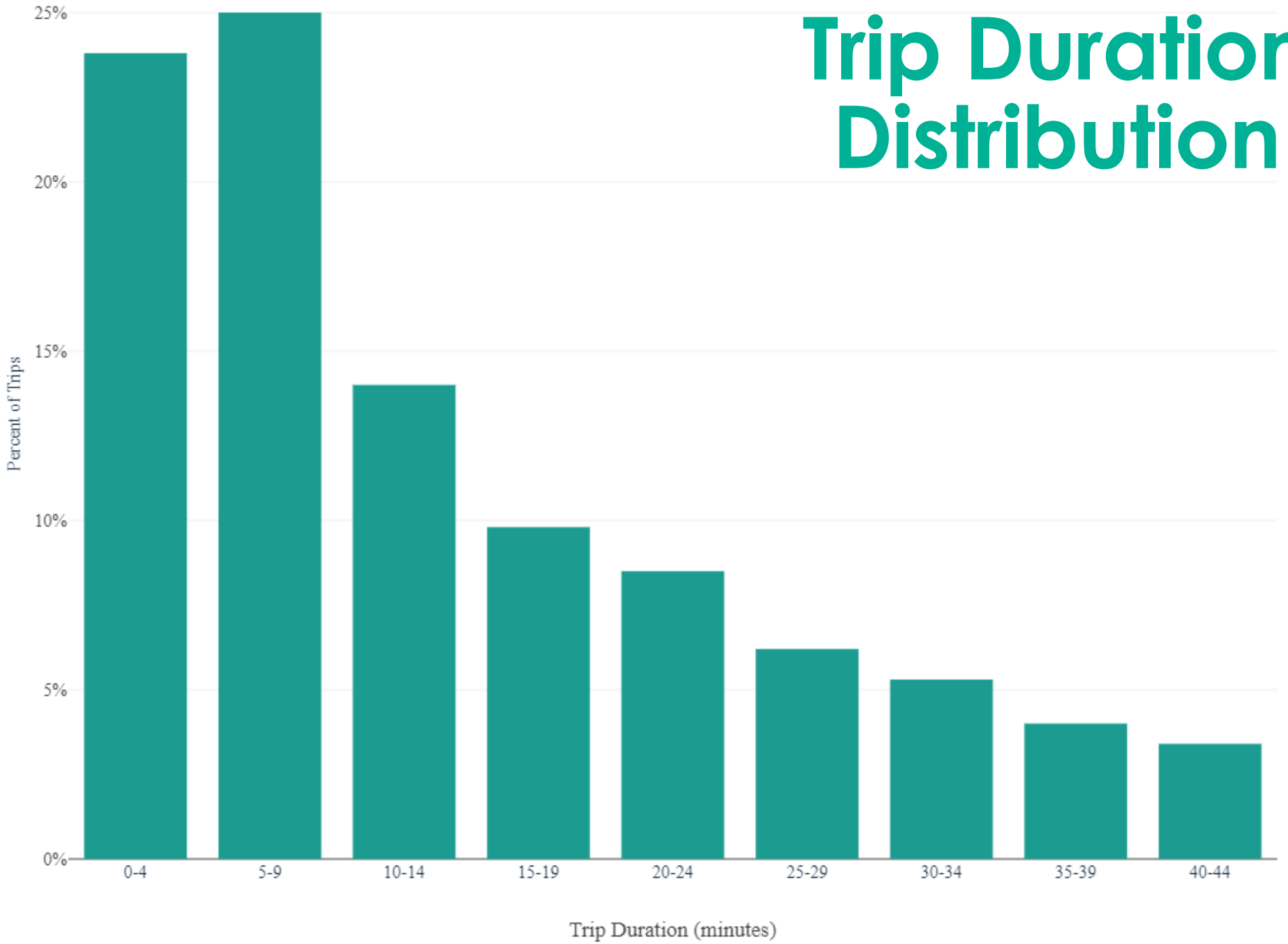
Trip Speed


Scooters
20%
15%
10%
5%
0%
Percent of Trips
3 mph
4 mph
5 mph
6 mph
7 mph
8 mph
9 mph
10 mph
11 mph
12 mph
13 mph
14 mph

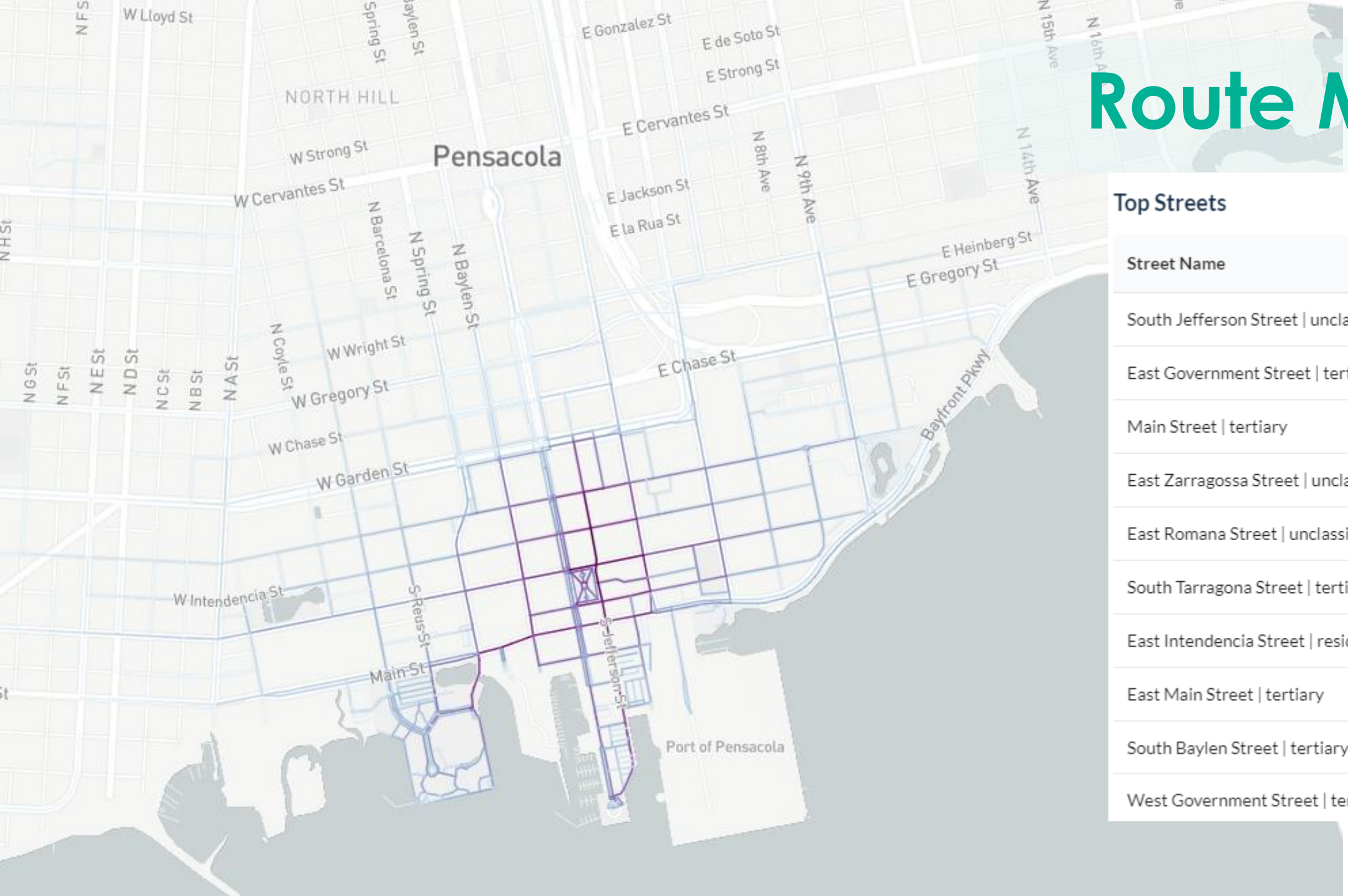
Trip Distance Distribution



Trip Duration Distribution



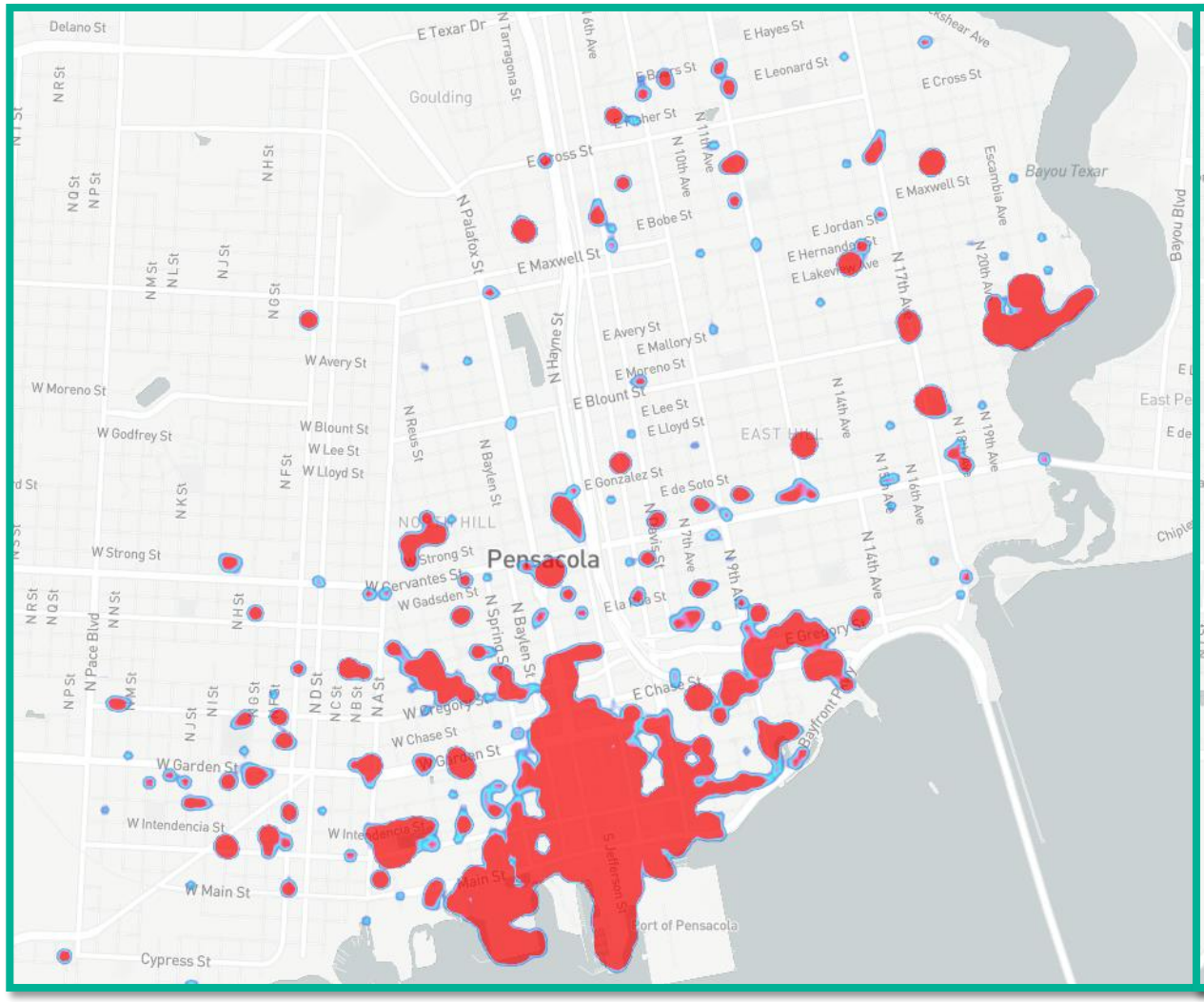
Route Map



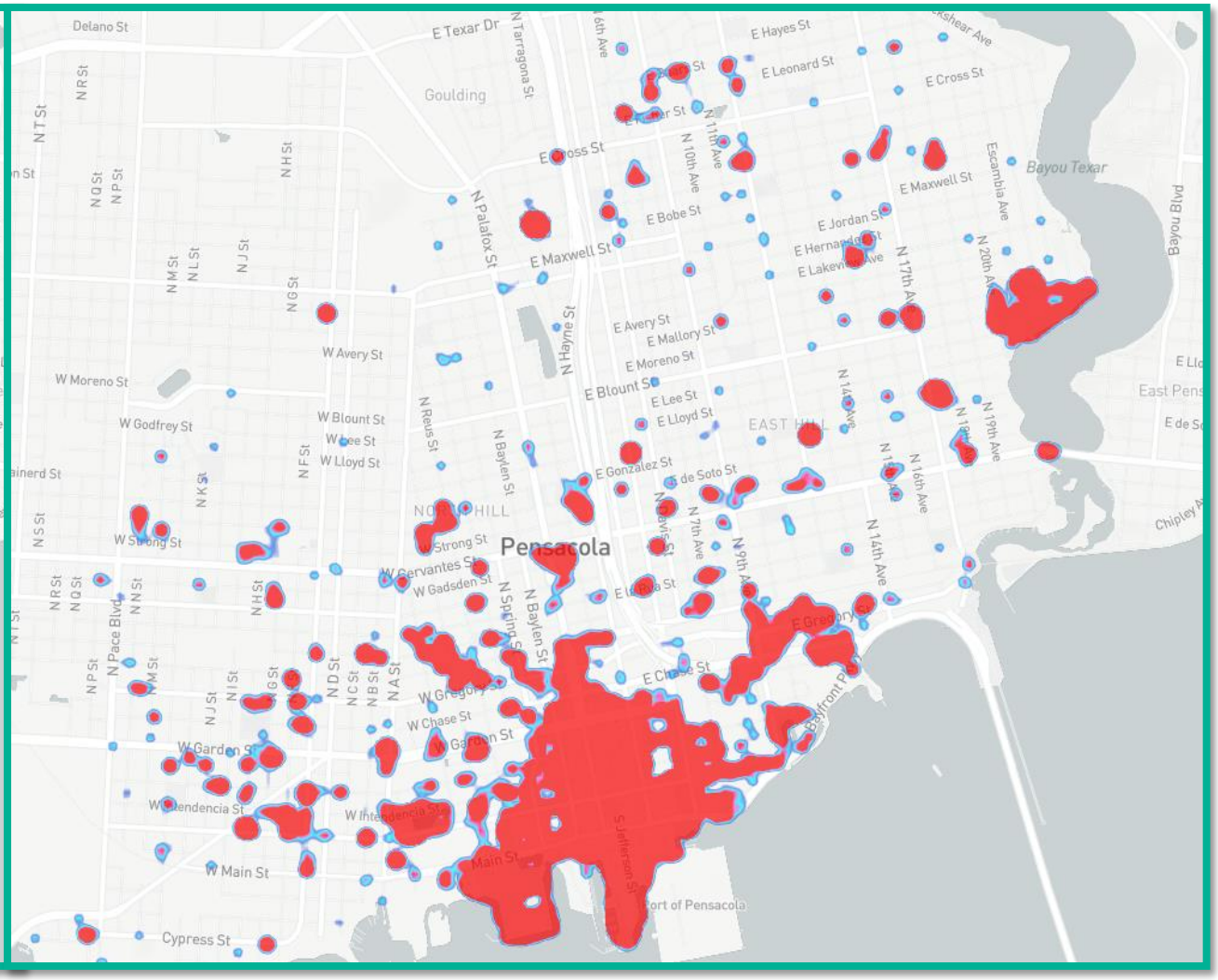
Top Streets

Street Name	Trips
South Jefferson Street | unclassified	22,241
East Government Street | tertiary	19,755
Main Street | tertiary	15,919
East Zarragossa Street | unclassified	13,891
East Romana Street | unclassified	13,654
South Tarragona Street | tertiary	13,530
East Intendencia Street | residential	13,528
East Main Street | tertiary	13,003
South Baylen Street | tertiary	12,204
West Government Street | tertiary	12,049

Trip Origins

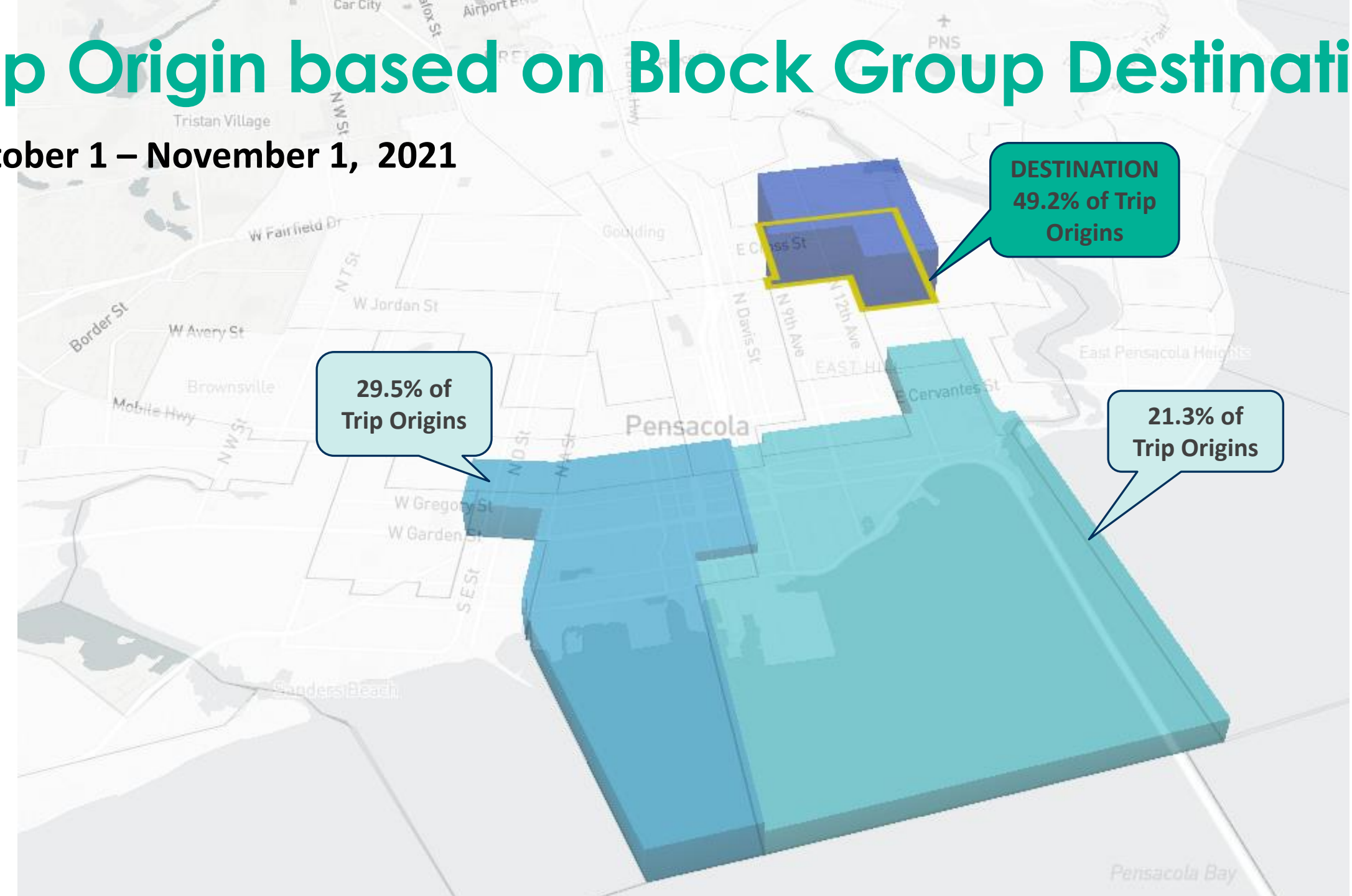


Trip Destinations



Trip Origin based on Block Group Destination

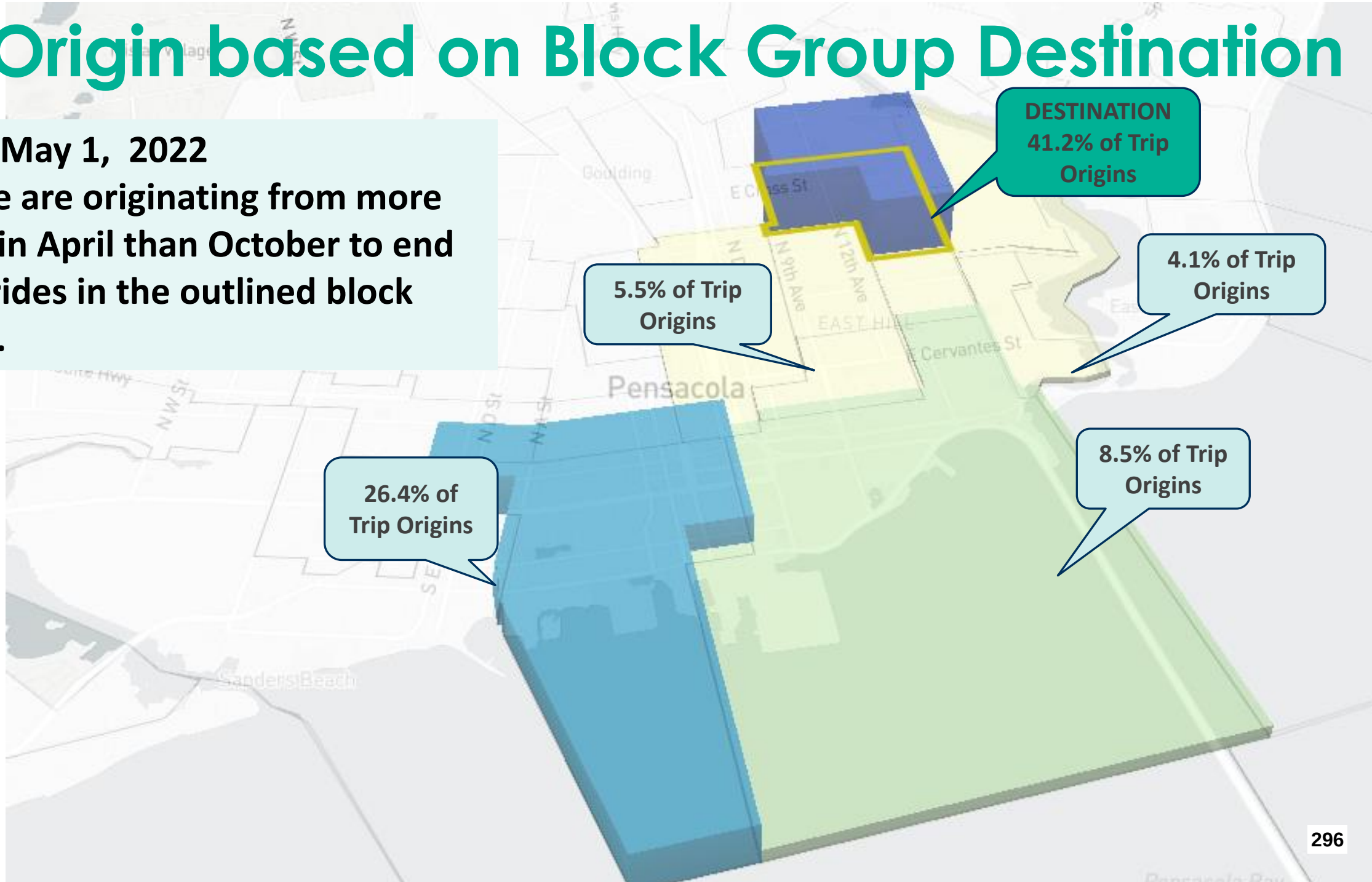
October 1 – November 1, 2021



Trip Origin based on Block Group Destination

April 1 – May 1, 2022

- **People are originating from more areas in April than October to end their rides in the outlined block group.**



Moving Forward

- The pilot program and permit essentially expire when the operating agreements expire unless extended, or otherwise modified by the City Council.
- In the event the pilot program is extended, or otherwise modified by the City Council, the pilot program operating agreement and permit may be extended consistent with such direction.
- Due to the Coronavirus and upcoming implementation efforts, staff recommends extending the pilot program to March 1, 2023 and allowing the Mayor to extend the two operating agreements and permit until such date.

Questions?

Caitlin Cerame, AICP
850-436-5689
ccerame@cityofpensacola.com

PENSACOLA
FLORIDA'S FIRST & FUTURE

City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 2022-049 City Council 5/26/2022

LEGISLATIVE ACTION ITEM

SPONSOR: Grover C. Robinson, IV, Mayor

SUBJECT:

RESOLUTION NO. 2022-049 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PENSACOLA AUTHORIZING THE CITY TO ENTER INTO A LOCAL AGENCY PROGRAM AGREEMENT WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION AND ACCEPT FUNDING FOR DESIGN OF WEST MAIN STREET IMPROVEMENTS.

RECOMMENDATION:

That City Council adopt Resolution No. 2022-049:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PENSACOLA AUTHORIZING THE CITY TO ENTER INTO A LOCAL AGENCY PROGRAM AGREEMENT WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION AND ACCEPT FUNDING FOR DESIGN OF WEST MAIN STREET IMPROVEMENTS; PROVIDING AN EFFECTIVE DATE.

HEARING REQUIRED: No Hearing Required

SUMMARY:

The Florida Department of Transportation has funded Preliminary Engineering for design of West Main Street in fiscal year 2022/2023 in the amount of $249,000. The project extends from Barrancas Avenue to South Clubbs Street for approximately 0.78 miles.

The proposed design reflects the preferred alternative of a multi-use path, bike lanes, and enhanced crosswalks according to the Florida-Alabama Transportation Planning Organization's (TPO's) West Main Street Corridor Management Plan.

This corridor has been a transportation priority for the City of Pensacola and advocated for in the Florida-Alabama TPO's annual project priorities. The City has been approved by the Florida Department of Transportation to enter into local agency program agreement on a project-by-project basis and such agreements are required for assistance through federal-aid funds.

A resolution of support is required to authorize the City to enter into a Local Agency Program agreement with the Florida Department of Transportation and accept the federal-aid funds in the amount of $249,000.

PRIOR ACTION:

None

FUNDING:

Budget: $249,000

Actual: $249,000

FINANCIAL IMPACT:

A supplemental budget resolution request will be brought to City Council for appropriation of federal funds.

LEGAL REVIEW ONLY BY CITY ATTORNEY: Yes

5/13/2022

STAFF CONTACT:

Kerrith Fiddler, City Administrator
David Forte, Deputy City Administrator
Amy Tootle, P.E., Director of Public Works and Facilities
Brad Hinote, P.E., City Engineer
Caitlin Cerame, Transportation Planner

ATTACHMENTS:

1) Resolution No. 22-049
2) Draft Local Agency Program Agreement
3) Main Street Corridor Management Plan
4) Main Street CMP - Preferred Concept

PRESENTATION: No

RESOLUTION NO. 22-049

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PENSACOLA AUTHORIZING THE CITY TO ENTER INTO A LOCAL AGENCY PROGRAM AGREEMENT WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION AND ACCEPT FUNDING FOR DESIGN OF WEST MAIN STREET IMPROVEMENTS; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Florida Department of Transportation has programmed funding for design of West Main Street Complete Street improvements; and

WHEREAS, the City Council of the City of Pensacola has an interest in designing and implementing complete street improvements within the West Main Street corridor from Barrancas Ave to South Clubbs St for approximately 0.77 miles, in accordance with the Florida-Alabama Transportation Planning Organization's West Main Street Corridor Management Plan recommendations, which includes a multi-use path, bike lanes, and enhanced crosswalks; and

WHEREAS, the City of Pensacola has been approved by the Florida Department of Transportation to enter into local agency program agreements on a project-by-project basis and such agreements are required for assistance through federal-aid funds.

WHEREAS, in order for this transportation priority to be designed to the fullest extent and in an expeditious manner, the City Council of the City of Pensacola authorizes the City to enter into a Local Agency Program agreement with the Florida Department of Transportation and accept federal-aid funds in the amount of $249,000;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PENSACOLA, FLORIDA THAT:

Section 1. The City Council of the City of Pensacola hereby authorizes the City to enter into a Local Agency Program agreement with the Florida Department of Transportation for design of West Main Street improvements and to accept federal-aid funding in the estimated amount of $249,000.

Section 2. The City Council of the City of Pensacola authorizes the Mayor to take all actions necessary to effectuate the provisions of this Resolution.

Section 3. The City Clerk of the City of Pensacola is hereby directed to send copies of this Resolution to the City of Pensacola Public Works Department to attach to the agreement for submission to the Florida Department of Transportation and all other persons as directed by the City Council.

Section 4. This Resolution shall take effect upon the fifth day after adoption, unless otherwise provided pursuant to Section 4.03(d) of the City Charter of the City of Pensacola, Florida.

Adopted: _____

Approved: _____
President of City Council

ATTEST:

_____
City Clerk

FPN: 440904-1-38-01	FPN:	FPN:
Federal No (FAIN): D321 042 B	Federal No (FAIN):	Federal No (FAIN):
Federal Award Date:	Federal Award Date:	Federal Award Date:
Fund: SU	Fund:	Fund:
Org Code:	Org Code:	Org Code:
FLAIR Approp:	FLAIR Approp:	FLAIR Approp:
FLAIR Obj:	FLAIR Obj:	FLAIR Obj:

County No:(48) Escambia Contract No:
Recipient Vendor No: F596000406005 Recipient Unique Entity ID SAM No: UBMRAF87HQF5

Catalog of Federal Domestic Assistance (CFDA): 20.205 Highway Planning and Construction

THIS LOCAL AGENCY PROGRAM AGREEMENT ("Agreement"), is entered into on _____, by and between the State of Florida Department of Transportation, an agency
(This date to be entered by DOT only)
of the State of Florida ("Department"), and City of Pensacola ("Recipient").

NOW, THEREFORE, in consideration of the mutual benefits to be derived from joint participation on the Project, the Parties agree to the following:

1. **Authority:** The Department is authorized to enter into this Agreement pursuant to Section 339.12, Florida Statutes. The Recipient by Resolution or other form of official authorization, a copy of which is attached as **Exhibit "D"** and made a part of this Agreement, has authorized its officers to execute this Agreement on its behalf.

2. **Purpose of Agreement:** The purpose of this Agreement is to provide for the Department's participation in Design of the West Main Street Corridor Improvements Project, as further described in **Exhibit "A",** Project Description and Responsibilities attached to and incorporated in this Agreement ("Project"), to provide Department financial assistance to the Recipient; state the terms and conditions upon which Department funds will be provided; and to set forth the manner in which the Project will be undertaken and completed.

3. **Term of Agreement:** The Recipient agrees to complete the Project on or before June 30, 2023. If the Recipient does not complete the Project within this time period, this Agreement will expire on the last day of the scheduled completion as provided in this paragraph unless an extension of the time period is requested by the Recipient and granted in writing by the Department prior to the expiration of this Agreement. Expiration of this Agreement will be considered termination of the Project. The cost of any work performed after the term of this Agreement will not be reimbursed by the Department.

4. **Project Cost:**

   a. The estimated cost of the Project is $ 249,000. This amount is based upon the Schedule of Financial Assistance in **Exhibit "B"**, attached to and incorporated in this Agreement. **Exhibit "B"** may be modified by mutual execution of an amendment as provided for in paragraph 5.i.

   b. The Department agrees to participate in the Project cost up to the maximum amount of $249,000 and as more fully described in **Exhibit "B"**. This amount includes Federal-aid funds which are limited to the actual amount of Federal-aid participation. The Department's participation may be increased or reduced upon determination of the actual bid amounts of the Project by the mutual execution of an amendment. The Recipient agrees to bear all expenses in excess of the total cost of the Project and any deficits incurred in connection with the completion of the Project.

   c. Project costs eligible for Department participation will be allowed only from the date of this Agreement. It is understood that Department participation in eligible Project costs is subject to:

i. Legislative approval of the Department's appropriation request in the work program year that the Project is scheduled to be committed;

ii. Availability of funds as stated in paragraphs 5.l. and 5.m. of this Agreement;

iii. Approval of all plans, specifications, contracts or other obligating documents and all other terms of this Agreement; and

iv. Department approval of the Project scope and budget at the time appropriation authority becomes available.

5. Requisitions and Payments

a. The Recipient shall provide quantifiable, measurable, and verifiable units of deliverables. Each deliverable must specify the required minimum level of service to be performed and the criteria for evaluating successful completion. The Project and the quantifiable, measurable, and verifiable units of deliverables are described more fully in **Exhibit "A"**.

b. Invoices shall be submitted by the Recipient in detail sufficient for a proper pre-audit and post-audit based on the quantifiable, measurable and verifiable units of deliverables as established in **Exhibit "A"**. Deliverables must be received and accepted in writing by the Department's Project Manager prior to payments. Requests for reimbursement by the Recipient shall include an invoice, progress report and supporting documentation for the period of services being billed that are acceptable to the Department. The Recipient shall use the format for the invoice and progress report that is approved by the Department.

c. The Recipient shall charge to the Project account all eligible costs of the Project except costs agreed to be borne by the Recipient or its contractors and subcontractors. Costs in excess of the programmed funding or attributable to actions which have not received the required approval of the Department shall not be considered eligible costs. All costs charged to the Project, including any approved services contributed by the Recipient or others, shall be supported by properly executed payrolls, time records, invoices, contracts or vouchers evidencing in proper detail the nature and propriety of the charges.

d. Supporting documentation must establish that the deliverables were received and accepted in writing by the Recipient and must also establish that the required minimum level of service to be performed based on the criteria for evaluating successful completion as specified in **Exhibit "A"** was met. All costs invoiced shall be supported by properly executed payrolls, time records, invoices, contracts or vouchers evidencing in proper detail the nature and propriety of charges as described in **Exhibit "F",** Contract Payment Requirements.

e. Bills for travel expenses specifically authorized in this Agreement shall be submitted on the Department's Contractor Travel Form No. 300-000-06 and will be paid in accordance with Section 112.061, Florida Statutes and the most current version of the Disbursement Handbook for Employees and Managers.

f. Payment shall be made only after receipt and approval of goods and services unless advance payments are authorized by the Chief Financial Officer of the State of Florida under Chapters 215 and 216, Florida Statutes or the Department's Comptroller under Section 334.044(29), Florida Statutes.

☐ If this box is selected, advance payment is authorized for this Agreement and **Exhibit "H"**, Alternative Advance Payment Financial Provisions is attached and incorporated into this Agreement.

If the Department determines that the performance of the Recipient is unsatisfactory, the Department shall notify the Recipient of the deficiency to be corrected, which correction shall be made within a time-frame to be specified by the Department. The Recipient shall, within thirty (30) days after notice from the Department, provide the Department with a corrective action plan describing how the Recipient will address all issues of contract non-performance, unacceptable performance, failure to meet the minimum performance levels, deliverable deficiencies, or contract non-compliance. If the corrective action plan is unacceptable to the

Department, the Recipient will not be reimbursed to the extent of the non-performance. The Recipient will not be reimbursed until the Recipient resolves the deficiency. If the deficiency is subsequently resolved, the Recipient may bill the Department for the unpaid reimbursement request(s) during the next billing period. If the Recipient is unable to resolve the deficiency, the funds shall be forfeited at the end of the Agreement's term.

g. Agencies providing goods and services to the Department should be aware of the following time frames. Inspection and approval of goods or services shall take no longer than 20 days from the Department's receipt of the invoice. The Department has 20 days to deliver a request for payment (voucher) to the Department of Financial Services. The 20 days are measured from the latter of the date the invoice is received or the goods or services are received, inspected, and approved.

If a payment is not available within 40 days, a separate interest penalty at a rate as established pursuant to ***Section 55.03(1), F.S.***, will be due and payable, in addition to the invoice amount, to the Recipient. Interest penalties of less than one (1) dollar will not be enforced unless the Recipient requests payment. Invoices that have to be returned to an Recipient because of Recipient preparation errors will result in a delay in the payment. The invoice payment requirements do not start until a properly completed invoice is provided to the Department.

A Vendor Ombudsman has been established within the Department of Financial Services. The duties of this individual include acting as an advocate for Agencies who may be experiencing problems in obtaining timely payment(s) from a state agency. The Vendor Ombudsman may be contacted at (850) 413-5516.

h. The Recipient shall maintain an accounting system or separate accounts to ensure funds and projects are tracked separately. Records of costs incurred under the terms of this Agreement shall be maintained and made available upon request to the Department at all times during the period of this Agreement and for five years after final payment is made. Copies of these documents and records shall be furnished to the Department upon request. Records of costs incurred include the Recipient's general accounting records and the project records, together with supporting documents and records, of the contractor and all subcontractors performing work on the project, and all other records of the Contractor and subcontractors considered necessary by the Department for a proper audit of costs.

i. Prior to the execution of this Agreement, a Project schedule of funding shall be prepared by the Recipient and approved by the Department. The Recipient shall maintain said schedule of funding, carry out the Project, and shall incur obligations against and make disbursements of Project funds only in conformity with the latest approved schedule of funding for the Project. The schedule of funding may be revised by execution of a Local Agency Program ("LAP") Supplemental Agreement between the Department and the Recipient. The Recipient acknowledges and agrees that funding for this project may be reduced upon determination of the Recipient's contract award amount.

j. If, after Project completion, any claim is made by the Department resulting from an audit or for work or services performed pursuant to this Agreement, the Department may offset such amount from payments due for work or services done under any agreement which it has with the Recipient owing such amount if, upon demand, payment of the amount is not made within 60 days to the Department. Offsetting any amount pursuant to this paragraph shall not be considered a breach of contract by the Department.

k. The Recipient must submit the final invoice on the Project to the Department within 120 days after the completion of the Project. Invoices submitted after the 120-day time period may not be paid.

l. The Department's performance and obligation to pay under this Agreement is contingent upon an annual appropriation by the Legislature. If the Department's funding for this Project is in multiple fiscal years, funds approval from the Department's Comptroller must be received each fiscal year prior to costs being incurred. See **Exhibit "B"** for funding levels by fiscal year. Project costs utilizing these fiscal year funds are not eligible for reimbursement if incurred prior to funds approval being received. The Department will notify the Recipient, in writing, when funds are available.

m. In the event this Agreement is in excess of $25,000 and has a term for a period of more than one year, the provisions of Section 339.135(6)(a), Florida Statutes, are hereby incorporated:

"The Department, during any fiscal year, shall not expend money, incur any liability, or enter into any contract which, by its terms, involves the expenditure of money in excess of the amounts budgeted as available for expenditure during such fiscal year. Any contract, verbal or written, made in violation of this subsection is null and void, and no money may be paid on such contract. The Department shall require a statement from the comptroller of the Department that funds are available prior to entering into any such contract or other binding commitment of funds. Nothing herein contained shall prevent the making of contracts for periods exceeding 1 year, but any contract so made shall be executory only for the value of the services to be rendered or agreed to be paid for in succeeding fiscal years, and this paragraph shall be incorporated verbatim in all contracts of the Department which are for an amount in excess of $25,000 and which have a term for a period of more than 1 year."

6. Department Payment Obligations:

Subject to other provisions of this Agreement, the Department will honor requests for reimbursement to the Recipient pursuant to this Agreement. However, notwithstanding any other provision of this Agreement, the Department may elect by notice in writing not to make a payment if:

a. The Recipient shall have made misrepresentation of a material nature in its application, or any supplement or amendment to its application, or with respect to any document or data furnished with its application or pursuant to this Agreement;

b. There is any pending litigation with respect to the performance by the Recipient of any of its duties or obligations which may jeopardize or adversely affect the Project, the Agreement or payments to the Project;

c. The Recipient shall have taken any action pertaining to the Project which, under this Agreement, requires the approval of the Department or has made a related expenditure or incurred related obligations without having been advised by the Department that same are approved;

d. There has been any violation of the conflict of interest provisions contained in paragraph 14.f.; or

e. The Recipient has been determined by the Department to be in default under any of the provisions of the Agreement.

The Department may suspend or terminate payment for that portion of the Project which the Federal Highway Administration ("FHWA"), or the Department acting in lieu of FHWA, may designate as ineligible for Federal-aid.

In determining the amount of the payment, the Department will exclude all Project costs incurred by the Recipient prior to the Department's issuance of a Notice to Proceed ("NTP"), costs incurred after the expiration of the Agreement, costs which are not provided for in the latest approved schedule of funding in **Exhibit "B"** for the Project, costs agreed to be borne by the Recipient or its contractors and subcontractors for not meeting the Project commencement and final invoice time lines, and costs attributable to goods or services received under a contract or other arrangements which have not been approved in writing by the Department.

7. General Requirements:

The Recipient shall complete the Project with all practical dispatch, in a sound, economical, and efficient manner, and in accordance with the provisions in this Agreement, and all applicable laws. The Project will be performed in accordance with all applicable Department procedures, guidelines, manuals, standards, and directives as described in the Department's **Local Agency Program Manual** (FDOT Topic No. 525-010-300), which by this reference is made a part of this Agreement. Time is of the essence as to each and every obligation under this Agreement.

a. A full time employee of the Recipient, qualified to ensure that the work being pursued is complete, accurate, and consistent with the terms, conditions, and specifications of this Agreement shall be in responsible charge of the Project, which employee should be able to perform the following duties and functions:

i. Administers inherently governmental project activities, including those dealing with cost, time,

adherence to contract requirements, construction quality and scope of Federal-aid projects;

ii. Maintains familiarity of day to day Project operations, including Project safety issues;

iii. Makes or participates in decisions about changed conditions or scope changes that require change orders or supplemental agreements;

iv. Visits and reviews the Project on a frequency that is commensurate with the magnitude and complexity of the Project;

v. Reviews financial processes, transactions and documentation to ensure that safeguards are in place to minimize fraud, waste, and abuse;

vi. Directs Project staff, agency or consultant, to carry out Project administration and contract oversight, including proper documentation;

vii. Is aware of the qualifications, assignments and on-the-job performance of the Recipient and consultant staff at all stages of the Project.

b. Once the Department issues the NTP for the Project, the Recipient shall be obligated to submit an invoice or other request for reimbursement to the Department no less than once every 90 days (quarterly), beginning from the day the NTP is issued. If the Recipient fails to submit quarterly invoices to the Department, and in the event the failure to timely submit invoices to the Department results in the FHWA removing any unbilled funding or the loss of state appropriation authority (which may include the loss of state and federal funds, if there are state funds programmed to the Project), then the Recipient will be solely responsible to provide all funds necessary to complete the Project and the Department will not be obligated to provide any additional funding for the Project. The Recipient waives the right to contest such removal of funds by the Department, if the removal is related to FHWA's withdrawal of funds or if the removal is related to the loss of state appropriation authority. In addition to the loss of funding for the Project, the Department will also consider the de-certification of the Recipient for future LAP Projects. No cost may be incurred under this Agreement until after the Recipient has received a written NTP from the Department. The Recipient agrees to advertise or put the Project out to bid thirty (30) days from the date the Department issues the NTP to advertise the Project. If the Recipient is not able to meet the scheduled advertisement, the Department District LAP Administrator should be notified as soon as possible.

c. If all funds are removed from the Project, including amounts previously billed to the Department and reimbursed to the Recipient, and the Project is off the State Highway System, then the Department will have to request repayment for the previously billed amounts from the Recipient. No state funds can be used on off-system projects, unless authorized pursuant to **Exhibit "I",** State Funds Addendum, which will be attached to and incorporated in this Agreement in the event state funds are used on the Project.

d. In the event that any election, referendum, approval, permit, notice or other proceeding or authorization is required under applicable law to enable the Recipient to enter into this Agreement or to undertake the Project or to observe, assume or carry out any of the provisions of the Agreement, the Recipient will initiate and consummate, as provided by law, all actions necessary with respect to any such matters.

e. The Recipient shall initiate and prosecute to completion all proceedings necessary, including Federal-aid requirements, to enable the Recipient to provide the necessary funds for completion of the Project.

f. The Recipient shall submit to the Department such data, reports, records, contracts, and other documents relating to the Project as the Department and FHWA may require. The Recipient shall make such submissions using Department-designated information systems.

g. Federal-aid funds shall not participate in any cost which is not incurred in conformity with applicable federal and state laws, the regulations in 23 Code of Federal Regulations (C.F.R.) and 49 C.F.R., and policies and procedures prescribed by the Division Administrator of FHWA. Federal funds shall not be paid on account of any cost incurred prior to authorization by FHWA to the Department to proceed with the Project or part thereof involving such cost (23 C.F.R. 1.9 (a)). If FHWA or the Department determines that any amount

claimed is not eligible, federal participation may be approved in the amount determined to be adequately supported and the Department shall notify the Recipient in writing citing the reasons why items and amounts are not eligible for federal participation. Where correctable non-compliance with provisions of law or FHWA requirements exists federal funds may be withheld until compliance is obtained. Where non-compliance is not correctable, FHWA or the Department may deny participation in parcel or Project costs in part or in total. For any amounts determined to be ineligible for federal reimbursement for which the Department has advanced payment, the Recipient shall promptly reimburse the Department for all such amounts within 90 days of written notice.

h. For any project requiring additional right-of-way, the Recipient must submit to the Department an annual report of its real property acquisition and relocation assistance activities on the project. Activities shall be reported on a federal fiscal year basis, from October 1 through September 30. The report must be prepared using the format prescribed in 49 C.F.R. Part 24, Appendix B, and be submitted to the Department no later than October 15 of each year.

8. Audit Reports:

The administration of resources awarded through the Department to the Recipient by this Agreement may be subject to audits and/or monitoring by the Department. The following requirements do not limit the authority of the Department to conduct or arrange for the conduct of additional audits or evaluations of federal awards or limit the authority of any state agency inspector general, the State of Florida Auditor General, or any other state official. The Recipient shall comply with all audit and audit reporting requirements as specified below.

a. In addition to reviews of audits conducted in accordance with 2 CFR Part 200, Subpart F – Audit Requirements, monitoring procedures may include, but not be limited to, on-site visits by Department staff and/or other procedures including, reviewing any required performance and financial reports, following up, ensuring corrective action, and issuing management decisions on weaknesses found through audits when those findings pertain to federal awards provided through the Department by this Agreement. By entering into this Agreement, the Recipient agrees to comply and cooperate fully with any monitoring procedures/processes deemed appropriate by the Department. The Recipient further agrees to comply and cooperate with any inspections, reviews, investigations, or audits deemed necessary by the Department, State of Florida Chief Financial Officer ("CFO"), or State of Florida Auditor General.

b. The Recipient, a non-federal entity as defined by 2 CFR Part 200, as a subrecipient of a federal award awarded by the Department through this Agreement is subject to the following requirements:

i. In the event the Recipient expends a total amount of federal awards equal to or in excess of the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, the Recipient must have a federal single or program-specific audit for such fiscal year conducted in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements. **Exhibit "E"** to this Agreement provides the required federal award identification information needed by the Recipient to further comply with the requirements of 2 CFR Part 200, Subpart F – Audit Requirements. In determining federal awards expended in a fiscal year, the Recipient must consider all sources of federal awards based on when the activity related to the federal award occurs, including the federal award provided through the Department by this Agreement. The determination of amounts of federal awards expended should be in accordance with the guidelines established by 2 CFR Part 200, Subpart F – Audit Requirements. An audit conducted by the State of Florida Auditor General in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements, will meet the requirements of this part.

ii. In connection with the audit requirements, the Recipient shall fulfill the requirements relative to the auditee responsibilities as provided in 2 CFR Part 200, Subpart F – Audit Requirements.

iii. In the event the Recipient expends less than the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, in federal awards, the Recipient is exempt from federal audit requirements for that fiscal year. However, the Recipient must provide a single audit exemption statement to the Department at FDOTSingleAudit@dot.state.fl.us no later than nine months after the end of the Recipient's audit period for each applicable audit year. In the event the Recipient expends less than the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, in federal awards in a fiscal year and elects to have an audit conducted in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements, the cost of the audit must be paid from non-federal resources (*i.e.*, the cost of such an audit must be paid from the Recipient's resources obtained from other than federal entities).

iv. The Recipient must electronically submit to the Federal Audit Clearinghouse ("FAC") at https://harvester.census.gov/facweb/ the audit reporting package as required by 2 CFR Part 200, Subpart F – Audit Requirements, within the earlier of 30 calendar days after receipt of the auditor's report(s) or nine months after the end of the audit period. The FAC is the repository of record for audits required by 2 CFR Part 200, Subpart F – Audit Requirements, and this Agreement. However, the Department requires a copy of the audit reporting package also be submitted to FDOTSingleAudit@dot.state.fl.us within the earlier of 30 calendar days after receipt of the auditor's report(s) or nine months after the end of the audit period as required by 2 CFR Part 200, Subpart F – Audit Requirements.

v. Within six months of acceptance of the audit report by the FAC, the Department will review the Recipient's audit reporting package, including corrective action plans and management letters, to the extent necessary to determine whether timely and appropriate action on all deficiencies has been taken pertaining to the federal award provided through the Department by this Agreement. If the Recipient fails to have an audit conducted in accordance with 2 CFR Part 200, Subpart F – Audit Requirements, the Department may impose additional conditions to remedy noncompliance. If the Department determines that noncompliance cannot be remedied by imposing additional conditions, the Department may take appropriate actions to enforce compliance, which actions may include but not be limited to the following:

1. Temporarily withhold cash payments pending correction of the deficiency by the Recipient or more severe enforcement action by the Department;
2. Disallow (deny both use of funds and any applicable matching credit for) all or part of the cost of the activity or action not in compliance;
3. Wholly or partly suspend or terminate the federal award;
4. Initiate suspension or debarment proceedings as authorized under 2 C.F.R. Part 180 and federal awarding agency regulations (or in the case of the Department, recommend such a proceeding be initiated by the federal awarding agency);
5. Withhold further federal awards for the Project or program;
6. Take other remedies that may be legally available.

vi. As a condition of receiving this federal award, the Recipient shall permit the Department or its designee, the CFO, or State of Florida Auditor General access to the Recipient's records including financial statements, the independent auditor's working papers, and project records as necessary. Records related to unresolved audit findings, appeals, or litigation shall be retained until the action is complete or the dispute is resolved.

vii. The Department's contact information for requirements under this part is as follows:

Office of Comptroller, MS 24
605 Suwannee Street
Tallahassee, Florida 32399-0450
FDOTSingleAudit@dot.state.fl.us

c. The Recipient shall retain sufficient records demonstrating its compliance with the terms of this Agreement for a period of five years from the date the audit report is issued and shall allow the Department or its designee, the CFO, or State of Florida Auditor General access to such records upon request. The Recipient shall ensure that the audit working papers are made available to the Department or its designee, the CFO, or State of Florida Auditor General upon request for a period of five years from the date the audit report is issued, unless extended in writing by the Department.

9. Termination or Suspension of Project:

The Department may, by written notice to the Recipient, suspend any or all of the Department's obligations under this Agreement for the Recipient's failure to comply with applicable law or the terms of this Agreement until such time as the event or condition resulting in such suspension has ceased or been corrected.

a. If the Department intends to terminate the Agreement, the Department shall notify the Recipient of such termination in writing at least thirty (30) days prior to the termination of the Agreement, with instructions to the effective date of termination or specify the stage of work at which the Agreement is to be terminated.

b. The Parties to this Agreement may terminate this Agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the Parties shall agree upon the termination conditions.

c. If the Agreement is terminated before performance is completed, the Recipient shall be paid only for that work satisfactorily performed for which costs can be substantiated. Such payment, however, may not exceed the equivalent percentage of the Department's maximum financial assistance. If any portion of the Project is located on the Department's right-of-way, then all work in progress on the Department right-of-way will become the property of the Department and will be turned over promptly by the Recipient.

d. In the event the Recipient fails to perform or honor the requirements and provisions of this Agreement, the Recipient shall promptly refund in full to the Department within thirty (30) days of the termination of the Agreement any funds that were determined by the Department to have been expended in violation of the Agreement.

e. The Department reserves the right to unilaterally cancel this Agreement for failure by the Recipient to comply with the Public Records provisions of Chapter 119, Florida Statutes.

10. Contracts of the Recipient:

a. Except as otherwise authorized in writing by the Department, the Recipient shall not execute any contract or obligate itself in any manner requiring the disbursement of Department funds, including consultant or construction contracts or amendments thereto, with any third party with respect to the Project without the written approval of the Department. Failure to obtain such approval shall be sufficient cause for nonpayment by the Department. The Department specifically reserves the right to review the qualifications of any consultant or contractor and to approve or disapprove the employment of such consultant or contractor.

b. It is understood and agreed by the parties to this Agreement that participation by the Department in a project with the Recipient, where said project involves a consultant contract for engineering, architecture or surveying services, is contingent on the Recipient's complying in full with provisions of Section 287.055, Florida Statutes, Consultants' Competitive Negotiation Act, the federal Brooks Act, 23 C.F.R. 172, and 23 U.S.C. 112. At the discretion of the Department, the Recipient will involve the Department in the consultant selection process for all projects funded under this Agreement. In all cases, the Recipient shall certify to the Department that selection has been accomplished in compliance with the Consultants' Competitive Negotiation Act and the federal Brooks Act.

c. The Recipient shall comply with, and require its consultants and contractors to comply with applicable federal law pertaining to the use of Federal-aid funds. The Recipient shall comply with the provisions in the FHWA-1273 form as set forth in **Exhibit "G",** FHWA 1273 attached to and incorporated in this Agreement. The Recipient shall include FHWA-1273 in all contracts with contractors performing work on the Project.

d. The Recipient shall require its consultants and contractors to take emergency steps to close any public road whenever there is a risk to life, health and safety of the travelling public. The safety of the travelling public is the Department's first priority for the Recipient. If lane or road closures are required by the LA to ensure the life, health, and safety of the travelling public, the LA must notify the District Construction Engineer and District Traffic Operations Engineer immediately once the travelling public are not at imminent risk. The Department expects professional engineering judgment be applied in all aspects of locally delivered projects. Defect management and supervision of LAP project structures components must be

proactively managed, monitored, and inspected by department prequalified structures engineer(s). The District Construction Engineer must be notified immediately of defect monitoring that occurs in LAP project construction, whether or not the defects are considered an imminent risk to life, health, or safety of the travelling public. When defects, including but not limited to, structural cracks, are initially detected during bridge construction, the engineer of record, construction engineering inspector, design-build firm, or local agency that owns or is responsible for the bridge construction has the authority to immediately close the bridge to construction personnel and close the road underneath. The LA shall also ensure compliance with the CPAM, Section 9.1.8 regarding actions for maintenance of traffic and safety concerns.

11. Disadvantaged Business Enterprise (DBE) Policy and Obligation:

It is the policy of the Department that DBE's, as defined in 49 C.F.R. Part 26, as amended, shall have the opportunity to participate in the performance of contracts financed in whole or in part with Department funds under this Agreement. The DBE requirements of applicable federal and state laws and regulations apply to this Agreement.

The Recipient and its contractors agree to ensure that DBE's have the opportunity to participate in the performance of this Agreement. In this regard, all recipients and contractors shall take all necessary and reasonable steps in accordance with applicable federal and state laws and regulations to ensure that the DBE's have the opportunity to compete for and perform contracts. The Recipient and its contractors and subcontractors shall not discriminate on the basis of race, color, national origin or sex in the award and performance of contracts, entered pursuant to this Agreement.

12. Compliance with Conditions and Laws:

The Recipient shall comply and require its contractors and subcontractors to comply with all terms and conditions of this Agreement and all federal, state, and local laws and regulations applicable to this Project. Execution of this Agreement constitutes a certification that the Recipient is in compliance with, and will require its contractors and subcontractors to comply with, all requirements imposed by applicable federal, state, and local laws and regulations, including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions," in 49 C.F.R. Part 29, and 2 C.F.R. Part 200 when applicable.

13. Performance Evaluations:

Recipients are evaluated on a project-by-project basis. The evaluations provide information about oversight needs and provide input for the recertification process. Evaluations are submitted to the Recipient's person in responsible charge or designee as part of the Project closeout process. The Department provides the evaluation to the Recipient no more than 30 days after final acceptance.

a. Each evaluation will result in one of three ratings. A rating of Unsatisfactory Performance means the Recipient failed to develop the Project in accordance with applicable federal and state regulations, standards and procedures, required excessive District involvement/oversight, or the Project was brought in-house by the Department. A rating of Satisfactory Performance means the Recipient developed the Project in accordance with applicable federal and state regulations, standards and procedures, with minimal District involvement/oversight. A rating of Above Satisfactory Performance means the Recipient developed the Project in accordance with applicable federal and state regulations, standards and procedures, and the Department did not have to exceed the minimum oversight and monitoring requirements identified for the project.

b. The District will determine which functions can be further delegated to Recipients that continuously earn Satisfactory and Above Satisfactory evaluations.

14. Restrictions, Prohibitions, Controls, and Labor Provisions:

During the performance of this Agreement, the Recipient agrees as follows, and agrees to require its contractors and subcontractors to include in each subcontract the following provisions:

a. The Recipient will comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964, the regulations of the U.S. Department of Transportation issued thereunder, and the assurance by the Recipient pursuant thereto. The Recipient shall include the attached **Exhibit "C",** Title VI Assurances in all contracts

with consultants and contractors performing work on the Project that ensure compliance with Title VI of the Civil Rights Act of 1964, 49 C.F.R. Part 21, and related statutes and regulations.

b. The Recipient will comply with all the requirements as imposed by the ADA, the regulations of the Federal Government issued thereunder, and assurance by the Recipient pursuant thereto.

c. A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to a public entity; may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor or consultant under a contract with any public entity; and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, Florida Statutes, for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list.

d. In accordance with Section 287.134, Florida Statutes, an entity or affiliate who has been placed on the Discriminatory Vendor List, kept by the Florida Department of Management Services, may not submit a bid on a contract to provide goods or services to a public entity; may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor or consultant under a contract with any public entity; and may not transact business with any public entity.

e. An entity or affiliate who has had its Certificate of Qualification suspended, revoked, denied or have further been determined by the Department to be a non-responsible contractor may not submit a bid or perform work for the construction or repair of a public building or public work on a contract with the Recipient.

f. Neither the Recipient nor any of its contractors or their subcontractors shall enter into any contract, subcontract or arrangement in connection with the Project or any property included or planned to be included in the Project in which any member, officer or employee of the Recipient or the locality during tenure or for 2 years thereafter has any interest, direct or indirect. If any such present or former member, officer or employee involuntarily acquires or had acquired prior to the beginning of tenure any such interest, and if such interest is immediately disclosed to the Recipient, the Recipient, with prior approval of the Department, may waive the prohibition contained in this paragraph provided that any such present member, officer or employee shall not participate in any action by the Recipient or the locality relating to such contract, subcontract or arrangement. The Recipient shall insert in all contracts entered into in connection with the Project or any property included or planned to be included in any Project, and shall require its contractors to insert in each of their subcontracts, the following provision:

"No member, officer or employee of the Recipient or of the locality during his tenure or for 2 years thereafter shall have any interest, direct or indirect, in this contract or the proceeds thereof."

The provisions of this paragraph shall not be applicable to any agreement between the Recipient and its fiscal depositories or to any agreement for utility services the rates for which are fixed or controlled by a governmental agency.

g. No member or delegate to the Congress of the United States shall be admitted to any share or part of this Agreement or any benefit arising therefrom.

15. Indemnification and Insurance:

a. It is specifically agreed between the parties executing this Agreement that it is not intended by any of the provisions of any part of this Agreement to create in the public or any member thereof, a third-party beneficiary under this Agreement, or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of this Agreement. The Recipient guarantees the payment of all just claims for materials, supplies, tools, or labor and other just claims against the Recipient or any subcontractor, in connection with this Agreement.

b. To the extent provided by law, Recipient shall indemnify, defend, and hold harmless the Department against any actions, claims, or damages arising out of, relating to, or resulting from negligent or wrongful act(s) of Recipient, or any of its officers, agents, or employees, acting within the scope of their office or employment, in connection with the rights granted to or exercised by Recipient hereunder, to the extent and within the limitations of Section 768.28, Florida Statutes. The foregoing indemnification shall not constitute a waiver of the Department's or Recipient's sovereign immunity beyond the limits set forth in Florida Statutes, Section 768.28, nor shall the same be construed to constitute agreement by Recipient to indemnify the Department for the negligent acts or omissions of the Department, its officers, agents, or employees, or for the acts of third parties. Nothing herein shall be construed as consent by Recipient to be sued by third parties in any manner arising out of this Agreement. This indemnification shall survive the termination of this Agreement.

c. Recipient agrees to include the following indemnification in all contracts with contractors, subcontractors, consultants, or subconsultants (each referred to as "Entity" for the purposes of the below indemnification) who perform work in connection with this Agreement:

"To the extent provided by law, [ENTITY] shall indemnify, defend, and hold harmless the [RECIPIENT] and the State of Florida, Department of Transportation, including the Department's officers, agents, and employees, against any actions, claims, or damages arising out of, relating to, or resulting from negligent or wrongful act(s) of [ENTITY], or any of its officers, agents, or employees, acting within the scope of their office or employment, in connection with the rights granted to or exercised by [ENTITY].

The foregoing indemnification shall not constitute a waiver of the Department's or [RECIPIENT']'s sovereign immunity beyond the limits set forth in Florida Statutes, Section 768.28. Nor shall the same be construed to constitute agreement by [ENTITY] to indemnify [RECIPIENT] for the negligent acts or omissions of [RECIPIENT], its officers, agents, or employees, or third parties. Nor shall the same be construed to constitute agreement by [ENTITY] to indemnify the Department for the negligent acts or omissions of the Department, its officers, agents, or employees, or third parties. This indemnification shall survive the termination of this Agreement."

d. The Recipient shall, or cause its contractor or consultant to carry and keep in force, during the term of this Agreement, a general liability insurance policy or policies with a company or companies authorized to do business in Florida, affording public liability insurance with combined bodily injury limits of at least $200,000 per person and $300,000 each occurrence, and property damage insurance of at least $200,000 each occurrence, for the services to be rendered in accordance with this Agreement. The Recipient shall also, or cause its contractor or consultant to carry and keep in force Workers' Compensation Insurance as required by the State of Florida under the Workers' Compensation Law. With respect to any general liability insurance policy required pursuant to this Agreement, all such policies shall be issued by companies licensed to do business in the State of Florida. The Recipient shall provide to the Department certificates showing the required coverage to be in effect with endorsements showing the Department to be an additional insured prior to commencing any work under this Agreement. Policies that include Self Insured Retention will not be accepted. The certificates and policies shall provide that in the event of any material change in or cancellation of the policies reflecting the required coverage, thirty days advance notice shall be given to the Department or as provided in accordance with Florida law.

16. Maintenance Obligations: In the event the Project includes construction then the following provisions are incorporated into this Agreement:

a. The Recipient agrees to maintain any portion of the Project not located on the State Highway System constructed under this Agreement for its useful life. If the Recipient constructs any improvement on Department right-of-way, the Recipient

☐ shall

☐ shall not

maintain the improvements located on the Department right-of-way for their useful life. If the Recipient is required to maintain Project improvements located on the Department right-of-way beyond final acceptance, then Recipient shall, prior to any disbursement of the state funding provided under this

Agreement, also execute a Maintenance Memorandum of Agreement in a form that is acceptable to the Department. The Recipient has agreed to the foregoing by resolution, and such resolution is attached and incorporated into this Agreement as **Exhibit "D"**. This provision will survive termination of this Agreement.

17. Miscellaneous Provisions:

a. The Recipient will be solely responsible for compliance with all applicable environmental regulations, for any liability arising from non-compliance with these regulations, and will reimburse the Department for any loss incurred in connection therewith. The Recipient will be responsible for securing any applicable permits. The Recipient shall include in all contracts and subcontracts for amounts in excess of $150,000, a provision requiring compliance with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. 1251-1387).

b. The Department shall not be obligated or liable hereunder to any individual or entity not a party to this Agreement.

c. In no event shall the making by the Department of any payment to the Recipient constitute or be construed as a waiver by the Department of any breach of covenant or any default which may then exist on the part of the Recipient and the making of such payment by the Department, while any such breach or default shall exist, shall in no way impair or prejudice any right or remedy available to the Department with respect to such breach or default.

d. If any provision of this Agreement is held invalid, the remainder of this Agreement shall not be affected. In such an instance, the remainder would then continue to conform to the terms and requirements of applicable law.

e. By execution of the Agreement, the Recipient represents that it has not paid and, also agrees not to pay, any bonus or commission for the purpose of obtaining an approval of its application for the financing hereunder.

f. Nothing in the Agreement shall require the Recipient to observe or enforce compliance with any provision or perform any act or do any other thing in contravention of any applicable state law. If any of the provisions of the Agreement violate any applicable state law, the Recipient will at once notify the Department in writing in order that appropriate changes and modifications may be made by the Department and the Recipient to the end that the Recipient may proceed as soon as possible with the Project.

g. In the event that this Agreement involves constructing and equipping of facilities, the Recipient shall submit to the Department for approval all appropriate plans and specifications covering the Project. The Department will review all plans and specifications and will issue to the Recipient a written approval with any approved portions of the Project and comments or recommendations covering any remainder of the Project deemed appropriate. After resolution of these comments and recommendations to the Department's satisfaction, the Department will issue to the Recipient a written approval with said remainder of the Project. Failure to obtain this written approval shall be sufficient cause of nonpayment by the Department.

h. Upon completion of right-of-way activities on the Project, the Recipient must certify compliance with all applicable federal and state requirements. Certification is required prior to authorization for advertisement for or solicitation of bids for construction of the Project, including if no right-of-way is required.

i. The Recipient will certify in writing, prior to Project closeout that the Project was completed in accordance with applicable plans and specifications, is in place on the Recipient's facility, adequate title is in the Recipient's name, and the Project is accepted by the Recipient as suitable for the intended purpose.

j. The Recipient agrees that no federally-appropriated funds have been paid, or will be paid by or on behalf of the Recipient, to any person for influencing or attempting to influence any officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the

making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment or modification of any federal contract, grant, loan or cooperative agreement. If any funds other than federally-appropriated funds have been paid by the Recipient to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress in connection with this Agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions. The Recipient shall require that the language of this paragraph be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. No funds received pursuant to this contract may be expended for lobbying the Legislature, the judicial branch or a state agency.

k. The Recipient may not permit the Engineer of Record to perform Construction, Engineering and Inspection services on the Project.

l. The Recipient shall comply with all applicable federal guidelines, procedures, and regulations. If at any time a review conducted by Department and or FHWA reveals that the applicable federal guidelines, procedures, and regulations were not followed by the Recipient and FHWA requires reimbursement of the funds, the Recipient will be responsible for repayment to the Department of all funds awarded under the terms of this Agreement.

m. The Recipient shall:

i. utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by Recipient during the term of the contract; and

ii. expressly require any contractor and subcontractors performing work or providing services pursuant to the state contract to likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor during the contract term.

n. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which shall constitute the same Agreement. A facsimile or electronic transmission of this Agreement with a signature on behalf of a party will be legal and binding on such party.

o. The Parties agree to comply with s.20.055(5), Florida Statutes, and to incorporate in all subcontracts the obligation to comply with s.20.055(5), Florida Statutes.

p. If the Project is procured pursuant to Chapter 255 for construction services and at the time of the competitive solicitation for the Project 50 percent or more of the cost of the Project is to be paid from state-appropriated funds, then the Recipient must comply with the requirements of Section 255.0991, Florida Statutes.

18. Exhibits:

a. **Exhibits "A"**, **"B"**, **"C", "D"**, **"E"** and **"F"** are attached to and incorporated into this Agreement.

b. ☐ If this Project includes Phase 58 (construction) activities, then **Exhibit "G"**, FHWA FORM 1273, is attached and incorporated into this Agreement.

c. ☐ Alternative Advance Payment Financial Provisions are used on this Project. If an Alternative Pay Method is used on this Project, then **Exhibit "H"**, Alternative Advance Payment Financial Provisions, is attached and incorporated into this Agreement.

d. ☐ State funds are used on this Project. If state funds are used on this Project, then **Exhibit "I"**, State Funds Addendum, is attached and incorporated into this Agreement. **Exhibit "J"**, State Financial Assistance (Florida Single Audit Act), is attached and incorporated into this Agreement.

e. ☐ This Project utilizes Advance Project Reimbursement. If this Project utilizes Advance Project Reimbursement, then **Exhibit "K"**, Advance Project Reimbursement is attached and incorporated into this Agreement.

f. ☐ This Project includes funding for landscaping. If this Project includes funding for landscaping, then **Exhibit "L",** Landscape Maintenance, is attached and incorporated into this Agreement.

g. ☐ This Project includes funding for a roadway lighting system. If the Project includes funding for roadway lighting system, **Exhibit "M"**, Roadway Lighting Maintenance is attached and incorporated into this Agreement.

h. ☐ This Project includes funding for traffic signals and/or traffic signal systems. If this Project includes funding for traffic signals and/or traffic signals systems, **Exhibit "N"**, Traffic Signal Maintenance is attached and incorporated into this Agreement.

i. ☐ A portion or all of the Project will utilize Department right-of-way and, therefore, **Exhibit "O"**, Terms and Conditions of Construction in Department Right-of-Way, is attached and incorporated into this Agreement.

j. ☐ The following Exhibit(s) are attached and incorporated into this Agreement: _____

k. Exhibit and Attachment List

Exhibit A: Project Description and Responsibilities
Exhibit B: Schedule of Financial Assistance
Exhibit C: Title VI Assurances
Exhibit D: Recipient Resolution
Exhibit E: Federal Financial Assistance (Single Audit Act)
Exhibit F: Contract Payment Requirements
* Exhibit G: FHWA Form 1273
* Exhibit H: Alternative Advance Payment Financial Provisions
* Exhibit I: State Funds Addendum
* Exhibit J: State Financial Assistance (Florida Single Audit Act)
* Exhibit K: Advance Project Reimbursement
* Exhibit L: Landscape Maintenance
* Exhibit M: Roadway Lighting Maintenance
* Exhibit N: Traffic Signal Maintenance
* Exhibit O: Terms and Conditions of Construction in Department Right-of-Way

* Additional Exhibit(s):

*** Indicates that the Exhibit is only attached and incorporated if applicable box is selected.**

IN WITNESS WHEREOF, the parties have executed this Agreement on the day and year written above.

RECIPIENT CIty of Pensacola

By: _____

Name:
Title:

STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION

By: _____

Name: Tim Smith, P.E.
Title: Director of Transportation Development

Legal Review:

_____

EXHIBIT A

PROJECT DESCRIPTION AND RESPONSIBILITIES

FPN: 440904-1-38-01

This exhibit forms an integral part of the Agreement between the State of Florida, Department of Transportation and

City of Pensacola (the Recipient)

PROJECT LOCATION:

☐ The project is on the National Highway System.

☐ The project is on the State Highway System.

PROJECT LENGTH AND MILE POST LIMITS: 0.785 Miles

PROJECT DESCRIPTION: This project is for the development and design of West Main Street Corridor Improvements project. Included in the work is the design of a 10' multi-use path adjacent to Main Street. Additional work to be included is restriping for bike lanes, intersection design to include high visibility crosswalks at the intersections of Main Street and E Street and Main Street and A Street, as well as a westbound left turn lane at Main Street and A Street. Total length of the project is 0.785 miles.

SPECIAL CONSIDERATIONS BY RECIPIENT:

The Recipient is required to provide a copy of the design plans for the Department's review and approval to coordinate permitting with the Department, and notify the Department prior to commencement of any right-of-way activities.

In accordance with Section 10.c. of this Agreement, the Parties agree as follows:
The Department hereby notifies the Recipient that for projects that are not located on the Department's right-of-way, the Recipient is required to hire a contractor prequalified by the Department.

In accordance with Section 10.d. of this Agreement, the Parties agree as follows:
For the provision of Construction Engineering Inspection (CEI) services, the Recipient is required to hire a Department pre-qualified consultant in the appropriate work type.

In accordance with Section 10.e. of this Agreement, the Parties agree as follows:
The Recipient is required to hire a Department pre-qualified consultant in the appropriate work type for the design phase of the Project.

The Recipent shall be responsible for all permitting activities related to the project and notify the Department prior to commencement of any right-of-way activities.

The Recipient shall provide a copy of the design plans for the Department's review and approval prior to advertisement. Plans shall be submitted at 90% along with the engineer's cost estimate, Utility Certification, Permit Certification, Right of Way Certification, Railroad Certification, and a complete set of draft bid documents in PDF (Portable Document Format). The Recipient shall be responsible for addressing all plan review comments in the Department's Electronic Review Comments (ERC) System.

The Recipient shall submit to the Department the bid tabulations and award intent for review and concurrence prior to award and will submit the signed construction contract for records upon execution of the final document.

Off the State Highway System (Off-System) construction projects must be administered in accordance with latest version of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways Florida (also known as the Florida Greenbook).

On the State Highway System (On-System) construction projects must be administered in accordance with the FDOT Construction Project Administration Manual (Topic no. 700-000-000). Materials will be inspected in accordance with the FDOT Sampling Testing and Reporting Guide by Material Description and the FDOT Materials Manual (Topic No. 675-000-000). Divisions II and III of the FDOT Standard Specifications for Road and Bridge Construction and implemented modifications must be used. The Recipient will be responsible for all project level inspection, verification testing, and assuring all data are entered into Materials Acceptance and Certification System (MAC) as appropriate. In addition, the following Off the State Highway System (Off-System) and Off the National Highway System projects will be administered as above: all bridge projects; box culverts; and all projects with a construction value of $10 million or more.

The Recipient shall commence the project's activities subsequent to the execution of this Agreement and shall perform in accordance with the following schedule:

a) Study to be completed by .
b) Design to be completed by June 30, 2023 .
c) Right-of-Way requirements identified and provided to the Department by .
d) Right-of-Way to be certified by .
e) Construction contract to be let by .
f) Construction to be completed by .

If this schedule cannot be met, the Recipient will notify the Department in writing with a revised schedule or the project is subject to the withdrawal of funding.

SPECIAL CONSIDERATIONS BY DEPARTMENT:
The Department will issue a Notice to Proceed to advertise for construction to the Recipient after final plans, bid documents, construction estimate, and all nesscary certifications have been reviewed and approved.

LOCAL AGENCY PROGRAM AGREEMENT

EXHIBIT B
SCHEDULE OF FINANCIAL ASSISTANCE

RECIPIENT NAME & BILLING ADDRESS:	FINANCIAL PROJECT NUMBER:
CIty of Pensacola 222 W Main Street Pensacola, FL. 32502	440904-1-38-01

PHASE OF WORK By Fiscal Year	MAXIMUM PARTICIPATION (1) TOTAL PROJECT FUNDS	(2) LOCAL FUNDS	(3) STATE FUNDS	(4) FEDERAL FUNDS
Design- Phase 38				
FY: 2022 (SU)	$ 249,000.00	$	$	$ 249,000.00
FY: 2023 (Insert Program Name)	$	$	$	$
FY: 2024 (Insert Program Name)	$	$	$	$
Total Design Cost	$ 249,000.00	$ 0.00	$ 0.00	$ 249,000.00
Right-of-Way- Phase 48				
FY: (Insert Program Name)	$	$	$	$
FY: (Insert Program Name)	$	$	$	$
FY: (Insert Program Name)	$	$	$	$
Total Right-of-Way Cost	$ 0.00	$ 0.00	$ 0.00	$ 0.00
Construction- Phase 58				
FY: (Insert Program Name)	$	$	$	$
FY: (Insert Program Name)	$	$	$	$
FY: (Insert Program Name)	$	$	$	$
Total Construction Cost	$ 0.00	$ 0.00	$ 0.00	$ 0.00
Construction Engineering and Inspection (CEI)- Phase 68				
FY: (Insert Program Name)	$	$	$	$
FY: (Insert Program Name)	$	$	$	$
FY: (Insert Program Name)	$	$	$	$
Total CEI Cost	$ 0.00	$ 0.00	$ 0.00	$ 0.00
(Insert Phase)				
FY: (Insert Program Name)	$	$	$	$
FY: (Insert Program Name)	$	$	$	$
FY: (Insert Program Name)	$	$	$	$
Total Phase Costs	$ 0.00	$ 0.00	$ 0.00	$ 0.00
TOTAL COST OF THE PROJECT	$ 249,000.00	$ 0.00	$ 0.00	$ 249,000.00

COST ANALYSIS CERTIFICATION AS REQUIRED BY SECTION 216.3475, FLORIDA STATUTES:
I certify that the cost for each line item budget category has been evaluated and determined to be allowable, reasonable, and necessary as required by Section 216.3475, F.S. Documentation is on file evidencing the methodology used and the conclusions reached.

Maria Showalter - Local Programs Administrator
District Grant Manager Name

Signature Date

EXHIBIT C

TITLE VI ASSURANCES

During the performance of this contract, the consultant or contractor, for itself, its assignees and successors in interest (hereinafter collectively referred to as the "contractor") agrees as follows:

(1.) **Compliance with REGULATIONS:** The contractor shall comply with the Regulations relative to nondiscrimination in federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") ***Title 49, Code of Federal Regulations, Part 21,*** as they may be amended from time to time, (hereinafter referred to as the ***REGULATIONS***), which are herein incorporated by reference and made a part of this contract.

(2.) **Nondiscrimination:** The Contractor, with regard to the work performed by it during the contract, shall not discriminate on the basis of race, color, national origin, or sex in the selection and retention of sub-contractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by ***Section 21.5*** of the ***REGULATIONS,*** including employment practices when the contract covers a program set forth in ***Appendix B*** of the ***REGULATIONS.***

(3.) **Solicitations for Sub-contractors, including Procurements of Materials and Equipment:** In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under sub-contract, including procurements of materials or leases of equipment, each potential sub-contractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the ***REGULATIONS*** relative to nondiscrimination on the basis of race, color, national origin, or sex.

(4.) **Information and Reports:** The contractor shall provide all information and reports required by the ***REGULATIONS*** or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation* or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such ***REGULATIONS,*** orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to the *Florida Department of Transportation,* or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, or Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.

(5.) Sanctions for Noncompliance: In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the Florida Department of Transportation shall impose such contract sanctions as it or the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, or

Federal Motor Carrier Safety Administration may determine to be appropriate, including, but not limited to:

a. withholding of payments to the contractor under the contract until the contractor complies, and/or
b. cancellation, termination or suspension of the contract, in whole or in part.

(6.) **Incorporation of Provisions:** The contractor shall include the provisions of paragraphs (1) through (7) in every sub-contract, including procurements of materials and leases of equipment, unless exempt by the ***REGULATIONS,*** or directives issued pursuant thereto. The contractor shall take such action with respect to any sub-contract or procurement as the *Florida Department of Transportation* or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, or Federal Motor Carrier Safety Administration* may direct as a means of enforcing such provisions including sanctions for noncompliance, provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the contractor may request the *Florida Department of Transportation* to enter into such litigation to protect the interests of the *Florida Department of Transportation,* and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

(7.) **Compliance with Nondiscrimination Statutes and Authorities**: Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

EXHIBIT D

RECIPIENT RESOLUTION

The Recipient's Resolution authorizing entry into this Agreement is attached and incorporated into this Agreement.

EXHIBIT E

FEDERAL FINANCIAL ASSISTANCE (SINGLE AUDIT ACT)

FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT ARE AS FOLLOWS:

CFDA No.:	20.205
CFDA Title:	Highway Planning and Construction Federal-Aid Highway Program, Federal Lands Highway Program
CFDA Program Site:	**https://beta.sam.gov/fal/1093726316c3409a8e50f4c75f5ef2c6/view?keywords=20.205&sort=-relevance&index=cfda&is_active=true&page=1**
Award Amount:	**$249,000.00**
Awarding Agency:	Florida Department of Transportation
Award is for R&D:	No
Indirect Cost Rate:	N/A

FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT ARE SUBJECT TO THE FOLLOWING:

2 CFR Part 200 – Uniform Administrative Requirements, Cost Principles & Audit Requirements for Federal Awards
http://www.ecfr.gov/cgi-bin/text-idx?node=2:1.1.2.2.1

FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT MAY ALSO BE SUBJECT TO THE FOLLOWING:

Title 23 – Highways, United States Code
http://uscode.house.gov/browse/prelim@title23&edition=prelim

Title 49 – Transportation, United States Code
http://uscode.house.gov/browse/prelim@title49&edition=prelim

Map-21 – Moving Ahead for Progress in the 21st Century, Public Law 112-141
http://www.gpo.gov/fdsys/pkg/PLAW-112publ141/pdf/PLAW-112publ141.pdf

Federal Highway Administration – Florida Division
http://www.fhwa.dot.gov/fldiv/

Federal Funding Accountability and Transparency Act (FFATA) Sub-award Reporting System (FSRS)
https://www.fsrs.gov/

EXHIBIT F

CONTRACT PAYMENT REQUIREMENTS
Florida Department of Financial Services, Reference Guide for State Expenditures
Cost Reimbursement Contracts

Invoices for cost reimbursement contracts must be supported by an itemized listing of expenditures by category (salary, travel, expenses, etc.). Supporting documentation shall be submitted for each amount for which reimbursement is being claimed indicating that the item has been paid. Documentation for each amount for which reimbursement is being claimed must indicate that the item has been paid. Check numbers may be provided in lieu of copies of actual checks. Each piece of documentation should clearly reflect the dates of service. Only expenditures for categories in the approved agreement budget may be reimbursed. These expenditures must be allowable (pursuant to law) and directly related to the services being provided.

Listed below are types and examples of supporting documentation for cost reimbursement agreements:

Salaries: Timesheets that support the hours worked on the project or activity must be kept. A payroll register, or similar documentation should be maintained. The payroll register should show gross salary charges, fringe benefits, other deductions and net pay. If an individual for whom reimbursement is being claimed is paid by the hour, a document reflecting the hours worked times the rate of pay will be acceptable.

Fringe benefits: Fringe benefits should be supported by invoices showing the amount paid on behalf of the employee, e.g., insurance premiums paid. If the contract specifically states that fringe benefits will be based on a specified percentage rather than the actual cost of fringe benefits, then the calculation for the fringe benefits amount must be shown. Exception: Governmental entities are not required to provide check numbers or copies of checks for fringe benefits.

Travel: Reimbursement for travel must be in accordance with s. 112.061, F.S., which includes submission of the claim on the approved state travel voucher along with supporting receipts and invoices.

Other direct costs: Reimbursement will be made based on paid invoices/receipts and proof of payment processing (cancelled/processed checks and bank statements). If nonexpendable property is purchased using state funds, the contract should include a provision for the transfer of the property to the State when services are terminated. Documentation must be provided to show compliance with DMS Rule 60A-1.017, F.A.C., regarding the requirements for contracts which include services and that provide for the contractor to purchase tangible personal property as defined in s. 273.02, F.S., for subsequent transfer to the State.

Indirect costs: If the contract stipulates that indirect costs will be paid based on a specified rate, then the calculation should be shown. Indirect costs must be in the approved agreement budget and the entity must be able to demonstrate that the costs are not duplicated elsewhere as direct costs. All indirect cost rates must be evaluated for reasonableness and for allowability and must be allocated consistently.

Contracts between state agencies may submit alternative documentation to substantiate the reimbursement request, which may be in the form of FLAIR reports or other detailed reports.

The Florida Department of Financial Services, online Reference Guide for State Expenditures can be found at this web address https://www.myfloridacfo.com/Division/AA/Manuals/documents/ReferenceGuideforStateExpenditures.pdf.

ATKINS

Main Street Corridor Management Plan

August 2014

West Florida Regional Planning Council Staff to TPO

Florida-Alabama TPO Transportation Planning Organization

TABLE OF CONTENTS

1

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 Managment 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 stormwater management facility and a passive community park	2011
Atkins	Bayfront Parkway Median Landscape Enhancement	Landscape enhancement of the existing median from Alcaniz 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.*

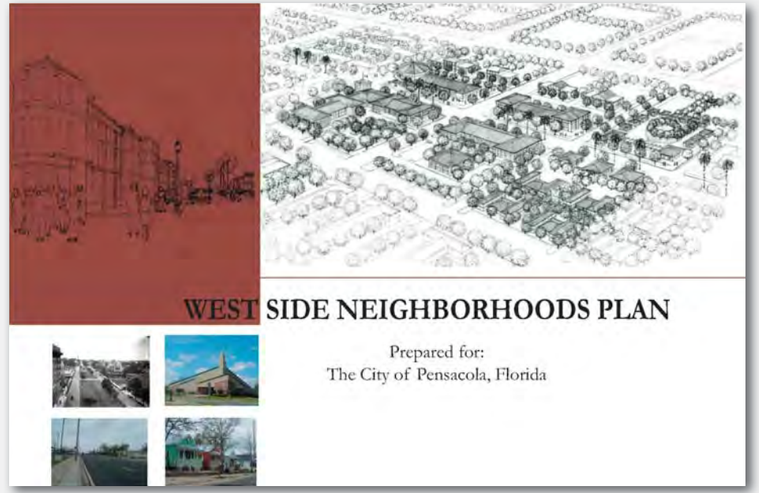
This Great Street designation recognizes Pensacola's unique redevelopment of central activity centers while protecting the historic features of the districts. As Pensacola transforms its core, the development and redevelopment of its gateways will become more important. An important near term opportunity 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

Previous Studies Figure

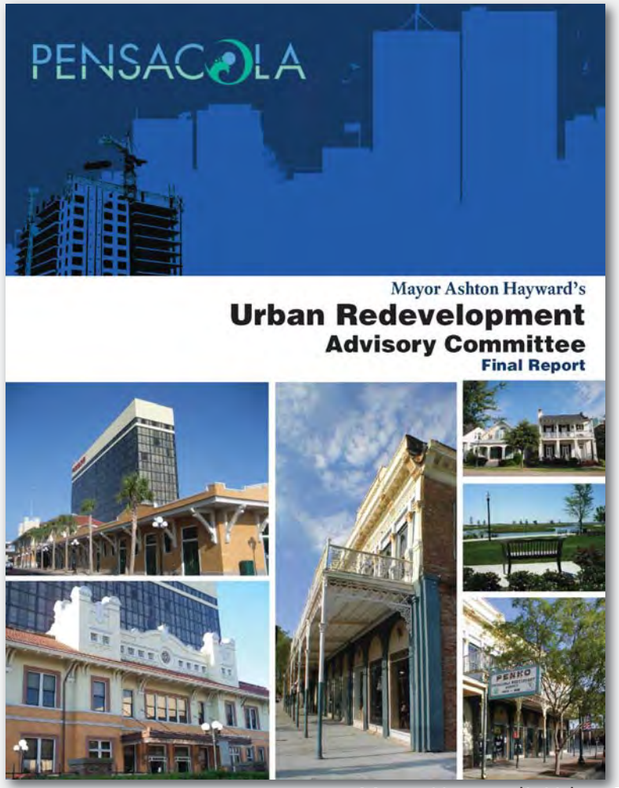
City of Pensacola Community Redevelopment Plan

Westside Community Redevelopment Area Plan

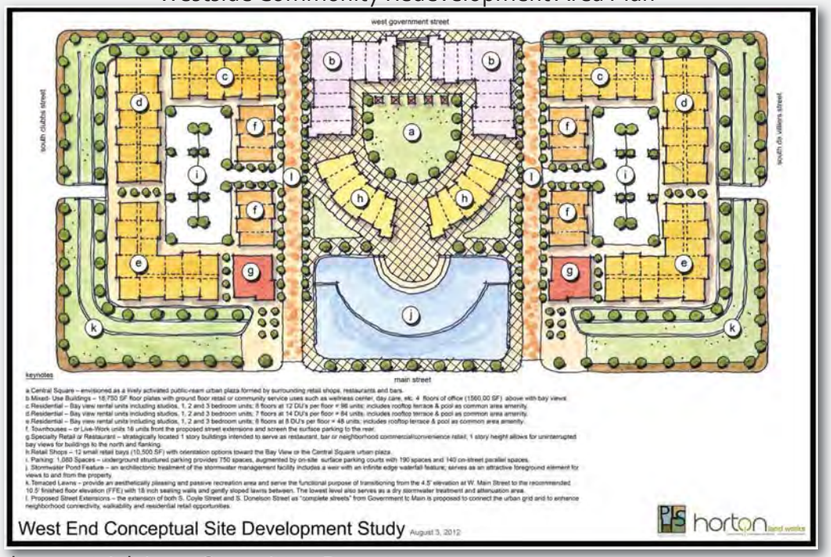


Westside Neighborhoods Plan

ACW Reuse Plan - 2003 Concept



Mayor Hayward's Urban Redevelopment Advisory Committee Report



ACW Reuse Plan - 2010 Concept Modification

2

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

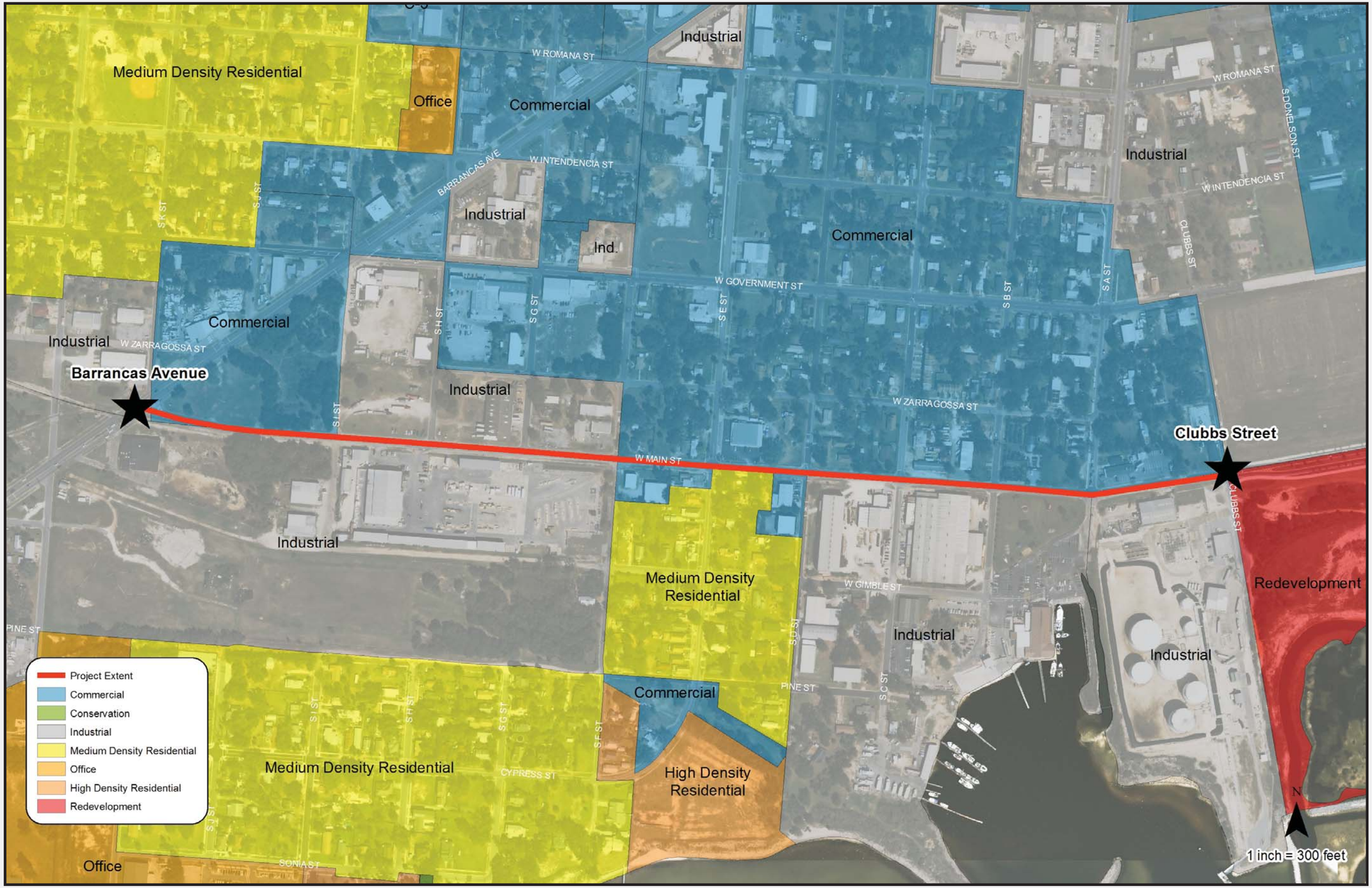
The portion of Main Street between Barrancas Avenue and Clubbs Street is within close proximity to Pensacola Bay and primarily consists of industrial and commercial land uses. A number of businesses are located along the corridor, including: Pro- Build Lumber, Shoreline Foods, Sam's Seafood, Bell Steel, 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

Land Use Map

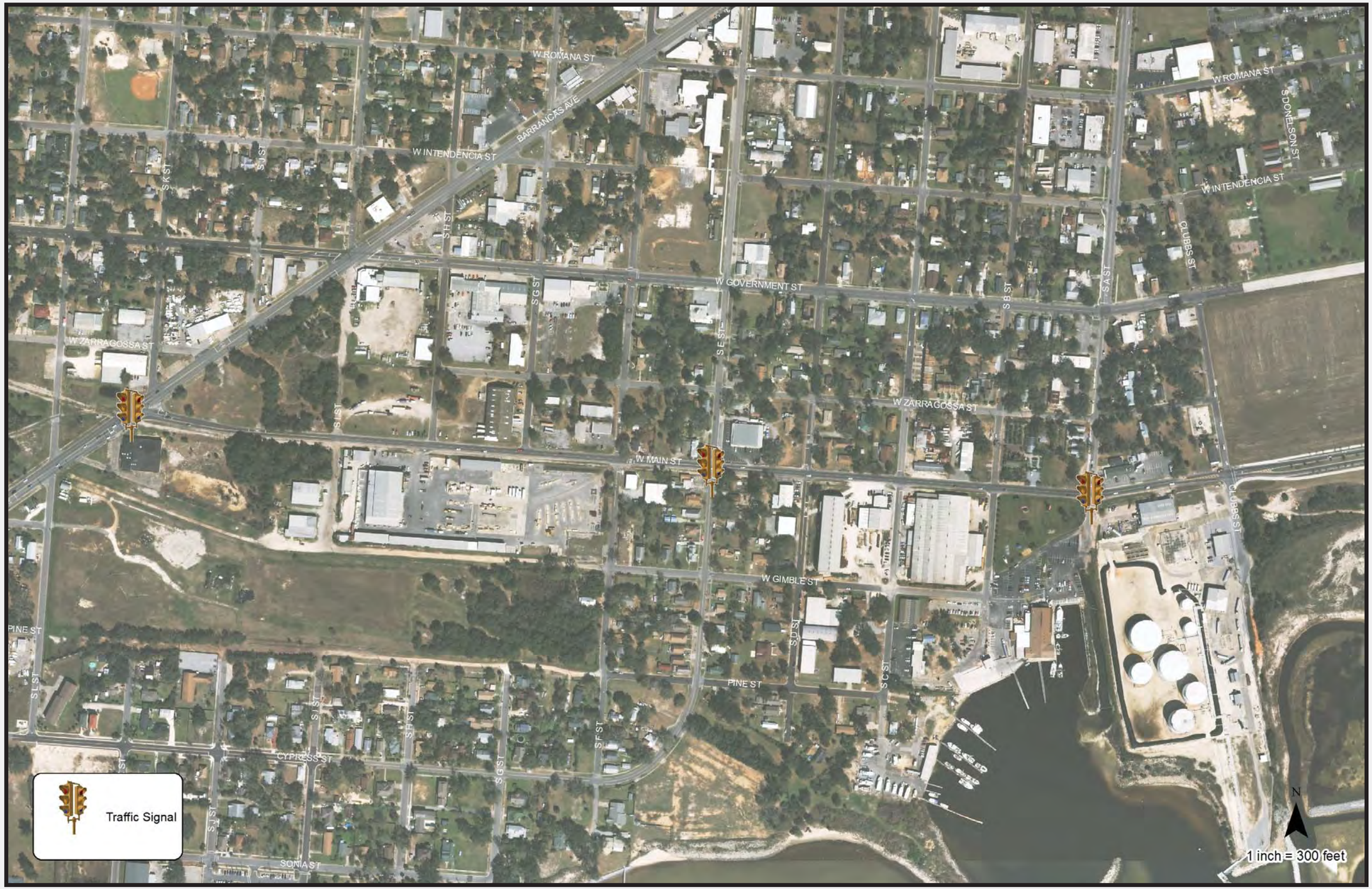


ROW Map

Figure 2-2

Traffic Signal Locations Map

Figure 2-3

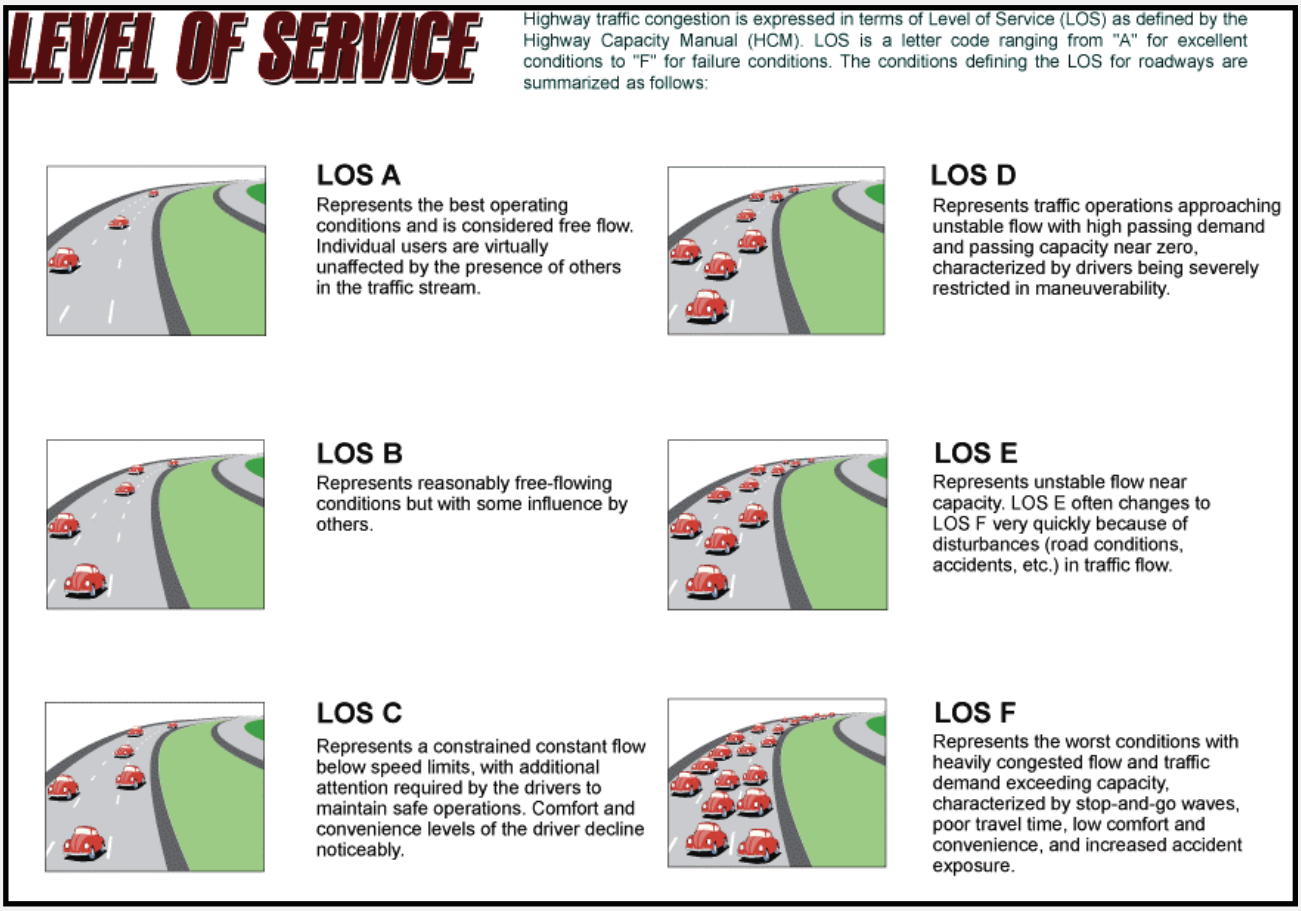


Parcel Boundary Map

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.



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.

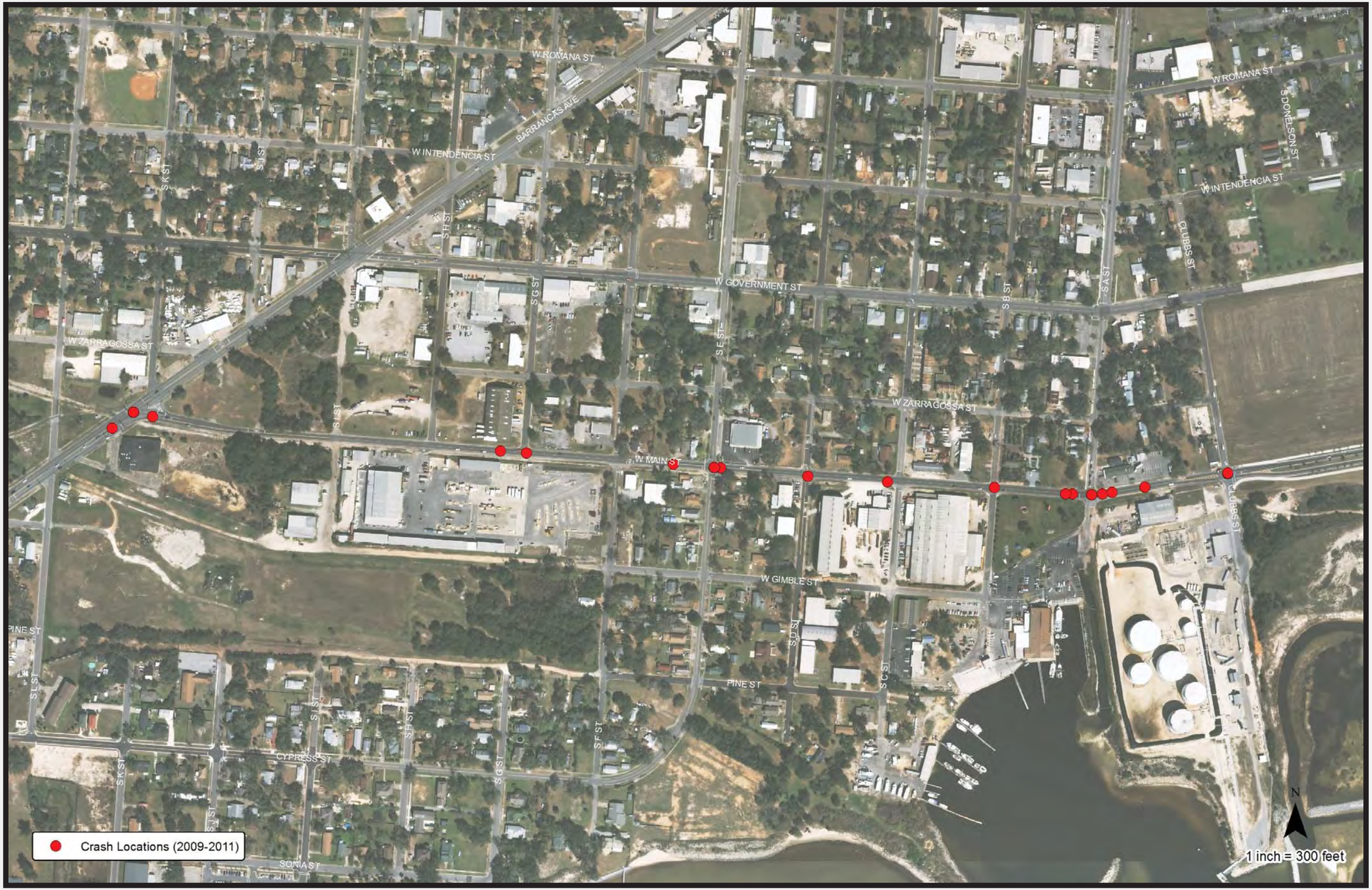
In 2009, there were a total of 10 crashes on the corridor; in 2010, there were 19 crashes; and in 2011, there were 7 crashes. Fortunately, none of the crashes involved severe injuries: 2009 had two non-capacitating injuries; 2010 had none; and 2011 had one non-capacitating injury. One pedestrian and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

Crash Location Map

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

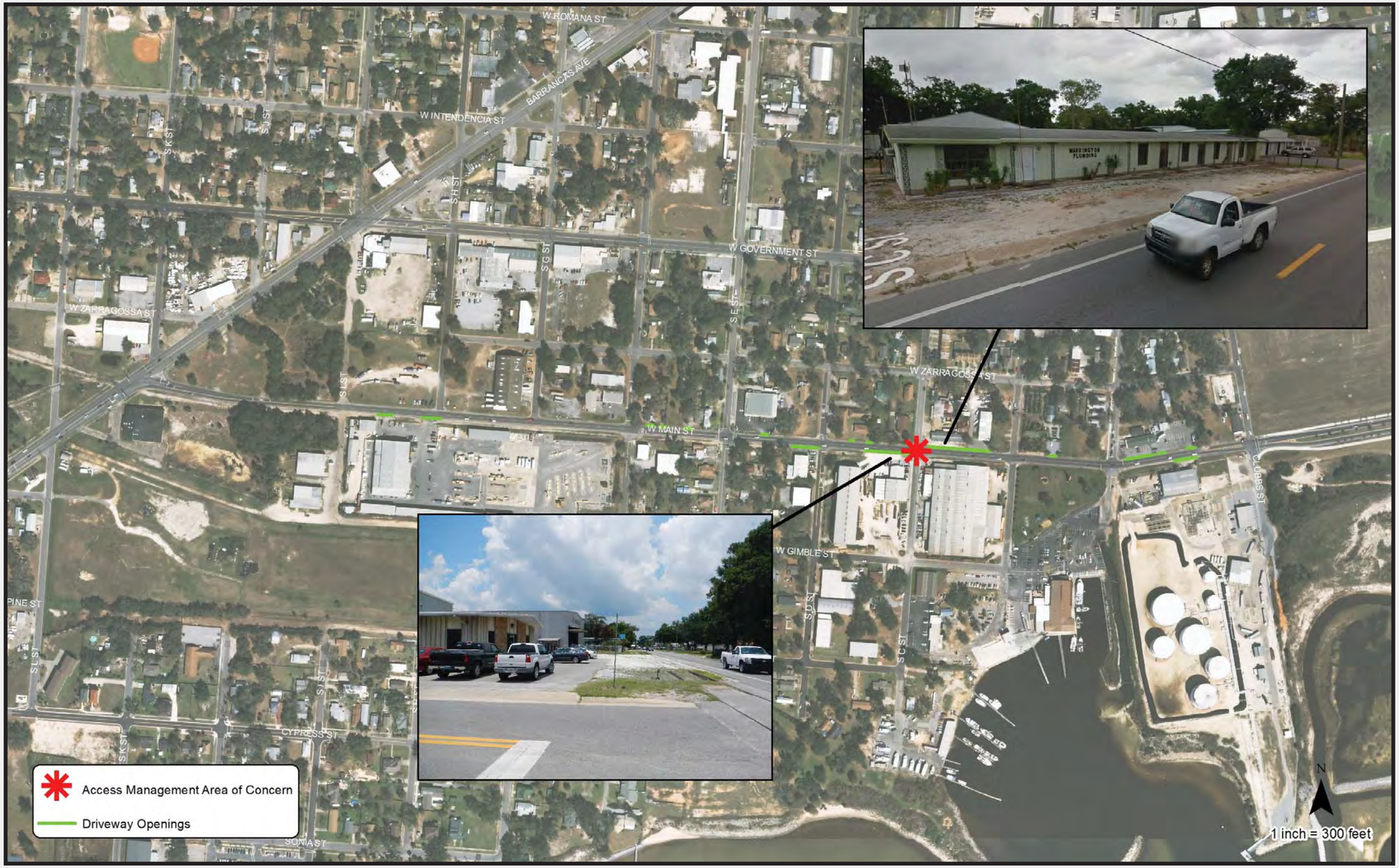
Implementing good access management practices can increase public safety, extend the life of major roadways, reduce traffic congestion, support alternative transportation modes, and potentially improve the appearance and quality of a corridor (Source: TRB Access Management Committee).

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


W ROMANA ST
BARRANCAS AVE
W INTENDENCIA ST
S K ST
S J ST
S H ST
S G ST
S E ST
W GOVERNMENT ST
W ZARRAGOSSA ST
S I ST
W MAIN ST
W GIMBLE ST
S C ST
CLUBBS ST
PINE ST
S L ST
CYPRESS ST
SONIA ST
Access Management Area of Concern
Driveway Openings
N
1 inch = 300 feet

3

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.

Main Street Corridor Management Plan

Figure 3-1

MAIN STREET GATEWAY
- gateway to set design experi ence for visitors to the corridor
- welcome factor of gateway needs to be in concert with scale and corridor's identity

OFFICE/COMMERCIAL POTENTIAL
- recommend that parcels along Barrancas Avenue focus redevelopment towards professional office/commercial use and begin mixed-use back from Barrancas
- development should address Main Street and Barrancas Avenue with off-street parking behind building.
- Potential to utilize existing tree stand as a buffer to mixed-use and/or residential use and also provide a north-south pedestrian/trail connection to large community park to south
- development should be architecturally significant because it will become the west gateway to the corridor

EXISTING TREES
- where feasible preserve existing mature canopy trees and incorporate into development and/or open space
- provides instant value to open space and adjacent development
- existing mature canopy trees will provide aesthetic appeal and an established character to complement new development

E STREET
- important cross street within Main Street corridor that should have pedestrian-focused facilities and connectivity
- linkages include elementary school to the north and community center to the south

POCKET PARK/ OPEN SPACE
- plan for and develop urban green spaces that can provide pleasant buffers between uses, create rest areas that compliment retail uses and enhance pedestrian comfort

OVERHEAD UTILITIES
- current streetscape obstacle and hinders any pedestrian walk along the north side of Main Street
- recommend to bury utility lines and establish a pedestrian walk

URBAN RESIDENTIAL
- many lots along the corridor lack orientation towards Main Street which results in an unfocused streetscape
- urban townhomes with a Main Street focus and rear access would help address the urban street and help to transition to existing single family residential

MIXED-USE
- corner redevelopment parcel to complement the parcel to the south to establish a corridor statement and set an architectural and urban tone

SECONDARY INTERSECTION
- a signalized intersection with attention to pedestrian facilities and circulation

WEST END CONCEPTUAL SITE DEVELOPMENT
- 2012 study to redevelop parcel with an internalized mixed use interior urban core, multi-family residential, public street extensions and large water feature
- the water feature and terraced lawn may decrease the feeling of

MAIN STREET IMPROVEMENTS
- extend streetscape improvements for design continuity

AMERICAN CREOSOTE WORKS REUSE ASSESSMENT (2003 AND 2010 UPDATED)
- study calls for multiple story mixed-use development along Main Street, Barrancas Avenue and L Street and a large linear green space on undeveloped land one block south of Main Street
- study also recommends extension of public streets for better street pattern connectivity

PROBUILD LUMBER YARD PARCEL
- reference American Creosote Works Reuse Assessment (2003 and 2010 updated)
- with long Main Street frontage development should address the street and enhance the pedestrian zone along the corridor leys, where applicable

I STREET, G STREET AND GIMBLE STREET
- recommend improving street connectivity for vehicular flow and future development
- reference American Creosote Works Reuse Assessment (2003 and 2010 updated)
- with a focus to Main Street a more complete street pattern will improve vehicular circulation, access to off-street parking, service and alleys, where applicable

MAIN STREET VILLAGE CORE
- primary intersection along corridor needs to have primary development focus
- a pedestrian friendly and architecturally enhanced mixed-use development with an urban street orientation will provide a central hub of activity and a core anchor for the corridor

PRIMARY INTERSECTION
- at the heart of the corridor and vital to east-west, as well as,north-south movement
- the intersection forms the core around which development can occur so the design, pedestrian facilities and streetscape improvements need to solidify its primary position of hierarchy along the corridor

BELL STEEL PARCEL
- potential to adaptively reuse structures to create unique residential use
- art gallery, art studios/lofts and live/work units
- provides not only unique residential but also diversity in residential offerings along corridor
- development should address the street to strengthen urban appeal

RAIL CORRIDOR
- provides excellent opportunity for wide pedestrian walk along corridor
- walk could incorporate rail aspects into design to highlight its rail past

MINOR STREETS /INTERSECTIONS
- existing cross streets seem to have more complete pedestrian facilities than Main Street but tend to dead end at or near Main Street
- cross street pedestrian connectivity will be vital to increase pedestrian trips to corridor from residential areas off of Main Street
- potential use of traffic calming techniques to increase pedestrian safety

ICONIC JOE PATTI'S
- large underutilized green space area could be redesigned in collaboration with parking lot to maintain greenspace, visibility to and signage for Joe Patti's, parking and to accommodate scheduled prog ramming (e.g., farmers' market, art walk, Taste of Patti's)

CHEVRON PARCEL
- large industrial waterfront parcel and potential brownfield site for redevelopment
- potential high density multi-family urban residential use with potential first floor commercial use and integrated public waterfront promenade

UNDEVELOPED WATERFRONT PARCEL
- potential eco-sensitive waterfront park to expand public access to water
- help increase public waterfront connectivity

4

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

Preferred Concept- Concept 1

Other Concepts

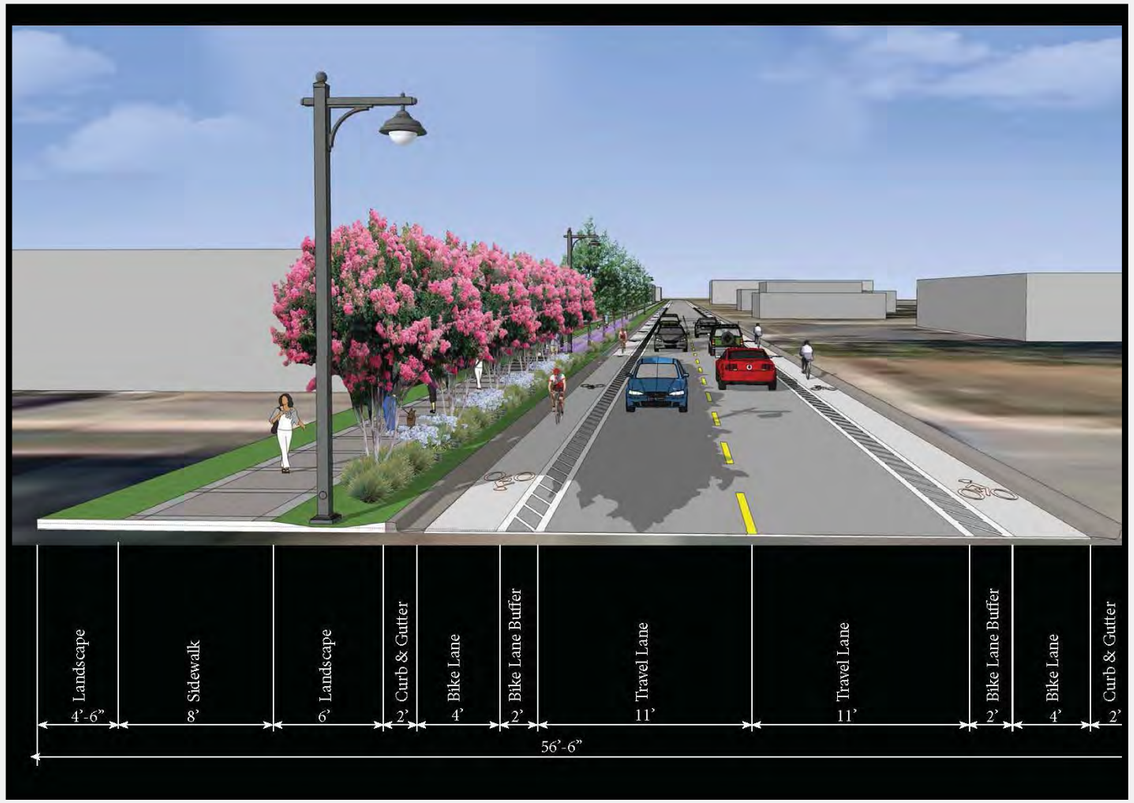


Figure 4-2 **Concept 2**

Figure 4-3 **Concept 3**

Figure 4-4

Concept 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.

Evaluation Matrix

	Main Street Corridor Proposed Concepts				
Evaluation Measure	**Concept 1**	**Concept 2**	**Concept 3**	**Concept 4**	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 incoporates 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 requre 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

Symbol	*Meaning*	*Points*	
○	Least Desirable	0	Primary consideration
◔		1	Secondary consideration
◑	Neutral	2	Tertiary consideration
◕		3	
●	Most Desirable	4	

5

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

Proposed

Figure 5-2

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.

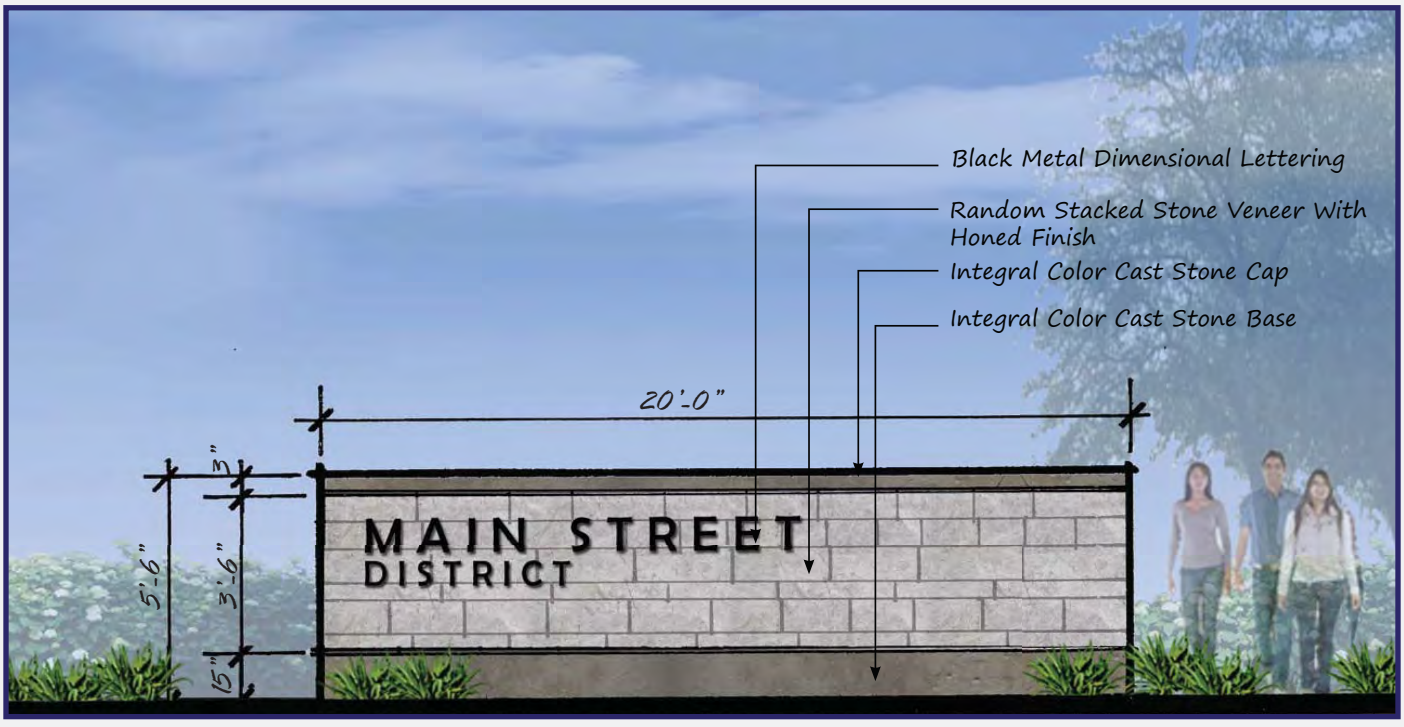
The concepts that were developed were inspired by the established streetscape elements recently finished east of Clubbs Street., the industrial history of the corridor and the presence of the rail line. The established streetscape elements of small columns, simple caps, precast concrete and brick paving 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.

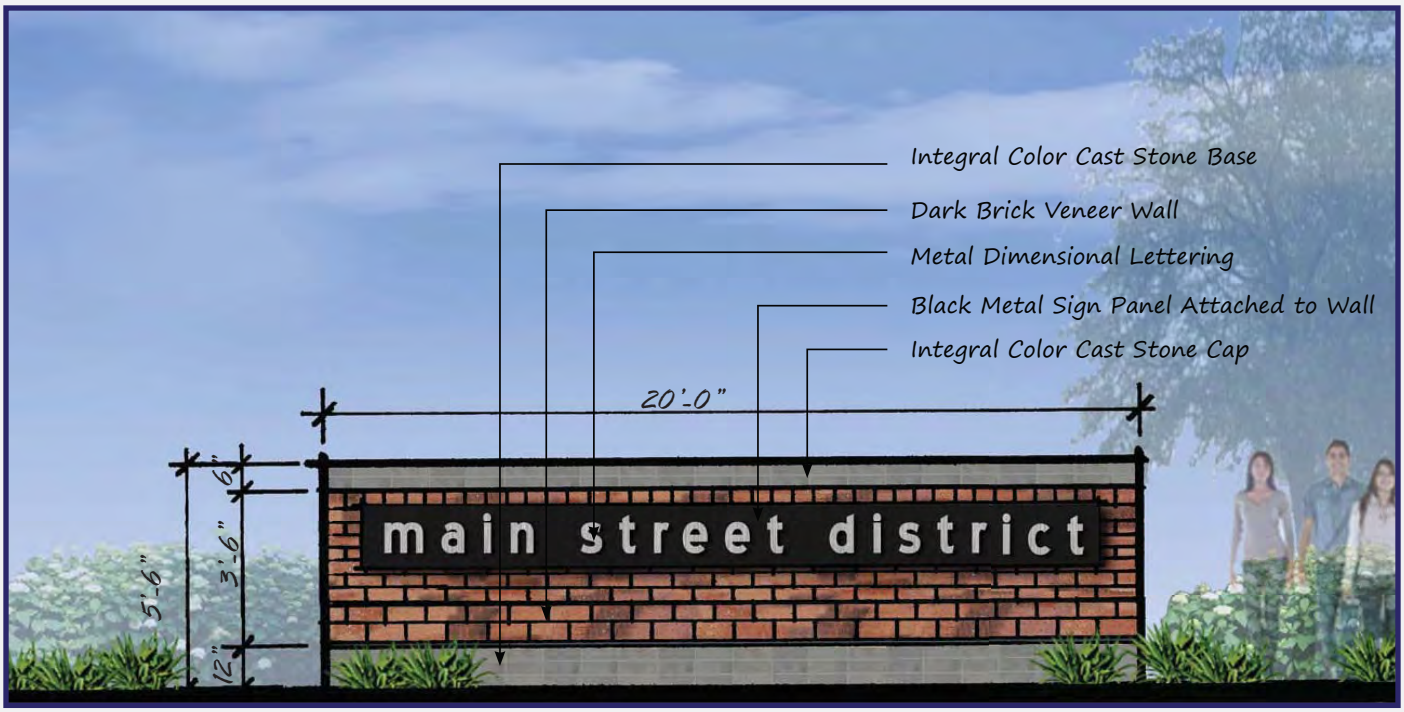
Gateway Sign A

Figure 5-5



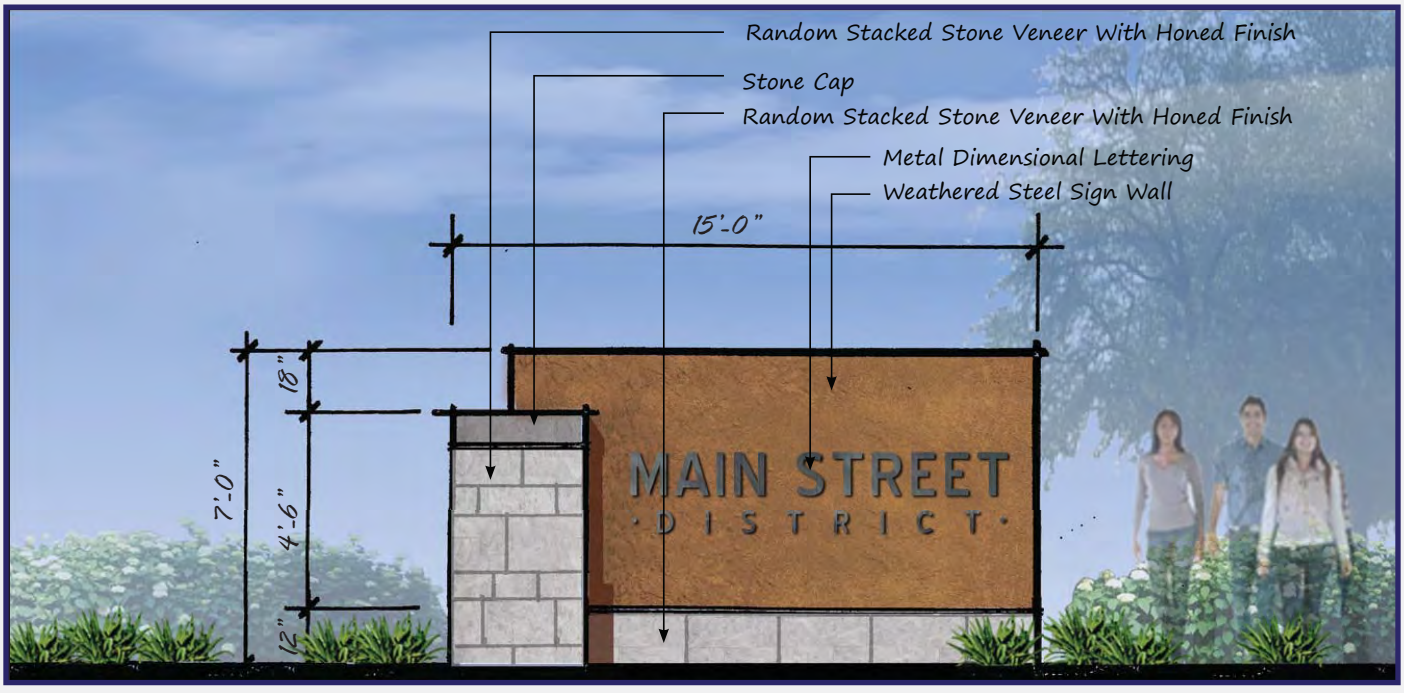
Gateway Sign B

Figure 5-6



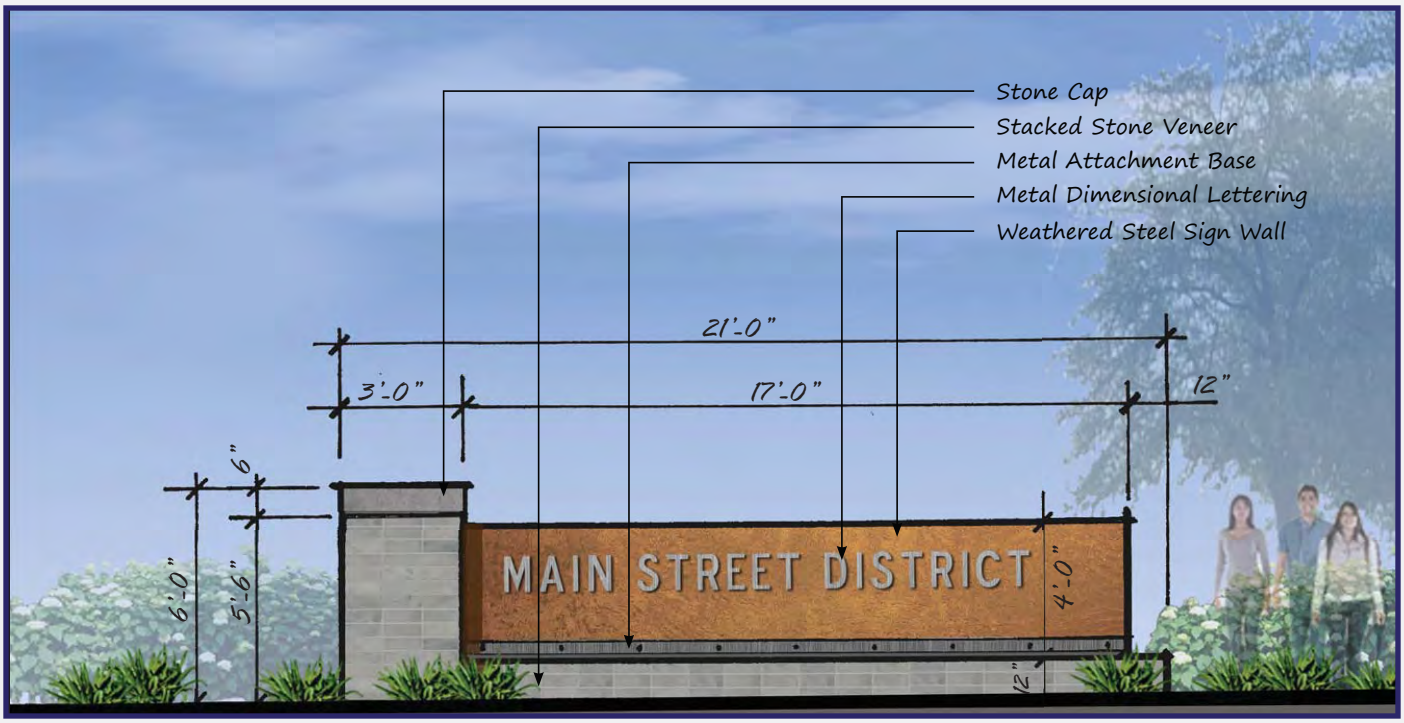
Gateway Sign C

Figure 5-7



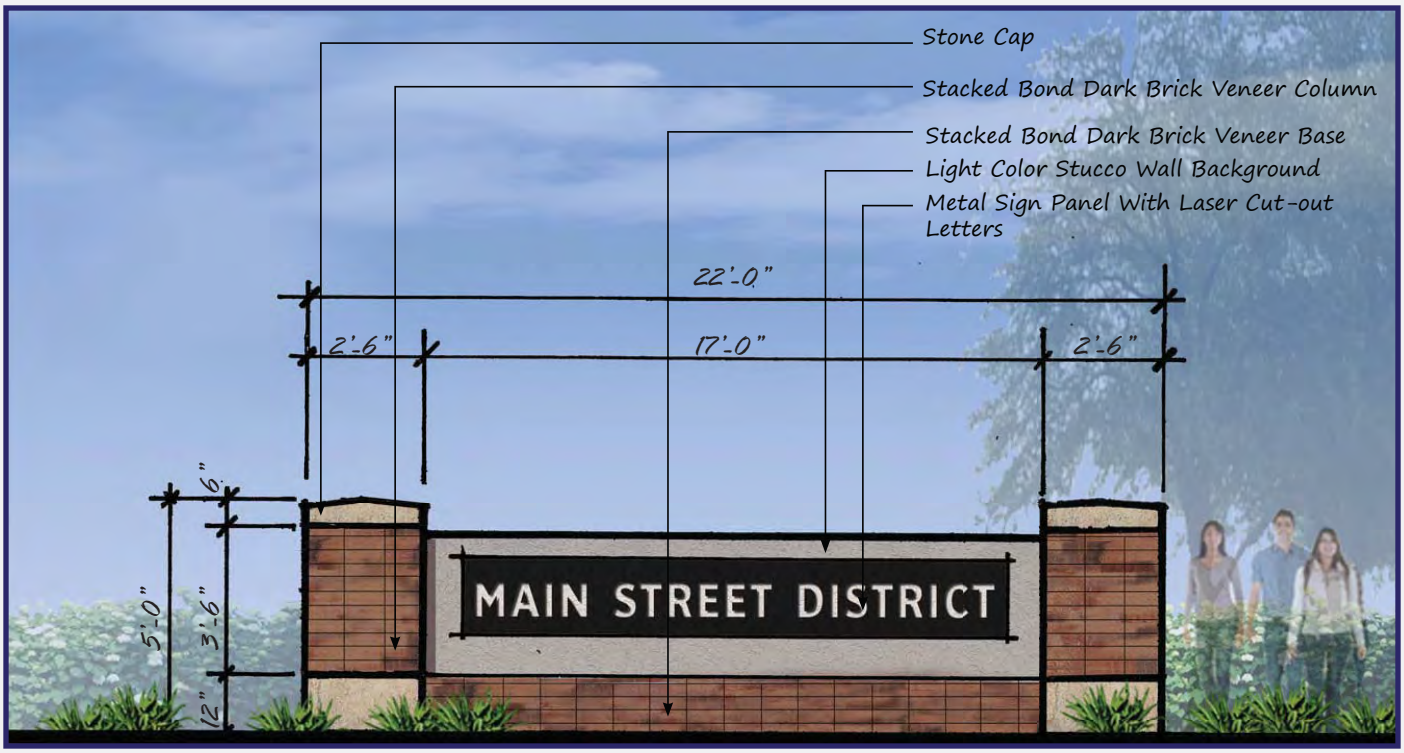
Gateway Sign D

Figure 5-8



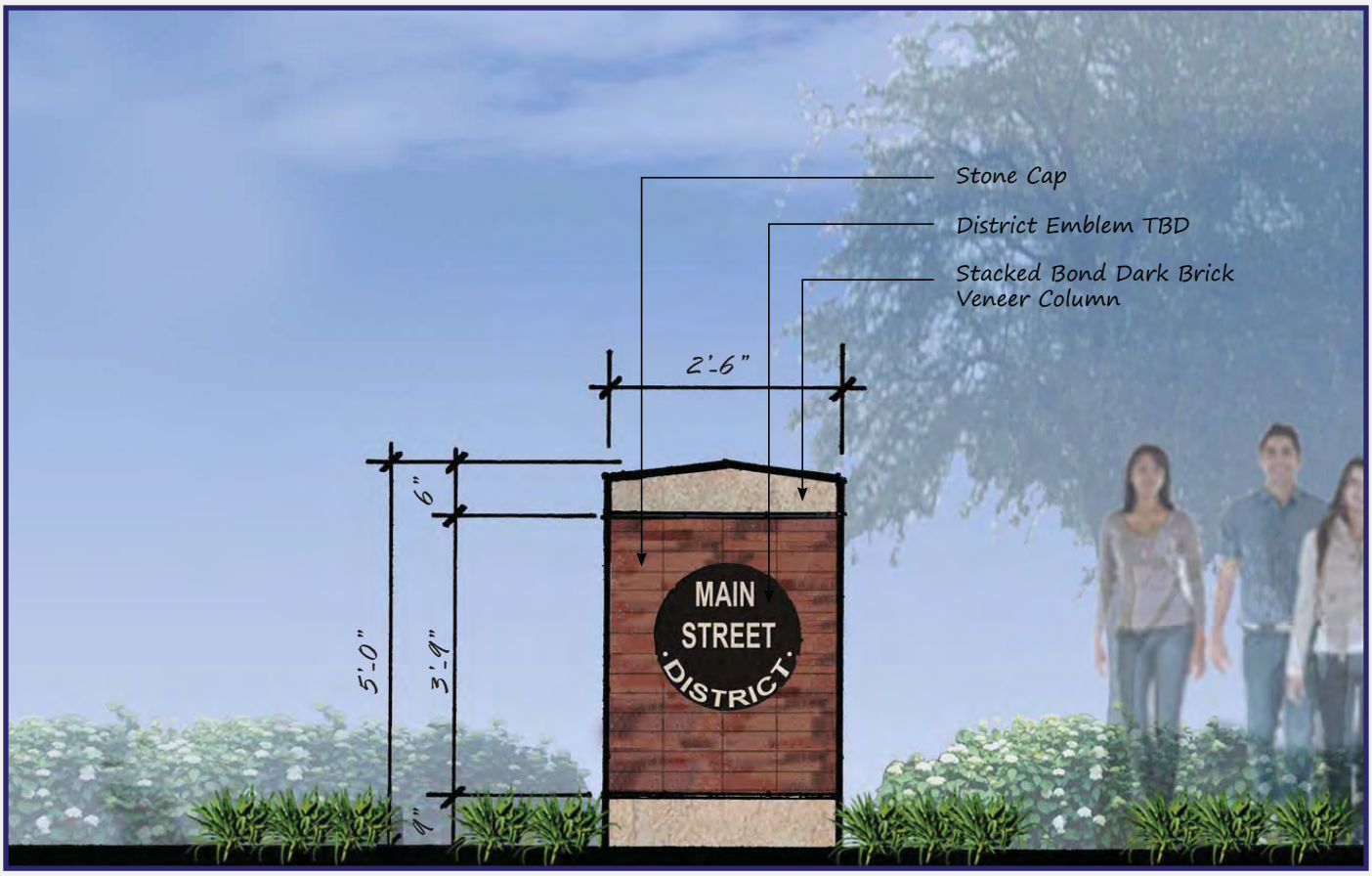
Gateway Sign E

Figure 5-9



Gateway Sign F

Figure 5-10



Gateway Sign F1

Figure 5-11

6

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 (wayfaring, entry features etc.) was mentioned by some attendees.

Main Street CMP Public Workshop #1

Main Street CMP Public Workshop #2

NEWS

HOLIDAY DECOR

LETTING THE CHRISTMAS SPIRIT RING

CRIME AND COURTS

Attorneys seeking info on vandalism

UNIVERSITY OF WEST FLORIDA

Board of Trustees mulling student housing cost hike

Schools

MAIN STREET CORRIDOR MANAGEMENT PLAN

PUBLIC WORKSHOP
PENSACOLA, FLORIDA

Tuesday, December 17, 2013 5:30 p.m. – 7:00 p.m.
City of Pensacola, City Hall, 222 West 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 Barrancas Avenue to Clubbs 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@atkinsglobal.com.

Sponsored by:

Florida-Alabama TPO

ATKINS

Howard Fillingim's
Full Line of Fruits & Vegetables

Pensacola News Journal Ad for Main Street CMP Public Workshop

7

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 page (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 recommend. 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.

8

APPENDICES

Appendix A - Traffic Data

ALL TRAFFIC DATA SERVICES, INC

870 Misty Oak Dr.
Orange Park, FL 32065
904.707.8618

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

Start Time	16-Jul-13 Tue	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals 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

ALL TRAFFIC DATA SERVICES, INC
870 Misty Oak Dr.
Orange Park, FL 32065
904.707.8618

Site Code: 2
Station ID: 2
MAIN STREET BETWEEN E STREET AND D STREET

Start Time	16-Jul-13 Tue	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals 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

Site Code: 3
Station ID: 3
MAIN STREET WEST OF CLUBBS STREET

Start Time	16-Jul-13 Tue	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals 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

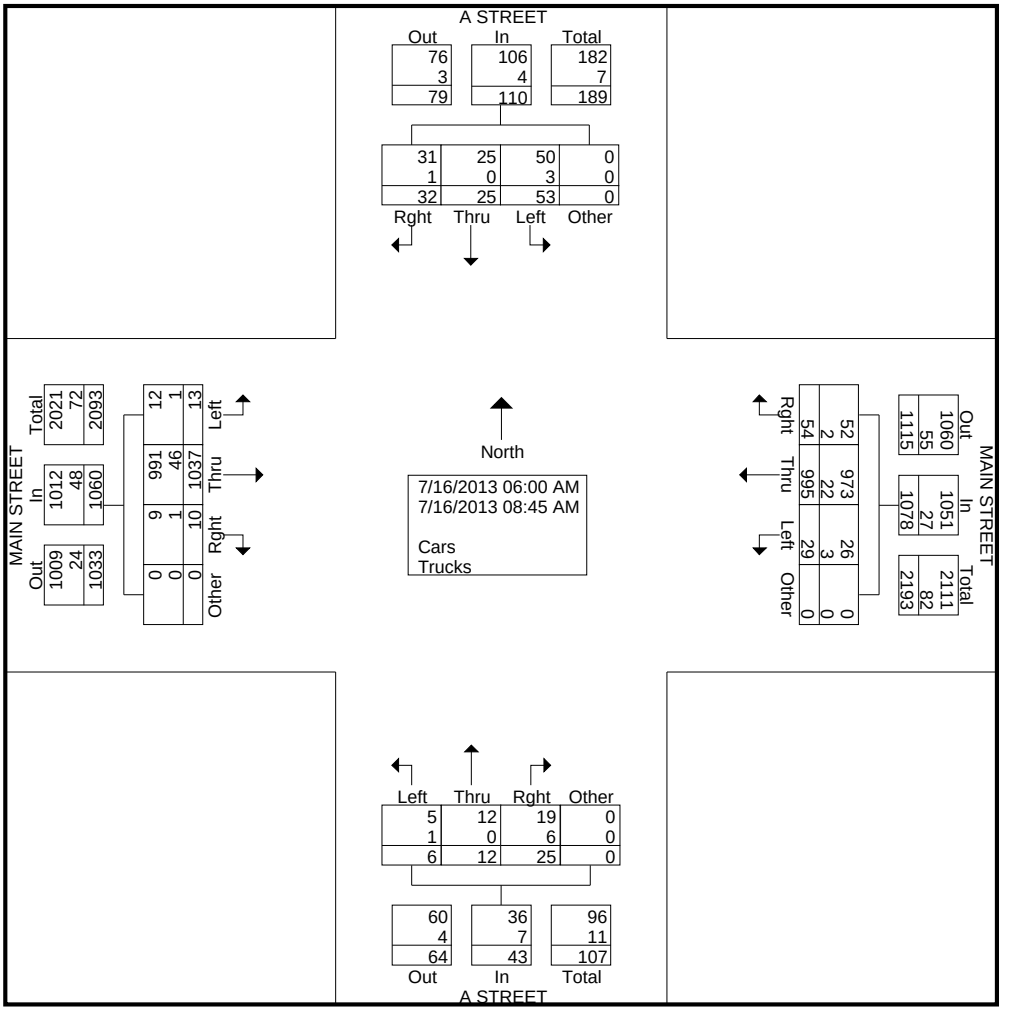
Groups Printed- Cars - Trucks

	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
Page No : 2



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

	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
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_____
Start Date : 7/16/2013
Page No : 1

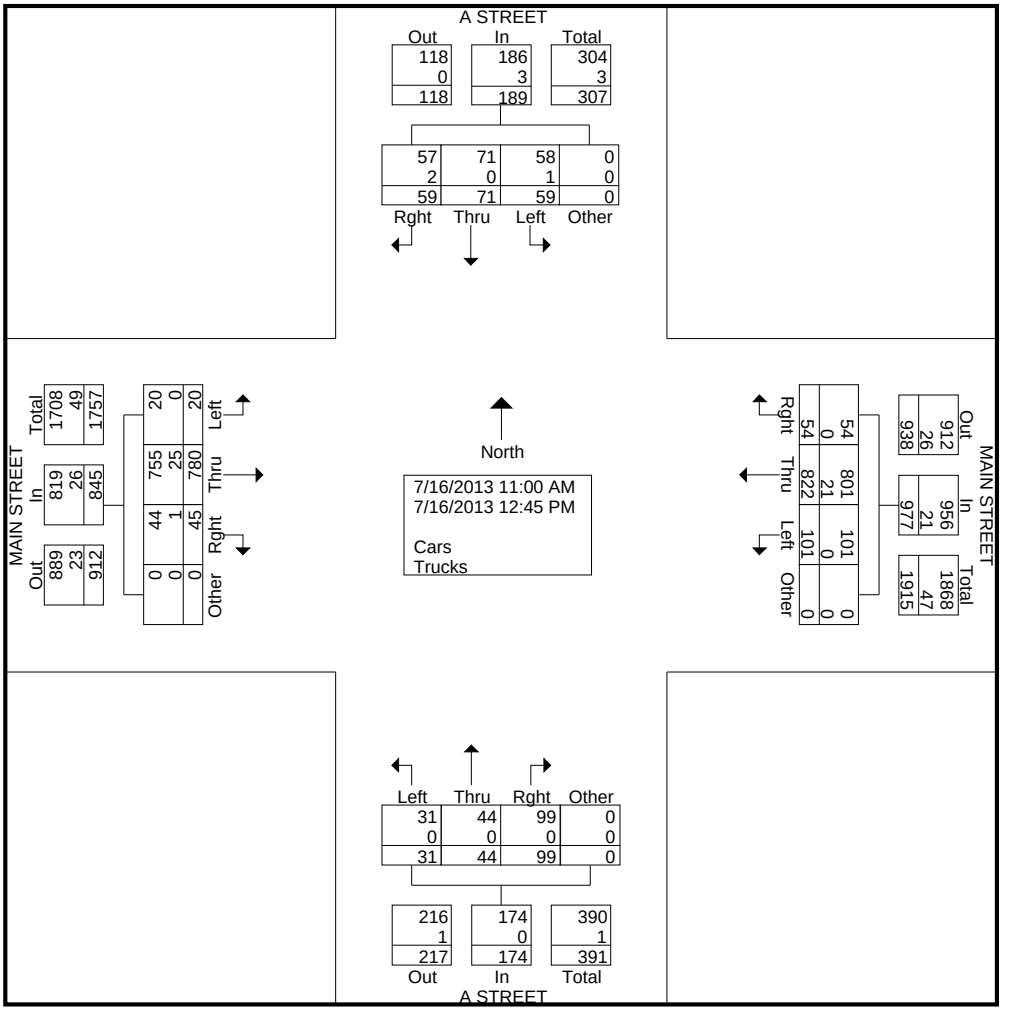
Groups Printed- Cars - Trucks

	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
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

All Traffic Data Services, Inc

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

File Name : AStreet&MainMD
Site Code : 4_____
Start Date : 7/16/2013
Page No : 2



All Traffic Data Services, Inc

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

File Name : AStreet&MainMD
Site Code : 4_____
Start Date : 7/16/2013

	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
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

All Traffic Data Services, Inc

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

File Name : AStreet&MainPM
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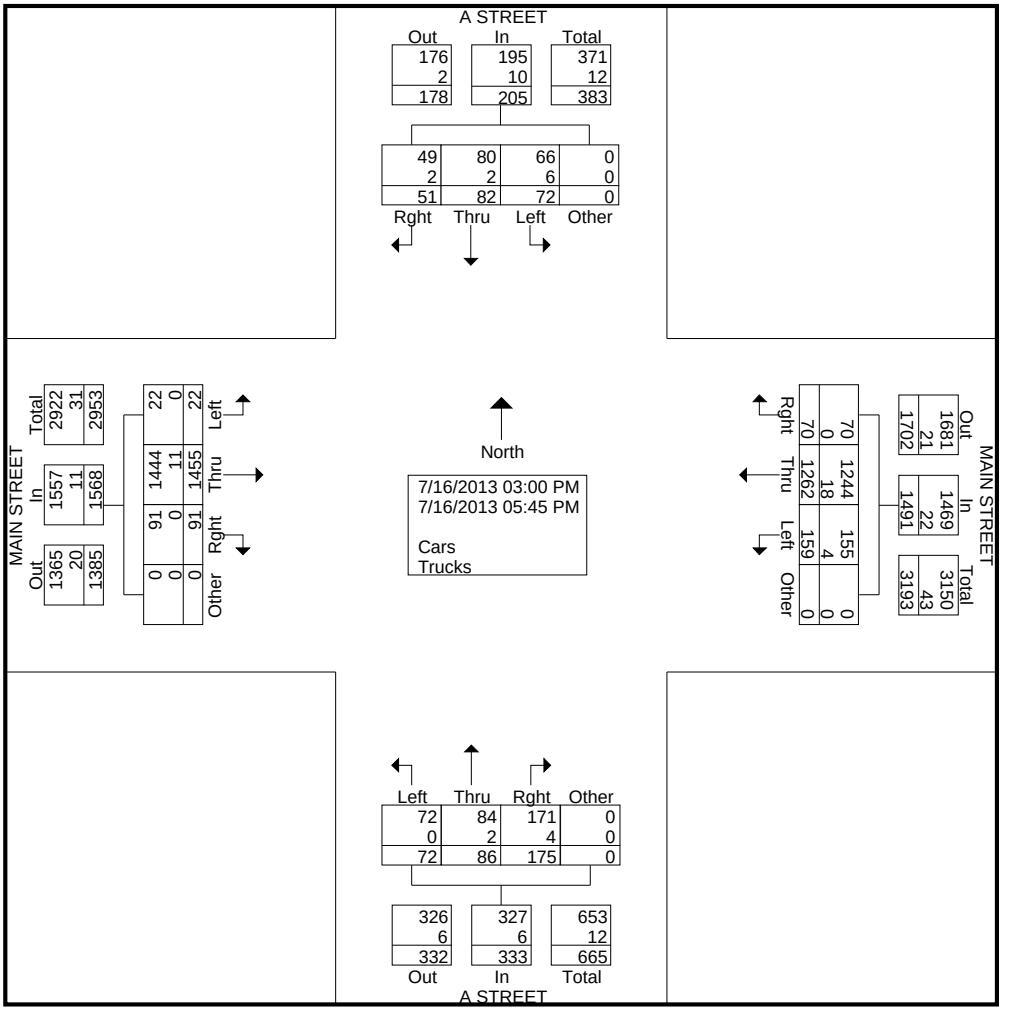

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870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

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	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
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
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(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
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
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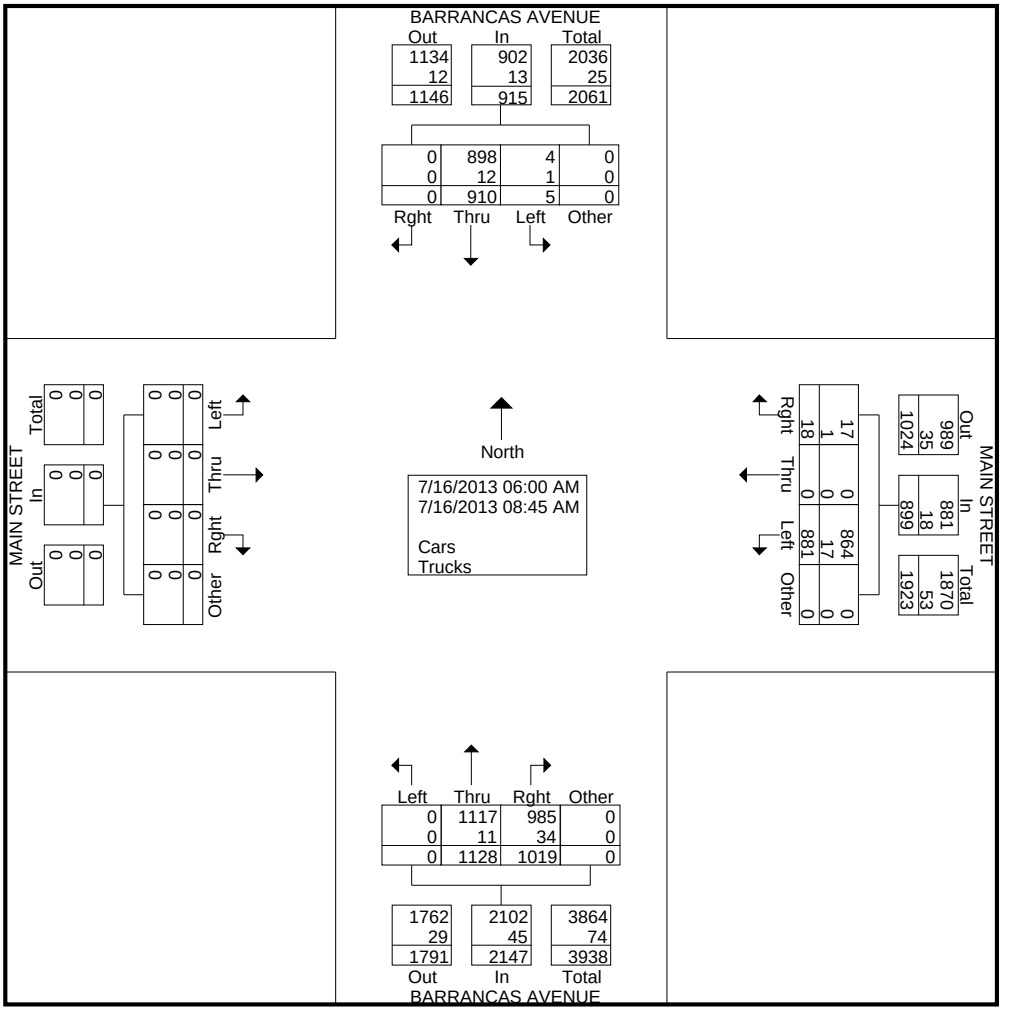

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870 Misty Oak Drive
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(904) 707-8618

File Name : Barrancas&MainAM
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Start Date : 7/16/2013

	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
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
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(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
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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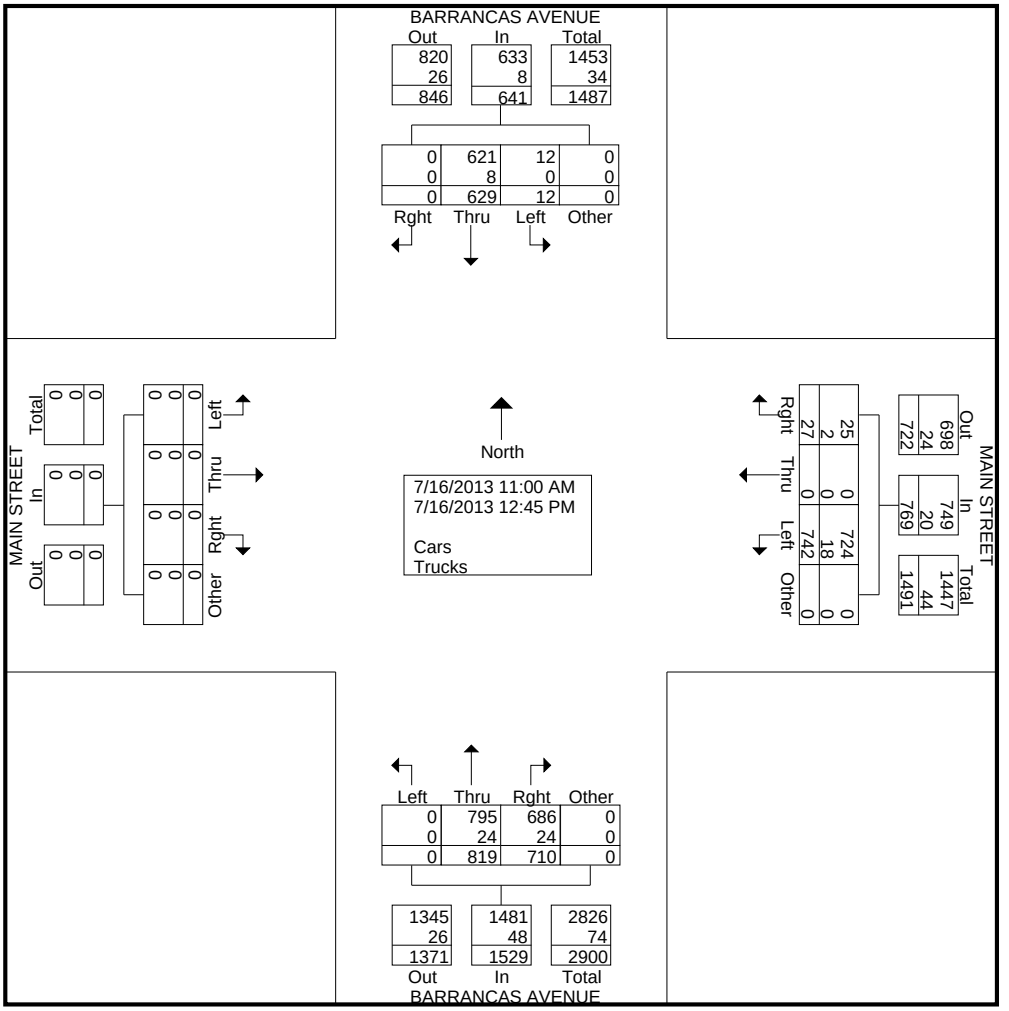

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870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

File Name : Barrancas&MainMD
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	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
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

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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

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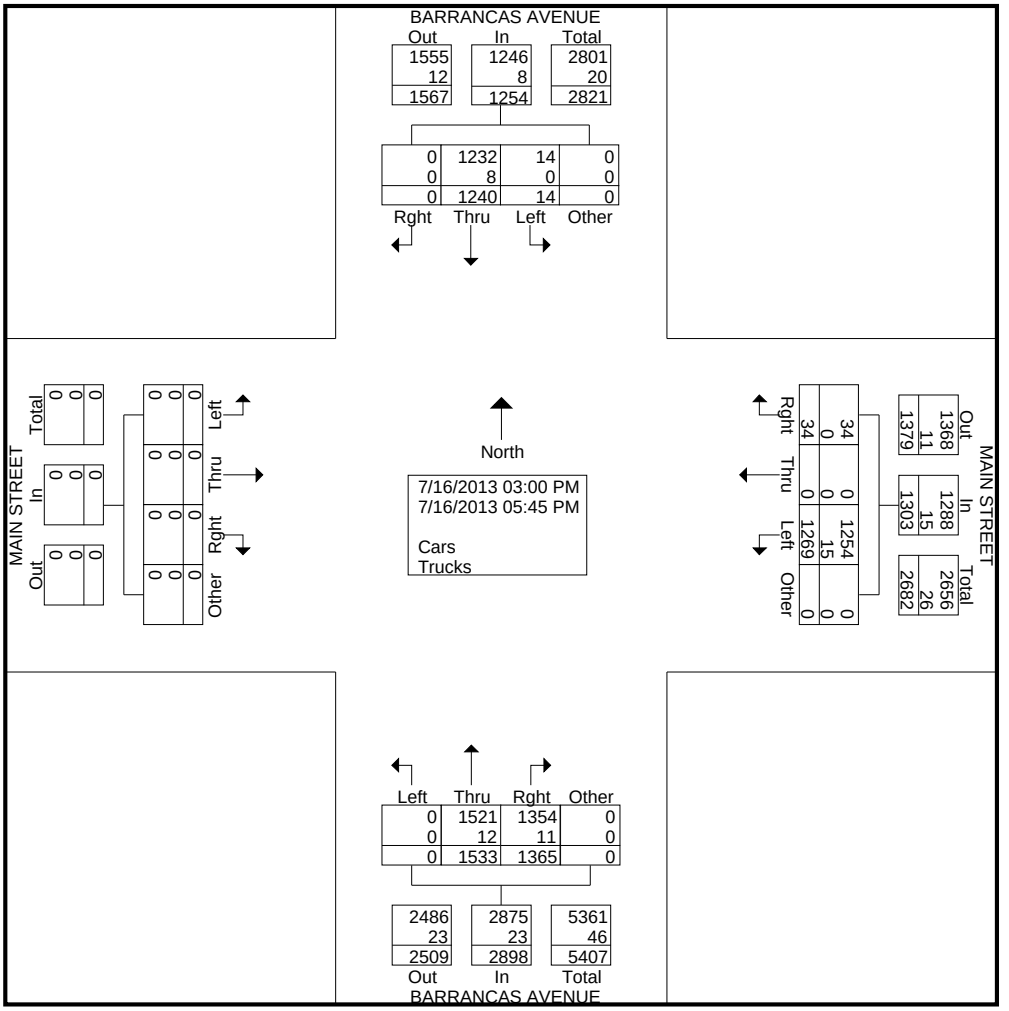

All Traffic Data Services, Inc

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

File Name : Barrancas&MainPM
Site Code : 1_____
Start Date : 7/16/2013
Page No : 3

	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
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
Site Code : 5_____
Start Date : 7/16/2013
Page No : 1

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

File Name : Clubbs&MainAM
Site Code : 5_____
Start Date : 7/16/2013
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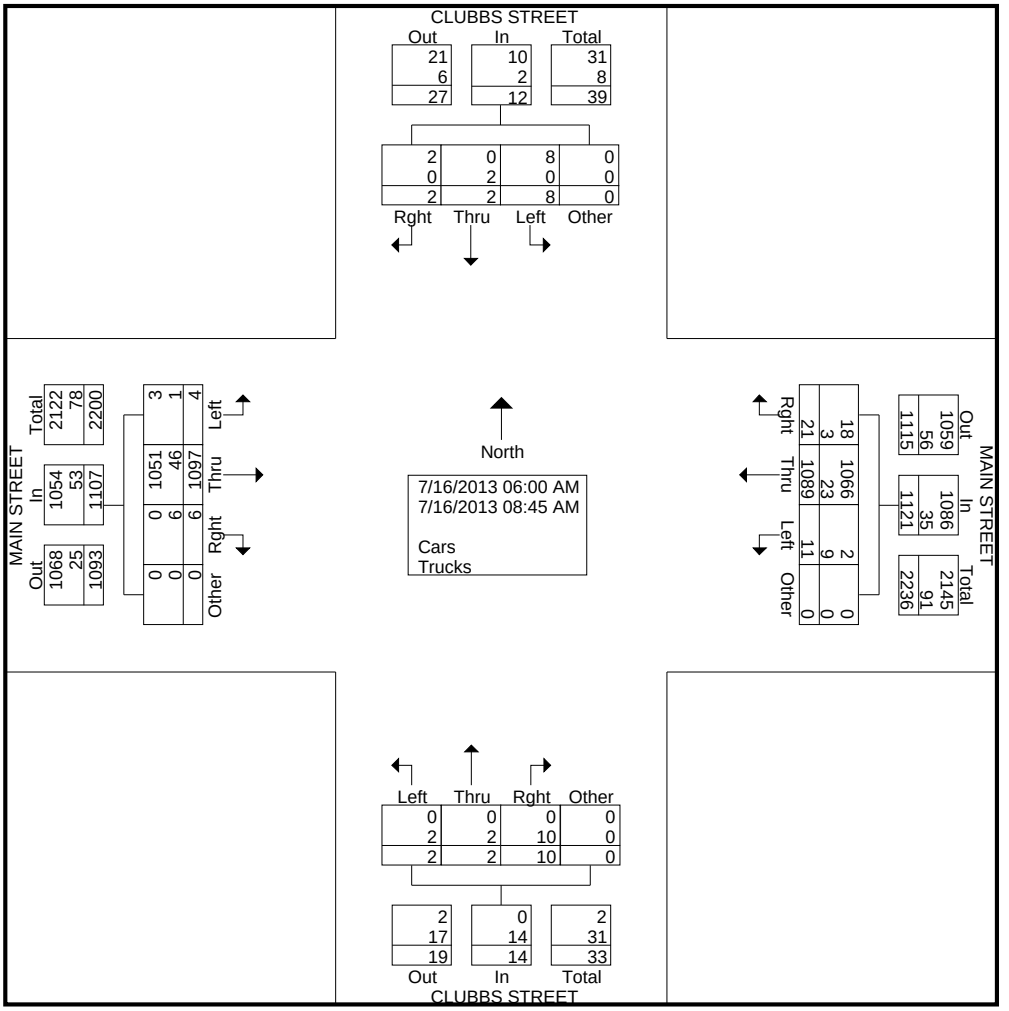

All Traffic Data Services, Inc

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

File Name : Clubbs&MainAM
Site Code : 5_____
Start Date : 7/16/2013
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	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
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

All Traffic Data Services, Inc

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

File Name : Clubbs&MainMD
Site Code : 5_____
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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

File Name : Clubbs&MainMD
Site Code : 5_____
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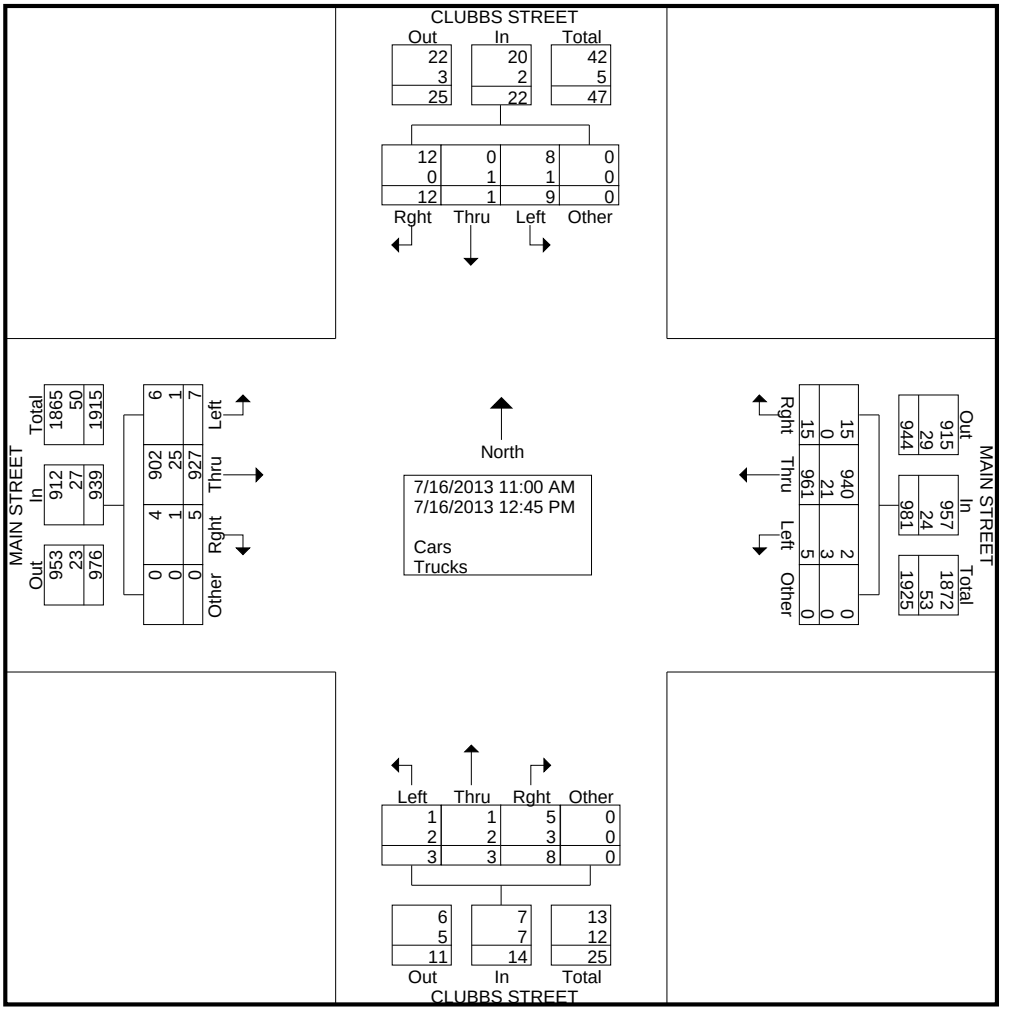

All Traffic Data Services, Inc

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

File Name : Clubbs&MainMD
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	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
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

File Name : Clubbs&MainPM
Site Code : 5_____
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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

File Name : Clubbs&MainPM
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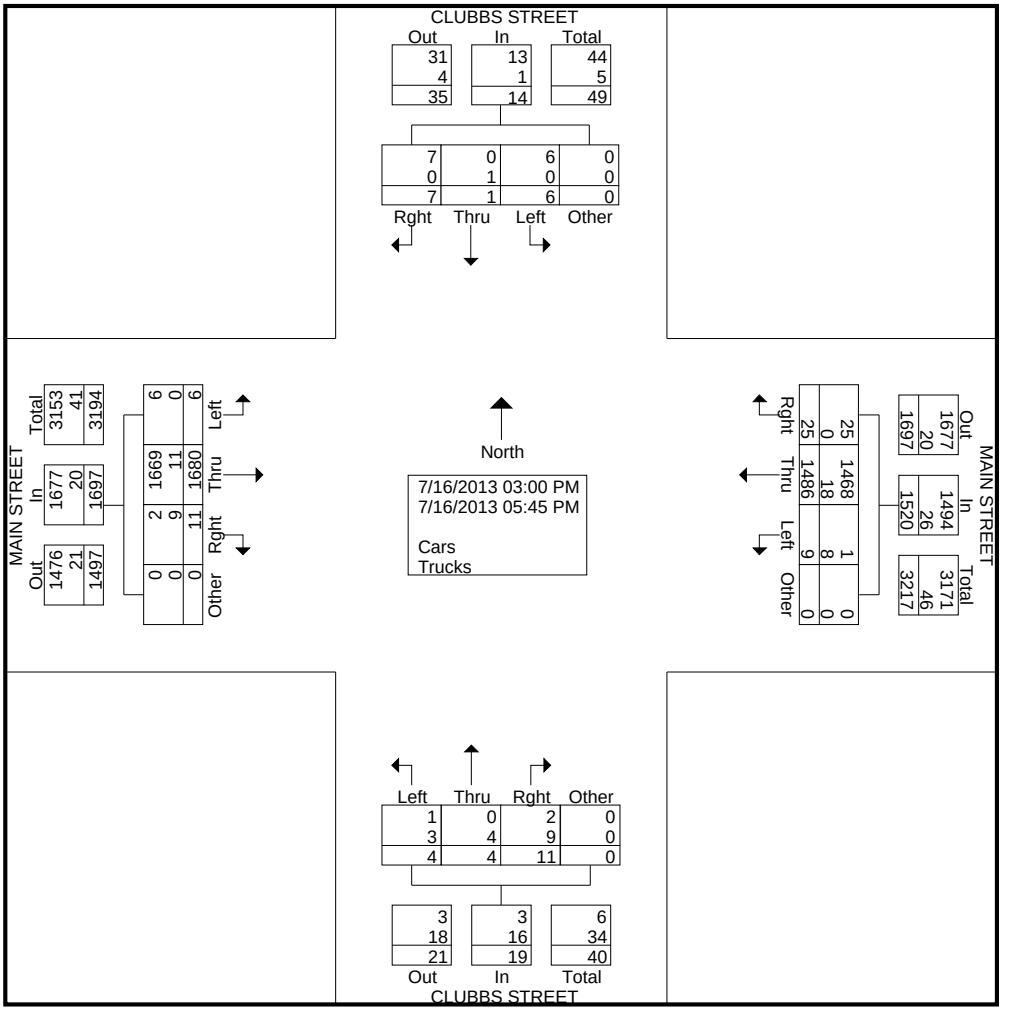

All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
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File Name : Clubbs&MainPM
Site Code : 5_____
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	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
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
Orange Park, FL 32065
(904) 707-8618

File Name : CStreet&MainAM
Site Code : 3_____
Start Date : 7/16/2013
Page No : 1

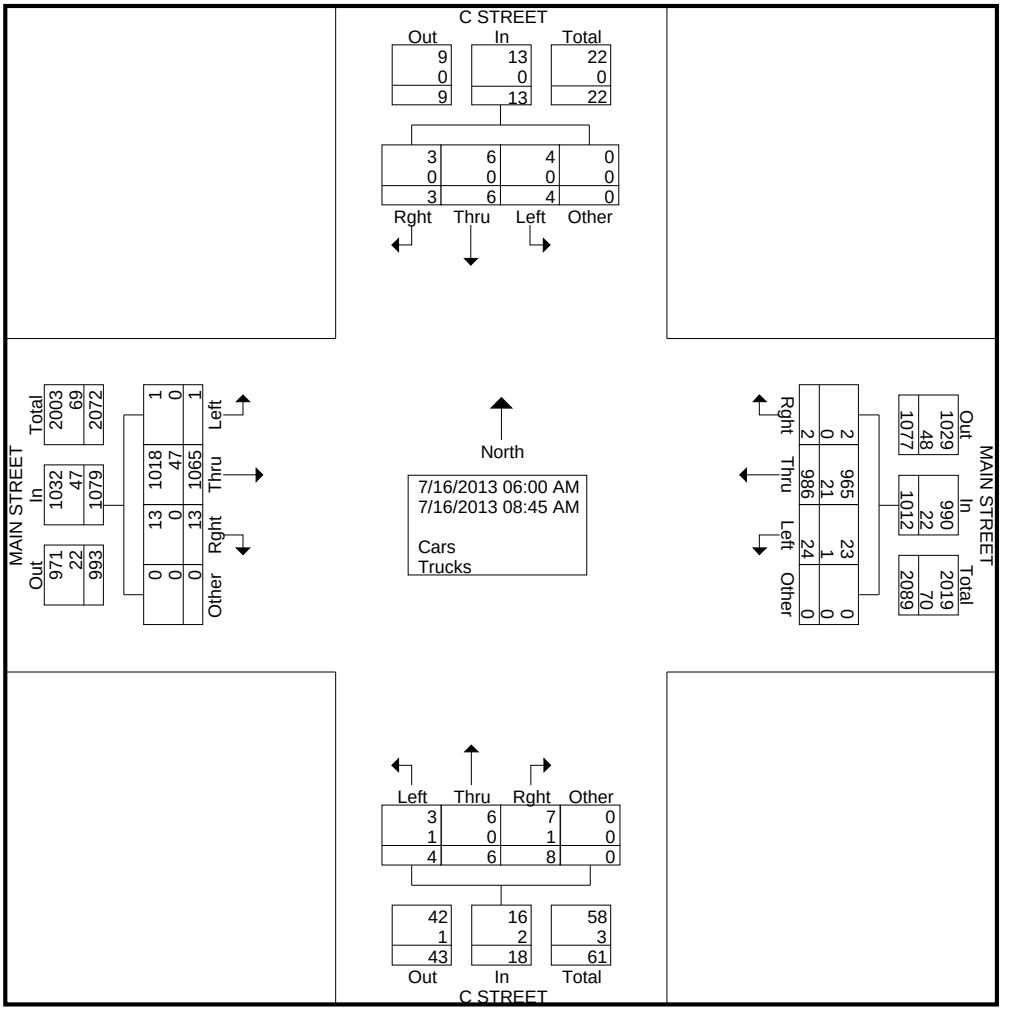
Groups Printed- Cars - Trucks

	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

File Name : CStreet&MainAM
Site Code : 3_____
Start Date : 7/16/2013
Page No : 2



All Traffic Data Services, Inc

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

File Name : CStreet&MainAM
Site Code : 3_____
Start Date : 7/16/2013
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	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
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	

All Traffic Data Services, Inc

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

File Name : CStreet&MainMD
Site Code : 3_____
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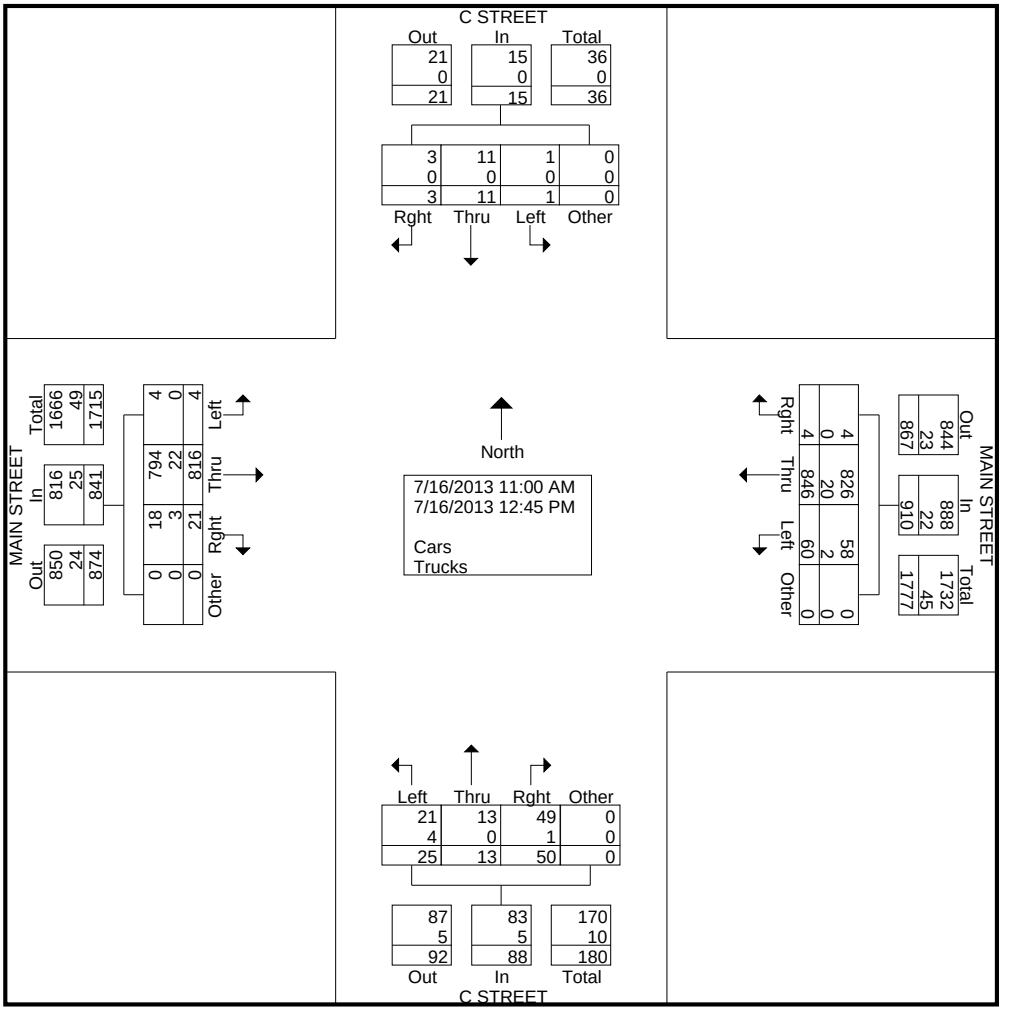
Groups Printed- Cars - Trucks

	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

All Traffic Data Services, Inc

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

File Name : CStreet&MainMD
Site Code : 3_____
Start Date : 7/16/2013
Page No : 2



All Traffic Data Services, Inc

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

File Name : CStreet&MainMD
Site Code : 3_____
Start Date : 7/16/2013
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	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
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

File Name : CStreet&MainPM
Site Code : 3_____
Start Date : 7/16/2013
Page No : 1

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
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

File Name : CStreet&MainPM
Site Code : 3_____
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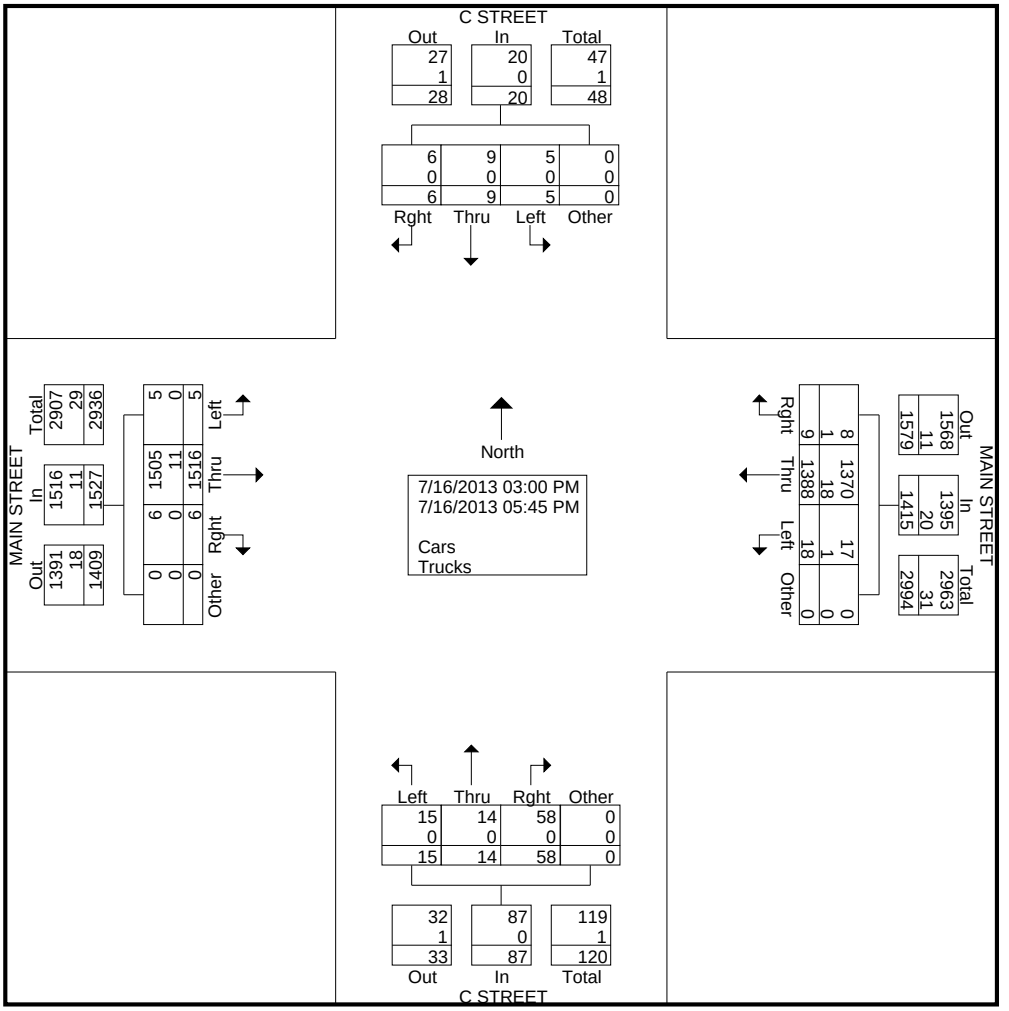

All Traffic Data Services, Inc

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

File Name : CStreet&MainPM
Site Code : 3_____
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	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
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
Orange Park, FL 32065
(904) 707-8618

File Name : EStreet&MainAM
Site Code : 2_____
Start Date : 7/16/2013
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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

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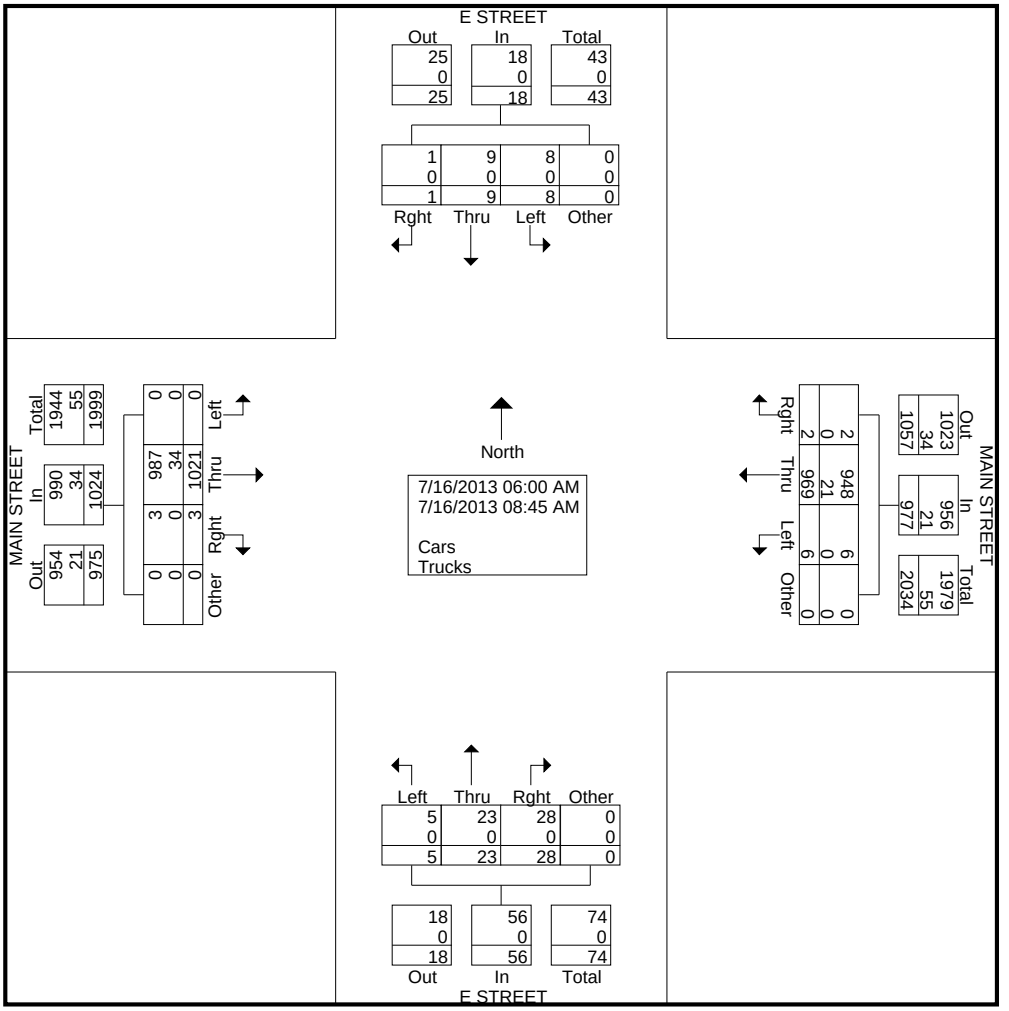

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	E STREET Southbound					MAIN STREET Westbound					E STREET Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
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	

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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

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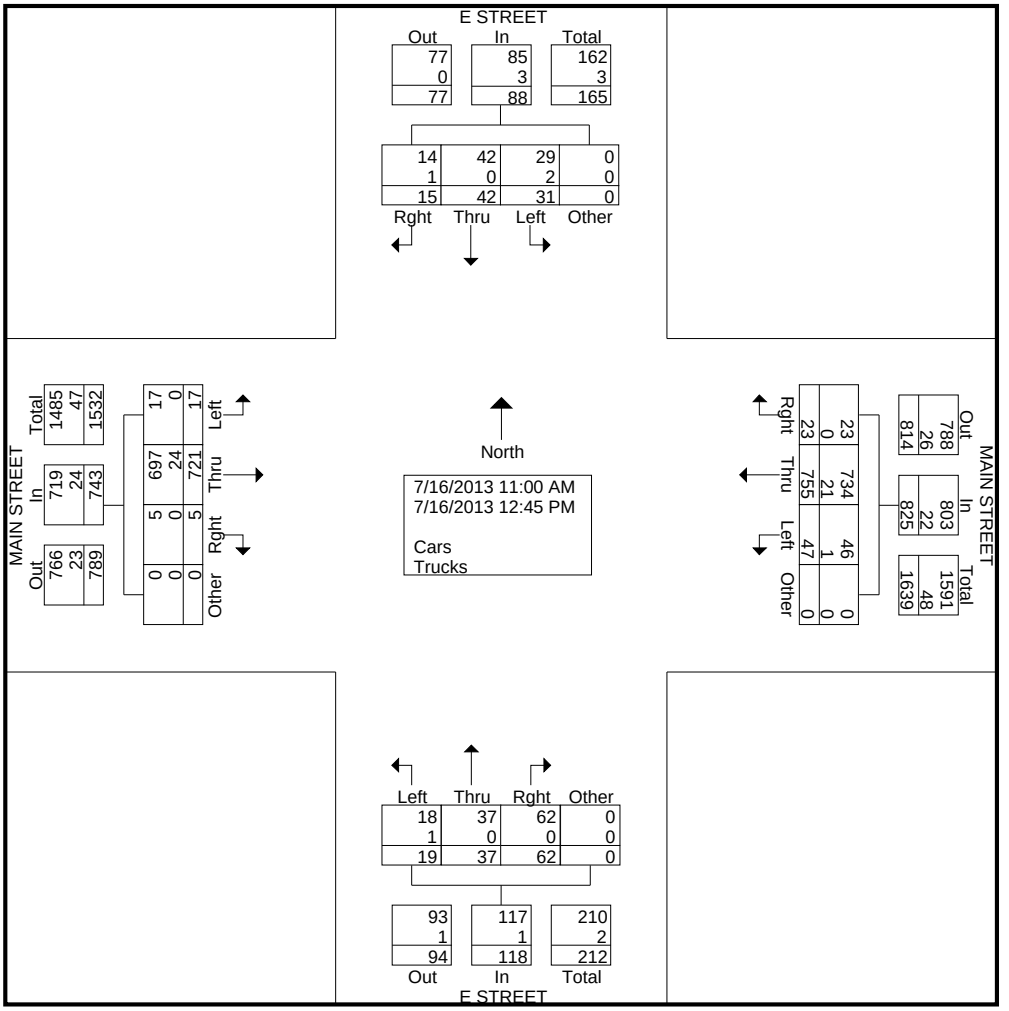

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	E STREET Southbound					MAIN STREET Westbound					E STREET Northbound					MAIN STREET Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
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	

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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

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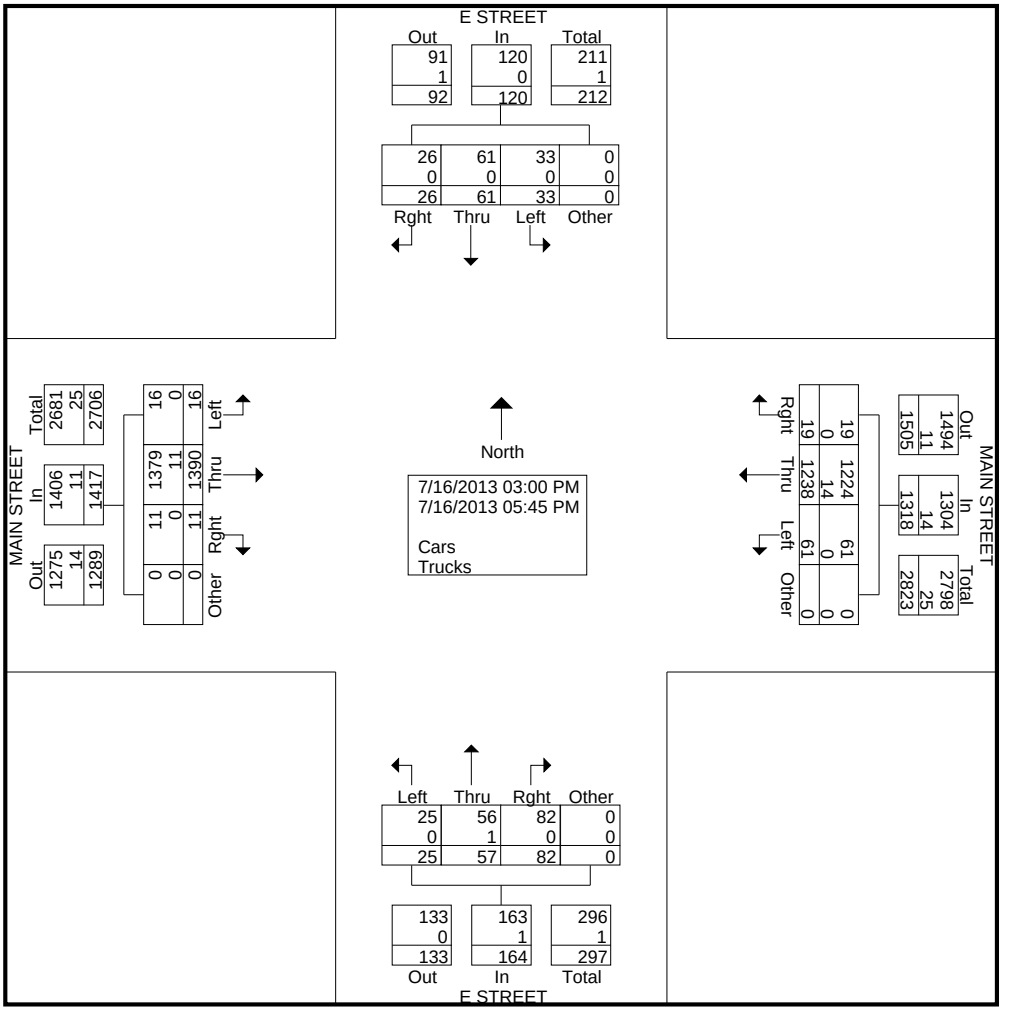

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Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire 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

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+I1), 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

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.

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.

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

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

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

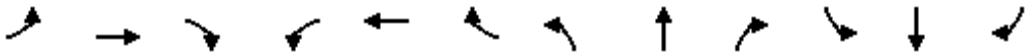
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	438	5	1	398	8	1	1	4	5	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
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



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	

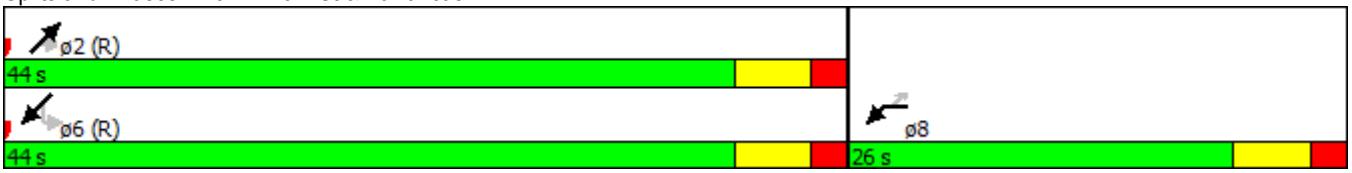
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	41.4%	ICU Level of Service	A
Analysis Period (min)	15		

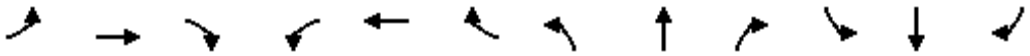
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	331	6	500	417	1	328
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	50		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	200				25	
Lane Util. Factor	0.97	1.00	0.95	1.00	0.95	0.95
Frt		0.850		0.850		
Flt 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	

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 Effct 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			

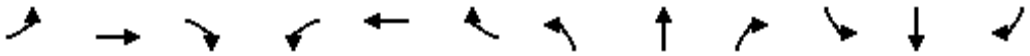
Splits and Phases: 3: W Main St & Barrancas





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			

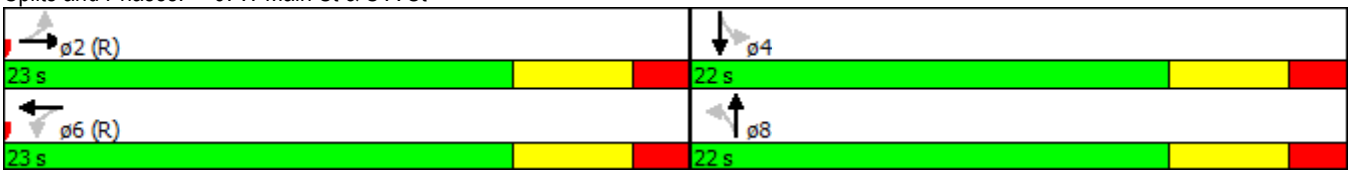


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	425	4	10	361	20	2	3	7	25	11	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			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	

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



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	

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

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

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.

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.

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+I1), 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

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												

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

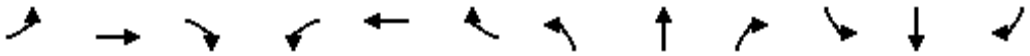
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	503	1	1	512	5	2	1	6	7	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
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



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	

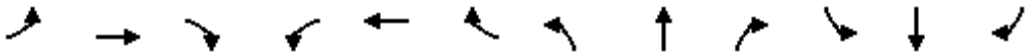
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.3%		ICU Level of Service C	
Analysis Period (min) 15			

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
Frt		0.850		0.850		
Flt Protected	0.950					0.999
Satd. Flow (prot)	3433	1583	3539	1583	0	3536
Flt 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	

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 Effct 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

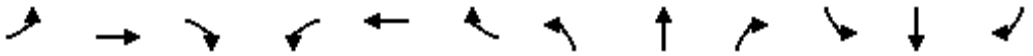
Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 0 (0%), Referenced to phase 2:NET and 6:SWTL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 13.2		Intersection LOS: B	
Intersection Capacity Utilization 46.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: W Main St & Barrancas



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			

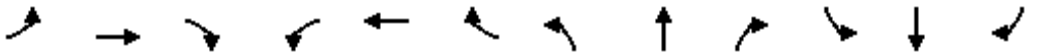


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	426	27	56	448	34	18	30	48	21	41	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		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	

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



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	

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)		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

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

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.

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.

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+I1), 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

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

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+I1), 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

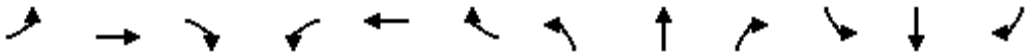
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	572	4	2	535	9	1	1	2	3	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
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



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	

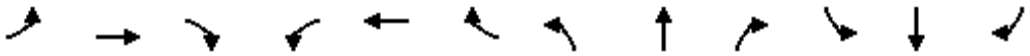
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.1%		ICU Level of Service A	
Analysis Period (min) 15			

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
Frt		0.850		0.850		
Flt Protected	0.950					0.999
Satd. Flow (prot)	3433	1583	3539	1583	0	3536
Flt 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	

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 Effct 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 LOS: B	
Intersection Capacity Utilization 52.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: W Main St & Barrancas



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	

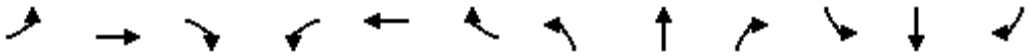
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	43.6%	ICU Level of Service	A
Analysis Period (min)	15		

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	

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		0.47			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



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	

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
	LANDASCAPE 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
	LANDASCAPE 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

No.	ITEM	QTY	UNIT	UNIT PRICE	TOTAL
	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

Florida-Alabama TPO
Transportation Planning Organization

Public Workshop
Comment Sheet

December 17, 2013

Main St. Corridor Management Plan

Date: 12-17-13

Comments: I would recoment that if you poot eny turn Lanes on Main street. That E street has one. It is the olly ~~[illegible]~~ Road to Syprus 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

Florida-Alabama TPO
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 sidewalk on the southside 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

Florida-Alabama TPO
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 of sidewalk as allowable. Planters on street lights like (downtown Fairhope) planter boxes. Neighborhood ~~identification~~ 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

Florida-Alabama TPO
Transportation Planning Organization

Public Workshop
Comment Sheet

December 17, 2013

Main St. Corridor Management Plan

Name: [redacted] Date: 12-17-2013

Address: [redacted]

E-mail Address: daryldelgado@att.net

Phone Number: 850-393-1152

Comments: Really like concept #2.

It will look great with flowering trees on both sides of roadway. Hiding 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

Florida-Alabama TPO
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

Florida-Alabama TPO
Transportation Planning Organization

Public Workshop
Comment Sheet

December 17, 2013

Main St. Corridor Management Plan

Date: 12-17-2013

Comments: I like the idea of concept 2, it has a more complete look to it. It's more inviting 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

Florida-Alabama TPO
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 feasable. You are missing one thing Downtown and that is affordable young urban energy efficient housing. Lengthen Main and investments 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

Florida-Alabama TPO
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

Figure 4-1

Preferred Concept- Concept 1

City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 2022-054 City Council 5/26/2022

LEGISLATIVE ACTION ITEM

SPONSOR: Grover C. Robinson, IV, Mayor

SUBJECT:

SUPPLEMENTAL BUDGET RESOLUTION NO. 2022-054 - "OVERTURE" DONATION FOR BARTRAM PARK AND "CHUTE DES CUBES SCULPTURE" DONATION FOR ADMIRAL MASON PARK

RECOMMENDATION:

That City Council adopt Supplemental Budget Resolution No. 2022-054.

A RESOLUTION AUTHORIZING AND MAKING REVISIONS AND APPROPRIATIONS FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2022; PROVIDING FOR AN EFFECTIVE DATE.

HEARING REQUIRED: No Hearing Required

SUMMARY:

The City of Pensacola received a funding donation from Ms. Anna Holliday Benson to be used toward the beautification of Bartram Park and Admiral Mason Park. Funds are to be used for new art additions called "Overture" by Jeremy Guy and "Chute des Cubes" by Marc Plamondon. Overture represents a musical composition, usually the orchestral introduction to a musical. Chute des Cubes has three impossibly balanced white cubes which form one monolithic outdoor structure and at night the sides of the cubes appear as free-floating diamonds. Once the sculptures are installed, they will become the property of the City of Pensacola. Prior to any future movement of the sculptures, a notice must be provided to Ms. Benson.

Ms. Benson's donation will cover the cost of the art and shipping and the City will cover the cost of installation.

PRIOR ACTION:

N/A

FUNDING:

Budget: $ 64,000.00 Overture Donation

$ 40,000.00 Chute des Cubes Donation
$104,000.00

Actual: $ 64,000.00 Overture Art purchase (includes shipping)
$ 40,000.00 Chute des Cubes Art purchase (includes shipping)
$104,000.00

FINANCIAL IMPACT:

Approval of the supplemental budget resolution will appropriate the revenues and expenditures for the Overture and Chute des Cubes Art Donation to the City of Pensacola. Installation cost will be covered by the City's general fund.

LEGAL REVIEW ONLY BY CITY ATTORNEY: Yes

5/10/2022

STAFF CONTACT:

Kerrith Fiddler, City Administrator
Amy Lovoy, Finance Director

ATTACHMENTS:

1) Supplemental Budget Resolution No. 2022-054
2) Supplemental Budget Explanation No. 2022-054
3) Overture Sculpture
4) Chute Des Cubes Sculpture

PRESENTATION: No

RESOLUTION
NO. 2022-054

A RESOLUTION
TO BE ENTITLED:

A RESOLUTION AUTHORIZING AND MAKING REVISIONS AND APPROPRIATIONS FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2022; PROVIDING FOR AN EFFECTIVE DATE.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PENSACOLA, FLORIDA

SECTION 1. The following appropriations from funds on hand in the fund accounts stated below, not heretofore appropriated, and transfer from funds on hand in the various accounts and funds stated below, heretofore appropriated, be, and the same are hereby made, directed and approved to-wit:

A. SPECIAL REVENUE FUND

To:	Miscellaneous Revenue	104,000
To:	Capital Outlay	104,000

SECTION 2. All resolutions or parts of resolutions in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 3. This resolution shall become effective on the fifth business day after adoption, unless otherwise provided pursuant to Section 4.03(d) of the City Charter of the City of Pensacola.

Adopted: _____

Approved: _____
President of City Council

Attest:

_____
City Clerk

THE CITY OF PENSACOLA

MAY 2022 - SUPPLEMENTAL BUDGET RESOLUTION - "OVERTURE" DONATION FOR BARTRAM PARK AND "CHUTE DES CUBES SCULPTURE" DONATION FOR ADMIRAL MASON PARK DONATION - RES NO. 2022-054

FUND	AMOUNT	DESCRIPTION
SPECIAL REVENUE FUND		
Estimated Revenues		
Miscellaneous Revenue	104,000	Appropriate estimated revenue -Donated Sculpture (Holly Benson)
Total Revenues	104,000	
Appropriations		
Capital Outlay	104,000	Appropriate for Capital Outlay
Total Appropriations	104,000	

JEREMY GUY SCULPTURE

contemporary abstract stone sculpture

OVERTURE

$60,000

Black granite engineered stone

280 x 180 x 130 cm /110x 71 x 51 in.

453kg / 1000lbs

Smooth surfaced, black granite flecked almost imperceptibly with copper has been engineered into an elegant sculpture resembling a treble clef. An overture is a musical composition, usually the orchestral introduction to a musical.

Back to Large Scale works

prev / next

OVERTURE

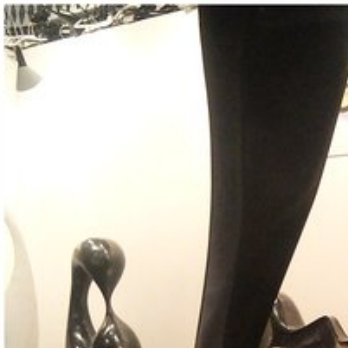
MURMURATION (SERIES) #2

MOBIUS SERIES - ION ORCHARD

ZEPHYR (SERIES) #III

MOBIUS SERIES - RITZ-CARLTON

INVERSION



SYMPHONY

ZEPHYR (SERIES) #I

SIGNATURE

UNITY

ZEPHYR (SERIES)

ZEPHYR (SERIES) #II

Oeno GALLERY

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Artists

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Chute Des Cubes 3/10 Marc Plamondon

Impossibly balanced, these three white cubes form one monolithic outdoor structure. Strongly influenced by American minimalist art, Quebec artist Marc Plamondon's playful, abstract sculptures explore positive and negative space. At night the sides of the cubes appear as free-floating diamonds. This painted, aluminum sculpture is stone white. Number 3 in an edition of 10, it is available on commission in powder coated stainless steel. 8-10 week production time required. Plamondon is a self-taught sculptor. He turned to sculpture after having studied and practiced painting, especially watercolour. He has also practiced photography. Since 2005, he has devoted his time exclusively to the sculpture of various metals, such as recycled steel, aluminum and iron. He lives and works in Lotbinière, alongside the Saint-Lawrence River.

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City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 2022-056 City Council 5/26/2022

LEGISLATIVE ACTION ITEM

SPONSOR: Grover C. Robinson, IV, Mayor

SUBJECT:

SUPPLEMENTAL BUDGET RESOLUTION NO. 2022 - 056 - FLORIDA DEPARTMENT OF TRANSPORTATION FUNDING FOR ENGINEERING DESIGN OF WEST MAIN STREET.

RECOMMENDATION:

That City Council adopt Supplemental Resolution No. 2022-056.

A RESOLUTION AUTHORIZING AND MAKING REVISIONS AND APPROPRIATIONS FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2022, PROVIDING FOR AN EFFECTIVE DATE.

HEARING REQUIRED: No Hearing Required

SUMMARY:

City staff requested and successfully received professional engineering / design funding through the Florida Department of Transportation (FDOT) via the Florida-Alabama Transportation Planning Organization (TPO) for the West Main Street Corridor Management Plan (see attached). The funds are available in FDOT's current fiscal year 2022/2023 in the amount of $249,000. The project extends from Barrancas Avenue to South Clubbs Street for approximately 0.78 miles.

The City will utilize these funds to secure the engineering design services of an Engineering Consultant. The consultant's scope shall be to produce a design that reflects the preferred alternative of a shared use path, bike lanes, enhanced crosswalks, and other traffic operations and/or intersection improvements according to the West Main Street Corridor Management Plan.

PRIOR ACTION:

A companion item has been submitted for approval of Resolution 22-049 to enter into a Local Agency Program (LAP) agreement with FDOT and accept the funding.

FUNDING:

Budget: $249,000

Actual: $249,000

FINANCIAL IMPACT:

FDOT will fund the preliminary engineering of West Main Street in the amount of $249,000. Adoption of the supplemental budget resolution by City Council will appropriate the funds.

LEGAL REVIEW ONLY BY CITY ATTORNEY: Yes

5/9/2022

STAFF CONTACT:

Kerrith Fiddler, City Administrator
David Forte, Deputy City Administrator - Community Development
Amy Tootle, PE - Director of Public Works and Facilities
James Cook, PE - Deputy Director of Operations
Brad Hinote, PE - City Engineer

ATTACHMENTS:

1) Supplemental Budget Resolution No. 2022-056
2) Supplemental Budget Explanation No. 2022-056
3) West Main Street Corridor Management Plan

PRESENTATION: No

RESOLUTION
NO. 2022-056

A RESOLUTION
TO BE ENTITLED:

A RESOLUTION AUTHORIZING AND MAKING REVISIONS AND APPROPRIATIONS FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2022; PROVIDING FOR AN EFFECTIVE DATE.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PENSACOLA, FLORIDA

SECTION 1. The following appropriations from funds on hand in the fund accounts stated below, not heretofore appropriated, and transfer from funds on hand in the various accounts and funds stated below, heretofore appropriated, be, and the same are hereby made, directed and approved to-wit:

A. SPECIAL GRANTS FUND

As Reads	State Grants	737,061
Amended To Read:	State Grants	986,061
As Reads	Operating Expenses	1,322,828
Amended To Read:	Operating Expenses	1,571,828

SECTION 2. All resolutions or parts of resolutions in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 3. This resolution shall become effective on the fifth business day after adoption, unless otherwise provided pursuant to Section 4.03(d) of the City Charter of the City of Pensacola.

Adopted: _____

Approved: _____
President of City Council

Attest:

_____
City Clerk

THE CITY OF PENSACOLA

MAY 2022 - SUPPLEMENTAL BUDGET RESOLUTION - FDOT FUNDING FOR PRELIMINARY ENGINEERING OF W. MAIN ST. - RES NO. 2022-056

FUND	AMOUNT	DESCRIPTION
SPECIAL GRANTS FUND		
Estimated Revenues		
State Grants	249,000	Increase appropriation for State Grants - FDOT Preliminary Engineering of W. Main St.
Total Revenues	249,000	
Appropriations		
Operating Expenses	249,000	Increase appropriation for Operating Expenses
Total Appropriations	249,000	

ATKINS

Main Street Corridor Management Plan

August 2014

West Florida Regional Planning Council Staff to TPO

Florida-Alabama TPO Transportation Planning Organization

TABLE OF CONTENTS

1

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 Managment 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 stormwater management facility and a passive community park	2011
Atkins	Bayfront Parkway Median Landscape Enhancement	Landscape enhancement of the existing median from Alcaniz 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.*

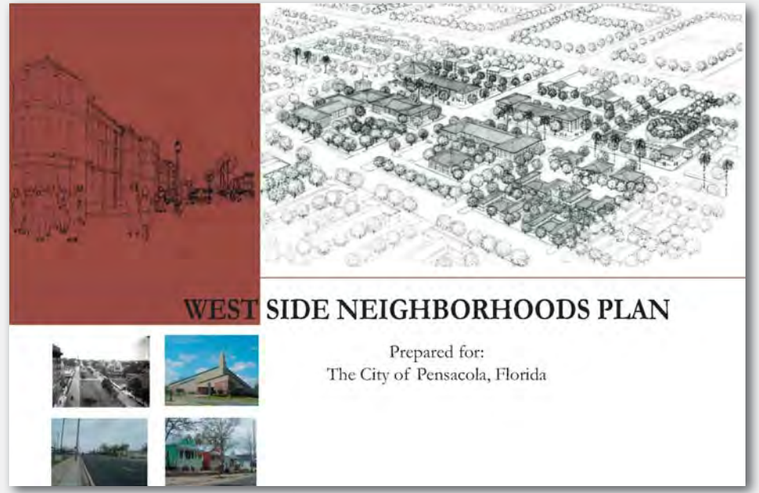
This Great Street designation recognizes Pensacola's unique redevelopment of central activity centers while protecting the historic features of the districts. As Pensacola transforms its core, the development and redevelopment of its gateways will become more important. An important near term opportunity 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

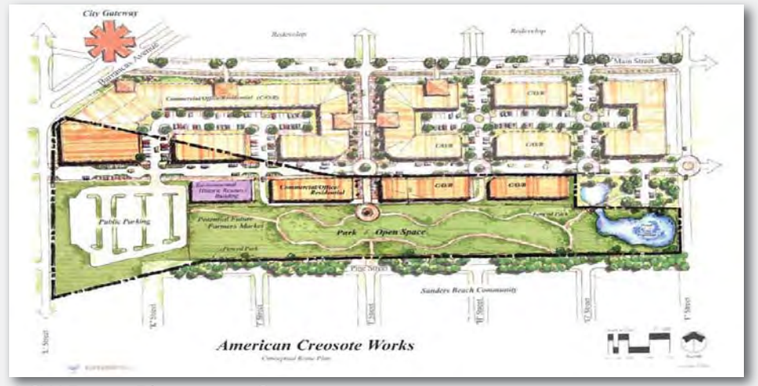
Previous Studies Figure

City of Pensacola Community Redevelopment Plan

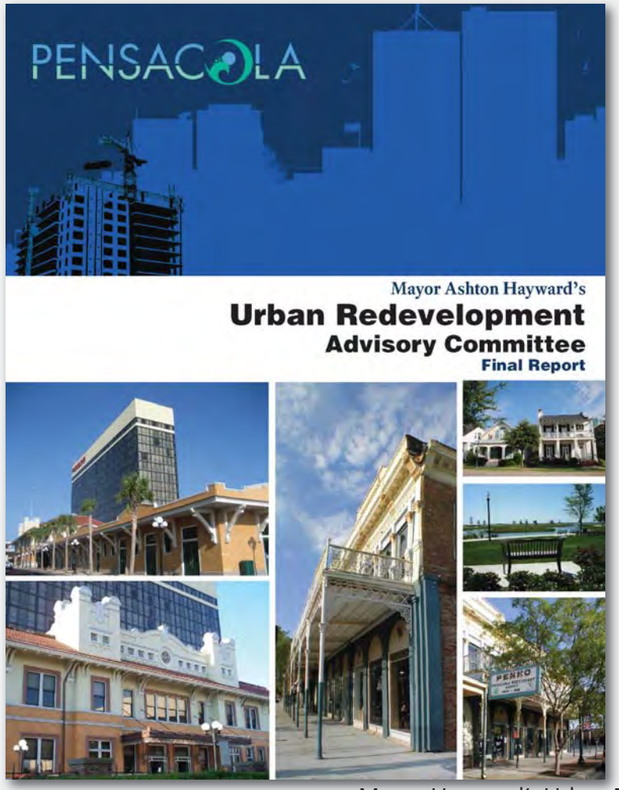
Westside Community Redevelopment Area Plan

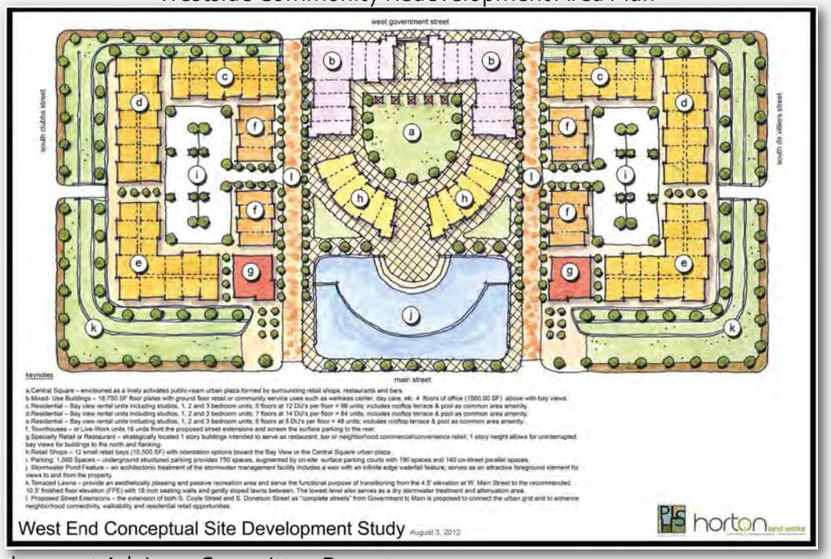


Westside Neighborhoods Plan



ACW Reuse Plan - 2003 Concept





Mayor Hayward's Urban Redevelopment Advisory Committee Report

ACW Reuse Plan - 2010 Concept Modification

2

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

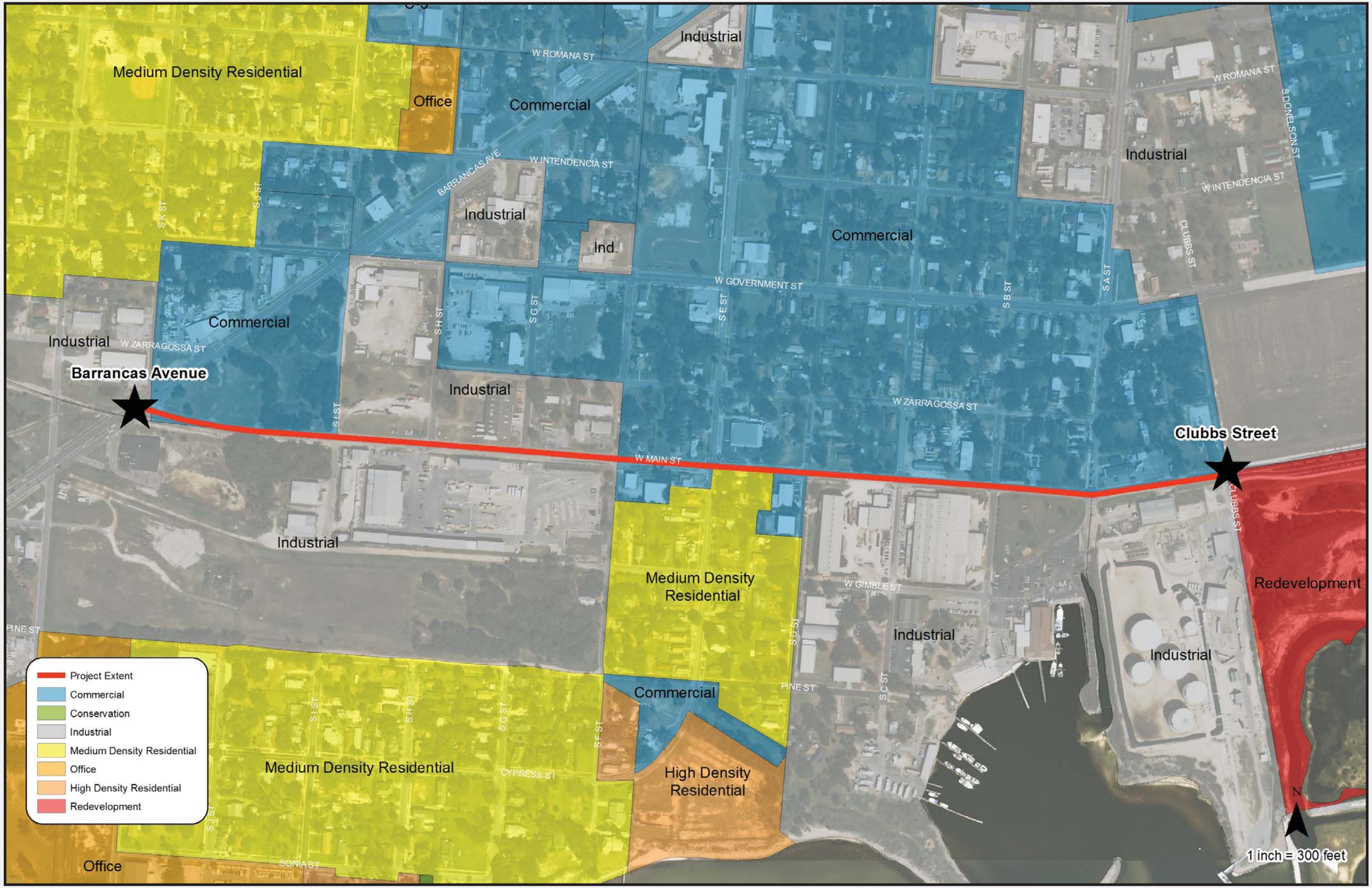
The portion of Main Street between Barrancas Avenue and Clubbs Street is within close proximity to Pensacola Bay and primarily consists of industrial and commercial land uses. A number of businesses are located along the corridor, including: Pro- Build Lumber, Shoreline Foods, Sam's Seafood, Bell Steel, 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

Land Use Map

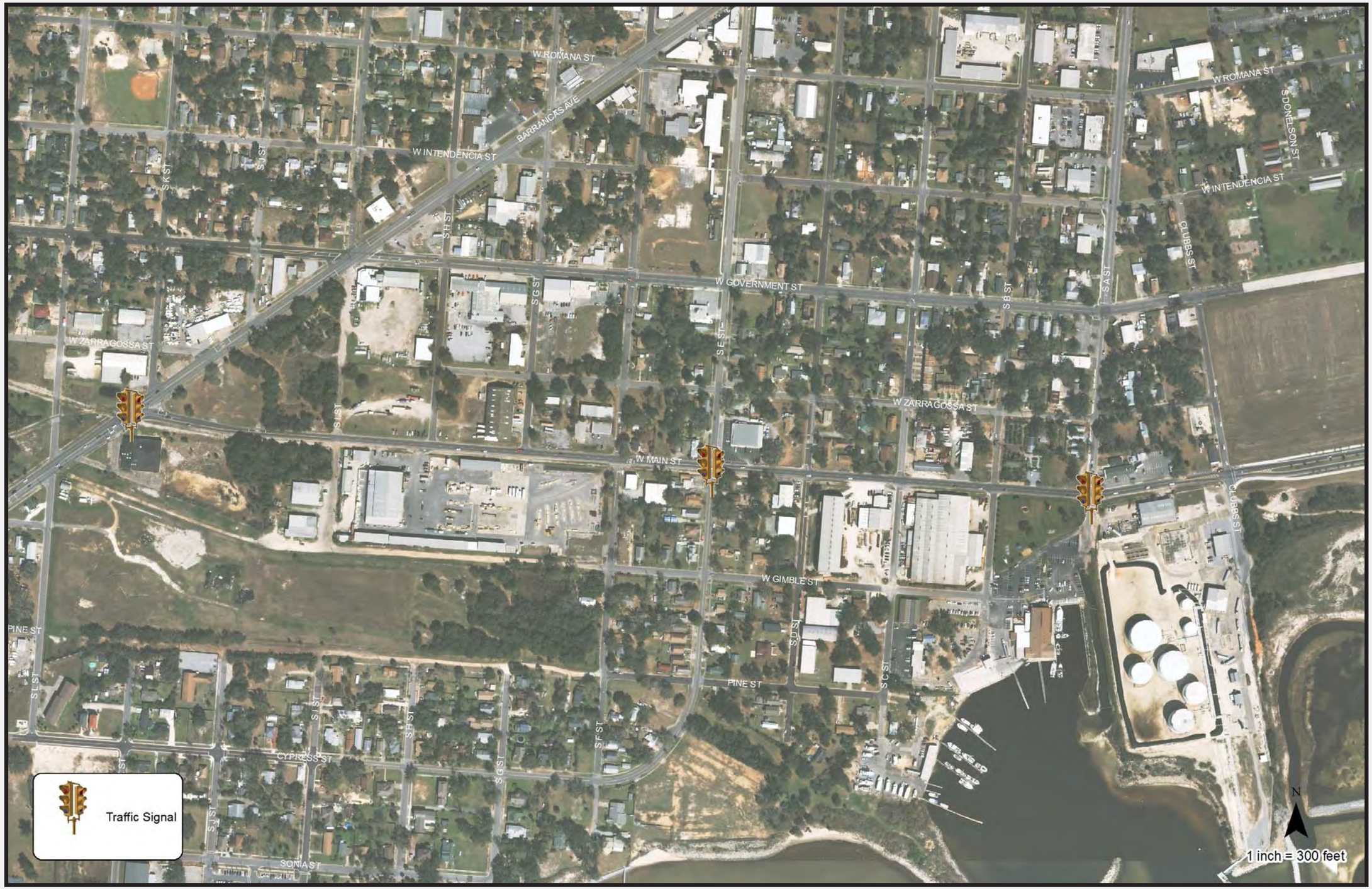


ROW Map

Figure 2-2

Traffic Signal Locations Map

Figure 2-3

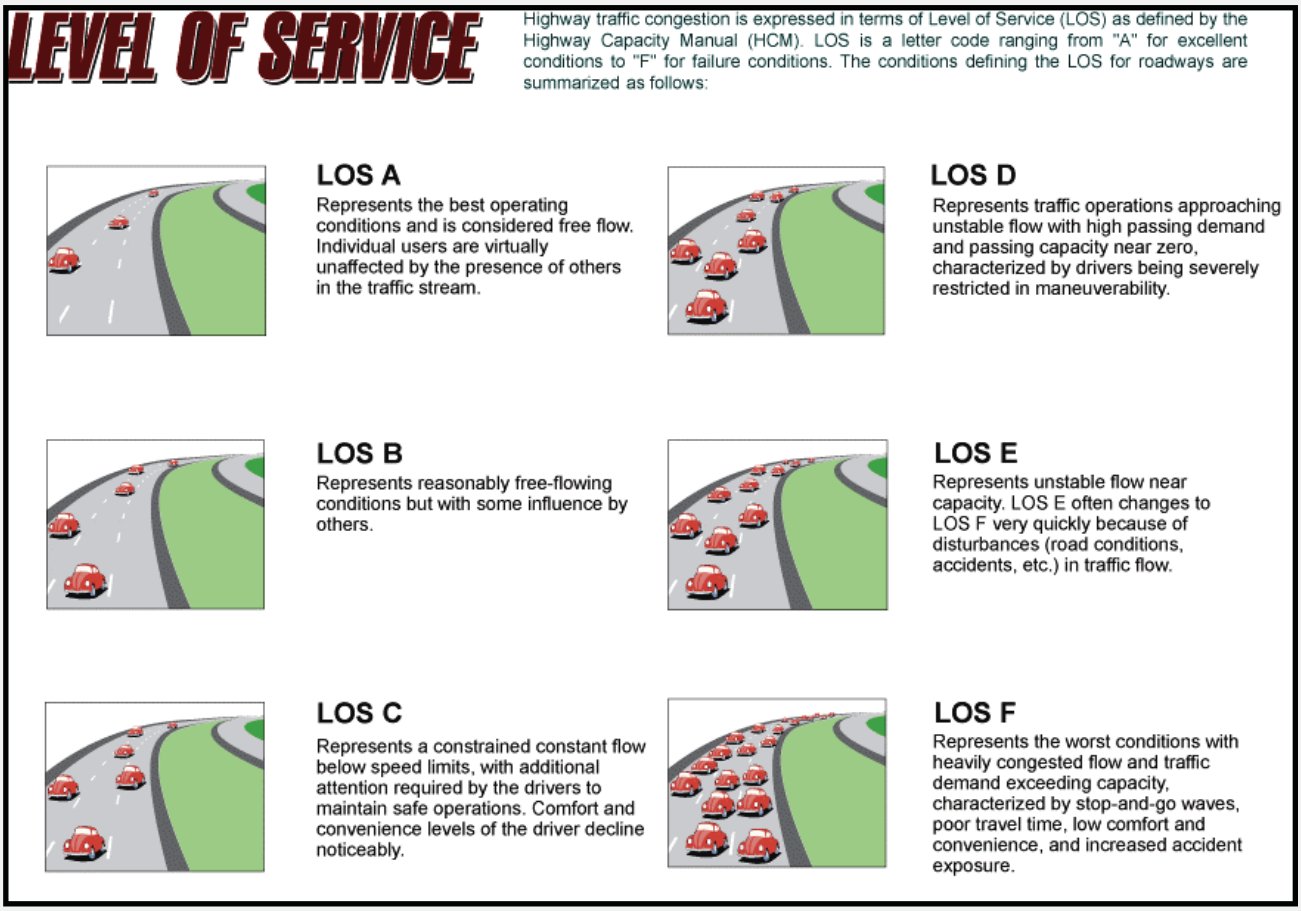


Parcel Boundary Map

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.



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.

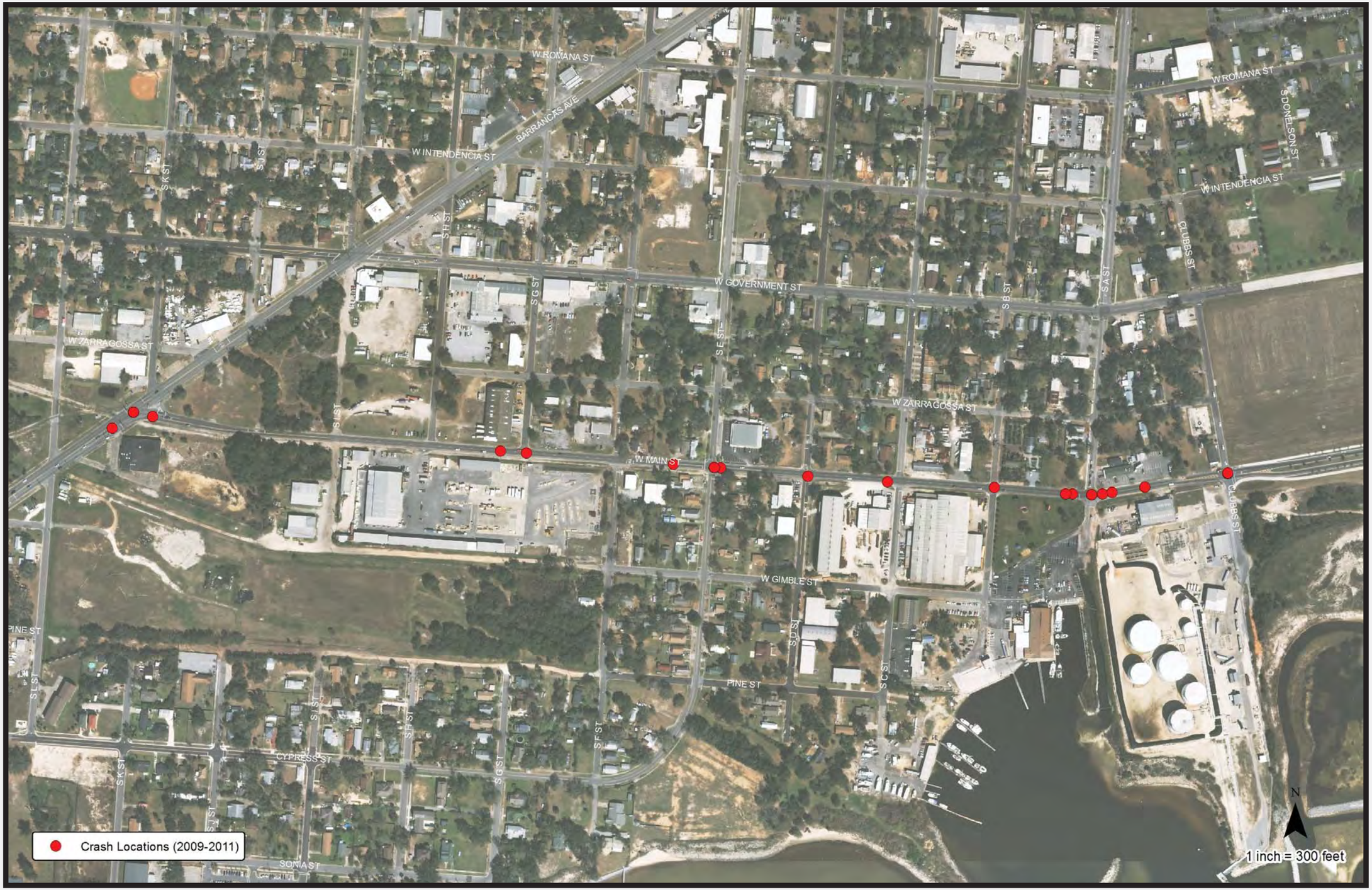
In 2009, there were a total of 10 crashes on the corridor; in 2010, there were 19 crashes; and in 2011, there were 7 crashes. Fortunately, none of the crashes involved severe injuries: 2009 had two non-capacitating injuries; 2010 had none; and 2011 had one non-capacitating injury. One pedestrian and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

Crash Location Map

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

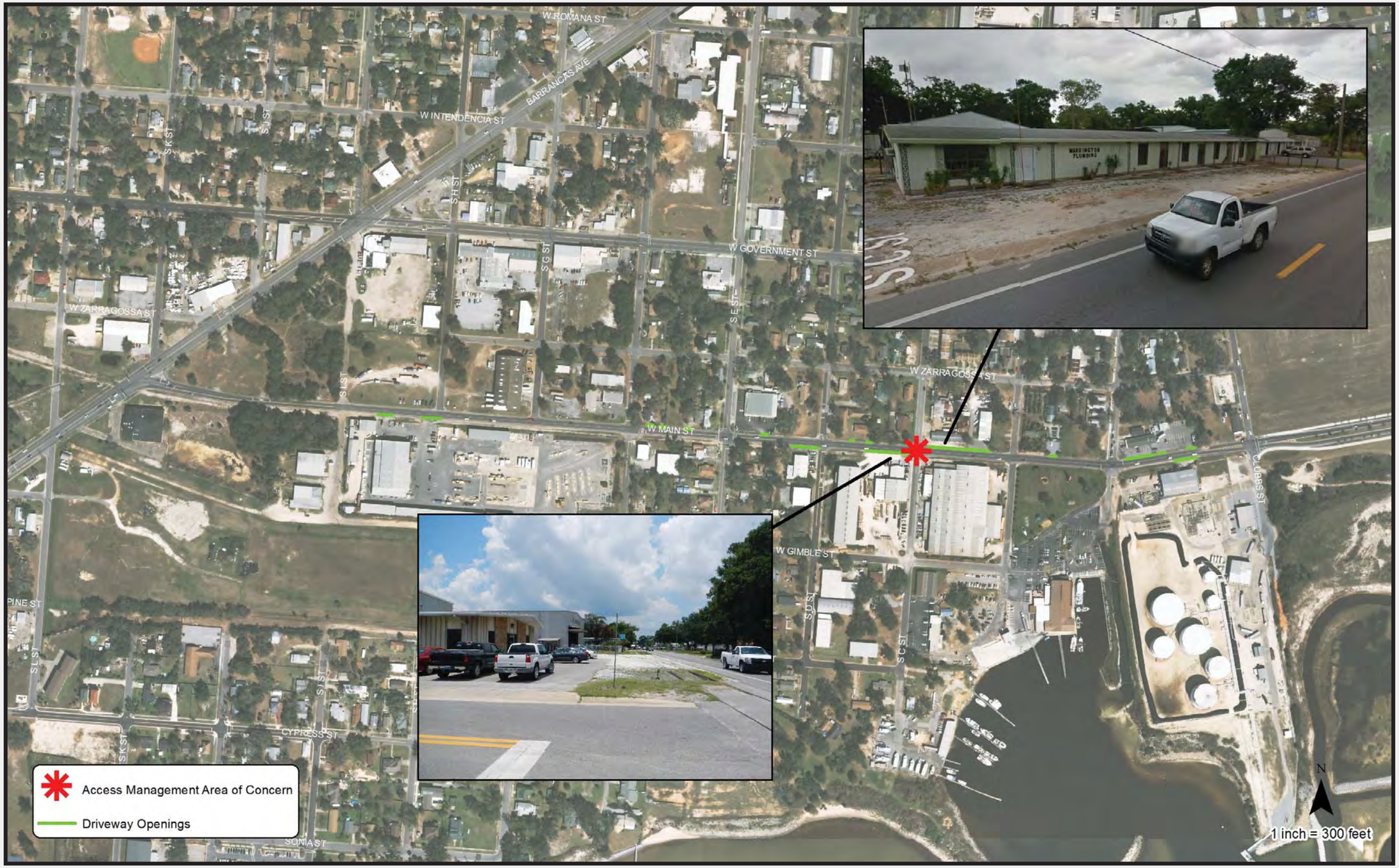
Implementing good access management practices can increase public safety, extend the life of major roadways, reduce traffic congestion, support alternative transportation modes, and potentially improve the appearance and quality of a corridor (Source: TRB Access Management Committee).

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


W ROMANA ST
BARRANCAS AVE
W INTENDENCIA ST
S K ST
S J ST
S H ST
S G ST
S E ST
W GOVERNMENT ST
W ZARRAGOSSA ST
S I ST
W MAIN ST
W GIMBLE ST
S C ST
CLUBBS ST
PINE ST
S L ST
S K ST
CYPRESS ST
SONIA ST
WARRINGTON PLUMBING
Access Management Area of Concern
Driveway Openings
N
1 inch = 300 feet

3

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.

Main Street Corridor Management Plan

Figure 3-1

MAIN STREET GATEWAY
- gateway to set design experi ence for visitors to the corridor
- welcome factor of gateway needs to be in concert with scale and corridor's identity

OFFICE/COMMERCIAL POTENTIAL
- recommend that parcels along Barrancas Avenue focus redevelopment towards professional office/commercial use and begin mixed-use back from Barrancas
- development should address Main Street and Barrancas Avenue with off-street parking behind building.
- Potential to utilize existing tree stand as a buffer to mixed-use and/or residential use and also provide a north-south pedestrian/trail connection to large community park to south
- development should be architecturally significant because it will become the west gateway to the corridor

EXISTING TREES
- where feasible preserve existing mature canopy trees and incorporate into development and/or open space
- provides instant value to open space and adjacent development
- existing mature canopy trees will provide aesthetic appeal and an established character to complement new development

E STREET
- important cross street within Main Street corridor that should have pedestrian-focused facilities and connectivity
- linkages include elementary school to the north and community center to the south

POCKET PARK/ OPEN SPACE
- plan for and develop urban green spaces that can provide pleasant buffers between uses, create rest areas that compliment retail uses and enhance pedestrian comfort

OVERHEAD UTILITIES
- current streetscape obstacle and hinders any pedestrian walk along the north side of Main Street
- recommend to bury utility lines and establish a pedestrian walk

URBAN RESIDENTIAL
- many lots along the corridor lack orientation towards Main Street which results in an unfocused streetscape
- urban townhomes with a Main Street focus and rear access would help address the urban street and help to transition to existing single family residential

MIXED-USE
- corner redevelopment parcel to complement the parcel to the south to establish a corridor statement and set an architectural and urban tone

SECONDARY INTERSECTION
- a signalized intersection with attention to pedestrian facilities and circulation

WEST END CONCEPTUAL SITE DEVELOPMENT
- 2012 study to redevelop parcel with an internalized mixed use interior urban core, multi-family residential, public street extensions and large water feature
- the water feature and terraced lawn may decrease the feeling of

MAIN STREET IMPROVEMENTS
- extend streetscape improvements for design continuity

AMERICAN CREOSOTE WORKS REUSE ASSESSMENT (2003 AND 2010 UPDATED)
- study calls for multiple story mixed-use development along Main Street, Barrancas Avenue and L Street and a large linear green space on undeveloped land one block south of Main Street
- study also recommends extension of public streets for better street pattern connectivity

PROBUILD LUMBER YARD PARCEL
- reference American Creosote Works Reuse Assessment (2003 and 2010 updated)
- with long Main Street frontage development should address the street and enhance the pedestrian zone along the corridor leys, where applicable

I STREET, G STREET AND GIMBLE STREET
- recommend improving street connectivity for vehicular flow and future development
- reference American Creosote Works Reuse Assessment (2003 and 2010 updated)
- with a focus to Main Street a more complete street pattern will improve vehicular circulation, access to off-street parking, service and alleys, where applicable

MAIN STREET VILLAGE CORE
- primary intersection along corridor needs to have primary development focus
- a pedestrian friendly and architecturally enhanced mixed-use development with an urban street orientation will provide a central hub of activity and a core anchor for the corridor

PRIMARY INTERSECTION
- at the heart of the corridor and vital to east-west, as well as,north-south movement
- the intersection forms the core around which development can occur so the design, pedestrian facilities and streetscape improvements need to solidify its primary position of hierarchy along the corridor

BELL STEEL PARCEL
- potential to adaptively reuse structures to create unique residential use
- art gallery, art studios/lofts and live/work units
- provides not only unique residential but also diversity in residential offerings along corridor
- development should address the street to strengthen urban appeal

RAIL CORRIDOR
- provides excellent opportunity for wide pedestrian walk along corridor
- walk could incorporate rail aspects into design to highlight its rail past

MINOR STREETS /INTERSECTIONS
- existing cross streets seem to have more complete pedestrian facilities than Main Street but tend to dead end at or near Main Street
- cross street pedestrian connectivity will be vital to increase pedestrian trips to corridor from residential areas off of Main Street
- potential use of traffic calming techniques to increase pedestrian safety

ICONIC JOE PATTI'S
- large underutilized green space area could be redesigned in collaboration with parking lot to maintain greenspace, visibility to and signage for Joe Patti's, parking and to accommodate scheduled prog ramming (e.g., farmers' market, art walk, Taste of Patti's)

CHEVRON PARCEL
- large industrial waterfront parcel and potential brownfield site for redevelopment
- potential high density multi-family urban residential use with potential first floor commercial use and integrated public waterfront promenade

UNDEVELOPED WATERFRONT PARCEL
- potential eco-sensitive waterfront park to expand public access to water
- help increase public waterfront connectivity

4

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

Preferred Concept- Concept 1

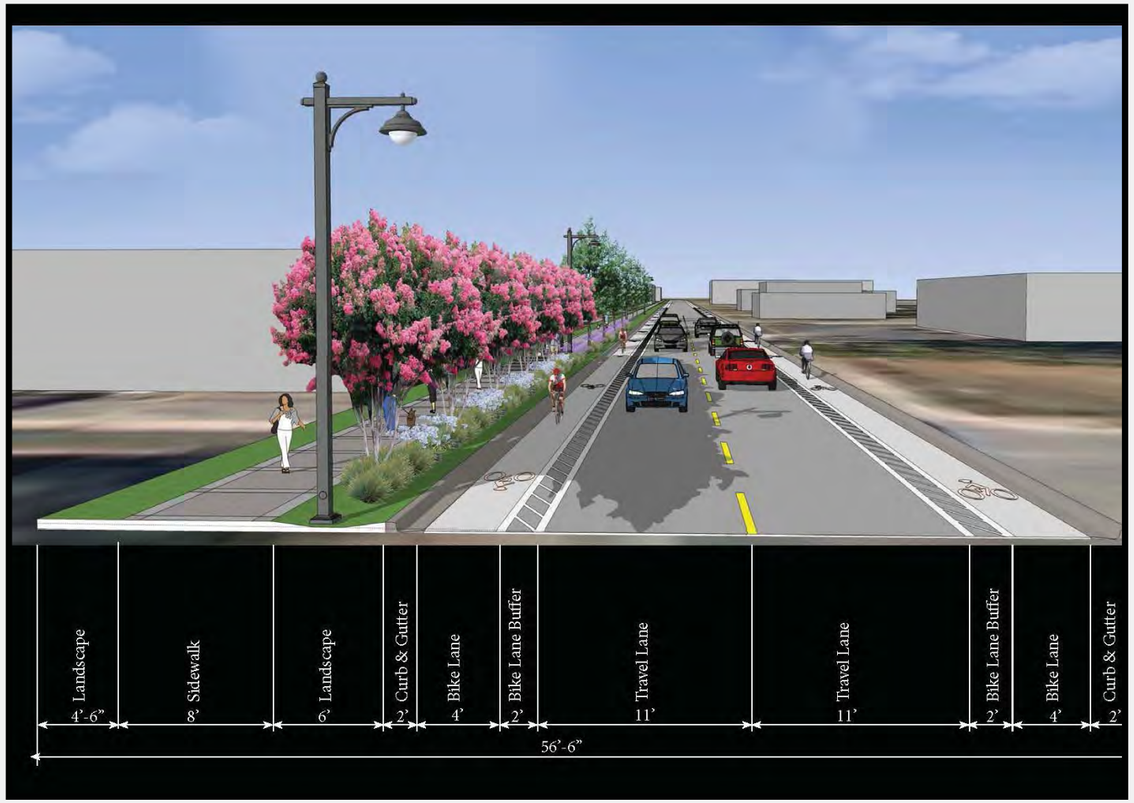


Figure 4-2 **Concept 2**

Figure 4-3 **Concept 3**

Figure 4-4

Concept 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.

Evaluation Matrix

	Main Street Corridor Proposed Concepts				
Evaluation Measure	**Concept 1**	**Concept 2**	**Concept 3**	**Concept 4**	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 incoporates 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 requre 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

Symbol	*Meaning*	*Points*	
○	Least Desirable	0	Primary consideration
◔		1	Secondary consideration
◑	Neutral	2	Tertiary consideration
◕		3	
●	Most Desirable	4	

5

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

Proposed

Figure 5-2

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.

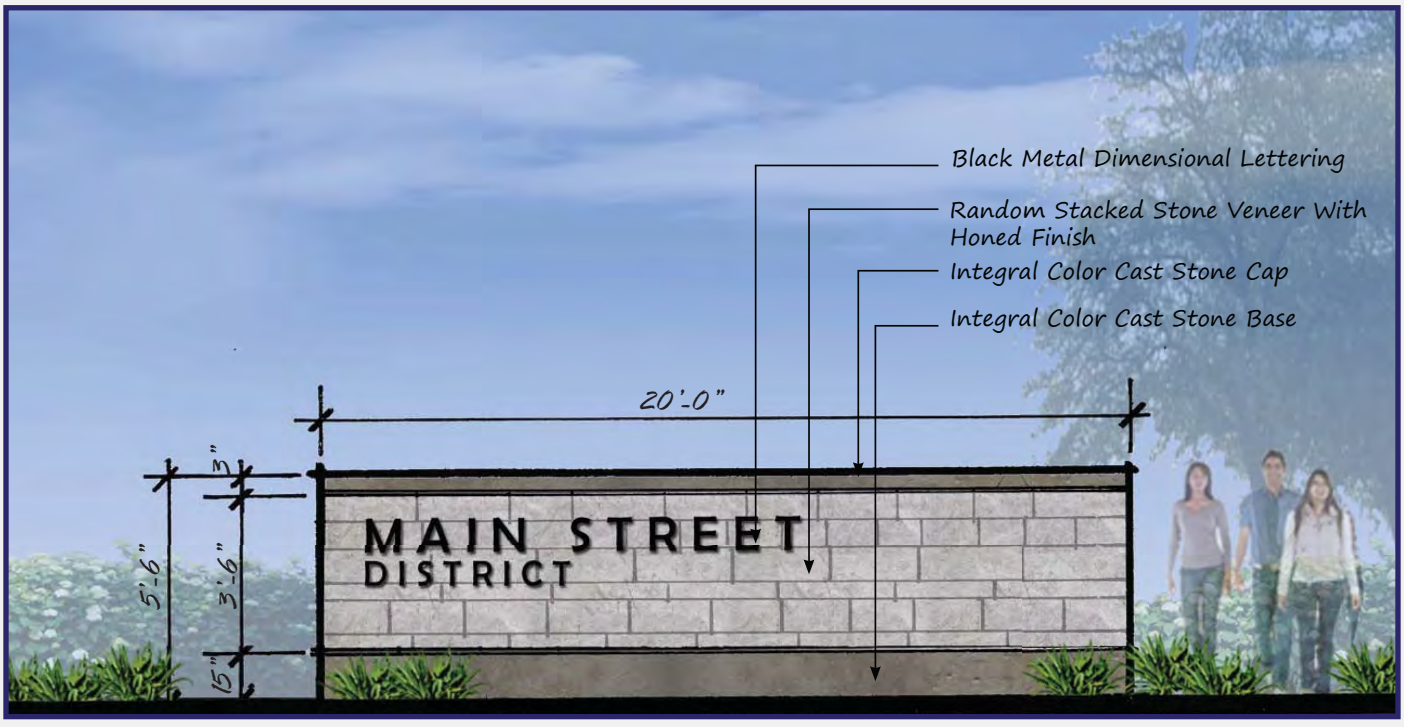
The concepts that were developed were inspired by the established streetscape elements recently finished east of Clubbs Street., the industrial history of the corridor and the presence of the rail line. The established streetscape elements of small columns, simple caps, precast concrete and brick paving 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.

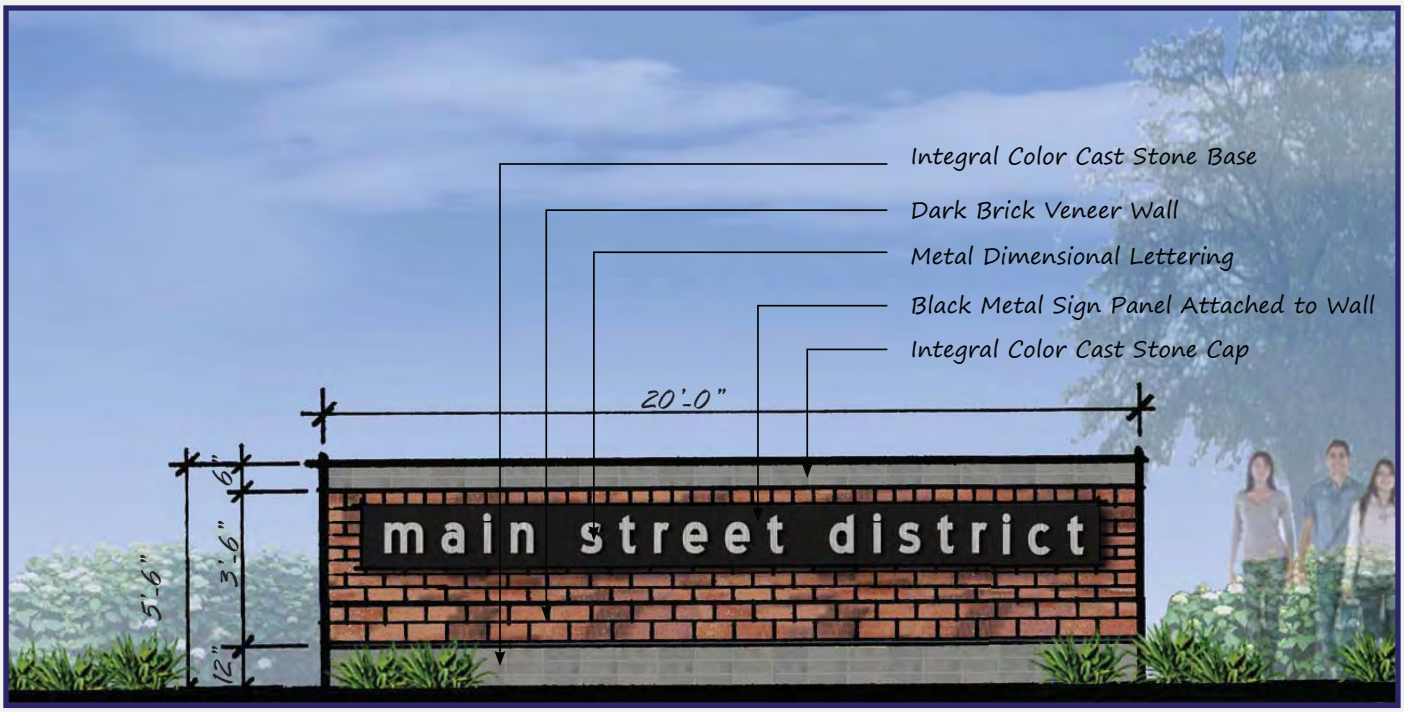
Gateway Sign A

Figure 5-5



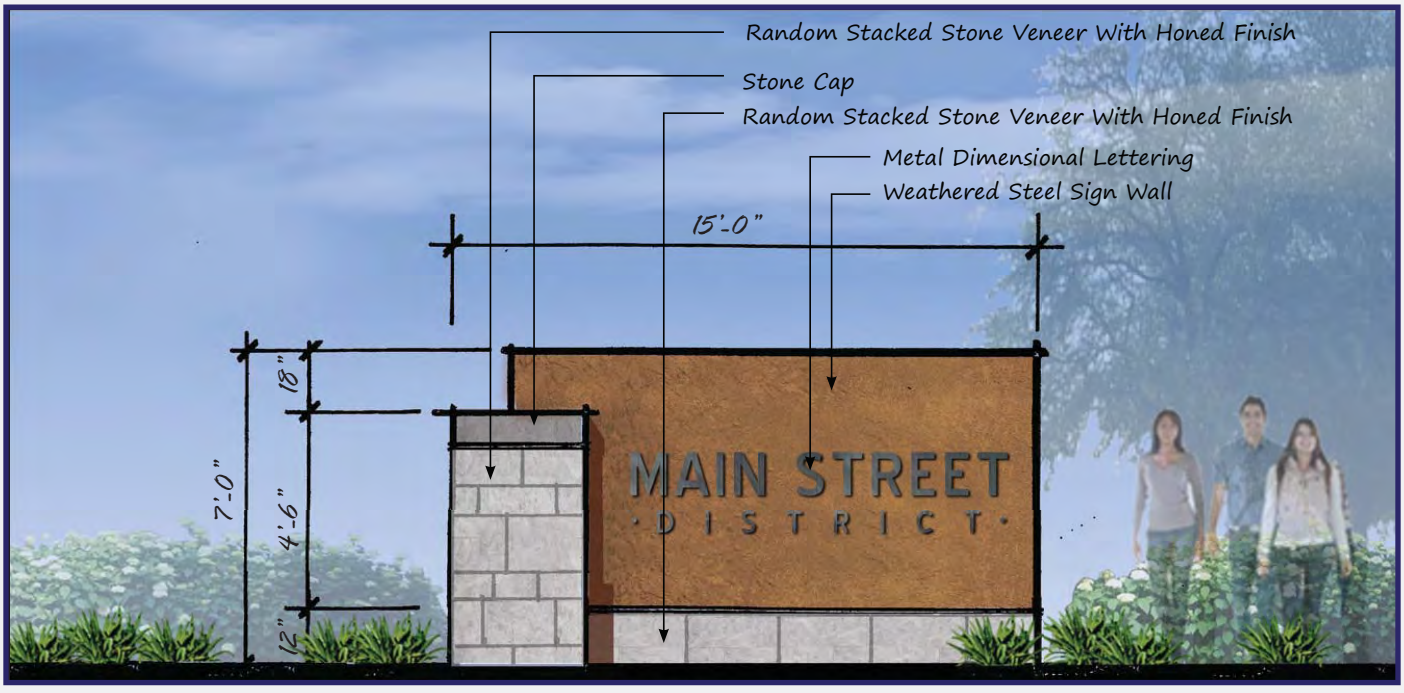
Gateway Sign B

Figure 5-6



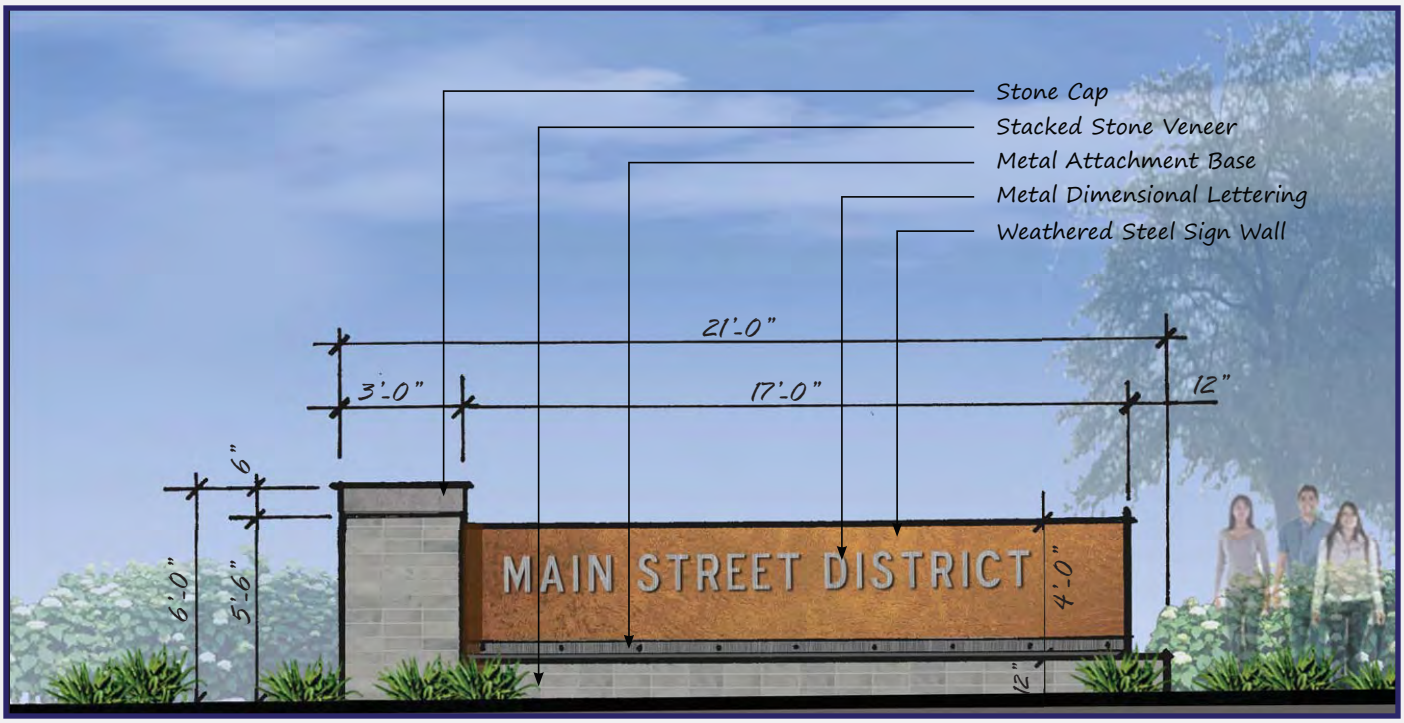
Gateway Sign C

Figure 5-7



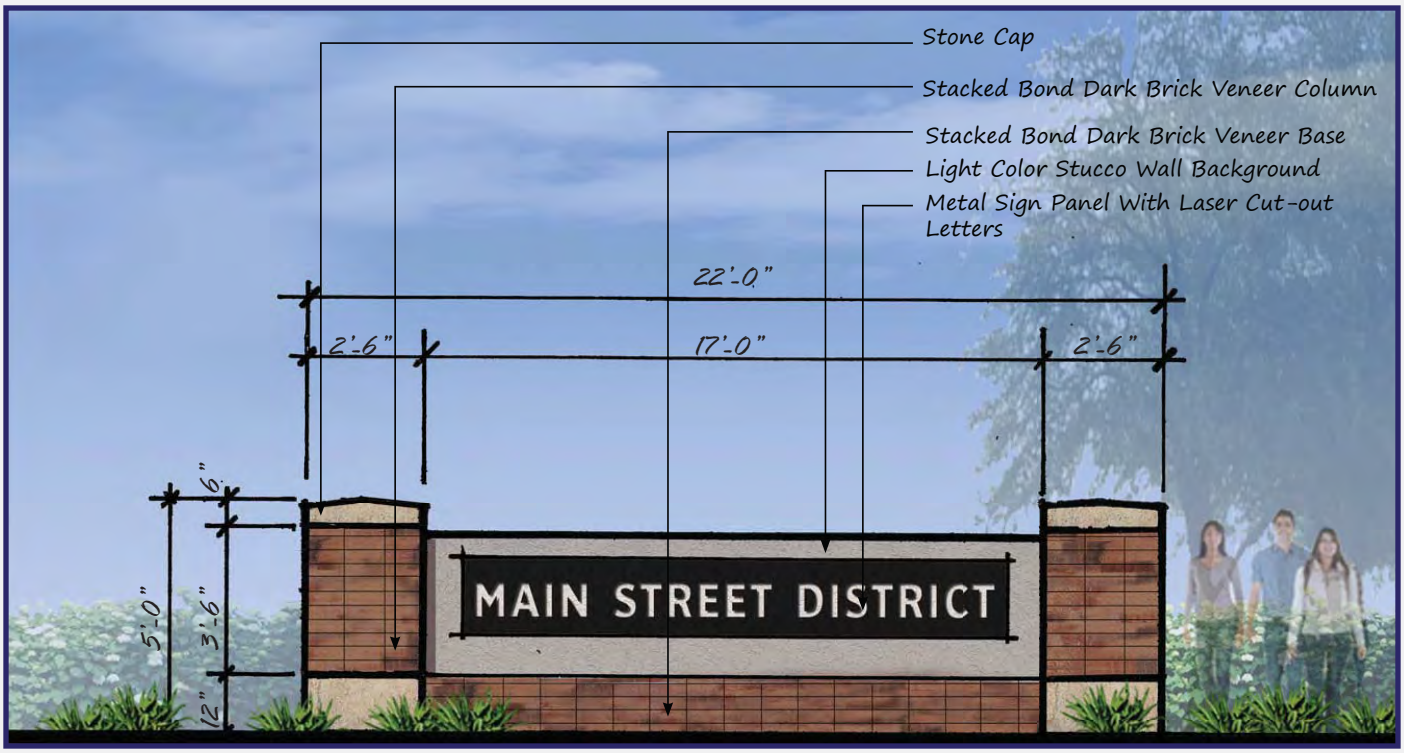
Gateway Sign D

Figure 5-8



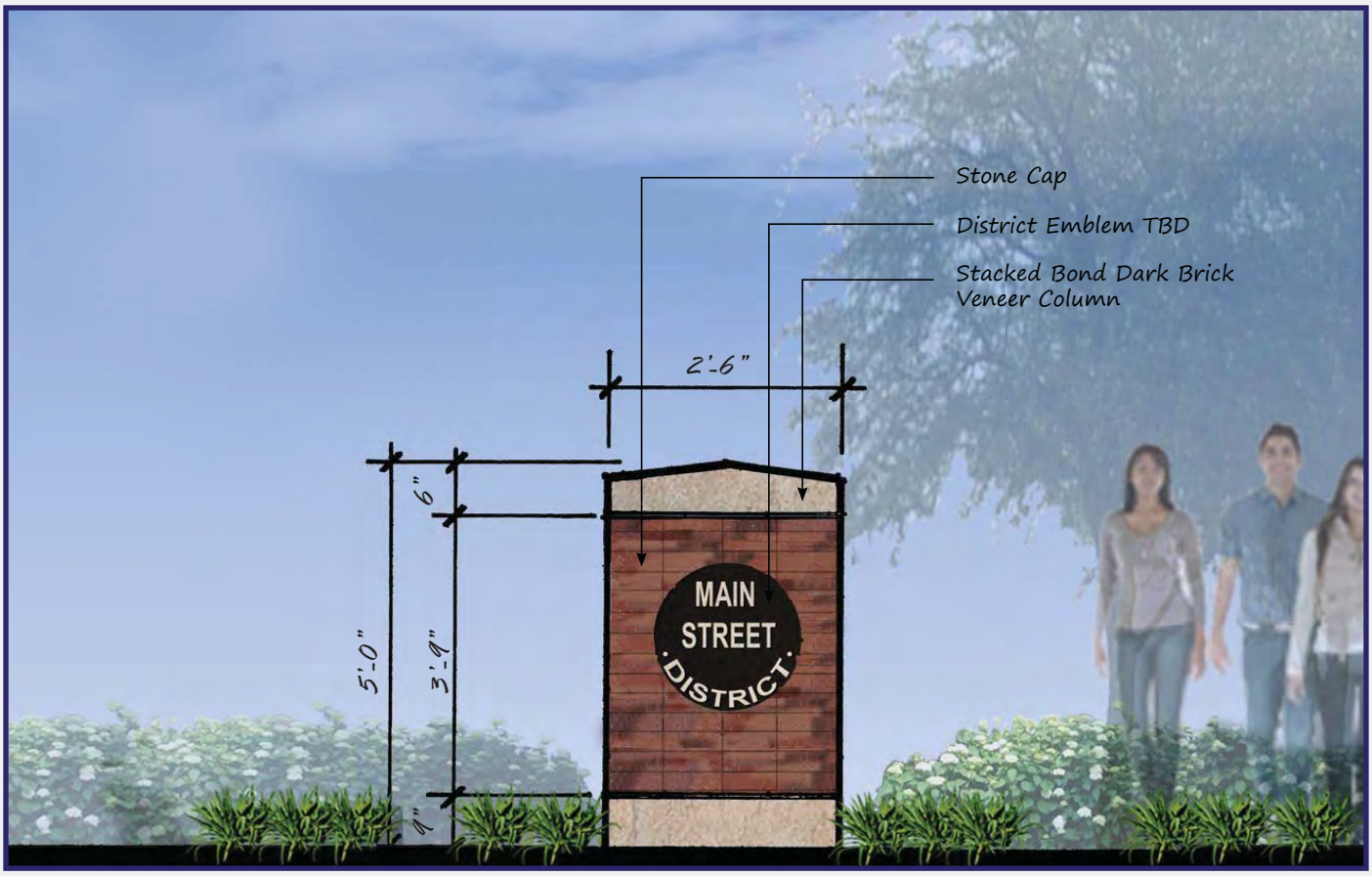
Gateway Sign E

Figure 5-9



Gateway Sign F

Figure 5-10



Gateway Sign F1

Figure 5-11

6

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 (wayfaring, entry features etc.) was mentioned by some attendees.

Main Street CMP Public Workshop #1

Main Street CMP Public Workshop #2

NEWS

HOLIDAY DECOR

LETTING THE CHRISTMAS SPIRIT RING

CRIME AND COURTS

Attorneys seeking info on vandalism

UNIVERSITY OF WEST FLORIDA

Board of Trustees mulling student housing cost hike

Schools

MAIN STREET CORRIDOR MANAGEMENT PLAN

PUBLIC WORKSHOP
PENSACOLA, FLORIDA

Tuesday, December 17, 2013 5:30 p.m. – 7:00 p.m.
City of Pensacola, City Hall, 222 West 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 Barrancas Avenue to Clubbs 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@atkinsglobal.com.

Sponsored by:

Florida-Alabama TPO

ATKINS

Howard Fillingim's
Full Line of Fruits & Vegetables

Pensacola News Journal Ad for Main Street CMP Public Workshop

7

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 page (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 recommend. 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.

8

APPENDICES

Appendix A - Traffic Data

ALL TRAFFIC DATA SERVICES, INC

870 Misty Oak Dr.
Orange Park, FL 32065
904.707.8618

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

Start Time	16-Jul-13 Tue	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals 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

ALL TRAFFIC DATA SERVICES, INC

870 Misty Oak Dr.
Orange Park, FL 32065
904.707.8618

Site Code: 2
Station ID: 2
MAIN STREET BETWEEN E STREET AND D STREET

Start Time	16-Jul-13 Tue	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals 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

Site Code: 3
Station ID: 3
MAIN STREET WEST OF CLUBBS STREET

Start Time	16-Jul-13 Tue	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals 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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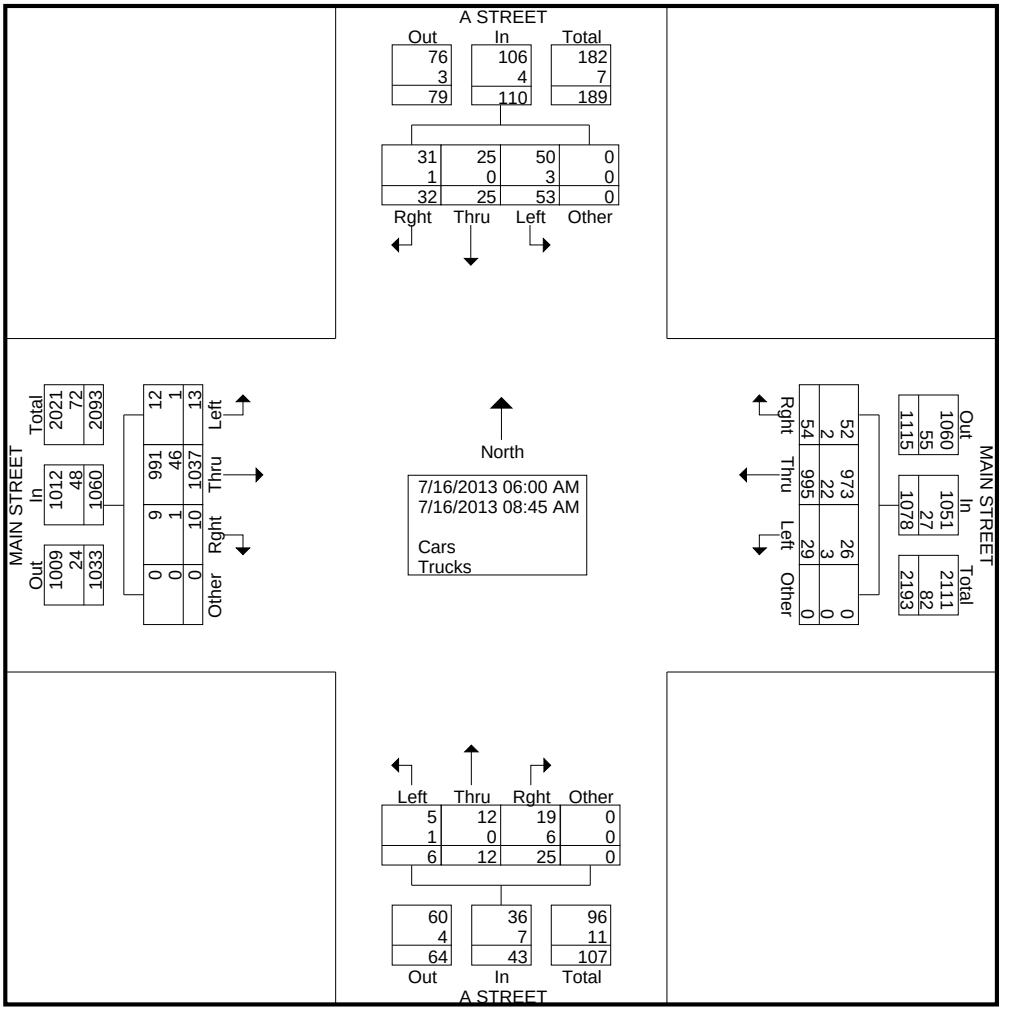

All Traffic Data Services, Inc

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

File Name : AStreet&MainAM
Site Code : 4_____
Start Date : 7/16/2013

	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
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

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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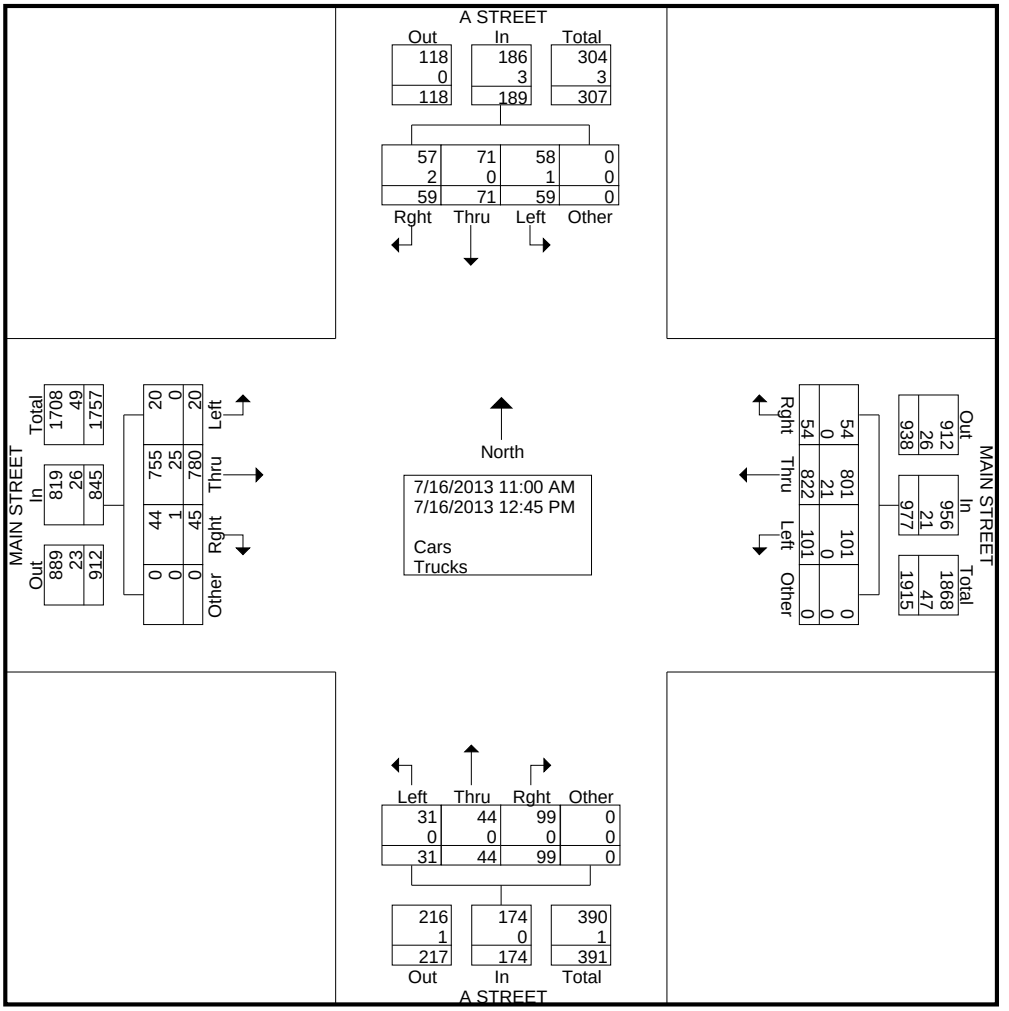

All Traffic Data Services, Inc

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

File Name : AStreet&MainMD
Site Code : 4_____
Start Date : 7/16/2013

	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
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
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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
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

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
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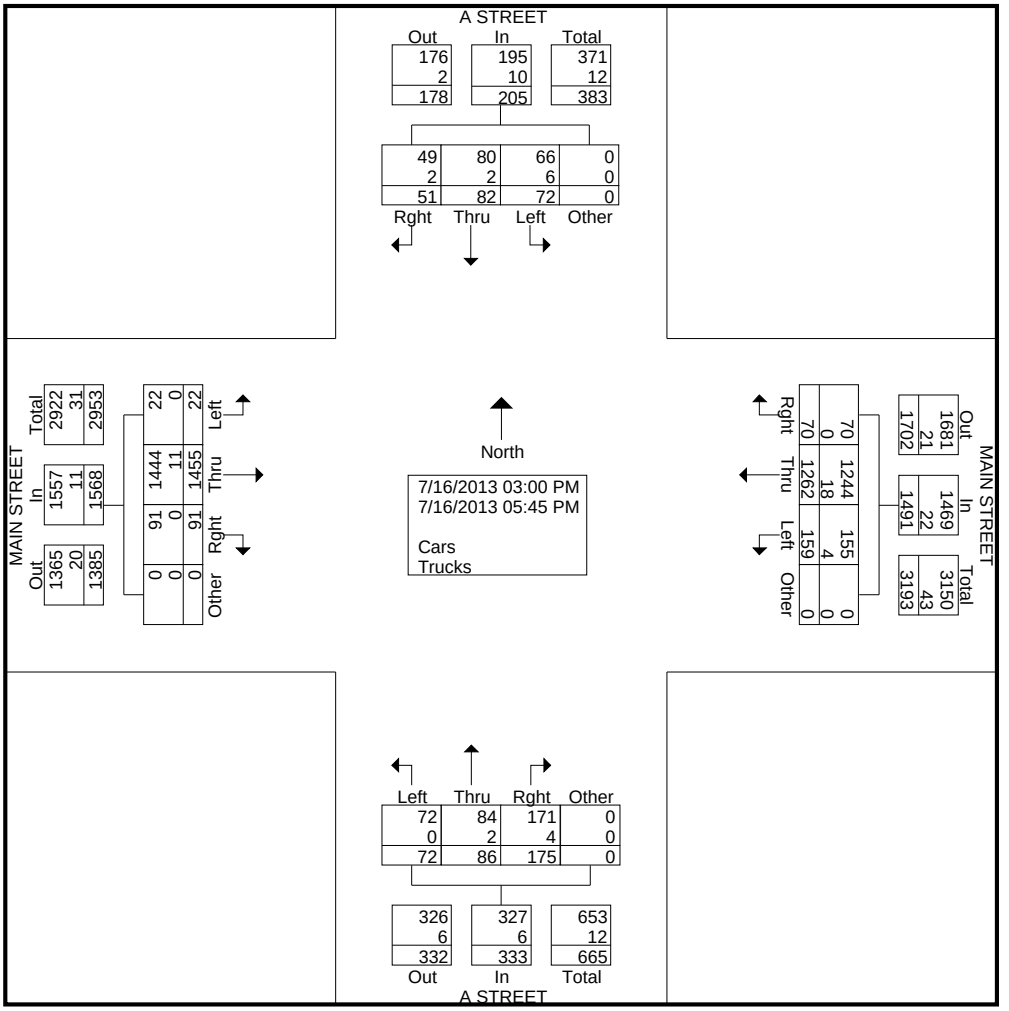

All Traffic Data Services, Inc

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

File Name : AStreet&MainPM
Site Code : 4_____
Start Date : 7/16/2013

	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
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
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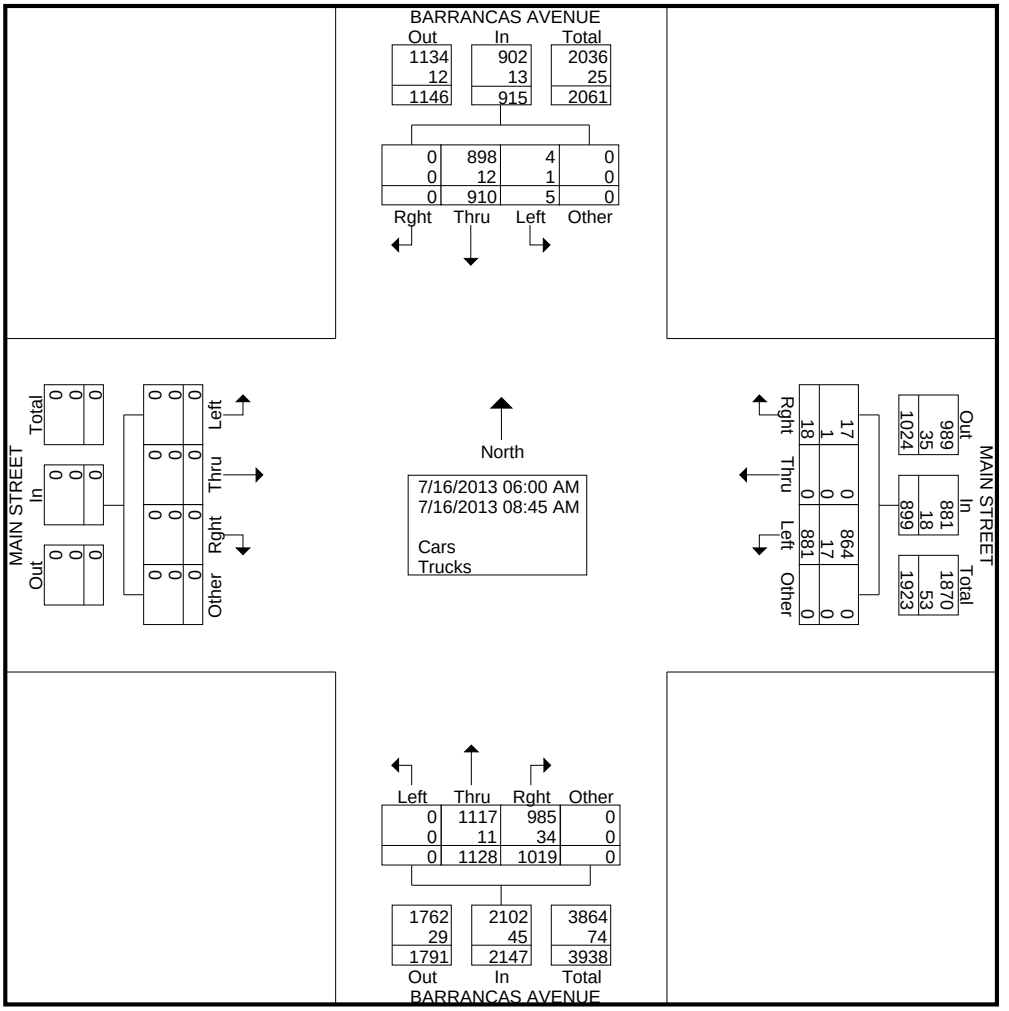

All Traffic Data Services, Inc

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

File Name : Barrancas&MainAM
Site Code : 1_____
Start Date : 7/16/2013

	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
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
Site Code : 1_____
Start Date : 7/16/2013
Page No : 1

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

File Name : Barrancas&MainMD
Site Code : 1_____
Start Date : 7/16/2013
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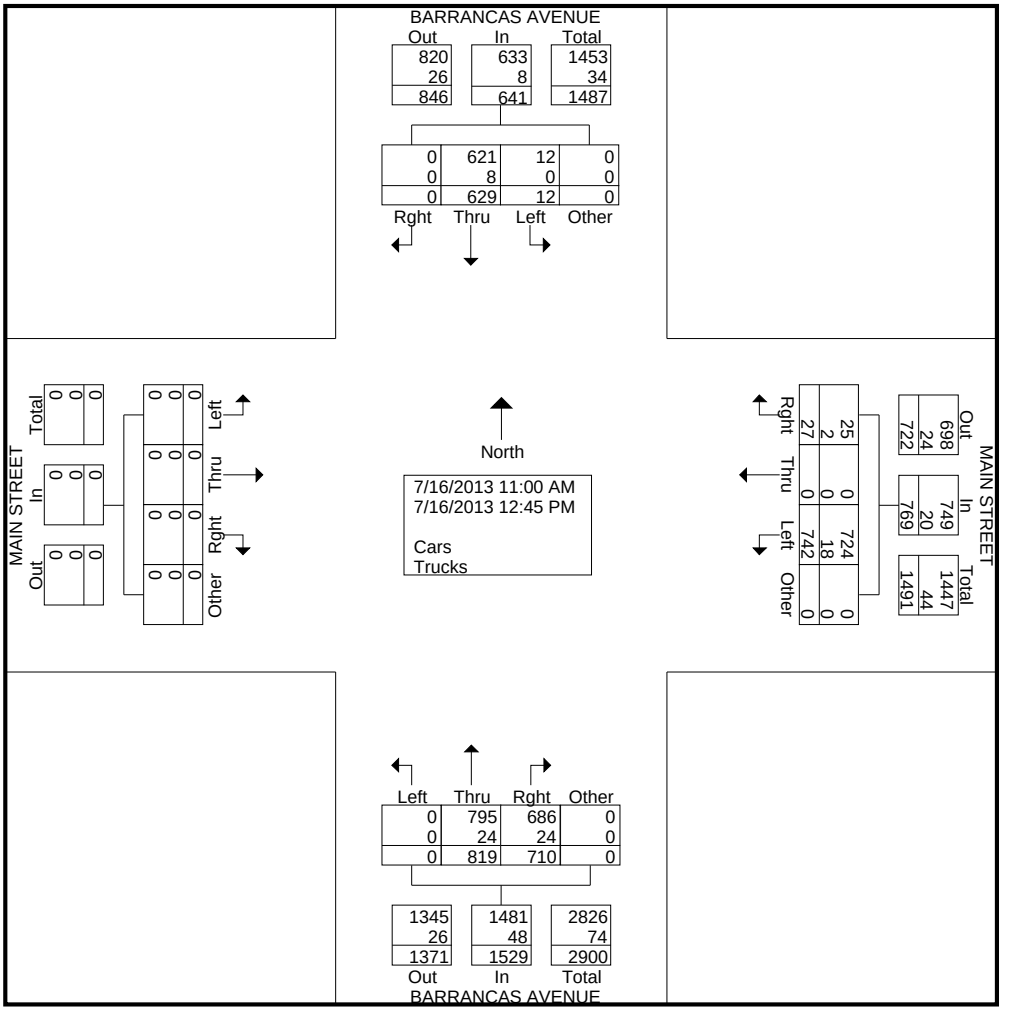


All Traffic Data Services, Inc

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

File Name : Barrancas&MainMD
Site Code : 1_____
Start Date : 7/16/2013
Page No : 3

	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
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

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

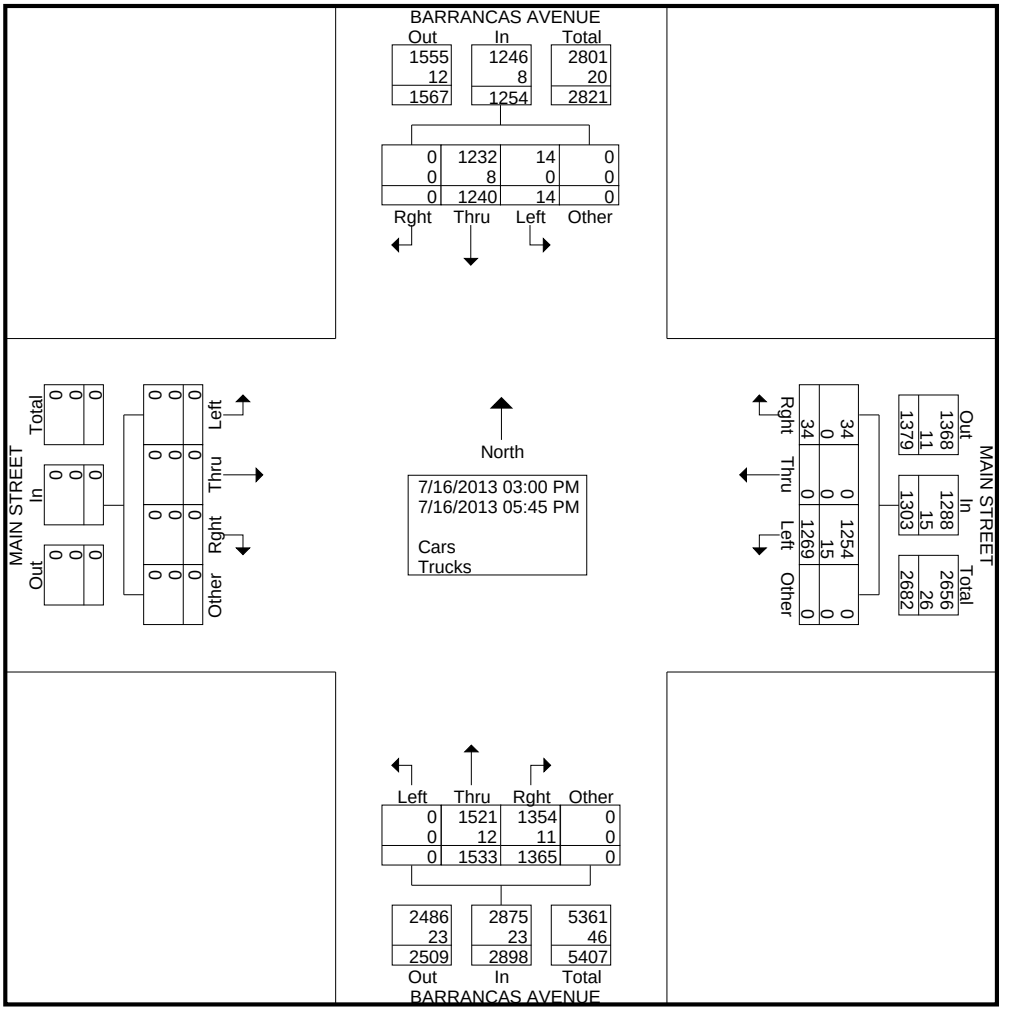
Groups Printed- Cars - Trucks

	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

File Name : Barrancas&MainPM
Site Code : 1_____
Start Date : 7/16/2013
Page No : 2



All Traffic Data Services, Inc

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

File Name : Barrancas&MainPM
Site Code : 1_____
Start Date : 7/16/2013

	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
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
Site Code : 5_____
Start Date : 7/16/2013
Page No : 1

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

File Name : Clubbs&MainAM
Site Code : 5_____
Start Date : 7/16/2013
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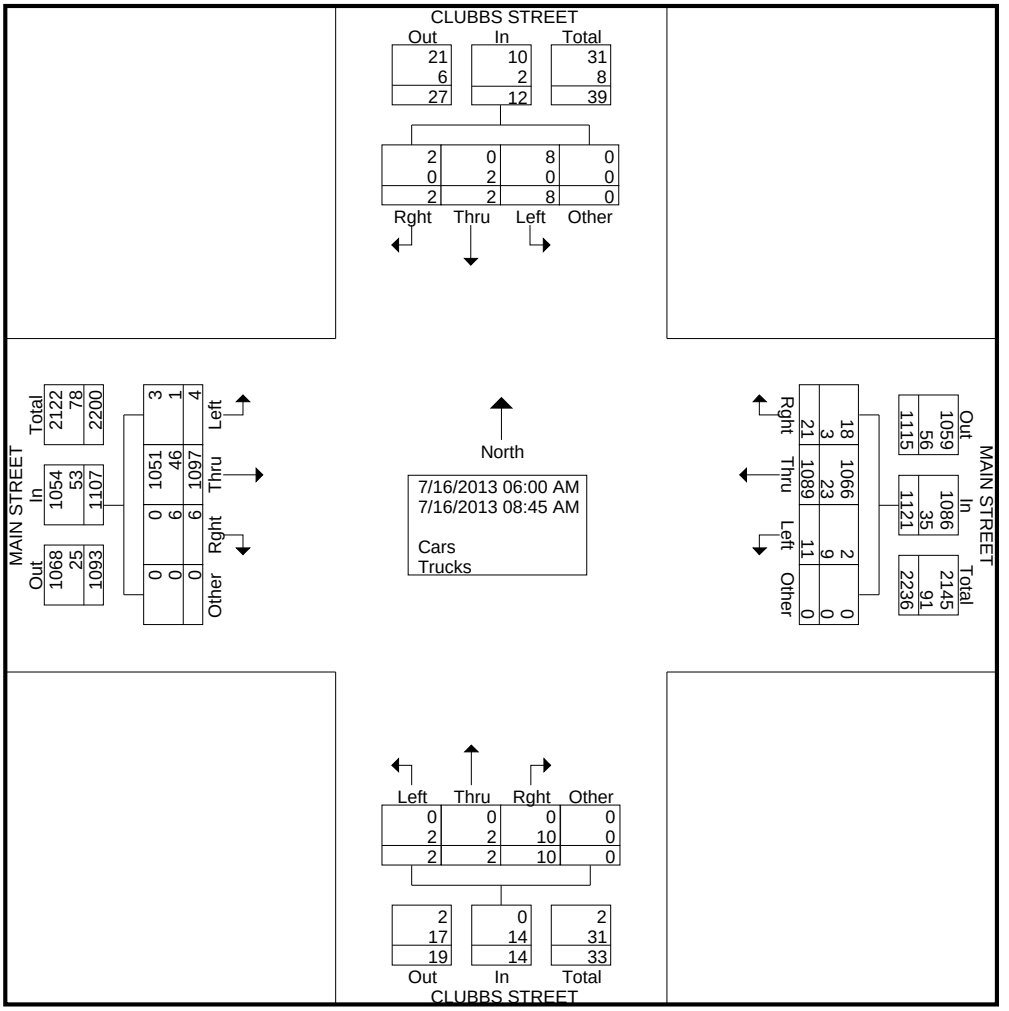

All Traffic Data Services, Inc

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

File Name : Clubbs&MainAM
Site Code : 5_____
Start Date : 7/16/2013
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	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
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

All Traffic Data Services, Inc

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

File Name : Clubbs&MainMD
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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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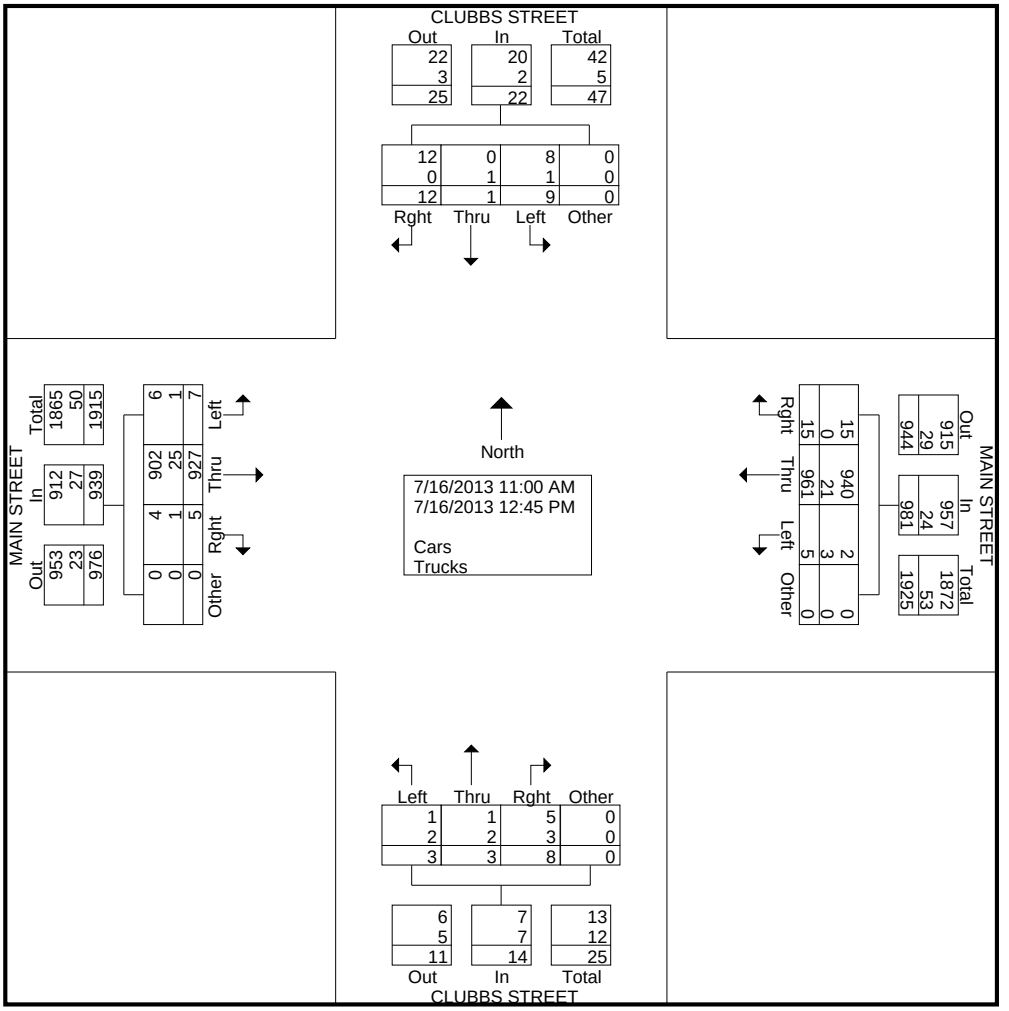

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870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

File Name : Clubbs&MainMD
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	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
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

File Name : Clubbs&MainPM
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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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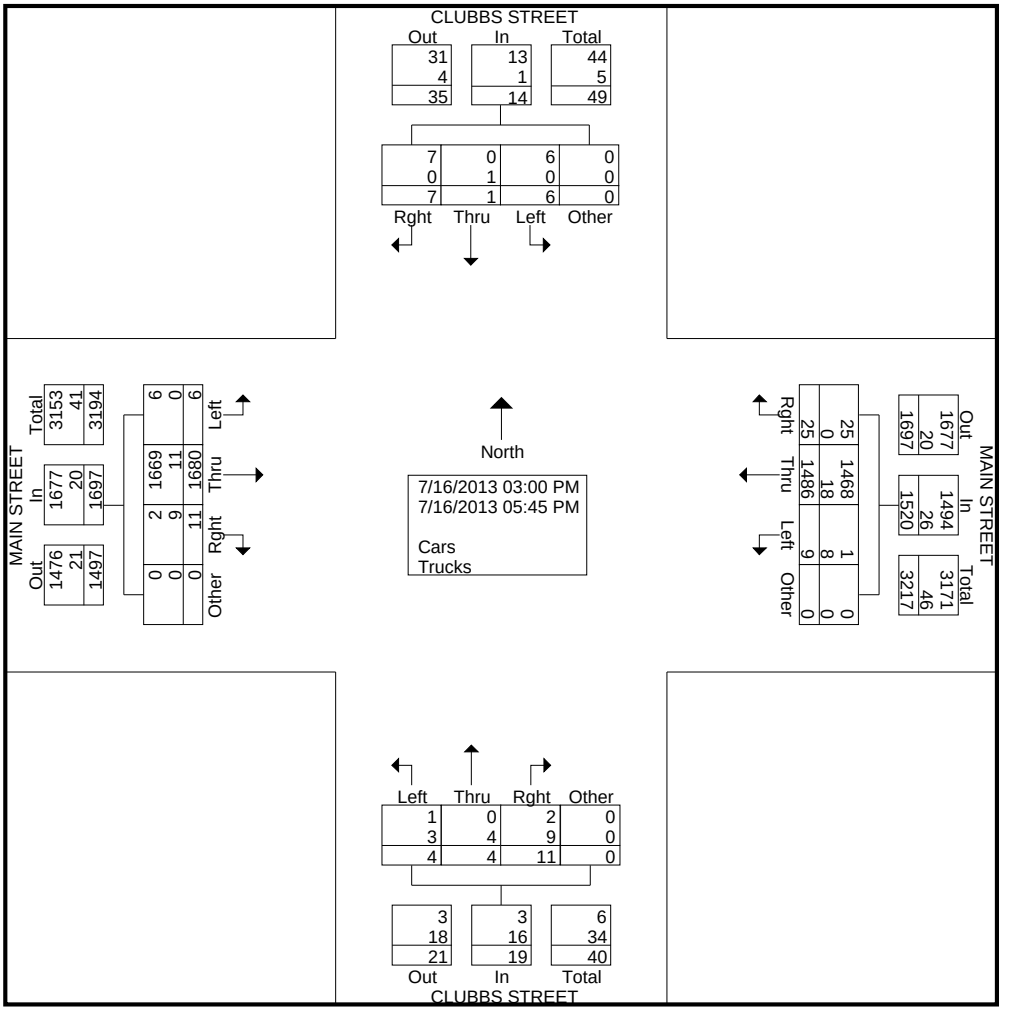

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870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

File Name : Clubbs&MainPM
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	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
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
Orange Park, FL 32065
(904) 707-8618

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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
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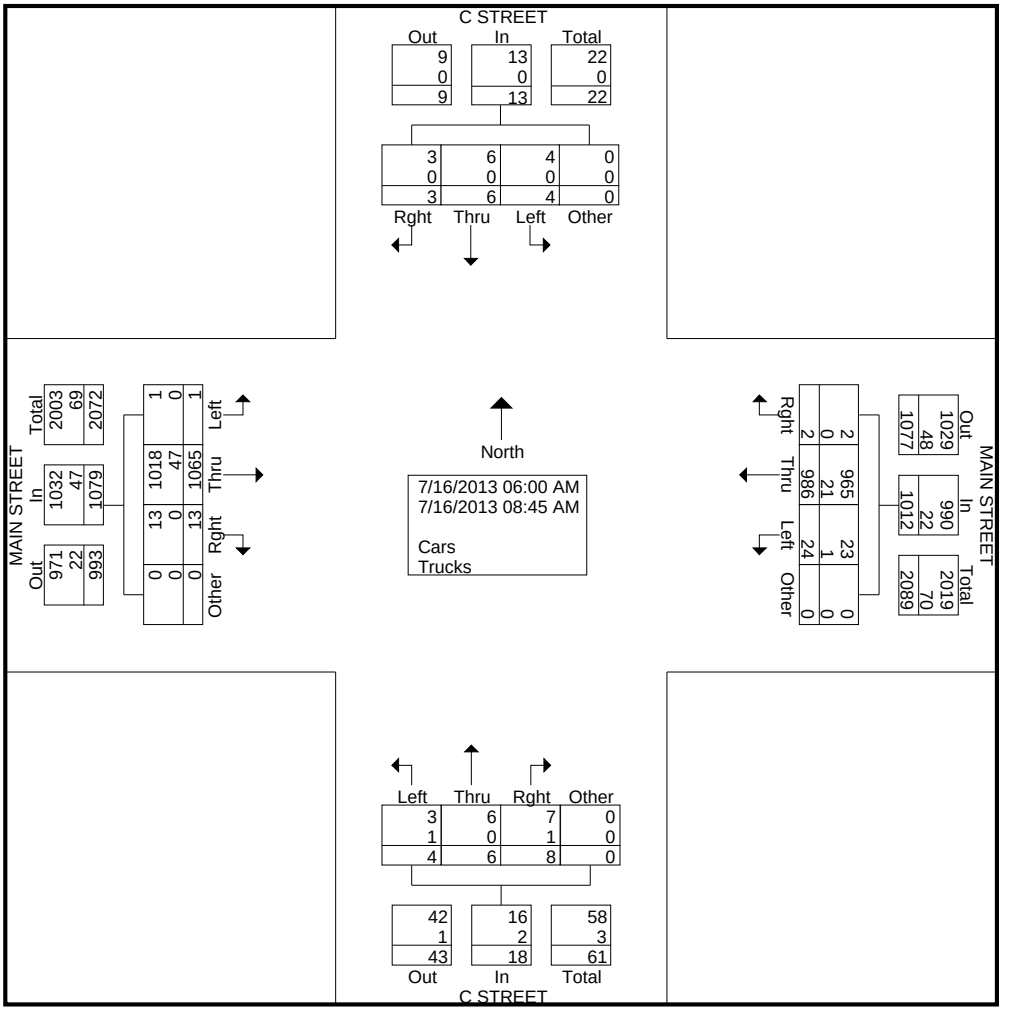

All Traffic Data Services, Inc

870 Misty Oak Drive
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File Name : CStreet&MainAM
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	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
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	

All Traffic Data Services, Inc

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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

All Traffic Data Services, Inc

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

File Name : CStreet&MainMD
Site Code : 3_____
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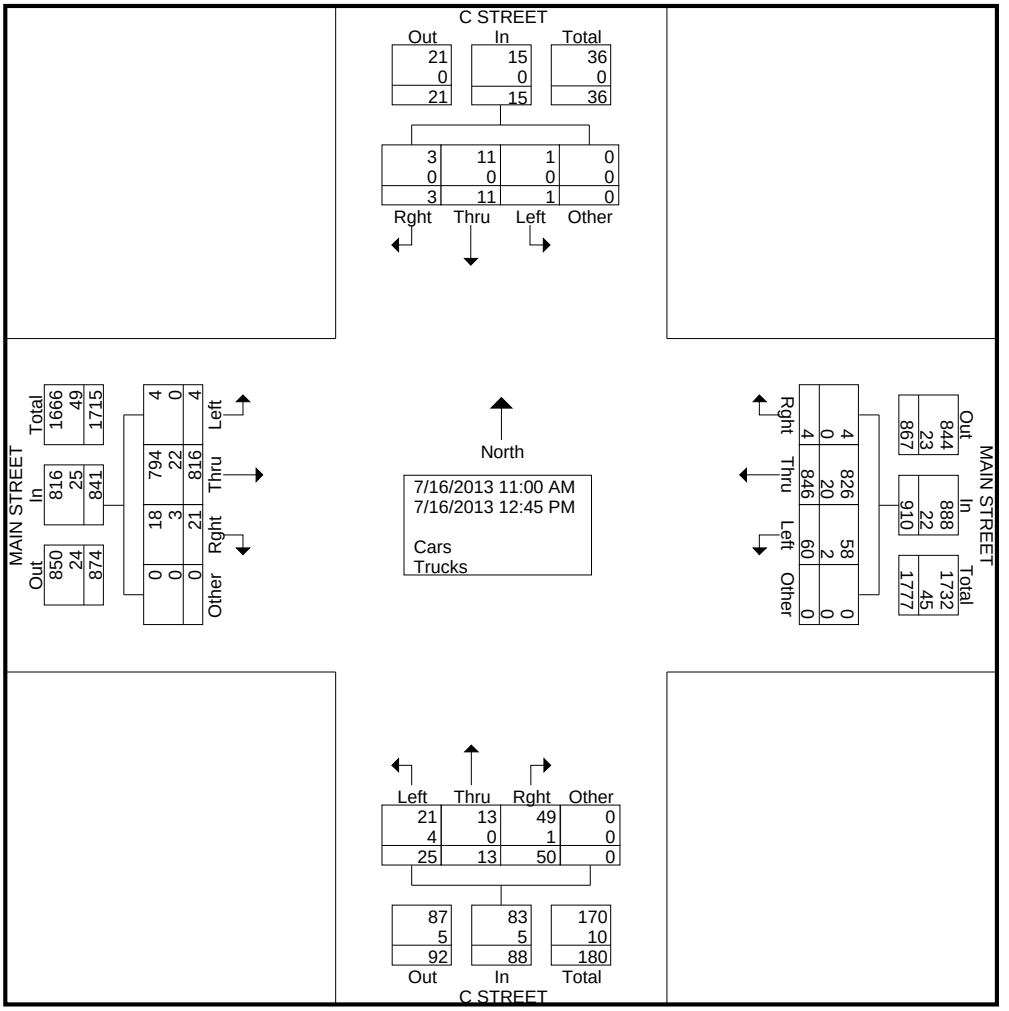

All Traffic Data Services, Inc

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

File Name : CStreet&MainMD
Site Code : 3_____
Start Date : 7/16/2013
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	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
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

File Name : CStreet&MainPM
Site Code : 3_____
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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
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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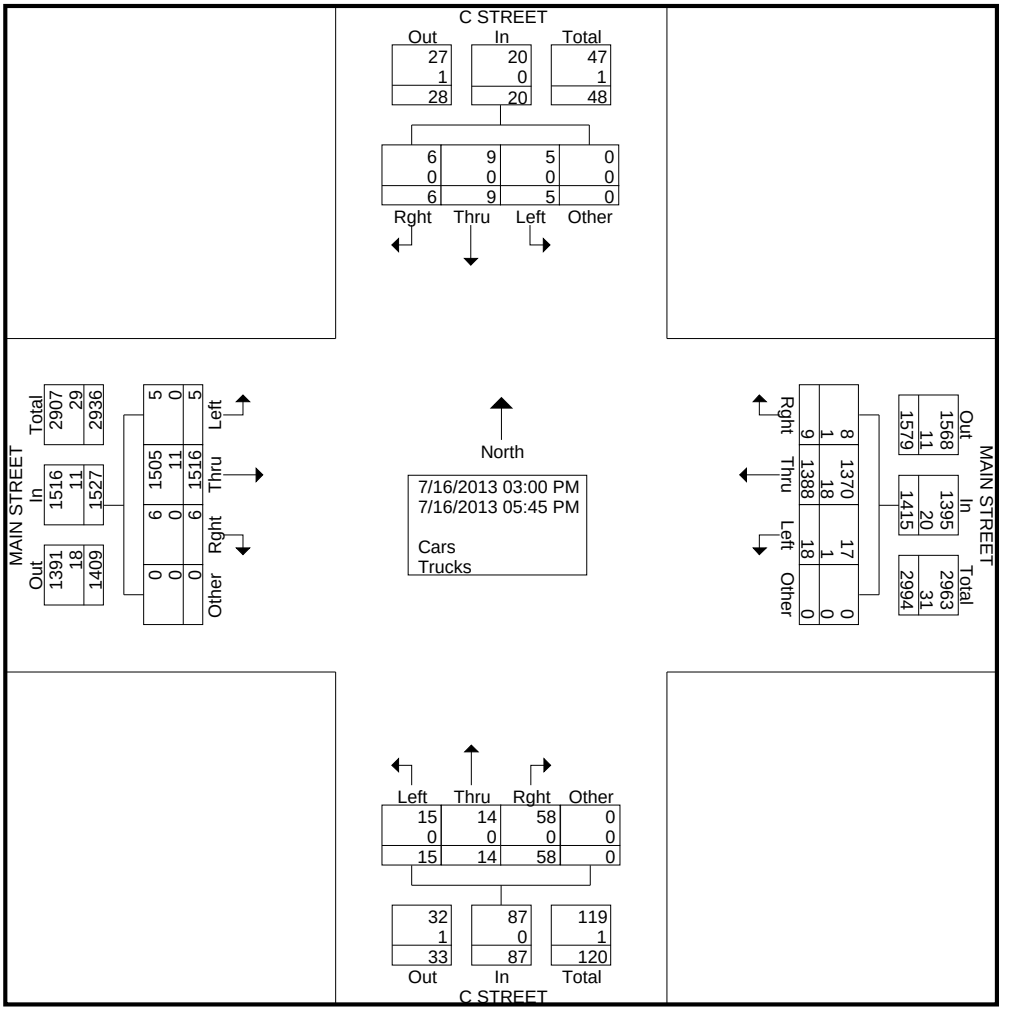

All Traffic Data Services, Inc

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	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	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
Orange Park, FL 32065
(904) 707-8618

File Name : EStreet&MainAM
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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

File Name : EStreet&MainAM
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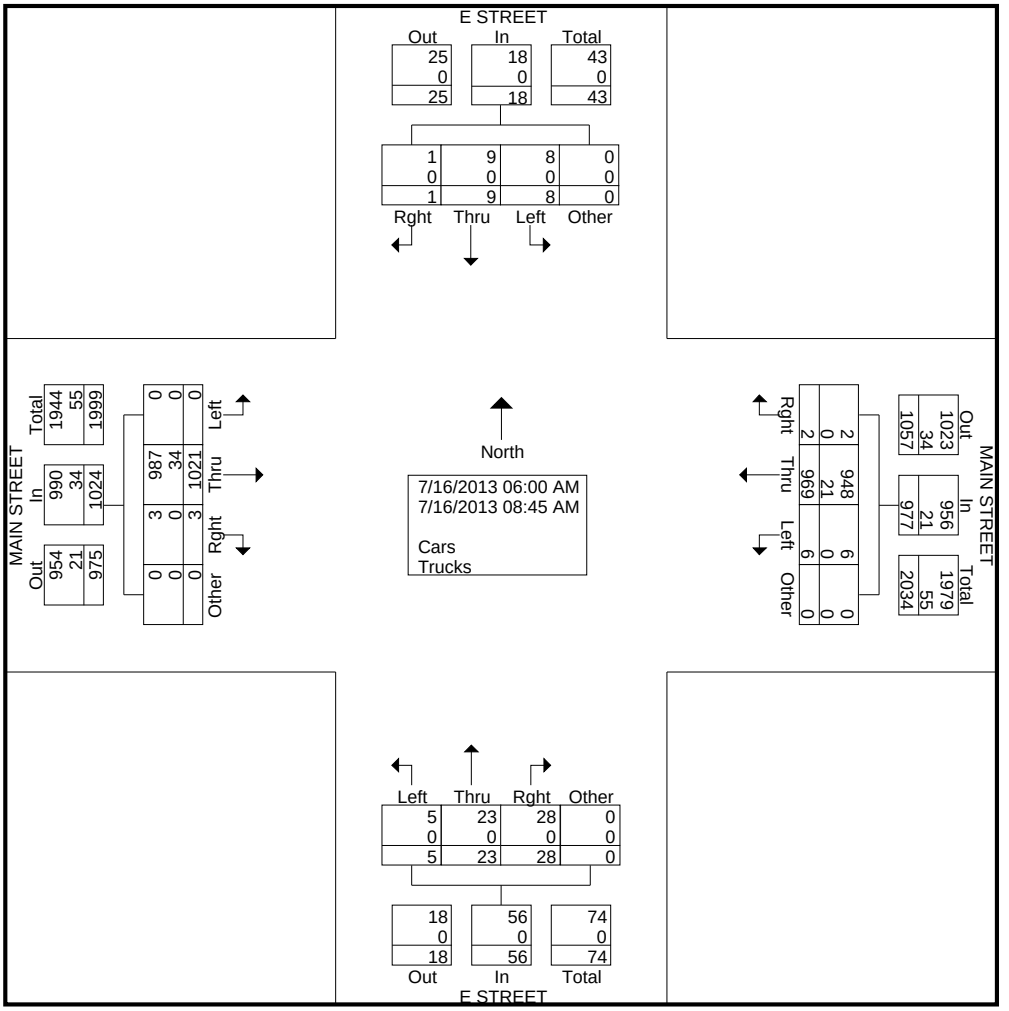

All Traffic Data Services, Inc

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

File Name : EStreet&MainAM
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	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
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

File Name : EStreet&MainMD
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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

File Name : EStreet&MainMD
Site Code : 2_____
Start Date : 7/16/2013
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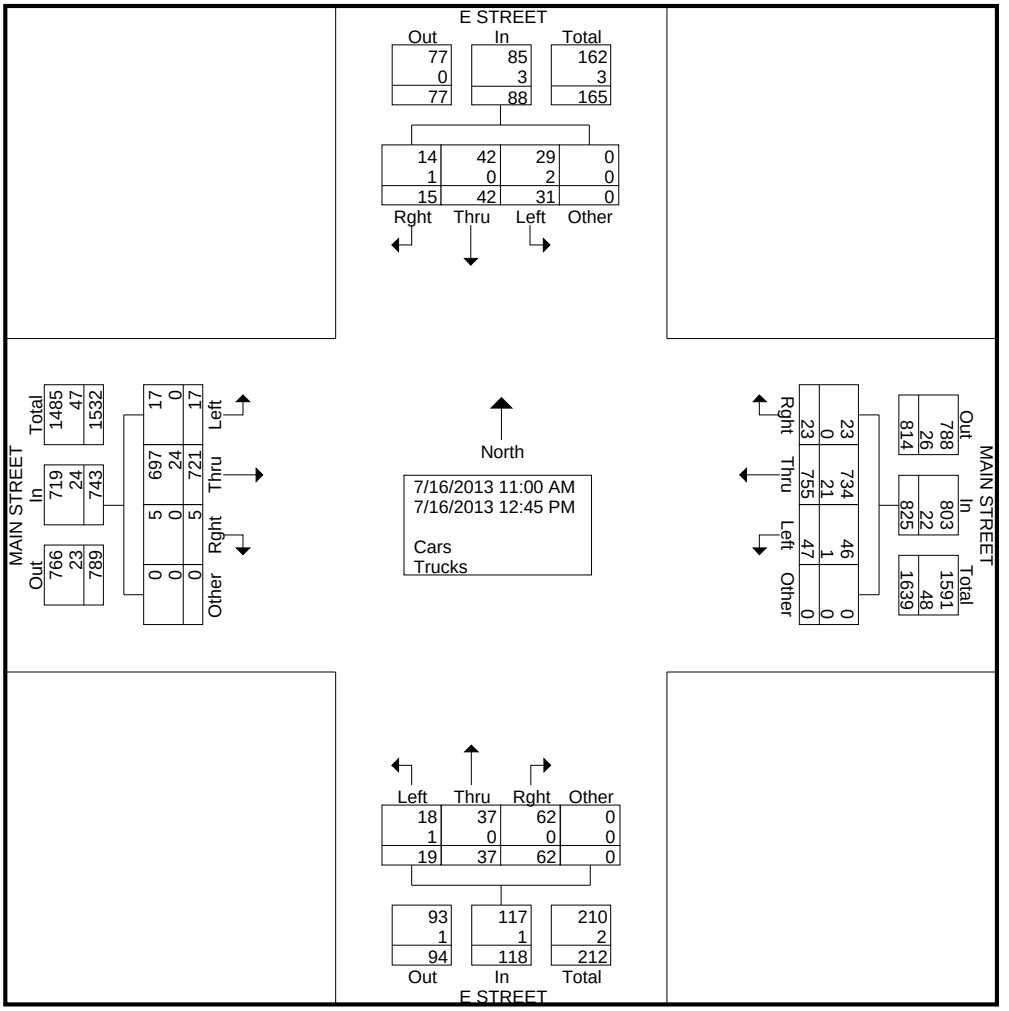

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870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

File Name : EStreet&MainMD
Site Code : 2_____
Start Date : 7/16/2013

	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
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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(904) 707-8618

File Name : EStreet&MainPM
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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

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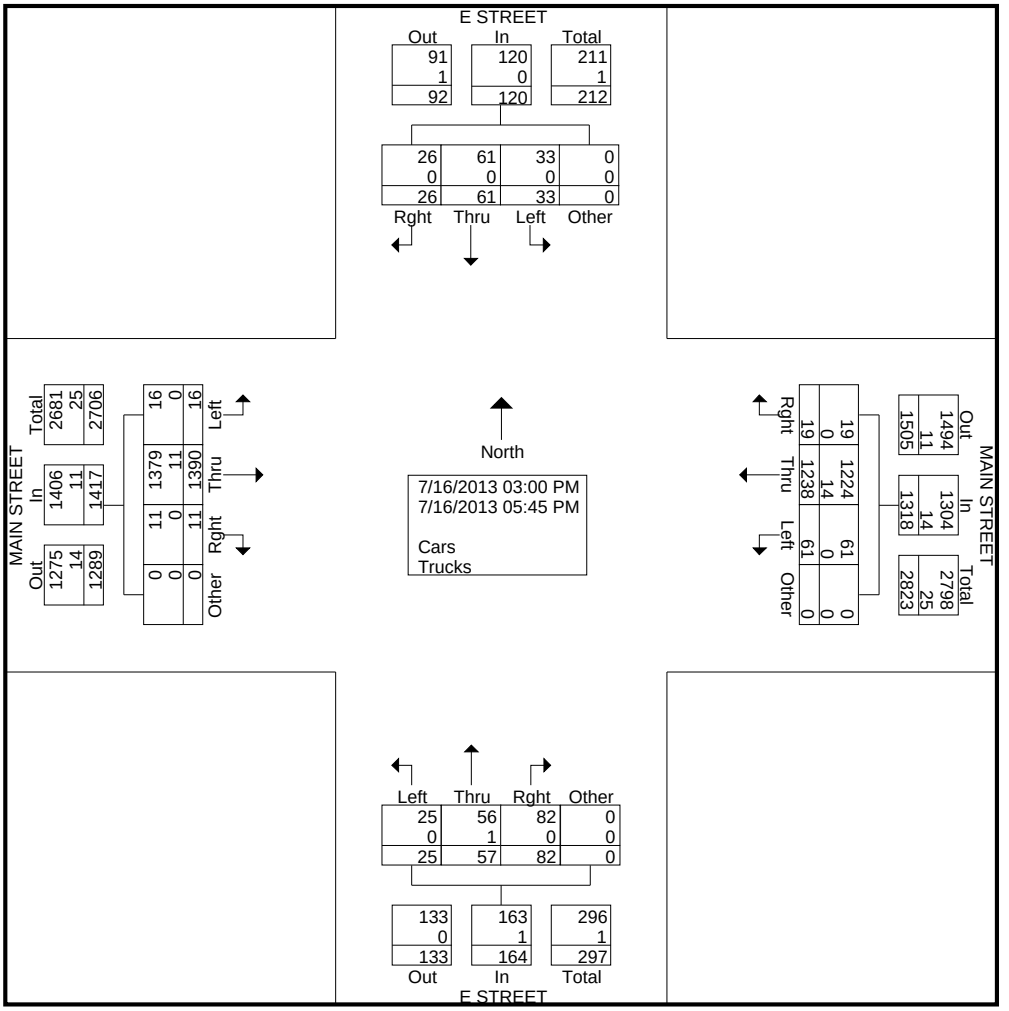

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870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

File Name : EStreet&MainPM
Site Code : 2_____
Start Date : 7/16/2013

	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
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

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+I1), 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

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.

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.

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

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

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

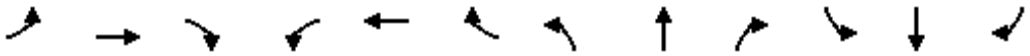
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	438	5	1	398	8	1	1	4	5	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
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



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	

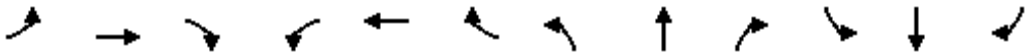
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.4%		ICU Level of Service A	
Analysis Period (min) 15			

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	

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 Effct 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



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	

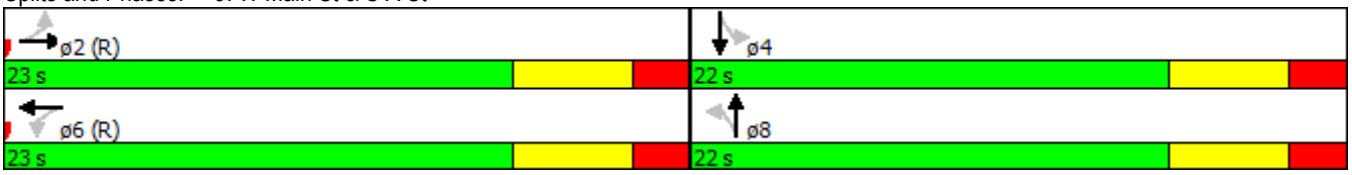
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.2%		ICU Level of Service A	
Analysis Period (min) 15			

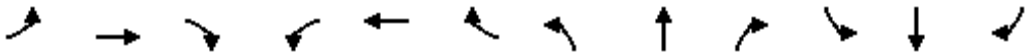
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	425	4	10	361	20	2	3	7	25	11	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			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	

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





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	

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

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

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.

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.

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+I1), 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

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

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

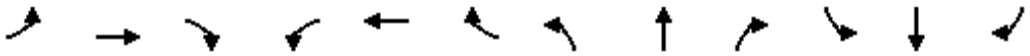
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	503	1	1	512	5	2	1	6	7	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
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



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	

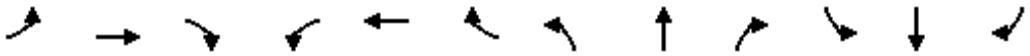
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.3%		ICU Level of Service C	
Analysis Period (min) 15			

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
Frt		0.850		0.850		
Flt Protected	0.950					0.999
Satd. Flow (prot)	3433	1583	3539	1583	0	3536
Flt 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	

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 Effct 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

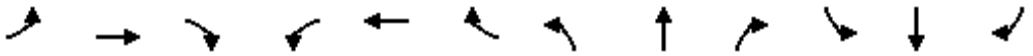
Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 0 (0%), Referenced to phase 2:NET and 6:SWTL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 13.2		Intersection LOS: B	
Intersection Capacity Utilization 46.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: W Main St & Barrancas



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			

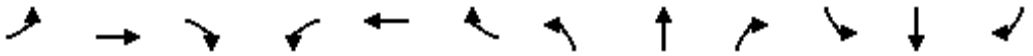


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	426	27	56	448	34	18	30	48	21	41	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		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	

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



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	

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)		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

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

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.

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.

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+I1), 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

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

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+I1), 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

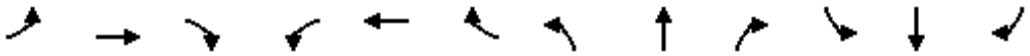
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	572	4	2	535	9	1	1	2	3	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
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



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	

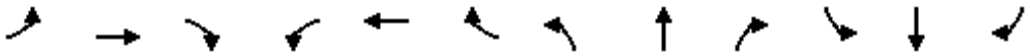
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.1%		ICU Level of Service A	
Analysis Period (min) 15			

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
Frt		0.850		0.850		
Flt Protected	0.950					0.999
Satd. Flow (prot)	3433	1583	3539	1583	0	3536
Flt 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	

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 Effct 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

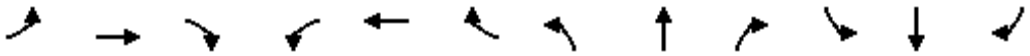
Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 0 (0%), Referenced to phase 2:NET and 6:SWTL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 10.5		Intersection LOS: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

Splits and Phases: 3: W Main St & Barrancas



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		



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	

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		0.47			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

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	

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
	LANDASCAPE 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
	LANDASCAPE 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

No.	ITEM	QTY	UNIT	UNIT PRICE	TOTAL
	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

No.	ITEM	QTY	UNIT	UNIT PRICE	TOTAL
	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

Florida-Alabama TPO
Transportation Planning Organization

Public Workshop
Comment Sheet

December 17, 2013

Main St. Corridor Management Plan

Date: 12-17-13

Comments: I would recoment that if you peot eny turn Lanes on Main street. That E street has one. It is the olly ~~[illegible]~~ Road to Syprus 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

Florida-Alabama TPO
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 sidewalk on the southside 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

Florida-Alabama TPO
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 of sidewalk as allowable. Planters on street lights like (downtown Fairhope) planter boxes. Neighborhood ~~identification~~ 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

Florida-Alabama TPO
Transportation Planning Organization

Public Workshop
Comment Sheet

December 17, 2013

Main St. Corridor Management Plan

Name: [redacted] Date: 12-17-2013

Address: [redacted]

E-mail Address: daryldelgado@att.net

Phone Number: 850-393-1152

Comments: Really like concept # 2.

It will look great with flowering trees on both sides of roadway. Hiding 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

Florida-Alabama TPO
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

Florida-Alabama TPO
Transportation Planning Organization

Public Workshop
Comment Sheet

December 17, 2013

Main St. Corridor Management Plan

Date: 12-17-2013

Comments: I like the idea of concept 2, it has a more complete look to it. It's more inviting 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

Florida-Alabama TPO
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 feasable. You are missing one thing Downtown and that is affordable young urban energy efficient housing. Lengthen Main and investments 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

Florida-Alabama TPO
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

City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 26-22 City Council 5/26/2022

LEGISLATIVE ACTION ITEM

SPONSOR: Grover C. Robinson, IV, Mayor

SUBJECT:

PROPOSED ORDINANCE NO. 26-22 - RENEWAL OF AUTHORIZATION AND APPROVAL OF THE LIBRARY MUNICIPAL SERVICES TAXING UNIT (MSTU) WITHIN THE CITY LIMITS

RECOMMENDATION:

That City Council adopt Proposed Ordinance No. 26-22 on first reading:

AN ORDINANCE PROVIDING FOR THE RENEWAL OF AUTHORIZATION AND APPROVAL OF THE APPLICATION OF THE MUNICIPAL SERVICES TAXING UNIT FOR LIBRARY SERVICES WITHIN THE CITY LIMITS OF THE CITY OF PENSACOLA; PROVIDING FOR SEVERABILITY; PROVIDING A REPEALING CLAUSE; PROVIDING AN EFFECTIVE DATE.

HEARING REQUIRED: No Hearing Required

SUMMARY:

The Escambia County Board of County Commissioners (BCC) levies a municipal services taxing unit (MSTU) for library services throughout all unincorporated and incorporated areas of Escambia County. This MSTU is the dedicated funding source of the West Florida Public Library System (WFPL), which operates all public library branches throughout the county.

Florida Statute 125.01 provides that the governing body of an affected municipality within a county must provide consent via ordinance for such a levy. In December 2012, City Council adopted Ordinance No. 27-12 consenting to the levy of the MSTU for a period of 10 years. With this consent set to expire in December 2022 (mid-fiscal year), WFPL and the BCC have requested another 10-year renewal be brought forth at this time, for long-term budget planning purposes and confirmation of funding source.

PRIOR ACTION:

December 13, 2012 - City Council adopted Ordinance No. 27-12 consenting to the levying of the Library MSTU in the incorporated area of the City of Pensacola for 10 years.

FUNDING:

N/A

FINANCIAL IMPACT:

None

LEGAL REVIEW ONLY BY CITY ATTORNEY: Yes

5/13/2022

STAFF CONTACT:

Kerrith Fiddler, City Administrator
Amy Lovoy, Finance Director

ATTACHMENTS:

1) Ordinance No. 27-12 - Authorizing and Approving the Library Municipal Services Taxing Unit
2) Proposed Ordinance. No. 26-22 - Renewal of the Authorization and Approval of the Library Municipal Services Taxing Unit

PRESENTATION: No

PROPOSED
ORDINANCE NO. 28-12

ORDINANCE NO. **27-12**

AN ORDINANCE PROVIDING FOR THE AUTHORIZATION AND APPROVAL OF THE APPLICATION OF THE MUNICIPAL SERVICES TAXING UNIT FOR LIBRARY SERVICES WITHIN THE CITY LIMITS OF THE CITY OF PENSACOLA; PROVIDING FOR SEVERABILITY; PROVIDING A REPEALING CLAUSE; PROVIDING AN EFFECTIVE DATE.

BE IT ORDAINED BY THE CITY OF PENSACOLA, FLORIDA:

WHEREAS, on March 22, 1994, the Board of County Commissioners of Escambia County, Florida adopted a resolution for the creation of a Municipal Services Taxing Unit ("MSTU") for Library Services; and

WHEREAS, on July 28, 1994, the Board of County Commissioners of Escambia County, Florida adopted a resolution to clarify the fact that the MSTU for Library Services was to include all unincorporated areas of Escambia County; and

WHEREAS, Florida Statutes, Section 125.01, provides that subject to consent by ordinance of the governing body of an affected municipality given either annually or for a term of years, the boundaries of a municipal service taxing or benefit unit may include all or part of the boundaries of a municipality; and

WHEREAS, the City desires to consent to the levy of the MSTU for Library Services within the incorporated area of the City of Pensacola, NOW THEREFORE,

BE IT ORDAINED BY THE CITY OF PENSACOLA, FLORIDA:

SECTION 1. The City of Pensacola authorizes, approves and consents to the application of the MSTU for Library Services by the Board of County Commissioners of Escambia County, Florida, within all of the municipal boundaries of the City of Pensacola, pursuant to Florida Statutes, Section 125.01, for a term of ten (10) years.

SECTION 2. If any word, phrase, clause, paragraph, section or provision of this ordinance or the application thereof to any person or circumstance is held invalid or unconstitutional, such finding shall not affect the other provision or applications of the ordinance

which can be given effect without the invalid or unconstitutional provisions or application, and to this end the provisions of this ordinance are declared severable.

SECTION 3. All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 4. This ordinance shall take effect on the fifth (5^{th}) business day after adoption or shall be effective upon such later date as may be provided therein.

Passed: December 13, 2012

Approved: P.C. Wu
President of City Council

Attest:
Ericka L. Burnett
City Clerk

Legal in form and valid as drawn:

City Attorney

CITY COUNCIL MEMORANDUM

December 13, 2012
Item 15C

TO: City Council

FROM: P.C. Wu, Council President

SUBJECT: Proposed Ordinance No. 28-12 – Funding For the West Florida Public Library System

RECOMMENDATION:

That City Council approve Proposed Ordinance No. 28-12 on second reading.

SUMMARY:

At the November 7, 2012 Special Committee of the Whole meeting to discuss the West Florida Public Library System a motion was passed to put on the November 13, 2012 Committee of the Whole Agenda to discuss levying a MSTU to fund the Library system. Since that time, the County has taken action to collaborate with the City of Pensacola to levy a MSTU to provide a dedicated funding source for the West Florida Public Library System. The County anticipates bring forward a resolution making the MSTU inclusive of the City on December 6, 2012 in order to comply with the statutory deadline.

In order to accomplish this, the County wants to levy the MSTU county-wide. Therefore, according to State Statues, the City needs to adopt an ordinance before the end of December, 2012 for this to be effective for Fiscal Year 2014 (October 1, 2013 – September 30, 2014). Due to the time constraints this item is being brought forward and an ordinance will be prepared for first reading on Thursday, November 15, 2012 should the Committee of the Whole approve this recommendation.

As discussed at the Special Committee of the Whole meeting on November 7, 2012, both the City and County staff have worked diligently to resolve this issue. For the Fiscal Year 2013 budget, remaining funds from Fiscal Year 2012 will be carried forward to stabilize the operating hours of the Library System at 87% for all branches. The adoption of this ordinance would be the next step in order to accomplish a permanent solution to Library funding within Escambia County. The Mayor, Staff, Library Board and Friends of the Library feel it is essential to have quality library services within Escambia County for both City and County residents. This would resolve a long overdue issue as it relates to the quality of life in the area.

PRIOR ACTION:
The Fiscal Year 2013 Budget for the Library was adopted in September, 2012.
November 15, 2012, City Council approved Proposed Ordinance 28-12 on first reading.

FUNDING: Budget: N/A
Actual: N/A

ATTACHMENTS: (1) Proposed Ordinance No. 28-12
(2) Committee Memorandum dated December 10, 2012

PRESENTATION: No.

COMMITTEE MEMORANDUM

December 10, 2012

FOR INFORMATION

FROM: Ashton J. Hayward, III, Mayor

SUBJECT: West Florida Public Library System MSTU Ordinance Change

SUMMARY:

At the November 15, 2012 Council Meeting, City Council adopted an ordinance on the first reading to levy a Municipal Service Taxing Unit (MSTU) within the incorporated area upon the adoption by Escambia County to levy a MSTU within the unincorporated area for a dedicated funding source for the West Florida Public Library System. Included in that ordinance was a provision that the City of Pensacola authorizes the MSTU for a term of five (5) years. Following that meeting, Staff was informed by the County that their intention is to authorize the MSTU for a term of ten (10) years. Therefore, the ordinance that will be brought before City Council on December 13, 2012 for the second reading will include the change in term of the MSTU from five (5) years to ten (10) years, in order to remain consistent with Escambia County's ordinance.

PRIOR ACTION:

November 15, 2012 - Proposed Ordinance #28-12 adopted by City Council on the first reading.

ATTACHMENTS:

None.

PRESENTATION:

No.

PENSACOLA
News Journal
Informed. In Tune. In Touch.

Published Daily-Pensacola, Escambia County, FL

PROOF OF PUBLICATION

State of Florida

County of Escambia:

Before the undersigned authority personally appeared **ANNA HAMMES** who on oath, says that she is a personal representative of the Pensacola News Journal, a daily newspaper published in Escambia County, Florida; that the attached copy of advertisement, being a Legal in the matter of:

Notice of Proposed Ordinances

Was published in said newspaper in the issue(s) of:

December 3, 2012

Affiant further says that the said Pensacola News Journal is a newspaper published in said Escambia County, Florida, and that the said newspaper has heretofore been published in said Escambia County, Florida, and has been entered as second class matter at the Post Office in said Escambia County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Sworn to and subscribed before me this **3rd** Day of **December, 2012**, by **ANNA HAMMES** who is personally known to me.

A Hammes
Affiant

Gillian L Ward
Notary Public

GILLIAN L. WARD
NOTARY PUBLIC – STATE OF FLORIDA
COMMISSION #EE835572
MY COMMISSION EXPIRES SEPT. 17, 2016

NOTICE OF PROPOSED ORDINANCES

Please be advised that Proposed Ordinance Nos. 26-12, 27-12, and 28-12 were presented to the City Council of the City of Pensacola for first reading on Thursday, November 15, 2012 and will be presented for final reading and adoption on Thursday, December 13, 2012 at 5:30 p.m. in Council Chambers on the First Floor of City Hall, 222 West Main Street, Pensacola, Florida.

The titles of the proposed ordinances are as follows:

P.O. #26-12

AN ORDINANCE AMENDING THE CODE OF THE CITY OF PENSACOLA, FLORIDA; AMENDING PROVISIONS OF THE DEFERRED RETIREMENT OPTION PLAN; AMENDING SECTION 9-9-4(g), FOR REDUCING INTEREST EARNED PERCENTAGE FOR THE GENERAL PENSION AND RETIREMENT PLAN; AMENDING SECTION 9-9-4(h), FOR NOT ALLOWING COST OF LIVING INCREASES FOR THE GENERAL PENSION AND RETIREMENT PLAN, PROVIDING FOR APPLICABILITY OF ORDINANCE; PROVIDING FOR SEVERABILITY; REPEALING CLAUSE; PROVIDING AN EFFECTIVE DATE.

P.O. #27-12

AN ORDINANCE AMENDING SECTION 12-12-7 OF THE CODE OF THE CITY OF PENSACOLA, FLORIDA; AMENDING LICENSE TO USE RIGHT OF WAY REGULATIONS; PROVIDING FOR SEVERABILITY; REPEALING CLAUSE; PROVIDING AN EFFECTIVE DATE.

P.O. #28-12

AN ORDINANCE PROVIDING FOR THE AUTHORIZATION AND APPROVAL OF THE APPLICATION OF THE MUNICIPAL SERVICES TAXING UNIT FOR LIBRARY SERVICES WITHIN THE CITY LIMITS OF THE CITY OF PENSACOLA; PROVIDING FOR SEVERABILITY; PROVIDING A REPEALING CLAUSE; PROVIDING AN EFFECTIVE DATE.

A copy of the proposed ordinances may be inspected by the public in the City Clerk's office, located on the 7th Floor of City Hall, 222 West Main Street, Pensacola, Florida, or on-line on the City's website: http://www.cityofpensacola.com/agendas/. Interested parties may appear at the Council meeting and be heard with respect to the proposed ordinances.

If any person decides to appeal any decision made with respect to any matter considered at this meeting or public hearing, such person may need to insure that a verbatim record of the proceedings is made, which record includes the testimony and any evidence upon which the appeal is to be based.

The City of Pensacola adheres to the Americans with Disabilities Act and will make reasonable accommodations for access to city services, programs and activities. Please call 435-1606 (or TDD 435-1666) for further information. Requests must be made at least 48 hours in advance of the event in order to allow the City time to provide the requested services.

CITY OF PENSACOLA, FLORIDA
By: Ericka L. Burnett, City Clerk

Visit www.cityofpensacola.com to learn more about City activities. Council agendas posted on-line before meetings.

Legal No 1583910 1T December 3, 2012

RECEIVED
DEC 04 2012
CITY CLERK

PROPOSED
ORDINANCE NO. 26-22

ORDINANCE NO. _____

AN ORDINANCE
TO BE ENTITLED:

AN ORDINANCE PROVIDING FOR THE RENEWAL OF AUTHORIZATION AND APPROVAL OF THE APPLICATION OF THE MUNICIPAL SERVICES TAXING UNIT FOR LIBRARY SERVICES WITHIN THE CITY LIMITS OF THE CITY OF PENSACOLA; PROVIDING FOR SEVERABILITY; PROVIDING A REPEALING CLAUSE; PROVIDING AN EFFECTIVE DATE.

WHEREAS, on March 22, 1994, the Board of County Commissioners of Escambia County, Florida adopted a resolution for the creation of a Municipal Services Taxing Unit (MSTU) for Library Services; and

WHEREAS, on July 28, 1994, the Board of County Commissioners of Escambia County, Florida adopted a resolution to clarify the fact that the MSTU for Library Services was to include all unincorporated areas of Escambia County; and

WHEREAS, Florida Statutes, Section 125.01 provides that subject to consent by ordinance of the governing body of an affected municipality given either annually or for a term of years, the boundaries of a municipal service taxing or benefit unit may include all or part of the boundaries of a municipality; and

WHEREAS, the City Council of the City of Pensacola, Florida adopted Ordinance No. 27-12 on December 13, 2012, consenting to the levy of the MSTU for Library Services within the incorporated area of the City of Pensacola for a term of ten (10) years; and

WHEREAS, the City desires to renew consent to the levy of the MSTU for Library Services within the incorporated area of the City of Pensacola,

NOW THEREFORE, BE IT ORDAINED BY THE CITY OF PENSACOLA, FLORIDA:

SECTION 1. The City of Pensacola authorizes, approves, and consents to the application of the MSTU for Library Services by the Board of County Commissioners of Escambia County, Florida, within all of the municipal boundaries of the City of Pensacola, pursuant to Florida Statutes, Section 125.01, for a term of ten (10) years, beginning on December 14, 2022.

SECTION 2. If any word, phrase, clause, paragraph, section or provision of this ordinance or the application thereof to any person or circumstance is held invalid or unconstitutional, such finding shall not affect the other provision or applications of the ordinance which can be given effect without the invalid or unconstitutional provisions or application, and to this end the provisions of this ordinance are declared severable.

SECTION 3. All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 4. This ordinance shall take effect on the fifth business day after adoption, unless otherwise provided, pursuant to Section 4.03(d) of the City Charter of the City of Pensacola.

Approved: _____

Adopted: _____
President of City Council

Attest:

_____
City Clerk