



HERNANDO/CITRUS MPO

Brooksville Area-Wide Transportation Analysis
(SR 50A One-Way Pair)

Technical Analysis Report

April 2017



**GREAT INSIGHTS.
GREATER OUTCOMES.**

Hernando/Citrus MPO

Brooksville Area-Wide Transportation Analysis

(SR 50A One-Way Pair)

Technical Analysis Report



Hernando/Citrus Metropolitan Planning Organization

20 North Main Street, Room 262

Brooksville, FL 34601

Ph (352) 754-405, fax (352) 754-4420

www.hernandocitrusmpo.us

Prepared by:



1000 Ashley Drive, Suite 400

Tampa, FL 33602

Ph (813) 224-8862

www.tindaleoliver.com



966 Candlelight Blvd

Brooksville, FL 34601

Ph (352) 796-9423

www.coastal-engineering.com

April 2017

Table of Contents

Section 1: Study Purpose	1-1
Section 2: Study Context	2-1
Background Documentation Review	2-1
Existing Conditions	2-3
Section 3: Study Analysis	3-1
Travel Demand Forecasting	3-1
Operational Traffic Analysis	3-9
Crash Mitigation	3-14
Parking Utilization	3-15
Two-Way Conversion Pros and Cons.....	3-15
Section 4: Study Findings	4-1
Study Recommendations	4-1
Next Steps.....	4-4
Appendix A Project Team Meeting Summaries	A-1
Appendix B Traffic Volume Counts	B-1
Appendix C: Level of Service Analysis (Existing, 2020, and 2040)	C-1
Appendix D: 2000-2014 Study Area Historic AADT.....	D-1
Appendix E: Future Year Traffic Volumes and Growth Rates.....	E-1
Appendix F: Crash Analysis Background Research	F-1

List of Figures

Figure 1-1: Project Study Area Map	1-2
Figure 1-2: Project Schedule	1-3
Figure 2-1: Crash Map from 1999 Study	2-1
Figure 2-2: All Crashes (2010-2014).....	2-8
Figure 2-3: Sideswipes	2-9
Figure 2-4: Parking and Multimodal Facilities.....	2-11
Figure 3-1: Analysis Cutline Locations.....	3-2
Figure 3-2: TBRPM 2040 Truck Percentages	3-8
Figure 4-1: Study Area Recommendations Map	4-1
Figure 4-2: Conceptual Alternatives for Broad St (East of Main).....	4-5
Figure 4-3: Conceptual Alternatives for Jefferson St	4-6

List of Tables

Table 2-1: Historic and Existing Daily Traffic Volumes	2-2
Table 2-2: Existing Segment Traffic Volumes.....	2-4
Table 2-3: Existing Peak-Hour Intersection Level of Service	2-5
Table 2-4: Existing Peak-Hour Arterial Level of Service	2-5
Table 2-5: Crash Distribution	2-7
Table 2-6: Pedestrian and Bike Crashes	2-10
Table 3-1: 2020 Outline Analysis	3-3
Table 3-2: 2040 Outline Analysis	3-5
Table 3-3: One-way Pairs Historical AADT	3-7
Table 3-4: Study Area Historical and Forecast Volumes Analysis	3-9
Table 3-5: 2020 Peak-Hour Intersection Level of Service	3-10
Table 3-6: 2020 Peak-Hour Arterial Level of Service	3-11
Table 3-7: 2040 Peak-Hour Intersection Level of Service	3-12
Table 3-8: 2040 Peak-Hour Arterial Level of Service	3-13
Table 3-9: Pros and Cons of Two-Way Reversion	3-16
Table 4-1: Conceptual Cost Estimates	4-3

Section 1: Study Purpose

Following the conversion of Broad Street and Jefferson Street to one-way pairs in the summer of 1993, through traffic (especially trucks), sustainability of businesses in Downtown Brooksville, adequate parking, and, most recently, mixed use and livability are concerns that have been identified and evaluated. In the 2040 Long Range Transportation Plan (LRTP), the Hernando/Citrus MPO included reversion of one-way pairs to their original configuration of two-way as a cost-feasible project. Designated as State Highways and US Routes, reverting Broad Street and Jefferson Street to two-way and transferring the jurisdictional ownership to the City of Brooksville and potentially also Hernando County provides opportunities for local decision-making that affect the nature of the traffic and land use connections. A longstanding discussion point pertaining to the reversion of these Downtown one-way pairs has been the transfer of the US 98 designation from Jefferson Street and Ponce De Leon Boulevard to Cortez Boulevard (SR 50 Bypass) and Cobb Road. Costly improvements identified for Cobb Road (primarily four-laning) and the assumption of maintenance responsibilities on Jefferson Street have been two challenges delaying the reversion.

The study is being conducted to evaluate the potential options and opportunities of viable transportation alternatives in Brooksville's Downtown. This evaluation is being undertaken in a two-fold manner to address the issues and challenges of moving forward:

- Conduct a technical analysis that evaluates future traffic conditions in the Downtown under one-way and two-way operations and identify the coordination activities necessary for a potential reversion.
- Identify conceptual improvements that could potentially be included to provide a safe and pedestrian/bicyclist-friendly transportation system with either one-way or two-way traffic on Broad Street and Jefferson Street.

Figure 1-1 provides a general overview of the study area limits along with locations at which traffic count data were collected for purposes of conducting the technical analysis. To facilitate this study, a project team of local agency staff was convened to review the technical analysis and provide direction for the study. Figure 1-2 provides the project schedule and timing of the study activities. A summary of the project review team meetings is included in Appendix A.

The remainder of this report provides an overview of the study analysis and findings and is divided into the following sections.

Section 2: Study Context provides the framework for the study by highlighting the background documents and data that were reviewed. An assessment of the existing traffic conditions is also discussed in this section.

Section 3: Study Analysis includes future traffic operating conditions, parking utilization, and crash mitigation strategies.

Section 4: Study Findings includes area-wide recommendations for improved pedestrian/bicyclist safety along with conceptual roadway alternatives that could be considered as this study transitions to future feasibility and engineering phases of implementation.

Figure 1-1: Project Study Area Map

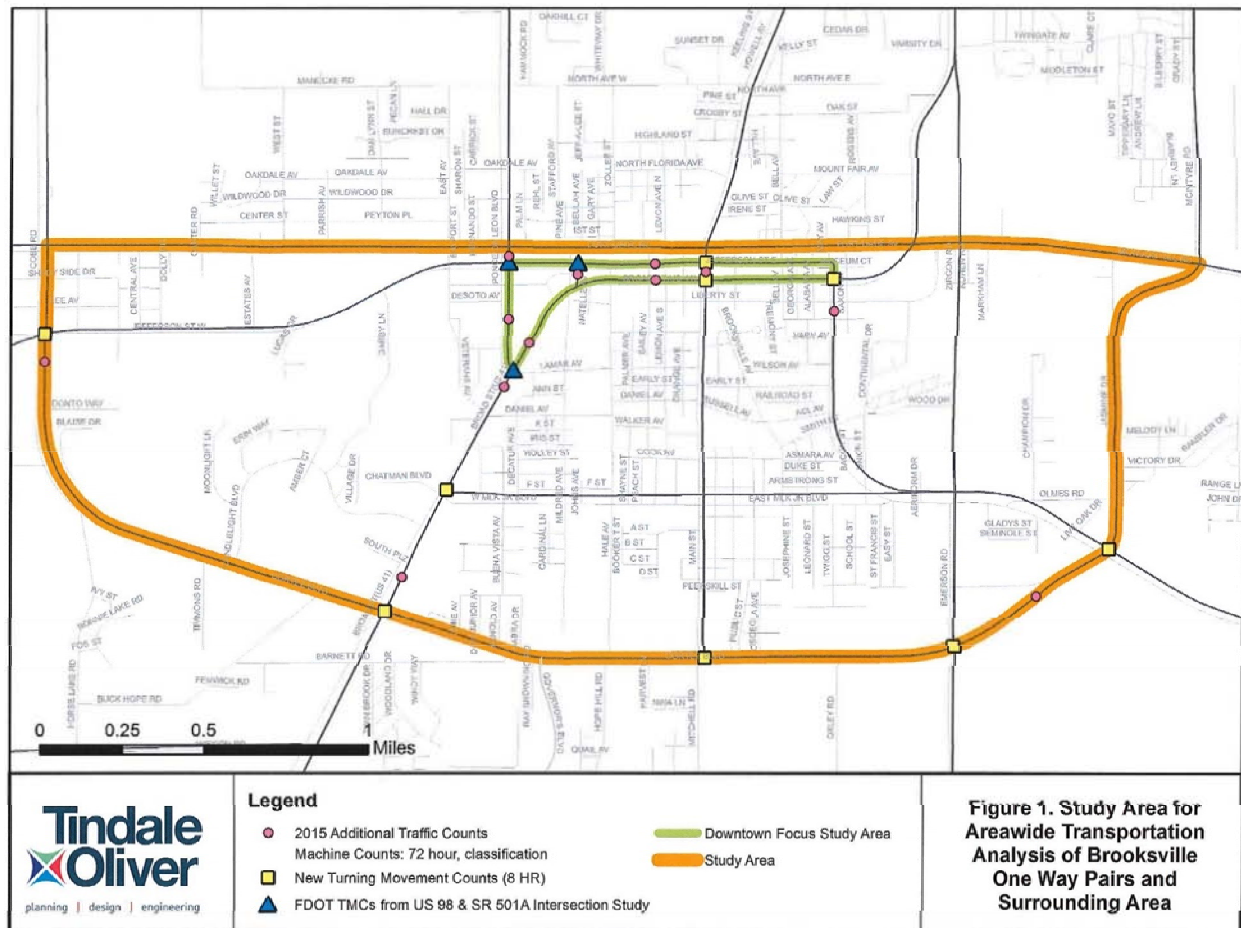


Figure 1-2: Project Schedule



Section 2: Study Context

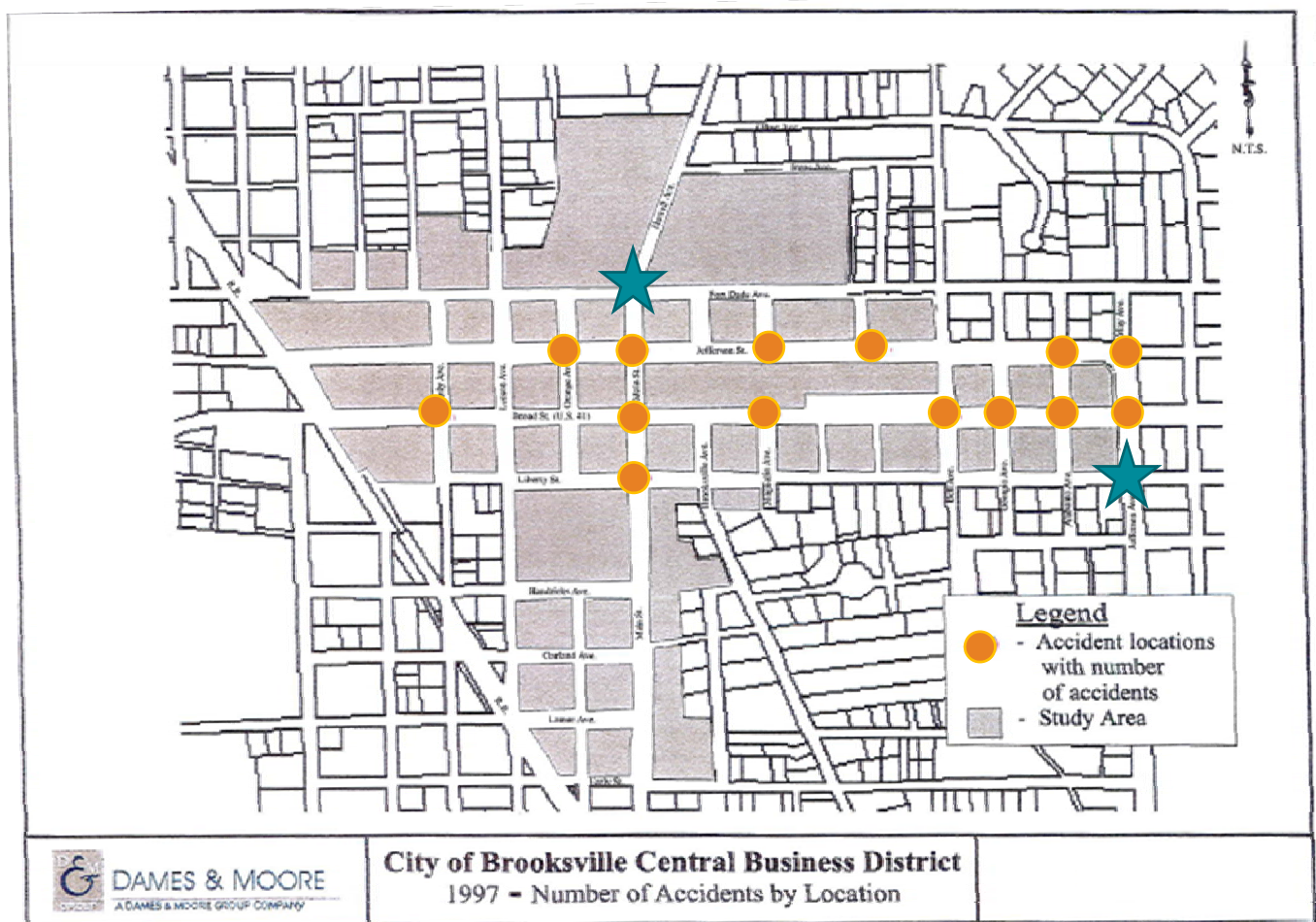
Background Document Review

The purpose of this document is to review planning documents relevant to the one-way pair alternatives analysis. Specific references to the concept or impacts are highlighted.

The **City of Brooksville Downtown Parking and Traffic Circulation Study (1999)** analyzes the traffic circulation, parking, and traffic safety issues in Downtown Brooksville and notes the challenges of supporting both local and regional trip needs as well as those caused by heavy vehicle traffic.

To determine the extent of the safety issues, a crash report review was included. The report noted that there were 28 crashes in the study area, as shown on Figure 2-1. Only two of the intersections (indicated by blue stars on the map) experienced more than two crashes: Jefferson Street and Liberty Street had eight, and Fort Dade Avenue and Howell Avenue had four.

Figure 2-1: Crash Map from 1999 Study



The study also included traffic counts from 1998, as provided by the MPO and shown listed in Table 2-1, and identified the Level of Service (LOS) as “B” for Jefferson Street and Broad Street. Two intersections, Jefferson Street at Main Street and Broad Street at Main Street, were noted to have experienced some delay. Truck traffic was also noted as a concern, with daily truck percentages ranging from 5–9%. Although the Bypass is a well-used option and is signed as a truck route, the route through Downtown is the shortest distance and continues to be used for the movement of freight. With this mix of traffic and trip purposes comes issues associated with speed, safety, and noise.

Table 2-1: Historic and Existing Daily Traffic Volumes

Location	One-way Daily Volume (1998)	One-way Daily Volume
Jefferson St, east of Main St	7,274	6,600 (2014)
Jefferson St, west of Main St	10,821	7,824 (2016)
Broad St, east of Main St	7,744	8,200 (2014)
Broad St, west of Main St	9,931	8,590 (2016)

Parking was addressed in this previous study, which noted that the parking challenges are mostly perceived and are exacerbated by the one-way pair configuration. Certain activities related to the County Building and the Courthouse cause challenges, but, generally, policy and enforcement are seen as effective management tools.

This plan identified four scenarios in response to the challenges identified during the analysis:

- #1 – short-term, low-cost scenario
- #2 – enhanced short-term scenario
- #3 – long-term scenario directed at improving Downtown aesthetics
- #4 – long-term scenario designed to restrict truck traffic

Scenario #1 focused on low-cost solutions such as restriping, signage, and Americans with Disabilities Act (ADA) compliance. Scenario #2 included Scenario #1 and added enforcement of parking limits, street furniture, and the construction of an off-street parking lot. Long-term Build Scenario #3 lists returning Jefferson Street and Broad Street to two-way traffic and Long-term Build Scenario #4 identifies removing the US designations from roads in Downtown, which would allow the restriction of truck traffic through Brooksville.

The **Marketing and Master Plan for Downtown Brooksville (1995)**, developed for the City of Brooksville Vision Steering Committee, mentions the need to evaluate returning the one-way pairs to two-way traffic. It also notes a small-scale “antique center” vision for Downtown and that “streets should appear and feel more like a commercial center and less like thoroughfares.”

The **City of Brooksville Community Redevelopment Agency Community Development Plan (2013)** includes a Traffic Circulation section that discusses the influence of the current traffic circulation pattern on the CRA. Impacts include the speed at which motorists pass through Downtown that limits their exposure to it as a result of the configuration and the safety issues created by that speed. The plan identifies the opportunities to create gateways into Downtown to create a “sense of place” and the

benefits of improvements to the sidewalk network and pedestrian realm. Parking challenges and opportunities for improvements are also discussed.

Overall, the plan seeks to create an identity for the Community Redevelopment Agency (CRA) plan area by developing goals and objectives that address transportation accessibility as well as the economic potential of the Downtown area, identifying funding mechanisms for identified improvements, creating a cohesive and inclusive vision, and assisting in developing partnerships to achieve the vision.

Other planning documents reviewed include the South Brooksville Reuse Planning Study, the FY 2017 – 2021 Transportation Improvement Program, the Hernando/Citrus MPO 2040 Long Range Transportation Plan, the Planned Bicycle and Pedestrian Facilities Maps, and other transportation network maps. Each focuses on a specific aspect or location and overall, promotes Brooksville as a lively, multi-modal, safe and livable community that emphasizes choice quality of life for its citizens.

The **Brooksville 2040 Vision Document (2014)** was developed as a vision of “what could be” in accordance with the community’s desires and goals for the future. This document offers guiding principles on land use, transportation, housing and community, conservation and open space, public safety, economic development, urban design and public facilities. Transportation concepts include encouraging multi-modal transportation options; promotion of the development of a vibrant, walkable, mixed-use Central Business District; and development of transit-oriented development that takes advantage of the CSX rail line. The Brooksville Foundation is updating the Vision Document to 2050 with the goal of encouraging quality economic development through organization, promotion, preservation, design, construction, and cooperation with the City of Brooksville. Other activities of the Brooksville Vision Foundation include the recently-initiated Florida Main Street Program along Main Street, the focus of which is to revitalize Brooksville, in part, through improving transportation and enhancing the physical elements of the Downtown district.

The **Hernando/Citrus MPO 2040 LRTP (2015)** identified the reversion of the one-way pairs of Jefferson Street and Broad Street to a two-way configuration and the designation of Cobb Road as a State facility to support the conversion.

Existing Conditions

To better understand existing conditions within the study area, several data collection and observations efforts were conducted, including conducting traffic turning movement counts at key intersections, reviewing crash records, assessing the parking inventory and utilization, and evaluating transit, cycling, and pedestrian accessibility. The technical analysis was complemented by a half-day field review conducted by the Project Review Team.

Traffic Counts

As shown in Figure 1-1, nine locations were identified within the project study area at which turning movement counts were conducted. Listed in Appendix B, the eight-hour turning movement counts were collected during the peak season to identify AM, Mid-day, and PM peak-hour characteristics. Conducting

the analysis of future traffic patterns under a one-way or two-way operation of Broad Street and Jefferson Street is based on the movement of traffic from these traffic counts.

Additional traffic counts, collected by the MPO and Florida Department of Transportation (FDOT), were used in identifying the existing traffic volumes for the Study Area. Table 2-2 lists the traffic counts from 2014 and 2016 used for this analysis.

Table 2-2: Existing Segment Traffic Volumes

On Street	From	To	2016 AADT
US 41 / Broad St.	SR 50 / Cortez Blvd	Ponce De Leon Blvd	16,127
US 41 / Broad St.	Ponce De Leon Blvd	Mildred Ave	9,204
US 41 / Broad St.	Mildred Ave	Main St	8,590
US 41 / Broad St.	Main St	SR 50A / Jefferson St	8,200*
US 41 / Broad St.	SR 50A / Jefferson St	Mondon Hill Rd	8,400*
SR 50A / Jefferson St.	SR 50 / Cortez Blvd	Ponce De Leon Blvd	8,600*
SR 50A / Jefferson St.	Ponce De Leon Blvd	Mildred Ave	7,700*
SR 50A / Jefferson St.	Mildred Ave	Main St	7,824
SR 50A / Jefferson St.	Main St	US 41 / Broad St	6,600*
SR 50A / Jefferson St.	US 41 / Broad St	Dr MLK Jr Blvd	8,649
US 98 / Ponce De Leon Blvd	US 41 / Broad St	SR 50A / Jefferson St	6,398
US 98 / Ponce De Leon Blvd	SR 50A / Jefferson St	Ft Dade Ave	8,872
Mildred Ave	US 41 / Broad St	SR 50A / Jefferson St	7,611
Main St	US 41 / Broad St	SR 50A / Jefferson St	3,862
Main St	SR 50A / Jefferson St	Ft Dade Ave	5,443

* 2014 FDOT Annual Average Daily Traffic (AADT)

Existing Intersection and Arterial LOS

For this analysis, the study area intersections (shown in Figure 1-1) were counted during April 2016. These counts were factored to estimate 100th highest-hour volumes using the FDOT seasonal and peak-season adjustment factors for existing conditions. Additional peak-hour turning movement counts were provided by FDOT's *Intersection Study for US 98/SR 700 (Ponce De Leon Boulevard) at SR 50A (West Jefferson Street) Hernando County Florida* (April 2015). As part of the balancing process for the existing conditions analysis, turning movement counts were calibrated using the 2016 AADT, derived from the 72-hour counts conducted during April 2016.

Intersection capacity analyses were undertaken for the study network intersections using Synchro (ver. 8), the 2000 *Highway Capacity Manual* (HCM) procedure for signal-controlled intersections, and the 2010 HCM procedure for stop-controlled intersections. Arterial analyses for the study network roadway segments were conducted using the 2012 FDOT Generalized Tables for LOS. Existing conditions for study area intersections and roadway segments are summarized in Tables 2-3 and 2-4, respectively. Worksheets supporting these summary tables are provided in Appendix C. The existing conditions analysis shows that, overall, all intersections and road segments within the study network are operating at acceptable LOS.

Table 2-3: Existing Peak-Hour Intersection Level of Service

Intersection	Existing Conditions (2016) with One-way Pairs ¹							
	LOS		Cycle (sec.) ³		Control Delay		V/C	
	AM	PM	AM	PM	AM	PM	AM	PM
Broad–Ponce De Leon	A	A	80ac	45ac	8.1	8.7	0.34	0.34
Broad-Benton	A	A	80ac	90ac	0.1	0.1	0.17	0.14
Broad–Mildred ²								
Broad–Main	B	B	90ac	90ac	15.4	15.1	0.37	0.31
Broad–Jefferson	C	C	73.7a	90ac	25.7	26.0	0.61	0.60
Jefferson–Ponce De Leon	C	C	90ac	90ac	27.1	28.7	0.58	0.60
Jefferson–Mildred	B	C	90ac	90ac	18.9	26.8	0.27	0.27
Jefferson–Main	B	B	90ac	90ac	19.7	15.2	0.36	0.35

¹ Signalized intersection values calculated using Synchro 8 HCM 2000 methodology. Values shown for stop-controlled intersections are for main-line left turn movement and calculated using Synchro 8 HCM 2010 methodology.

² Free-flow intersection as one-way; stop-controlled intersection as two-way.

³ 40ac=40 seconds actuated-coordinated, 72a=72 seconds actuated. Splits may have been optimized from 2016 signal plan.

Table 2-4: Existing Peak-Hour Arterial Level of Service

Location	Existing Conditions (2016) with One-way Pairs							
	Segment		Peak-Hour Volume ¹		LOS ²		V/C	
	Lanes	Capacity ³	AM	PM	AM	PM	AM	PM
Broad–W of Ponce De Leon	6D	5,390	1,288	1,302	C	C	0.24	0.24
Broad–W of Benton	4D	3,580	744	759	C	C	0.21	0.21
Broad–W of Mildred	2U	1,330	743	756	D	D	0.56	0.57
Broad–W of Main	2O	1,664	680	633	C	C	0.41	0.38
Broad–W of Jefferson	2O	1,664	609	547	C	C	0.37	0.33
Broad–E of Jefferson	2U	1,600	907	907	C	C	0.57	0.57
Jefferson–W of Ponce De Leon	2D	1,397	671	662	C	C	0.48	0.47
Jefferson–W of Mildred	2U	1,330	601	652	C	C	0.45	0.49
Jefferson–W of Main	2O	1,664	637	655	C	C	0.38	0.39
Jefferson–W/N of Broad	2O	1,664	530	510	C	C	0.32	0.31
Jefferson–S of Broad	2U	1,600	607	716	C	C	0.38	0.45
Ponce De Leon–S of Jefferson	2D	1,397	544	543	C	C	0.39	0.39
Ponce De Leon–N of Jefferson	2D	1,397	554	764	C	D	0.40	0.55
Mildred–S of Jefferson	2O	1,752	692	625	C	C	0.39	0.36
Main–S of Jefferson	2U	1,064	289	330	C	C	0.27	0.31

¹ Segment (arterial) Peak-Hour volumes balanced for intersection analysis in Synchro 8.

² LOS based on FDOT Q/LOS 2012 Generalized Tables

³ Segment Peak-Hour service capacity based on FDOT Q/LOS 2012 Generalized Tables.

Crash Data Review

Five years of crash data, from January 1, 2010, to December 31, 2014, were extracted from the State's Crash Analysis Reporting System (CARS) and reviewed to identify potential crash patterns that could be addressed with the reversion of the one-way pairs to two-way geometry.

During the 2010–2014 analysis period, 198 crashes occurred within the study area. Table 2-5 provides the overall number of crashes per study year, crash type, and injury. Figure 2-2 maps the 198 crashes within the study area and depicts a heat map highlighting the higher crash locations.

As shown in Table 2-5, the following crash trends were identified within the study area:

- Generally, rear-ends constitute the majority of crashes for a corridor. In this study, of the 198 total crashes, 68 (34.3%) were rear-ends and 73 (36.9%) were sideswipes.
- A total of 26 angle crashes were reported. Of these, 10 occurred in 2011.
- A total of 36 crashes (18.2%) occurred during nighttime (dusk until dawn), which is less than the statewide average of 30.15%.
- A total of 9 incapacitating injuries and zero fatalities were reported.
- There is no trend of crashes occurring during wet roadway conditions; only 13 (6.6%) crashes occurred during wet roadway conditions compared to the statewide average of 18.62%.
- The majority of crashes peaked at 1:00 PM and 4:00 PM.

Table 2-5: Crash Distribution

		Number of Crashes					Total Crashes	Mean Crashes	%
		2010	2011	2012	2013	2014			
Crash Type	Angle	5	10	4	3	4	26	5.2	13%
	Backed Into	0	0	0	2	1	3	0.6	2%
	Bicycle	0	1	0	0	1	2	0.4	1%
	Fixed Object	1	1	4	2	2	10	2	5%
	Front to Rear (Rear End)	8	11	7	27	15	68	13.6	34%
	Head On	1	0	0	0	1	2	0.4	1%
	Left Turn	1	1	0	2	2	6	1.2	3%
	Off Road	1	1	1	0	0	3	0.6	2%
	Non-Fixed Object	0	1	1	0	0	2	0.4	1%
	Pedestrian	0	0	0	0	1	1	0.2	1%
	Right Turn	0	0	1	1	0	2	0.4	1%
	Sideswipe, same direction	11	21	6	16	19	73	14.6	37%
	Total	28	47	24	53	46	198	39.6	100%
Injury Severity	Fatal	0	0	0	0	0	0	0	0%
	Incapacitating	1	3	2	2	1	9	1.8	5%
	Non-Incapacitating/Possible	7	6	7	12	11	43	8.6	22%
	None	20	38	15	39	34	146	29.2	74%
	Total	28	47	24	53	46	198	39.6	100%
Lighting Condition	Daylight	23	39	15	40	33	150	30	76%
	Dawn	1	1	1	0	2	5	1	3%
	Dusk	0	0	2	3	3	8	1.6	4%
	Dark - Lighted	4	6	3	4	3	20	4	10%
	Dark - Not Lighted	0	1	0	0	2	3	0.6	2%
	Unknown	0	0	3	6	3	12	2.4	6%
	Total	28	47	24	53	46	198	39.6	100%
Surface Conditions	Dry	26	45	19	21	29	140	28	71%
	Unknown	0	0	3	28	14	45	9	23%
	Wet	2	2	2	4	3	13	2.6	7%
	Total	28	47	24	53	46	198	39.6	100%

In total, 12,976 crashes were reported in Hernando County. Of these, 3,749 (28.9%) were rear-ends and 722 (5.6%) were sideswipes. As shown in Table 2-5, the study area had 68 (34.3%) rear-ends and 73 (36.9%) sideswipes, indicating that the study area had a much higher rate of sideswipes when compared with the county. The majority of the sideswipe crashes reported were the result of a driver not realizing the street was one-way and turning into another vehicle. Figure 2-3 maps the 73 sideswipe crashes and depicts a heat map highlighting the high sideswipe locations.

A total of 2 bicyclist crashes and 1 pedestrian crash were reported, as summarized in Table 2-6.

Figure 2-2: All Crashes (2010–2014)

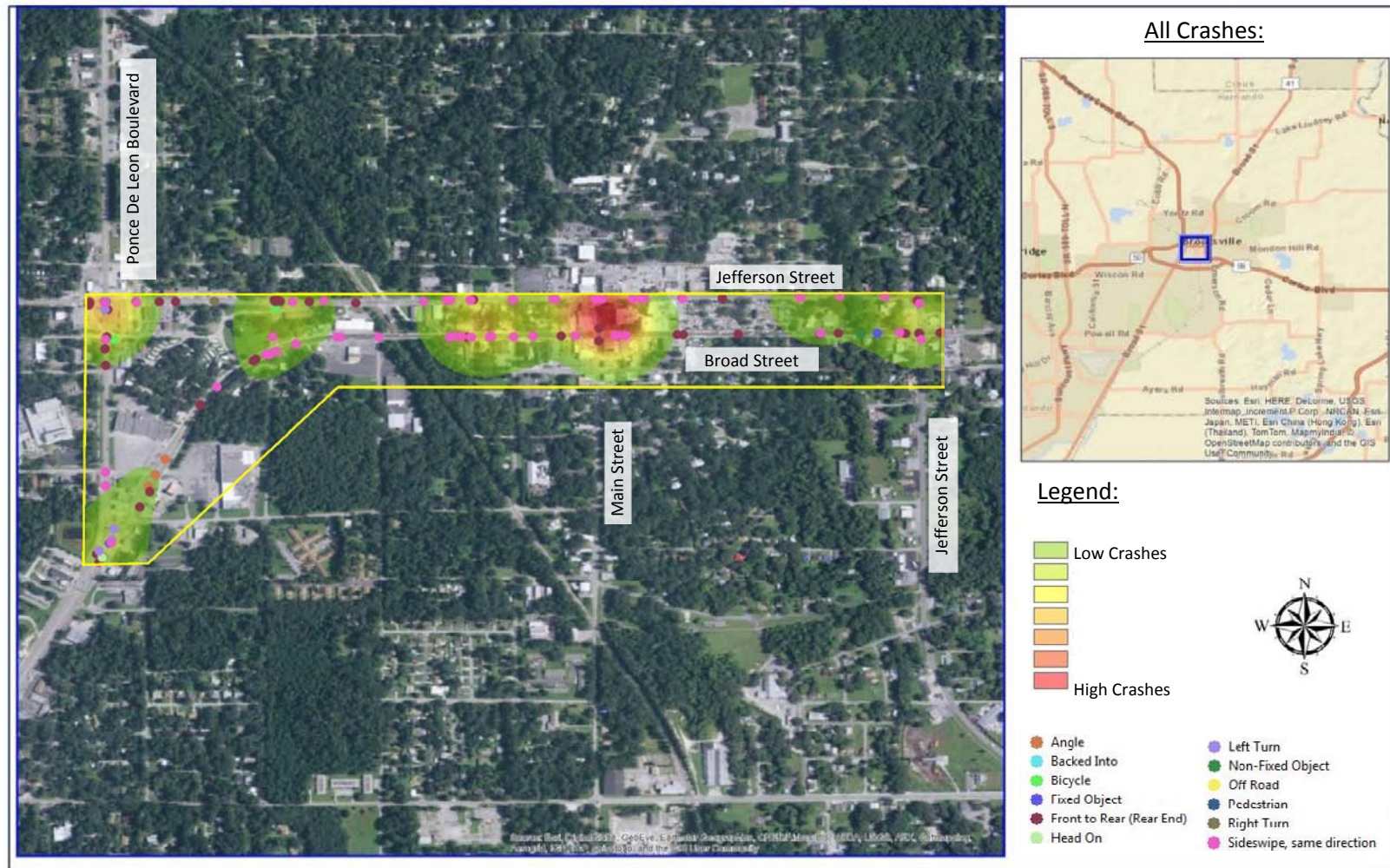


Figure 2-3: Sideswipes

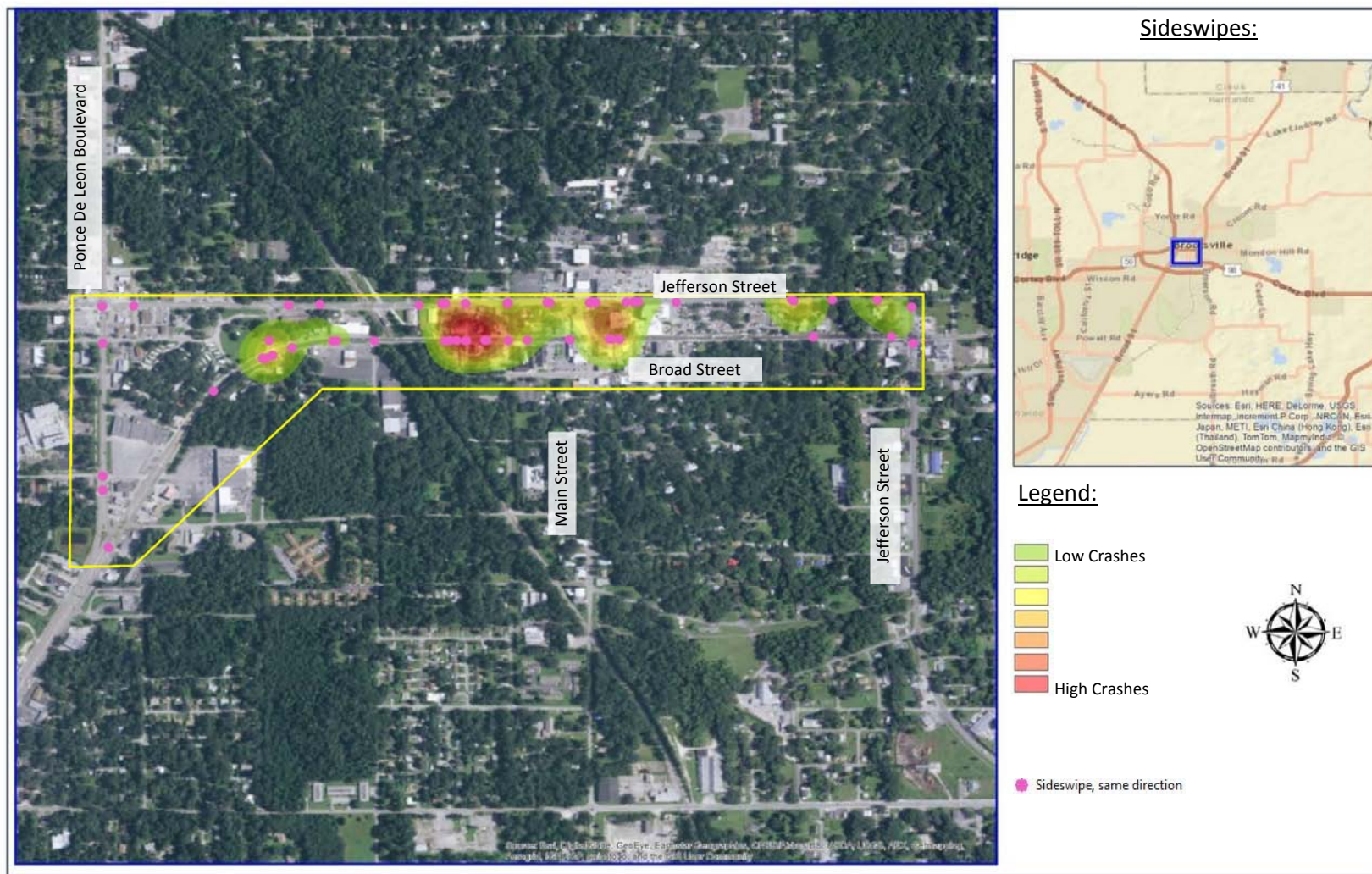


Table 2-6: Pedestrian and Bike Crashes

	Date, Day, Time, Lighting	HSMV Report Number	Road Conditions	Location	Summary
Bicycle	03/1/2011, Tuesday, 4:00 AM, Dark - Not Lighted	81996690	Dry	Just south of SR-45 (US-41) at Broad Street	A northbound bicyclist was riding on the shoulder and was struck by a northbound vehicle. The driver stated he did not see the bicyclist.
	03/25/2014, Tuesday, 6:32 PM, Dusk	84118140	Dry	Ponce De Leon Boulevard at Harvard Avenue	An eastbound bicyclist was crossing Ponce De Leon Boulevard and was struck by a northbound vehicle. The northbound vehicle fled the scene after the accident.
Pedestrian	10/27/2014, Monday, 5:08 PM, Daylight	84618226	Dry	North Main Street at West Jefferson Street	A northbound left-turning vehicle struck a pedestrian in a wheelchair. The pedestrian was determined to be at fault as the pedestrian finished crossing and then backed her wheelchair into the lane.

Parking

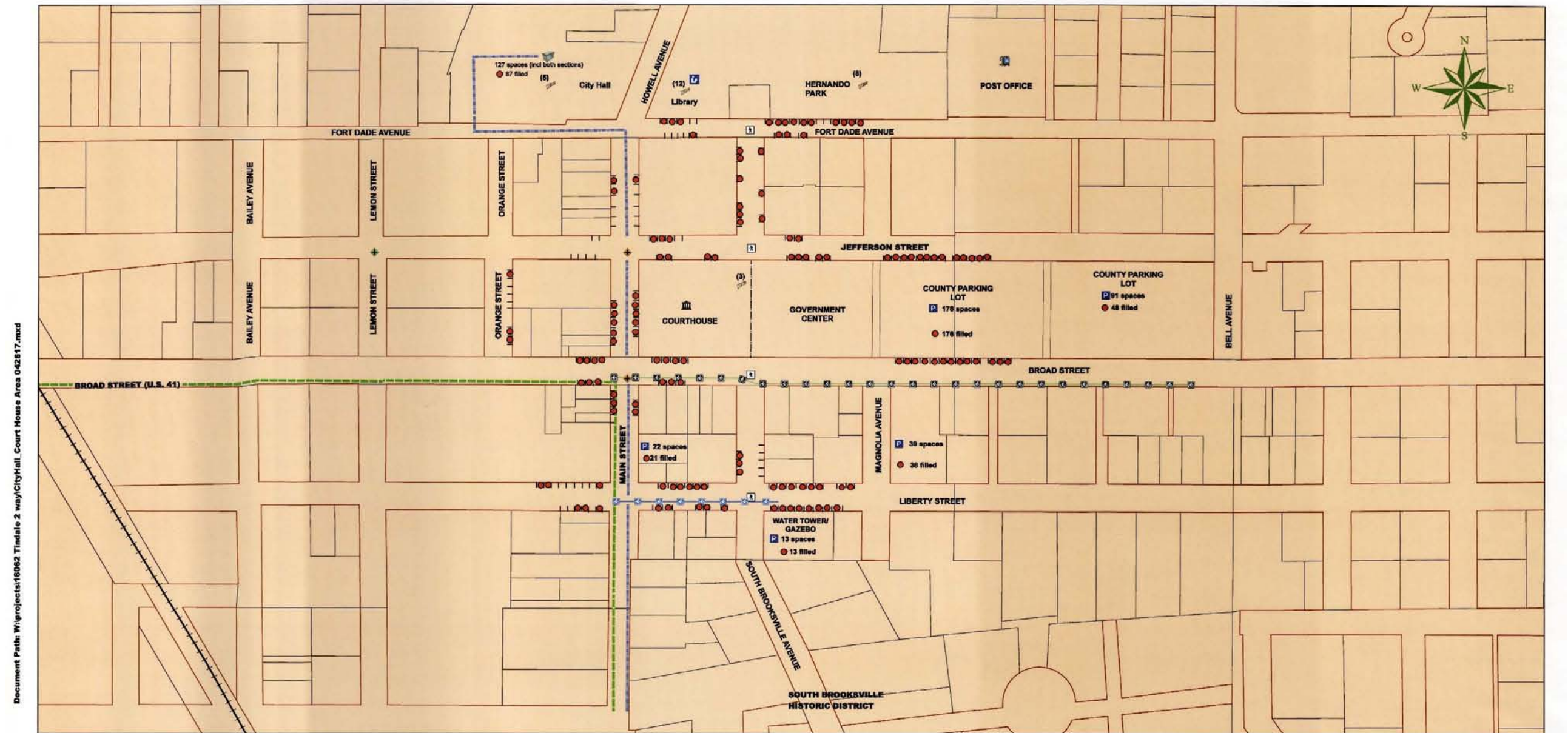
Public Parking – For the purposes of analysis, an area centered around the County Courthouse/ Government Center was reviewed for public parking inventory, location, and usage. There are designated (striped) 175 on-street parking spaces in an area stretching from Liberty Street to Fort Dade Avenue (N–S) and Orange Street to the bottom of the main County parking lot (E–W). An additional 470 spaces are available in adjacent public parking lots that lie within or adjacent to that area. The location of the on- and off-street parking spaces is shown on Figure 2-4.

Private Parking – Space for 400+ additional vehicles is located in private parking lots within or adjacent to the study area. These generally are used to handle employee parking (businesses) or, in one case, church services. A significant number of those spaces are normally vacant, particularly west of Main Street.

Multimodal Accessibility

Transit – Fixed-route public bus service to and from Brooksville is available as part of the “Purple Route” operated by TheBus (Hernando County Transit). Departures from Brooksville start at 5:30 AM and continue through to 5:30 PM, and arrivals begin at 7:20 AM and continue through 7:20 PM. At present, the service is hourly and attracts moderate usage. The only designated bus stop in the Downtown area is at City Hall. The Purple Route through Downtown is shown on Figure 2-4.

Figure 2-4: Parking and Multimodal Facilities



LEGEND

- | | | | | | |
|---------------------|---------------------------|--------------------|-----------------------------------|--------------------|------------------------|
| Railroad | Intersection Modification | Courthouse | Parking Lot Access | Pedestrian Walkway | Existing Bike Path |
| Good Neighbor Trail | Intersection Enhancement | Proposed Bike Path | Proposed Mid Block Crossing | Public Library | Indicates Filled Space |
| Bus Stop | Bus Route | Bicycle Rack | (5) Number of Spaces for Bicycles | | |

Coastal
engineering associates inc.
Engineering
Planning
Surveying
Environmental
Transportation
Construction Management

Bicycle – At present, bicycle traffic in the Downtown area is light. This is expected to change significantly in the next few years, as the Brooksville Good Neighbor Trail is connected first with the Withlacoochee State Trail, then as part of the Florida Coast to Coast Trail, stretching from St. Petersburg to the Space Coast. Pursuant to the results of a recent trail route study, the Brooksville “gap” in the Coast to Coast Trail is expected to extend from the present Good Neighbor trailhead (Main Street & Russell Avenue) north on Main Street, then west on Broad Street. This route is depicted on Figure 2-4. Bicycle facilities downtown are limited to a few bicycle parking racks depicted on Figure 2-4 (City Hall, Hernando Park, County Library, Count Government Center).

Use of the completed Coast to Coast Trail is projected to be heavy. Estimating the exact number of riders is challenging, but with connections to the Withlacoochee Trail (400,000 riders in 2015) and Central Florida trails (estimated to host 1 million users per year), filling the Brooksville Gap provides access to riders on the West Coast of Florida through Brooksville to the Statewide trail system. Brooksville lies in a particularly scenic stretch of the trail, and a significant number of trail users, especially those taking longer sojourns, are expected to pass through the city. With that in mind, the City of Brooksville is in the process of making Downtown more bicycle-friendly. As a first step, design is underway with the Water Tower Project on Liberty Street, which will provide bicycle facilities, a gazebo, a picnic area, a kiosk, and parking. Additional and updated bicycle rack locations are also envisioned.

Pedestrian – Downtown Brooksville has a significant amount of pedestrian traffic, with most being associated with the two government centers (Hernando County, City of Brooksville) and the surrounding businesses that provide services associated with government activities or their employees. With the anticipation that many bicyclists using the Coast to Coast Trail can be converted to pedestrians visiting the historic sites and commercial venues, the City of Brooksville has embarked on a Downtown Beautiful Program to make the area more scenic, pedestrian-friendly, and safe. Several potential projects have been identified, including the Main Street Corridor, the Water Tower Project, and smaller “pocket” features at various intersections such as Jefferson/Orange Street. These projects will augment the ongoing City of Brooksville streetscaping plan at major intersections along Main Street. With significant pedestrian traffic crossing Broad Street and Jefferson Street at the South Brookville Avenue and Magnolia Street intersections, additional streetscaping and safety features should be considered at those locations. With Hernando Park on one end, the County Government Center in the middle, and the Water Tower Project and the South Brookville Historic District on the south end, a pedestrian “corridor” could be envisioned and enhanced.

Field Review Observations

During the field review, the team walked the limits of the Downtown pairs on Broad Street and Jefferson Street making observations of current conditions, planned projects, and additional opportunities as consideration for study recommendations. The following are observations and topics of discussion:

- Stopping at the intersection of Main /Broad, the team discussed the Good Neighbor Trail coming in from the west and heading south. Opportunities discussed were connections down Main Street with planned residential development and connections with the planned Tower Project.

- Walking along Broad Street, the team observed the proposed path of the Good Neighbor Trail. Observations were made at the intersection with Brooksville, and the pattern of sideswipe crashes that had been seen in the crash data review was discussed, as were intersection operations, including the possibility of a roundabout.
- At the intersection of Mildred/Jefferson, discussion included current westbound delays during the PM peak, as well as local use of Fort Dade Avenue as an option to Jefferson Street under congested conditions. Consideration of signal operations and control were discussed under a reversion to two-way operation.
- Walking along Jefferson Street, an observation was made regarding the at-grade rail crossing and the need for safety improvements under two-way operation. This would not be a consideration on Broad Street, as the road is elevated over the rail line.
- Consideration of local street signage and wayfinding improvements would be required as well under two-way reversion.
- The team stopped at the intersection of Jefferson/Orange to discuss the proposed pedestrian enhancement at the intersection. Discussion also included expanding the Main Street concept for pedestrian-scale treatment to parallel roads to provide more connections through the downtown.
- At the intersection of Brooksville/Jefferson, the team discussed the current challenge of pedestrians crossing from the courthouse without a crosswalk to access parking on Brooksville. Treatments for a mid-block crossing and a decorative feature on the south side of the street were discussed as possibilities to help direct pedestrian traffic to safer crossings. A midblock crossing on Broad at Brooksville also was discussed as an opportunity to create a connection south to north parallel to Main Street on the east side.

Section 3: Study Analysis

Travel Demand Forecasting

The Tampa Bay Regional Planning Model (TBRPM), version 8.1.1, released October 2016, was used for all travel demand modeling conducted as part of this analysis. For year 2020 modeling, the 2019 Existing plus Committed (E+C) model network was updated to 2020 conditions for model roadways influencing Brooksville traffic. The model socio-economic (SE) data was interpolated to 2020, using the 2010 and 2030 SE data provided with the model. The TBRPM E+C model included the relevant sections of Jefferson Street, Broad Street, and Mildred Avenue as one-way facilities, so this network structure was used for modeling 2020 one-way conditions. For 2020 two-way conditions, the relevant sections of Jefferson Street, Broad Street, and Mildred Avenue were recoded to two-way facilities, using link attributes from the two-way 2040 model.

For 2040 conditions, the TBRPM 2040 Cost Affordable (CA) model scenario was used. This model includes the 2040 CA road network and SE data from the adopted LRTP of the MPOs included in the model. The 2040 CA road network includes the relevant sections of Jefferson Street, Broad Street, and Mildred Avenue as two-way facilities. For 2040 one-way conditions, the relevant sections of Jefferson Street, Broad Street, and Mildred Avenue were recoded to one-way facilities, using link attributes from the one-way E+C model.

Cutline Screening

A series of cutlines was identified for analysis of model forecasted traffic in and around the study area. The locations of these cutlines, numbered 1–8, are shown in Figure 3-1. Cutlines 1, 2, 3, and 8 measure traffic within the study area, and Cutlines 4 through 7 measure the estimated traffic traveling into and out of the study area.

Table 3-1 compares the directional total volume and truck volume estimates from the model at the roadway location and total for each cutline, for both one-way and two-way 2020 model scenarios. As can be seen in the table, there is very little change between scenarios except the distribution of east and west traffic on Jefferson Street and Broad Street, resulting from the proposed one-way to two-way conversion. According to the model, change in directional traffic volume exceeds 2% only along Cutlines 1, 2, and 3 and exceeds 5% only on Cutline 2, which is the only cutline where one-way to two-way conversion is proposed to occur. North-south traffic within the study area along Cutline 8 experiences less than 2% change in volumes, as does overall traffic in and out of the study area along Cutlines 4-7.

This indicates that a two-way conversion of Jefferson Street, Broad Street, and Mildred Avenue in Downtown Brooksville would have little impact on the road network outside of the local area. The most significant change will be the reassignment of traffic directed along the one-way pairs to the natural flow along the greater mainline path (i.e., eastbound traffic traveling along Jefferson Street would remain on Jefferson Street through Brooksville, rather than being redirected to Broad Street via Mildred Avenue). The predominant truck movement through Brooksville appears to be a southeast to northwest movement along SR 50. With a conversion to two-way traffic through Brooksville, Jefferson Street would

become the preferred route for east and west truck travel through the Downtown area, as seen in the truck volumes along Cutline 2.

Figure 3-1: Analysis Cutline Locations

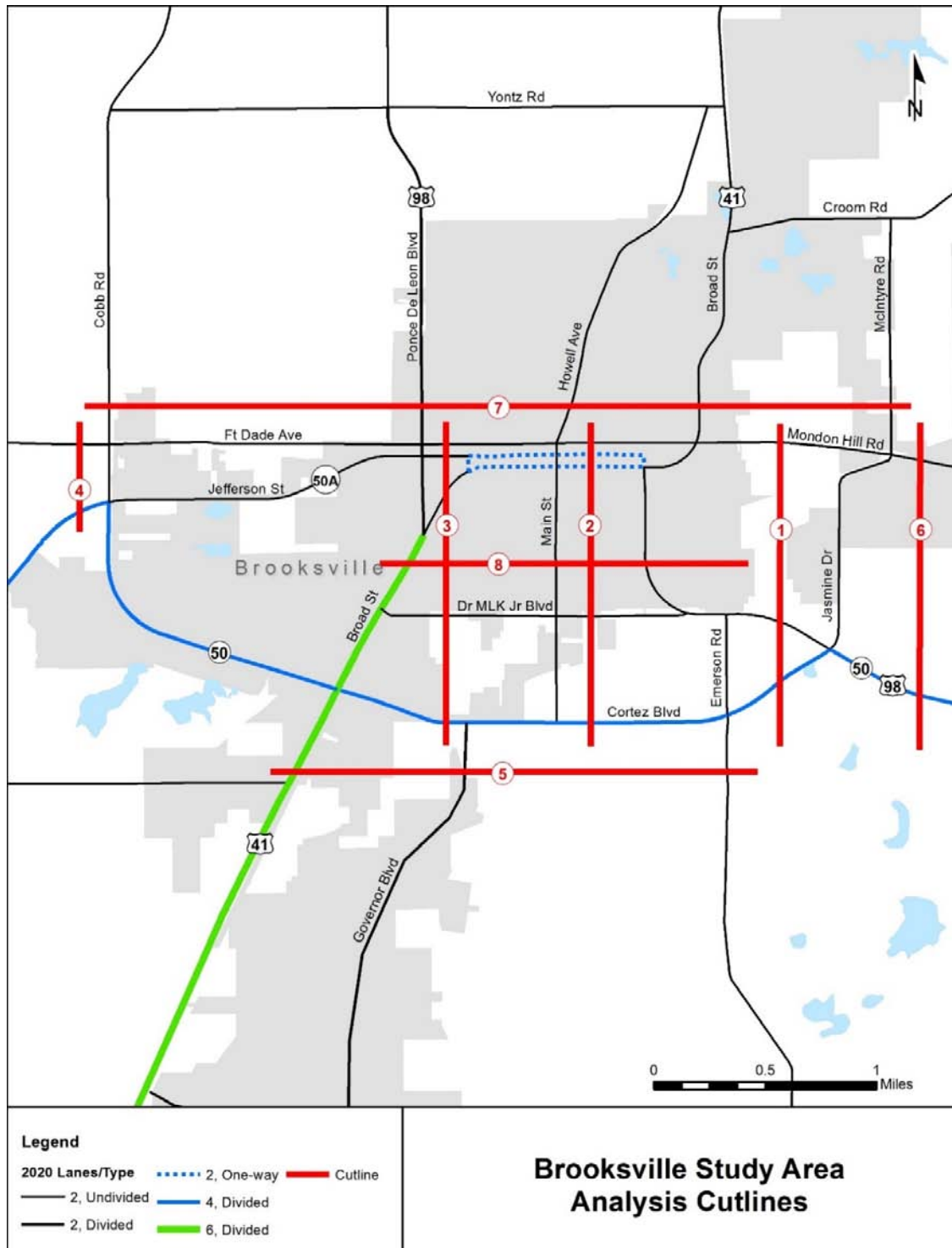


Table 3-1: 2020 Cutline Analysis

Jefferson St and Broad St One-Way Operation

Cutline 1 – West of Jasmine Dr				
Street	Total Volume		Trucks	
	WB	EB	WB	EB
SR 50 Bypass	11,151	11,082	592	754
SR 50A/ Jefferson St	10,106	10,415	1,100	1,170
Mondon Hill Rd	4,242	4,437	28	36
Total	25,499	25,934	1,720	1,960

Jefferson St and Broad St Two-Way Operation

Cutline 1 – West of Jasmine Dr				
Street	Total Volume		Trucks	
	WB	EB	WB	EB
SR 50 Bypass	10,452	10,650	583	741
SR 50A/ Jefferson St	9,926	10,012	1,101	1,166
Mondon Hill Rd	4,621	4,604	35	36
Total	24,999	25,266	1,720	1,943

Cutline 2 – East of Main St				
Street	Total Volume		Trucks	
	WB	EB	WB	EB
SR 50 Bypass	14,620	14,434	607	770
Dr. MLK Blvd	3,159	3,516	36	38
US 41/Broad St	0	11,979	0	931
SR 50A/ Jefferson St	9,817	0	876	0
Ft Dade Ave	688	677	0	0
Total	28,283	30,606	1,519	1,739

Cutline 2 – East of Main St				
Street	Total Volume		Trucks	
	WB	EB	WB	EB
SR 50 Bypass	13,928	13,845	598	757
Dr. MLK Blvd	2,477	2,650	15	15
US 41/Broad St	7,137	6,789	276	283
SR 50A/ Jefferson St	8,159	8,521	663	689
Ft Dade Ave	43	18	0	0
Total	31,743	31,823	1,552	1,745

Cutline 3 – West of Mildred St				
Street	Total Volume		Trucks	
	WB	EB	WB	EB
SR 50 Bypass	14,868	14,710	655	815
MLK Blvd	4,167	4,092	26	18
US 41/Broad St	4,558	5,946	186	220
SR 50A/ Jefferson St	10,125	7,730	654	677
Ft Dade Ave	1,131	2,753	0	0
Total	34,849	35,230	1,521	1,730

Cutline 3 – West of Mildred St				
Street	Total Volume		Trucks	
	WB	EB	WB	EB
SR 50 Bypass	14,344	14,145	646	804
MLK Blvd	2,907	3,183	18	18
US 41/Broad St	6,319	6,481	218	224
SR 50A/ Jefferson St	12,127	12,064	666	690
Ft Dade Ave	297	221	0	0
Total	35,994	36,094	1,548	1,736

Cutline 4 – West of SR 50 Bypass				
Street	Total Volume		Trucks	
	WB	EB	WB	EB
SR 50/ Cortez Blvd	13,303	13,152	259	268
Ft Dade Ave	3,059	2,936	29	33
Total	16,362	16,088	288	301

Cutline 4 – West of SR 50 Bypass				
Street	Total Volume		Trucks	
	WB	EB	WB	EB
SR 50/ Cortez Blvd	13,293	13,390	261	272
Ft Dade Ave	3,071	2,877	29	33
Total	16,365	16,267	290	305

Table 3-1: 2020 Cutline Analysis (continued)

Jefferson St and Broad St One-Way Operation

Cutline 5 – South of SR 50 Bypass				
Street	Total Volume		Trucks	
	SB	NB	SB	NB
US 41/Broad St	22,331	23,093	875	1,053
Governor Blvd	3,083	3,010	66	67
Emerson Rd	4,016	4,048	34	32
Total	29,430	30,151	975	1,151

Jefferson St and Broad St Two-Way Operation

Cutline 5 – South of SR 50 Bypass				
Street	Total Volume		Trucks	
	SB	NB	SB	NB
US 41/Broad St	22,508	22,913	879	1,040
Governor Blvd	3,003	2,987	66	67
Emerson Rd	3,946	4,055	34	32
Total	29,457	29,955	979	1,139

Cutline 6 – East of SR 50 Bypass				
Street	Total Volume		Trucks	
	WB	EB	WB	EB
SR 50/Cortez Blvd	20,254	20,606	1,666	1,905
Mondon Hill Rd	5,037	4,934	44	45
Total	25,292	25,540	1,710	1,950

Cutline 6 – East of SR 50 Bypass				
Street	Total Volume		Trucks	
	WB	EB	WB	EB
SR 50/Cortez Blvd	19,964	20,262	1,665	1,888
Mondon Hill Rd	5,113	4,969	45	45
Total	25,076	25,231	1,710	1,933

Cutline 7 – North of Ft Dade Ave				
Street	Total Volume		Trucks	
	WB	EB	WB	EB
Cobb Rd	4,781	4,917	137	136
US 98/Ponce De Leon	10,946	10,973	624	604
Howell Ave	6,455	6,322	44	43
US 41/Broad St	8,863	9,281	874	846
Emerson Ext	0	0	0	0
McIntyre Rd	728	918	4	4
Total	26,992	27,495	1,547	1,497

Cutline 7 – North of Ft Dade Ave				
Street	Total Volume		Trucks	
	WB	EB	WB	EB
Cobb Rd	4,617	4,708	137	136
US 98/Ponce De Leon	10,634	10,853	612	601
Howell Ave	5,821	5,960	47	45
US 41/Broad St	9,617	9,635	891	859
Emerson Ext	0	0	0	0
McIntyre Rd	1,075	1,194	3	3
Total	27,147	27,641	1,554	1,508

Cutline 8 – North of Dr. MLK Blvd				
Street	Total Volume		Trucks	
	SB	NB	SB	NB
US 41/Broad St	12,473	13,513	339	377
Main St	2,421	1,972	50	39
SR 50A/Jefferson St	9,707	9,685	1,158	1,090
Emerson Ext	0	0	0	0
Total	24,601	25,170	1,547	1,506

Cutline 8 – North of Dr. MLK Blvd				
Street	Total Volume		Trucks	
	SB	NB	SB	NB
US 41/Broad St	13,100	13,228	361	373
Main St	1,906	1,905	19	18
SR 50A/Jefferson St	9,942	9,929	1,177	1,112
Emerson Ext	0	0	0	0
Total	24,949	25,062	1,556	1,503

Table 3-2 compares the 2040 directional total volume and truck volume estimates from the model for each cutline for the one-way and two-way model scenarios. As with the 2020 results above, there is very little change between scenarios outside of the proposed one-way to two-way conversion area. According to the model, change in directional traffic volume exceeds 2% only along Cutline 2, which is the only cutline where one-way to two-way conversion is proposed to occur. Volumes along all other cutlines are estimated to experience less than 2% change for total vehicles, as well as trucks.

Table 3-2: 2040 Cutline Analysis

Jefferson St and Broad St One-Way Operation

Cutline 1 – West of Jasmine Dr				
Street	Total Volume		Trucks	
	WB	EB	WB	EB
SR 50 Bypass	12,831	12,769	895	1,077
SR 50A/ Jefferson St	13,065	13,180	1,624	1,659
Mondon Hill Rd	3,487	3,193	37	40
Total	29,383	29,142	2,555	2,776

Jefferson St and Broad St Two-Way Operation

Cutline 1 – West of Jasmine Dr				
Street	Total Volume		Trucks	
	WB	EB	WB	EB
SR 50 Bypass	12,726	12,999	897	1,076
SR 50A/ Jefferson St	13,298	13,216	1,622	1,652
Mondon Hill Rd	3,329	3,046	37	39
Total	29,353	29,261	2,556	2,768

Cutline 2 – East of Main St				
Street	Total Volume		Trucks	
	WB	EB	WB	EB
SR 50 Bypass	15,848	16,135	911	1,096
MLK Blvd	3,182	3,759	41	42
US 41/Broad St	0	13,778	0	1,251
SR 50A/ Jefferson St	12,756	0	1,234	0
Ft Dade Ave	504	1,037	0	0
Total	32,290	34,708	2,186	2,389

Cutline 2 – East of Main St				
Street	Total Volume		Trucks	
	WB	EB	WB	EB
SR 50 Bypass	15,698	16,231	913	1,094
MLK Blvd	3,996	3,879	41	42
US 41/Broad St	7,037	6,894	284	287
SR 50A/ Jefferson St	6,419	6,512	955	963
Ft Dade Ave	973	1,038	0	0
Total	34,124	34,555	2,194	2,386

Cutline 3 – West of Mildred St				
Street	Total Volume		Trucks	
	WB	EB	WB	EB
SR 50 Bypass	16,105	16,480	928	1,110
MLK Blvd	4,502	4,495	27	18
US 41/Broad St	6,176	7,234	237	257
SR 50A/ Jefferson St	9,879	8,335	959	961
Ft Dade Ave	2,318	2,954	0	0
Total	38,979	39,497	2,150	2,346

Cutline 3 – West of Mildred St				
Street	Total Volume		Trucks	
	WB	EB	WB	EB
SR 50 Bypass	15,901	16,498	930	1,110
MLK Blvd	4,803	4,675	18	18
US 41/Broad St	6,916	6,966	250	253
SR 50A/ Jefferson St	8,589	8,227	954	960
Ft Dade Ave	2,520	2,982	0	0
Total	38,729	39,348	2,153	2,341

Cutline 4 – West of SR 50 Bypass				
Street	Total Volume		Trucks	
	WB	EB	WB	EB
SR 50/ Cortez Blvd	12,635	12,508	312	324
Ft Dade Ave	4,514	4,269	25	27
Total	17,149	16,778	337	352

Cutline 4 – West of SR 50 Bypass				
Street	Total Volume		Trucks	
	WB	EB	WB	EB
SR 50/ Cortez Blvd	12,533	12,508	309	325
Ft Dade Ave	4,449	4,276	25	27
Total	16,982	16,784	335	353

Table 3-2: 2040 Cutline Analysis (continued)

Jefferson St and Broad St One-Way Operation

Cutline 5 – South of SR 50 Bypass				
Street	Total Volume		Trucks	
	SB	NB	SB	NB
US 41/Broad St	26,198	27,040	1,193	1,387
Governor Blvd	3,011	2,972	73	74
Emerson Rd	5,117	4,727	59	57
Total	34,326	34,739	1,325	1,518
Cutline 6 – East of SR 50 Bypass				
Street	Total Volume		Trucks	
	WB	EB	WB	EB
SR 50/Cortez Blvd	24,537	24,667	2,501	2,718
Mondon Hill Rd	4,429	3,949	47	50
Total	28,967	28,616	2,549	2,769

Jefferson St and Broad St Two-Way Operation

Cutline 5 – South of SR 50 Bypass				
Street	Total Volume		Trucks	
	SB	NB	SB	NB
US 41/Broad St	26,195	26,924	1,198	1,383
Governor Blvd	3,013	2,974	73	74
Emerson Rd	4,944	4,705	59	57
Total	34,152	34,602	1,330	1,513
Cutline 6 – East of SR 50 Bypass				
Street	Total Volume		Trucks	
	WB	EB	WB	EB
SR 50/Cortez Blvd	24,654	24,876	2,502	2,711
Mondon Hill Rd	4,211	3,847	48	50
Total	28,865	28,723	2,549	2,761

Cutline 7 – North of Ft Dade Ave				
Street	Total Volume		Trucks	
	WB	EB	WB	EB
Cobb Rd	8,345	8,607	183	186
US 98/ Ponce De Leon	10,759	10,541	865	871
Howell Ave	6,587	6,513	48	50
US 41/Broad St	5,172	5,515	1,195	1,168
Emerson Ext	6,511	6,743	0	0
McIntyre Rd	726	848	4	4
Total	29,755	30,160	2,112	2,094

Cutline 7 – North of Ft Dade Ave				
Street	Total Volume		Trucks	
	WB	EB	WB	EB
Cobb Rd	8,453	8,564	183	187
US 98/ Ponce De Leon	10,684	10,665	859	870
Howell Ave	6,250	6,400	52	50
US 41/Broad St	5,466	5,301	1,190	1,170
Emerson Ext	6,394	6,814	0	0
McIntyre Rd	712	768	4	4
Total	29,505	29,948	2,106	2,094

Cutline 8 – North of Dr. MLK Blvd				
Street	Total Volume		Trucks	
	SB	NB	SB	NB
US 41/Broad St	14,895	15,272	401	427
Main St	2,760	2,255	59	47
SR 50A/ Jefferson St	8,650	9,202	1,666	1,632
Emerson Ext	5,328	5,500	1	1
Total	31,633	32,229	2,127	2,108

Cutline 8 – North of Dr. MLK Blvd				
Street	Total Volume		Trucks	
	SB	NB	SB	NB
US 41/Broad St	15,517	16,024	413	424
Main St	2,172	2,216	48	47
SR 50A/ Jefferson St	8,701	8,524	1,660	1,630
Emerson Ext	5,440	5,310	1	1
Total	31,830	32,074	2,123	2,102

By 2040, the one-way to two-way conversion of sections of Jefferson Street, Broad Street, and Mildred Avenue in Downtown Brooksville are forecast to have little impact on area roads outside of the local area. The predominant change resulting from the conversion is the reassignment of traffic between the segments of Jefferson Street and Broad Street being converted from one-way to two-way. Again, it should be noted that the predominant truck movement through Brooksville affected by this conversion appears to be southeast to northwest, according to the model. Conversion to two-way is anticipated to favor Jefferson Street for both east and west truck travel through the Downtown area, as indicated by

the truck volumes along Cutline 2, where 77% of the forecast trucks would use Jefferson Street. This shift in truck traffic is illustrated in Figure 3-2.

Daily Volumes

The TBRPM model results were used for comparative analysis between one-way and two-way scenarios for the Brooksville Downtown and Study Area for both 2020 and 2040 conditions. In forecasting reasonable 2020 segment and turning-movement volumes for operational analysis, however, it was determined that the model was estimating local volumes higher than would be reasonably expected. For this reason, 2020 traffic volumes were estimated by applying an annualized growth rate of 1% to the traffic volumes used in the 2016 existing conditions operational analysis.

Several reasons supported this determination. Daily traffic volumes in the study area had been trending downward in recent years, examples of which can be seen in Table 3-3. Detailed trend analyses of the 2000–2014 study area’s historical AADT confirming this trend can be found in Appendix D. The 2016 72-hour counts indicated an increase in traffic volumes over the 2014 FDOT AADT. In most cases, the 2016 counts were still lower than the 2010 AADT. Examination of AADT derived from the model for the 2010 base year proved to be higher than the FDOT 2010 AADT throughout the study area and 47% higher overall for the locations listed in Table 3-4. Additionally, the 2020 model-derived AADT was substantially higher than the 2016 count-derived AADT, reflecting a growth rate that would not reasonable be attained in the next four years. It is worth noting that local adjustments to regional models are not uncommon, due to high or low local forecasts when applied at a subarea scale.

Table 3-3: One-way Pairs Historical AADT

Street	Location	2010 AADT	2012 AADT	2014 AADT
Jefferson	W of Ponce De Leon	10900	9900	8600
Jefferson	E of Ponce De Leon	9600	8500	7700
Jefferson	E of Mildred	6300	5300	5300
Jefferson	E of Main	6600	6700	6600
Jefferson	S of Broad	8100	7200	7100
Broad	E of Ponce De Leon	11900	11300	11200
Broad	E of Mildred	8000	7100	7000
Broad	E of Main	8900	8300	8200
Broad	E of Jefferson	10700	9000	8400

Source: FDOT FTI 2014

The 1% annualized growth rate used for 2020 traffic volumes provides reasonable growth for the area in the short term (under five years) and still allows for reasonable future annual growth (less than 3% average) between 2020 and the 2040 model forecast. The annualized growth rate for study area model traffic analysis zones (TAZs) between 2010 and 2030 is 1.11% per year for population and 0.88% per year for employment, based on the model SE data, which would also support the local growth rate of 1% per year. Growth rate calculations are provided in Appendix E.

Figure 3-2: TBRPM 2040 Truck Percentage

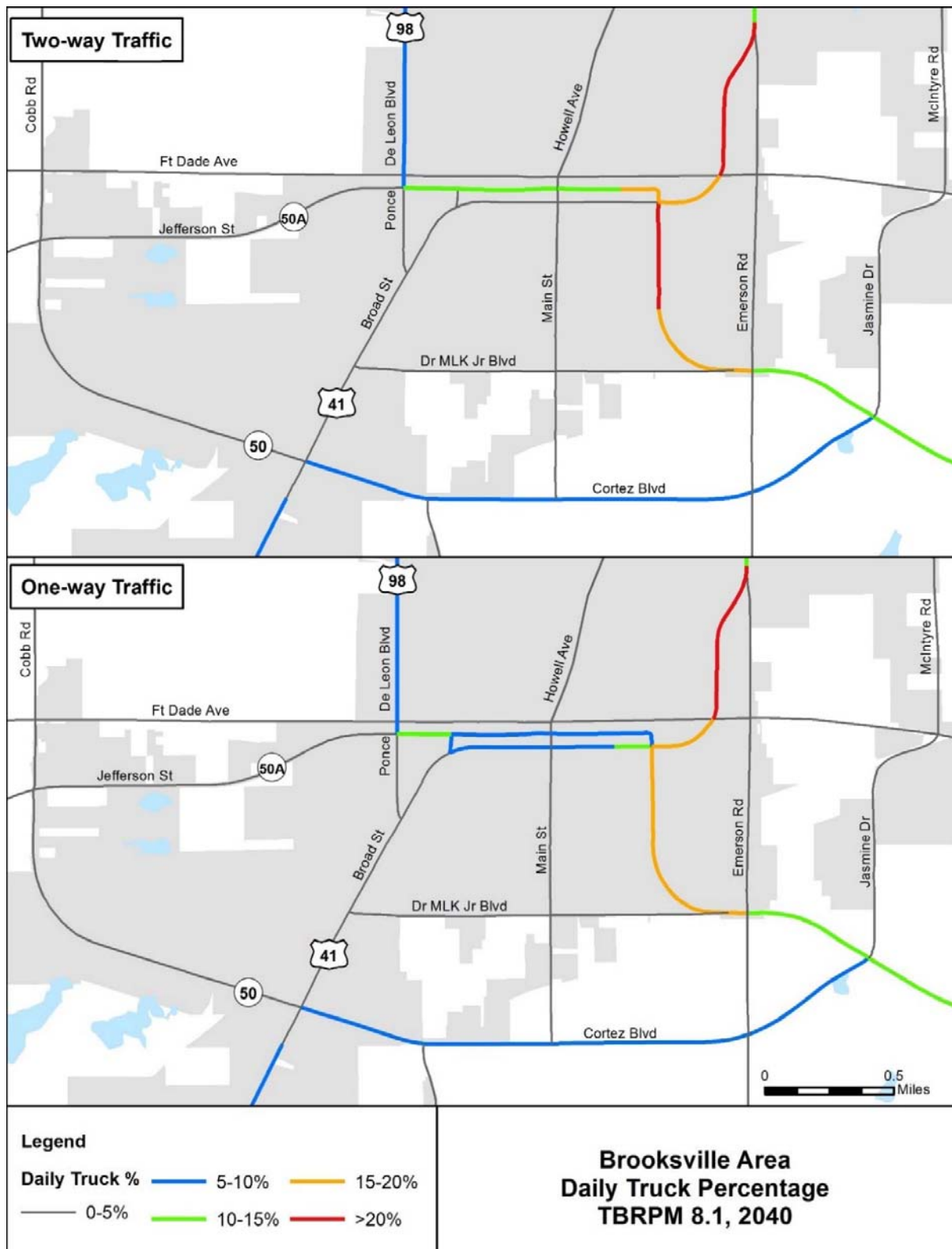


Table 3-4: Study Area Historical and Forecast Volumes Analysis

On Street	From	To	R/T	Gen. Cap. ¹	2010 FDOT AADT ²	2010 TBRPM AADT ³	2016 AADT ⁴	2020 1% AGR AADT ⁵	2020 TBRPM AADT ³
US 41 / Broad	SR 50/Cortez	Ponce De Leon	6D	59,900	21,000	21,533	1,6127	16,782	24,222
	Ponce De Leon	Mildred Ave	2U	15,540	11,900	9,701	9,204	9,578	9,979
	Mildred Ave	Main St	2O	19,440	8,000	12,456	8,590	8,939	13,407
	Main St	SR 50A/Jefferson	2O	19,440	8,900	10,172	8,200	8,704	10,715
	SR 50A/Jefferson	Mondon Hill Rd	2U	17,700	10,700	17,031	8,400	8,917	15,899
	SR 50/Cortez	Ponce De Leon	2U	17,700	10,900	12,840	8,600	9,129	12,840
SR 50A / Jefferson	Ponce De Leon	Mildred Ave	2U	14,800	9,600	14,543	7,700	8,174	16,961
	Mildred Ave	Main St	2O	19,440	6,300	12,950	7,824	8,142	14,070
	Main St	US 41/Broad	2O	19,440	6,600	7,904	6,600	7,006	9,236
	US 41/Broad	Dr MLK Jr Blvd	2U	17,700	8,100	17,422	8,649	9,000	18,111
Ponce De Leon	US 41/Broad	SR 50A/Jefferson	2D	15,540	7,700	14,914	6,398	6,658	12,611
	SR 50A/Jefferson	Ft Dade Ave	2D	15,540	11,200	24,172	8,872	9,232	24,791
Mildred Ave	US 41/Broad	SR 50A/Jefferson	2O	17,496	8,100	10,650	7,611	7,920	11,837
Main St	US 41/Broad	SR 50A/Jefferson	2U	13,320	4,353	6,985	3,862	4,019	6,596
	SR 50A/Jefferson	Ft Dade Ave	2U	13,320	4,845	11,190	5,443	5,664	10,919

¹ Source: 2012 FDOT Q/LOS Generalized Tables.

² Shaded values from 2010 County AADT.

³ Model Output Correction Factor of 0.95 used to convert to AADT (FTI 2014)

⁴ From 72-hr counts conducted in 2016. Shaded cells indicate 2014 FDOT AADT.

⁵ 1% AGR applied to 2016 AADT from 72-hr counts, or from 2014 FDOT AADT, as available.

Operational Traffic Analysis

For the 2020 analysis, the existing conditions analysis volumes were grown at a 1% annualized growth rate to estimate 2020 volumes. As part of the balancing process for the 2020 traffic conditions analysis, turning movement counts were calibrated using the 2020 AADT forecast. Additional guidance on turning movement percentages was provided by the TBRPM 2020 model runs for both the one-way and two-way future traffic conditions.

Intersection capacity analyses were undertaken for the study network intersections using Synchro (version 8), the 2000 HCM procedure for signal-controlled intersections, and the 2010 HCM procedure for stop-controlled intersections. Arterial analyses were undertaken for the study network roadway segments, using the 2012 FDOT Generalized Tables for LOS. Conditions in 2020 for study area intersections and roadway segments are summarized in Tables 3-5 and 3-6, respectively. Worksheets supporting these summary tables are provided in Appendix C. Future conditions signal timing plans reflect existing signal timing plan phasing and cycle length with minimal split optimization. Signal plan phase settings were adjusted to accommodate two-way traffic only where applicable.

The 2020 traffic conditions analysis shows that overall, all intersections and road segments within the study network are anticipated to operate within adopted level of service standards.

Table 3-5: 2020 Peak-Hour Intersection Level of Service

Intersection	2020 with One-way Pairs ¹							
	LOS		Cycle (sec.) ³		Control Delay		V/C	
	AM	PM	AM	PM	AM	PM	AM	PM
Broad–Ponce De Leon	A	A	80ac	40ac	8.2	6.7	0.35	0.37
Broad–Benton	A	A	80ac	80ac	0.1	0.1	0.18	0.15
Broad–Mildred ²								
Broad–Main	B	C	90ac	80ac	16.1	22.4	0.39	0.33
Broad–Jefferson	C	C	75.2a	90ac	26.6	29.9	0.63	0.62
Jefferson–Ponce De Leon	C	C	90ac	80ac	29.3	30.7	0.61	0.65
Jefferson–Mildred	C	D	90ac	80ac	29.0	36.5	0.28	0.29
Jefferson–Main	B	B	90ac	80ac	18.9	19.9	0.37	0.37

Intersection	2020 with Two-way Conversion ¹							
	LOS		Cycle (sec.) ³		Control Delay		V/C	
	AM	PM	AM	PM	AM	PM	AM	PM
Broad–Ponce De Leon	A	A	80ac	40ac	6.4	6.8	0.33	0.36
Broad–Benton	A	A	80ac	80ac	0.1	0.1	0.19	0.16
Broad–Mildred ²	A	A			8.1	8.1	0.04	0.02
Broad–Main	B	B	80ac	80ac	14.4	11.6	0.57	0.46
Broad–Jefferson	B	C	80a	90ac	12.6	21.8	0.59	0.48
Jefferson–Ponce De Leon	C	C	80ac	80ac	28.5	29.7	0.65	0.70
Jefferson–Mildred	B	B	80ac	80ac	12.0	11.8	0.26	0.34
Jefferson–Main	B	B	80ac	80ac	17.6	17.9	0.40	0.45

¹ Signalized intersection values calculated using Synchro 8 HCM 2000 methodology. Values shown for stop-controlled intersections are for main-line left-turn movement and calculated using Synchro 8 HCM 2010 methodology. Two-way traffic requires some restriping/markings of intersections and signal phase adjustments.

² Free-flow intersection as one-way; stop-controlled intersection as two-way.

³ 40ac=40 seconds actuated-coordinated, 72a=72 seconds actuated. Splits may have been optimized from 2016 signal plan.

For the 2040 analysis, the 2040 future Cost Affordable conditions analysis volumes were provided by the TBRPM 8.1 2040 Cost Affordable model scenario for two-way conditions on Jefferson Street and Broad Street. Analysis volumes for one-way conditions on Jefferson Street and Broad Street were provided by the TBRPM 8.1 2040 Cost Affordable model scenario, recoded to reflect the existing configuration of the one-way pairs. Model volumes for 2040 were smoothed according to the procedure used during the 2040 LRTP to estimate future AADT. As part of the balancing process for the 2040 traffic conditions analysis, turning movement counts were calibrated using the 2040 smoothed model volumes. Additional guidance on turning movement percentages was provided by the TBRPM 2040 model runs for both the one-way and two-way future traffic conditions.

Intersection capacity analyses were undertaken for the study network intersections using Synchro (version 8), the 2000 HCM procedure for signal-controlled intersections, and 2010 HCM procedure for stop-controlled intersections. Arterial analyses were undertaken for the study network roadway segments using the 2012 FDOT Generalized Tables for LOS.

Table 3-6: 2020 Peak-Hour Arterial Level of Service

Location	2020 with One-way Pairs							
	Segment		Peak-Hour Volume ¹		LOS ²		V/C	
On Street–Cross Street	Lanes	Capacity ³	AM	PM	AM	PM	AM	PM
Broad–W of Ponce De Leon	6D	5,390	1,340	1,354	C	C	0.25	0.25
Broad–W of Benton	4D	3,580	774	790	C	C	0.22	0.22
Broad–W of Mildred	2U	1,330	773	787	D	D	0.58	0.59
Broad–W of Main	2O	1,664	713	659	C	C	0.43	0.40
Broad–W of Jefferson	2O	1,664	634	569	C	C	0.38	0.34
Broad–E of Jefferson	2U	1,600	944	945	C	C	0.59	0.59
Jefferson–W of Ponce De Leon	2D	1,397	699	689	D	C	0.50	0.49
Jefferson–W of Mildred	2U	1,330	625	679	C	D	0.47	0.51
Jefferson–W of Main	2O	1,664	663	682	C	C	0.40	0.41
Jefferson–W/N of Broad	2O	1,664	552	531	C	C	0.33	0.32
Jefferson–S of Broad	2U	1,600	632	745	C	C	0.40	0.47
Ponce De Leon–S of Jefferson	2D	1,397	566	564	C	C	0.41	0.40
Ponce De Leon–N of Jefferson	2D	1,397	722	813	D	D	0.52	0.58
Mildred–S of Jefferson	2O	1,752	576	650	C	C	0.33	0.37
Main–S of Jefferson	2U	1,064	301	344	C	C	0.28	0.32

Location	2020 with Two-way Conversion							
	Segment		Peak-Hour Volume ¹		LOS ²		V/C	
On Street–Cross Street	Lanes	Capacity ³	AM	PM	AM	PM	AM	PM
Broad–W of Ponce De Leon	6D	5,390	1,340	1,354	C	C	0.25	0.25
Broad–W of Benton	4D	3,580	808	812	C	C	0.23	0.23
Broad–W of Mildred	2U	1,330	808	812	D	D	0.61	0.61
Broad–W of Main	2U	1,330	875	823	D	D	0.66	0.62
Broad–W of Jefferson	2U	1,330	697	671	C	C	0.52	0.50
Broad–E of Jefferson	2U	1,600	944	945	C	C	0.59	0.59
Jefferson–W of Ponce De Leon	2D	1,397	698	689	D	C	0.50	0.49
Jefferson–W of Mildred	2U	1,330	663	769	D	D	0.50	0.58
Jefferson–W of Main	2U	1,330	558	749	C	D	0.42	0.56
Jefferson–W/N of Broad	2U	1,330	489	663	C	D	0.37	0.50
Jefferson–S of Broad	2U	1,600	632	771	C	D	0.40	0.48
Ponce De Leon–S of Jefferson	2D	1,397	532	542	C	C	0.38	0.39
Ponce De Leon–N of Jefferson	2D	1,397	709	826	D	D	0.51	0.59
Mildred–S of Jefferson	2U	1,064	163	92	C	C	0.15	0.09
Main–S of Jefferson	2U	1,064	386	333	C	C	0.36	0.31

¹ Segment (arterial) peak-hour volumes balanced for intersection analysis in Synchro 8.

² LOS based on FDOT Q/LOS 2012 Generalized Tables.

³ Segment Peak-Hour service capacity based on FDOT Q/LOS 2012 Generalized Tables.

Conditions for 2040 for study area intersections and roadway segments are summarized in Tables 3.7 and 3.8, respectively. Worksheets supporting these summary tables are provided in Appendix C.

Future conditions signal timing plans reflect existing signal timing plan phasing and cycle length with minimal split optimization. Signal plan phase settings were adjusted to accommodate two-way traffic only where applicable.

The 2040 traffic conditions analysis shows that overall, all intersections and road segments within the study network are anticipated to operate within adopted level of service standards, for both one-way and two-way operation.

Table 3-7: 2040 Peak-Hour Intersection Level of Service

Intersection	2040 with One-way Pairs ¹							
	LOS		Cycle (sec.) ³		Control Delay		V/C	
	AM	PM	AM	PM	AM	PM	AM	PM
Broad–Ponce De Leon	A	A	80ac	40ac	9.1	7.4	0.48	0.50
Broad–Benton	A	A	80ac	80ac	0.1	2.2	0.24	0.20
Broad–Mildred ²								
Broad–Main	B	B	90ac	80ac	18.0	19.1	0.51	0.43
Broad–Jefferson	D	D	90a	90ac	53.0	45.2	0.98	0.93
Jefferson–Ponce De Leon	D	D	90ac	90ac	39.1	40.1	0.82	0.85
Jefferson–Mildred	C	D	90ac	90ac	34.1	48.6	0.37	0.37
Jefferson–Main	C	B	90ac	90ac	20.7	19.8	0.48	0.48

Intersection	2040 with Two-way Conversion ¹							
	LOS		Cycle (sec.) ³		Control Delay		V/C	
	AM	PM	AM	PM	AM	PM	AM	PM
Broad–Ponce De Leon	A	A	80ac	40ac	8.0	7.5	0.49	0.54
Broad–Benton	A	A	80ac	80ac	0.1	0.1	0.28	0.23
Broad–Mildred ²	A	A			8.4	8.8	0.03	0.01
Broad–Main	B	B	80ac	80ac	15.7	16.0	0.69	0.59
Broad–Jefferson	C	C	72a	80ac	22.2	30.6	0.81	0.84
Jefferson–Ponce De Leon	D	D	90ac	90ac	37.9	47.8	0.84	0.90
Jefferson–Mildred	B	B	90ac	90ac	10.9	10.4	0.38	0.42
Jefferson–Main	C	B	90ac	90ac	21.8	19.5	0.56	0.60

¹ Signalized intersection values calculated using Synchro 8 HCM 2000 methodology. Values shown for stop-controlled intersections are for main-line left-turn movement and calculated using Synchro 8 HCM 2010 methodology. Two-way traffic requires some restriping/markings of intersections and signal phase adjustments.

² Free-flow intersection as one-way; stop-controlled intersection as two-way.

³ 40ac=40 seconds actuated-coordinated, 72a=72 seconds actuated. Splits may have been optimized from 2016 signal plan.

Table 3-8: 2040 Peak-Hour Arterial Level of Service

Location	2040 with One-way Pairs							
	Segment		Peak-Hour Volume ¹		LOS ²		V/C	
On Street–Cross Street	Lanes	Capacity ³	AM	PM	AM	PM	AM	PM
Broad–W of Ponce De Leon	6D	5,390	1,809	1,828	C	C	0.34	0.34
Broad–W of Benton	4D	3,580	1,045	1,066	C	C	0.29	0.30
Broad–W of Mildred	2U	1,330	1,040	1,058	D	D	0.78	0.80
Broad–W of Main	2O	1,664	960	887	D	D	0.58	0.53
Broad–W of Jefferson	2O	1,664	861	781	D	D	0.52	0.47
Broad–E of Jefferson	2U	1,600	1,331	1,333	C	C	0.83	0.83
Jefferson–W of Ponce De Leon	2D	1,397	936	922	D	D	0.67	0.66
Jefferson–W of Mildred	2U	1,330	839	898	D	D	0.63	0.68
Jefferson–W of Main	2O	1,664	888	903	D	D	0.53	0.54
Jefferson–W/N of Broad	2O	1,664	765	724	D	C	0.46	0.43
Jefferson–S of Broad	2U	1,600	1,139	1,341	C	C	0.71	0.84
Ponce De Leon–S of Jefferson	2D	1,397	764	761	D	D	0.55	0.54
Ponce De Leon–N of Jefferson	2D	1,397	969	1,081	D	D	0.69	0.77
Mildred–S of Jefferson	2O	1,752	772	871	C	D	0.44	0.50
Main–S of Jefferson	2U	1,064	365	416	C	C	0.34	0.39

Location	2040 with Two-way Conversion							
	Segment		Peak-Hour Volume ¹		LOS ²		V/C	
On Street–Cross Street	Lanes	Capacity ³	AM	PM	AM	PM	AM	PM
Broad–W of Ponce De Leon	6D	5,390	2,010	2,030	C	C	0.37	0.38
Broad–W of Benton	4D	3,580	1,212	1,217	C	C	0.34	0.34
Broad–W of Mildred	2U	1,330	1,167	1,195	D	D	0.88	0.90
Broad–W of Main	2U	1,330	1,195	1,213	D	D	0.90	0.91
Broad–W of Jefferson	2U	1,330	976	1,061	D	D	0.73	0.80
Broad–E of Jefferson	2U	1,600	1,303	1,304	C	C	0.81	0.82
Jefferson–W of Ponce De Leon	2D	1,397	928	917	D	D	0.66	0.66
Jefferson–W of Mildred	2U	1,330	869	1,027	D	D	0.65	0.77
Jefferson–W of Main	2U	1,330	811	1,010	D	D	0.61	0.76
Jefferson–W/N of Broad	2U	1,330	726	934	D	D	0.55	0.70
Jefferson–S of Broad	2U	1,600	1,055	1,288	C	C	0.66	0.81
Ponce De Leon–S of Jefferson	2D	1,397	786	813	D	D	0.56	0.58
Ponce De Leon–N of Jefferson	2D	1,397	893	1,041	D	D	0.64	0.75
Mildred–S of Jefferson	2U	1,064	102	54	C	C	0.10	0.05
Main–S of Jefferson	2U	1,064	359	310	C	C	0.34	0.29

¹ Segment (arterial) peak-hour volumes balanced for intersection analysis in Synchro 8.

² LOS based on FDOT Q/LOS 2012 Generalized Tables.

³ Segment peak-hour service capacity based on FDOT Q/LOS 2012 Generalized Tables.

Crash Mitigation

The study area had a much higher rate of sideswipes than compared with county rates. The majority of sideswipe crashes reported were the result of a driver not being aware that the street was one-way, and turning left from the middle/right lane into a vehicle in the left lane. It is anticipated that the two-way conversion would eliminate these crashes and reduce many all sideswipes crashes.

Background research was conducted (see Appendix F) to summarize the safety issues and benefits of converting from one-way streets to two-way streets. Below summarizes the safety benefits and issues related to the two-way conversion:

Pedestrian/Bicyclist Benefits

- Vehicular traffic will slow down, thereby increasing pedestrian safety, especially children. Slower traffic allows for larger gaps for pedestrians to cross streets and more crossing opportunities.
- Vehicular conflicts are more predictable for pedestrians and bicyclist safety will increase due to slower automobile speeds.
- In Edmonton, Alberta, post-conversion pedestrian accidents increased 7%. However, the time period of the “before and after” analysis was only nine months, so the statistics may still reflect the “newness” of the conversion as drivers adjust. Also, the number of pedestrian-related accidents may increase post-conversion because there are more pedestrians in the downtown.

Vehicular/Other Benefits

- Collisions increased initially by a 10% in Lubbock, Texas, but has been no greater than the fluctuation from year to year. Four traffic signals were removed, which could have contributed to the increase in collisions.
- In the three years since the conversion on First Street in Louisville, auto collisions decreased by 60%. On Brook Street, collisions decreased by 36% after the conversion. Collisions increased in the control sample on Second Street by 23% and by 7% on Third Street. Louisville noted that “before the conversion, we had several horrific car crashes that caused needless loss of life—several of whom were children.”
- Richmond, Virginia, experienced an increase in collisions in some two-way intersections, but concluded that Grace Street operated as safely as any other street. Whereas accident rates at some two-way Grace Street intersections were higher than their one-way Franklin Street counterparts, the accidents were almost always less severe and could be attributed to higher activity levels; increased levels of pedestrians, bicyclists, businesses, and residences ultimately result in an increased likelihood of conflicts.
- Driver attention will increase with a two-way street more than a one-way street.
- Tourists can get confused about how to navigate the city when the streets are only one way.

In summary, the conversion should reduce vehicular speeds, reduce the majority of the sideswipe crashes, attract more pedestrians and bicyclists to the area, and have less severe crashes in the area.

Parking Utilization

Public Parking Utilization

The great majority of the public parking spaces in the downtown area are being used by employees of Hernando County and the City of Brooksville. To evaluate a “busy” time period, the study area was visited during a weekday when courts were active and the Board of County Commissioners was in session with public land use hearings on the agenda. As shown previously on Figure 2-4, 137 (78%) of the designated on-street parking spaces were occupied that morning, with the greatest use being east of Main Street and in reasonable proximity to the County Courthouse/Government Center complex. The adjacent public parking lots generally were full, except for some available spaces in the City Hall lot and the eastern-most County parking lot surrounding the Records building.

Turning Volumes

The peak loading of the County’s main parking lot occurred during the period of 7:45–8:45 AM, with 61 vehicles making a left turn from Broad Street into the western (Magnolia) entrance and 60 vehicles making a left turn from Broad Street into the eastern entrance. No more than four vehicles were viewed entering either entrance in a 30-second time span.

Summary

While sufficient parking spaces generally are available in the Downtown area, spaces closest to the County Government Center filled most quickly and remain full during the day. County employees and visitors to the County Government Center use most of the on- and off-street public parking. On-street parking spaces around the intersection of Broad/Main appear to stay well-used handling adjacent business traffic. These findings for parking utilization are consistent with the conclusions reached in the 1999 Downtown Parking and Traffic Circulation study. While on-street parking is well used, additional private surface lots exist within the Downtown area, primarily west of Main Street. Ongoing conversations continue to surface around the future possibility of a proposed parking structure that could be built over the existing County parking lot to increase available parking during peak time periods.

Two-Way Conversion Pros and Cons

To assess the impacts of a conversion to two-way, “pros and cons” were developed to evaluate the effect on traffic and the community in the three areas of mobility, safety, and quality of life and environment. For each measure listed in Table 3-9, categories were identified to assess the potential for positive benefits and negative impacts resulting from a change in the traffic operations on Broad Street and Jefferson Street.

Table 3-9: Pros and Cons of Two-Way Reversion

CATEGORY	PROS	CONS
MOBILITY		
TRAFFIC SPEED	Narrower lanes would slow traffic speeds.	Slight Loss of travel time.
TRAFFIC DIVERSION	- Decreased vehicles miles traveled in Downtown by eliminating indirect routes. - Local streets could see a decrease in traffic (Mildred Avenue and Main Street). - Truck traffic by be more likely to use SR 50 Bypass.	Local streets (Bell Avenue, Magnolia Avenue, and Lemon Avenue) could see an increase in traffic with restricted left turns at Main Street.
VEHICLE MOBILITY	LOS will not degrade substantially until 2040.	- Some intersections will experience increased delay due to left-turn conflicts. - Reduced efficiency of traffic signal coordination. - Congestion returns sooner with reduced capacity, by 2040.
NEIGHBORHOOD ACCESSIBILITY	Improved accessibility to study area streets.	
SAFETY		
PEDESTRIAN SAFETY / MOBILITY	Pedestrian safety improved with slower vehicular speeds.	Results in more intersection vehicle turn movements that conflict with pedestrians.
	Improved driver/pedestrian visibility at unsignalized crossings.	Removal of bulb-outs to accommodate left-turn lanes lengthens crossing distance.
BICYCLIST SAFETY / MOBILITY	- Reduced wrong-way bicycle crash potential. - Vehicle speeds reduced.	Results in more intersection vehicle turn movements that conflict with cyclists.
VEHICULAR SAFETY	- Overall improved vehicular safety due to lower speeds. - Severity of crashes should be reduced. - Elimination of sideswipe crashes at Mildred Avenue and Broad Street.	Low-severity intersection crashes may increase due to increases in vehicle turning movement conflicts.
QUALITY OF LIFE and ENVIRONMENT		
PARKING		Less on-street parking, overall loss of up to 25 on-street parking spaces for construction of left-turn lanes.
HEAVY VEHICLES / DELIVERIES	Potential for more trucks to use Bypass.	- Geometric improvements may be required at several intersections. - Assumes truck encroachment into bike lanes (11-ft lanes).
EFFECT ON HISTORIC ENVIRONMENT	Re-establishing historic street grid pattern.	
ENVIRONMENTAL IMPACTS		Air quality may be impacted due to increased congestion at signalized intersections.
COST		Reversion is more costly than adding complete street elements to one-way streets

Section 4: Study Findings

Study Recommendations

Recommendations resulting from this analysis are based on the two initial considerations for completing this study. The technical analysis has shown that reverting Broad Street and Jefferson Street back to two-way does not degrade the LOS conditions by 2040 and is feasible from a traffic flow and operations perspective. However, reversion of these two US routes (US 98 and US 41) does require further coordination with FDOT regarding roadway operations, consistency with State Highway Standards, and coordination with local business and community leaders for consistency with the local vision for Brooksville's Downtown.

Therefore, the recommendations from this study present a range of options that could be considered in determining how the pavement on Broad Street and Jefferson Street may be allocated for travel, on-street parking, and multimodal activities. In general, Figure 4-1 provides an overview of the location-specific multimodal recommendations for the Downtown area that can be considered in moving this study towards future feasibility and engineering phases of implementation. These recommendations include the following items.



Intersection Modification

- Included at signalized intersections.
- Possible future consideration of roundabout at Mildred Avenue and Broad Street.
- Restrict left turns onto Main Street from Jefferson Street and Broad Street.



Proposed Left Turn Lanes

- Additional left turns included at Bell Avenue provides turn around location.
- Removes left-turn conflicts with pedestrians in County parking lot.



Proposed Mid Block Crossing

- Provides safer crossing locations near Courthouse.
- Brooksville Avenue on Jefferson and Broad.



Intersection Enhancement

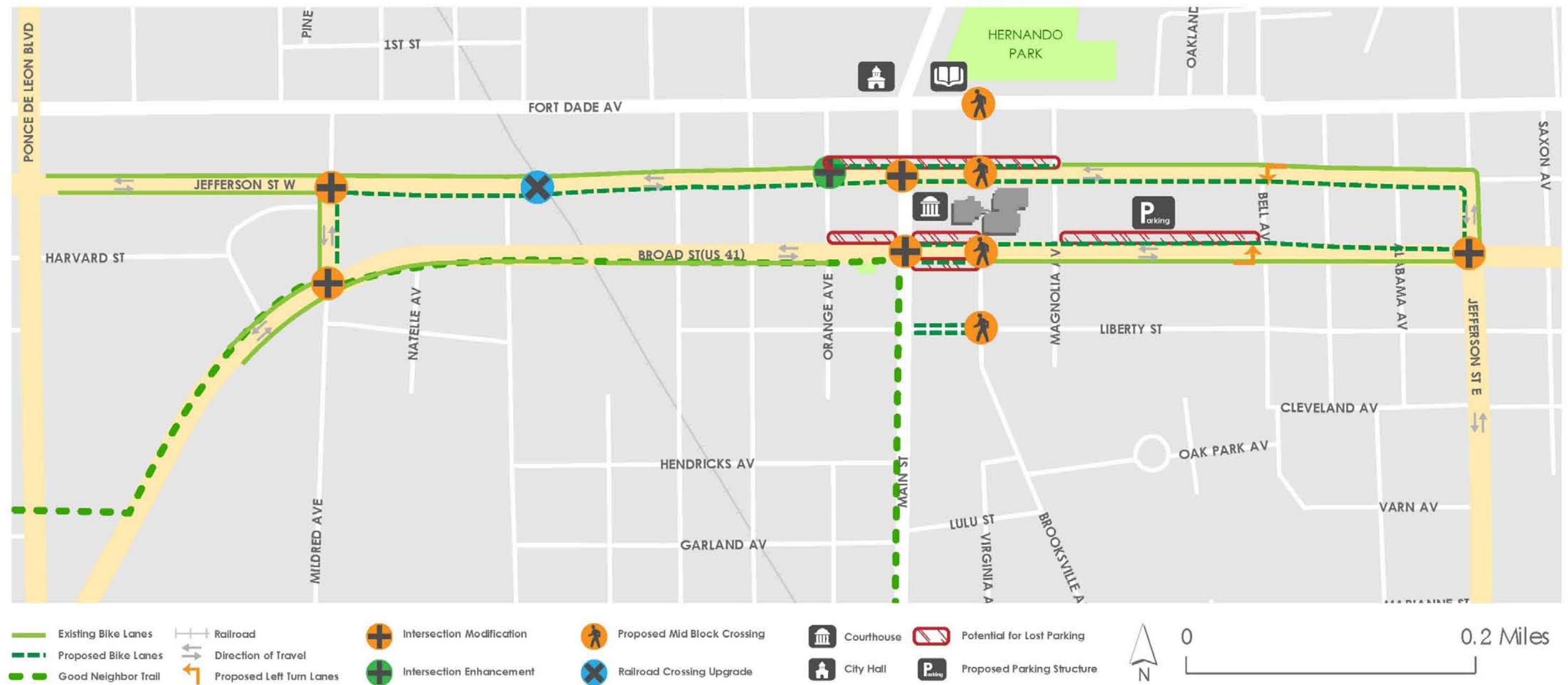
- Pedestrian enhancements providing parallel connections to Main Street along Orange Avenue.



Railroad Crossing Upgrade

- Reconfiguration of the at-grade rail crossing on Jefferson to accommodate two-way traffic.

Figure 4-1: Study Area Recommendations Map



Preliminary cost estimates were developed to illustrate the relatively inexpensive nature of adding the complete street elements, safety considerations, and the reversion of the one-way pair to two-way when compared with the major cost associated with the transferring of US 98 to Cobb Road from Ponce De Leon, as listed in the MPO's 2040 LRTP. Transferring the US 98 designation to Cobb Road historically has been dependent on the widening of Cobb Road to four lanes and was estimated to cost more than \$50 million in future (year of expenditure) dollars in the LRTP. Pursuing the transfer of the US 41 designation out of the Downtown area would carry an additional cost of more than \$20 million in order to complete the reversion to two-way and removing the State and US Highway designations on Jefferson Street and Broad Street.

Since adopting the LRTP, the MPO has placed this widening on the top of the priority list, but has not seen the project advance due to limited funding. Table 4-1 provides an estimate of the cost for the reversion of Broad Street and Jefferson Street to two-way and the addition of multimodal safety improvements. These costs were calculated at a conceptual level and would require further refinement as recommendations move from feasibility to implementation. Because some of the elements are unknown, specifically related to the midblock crossing treatments and potential conflicts with drainage, costs for certain elements have not been included at this time. Just the reversion of Broad Street and Jefferson Street to two-way based on these cost estimates would be in the range of \$6–\$7 million. Costs as low as \$3–\$4 million are estimated for adding the complete street elements without converting Broad Street and Jefferson Street from their current one-way configuration.

Table 4-1: Conceptual Level Cost Estimates

Description	Cost Range
1) Resurfacing Jefferson, Broad, and Mildred	\$1.8–\$2.0 million
2) Restriping Jefferson, Broad, and Mildred	\$60,000–\$72,000
3) Rebuild four signals	\$1.0–\$1.2 million
4) Intersection modification at Mildred and Broad	Cost to be determined
5) Include left turn lanes at Bell Ave	Cost included with restriping
6) Midblock crossings at Brooksville	Cost to be determined
7) Enhancements to intersection of Jefferson and Orange	\$12,000–\$15,000
8) Revise signage throughout study area	\$53,000–\$64,000
9) Railroad crossing on Jefferson	\$495,000–\$594,000
10) CEI/MOT/MOB (20%)	\$684,000–\$829,000
11) Design (20%)	\$821,000–\$995,000
12) Contingency (20%)	\$985,000–\$1.194 million
Total Cost Estimate	\$5.91–\$7.163 million

Recommendations and options resulting from this study have been suggested only along the portion of Broad Street between Mildred Avenue and Main Street since the Coast to Coast Trail along Broad Street west of Main Street has moved into the Project Development and Environment (PD&E) phase. The expectation is that the inclusion of the two-way cycle track on Broad Street can be accommodated through the PD&E study, and sufficient ROW will remain for two lanes of auto travel under a one-way or two-way configuration. Figure 4-2 includes a series of conceptual options for Broad Street east of Main Street for future consideration. Likewise, Figure 4-3 provides the same series of conceptual alignments for Jefferson Street in the Downtown area. These conceptual alternatives were developed to illustrate that accommodating complete street enhancements can be undertaken while maintaining the one-way configuration on Broad Street and Jefferson Street as well as a reconfiguration to two-way.

Next Steps

Moving forward with a potential reversion of Broad Street and Jefferson Street will require coordination with the ongoing studies and activities taking place or proposed in Downtown Brooksville, including:

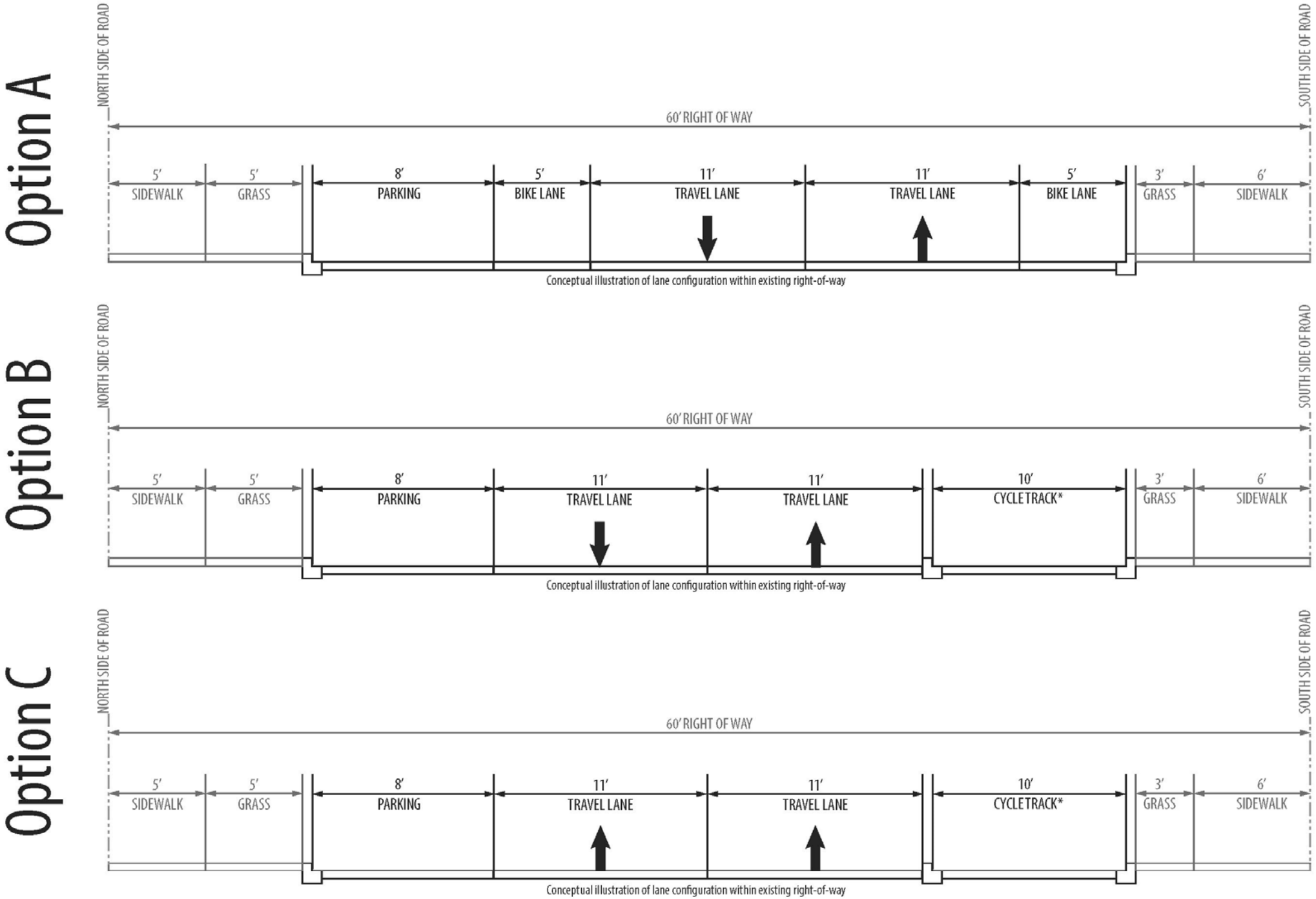
- Florida Historic Main Street Designation of Main Street
- Implementation of Good Neighbor Trail
- Construction of Tower Project
- Proposed pedestrian enhancements on Orange Street
- Future potential parking structure next to Courthouse

In addition to these coordination activities, coordination with FDOT will be a key component of any improvements that are made. As FDOT is moving forward with the redesign of the *Plans Preparation Manual* to create the *Florida Design Manual*, the designation of Context-Sensitive Zones will affect design standards on the State Highway System. Further coordination is needed with FDOT to evaluate the policy implications of a US 98 transfer, including the need to reconstruct Cobb Road to four lanes as a precursor to the reversion of the Broad Street and Jefferson Street Paris, and the potential opportunities for interim changes to the State Highway designations that would allow improvements in the Downtown to occur sooner.

Local coordination is also vitally important to seeing changes made on the Downtown streets, as maintenance and jurisdictional ownership will be a requirement for transferring the State Highway designation. The cost of maintenance was not determined as part of this study. Although the transfer of US 98 has been a continuing point of discussion related to the one-way pair reversion, discussion of removing the US 41 designation from the Downtown area also was a topic of discussion over the course of this study as a more long-term option.

The final element to consider as this study moves towards feasibility and implementation is the current and envisioned needs for Brooksville. Dedicated on-street parking has been a key for considering viable businesses in the Downtown area; however, providing adequate multimodal infrastructure will require using the same paved area currently occupied by parked cars. Implementing a vision for the city will require an understanding of the trade-off between these two uses, the types of business that may be attracted to the downtown as the Coast to Coast Trail is constructed, and the safety of the city's residents as they visit parks, libraries, and business in the Downtown area.

Figure 4-2: Conceptual Alternatives for Broad Street (East of Main Street)

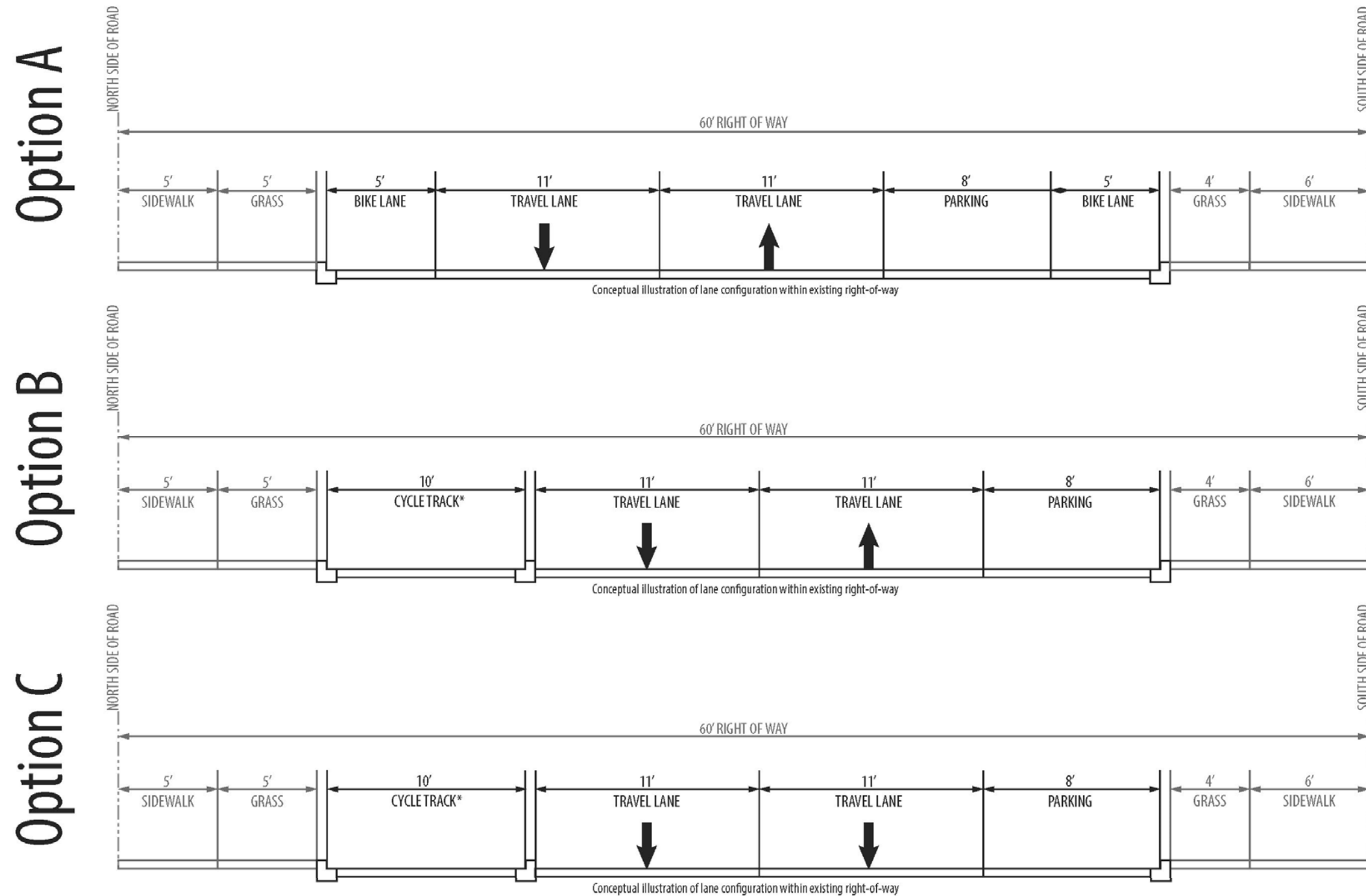


* Cycle track design to be refined during later phases. May require modifications to the curb line.

Broad St (East of Main St)
Typical Sections
Proposed Conditions

DRAFT Concept Alternatives

Figure 4-3: Conceptual Alternatives for Jefferson Street



* Cycle track design to be refined during later phases. May require modifications to the curb line.

Jefferson St
Typical Sections
Proposed Conditions

DRAFT Concept Alternatives

Appendix A: Project Team Meeting Summaries

Kick off Meeting (January 5, 2017)

Project Review Team Meeting (February 9, 2017)

Project Review Team Meeting (March 2, 2017)

Brooksville One Way Pairs and Surrounding Area Transportation Analysis Kickoff- Meeting Summary

Attendance

Hernando/Citrus MPO: Dennis Dix, Steve Diez

City of Brooksville: Bill Geiger

Hernando County: Gerald O'Dell, Heba Nasralla

Tindale Oliver: Jennifer Bartlett, Wally Blain, Steve Infanti

Coastal Engineering: Don Lacey

Kickoff Meeting Discussion

The kickoff meeting was held on January 5th at 10:00 AM at the Hernando/Citrus MPO Offices.

Following introductions, the MPO Staff and consultant team led a discussion to outline the purpose of the study by discussing the objectives, scope of services, and schedule. It is anticipated that the study results will be presented to the MPO at the April 18th meeting.

In the adopted 2040 LRTP, the MPO identified the reversion of the one-way pair on Broad Street and Jefferson Street back to the original two-way operation. Since that time, the MPO has listed the reversion as a top priority for funding in the TIP. This study is being conducted to provide technical analysis to support the project and identify the necessary steps for successful implementation. Possible considerations will be the trade-off of existing on-street parking for turn lanes or bicycle facilities. Other considerations include reducing or eliminating truck traffic through downtown, creating multi-modal connections with the Coast-to-Coast Trail and coordinating with planned transportation and development projects along Main Street south of the downtown.

Results of the travel demand modeling analysis were presented to the project review team. This included a review of cutline analysis and distribution of truck traffic through the study area. Specific issues discussed included:

- Flow of truck traffic using the downtown pairs
- Forecast of trucks using US 41 north of downtown across Cutline 7
- Impacts to travel and truck traffic on Cortez Blvd with truck traffic restrictions placed on Broad and Jefferson
- Distribution of traffic on Jefferson and Broad under two-way traffic

The movement of trucks through the study area was a major topic of discussion. A previously conducted truck survey was discussed that identified shorter travel times through downtown as reason for continued thru trucks after the completion of the SR 50 Bypass. Team Members also discussed the movement of trucks through downtown to gain access to the Interstate and the types of commodities being transported.

Implications for transferring the state ROW through downtown was also discussed and the potential implications for truck traffic as well as maintenance responsibilities. It was discussed that the transfer of the US 98 is the more important of the US and State Highway designations.

Developing a multimodal transportation system that builds connectivity was also discussed among the team members. Establishing a network that supports the city's desire to transform the local land use towards commercial uses would need to be balanced with parking demands and current on-street parking spaces.

Important elements to connect the multimodal system with include the Tom Varn Park and the Good Neighbor Trail, the Hernando Park and Public Library area, and future mixed-use developments along Main Street and the Tower Project. Potential midblock crossings were discussed as opportunities to consider at Brooksville Avenue near the courthouse.

Based on discussion and review of the technical analysis, it was decided that an additional travel demand model analysis would be conducted to simulate restricting trucks in the downtown in order to assess the potential impact on the SR 50 Bypass.

At the conclusion of the meeting, the team agreed to hold potential future meetings on February 2nd, March 2nd and April 6th.

Field Review

During the field review, the team walked the limits of the downtown pairs on Broad Street and Jefferson Street making observations of current conditions, planned projects, and additional opportunities as consideration for study recommendations. The following is a list of observations and topics of discussion.

- Stopping at the intersection of Main Street and Broad Street, the team discussed the Good Neighbor Trail coming in from the west and heading south. Opportunities discussed were connections down Main Street with planned residential development and connections with the planned Tower Project.
- Walking along Broad Street, the team observed the proposed path of the Good Neighbor Trail. Observations were made at the intersection with Brooksville and took time to discuss the pattern of sideswipe crashes that had been seen in the crash data review. Discussion of intersection operations included the possibility of a roundabout.
- At the intersection of Mildred and Jefferson, discussion included current westbound delays during the PM Peak. Members of the team discussed local usage of Fort Dade Avenue as an option to Jefferson under congested conditions. Consideration of signal operations and control were discussed under a reversion to two-way operation.
- Walking along Jefferson, the observation was made regarding the at-grade rail crossing and the need for safety improvements under two-way operation. This wouldn't be a consideration on Broad Street as the road is elevated over the rail line.
- Conversation regarding local street signage and way-finding improvements would be required as well under two-way reversion.
- The team stopped at the intersection of Jefferson and Orange to discuss the proposed pedestrian enhancement at the intersection. Discussion also included expanding the Main Street concept for pedestrian scale treatment to parallel roads to provide more connections through the downtown.
- At the intersection of Brooksville Avenue and Jefferson Street, the team discussed the current challenge of pedestrians crossing from the courthouse without a crosswalk to access parking on Brooksville Avenue. Treatments for a mid-block crossing as well as a decorative feature on the south side of the street were discussed to help direct pedestrian traffic to safer crossings. A midblock crossing on Broad Street at Brooksville Avenue was also discussed as an opportunity to create a connection south to north parallel to Main Street on the east side.

Brooksville One Way Pairs and Surrounding Area Transportation Analysis

Project Review Team February 9, 2017 Meeting Summary

Attendance

Hernando/Citrus MPO: Dennis Dix, Steve Diez
City of Brooksville: Bill Geiger, Steve Gouldman
Hernando County: Heba Nasralla
Tindale Oliver: Wally Blain, Steve Infanti
Coastal Engineering: Don Lacey

Kickoff Meeting Discussion

The Project Team was held on February 9th at 10:00 AM at the City of Brooksville City Hall.

As a follow up to the Kickoff meeting, the project team reviewed the results of the additional model run conducted to simulate restricting trucks on the downtown streets. This analysis indicated that this restriction increases truck volumes on the SR 50 Bypass in 2040 from 2,000 to 3,600.

After reviewing the future year level of service and intersection operating conditions, the project team discussed accommodations for left turns at Main Street. While the technical analysis didn't show the need for left turn lanes, representatives from the City and the MPO discussed congestion that previously existed when Broad and Jefferson were two-way that resulted from the lack of left-turn lanes. It was decided that moving forward with developing recommendations that without providing left-turn lanes with a two-way configuration would result in restricting left turns at Main Street. Converting Broad and Jefferson to two-way reduces the existing left turns that are made on Main Street resulting from the one-way operations.

The team also discussed a preliminary map of recommendations based on the results of the analysis and observations from the field review. This map included locations for mid-block crossings, coordination with the Coast to Coast Trail, and potential conflicts with existing on-street parking. Balancing the need for on-street parking and multimodal improvements was discussed as one of the primary infrastructure needs that would need to be addressed in understanding a vision for the city.

Outcomes of the meeting was to develop conceptual typical cross sections from Broad Street and Jefferson Street, understanding that the portion of Broad Street includes the Coast to Coast Trail. A list of pros and cons was also discussed as a way to capture the issues to address in evaluating one-way and two-way configuration of Jefferson and Broad. Both of these items would be presented at the March team meeting for discussion.

Brooksville One Way Pairs and Surrounding Area Transportation Analysis

Project Review Team March 2, 2017 Meeting Summary

Attendance

Hernando/Citrus MPO: Steve Diez
City of Brooksville: Bill Geiger, Steve Gouldman
Tindale Oliver: Wally Blain, Steve Infanti, Jennifer Bartlett
Coastal Engineering: Don Lacey

Kickoff Meeting Discussion

The Project Team was held on March 2nd at 10:30 AM at the City of Brooksville City Hall.

The team members reviewed the Pros and Cons Matrix for conversion from one-way to two-way and provided comments and suggested revisions. Noted items included the inclusion of mobility, safety, and quality of life factors that were affected through a conversion. A key consideration that was mentioned is the assumption that either option (one-way or two-way) is viable. Peak times of congestion often occur with the court schedule on Tuesday and Thursday mornings.

Representatives from the City commented that a slight increase in congestion could help with slowing traffic and provide an economic benefit to downtown businesses.

Team members also continued the discussion of the February 2nd meeting in reviewing left-turn prohibitions on Main Street and the opportunities / challenges these present. The goal could be achieved with permissive lefts and prohibited lefts during peak hours. Additionally, accommodations could be provided at other location parallel to Main Street. The predominate movement of traffic is from Spring Hill in the morning and to Spring Hill in the afternoon. Accommodating left turns on Broad Street into the County Parking Lot was seen as the primary location for longer queue considerations

During a review of the proposed modifications and enhancement graphic, the Team spent time discussing the viability of a conversion and implementing the recommendations in light of questions surrounding ownership, funding, and revenue limitations. A major consideration of the conversion is the requirement of FDOT to transfer the US 98, and perhaps eventually the US 41, designation and the assumption of maintenance responsibilities by the County or City.

While reviewing the typical cross section options, roadway ownership and the need to plan for FDOT and Local standards should be considered. Typical cross sections should be updated accordingly. An additional cross section was requested that illustrated the inclusion of the bicycle facility improvements with one-way traffic. One comment for further consideration would be to better accommodate drainage at the bulb-out locations. Perhaps a future keyhole through the planters could allow for cyclists as well as drainage.

As a follow up from the meeting, a review of parking demand would be conducted during a land use meeting to determine utilization of on-street parking.

Appendix B: Traffic Volume Counts

8-Hour Turning Movement Count Locations

- Broad St @ Cortez Blvd
- Broad St @ Jefferson St
- Broad St @ Main St
- Broad St @ MLK Blvd
- Cortez Blvd @ Emerson Rd
- Cortez Blvd @ Jasmine Rd
- Cortez Blvd @ Jefferson St
- Cortez Blvd @ Main St
- Jefferson Blvd @ Main St

72-Hour Traffic Volume Count Locations

- Main St between Ft. Dade Ave and Jefferson St
- Main St between Jefferson St and Broad St
- Broad St between Ponce de Leon Boulevard and Dr. Martin Luther King Jr Blvd
- Broad St between Main St. and Mildred Ave
- Broad St between Mildred Ave and Ponce de Leon Blvd
- Jefferson St between Broad St and Martin Luther King Jr. Blvd
- Jefferson St between Mildred Ave and Main St
- Ponce de Leon Blvd between Jefferson St and Broad St
- Ponce de Leon Blvd between North Ave and Jefferson St
- Mildred Ave between Jefferson St and Broad St

Intersection: Broad St @ Cortez Blvd (Total)

Date: April 19, 2016

Source: Tindale Oliver (LM & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
7:00 - 7:15	10	82	109	13	101	14	11	58	7	68	56	17	546
7:15 - 7:30	7	109	117	12	62	7	8	74	8	95	88	16	603
7:30 - 7:45	13	120	106	22	87	21	15	84	8	102	79	26	683
7:45 - 8:00	14	172	115	19	88	15	17	105	8	108	94	24	779
8:00 - 8:15	23	123	89	16	92	22	18	79	12	92	78	28	672
8:15 - 8:30	17	110	71	16	90	23	17	64	15	102	93	39	657
8:30 - 8:45	19	171	74	14	100	25	26	75	8	94	95	24	725
8:45 - 9:00	25	117	56	25	109	23	24	57	5	119	72	19	651
AM PEAK HOUR 7:45 - 8:45	73	576	349	65	370	85	78	323	43	396	360	115	2833

PEAK HOUR FACTOR	0.91
---------------------	------

Peak Season Adjustment Factor 1.01

AM PEAK HOUR PEAK SEASON	74	582	352	66	374	86	79	326	43	400	364	116	2862
HV%	22%	3%	8%	3%	5%	0%	5%	24%	21%	10%	17%	3%	9.8%

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
11:00 - 11:15	29	101	44	35	125	38	38	83	18	76	71	12	670
11:15 - 11:30	37	109	68	40	111	30	37	78	16	90	61	21	698
11:30 - 11:45	25	133	62	19	123	44	40	82	22	93	65	21	729
11:45 - 12:00	19	114	35	28	134	42	38	94	16	91	90	25	726
12:00 - 12:15	41	118	65	25	135	38	65	89	14	79	101	37	807
12:15 - 12:30	38	121	55	31	131	30	54	80	12	103	84	25	764
12:30 - 12:45	35	98	70	33	126	59	39	119	17	91	62	14	763
12:45 - 1:00	37	147	59	37	138	42	22	69	14	114	96	20	795
1:00 - 1:15	41	139	79	43	142	42	60	101	19	105	81	34	886
1:15 - 1:30	42	125	52	27	137	30	28	94	22	104	63	21	745
1:30 - 1:45	39	118	81	19	123	43	56	95	23	88	81	22	788
1:45 - 2:00	47	150	63	54	137	37	37	80	17	98	68	19	807
MID-DAY PK HOUR 1:00 - 2:00	169	532	275	143	539	152	181	370	81	395	293	96	3226

PEAK HOUR FACTOR	0.91
---------------------	------

Peak Season Adjustment Factor 1.01

MID-DAY PEAK HOUR PEAK SEASON	171	537	278	144	544	154	183	374	82	399	296	97	3259
HV%	8%	6%	16%	3%	3%	1%	3%	18%	5%	6%	11%	2%	7.7%

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
4:00 - 4:15	36	119	108	27	153	27	43	76	20	150	106	20	885
4:15 - 4:30	32	145	90	39	154	34	44	93	25	124	81	19	880
4:30 - 4:45	47	137	100	24	146	35	31	112	16	127	100	19	894
4:45 - 5:00	46	95	53	36	157	30	32	110	11	164	92	20	846
5:00 - 5:15	45	146	72	48	219	31	34	107	10	158	81	29	980
5:15 - 5:30	57	149	93	36	154	25	45	119	22	130	71	30	931
5:30 - 5:45	25	146	83	49	122	22	34	97	6	132	58	15	789
5:45 - 6:00	25	132	59	34	85	33	36	99	11	124	64	19	721
PM PEAK HOUR 4:30 - 5:30	195	527	318	144	676	121	142	448	59	579	344	98	3651

PEAK HOUR FACTOR	0.93
---------------------	------

Peak Season Adjustment Factor 1.01

PM PEAK HOUR PEAK SEASON	197	532	321	145	683	122	143	452	60	585	347	99	3686
HV%	8%	3%	6%	1%	2%	0%	1%	7%	7%	7%	8%	1%	4.7%

Intersection: Broad St @ Cortez Blvd (Cars)

Date: April 19, 2016

Source: Tindale Oliver (LM & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
7:00 - 7:15	8	78	65	11	101	5	8	46	6	60	46	3	437
7:15 - 7:30	2	100	90	12	59	6	7	55	7	86	66	4	494
7:30 - 7:45	11	114	85	20	81	8	14	68	4	86	63	10	564
7:45 - 8:00	10	169	80	19	83	7	14	79	7	100	83	8	659
8:00 - 8:15	18	119	72	16	88	10	14	63	9	84	69	7	569
8:15 - 8:30	12	103	62	16	83	11	15	51	11	88	72	9	533
8:30 - 8:45	11	165	64	12	97	9	24	53	4	81	75	12	607
8:45 - 9:00	20	109	45	25	100	12	18	46	5	114	60	5	559
AM PEAK HOUR 7:45 - 8:45	51	556	278	63	351	37	67	246	31	353	299	36	2368
PEAK HOUR FACTOR													0.90

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
11:00 - 11:15	23	94	29	34	123	12	34	73	11	74	62	5	574
11:15 - 11:30	30	104	41	37	106	14	29	56	14	84	49	10	574
11:30 - 11:45	19	128	45	19	118	24	34	65	14	86	55	14	621
11:45 - 12:00	8	105	30	27	128	26	34	79	10	83	78	22	630
12:00 - 12:15	31	112	51	20	132	21	59	79	13	78	91	20	707
12:15 - 12:30	32	114	40	26	128	14	47	67	8	95	68	17	656
12:30 - 12:45	27	90	60	31	121	28	32	102	16	81	51	4	643
12:45 - 1:00	22	138	43	35	133	23	18	62	10	104	87	12	687
1:00 - 1:15	33	134	63	41	138	21	54	82	19	95	76	12	768
1:15 - 1:30	35	114	41	24	131	16	24	74	18	100	57	4	638
1:30 - 1:45	29	113	56	19	120	26	46	79	20	80	74	9	671
1:45 - 2:00	32	139	47	53	132	25	32	69	11	86	53	5	684
MID-DAY PK HOUR 1:00 - 2:00	129	500	207	137	521	88	156	304	68	361	260	30	2761
PEAK HOUR FACTOR													0.90

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
4:00 - 4:15	29	115	90	25	145	14	38	73	15	141	94	3	782
4:15 - 4:30	27	141	76	39	150	14	37	76	14	111	71	4	760
4:30 - 4:45	35	132	78	24	141	23	24	105	10	113	94	11	790
4:45 - 5:00	39	93	46	36	154	12	30	94	10	151	85	9	759
5:00 - 5:15	33	139	58	48	217	13	32	100	6	147	75	7	875
5:15 - 5:30	50	148	79	33	150	9	42	116	16	124	62	5	834
5:30 - 5:45	17	140	74	48	119	12	33	93	5	120	51	5	717
5:45 - 6:00	21	128	44	32	82	21	33	93	6	115	64	9	648
PM PEAK HOUR 4:30 - 5:30	157	512	261	141	662	57	128	415	42	535	316	32	3258
PEAK HOUR FACTOR													0.93

Intersection: Broad St @ Cortez Blvd (Trucks)

Date: April 19, 2016

Source: Tindale Oliver (LM & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
7:00 - 7:15	1	4	8	2	0	0	1	12	1	8	10	1	48
7:15 - 7:30	5	9	15	0	3	0	1	19	0	9	22	0	83
7:30 - 7:45	2	6	8	2	6	6	1	16	4	16	16	0	83
7:45 - 8:00	3	3	14	0	5	0	1	26	1	8	11	1	73
8:00 - 8:15	3	4	6	0	4	0	2	16	2	6	9	1	53
8:15 - 8:30	4	7	3	0	7	0	1	13	2	13	21	2	73
8:30 - 8:45	6	6	5	2	3	0	0	22	4	12	20	0	80
8:45 - 9:00	4	8	5	0	9	0	3	11	0	5	12	0	57
AM PEAK HOUR 7:45 - 8:45	16	20	28	2	19	0	4	77	9	39	61	4	279
PEAK HOUR FACTOR													0.87

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
11:00 - 11:15	1	7	5	0	2	1	2	10	6	2	9	0	45
11:15 - 11:30	3	5	11	0	5	0	3	22	2	5	12	0	68
11:30 - 11:45	4	5	7	0	5	0	3	17	3	6	10	0	60
11:45 - 12:00	4	9	5	1	6	0	0	15	6	7	12	0	65
12:00 - 12:15	4	6	12	2	3	0	2	10	1	1	10	0	51
12:15 - 12:30	2	7	10	2	3	0	1	13	4	6	16	0	64
12:30 - 12:45	3	8	4	2	5	1	5	17	0	8	11	0	64
12:45 - 1:00	9	9	14	2	5	2	1	7	4	8	9	0	70
1:00 - 1:15	1	5	9	2	4	0	1	19	0	7	5	1	54
1:15 - 1:30	3	11	9	3	6	1	1	20	2	3	6	0	65
1:30 - 1:45	2	5	22	0	3	1	3	16	1	6	7	0	66
1:45 - 2:00	7	11	4	0	5	0	1	11	1	9	15	1	65
MID-DAY PK HOUR 1:00 - 2:00	13	32	44	5	18	2	6	66	4	25	33	2	250
PEAK HOUR FACTOR													0.95

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
4:00 - 4:15	2	4	8	0	8	0	1	3	1	8	12	0	47
4:15 - 4:30	2	4	5	0	4	0	1	17	3	12	10	0	58
4:30 - 4:45	4	5	6	0	5	0	1	7	1	13	6	0	48
4:45 - 5:00	4	2	2	0	3	0	0	16	1	12	7	0	47
5:00 - 5:15	3	7	7	0	2	0	0	7	1	10	6	1	44
5:15 - 5:30	4	1	3	2	4	0	0	3	1	6	9	0	33
5:30 - 5:45	3	6	2	0	3	0	0	4	1	12	7	0	38
5:45 - 6:00	2	4	3	2	3	0	2	6	2	4	0	0	28
PM PEAK HOUR 4:30 - 5:30	15	15	18	2	14	0	1	33	4	41	28	1	172
PEAK HOUR FACTOR													0.90

Intersection: Broad St @ Cortez Blvd (U-Turns)

Date: April 19, 2016

Source: Tindale Oliver (LM & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	UT		ROR	UT		ROR	UT		ROR	UT		ROR	
7:00 - 7:15	1	0	36	0	0	9	2	0	0	0	0	13	61
7:15 - 7:30	0	0	12	0	0	1	0	0	1	0	0	12	26
7:30 - 7:45	0	0	13	0	0	7	0	0	0	0	0	16	36
7:45 - 8:00	1	0	21	0	0	8	2	0	0	0	0	15	47
8:00 - 8:15	2	0	11	0	0	12	2	0	1	2	0	20	50
8:15 - 8:30	1	0	6	0	0	12	1	0	2	1	0	28	51
8:30 - 8:45	2	0	5	0	0	16	2	0	0	1	0	12	38
8:45 - 9:00	1	0	6	0	0	11	3	0	0	0	0	14	35
AM PEAK HOUR 7:45 - 8:45	6	0	43	0	0	48	7	0	3	4	0	75	186
PEAK HOUR FACTOR													0.91

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	UT		ROR	UT		ROR	UT		ROR	UT		ROR	
11:00 - 11:15	5	0	10	1	0	25	2	0	1	0	0	7	51
11:15 - 11:30	4	0	16	3	0	16	5	0	0	1	0	11	56
11:30 - 11:45	2	0	10	0	0	20	3	0	5	1	0	7	48
11:45 - 12:00	7	0	0	0	0	16	4	0	0	1	0	3	31
12:00 - 12:15	6	0	2	3	0	17	4	0	0	0	0	17	49
12:15 - 12:30	4	0	5	3	0	16	6	0	0	2	0	8	44
12:30 - 12:45	5	0	6	0	0	30	2	0	1	2	0	10	56
12:45 - 1:00	6	0	2	0	0	17	3	0	0	2	0	8	38
1:00 - 1:15	7	0	7	0	0	21	5	0	0	3	0	21	64
1:15 - 1:30	4	0	2	0	0	13	3	0	2	1	0	17	42
1:30 - 1:45	8	0	3	0	0	16	7	0	2	2	0	13	51
1:45 - 2:00	8	0	12	1	0	12	4	0	5	3	0	13	58
MID-DAY PK HOUR 1:00 - 2:00	27	0	24	1	0	62	19	0	9	9	0	64	215
PEAK HOUR FACTOR													0.84

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	UT		ROR	UT		ROR	UT		ROR	UT		ROR	
4:00 - 4:15	5	0	10	2	0	13	4	0	4	1	0	17	56
4:15 - 4:30	3	0	9	0	0	20	6	0	8	1	0	15	62
4:30 - 4:45	8	0	16	0	0	12	6	0	5	1	0	8	56
4:45 - 5:00	3	0	5	0	0	18	2	0	0	1	0	11	40
5:00 - 5:15	9	0	7	0	0	18	2	0	3	1	0	21	61
5:15 - 5:30	3	0	11	1	0	16	3	0	5	0	0	25	64
5:30 - 5:45	5	0	7	1	0	10	1	0	0	0	0	10	34
5:45 - 6:00	2	0	12	0	0	12	1	0	3	5	0	10	45
PM PEAK HOUR 4:30 - 5:30	23	0	39	1	0	64	13	0	13	3	0	65	221
PEAK HOUR FACTOR													0.86

Intersection: Broad St @ Cortez Blvd (Ped & Bikes)

Date: April 19, 2016

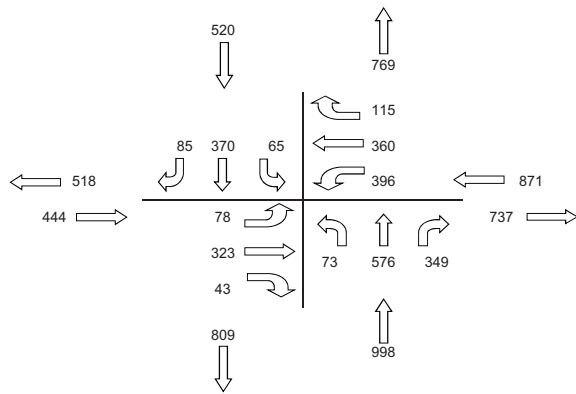
Source: Tindale Oliver (LM & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	PED		BIKE	PED		BIKE	PED		BIKE	PED		BIKE	
7:00 - 7:15	0	0	0	0	0	1	0	0	0	0	0	0	1
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	1	0	0	0	0	0	0	1
7:45 - 8:00	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	1	0	0	0	0	0	0	0	0	1	0	0	2
8:30 - 8:45	0	0	1	0	0	0	0	0	0	0	0	0	1
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0
AM PEAK HOUR 7:45 - 8:45	1	0	1	0	0	1	0	0	0	1	0	0	4
PEAK HOUR FACTOR													0.50

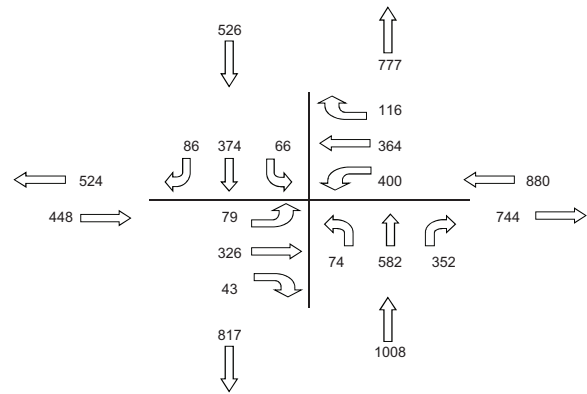
	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	PED		BIKE	PED		BIKE	PED		BIKE	PED		BIKE	
11:00 - 11:15	2	0	0	0	0	0	0	0	1	0	0	0	3
11:15 - 11:30	0	0	0	0	0	1	1	0	0	0	0	0	2
11:30 - 11:45	0	0	2	0	0	0	0	0	0	0	0	0	2
11:45 - 12:00	0	0	0	0	0	0	1	0	0	1	0	0	2
12:00 - 12:15	1	0	1	0	0	0	0	0	0	0	0	0	2
12:15 - 12:30	0	0	0	1	0	0	0	0	0	0	0	0	1
12:30 - 12:45	0	0	0	1	0	1	0	0	0	0	0	0	2
12:45 - 1:00	0	0	1	0	0	0	0	0	0	1	0	0	2
1:00 - 1:15	0	0	1	0	0	0	0	0	0	0	0	0	1
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	1	0	3	0	0	1	0	0	0	5
1:45 - 2:00	1	0	1	1	0	0	0	0	0	0	0	1	4
MID-DAY PK HOUR 1:00 - 2:00	1	0	2	2	0	3	0	0	1	0	0	1	10
PEAK HOUR FACTOR													0.50

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	PED		BIKE	PED		BIKE	PED		BIKE	PED		BIKE	
4:00 - 4:15	0	0	0	1	0	1	0	0	0	0	0	0	2
4:15 - 4:30	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 - 4:45	3	0	0	0	0	0	1	0	0	0	0	0	4
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	1	2	0	1	0	0	0	4
5:30 - 5:45	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PEAK HOUR 4:30 - 5:30	3	0	0	0	0	1	3	0	1	0	0	0	8
PEAK HOUR FACTOR													0.50

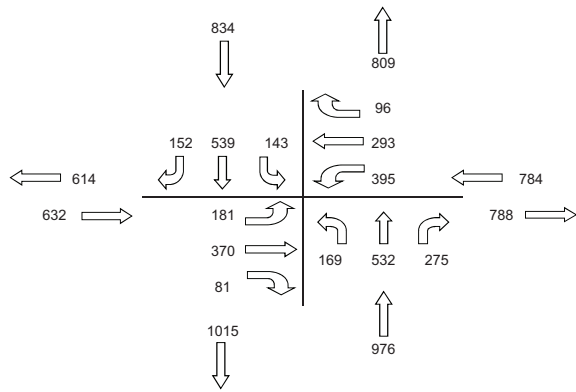
Intersection: Broad St @ Cortez Blvd
Date: April 19, 2016
Source: Tindale Oliver (LM & EA)



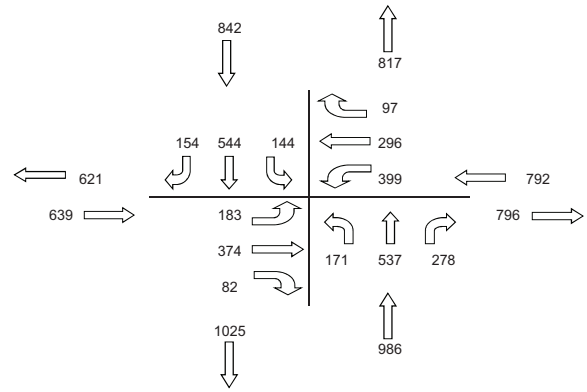
AM PEAK HOUR
RAW DATA



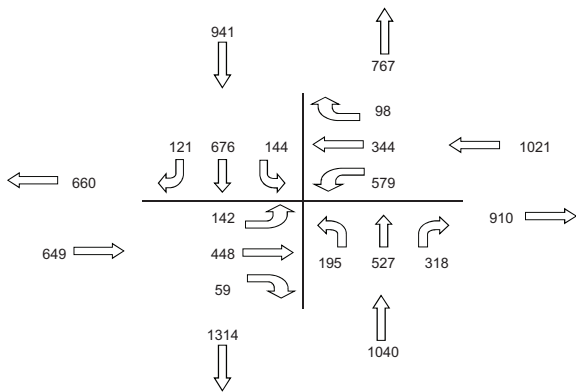
AM PEAK HOUR
PEAK SEASON FACTOR 1.01



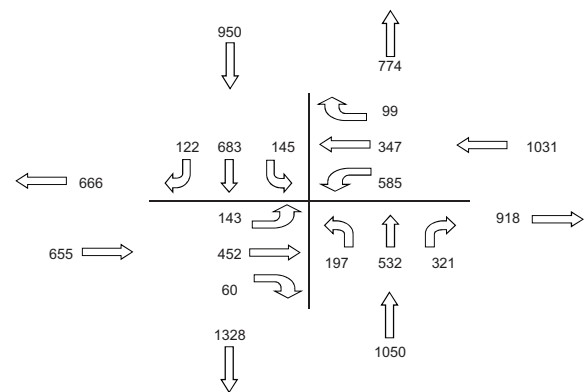
MID PEAK HOUR
RAW DATA



MID PEAK HOUR
PEAK SEASON FACTOR 1.01



PM PEAK HOUR
RAW DATA



PM PEAK HOUR
PEAK SEASON FACTOR 1.01

Intersection: Broad St @ Jefferson St (Total)

Date: April 20, 2016

Source: Tindale Oliver (AB)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
7:00 - 7:15	0	39	12	0	0	0	0	39	41	26	0	30	187
7:15 - 7:30	0	28	11	0	0	0	0	43	18	24	0	29	153
7:30 - 7:45	0	36	20	0	0	0	1	59	32	36	0	41	225
7:45 - 8:00	0	51	31	0	0	0	0	68	17	38	0	44	249
8:00 - 8:15	0	52	36	0	0	0	2	61	34	40	0	62	287
8:15 - 8:30	0	49	24	0	0	0	1	73	30	61	0	61	299
8:30 - 8:45	0	41	14	0	0	0	1	51	30	60	0	37	234
8:45 - 9:00	0	54	19	0	0	0	0	52	20	24	0	29	198
AM PEAK HOUR 7:45 - 8:45	0	193	105	0	0	0	4	253	111	199	0	204	1069

PEAK HOUR FACTOR	0.89
---------------------	------

Peak Season Adjustment Factor 1.02

AM PEAK HOUR PEAK SEASON	0	197	107	0	0	0	4	258	113	203	0	208	1090
HV%	0%	7%	3%	0%	0%	0%	0%	11%	14%	4%	0%	6%	7.4%

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
11:00 - 11:15	0	39	10	0	0	0	3	51	29	20	0	38	190
11:15 - 11:30	0	50	16	0	0	0	2	62	37	23	0	26	216
11:30 - 11:45	0	58	13	0	0	0	6	60	31	21	0	38	227
11:45 - 12:00	0	58	20	0	0	0	3	54	31	28	0	49	243
12:00 - 12:15	0	62	24	0	0	0	2	75	39	22	0	41	265
12:15 - 12:30	0	53	12	0	0	0	4	70	48	22	0	33	242
12:30 - 12:45	0	41	18	0	0	0	3	68	21	27	0	39	217
12:45 - 1:00	0	55	15	0	0	0	4	78	39	20	0	49	260
1:00 - 1:15	0	48	22	0	0	0	2	55	57	25	0	49	258
1:15 - 1:30	0	50	23	0	0	0	1	63	42	31	0	36	246
1:30 - 1:45	0	56	9	0	0	0	1	69	30	26	0	42	233
1:45 - 2:00	0	50	22	0	0	0	6	70	34	33	0	49	264
MID-DAY PK HOUR 1:00 - 2:00	0	204	76	0	0	0	10	257	163	115	0	176	1001

PEAK HOUR FACTOR	0.95
---------------------	------

Peak Season Adjustment Factor 1.02

MID-DAY PEAK HOUR PEAK SEASON	0	208	78	0	0	0	10	262	166	117	0	180	1021
HV%	0%	7%	7%	0%	0%	0%	0%	5%	7%	9%	0%	7%	6.5%

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
4:00 - 4:15	0	42	28	0	0	0	1	99	35	32	0	51	288
4:15 - 4:30	0	43	26	0	0	0	1	77	26	16	0	50	239
4:30 - 4:45	0	38	29	0	0	0	7	80	44	29	0	25	252
4:45 - 5:00	0	39	26	0	0	0	2	107	29	20	0	30	253
5:00 - 5:15	0	35	17	0	0	0	0	100	45	17	0	41	255
5:15 - 5:30	0	56	32	0	0	0	4	79	40	38	0	26	275
5:30 - 5:45	0	40	36	0	0	0	2	90	32	18	0	27	245
5:45 - 6:00	0	34	25	0	0	0	4	98	29	32	0	27	249
PM PEAK HOUR 4:30 - 5:30	0	168	104	0	0	0	13	366	158	104	0	122	1035

PEAK HOUR FACTOR	0.94
---------------------	------

Peak Season Adjustment Factor 1.02

PM PEAK HOUR PEAK SEASON	0	171	106	0	0	0	13	373	161	106	0	124	1054
HV%	0%	8%	8%	0%	0%	0%	8%	3%	3%	10%	0%	2%	4.9%

Intersection: Broad St @ Jefferson St (Cars)

Date: April 20, 2016

Source: Tindale Oliver (AB)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
7:00 - 7:15	0	37	8	0	0	0	0	35	21	23	0	18	142
7:15 - 7:30	0	23	5	0	0	0	0	40	3	18	0	9	98
7:30 - 7:45	0	34	6	0	0	0	1	55	16	32	0	24	168
7:45 - 8:00	0	49	21	0	0	0	0	59	9	38	0	21	197
8:00 - 8:15	0	47	13	0	0	0	2	58	16	38	0	22	196
8:15 - 8:30	0	46	12	0	0	0	1	63	16	59	0	29	226
8:30 - 8:45	0	38	3	0	0	0	1	45	11	57	0	14	169
8:45 - 9:00	0	48	9	0	0	0	0	48	10	22	0	6	143
AM PEAK HOUR 7:45 - 8:45	0	180	49	0	0	0	4	225	52	192	0	86	788
												PEAK HOUR FACTOR	0.87

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
11:00 - 11:15	0	35	6	0	0	0	3	48	12	17	0	16	137
11:15 - 11:30	0	41	12	0	0	0	2	57	22	19	0	11	164
11:30 - 11:45	0	47	6	0	0	0	6	56	16	17	0	21	169
11:45 - 12:00	0	49	14	0	0	0	3	49	20	26	0	24	185
12:00 - 12:15	0	57	13	0	0	0	2	73	20	20	0	17	202
12:15 - 12:30	0	42	10	0	0	0	4	69	28	20	0	17	190
12:30 - 12:45	0	38	8	0	0	0	3	64	11	26	0	13	163
12:45 - 1:00	0	50	8	0	0	0	4	73	19	19	0	18	191
1:00 - 1:15	0	43	11	0	0	0	2	54	40	22	0	13	185
1:15 - 1:30	0	46	11	0	0	0	1	62	25	28	0	13	186
1:30 - 1:45	0	55	3	0	0	0	1	63	15	23	0	12	172
1:45 - 2:00	0	46	12	0	0	0	6	65	16	32	0	28	205
MID-DAY PK HOUR 1:00 - 2:00	0	190	37	0	0	0	10	244	96	105	0	66	748
												PEAK HOUR FACTOR	0.91

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
4:00 - 4:15	0	40	18	0	0	0	1	93	24	30	0	24	230
4:15 - 4:30	0	38	10	0	0	0	1	73	24	15	0	34	195
4:30 - 4:45	0	35	18	0	0	0	7	75	37	21	0	18	211
4:45 - 5:00	0	31	19	0	0	0	1	105	20	20	0	17	213
5:00 - 5:15	0	34	10	0	0	0	0	97	35	17	0	23	216
5:15 - 5:30	0	55	20	0	0	0	4	78	15	36	0	12	220
5:30 - 5:45	0	35	23	0	0	0	2	88	13	18	0	4	183
5:45 - 6:00	0	32	16	0	0	0	4	94	20	27	0	8	201
PM PEAK HOUR 4:30 - 5:30	0	155	67	0	0	0	12	355	107	94	0	70	860
												PEAK HOUR FACTOR	0.98

Intersection: Broad St @ Jefferson St (Trucks)

Date: April 20, 2016

Source: Tindale Oliver (AB)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
7:00 - 7:15	0	2	2	0	0	0	0	4	3	3	0	3	17
7:15 - 7:30	0	5	0	0	0	0	0	3	2	6	0	2	18
7:30 - 7:45	0	2	4	0	0	0	0	4	2	4	0	1	17
7:45 - 8:00	0	2	1	0	0	0	0	9	2	0	0	3	17
8:00 - 8:15	0	5	1	0	0	0	0	3	5	2	0	6	22
8:15 - 8:30	0	3	1	0	0	0	0	10	4	2	0	4	24
8:30 - 8:45	0	3	0	0	0	0	0	6	4	3	0	0	16
8:45 - 9:00	0	6	2	0	0	0	0	4	1	2	0	2	17
AM PEAK HOUR 7:45 - 8:45	0	13	3	0	0	0	0	28	15	7	0	13	79
PEAK HOUR FACTOR													0.82

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
11:00 - 11:15	0	4	1	0	0	0	0	3	7	3	0	0	18
11:15 - 11:30	0	9	1	0	0	0	0	5	3	4	0	1	23
11:30 - 11:45	0	11	2	0	0	0	0	4	3	4	0	3	27
11:45 - 12:00	0	9	1	0	0	0	0	5	2	2	0	2	21
12:00 - 12:15	0	5	2	0	0	0	0	2	3	2	0	1	15
12:15 - 12:30	0	11	1	0	0	0	0	1	7	2	0	2	24
12:30 - 12:45	0	3	0	0	0	0	0	4	2	1	0	3	13
12:45 - 1:00	0	5	3	0	0	0	0	5	4	1	0	0	18
1:00 - 1:15	0	5	2	0	0	0	0	1	3	3	0	3	17
1:15 - 1:30	0	4	2	0	0	0	0	1	2	3	0	2	14
1:30 - 1:45	0	1	0	0	0	0	0	6	2	3	0	3	15
1:45 - 2:00	0	4	1	0	0	0	0	5	4	1	0	4	19
MID-DAY PK HOUR 1:00 - 2:00	0	14	5	0	0	0	0	13	11	10	0	12	65
PEAK HOUR FACTOR													0.86

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
4:00 - 4:15	0	2	0	0	0	0	0	6	2	2	0	2	14
4:15 - 4:30	0	5	4	0	0	0	0	4	0	1	0	6	20
4:30 - 4:45	0	3	2	0	0	0	0	5	1	8	0	1	20
4:45 - 5:00	0	8	1	0	0	0	1	2	0	0	0	0	12
5:00 - 5:15	0	1	1	0	0	0	0	3	3	0	0	2	10
5:15 - 5:30	0	1	4	0	0	0	0	1	1	2	0	0	9
5:30 - 5:45	0	5	2	0	0	0	0	2	2	0	0	0	11
5:45 - 6:00	0	2	0	0	0	0	0	4	3	5	0	1	15
PM PEAK HOUR 4:30 - 5:30	0	13	8	0	0	0	1	11	5	10	0	3	51
PEAK HOUR FACTOR													0.64

Intersection: Broad St @ Jefferson St (U-Turns)

Date: April 20, 2016

Source: Tindale Oliver (AB)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	UT		ROR	UT		ROR	UT		ROR	UT		ROR	
7:00 - 7:15	0	0	2	0	0	0	0	0	17	0	0	9	28
7:15 - 7:30	0	0	6	0	0	0	0	0	13	0	0	18	37
7:30 - 7:45	0	0	10	0	0	0	0	0	14	0	0	16	40
7:45 - 8:00	0	0	9	0	0	0	0	0	6	0	0	20	35
8:00 - 8:15	0	0	22	0	0	0	0	0	13	0	0	34	69
8:15 - 8:30	0	0	11	0	0	0	0	0	10	0	0	28	49
8:30 - 8:45	0	0	11	0	0	0	0	0	15	0	0	23	49
8:45 - 9:00	0	0	8	0	0	0	0	0	9	0	0	21	38
AM PEAK HOUR 7:45 - 8:45	0	0	53	0	0	0	0	0	44	0	0	105	202
PEAK HOUR FACTOR													0.73

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	UT		ROR	UT		ROR	UT		ROR	UT		ROR	
11:00 - 11:15	0	0	3	0	0	0	0	0	10	0	0	22	35
11:15 - 11:30	0	0	3	0	0	0	0	0	12	0	0	14	29
11:30 - 11:45	0	0	5	0	0	0	0	0	12	0	0	14	31
11:45 - 12:00	0	0	5	0	0	0	0	0	9	0	0	23	37
12:00 - 12:15	0	0	9	0	0	0	0	0	16	0	0	23	48
12:15 - 12:30	0	0	1	0	0	0	0	0	13	0	0	14	28
12:30 - 12:45	0	0	10	0	0	0	0	0	8	0	0	23	41
12:45 - 1:00	0	0	4	0	0	0	0	0	16	0	0	31	51
1:00 - 1:15	0	0	9	0	0	0	0	0	14	0	0	33	56
1:15 - 1:30	0	0	10	0	0	0	0	0	15	0	0	21	46
1:30 - 1:45	0	0	6	0	0	0	0	0	13	0	0	27	46
1:45 - 2:00	0	0	9	0	0	0	0	0	14	0	0	17	40
MID-DAY PK HOUR 1:00 - 2:00	0	0	34	0	0	0	0	0	56	0	0	98	188
PEAK HOUR FACTOR													0.84

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	UT		ROR	UT		ROR	UT		ROR	UT		ROR	
4:00 - 4:15	0	0	10	0	0	0	0	0	9	0	0	25	44
4:15 - 4:30	0	0	12	0	0	0	0	0	2	0	0	10	24
4:30 - 4:45	0	0	9	0	0	0	0	0	6	0	0	6	21
4:45 - 5:00	0	0	6	0	0	0	0	0	9	0	0	13	28
5:00 - 5:15	0	0	6	0	0	0	0	0	7	0	0	16	29
5:15 - 5:30	0	0	8	0	0	0	0	0	24	0	0	14	46
5:30 - 5:45	0	0	11	0	0	0	0	0	17	0	0	23	51
5:45 - 6:00	0	0	9	0	0	0	0	0	6	0	0	18	33
PM PEAK HOUR 4:30 - 5:30	0	0	29	0	0	0	0	0	46	0	0	49	124
PEAK HOUR FACTOR													0.67

Intersection: Broad St @ Jefferson St (Ped & Bikes)

Date: April 20, 2016

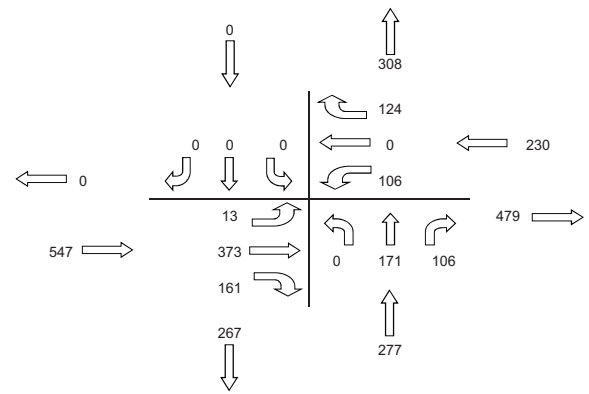
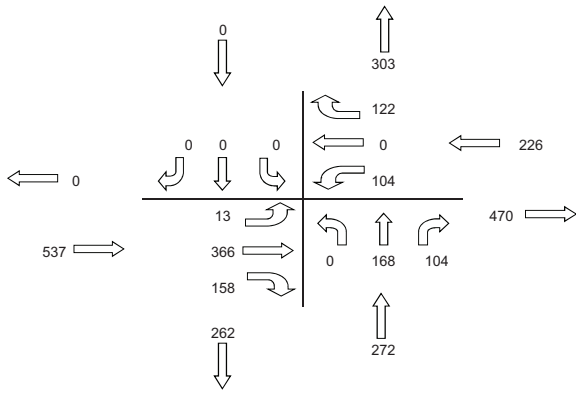
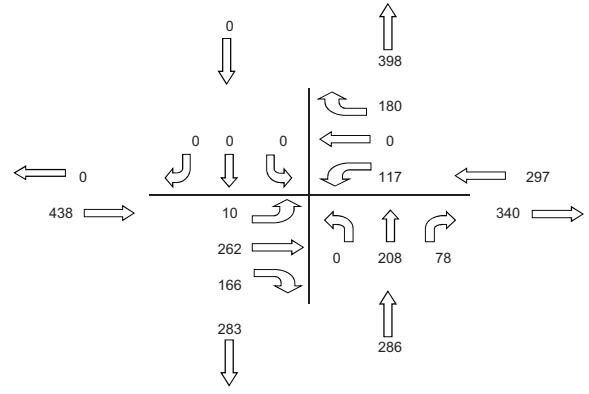
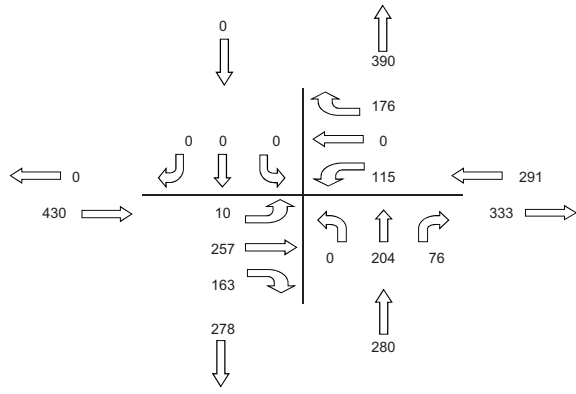
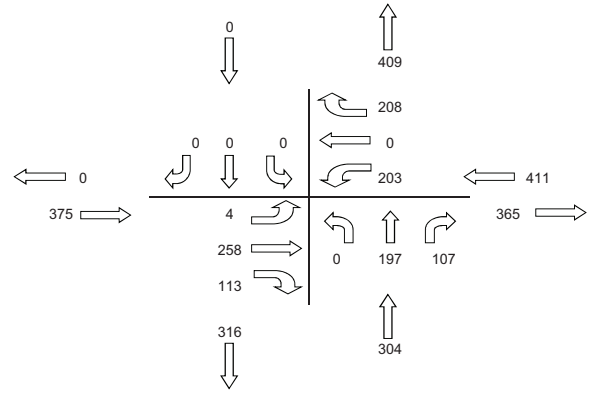
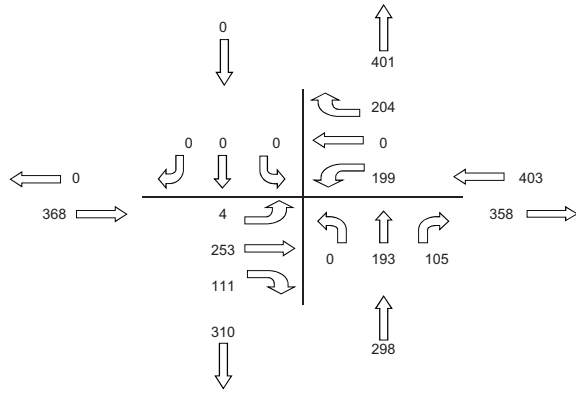
Source: Tindale Oliver (AB)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	PED		BIKE	PED		BIKE	PED		BIKE	PED		BIKE	
7:00 - 7:15	1	0	1	0	0	0	1	0	0	0	0	0	3
7:15 - 7:30	0	0	0	0	0	0	0	0	0	2	0	0	2
7:30 - 7:45	1	0	0	0	0	0	0	0	0	1	0	0	2
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	2	0	0	0	0	0	2
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0
AM PEAK HOUR 7:45 - 8:45	0	0	0	0	0	0	2	0	0	0	0	0	2
PEAK HOUR FACTOR													0.25

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	PED		BIKE	PED		BIKE	PED		BIKE	PED		BIKE	
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	1	0	0	0	1
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
MID-DAY PK HOUR 1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR													#DIV/0!

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	PED		BIKE	PED		BIKE	PED		BIKE	PED		BIKE	
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:00	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PEAK HOUR 4:30 - 5:30	0	0	0	0	0	0	0	0	0	1	0	0	1
PEAK HOUR FACTOR													0.25

Intersection: Broad St @ Jefferson St
Date: April 20, 2016
Source: Tindale Oliver (AB)



Intersection: Broad St @ Main St (Total)

Date: March 30, 2016

Source: Tindale Oliver (AB)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
7:00 - 7:15	0	5	3	10	19	0	12	57	2	0	0	0	108
7:15 - 7:30	0	5	1	8	15	0	7	80	4	0	0	0	120
7:30 - 7:45	0	9	7	5	12	0	8	100	7	0	0	0	148
7:45 - 8:00	0	5	8	4	29	0	14	133	10	0	0	0	203
8:00 - 8:15	0	13	6	9	30	0	17	114	4	0	0	0	193
8:15 - 8:30	0	10	6	5	19	0	18	111	2	0	0	0	171
8:30 - 8:45	0	4	3	9	29	0	23	80	5	0	0	0	153
8:45 - 9:00	0	10	6	11	14	0	18	111	7	0	0	0	177
AM PEAK HOUR 7:45 - 8:45	0	32	23	27	107	0	72	438	21	0	0	0	720

PEAK HOUR FACTOR	0.89
---------------------	------

Peak Season Adjustment Factor 1.04

AM PEAK HOUR PEAK SEASON	0	33	24	28	111	0	75	456	22	0	0	0	749
HV%	0%	0%	26%	0%	10%	0%	4%	6%	0%	0%	0%	0%	6.7%

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
11:00 - 11:15	0	18	9	6	14	0	17	105	11	0	0	0	180
11:15 - 11:30	0	12	4	8	18	0	17	110	5	0	0	0	174
11:30 - 11:45	0	8	4	6	17	0	19	135	11	0	0	0	200
11:45 - 12:00	0	12	5	11	25	0	30	124	9	0	0	0	216
12:00 - 12:15	0	27	3	11	20	0	25	114	12	0	0	0	212
12:15 - 12:30	0	22	5	14	18	0	28	138	7	0	0	0	232
12:30 - 12:45	0	19	3	4	27	0	27	95	7	0	0	0	182
12:45 - 1:00	0	11	6	10	28	0	18	127	6	0	0	0	206
1:00 - 1:15	0	18	3	10	20	0	27	131	6	0	0	0	215
1:15 - 1:30	0	19	5	15	18	0	25	117	11	0	0	0	210
1:30 - 1:45	0	18	7	6	22	0	21	123	5	0	0	0	202
1:45 - 2:00	0	27	8	12	12	0	20	115	10	0	0	0	204
MID-DAY PK HOUR 11:30 - 12:30	0	69	17	42	80	0	102	511	39	0	0	0	860

PEAK HOUR FACTOR	0.93
---------------------	------

Peak Season Adjustment Factor 1.04

MID-DAY PEAK HOUR PEAK SEASON	0	72	18	44	83	0	106	531	41	0	0	0	895
HV%	0%	3%	0%	5%	6%	0%	3%	7%	10%	0%	0%	0%	6.0%

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
4:00 - 4:15	0	28	4	7	22	0	29	117	7	0	0	0	214
4:15 - 4:30	0	17	8	7	29	0	22	126	6	0	0	0	215
4:30 - 4:45	0	21	7	16	20	0	18	130	3	0	0	0	215
4:45 - 5:00	0	11	2	2	16	0	22	122	2	0	0	0	177
5:00 - 5:15	0	34	10	4	30	0	30	105	5	0	0	0	218
5:15 - 5:30	0	18	10	10	20	0	26	130	5	0	0	0	219
5:30 - 5:45	0	25	3	7	20	0	28	118	5	0	0	0	206
5:45 - 6:00	0	14	6	7	14	0	29	116	2	0	0	0	188
PM PEAK HOUR 5:00 - 6:00	0	91	29	28	84	0	113	469	17	0	0	0	831

PEAK HOUR FACTOR	0.95
---------------------	------

Peak Season Adjustment Factor 1.04

PM PEAK HOUR PEAK SEASON	0	95	30	29	87	0	118	488	18	0	0	0	865
HV%	0%	2%	0%	0%	5%	0%	3%	4%	6%	0%	0%	0%	3.2%

Intersection: Broad St @ Main St (Cars)

Date: March 30, 2016

Source: Tindale Oliver (AB)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
7:00 - 7:15	0	5	2	10	19	0	11	51	1	0	0	0	99
7:15 - 7:30	0	5	1	8	15	0	6	76	2	0	0	0	113
7:30 - 7:45	0	9	2	5	11	0	8	94	6	0	0	0	135
7:45 - 8:00	0	5	1	4	26	0	14	122	7	0	0	0	179
8:00 - 8:15	0	13	5	9	30	0	17	110	4	0	0	0	188
8:15 - 8:30	0	10	6	5	18	0	17	106	2	0	0	0	164
8:30 - 8:45	0	4	1	9	22	0	21	72	5	0	0	0	134
8:45 - 9:00	0	10	3	10	14	0	18	105	6	0	0	0	166
AM PEAK HOUR 7:45 - 8:45	0	32	13	27	96	0	69	410	18	0	0	0	665
PEAK HOUR FACTOR													0.88

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
11:00 - 11:15	0	18	9	6	13	0	17	101	8	0	0	0	172
11:15 - 11:30	0	10	2	7	17	0	17	103	5	0	0	0	161
11:30 - 11:45	0	8	2	5	16	0	19	126	9	0	0	0	185
11:45 - 12:00	0	12	5	11	21	0	29	113	8	0	0	0	199
12:00 - 12:15	0	26	3	11	20	0	24	109	10	0	0	0	203
12:15 - 12:30	0	21	5	13	18	0	27	127	6	0	0	0	217
12:30 - 12:45	0	19	2	4	25	0	27	87	6	0	0	0	170
12:45 - 1:00	0	10	4	10	27	0	17	122	6	0	0	0	196
1:00 - 1:15	0	16	3	10	19	0	26	125	5	0	0	0	204
1:15 - 1:30	0	17	3	14	17	0	22	108	9	0	0	0	190
1:30 - 1:45	0	17	5	6	20	0	21	117	5	0	0	0	191
1:45 - 2:00	0	26	8	12	12	0	17	101	9	0	0	0	185
MID-DAY PK HOUR 11:30 - 12:30	0	67	15	40	75	0	99	475	33	0	0	0	804
PEAK HOUR FACTOR													0.93

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
4:00 - 4:15	0	27	4	7	21	0	29	111	5	0	0	0	204
4:15 - 4:30	0	16	8	6	28	0	22	124	6	0	0	0	210
4:30 - 4:45	0	19	5	15	18	0	18	125	1	0	0	0	201
4:45 - 5:00	0	11	2	2	15	0	21	119	2	0	0	0	172
5:00 - 5:15	0	34	10	4	30	0	28	102	5	0	0	0	213
5:15 - 5:30	0	16	10	10	18	0	25	124	5	0	0	0	208
5:30 - 5:45	0	25	3	7	19	0	28	114	5	0	0	0	201
5:45 - 6:00	0	14	5	7	13	0	29	112	1	0	0	0	181
PM PEAK HOUR 5:00 - 6:00	0	89	28	28	80	0	110	452	16	0	0	0	803
PEAK HOUR FACTOR													0.94

Intersection: Broad St @ Main St (Trucks)

Date: January 23, 2013

Source: Tindale Oliver (AB)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
7:00 - 7:15	0	0	1	0	0	0	1	6	0	0	0	0	8
7:15 - 7:30	0	0	0	0	0	0	1	4	0	0	0	0	5
7:30 - 7:45	0	0	3	0	1	0	0	6	0	0	0	0	10
7:45 - 8:00	0	0	4	0	3	0	0	11	0	0	0	0	18
8:00 - 8:15	0	0	1	0	0	0	0	4	0	0	0	0	5
8:15 - 8:30	0	0	0	0	1	0	1	5	0	0	0	0	7
8:30 - 8:45	0	0	1	0	7	0	2	8	0	0	0	0	18
8:45 - 9:00	0	0	2	1	0	0	0	6	0	0	0	0	9
AM PEAK HOUR 7:45 - 8:45	0	0	6	0	11	0	3	28	0	0	0	0	48
PEAK HOUR FACTOR													0.67

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
11:00 - 11:15	0	0	0	0	1	0	0	4	2	0	0	0	7
11:15 - 11:30	0	2	2	1	1	0	0	7	0	0	0	0	13
11:30 - 11:45	0	0	0	1	1	0	0	9	2	0	0	0	13
11:45 - 12:00	0	0	0	0	4	0	1	11	0	0	0	0	16
12:00 - 12:15	0	1	0	0	0	0	1	5	1	0	0	0	8
12:15 - 12:30	0	1	0	1	0	0	1	11	1	0	0	0	15
12:30 - 12:45	0	0	1	0	2	0	0	8	0	0	0	0	11
12:45 - 1:00	0	1	0	0	1	0	1	5	0	0	0	0	8
1:00 - 1:15	0	2	0	0	1	0	1	6	0	0	0	0	10
1:15 - 1:30	0	2	1	1	1	0	3	9	1	0	0	0	18
1:30 - 1:45	0	1	2	0	2	0	0	6	0	0	0	0	11
1:45 - 2:00	0	1	0	0	0	0	3	14	0	0	0	0	18
MID-DAY PK HOUR 11:30 - 12:30	0	2	0	2	5	0	3	36	4	0	0	0	52
PEAK HOUR FACTOR													0.81

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
4:00 - 4:15	0	1	0	0	1	0	0	6	0	0	0	0	8
4:15 - 4:30	0	1	0	1	1	0	0	2	0	0	0	0	5
4:30 - 4:45	0	2	0	1	2	0	0	5	0	0	0	0	10
4:45 - 5:00	0	0	0	0	1	0	1	3	0	0	0	0	5
5:00 - 5:15	0	0	0	0	0	0	2	3	0	0	0	0	5
5:15 - 5:30	0	2	0	0	2	0	1	6	0	0	0	0	11
5:30 - 5:45	0	0	0	0	1	0	0	4	0	0	0	0	5
5:45 - 6:00	0	0	0	0	1	0	0	4	1	0	0	0	6
PM PEAK HOUR 5:00 - 6:00	0	2	0	0	4	0	3	17	1	0	0	0	27
PEAK HOUR FACTOR													0.61

Intersection: Broad St @ Main St (U-Turns)

Date: January 23, 2013

Source: Tindale Oliver (AB)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	UT		ROR	UT		ROR	UT		ROR	UT		ROR	
7:00 - 7:15	0	0	0	0	0	0	0	0	1	0	0	0	1
7:15 - 7:30	0	0	0	0	0	0	0	0	2	0	0	0	2
7:30 - 7:45	0	0	2	0	0	0	0	0	1	0	0	0	3
7:45 - 8:00	0	0	3	0	0	0	0	0	3	0	0	0	6
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	1	0	0	0	0	0	0	0	0	0	1
8:45 - 9:00	0	0	1	0	0	0	0	0	1	0	0	0	2
AM PEAK HOUR 7:45 - 8:45	0	0	4	0	0	0	0	0	3	0	0	0	7
PEAK HOUR FACTOR													0.29

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	UT		ROR	UT		ROR	UT		ROR	UT		ROR	
11:00 - 11:15	0	0	0	0	0	0	0	0	1	0	0	0	1
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	2	0	0	0	0	0	0	0	0	0	2
11:45 - 12:00	0	0	0	0	0	0	0	0	1	0	0	0	1
12:00 - 12:15	0	0	0	0	0	0	0	0	1	0	0	0	1
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	1	0	0	0	1
12:45 - 1:00	0	0	2	0	0	0	0	0	0	0	0	0	2
1:00 - 1:15	0	0	0	0	0	0	0	0	1	0	0	0	1
1:15 - 1:30	0	0	1	0	0	0	0	0	1	0	0	0	2
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	1	0	0	0	1
MID-DAY PK HOUR 11:30 - 12:30	0	0	2	0	0	0	0	0	2	0	0	0	4
PEAK HOUR FACTOR													0.50

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	UT		ROR	UT		ROR	UT		ROR	UT		ROR	
4:00 - 4:15	0	0	0	0	0	0	0	0	2	0	0	0	2
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	2	0	0	0	0	0	2	0	0	0	4
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	1	0	0	0	0	0	0	0	0	0	1
PM PEAK HOUR 5:00 - 6:00	0	0	1	0	0	0	0	0	0	0	0	0	1
PEAK HOUR FACTOR													0.25

Intersection: Broad St @ Main St (Ped & Bikes)

Date: January 23, 2013

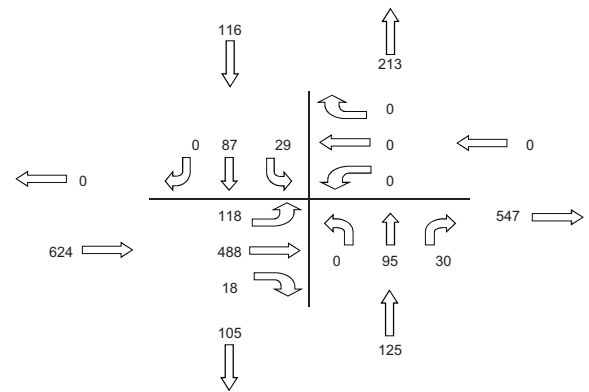
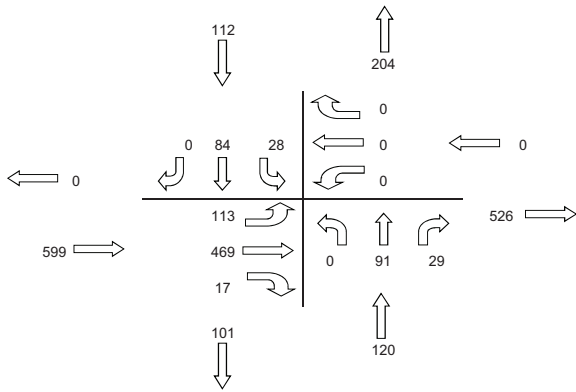
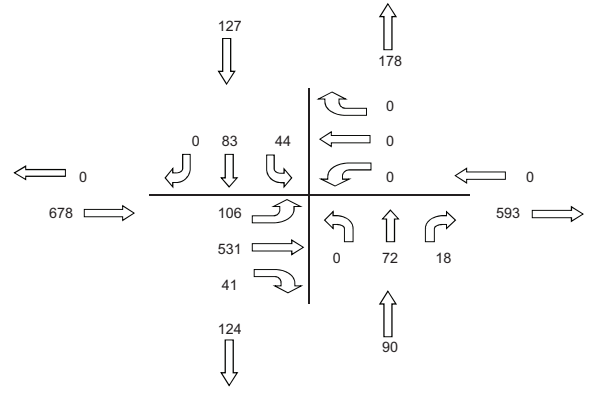
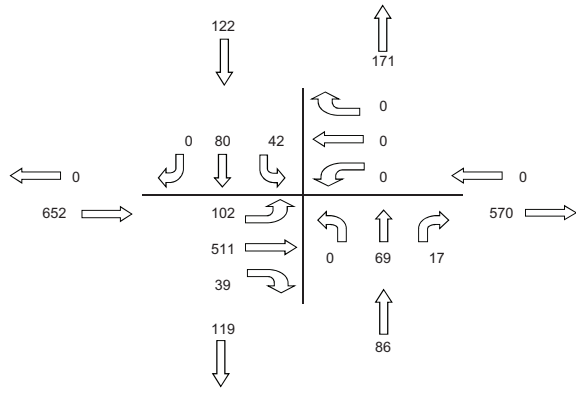
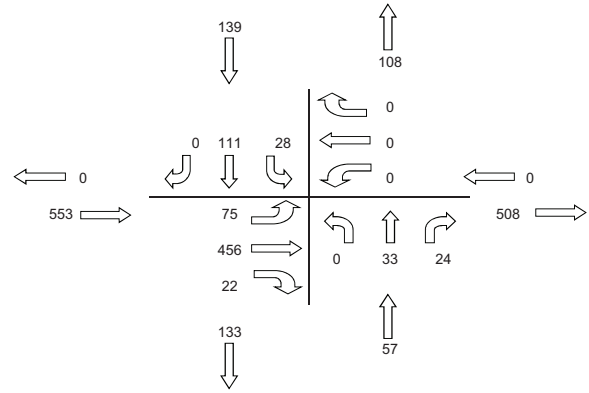
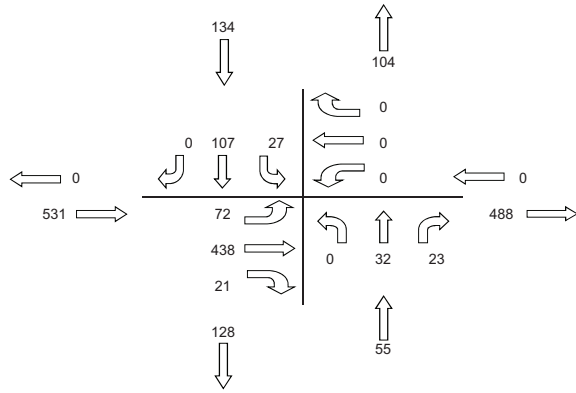
Source: Tindale Oliver (AB)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	PED		BIKE	PED		BIKE	PED		BIKE	PED		BIKE	
7:00 - 7:15	0	0	0	0	0	0	0	0	0	1	0	2	3
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	1	0	0	0	0	0	0	0	0	1	0	0	2
7:45 - 8:00	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 - 8:15	1	0	0	0	0	0	0	0	0	0	0	0	1
8:15 - 8:30	0	0	0	1	0	0	4	0	0	1	0	0	6
8:30 - 8:45	0	0	0	2	0	0	2	0	0	0	0	0	4
8:45 - 9:00	2	0	0	1	0	0	2	0	0	0	0	0	5
AM PEAK HOUR 7:45 - 8:45	2	0	0	3	0	0	6	0	0	1	0	0	12
PEAK HOUR FACTOR													0.50

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	PED		BIKE	PED		BIKE	PED		BIKE	PED		BIKE	
11:00 - 11:15	0	0	1	4	0	0	0	0	0	3	0	0	8
11:15 - 11:30	5	0	0	2	0	0	3	0	0	0	0	0	10
11:30 - 11:45	5	0	0	6	0	0	0	0	0	3	0	0	14
11:45 - 12:00	0	0	0	7	0	0	2	0	0	0	0	0	9
12:00 - 12:15	2	0	0	4	0	0	0	0	0	3	0	0	9
12:15 - 12:30	2	0	0	0	0	1	6	0	0	4	0	0	13
12:30 - 12:45	4	0	0	1	0	0	4	0	0	4	0	0	13
12:45 - 1:00	14	0	0	1	0	0	1	0	0	1	0	0	17
1:00 - 1:15	3	0	0	7	0	0	1	0	0	2	0	0	13
1:15 - 1:30	3	0	0	0	0	0	2	0	0	4	0	0	9
1:30 - 1:45	2	0	0	2	0	0	0	0	0	1	0	0	5
1:45 - 2:00	3	0	0	1	0	0	0	0	0	2	0	0	6
MID-DAY PK HOUR 11:30 - 12:30	9	0	0	17	0	1	8	0	0	10	0	0	45
PEAK HOUR FACTOR													0.80

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	PED		BIKE	PED		BIKE	PED		BIKE	PED		BIKE	
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 4:30	0	0	0	2	0	0	0	0	1	1	0	1	5
4:30 - 4:45	0	0	0	1	0	1	0	0	0	0	0	0	2
4:45 - 5:00	0	0	0	1	0	0	0	0	0	1	0	0	2
5:00 - 5:15	0	0	0	3	0	0	0	0	0	3	0	0	6
5:15 - 5:30	0	0	0	0	0	1	0	0	0	2	0	0	3
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	1	0	0	1	0	0	0	0	0	0	0	0	2
PM PEAK HOUR 5:00 - 6:00	1	0	0	4	0	1	0	0	0	5	0	0	11
PEAK HOUR FACTOR													0.46

Intersection: Broad St @ Main St
Date: March 30, 2016
Source: Tindale Oliver (AB)



Intersection: Broad St @ Dr Martin Luther King Jr Blvd (Total)

Date: March 31, 2016

Source: Tindale Oliver (LM & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
7:00 - 7:15	3	78	4	6	70	0	0	3	8	13	0	8	193
7:15 - 7:30	1	83	12	6	85	2	0	0	6	11	0	6	212
7:30 - 7:45	5	101	9	5	84	4	1	0	2	14	0	10	235
7:45 - 8:00	6	175	21	10	101	2	0	0	2	19	1	13	350
8:00 - 8:15	6	153	16	4	104	2	1	0	1	30	0	15	332
8:15 - 8:30	8	139	22	5	115	4	2	0	3	26	1	10	335
8:30 - 8:45	3	175	15	6	118	0	0	1	2	39	2	21	382
8:45 - 9:00	4	169	9	10	120	1	1	0	3	28	3	17	365
AM PEAK HOUR 8:00 - 9:00	21	636	62	25	457	7	4	1	9	123	6	63	1414

PEAK HOUR FACTOR	0.93
---------------------	------

Peak Season Adjustment Factor 1.04

AM PEAK HOUR PEAK SEASON	22	661	64	26	475	7	4	1	9	128	6	66	1469
HV%	5%	4%	3%	12%	5%	0%	0%	0%	33%	9%	0%	0%	5.0%

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
11:00 - 11:15	6	139	17	9	121	6	2	0	6	27	2	17	352
11:15 - 11:30	4	170	13	11	156	1	3	1	2	36	3	8	408
11:30 - 11:45	10	167	9	11	172	0	5	2	5	28	2	12	423
11:45 - 12:00	7	203	21	13	170	1	4	1	9	40	4	13	486
12:00 - 12:15	9	187	13	12	186	1	3	3	7	57	1	26	505
12:15 - 12:30	9	251	24	11	187	3	1	3	7	52	3	29	580
12:30 - 12:45	8	198	32	14	171	2	4	2	4	54	1	12	502
12:45 - 1:00	13	188	16	19	164	1	3	4	6	42	3	14	473
1:00 - 1:15	7	195	17	6	149	2	1	0	5	47	2	12	443
1:15 - 1:30	7	204	21	19	168	0	5	0	7	29	5	14	479
1:30 - 1:45	10	204	20	19	177	2	4	4	3	36	1	12	492
1:45 - 2:00	8	194	15	11	145	3	3	1	4	46	1	23	454
MID-DAY PK HOUR 11:45 - 12:45	33	839	90	50	714	7	12	9	27	203	9	80	2073

PEAK HOUR FACTOR	0.89
---------------------	------

Peak Season Adjustment Factor 1.04

MID-DAY PEAK HOUR PEAK SEASON	34	873	94	52	743	7	12	9	28	211	9	83	2155
HV%	6%	4%	3%	10%	3%	0%	17%	0%	0%	2%	0%	1%	3.1%

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
4:00 - 4:15	6	153	23	17	171	0	4	5	8	47	0	23	457
4:15 - 4:30	4	208	18	14	161	1	5	1	6	40	3	20	481
4:30 - 4:45	5	175	20	13	155	1	9	1	5	46	5	18	453
4:45 - 5:00	8	186	22	7	170	0	8	4	6	40	2	26	479
5:00 - 5:15	9	182	35	12	200	1	4	1	8	49	4	15	520
5:15 - 5:30	7	183	27	15	184	1	6	1	8	38	5	16	491
5:30 - 5:45	6	190	17	5	127	2	7	2	7	38	1	20	422
5:45 - 6:00	9	159	34	11	145	0	3	3	2	41	0	10	417

PM PEAK HOUR 4:30 - 5:30	29	726	104	47	709	3	27	7	27	173	16	75	1943
-----------------------------	----	-----	-----	----	-----	---	----	---	----	-----	----	----	------

PEAK HOUR FACTOR	0.93
---------------------	------

Peak Season Adjustment Factor 1.04

PM PEAK HOUR PEAK SEASON	30	755	108	49	737	3	28	7	28	180	17	78	2020
HV%	0%	2%	2%	6%	2%	0%	0%	0%	0%	1%	0%	0%	1.8%

Intersection: Broad St @ Dr Martin Luther King Jr Blvd (Cars)

Date: March 31, 2016

Source: Tindale Oliver (LM & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
7:00 - 7:15	3	72	4	4	65	0	0	3	1	11	0	4	167
7:15 - 7:30	1	79	9	2	78	2	0	0	0	8	0	3	182
7:30 - 7:45	5	98	8	5	81	4	1	0	0	12	0	4	218
7:45 - 8:00	6	170	20	9	97	1	0	0	0	18	1	5	327
8:00 - 8:15	5	147	15	4	98	2	1	0	0	29	0	4	305
8:15 - 8:30	8	136	18	5	105	4	2	0	1	24	1	4	308
8:30 - 8:45	3	167	10	4	115	0	0	1	0	35	2	11	348
8:45 - 9:00	3	161	7	8	114	1	1	0	2	24	3	13	337
AM PEAK HOUR 8:00 - 9:00	19	611	50	21	432	7	4	1	3	112	6	32	1298
PEAK HOUR FACTOR													0.93

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
11:00 - 11:15	6	130	16	9	112	6	2	0	2	26	2	9	320
11:15 - 11:30	4	167	11	9	150	1	2	1	1	34	3	4	387
11:30 - 11:45	9	159	7	11	166	0	5	2	2	26	2	3	392
11:45 - 12:00	6	195	20	11	164	1	2	1	3	40	4	3	450
12:00 - 12:15	9	183	11	10	180	1	3	3	2	57	1	10	470
12:15 - 12:30	7	237	19	10	183	2	1	3	3	50	3	20	538
12:30 - 12:45	7	194	26	12	169	2	4	2	3	52	1	3	475
12:45 - 1:00	10	178	15	17	152	1	2	4	3	41	3	6	432
1:00 - 1:15	6	188	17	5	141	1	1	0	2	47	2	9	419
1:15 - 1:30	6	195	21	18	160	0	5	0	3	27	5	14	454
1:30 - 1:45	9	193	20	18	173	2	4	4	1	33	1	12	470
1:45 - 2:00	8	183	14	11	142	3	3	1	1	46	1	17	430
MID-DAY PK HOUR 11:45 - 12:45	29	809	76	43	696	6	10	9	11	199	9	36	1933
PEAK HOUR FACTOR													0.90

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
4:00 - 4:15	6	143	21	16	165	0	4	5	2	47	0	12	421
4:15 - 4:30	4	208	17	14	155	1	5	1	3	40	3	16	467
4:30 - 4:45	4	172	18	10	151	1	9	1	1	45	5	10	427
4:45 - 5:00	7	181	21	7	164	0	8	4	2	40	2	15	451
5:00 - 5:15	9	179	33	12	199	1	4	1	3	48	4	7	500
5:15 - 5:30	7	182	27	15	179	1	6	1	5	38	5	8	474
5:30 - 5:45	6	190	17	5	124	2	7	2	2	37	1	11	404
5:45 - 6:00	9	158	34	10	139	0	3	3	2	40	0	6	404
PM PEAK HOUR 4:30 - 5:30	27	714	99	44	693	3	27	7	11	171	16	40	1852
PEAK HOUR FACTOR													0.93

Intersection: Broad St @ Dr Martin Luther King Jr Blvd (Trucks)

Date: March 31, 2016

Source: Tindale Oliver (LM & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
7:00 - 7:15	0	6	0	2	5	0	0	0	0	2	0	0	15
7:15 - 7:30	0	4	2	4	7	0	0	0	0	3	0	0	20
7:30 - 7:45	0	3	1	0	3	0	0	0	0	2	0	1	10
7:45 - 8:00	0	5	0	1	4	1	0	0	0	1	0	0	12
8:00 - 8:15	1	6	0	0	6	0	0	0	1	1	0	0	15
8:15 - 8:30	0	3	1	0	10	0	0	0	1	2	0	0	17
8:30 - 8:45	0	8	1	1	3	0	0	0	1	4	0	0	18
8:45 - 9:00	0	8	0	2	6	0	0	0	0	4	0	0	20
AM PEAK HOUR 8:00 - 9:00	1	25	2	3	25	0	0	0	3	11	0	0	70
PEAK HOUR FACTOR													0.88

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
11:00 - 11:15	0	9	0	0	9	0	0	0	1	1	0	0	20
11:15 - 11:30	0	3	0	2	6	0	1	0	0	2	0	0	14
11:30 - 11:45	1	8	0	0	6	0	0	0	0	2	0	0	17
11:45 - 12:00	1	8	0	2	6	0	2	0	0	0	0	1	20
12:00 - 12:15	0	4	1	1	6	0	0	0	0	0	0	0	12
12:15 - 12:30	0	14	1	1	4	0	0	0	0	2	0	0	22
12:30 - 12:45	1	4	1	1	2	0	0	0	0	2	0	0	11
12:45 - 1:00	0	10	0	2	12	0	1	0	0	1	0	1	27
1:00 - 1:15	0	7	0	0	8	0	0	0	0	0	0	2	17
1:15 - 1:30	0	9	0	1	8	0	0	0	1	2	0	0	21
1:30 - 1:45	0	11	0	1	4	0	0	0	0	3	0	0	19
1:45 - 2:00	0	11	1	0	3	0	0	0	0	0	0	0	15
MID-DAY PK HOUR 11:45 - 12:45	2	30	3	5	18	0	2	0	0	4	0	1	65
PEAK HOUR FACTOR													0.74

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
4:00 - 4:15	0	10	1	1	6	0	0	0	0	0	0	0	18
4:15 - 4:30	0	0	0	0	6	0	0	0	0	0	0	0	6
4:30 - 4:45	0	3	2	3	4	0	0	0	0	1	0	0	13
4:45 - 5:00	0	5	0	0	6	0	0	0	0	0	0	0	11
5:00 - 5:15	0	3	0	0	1	0	0	0	0	1	0	0	5
5:15 - 5:30	0	1	0	0	5	0	0	0	0	0	0	0	6
5:30 - 5:45	0	0	0	0	3	0	0	0	0	1	0	0	4
5:45 - 6:00	0	1	0	0	6	0	0	0	0	1	0	0	8
PM PEAK HOUR 4:30 - 5:30	0	12	2	3	16	0	0	0	0	2	0	0	35
PEAK HOUR FACTOR													0.67

Intersection: Broad St @ Dr Martin Luther King Jr Blvd (U-Turns)

Date: March 31, 2016

Source: Tindale Oliver (LM & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	UT		ROR	UT		ROR	UT		ROR	UT		ROR	
7:00 - 7:15	0	0	0	0	0	0	0	0	7	0	0	4	11
7:15 - 7:30	0	0	1	0	0	0	0	0	6	0	0	3	10
7:30 - 7:45	0	0	0	0	0	0	0	0	2	0	0	5	7
7:45 - 8:00	0	0	1	0	0	0	0	0	2	0	0	8	11
8:00 - 8:15	0	0	1	0	0	0	0	0	0	0	0	11	12
8:15 - 8:30	0	0	3	0	0	0	0	0	1	0	0	6	10
8:30 - 8:45	0	0	4	1	0	0	0	0	1	0	0	10	16
8:45 - 9:00	1	0	2	0	0	0	0	0	1	0	0	4	8
AM PEAK HOUR 8:00 - 9:00	1	0	10	1	0	0	0	0	3	0	0	31	46
PEAK HOUR FACTOR													0.72

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	UT		ROR	UT		ROR	UT		ROR	UT		ROR	
11:00 - 11:15	0	0	1	0	0	0	0	0	3	0	0	8	12
11:15 - 11:30	0	0	2	0	0	0	0	0	1	0	0	4	7
11:30 - 11:45	0	0	2	0	0	0	0	0	3	0	0	9	14
11:45 - 12:00	0	0	1	0	0	0	0	0	6	0	0	9	16
12:00 - 12:15	0	0	1	1	0	0	0	0	5	0	0	16	23
12:15 - 12:30	2	0	4	0	0	1	0	0	4	0	0	9	20
12:30 - 12:45	0	0	5	1	0	0	0	0	1	0	0	9	16
12:45 - 1:00	3	0	1	0	0	0	0	0	3	0	0	7	14
1:00 - 1:15	1	0	0	1	0	1	0	0	3	0	0	1	7
1:15 - 1:30	1	0	0	0	0	0	0	0	3	0	0	0	4
1:30 - 1:45	1	0	0	0	0	0	0	0	2	0	0	0	3
1:45 - 2:00	0	0	0	0	0	0	0	0	3	0	0	6	9
MID-DAY PK HOUR 11:45 - 12:45	2	0	11	2	0	1	0	0	16	0	0	43	75
PEAK HOUR FACTOR													0.82

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	UT		ROR	UT		ROR	UT		ROR	UT		ROR	
4:00 - 4:15	0	0	1	0	0	0	0	0	6	0	0	11	18
4:15 - 4:30	0	0	1	0	0	0	0	0	3	0	0	4	8
4:30 - 4:45	1	0	0	0	0	0	0	0	4	0	0	8	13
4:45 - 5:00	1	0	1	0	0	0	0	0	4	0	0	11	17
5:00 - 5:15	0	0	2	0	0	0	0	0	5	0	0	8	15
5:15 - 5:30	0	0	0	0	0	0	0	0	3	0	0	8	11
5:30 - 5:45	0	0	0	0	0	0	0	0	5	0	0	9	14
5:45 - 6:00	0	0	0	1	0	0	0	0	0	0	0	4	5
PM PEAK HOUR 4:30 - 5:30	2	0	3	0	0	0	0	0	16	0	0	35	56
PEAK HOUR FACTOR													0.78

Intersection: Broad St @ Dr Martin Luther King Jr Blvd (Ped & Bikes)

Date: March 31, 2016

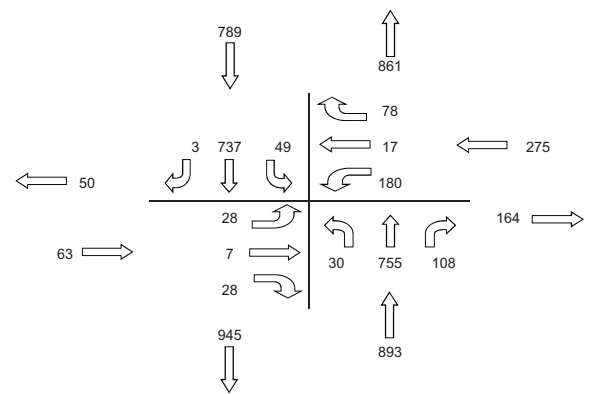
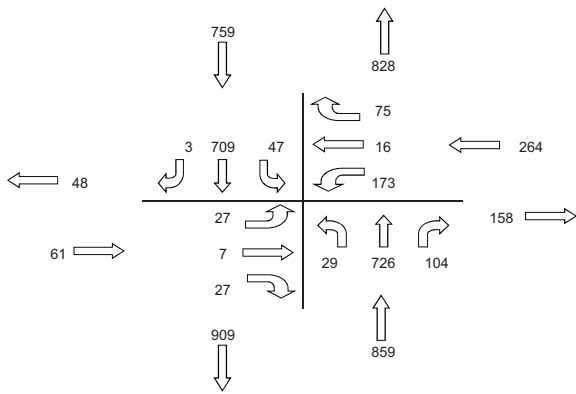
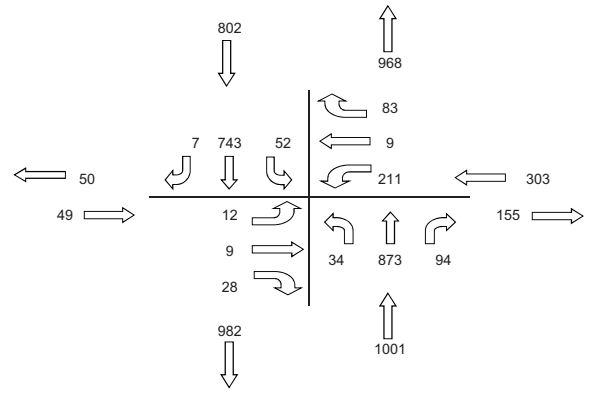
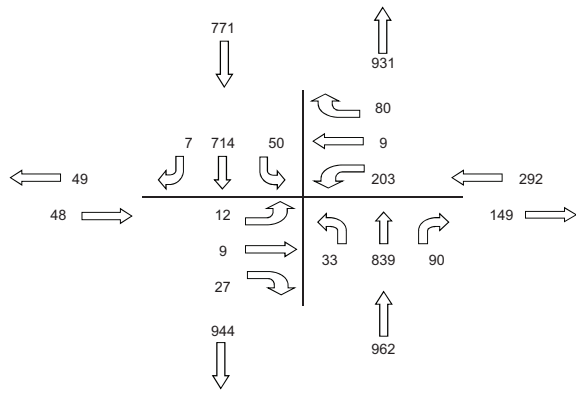
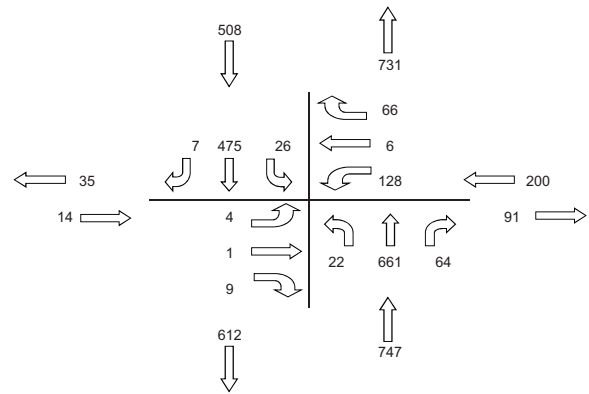
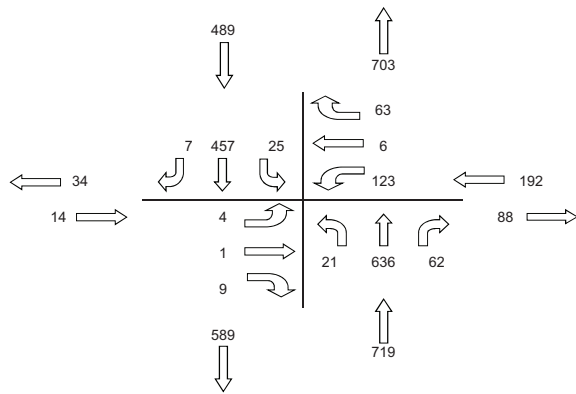
Source: Tindale Oliver (LM & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	PED		BIKE	PED		BIKE	PED		BIKE	PED		BIKE	
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	3	0	0	1	0	1	0	0	0	0	0	0	5
8:45 - 9:00	0	0	2	0	0	0	0	0	0	0	0	0	2
AM PEAK HOUR 8:00 - 9:00	3	0	2	1	0	1	0	0	0	0	0	0	7
PEAK HOUR FACTOR													0.35

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	PED		BIKE	PED		BIKE	PED		BIKE	PED		BIKE	
11:00 - 11:15	0	0	0	2	0	0	0	0	0	0	0	0	2
11:15 - 11:30	0	0	0	1	0	1	0	0	0	0	0	0	2
11:30 - 11:45	2	0	0	2	0	0	0	0	0	0	0	0	4
11:45 - 12:00	1	0	1	0	0	1	0	0	0	0	0	0	3
12:00 - 12:15	0	0	1	0	0	1	0	0	0	0	0	0	2
12:15 - 12:30	2	0	0	0	0	0	0	0	0	0	0	0	2
12:30 - 12:45	1	0	1	1	0	1	0	0	0	0	0	0	4
12:45 - 1:00	0	0	0	0	0	1	0	0	0	0	0	0	1
1:00 - 1:15	0	0	1	1	0	0	0	0	0	0	0	0	2
1:15 - 1:30	0	0	0	0	0	2	0	0	0	0	0	0	2
1:30 - 1:45	1	0	0	1	0	0	0	0	0	0	0	0	2
1:45 - 2:00	1	0	1	3	0	0	0	0	0	0	0	0	5
MID-DAY PK HOUR 11:45 - 12:45	4	0	3	1	0	3	0	0	0	0	0	0	11
PEAK HOUR FACTOR													0.69

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	PED		BIKE	PED		BIKE	PED		BIKE	PED		BIKE	
4:00 - 4:15	0	0	0	1	0	0	0	0	0	0	0	0	1
4:15 - 4:30	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 - 4:45	4	0	1	0	0	0	3	0	0	0	0	0	8
4:45 - 5:00	2	0	1	1	0	0	0	0	0	0	0	0	4
5:00 - 5:15	1	0	1	7	0	0	0	0	0	2	0	0	11
5:15 - 5:30	1	0	0	4	0	2	0	0	1	0	0	0	8
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	2	0	0	0	0	0	0	0	0	0	0	0	2
PM PEAK HOUR 4:30 - 5:30	8	0	3	12	0	2	3	0	1	2	0	0	31
PEAK HOUR FACTOR													0.70

Intersection: Broad St @ Dr Martin Luther King Jr Blvd
Date: March 31, 2016
Source: Tindale Oliver (LM & EA)



Intersection: Cortez Blvd @ Emerson Rd (Total)

Date: April 6, 2016

Source: Tindale Oliver (AB & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
7:00 - 7:15	9	6	1	0	6	4	9	138	13	4	135	1	326
7:15 - 7:30	10	5	3	0	5	2	7	137	16	9	153	2	349
7:30 - 7:45	29	11	2	0	20	4	8	129	39	16	133	1	392
7:45 - 8:00	51	25	12	0	21	1	17	132	60	34	148	2	503
8:00 - 8:15	42	14	7	0	17	2	8	133	31	14	138	0	406
8:15 - 8:30	42	34	5	0	23	2	7	111	41	7	141	1	414
8:30 - 8:45	34	15	2	1	16	3	7	126	18	7	131	0	360
8:45 - 9:00	17	19	3	0	7	5	6	127	7	6	121	2	320
AM PEAK HOUR 7:30 - 8:30	164	84	26	0	81	9	40	505	171	71	560	4	1715

PEAK HOUR FACTOR	0.85
---------------------	------

Peak Season Adjustment Factor 1.05

AM PEAK HOUR PEAK SEASON	172	88	27	0	85	9	42	530	180	75	588	4	1800
HV%	4%	2%	4%	0%	6%	44%	10%	22%	3%	0%	14%	0%	12.9%

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
11:00 - 11:15	8	3	0	0	7	6	7	163	2	1	111	0	308
11:15 - 11:30	16	3	0	0	3	4	7	130	6	5	149	0	323
11:30 - 11:45	7	6	1	0	5	6	5	121	5	4	154	3	317
11:45 - 12:00	10	4	4	1	3	9	6	118	17	2	133	1	308
12:00 - 12:15	18	7	3	0	9	6	8	154	5	2	125	0	337
12:15 - 12:30	7	11	4	1	3	9	5	162	14	5	135	1	357
12:30 - 12:45	9	4	1	0	4	12	6	158	10	0	143	2	349
12:45 - 1:00	12	1	0	0	7	7	9	163	5	3	130	1	338
1:00 - 1:15	7	5	1	0	3	6	10	162	7	2	138	4	345
1:15 - 1:30	11	4	1	0	7	7	12	142	6	3	114	0	307
1:30 - 1:45	7	4	4	0	3	9	11	162	6	2	133	0	341
1:45 - 2:00	14	3	2	0	0	2	6	123	8	3	117	2	280
MID-DAY PK HOUR 12:15 - 1:15	35	21	6	1	17	34	30	645	36	10	546	8	1389

PEAK HOUR FACTOR	0.97
---------------------	------

Peak Season Adjustment Factor 1.05

MID-DAY PEAK HOUR PEAK SEASON	37	22	6	1	18	36	32	677	38	11	573	8	1459
HV%	0%	5%	0%	0%	0%	9%	20%	16%	3%	0%	16%	0%	14.5%

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
4:00 - 4:15	20	13	2	0	8	9	12	187	15	5	156	0	427
4:15 - 4:30	15	6	5	0	12	7	7	160	8	0	158	0	378
4:30 - 4:45	18	9	1	0	6	7	3	202	9	5	140	0	400
4:45 - 5:00	16	10	4	0	6	7	3	182	10	2	124	0	364
5:00 - 5:15	14	11	0	0	15	15	7	167	11	2	121	0	363
5:15 - 5:30	24	10	4	0	5	6	7	235	27	3	146	1	468
5:30 - 5:45	11	17	3	0	7	6	12	189	14	4	121	0	384
5:45 - 6:00	16	13	4	1	6	4	9	186	7	3	153	2	404
PM PEAK HOUR 5:00 - 6:00	65	51	11	1	33	31	35	777	59	12	541	3	1619

PEAK HOUR FACTOR	0.86
---------------------	------

Peak Season Adjustment Factor 1.05

PM PEAK HOUR PEAK SEASON	68	54	12	1	35	33	37	816	62	13	568	3	1702
HV%	6%	6%	0%	0%	3%	3%	9%	7%	2%	8%	11%	0%	7.9%

Intersection: Cortez Blvd @ Emerson Rd (Cars)

Date: April 6, 2016

Source: Tindale Oliver (AB & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
7:00 - 7:15	8	6	0	0	6	1	9	109	10	4	114	1	268
7:15 - 7:30	10	5	0	0	4	0	7	103	16	9	127	1	282
7:30 - 7:45	27	11	0	0	18	2	6	101	33	16	122	0	336
7:45 - 8:00	48	24	11	0	21	1	14	105	42	34	133	2	435
8:00 - 8:15	41	14	5	0	16	0	7	103	21	14	116	0	337
8:15 - 8:30	41	33	3	0	21	2	7	83	31	7	108	1	337
8:30 - 8:45	34	15	1	1	16	3	7	104	17	7	101	0	306
8:45 - 9:00	17	19	3	0	7	0	6	107	5	5	108	2	279
AM PEAK HOUR 7:30 - 8:30	157	82	19	0	76	5	34	392	127	71	479	3	1445
PEAK HOUR FACTOR													0.83

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
11:00 - 11:15	8	3	0	0	7	1	6	141	2	1	84	0	253
11:15 - 11:30	16	3	0	0	3	1	6	104	5	3	119	0	260
11:30 - 11:45	7	5	0	0	5	3	5	101	4	4	140	2	276
11:45 - 12:00	10	4	4	1	3	2	4	104	13	2	118	1	266
12:00 - 12:15	18	6	2	0	9	5	8	127	3	2	106	0	286
12:15 - 12:30	7	11	3	1	3	4	5	137	11	5	104	1	292
12:30 - 12:45	9	3	1	0	4	5	5	127	9	0	122	2	287
12:45 - 1:00	12	1	0	0	7	1	8	139	4	3	109	1	285
1:00 - 1:15	7	5	1	0	3	0	6	141	7	2	122	4	298
1:15 - 1:30	11	2	0	0	5	3	9	126	4	3	102	0	265
1:30 - 1:45	6	4	2	0	3	2	9	136	4	2	109	0	277
1:45 - 2:00	13	3	0	0	0	1	5	100	8	3	98	2	233
MID-DAY PK HOUR 12:15 - 1:15	35	20	5	1	17	10	24	544	31	10	457	8	1162
PEAK HOUR FACTOR													0.97

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
4:00 - 4:15	17	12	2	0	8	3	9	174	11	3	136	0	375
4:15 - 4:30	14	5	3	0	11	4	6	148	6	0	131	0	328
4:30 - 4:45	17	8	1	0	6	1	2	181	8	5	122	0	351
4:45 - 5:00	14	9	4	0	6	2	3	168	9	2	110	0	327
5:00 - 5:15	14	11	0	0	15	5	6	160	11	2	103	0	327
5:15 - 5:30	21	7	4	0	5	2	7	224	24	3	137	0	434
5:30 - 5:45	10	17	2	0	6	1	11	168	9	4	107	0	335
5:45 - 6:00	16	13	4	1	6	2	8	172	4	2	133	2	363
PM PEAK HOUR 5:00 - 6:00	61	48	10	1	32	10	32	724	48	11	480	2	1459
PEAK HOUR FACTOR													0.84

Intersection: Cortez Blvd @ Emerson Rd (Trucks)

Date: April 6, 2016

Source: Tindale Oliver (AB & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
7:00 - 7:15	0	0	0	0	0	1	0	29	0	0	21	0	51
7:15 - 7:30	0	0	0	0	1	1	0	34	0	0	26	1	63
7:30 - 7:45	2	0	0	0	2	2	1	28	0	0	11	0	46
7:45 - 8:00	3	1	0	0	0	0	3	27	2	0	15	0	51
8:00 - 8:15	1	0	1	0	1	2	0	30	3	0	22	0	60
8:15 - 8:30	1	1	0	0	2	0	0	28	0	0	33	0	65
8:30 - 8:45	0	0	0	0	0	0	0	22	1	0	30	0	53
8:45 - 9:00	0	0	0	0	0	0	0	20	1	1	13	0	35
AM PEAK HOUR 7:30 - 8:30	7	2	1	0	5	4	4	113	5	0	81	0	222
PEAK HOUR FACTOR													0.85

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
11:00 - 11:15	0	0	0	0	0	1	1	22	0	0	27	0	51
11:15 - 11:30	0	0	0	0	0	0	1	26	0	1	30	0	58
11:30 - 11:45	0	1	0	0	0	0	0	20	0	0	14	0	35
11:45 - 12:00	0	0	0	0	0	0	0	14	0	0	15	0	29
12:00 - 12:15	0	1	0	0	0	0	0	27	0	0	19	0	47
12:15 - 12:30	0	0	0	0	0	0	0	25	0	0	31	0	56
12:30 - 12:45	0	1	0	0	0	1	1	31	1	0	21	0	56
12:45 - 1:00	0	0	0	0	0	1	1	24	0	0	21	0	47
1:00 - 1:15	0	0	0	0	0	1	4	21	0	0	16	0	42
1:15 - 1:30	0	2	0	0	2	1	3	16	2	0	12	0	38
1:30 - 1:45	1	0	0	0	0	3	1	26	1	0	24	0	56
1:45 - 2:00	1	0	0	0	0	0	1	23	0	0	19	0	44
MID-DAY PK HOUR 12:15 - 1:15	0	1	0	0	0	3	6	101	1	0	89	0	201
PEAK HOUR FACTOR													0.90

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
4:00 - 4:15	3	1	0	0	0	1	2	13	2	2	20	0	44
4:15 - 4:30	1	1	0	0	1	0	0	12	0	0	27	0	42
4:30 - 4:45	1	1	0	0	0	0	1	21	0	0	18	0	42
4:45 - 5:00	2	1	0	0	0	0	0	14	0	0	14	0	31
5:00 - 5:15	0	0	0	0	0	0	1	7	0	0	18	0	26
5:15 - 5:30	3	3	0	0	0	1	0	11	0	0	9	0	27
5:30 - 5:45	1	0	0	0	1	0	1	21	0	0	14	0	38
5:45 - 6:00	0	0	0	0	0	0	1	14	1	1	20	0	37
PM PEAK HOUR 5:00 - 6:00	4	3	0	0	1	1	3	53	1	1	61	0	128
PEAK HOUR FACTOR													0.84

Intersection: Cortez Blvd @ Emerson Rd (U-Turns)

Date: April 6, 2016

Source: Tindale Oliver (AB & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	UT		ROR	UT		ROR	UT		ROR	UT		ROR	
7:00 - 7:15	1	0	1	0	0	2	0	0	3	0	0	0	7
7:15 - 7:30	0	0	3	0	0	1	0	0	0	0	0	0	4
7:30 - 7:45	0	0	2	0	0	0	1	0	6	0	0	1	10
7:45 - 8:00	0	0	1	0	0	0	0	0	16	0	0	0	17
8:00 - 8:15	0	0	1	0	0	0	1	0	7	0	0	0	9
8:15 - 8:30	0	0	2	0	0	0	0	0	10	0	0	0	12
8:30 - 8:45	0	0	1	0	0	0	0	0	0	0	0	0	1
8:45 - 9:00	0	0	0	0	0	5	0	0	1	0	0	0	6
AM PEAK HOUR 7:30 - 8:30	0	0	6	0	0	0	2	0	39	0	0	1	48
PEAK HOUR FACTOR													0.71

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	UT		ROR	UT		ROR	UT		ROR	UT		ROR	
11:00 - 11:15	0	0	0	0	0	4	0	0	0	0	0	0	4
11:15 - 11:30	0	0	0	0	0	3	0	0	1	1	0	0	5
11:30 - 11:45	0	0	1	0	0	3	0	0	1	0	0	1	6
11:45 - 12:00	0	0	0	0	0	7	2	0	4	0	0	0	13
12:00 - 12:15	0	0	1	0	0	1	0	0	2	0	0	0	4
12:15 - 12:30	0	0	1	0	0	5	0	0	3	0	0	0	9
12:30 - 12:45	0	0	0	0	0	6	0	0	0	0	0	0	6
12:45 - 1:00	0	0	0	0	0	5	0	0	1	0	0	0	6
1:00 - 1:15	0	0	0	0	0	5	0	0	0	0	0	0	5
1:15 - 1:30	0	0	1	0	0	3	0	0	0	0	0	0	4
1:30 - 1:45	0	0	2	0	0	4	1	0	1	0	0	0	8
1:45 - 2:00	0	0	2	0	0	1	0	0	0	0	0	0	3
MID-DAY PK HOUR 12:15 - 1:15	0	0	1	0	0	21	0	0	4	0	0	0	26
PEAK HOUR FACTOR													0.72

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	UT		ROR	UT		ROR	UT		ROR	UT		ROR	
4:00 - 4:15	0	0	0	0	0	5	1	0	2	0	0	0	8
4:15 - 4:30	0	0	2	0	0	3	1	0	2	0	0	0	8
4:30 - 4:45	0	0	0	0	0	6	0	0	1	0	0	0	7
4:45 - 5:00	0	0	0	0	0	5	0	0	1	0	0	0	6
5:00 - 5:15	0	0	0	0	0	10	0	0	0	0	0	0	10
5:15 - 5:30	0	0	0	0	0	3	0	0	3	0	0	1	7
5:30 - 5:45	0	0	1	0	0	5	0	0	5	0	0	0	11
5:45 - 6:00	0	0	0	0	0	2	0	0	2	0	0	0	4
PM PEAK HOUR 5:00 - 6:00	0	0	1	0	0	20	0	0	10	0	0	1	32
PEAK HOUR FACTOR													0.73

Intersection: Cortez Blvd @ Emerson Rd (Ped & Bikes)

Date: April 6, 2016

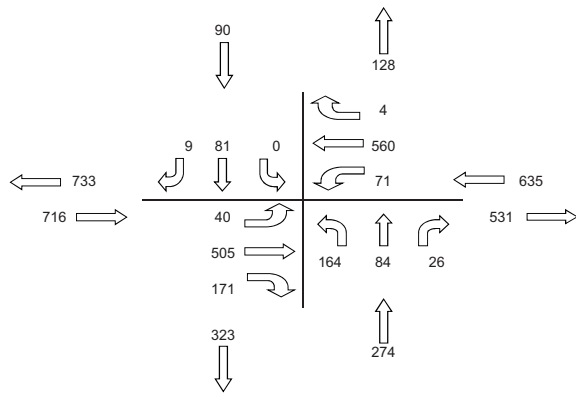
Source: Tindale Oliver (AB & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	PED		BIKE	PED		BIKE	PED		BIKE	PED		BIKE	
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	1	1
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	1	0	0	0	0	0	0	1
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0
AM PEAK HOUR 7:30 - 8:30	0	0	0	0	0	0	0	0	0	0	0	1	1
PEAK HOUR FACTOR													0.25

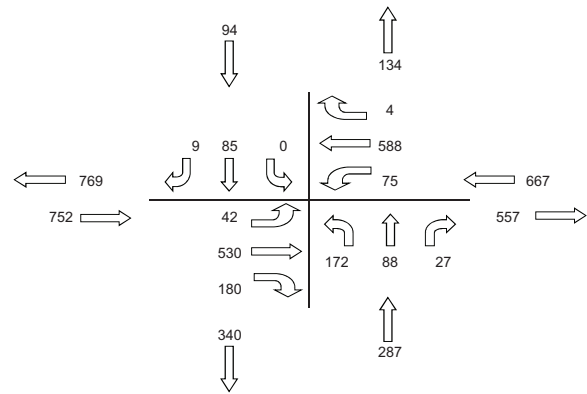
	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	PED		BIKE	PED		BIKE	PED		BIKE	PED		BIKE	
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	1	0	0	0	0	0	0	0	0	1
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
MID-DAY PK HOUR 1:00 - 2:00	0	0	0	1	0	0	0	0	0	0	0	0	1
PEAK HOUR FACTOR													0.25

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	PED		BIKE	PED		BIKE	PED		BIKE	PED		BIKE	
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PEAK HOUR 5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR													#DIV/0!

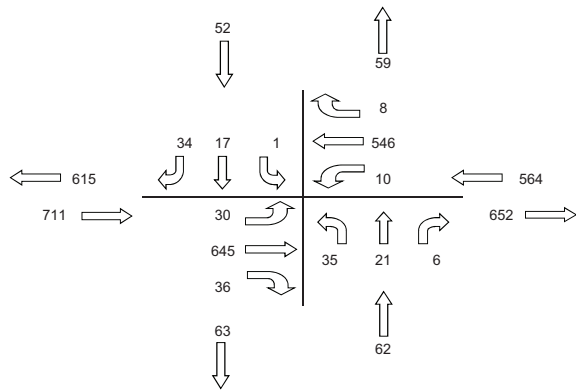
Intersection: Cortez Blvd @ Emerson Rd
Date: April 6, 2016
Source: Tindale Oliver (AB & EA)



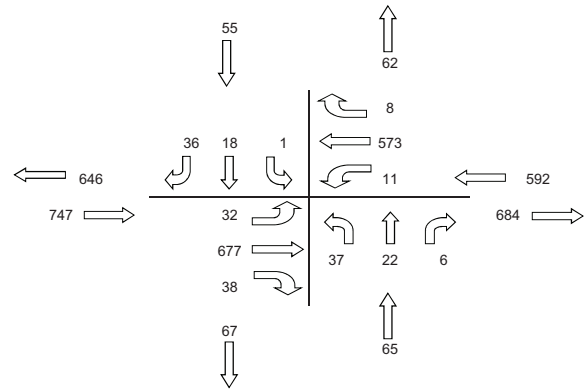
AM PEAK HOUR
RAW DATA



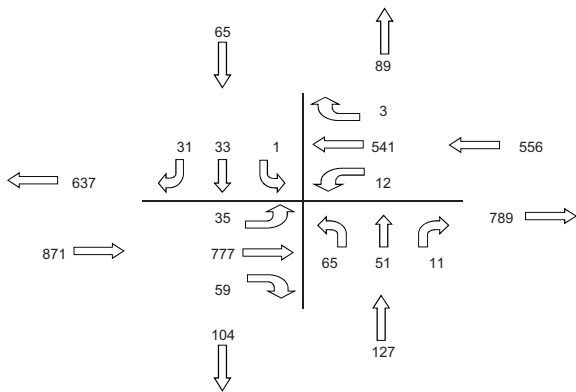
AM PEAK HOUR
PEAK SEASON FACTOR 1.03



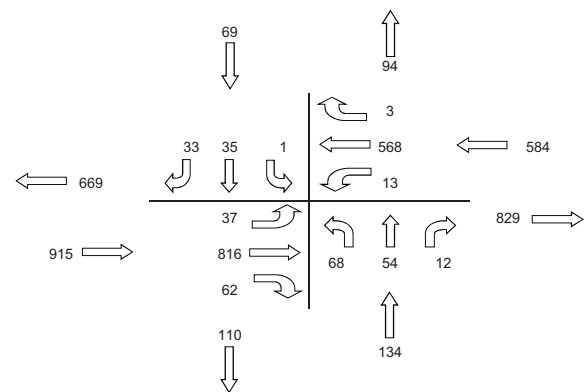
MID PEAK HOUR
RAW DATA



MID PEAK HOUR
PEAK SEASON FACTOR 1.03



PM PEAK HOUR
RAW DATA



PM PEAK HOUR
PEAK SEASON FACTOR 1.03

Intersection: Cortez Blvd @ Jasmine Dr (Total)

Date: March 24, 2016

Source: Tindale Oliver (LM & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
7:00 - 7:15	89	37	2	1	50	1	0	2	114	2	36	0	334
7:15 - 7:30	110	62	4	3	61	4	0	6	123	8	43	0	424
7:30 - 7:45	130	62	5	0	42	1	2	10	174	6	44	0	476
7:45 - 8:00	160	93	3	1	61	1	5	7	104	7	38	0	480
8:00 - 8:15	141	86	1	2	47	1	0	9	111	4	32	0	434
8:15 - 8:30	151	89	7	4	55	0	5	13	137	4	37	1	503
8:30 - 8:45	116	63	6	3	34	0	1	4	117	2	34	0	380
8:45 - 9:00	125	88	5	2	41	3	1	9	143	2	41	2	462
AM PEAK HOUR 7:30 - 8:30	582	330	16	7	205	3	12	39	526	21	151	1	1893

PEAK HOUR FACTOR	0.94
---------------------	------

Peak Season Adjustment Factor 1.02

AM PEAK HOUR PEAK SEASON	594	337	16	7	209	3	12	40	537	21	154	1	1931
HV%	12%	7%	13%	14%	13%	33%	8%	5%	19%	5%	3%	0%	12.3%

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
11:00 - 11:15	122	61	4	4	64	2	2	29	110	3	29	2	432
11:15 - 11:30	139	66	4	1	70	2	0	26	105	6	36	1	456
11:30 - 11:45	139	66	5	0	59	3	1	23	150	6	41	1	494
11:45 - 12:00	141	75	4	5	57	4	3	26	157	2	36	0	510
12:00 - 12:15	140	73	1	5	69	1	2	34	173	9	36	2	545
12:15 - 12:30	138	57	5	1	68	3	2	42	145	8	33	0	502
12:30 - 12:45	142	75	2	3	76	0	2	15	154	2	36	0	507
12:45 - 1:00	134	61	2	1	66	3	2	25	158	4	30	5	491
1:00 - 1:15	146	53	1	2	67	1	0	23	118	3	21	0	435
1:15 - 1:30	137	62	7	3	64	1	3	12	124	4	37	2	456
1:30 - 1:45	133	55	3	0	82	2	3	28	132	5	31	2	476
1:45 - 2:00	148	91	1	3	72	0	2	29	80	4	24	0	454
MID-DAY PK HOUR 11:45 - 12:45	561	280	12	14	270	8	9	117	629	21	141	2	2064

PEAK HOUR FACTOR	0.95
---------------------	------

Peak Season Adjustment Factor 1.02

MID-DAY PEAK HOUR PEAK SEASON	572	286	12	14	275	8	9	119	642	21	144	2	2104
HV%	15%	10%	8%	7%	7%	50%	0%	2%	15%	5%	2%	0%	11.5%

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
4:00 - 4:15	165	69	4	0	98	2	1	35	197	3	39	0	613
4:15 - 4:30	172	78	3	6	114	0	1	27	217	4	39	2	663
4:30 - 4:45	153	86	8	4	101	1	5	37	179	1	31	0	606
4:45 - 5:00	167	74	6	3	93	2	8	50	162	3	27	1	596
5:00 - 5:15	166	80	5	5	104	1	1	38	198	7	24	0	629
5:15 - 5:30	171	85	4	11	96	1	5	61	161	4	22	1	622
5:30 - 5:45	176	81	4	6	80	4	3	36	156	7	21	0	574
5:45 - 6:00	156	73	10	7	61	1	2	30	129	4	24	1	498
PM PEAK HOUR 4:15 - 5:15	658	318	22	18	412	4	15	152	756	15	121	3	2494

PEAK HOUR FACTOR	0.94
---------------------	------

Peak Season Adjustment Factor 1.02

PM PEAK HOUR PEAK SEASON	671	324	22	18	420	4	15	155	771	15	123	3	2541
HV%	9%	9%	5%	6%	6%	25%	20%	3%	8%	0%	4%	0%	7.7%

Intersection: Cortez Blvd @ Jasmine Dr (Cars)

Date: March 24, 2016

Source: Tindale Oliver (LM & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
7:00 - 7:15	74	35	2	1	46	0	0	2	87	2	32	0	281
7:15 - 7:30	99	55	2	1	49	2	0	5	105	8	42	0	368
7:30 - 7:45	113	59	1	0	35	0	2	9	136	6	43	0	404
7:45 - 8:00	144	88	3	0	50	1	0	6	90	7	36	0	425
8:00 - 8:15	121	79	1	2	44	1	0	9	88	3	30	0	378
8:15 - 8:30	133	81	4	2	50	0	1	13	113	4	37	0	438
8:30 - 8:45	97	56	4	2	31	0	0	4	90	2	33	0	319
8:45 - 9:00	108	74	2	2	36	3	1	8	123	2	41	2	402
AM PEAK HOUR 7:30 - 8:30	511	307	9	4	179	2	3	37	427	20	146	0	1645
PEAK HOUR FACTOR													0.94

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
11:00 - 11:15	100	54	2	2	58	2	1	25	89	3	29	1	366
11:15 - 11:30	122	60	3	1	64	1	0	26	82	6	35	1	401
11:30 - 11:45	108	63	3	0	55	3	1	23	127	6	41	1	431
11:45 - 12:00	115	64	4	0	53	2	0	26	131	2	35	0	432
12:00 - 12:15	115	68	0	4	63	0	1	33	145	8	35	1	473
12:15 - 12:30	120	52	2	1	67	2	1	41	121	8	33	0	448
12:30 - 12:45	126	67	2	2	67	0	1	15	139	2	35	0	456
12:45 - 1:00	103	53	2	1	58	0	1	25	138	4	29	4	418
1:00 - 1:15	126	43	1	2	61	1	0	22	96	3	18	0	373
1:15 - 1:30	115	55	6	3	61	1	1	12	112	4	35	2	407
1:30 - 1:45	110	46	3	0	77	2	1	28	114	5	30	2	418
1:45 - 2:00	131	81	1	3	65	0	0	26	73	4	23	0	407
MID-DAY PK HOUR 11:45 - 12:45	476	251	8	7	250	4	3	115	536	20	138	1	1809
PEAK HOUR FACTOR													0.96

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
4:00 - 4:15	154	66	4	0	96	0	1	35	185	2	38	0	581
4:15 - 4:30	154	75	2	4	105	0	1	26	198	4	37	0	606
4:30 - 4:45	140	74	6	4	95	1	3	37	160	1	30	0	551
4:45 - 5:00	148	71	5	1	90	2	5	49	154	3	26	0	554
5:00 - 5:15	155	68	5	3	99	0	0	36	181	7	23	0	577
5:15 - 5:30	152	77	4	6	95	1	3	59	153	4	22	0	576
5:30 - 5:45	160	75	4	5	78	4	0	36	149	7	20	0	538
5:45 - 6:00	144	70	9	3	60	1	0	29	118	4	24	0	462
PM PEAK HOUR 4:15 - 5:15	597	288	18	12	389	3	9	148	693	15	116	0	2288
PEAK HOUR FACTOR													0.94

Intersection: Cortez Blvd @ Jasmine Dr (Trucks)

Date: March 24, 2016

Source: Tindale Oliver (LM & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
7:00 - 7:15	15	2	0	0	4	1	0	0	27	0	4	0	53
7:15 - 7:30	11	7	0	0	12	1	0	1	18	0	1	0	51
7:30 - 7:45	17	3	0	0	7	1	0	1	38	0	1	0	68
7:45 - 8:00	16	5	0	1	11	0	0	1	14	0	2	0	50
8:00 - 8:15	20	7	0	0	3	0	0	0	23	1	2	0	56
8:15 - 8:30	18	8	2	0	5	0	1	0	24	0	0	0	58
8:30 - 8:45	19	7	2	0	3	0	0	0	27	0	1	0	59
8:45 - 9:00	17	14	0	0	5	0	0	1	20	0	0	0	57
AM PEAK HOUR 7:30 - 8:30	71	23	2	1	26	1	1	2	99	1	5	0	232
PEAK HOUR FACTOR													0.85

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
11:00 - 11:15	22	7	0	0	6	0	0	4	21	0	0	0	60
11:15 - 11:30	17	6	1	0	6	1	0	0	23	0	1	0	55
11:30 - 11:45	31	3	1	0	4	0	0	0	23	0	0	0	62
11:45 - 12:00	26	11	0	0	4	2	0	0	26	0	1	0	70
12:00 - 12:15	25	5	1	1	6	1	0	1	28	1	1	0	70
12:15 - 12:30	17	5	0	0	1	1	0	1	24	0	0	0	49
12:30 - 12:45	16	8	0	0	9	0	0	0	15	0	1	0	49
12:45 - 1:00	31	8	0	0	8	3	0	0	20	0	1	1	72
1:00 - 1:15	20	10	0	0	6	0	0	1	22	0	3	0	62
1:15 - 1:30	22	7	1	0	3	0	1	0	12	0	2	0	48
1:30 - 1:45	23	9	0	0	5	0	0	0	18	0	1	0	56
1:45 - 2:00	17	10	0	0	7	0	0	3	7	0	1	0	45
MID-DAY PK HOUR 11:45 - 12:45	84	29	1	1	20	4	0	2	93	1	3	0	238
PEAK HOUR FACTOR													0.85

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
4:00 - 4:15	11	3	0	0	2	2	0	0	12	1	1	0	32
4:15 - 4:30	18	3	0	1	9	0	0	1	19	0	2	0	53
4:30 - 4:45	13	12	1	0	6	0	1	0	19	0	1	0	53
4:45 - 5:00	19	3	0	0	3	0	1	1	8	0	1	0	36
5:00 - 5:15	11	12	0	0	5	1	1	2	17	0	1	0	50
5:15 - 5:30	19	8	0	0	1	0	0	2	8	0	0	0	38
5:30 - 5:45	16	6	0	0	2	0	0	0	7	0	1	0	32
5:45 - 6:00	12	3	0	0	1	0	0	1	11	0	0	0	28
PM PEAK HOUR 4:15 - 5:15	61	30	1	1	23	1	3	4	63	0	5	0	192
PEAK HOUR FACTOR													0.91

Intersection: Cortez Blvd @ Jasmine Dr (U-Turns)

Date: March 24, 2016

Source: Tindale Oliver (LM & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	UT		ROR	UT		ROR	UT		ROR	UT		ROR	
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	2	2	0	1	0	0	0	0	0	0	5
7:30 - 7:45	0	0	4	0	0	0	0	0	0	0	0	0	4
7:45 - 8:00	0	0	0	0	0	0	5	0	0	0	0	0	5
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	1	2	0	0	3	0	0	0	0	1	7
8:30 - 8:45	0	0	0	1	0	0	1	0	0	0	0	0	2
8:45 - 9:00	0	0	3	0	0	0	0	0	0	0	0	0	3
AM PEAK HOUR 7:30 - 8:30	0	0	5	2	0	0	8	0	0	0	0	1	16
PEAK HOUR FACTOR													0.57

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	UT		ROR	UT		ROR	UT		ROR	UT		ROR	
11:00 - 11:15	0	0	2	2	0	0	1	0	0	0	0	1	6
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	1	0	0	0	0	0	0	0	0	0	1
11:45 - 12:00	0	0	0	5	0	0	3	0	0	0	0	0	8
12:00 - 12:15	0	0	0	0	0	0	1	0	0	0	0	1	2
12:15 - 12:30	1	0	3	0	0	0	1	0	0	0	0	0	5
12:30 - 12:45	0	0	0	1	0	0	1	0	0	0	0	0	2
12:45 - 1:00	0	0	0	0	0	0	1	0	0	0	0	0	1
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	1	0	0	0	0	0	1
1:30 - 1:45	0	0	0	0	0	0	2	0	0	0	0	0	2
1:45 - 2:00	0	0	0	0	0	0	2	0	0	0	0	0	2
MID-DAY PK HOUR 11:45 - 12:45	1	0	3	6	0	0	6	0	0	0	0	1	17
PEAK HOUR FACTOR													0.53

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	UT		ROR	UT		ROR	UT		ROR	UT		ROR	
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 4:30	0	0	1	1	0	0	0	0	0	0	0	2	4
4:30 - 4:45	0	0	1	0	0	0	1	0	0	0	0	0	2
4:45 - 5:00	0	0	1	2	0	0	2	0	0	0	0	1	6
5:00 - 5:15	0	0	0	2	0	0	0	0	0	0	0	0	2
5:15 - 5:30	0	0	0	5	0	0	2	0	0	0	0	1	8
5:30 - 5:45	0	0	0	1	0	0	3	0	0	0	0	0	4
5:45 - 6:00	0	0	1	4	0	0	2	0	0	0	0	1	8
PM PEAK HOUR 4:15 - 5:15	0	0	3	5	0	0	3	0	0	0	0	3	14
PEAK HOUR FACTOR													0.58

Intersection: Cortez Blvd @ Jasmine Dr (Ped & Bikes)

Date: March 24, 2016

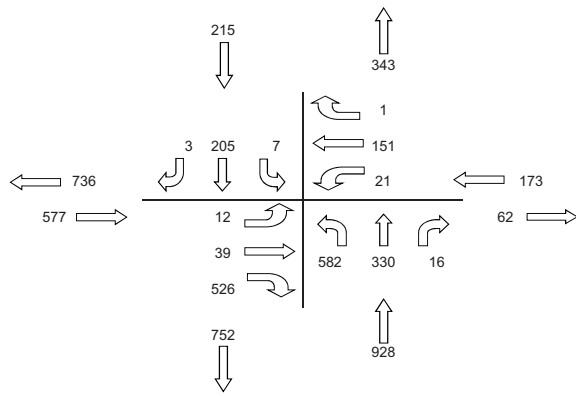
Source: Tindale Oliver (LM & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	PED		BIKE	PED		BIKE	PED		BIKE	PED		BIKE	
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	1	0	1	0	0	0	0	0	0	2
8:45 - 9:00	0	0	2	0	0	0	0	0	0	0	0	0	2
AM PEAK HOUR 7:30 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR													#DIV/0!

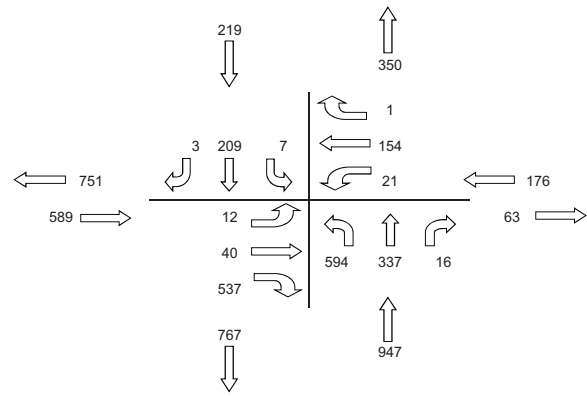
	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	PED		BIKE	PED		BIKE	PED		BIKE	PED		BIKE	
11:00 - 11:15	0	0	0	2	0	0	0	0	0	0	0	0	2
11:15 - 11:30	0	0	0	1	0	1	0	0	0	0	0	0	2
11:30 - 11:45	0	0	0	2	0	0	0	0	0	0	0	0	2
11:45 - 12:00	0	0	1	0	0	1	0	0	0	0	0	0	2
12:00 - 12:15	0	0	1	0	0	1	0	0	0	0	0	0	2
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	1	1	0	1	0	0	0	0	0	0	3
12:45 - 1:00	0	0	0	0	0	1	0	0	0	0	0	0	1
1:00 - 1:15	0	0	1	1	0	0	0	0	0	0	0	0	2
1:15 - 1:30	0	0	0	0	0	2	0	0	0	0	0	0	2
1:30 - 1:45	0	0	0	1	0	0	0	0	0	0	0	0	1
1:45 - 2:00	0	0	1	3	0	0	0	0	0	0	0	0	4
MID-DAY PK HOUR 11:45 - 12:45	0	0	3	1	0	3	0	0	0	0	0	0	7
PEAK HOUR FACTOR													0.58

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	PED		BIKE	PED		BIKE	PED		BIKE	PED		BIKE	
4:00 - 4:15	0	0	0	1	0	0	0	0	0	0	0	0	1
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	1	0	0	0	3	0	0	0	0	1	5
4:45 - 5:00	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00 - 5:15	0	0	0	7	0	0	0	0	0	0	0	0	7
5:15 - 5:30	0	0	0	4	0	2	0	0	1	0	0	0	7
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PEAK HOUR 4:15 - 5:15	0	0	1	8	0	0	3	0	0	0	0	1	13
PEAK HOUR FACTOR													0.46

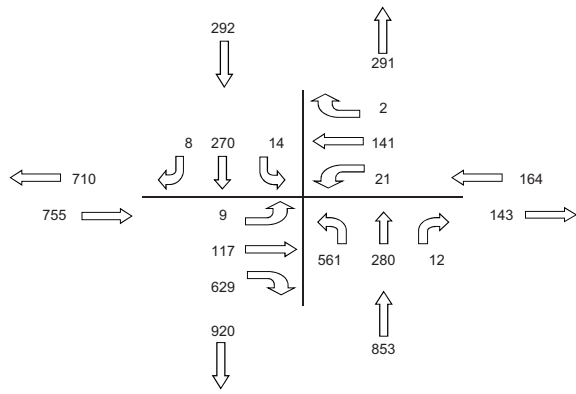
Intersection: Cortez Blvd @ Jasmine Dr
Date: March 24, 2016
Source: Tindale Oliver (LM & EA)



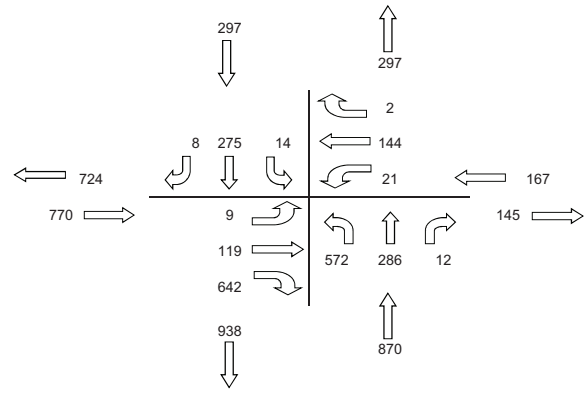
AM PEAK HOUR
RAW DATA



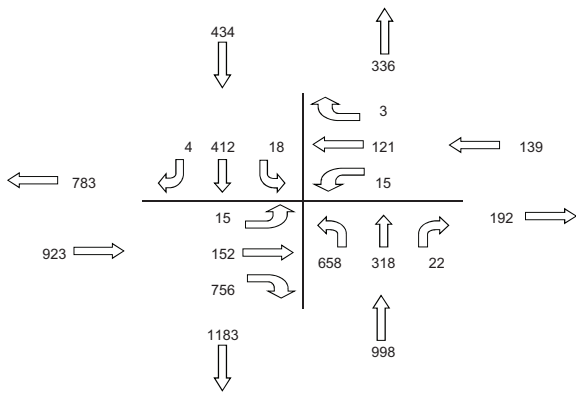
AM PEAK HOUR
PEAK SEASON FACTOR 1.02



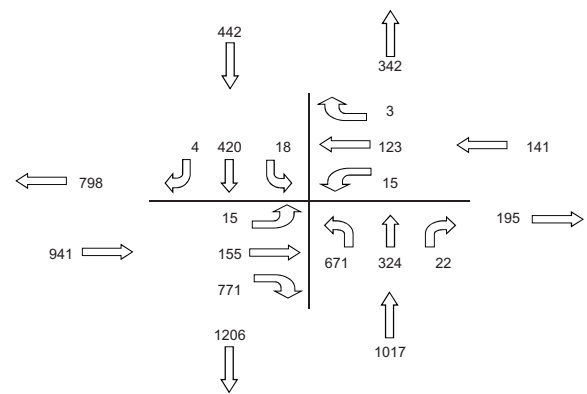
MID PEAK HOUR
RAW DATA



MID PEAK HOUR
PEAK SEASON FACTOR 1.02



PM PEAK HOUR
RAW DATA



PM PEAK HOUR
PEAK SEASON FACTOR 1.02

Intersection: Cortez Blvd @ Jefferson St (Total)

Date: April 5, 2016

Source: Tindale Oliver (LM & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
7:00 - 7:15	31	27	3	4	41	14	11	36	50	8	43	2	270
7:15 - 7:30	55	34	2	8	37	24	25	59	48	3	45	3	343
7:30 - 7:45	61	19	4	5	43	24	24	87	65	7	66	2	407
7:45 - 8:00	63	20	4	13	42	25	29	107	48	8	68	5	432
8:00 - 8:15	72	24	4	5	60	23	19	65	30	12	51	4	369
8:15 - 8:30	73	37	3	7	37	10	26	70	51	8	68	2	392
8:30 - 8:45	71	36	4	3	44	23	20	69	48	14	69	3	404
8:45 - 9:00	68	49	10	11	54	28	17	83	51	12	49	6	438
AM PEAK HOUR 8:00 - 9:00	284	146	21	26	195	84	82	287	180	46	237	15	1603

PEAK HOUR FACTOR	0.91
---------------------	------

Peak Season Adjustment Factor 1.05

AM PEAK HOUR PEAK SEASON	298	153	22	27	205	88	86	301	189	48	249	16	1682
HV%	12%	37%	19%	23%	26%	23%	24%	5%	16%	4%	7%	7%	15.5%

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
11:00 - 11:15	90	39	17	3	42	16	20	76	68	22	77	15	485
11:15 - 11:30	117	45	15	3	44	9	13	62	61	20	62	4	455
11:30 - 11:45	111	43	12	6	44	17	19	74	74	14	71	2	487
11:45 - 12:00	105	32	16	16	39	12	15	71	67	18	65	5	461
12:00 - 12:15	101	59	16	12	46	12	21	88	75	32	76	3	541
12:15 - 12:30	91	45	14	6	56	13	24	66	64	11	72	8	470
12:30 - 12:45	84	48	21	5	30	11	24	52	50	28	58	7	418
12:45 - 1:00	105	34	13	3	38	18	14	71	33	12	65	1	407
1:00 - 1:15	74	44	15	4	43	13	19	52	58	19	66	6	413
1:15 - 1:30	103	46	7	4	38	15	10	65	55	21	91	2	457
1:30 - 1:45	92	24	9	2	25	16	14	64	41	29	85	2	403
1:45 - 2:00	100	40	14	3	33	12	11	65	53	24	77	5	437
MID-DAY PK HOUR 11:30 - 12:30	408	179	58	40	185	54	79	299	280	75	284	18	1959

PEAK HOUR FACTOR	0.91
---------------------	------

Peak Season Adjustment Factor 1.05

MID-DAY PEAK HOUR PEAK SEASON	428	188	61	42	194	57	83	314	294	79	298	19	2057
HV%	4%	34%	3%	8%	32%	20%	14%	5%	10%	3%	5%	11%	11.4%

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
4:00 - 4:15	114	57	9	2	67	20	26	54	68	13	83	4	517
4:15 - 4:30	93	40	17	11	62	18	25	66	60	9	90	3	494
4:30 - 4:45	88	45	11	14	62	19	32	77	70	10	75	2	505
4:45 - 5:00	94	38	19	7	32	21	28	97	76	15	94	2	523
5:00 - 5:15	102	54	24	4	57	18	19	60	51	13	132	4	538
5:15 - 5:30	102	50	7	4	39	17	9	39	54	10	86	6	423
5:30 - 5:45	100	42	7	9	38	14	19	63	39	4	66	5	406
5:45 - 6:00	88	46	3	5	20	5	20	58	27	4	57	5	338
PM PEAK HOUR 4:15 - 5:15	377	177	71	36	213	76	104	300	257	47	391	11	2060

PEAK HOUR FACTOR	0.96
---------------------	------

Peak Season Adjustment Factor 1.05

PM PEAK HOUR PEAK SEASON	396	186	75	38	224	80	109	315	270	49	411	12	2165
HV%	5%	16%	3%	6%	19%	14%	15%	4%	10%	6%	2%	18%	8.3%

Intersection: Cortez Blvd @ Jefferson St (Cars)

Date: April 5, 2016

Source: Tindale Oliver (LM & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
7:00 - 7:15	29	15	1	4	30	10	9	35	28	4	40	0	205
7:15 - 7:30	45	23	1	6	27	13	18	56	17	3	44	1	254
7:30 - 7:45	49	16	2	5	26	16	18	82	37	5	64	0	320
7:45 - 8:00	53	11	3	11	31	15	24	104	21	7	64	5	349
8:00 - 8:15	67	14	1	2	43	16	15	62	6	12	49	3	290
8:15 - 8:30	59	21	3	3	20	7	17	68	11	6	63	1	279
8:30 - 8:45	60	27	3	3	37	16	16	65	26	9	61	3	326
8:45 - 9:00	58	30	9	10	44	14	11	79	16	9	47	6	333
AM PEAK HOUR 8:00 - 9:00	244	92	16	18	144	53	59	274	59	36	220	13	1228
PEAK HOUR FACTOR													0.92

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
11:00 - 11:15	85	25	14	3	24	12	13	74	28	20	69	14	381
11:15 - 11:30	110	32	12	2	29	7	10	61	20	19	56	3	361
11:30 - 11:45	101	31	12	5	27	14	15	73	22	13	66	2	381
11:45 - 12:00	98	20	13	14	26	9	14	68	18	14	63	3	360
12:00 - 12:15	93	35	15	11	34	8	16	83	31	31	70	3	430
12:15 - 12:30	83	32	11	3	38	9	19	60	30	10	72	6	373
12:30 - 12:45	76	31	20	3	21	8	20	47	17	28	55	6	332
12:45 - 1:00	96	22	11	3	26	11	8	70	13	11	61	1	333
1:00 - 1:15	64	30	9	2	29	10	13	51	14	17	66	4	309
1:15 - 1:30	98	29	6	2	24	12	5	62	30	19	85	2	374
1:30 - 1:45	83	16	9	1	14	9	9	61	19	26	82	2	331
1:45 - 2:00	84	30	11	3	14	9	7	63	9	22	75	4	331
MID-DAY PK HOUR 11:30 - 12:30	375	118	51	33	125	40	64	284	101	68	271	14	1544
PEAK HOUR FACTOR													0.90

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
4:00 - 4:15	105	52	7	0	57	16	19	54	26	12	80	3	431
4:15 - 4:30	82	29	12	7	46	9	18	66	38	7	88	2	404
4:30 - 4:45	85	37	8	13	54	14	26	72	32	10	73	0	424
4:45 - 5:00	83	33	15	4	25	12	22	92	46	13	91	1	437
5:00 - 5:15	94	50	19	3	47	16	19	57	33	12	130	4	484
5:15 - 5:30	96	44	6	3	32	15	7	37	36	8	85	6	375
5:30 - 5:45	92	37	7	7	35	11	16	60	30	4	65	4	368
5:45 - 6:00	85	40	3	5	16	3	19	55	20	4	57	4	311
PM PEAK HOUR 4:15 - 5:15	344	149	54	27	172	51	85	287	149	42	382	7	1749
PEAK HOUR FACTOR													0.90

Intersection: Cortez Blvd @ Jefferson St (Trucks)

Date: April 5, 2016

Source: Tindale Oliver (LM & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
7:00 - 7:15	1	12	1	0	11	1	1	1	1	1	3	2	35
7:15 - 7:30	10	11	0	1	10	6	6	3	3	0	1	1	52
7:30 - 7:45	9	3	1	0	17	4	5	5	4	1	2	2	53
7:45 - 8:00	7	9	0	1	11	5	4	3	2	0	4	0	46
8:00 - 8:15	5	10	2	2	17	5	3	3	4	0	2	1	54
8:15 - 8:30	11	16	0	4	17	2	9	2	6	1	5	0	73
8:30 - 8:45	11	9	1	0	7	4	4	4	6	1	8	0	55
8:45 - 9:00	7	19	1	0	10	8	4	4	12	0	2	0	67
AM PEAK HOUR 8:00 - 9:00	34	54	4	6	51	19	20	13	28	2	17	1	249
PEAK HOUR FACTOR													0.85

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
11:00 - 11:15	4	14	1	0	18	3	6	2	7	0	8	0	63
11:15 - 11:30	3	13	1	1	15	1	3	1	4	0	6	1	49
11:30 - 11:45	7	12	0	1	17	2	2	1	6	0	5	0	53
11:45 - 12:00	3	12	1	1	13	2	1	3	7	2	2	1	48
12:00 - 12:15	4	24	0	0	12	4	3	5	11	0	6	0	69
12:15 - 12:30	3	13	1	1	18	3	5	6	3	0	0	1	54
12:30 - 12:45	3	17	1	1	9	2	4	5	6	0	3	1	52
12:45 - 1:00	6	12	0	0	12	3	5	1	3	0	4	0	46
1:00 - 1:15	6	14	0	1	14	1	4	1	3	0	0	1	45
1:15 - 1:30	2	17	1	1	14	3	5	3	4	0	6	0	56
1:30 - 1:45	3	8	0	0	11	5	3	3	1	1	3	0	38
1:45 - 2:00	11	10	1	0	19	1	4	2	3	0	2	0	53
MID-DAY PK HOUR 11:30 - 12:30	17	61	2	3	60	11	11	15	27	2	13	2	224
PEAK HOUR FACTOR													0.81

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
4:00 - 4:15	4	5	0	0	10	2	7	0	3	1	3	1	36
4:15 - 4:30	8	11	1	1	16	3	6	0	5	2	2	0	55
4:30 - 4:45	2	8	0	1	8	3	5	5	10	0	2	2	46
4:45 - 5:00	6	5	1	0	7	3	5	5	5	1	3	0	41
5:00 - 5:15	3	4	0	0	10	2	0	3	6	0	2	0	30
5:15 - 5:30	2	6	0	1	7	0	2	2	0	0	1	0	21
5:30 - 5:45	6	5	0	0	3	1	2	3	0	0	1	0	21
5:45 - 6:00	2	6	0	0	4	1	1	3	2	0	0	1	20
PM PEAK HOUR 4:15 - 5:15	19	28	2	2	41	11	16	13	26	3	9	2	172
PEAK HOUR FACTOR													0.78

Intersection: Cortez Blvd @ Jefferson St (U-Turns)

Date: April 5, 2016

Source: Tindale Oliver (LM & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	UT		ROR	UT		ROR	UT		ROR	UT		ROR	
7:00 - 7:15	1	0	1	0	0	3	1	0	21	3	0	0	30
7:15 - 7:30	0	0	1	1	0	5	1	0	28	0	0	1	37
7:30 - 7:45	3	0	1	0	0	4	1	0	24	1	0	0	34
7:45 - 8:00	3	0	1	1	0	5	1	0	25	1	0	0	37
8:00 - 8:15	0	0	1	1	0	2	1	0	20	0	0	0	25
8:15 - 8:30	3	0	0	0	0	1	0	0	34	1	0	1	40
8:30 - 8:45	0	0	0	0	0	3	0	0	16	4	0	0	23
8:45 - 9:00	3	0	0	1	0	6	2	0	23	3	0	0	38
AM PEAK HOUR 8:00 - 9:00	6	0	1	2	0	12	3	0	93	8	0	1	126
PEAK HOUR FACTOR													0.79

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	UT		ROR	UT		ROR	UT		ROR	UT		ROR	
11:00 - 11:15	1	0	2	0	0	1	1	0	33	2	0	1	41
11:15 - 11:30	4	0	2	0	0	1	0	0	37	1	0	0	45
11:30 - 11:45	3	0	0	0	0	1	2	0	46	1	0	0	53
11:45 - 12:00	4	0	2	1	0	1	0	0	42	2	0	1	53
12:00 - 12:15	4	0	1	1	0	0	2	0	33	1	0	0	42
12:15 - 12:30	5	0	2	2	0	1	0	0	31	1	0	1	43
12:30 - 12:45	5	0	0	1	0	1	0	0	27	0	0	0	34
12:45 - 1:00	3	0	2	0	0	4	1	0	17	1	0	0	28
1:00 - 1:15	4	0	6	1	0	2	2	0	41	2	0	1	59
1:15 - 1:30	3	0	0	1	0	0	0	0	21	2	0	0	27
1:30 - 1:45	6	0	0	1	0	2	2	0	21	2	0	0	34
1:45 - 2:00	5	0	2	0	0	2	0	0	41	2	0	1	53
MID-DAY PK HOUR 11:30 - 12:30	16	0	5	4	0	3	4	0	152	5	0	2	191
PEAK HOUR FACTOR													0.90

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	UT		ROR	UT		ROR	UT		ROR	UT		ROR	
4:00 - 4:15	5	0	2	2	0	2	0	0	39	0	0	0	50
4:15 - 4:30	3	0	4	3	0	6	1	0	17	0	0	1	35
4:30 - 4:45	1	0	3	0	0	2	1	0	28	0	0	0	35
4:45 - 5:00	5	0	3	3	0	6	1	0	25	1	0	1	45
5:00 - 5:15	5	0	5	1	0	0	0	0	12	1	0	0	24
5:15 - 5:30	4	0	1	0	0	2	0	0	18	2	0	0	27
5:30 - 5:45	2	0	0	2	0	2	1	0	9	0	0	1	17
5:45 - 6:00	1	0	0	0	0	1	0	0	5	0	0	0	7
PM PEAK HOUR 4:15 - 5:15	12	0	6	3	0	5	1	0	44	3	0	1	75
PEAK HOUR FACTOR													0.69

Intersection: Cortez Blvd @ Jefferson St (Ped & Bikes)

Date: April 5, 2016

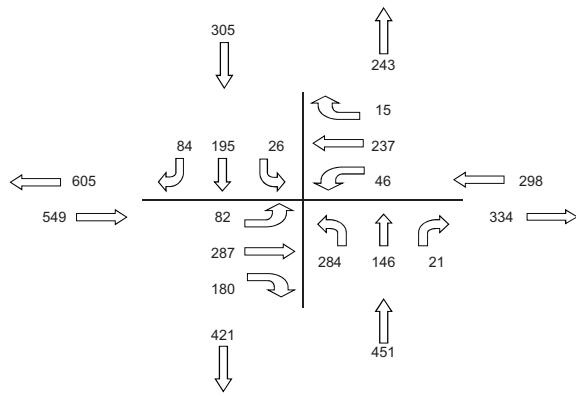
Source: Tindale Oliver (LM & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	PED		BIKE	PED		BIKE	PED		BIKE	PED		BIKE	
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	1	0	0	0	0	0	0	1
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0
AM PEAK HOUR 8:00 - 9:00	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HOUR FACTOR													0.25

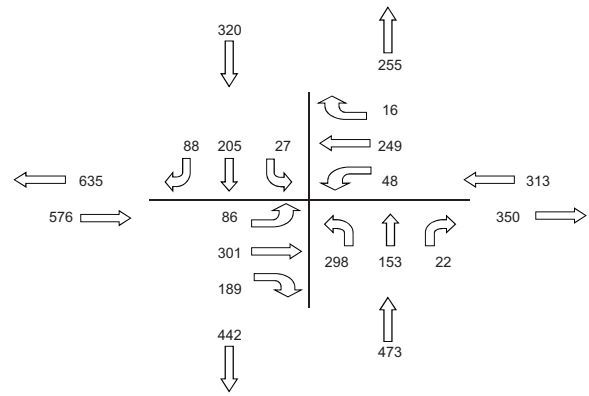
	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	PED		BIKE	PED		BIKE	PED		BIKE	PED		BIKE	
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	1	0	0	0	0	0	0	0	0	1
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	2	0	2	0	0	0	0	0	0	0	0	0	4
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	1	0	1	0	0	0	0	0	0	0	0	0	2
1:00 - 1:15	1	0	1	0	0	0	0	0	0	0	0	0	2
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
MID-DAY PK HOUR 11:30 - 12:30	2	0	2	0	0	0	0	0	0	0	0	0	4
PEAK HOUR FACTOR													0.25

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	PED		BIKE	PED		BIKE	PED		BIKE	PED		BIKE	
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:00	0	0	0	0	0	0	0	0	1	0	0	0	1
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 - 5:45	0	0	1	0	0	0	0	0	0	0	0	0	1
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PEAK HOUR 4:15 - 5:15	0	0	0	0	0	0	0	0	1	0	0	0	1
PEAK HOUR FACTOR													0.25

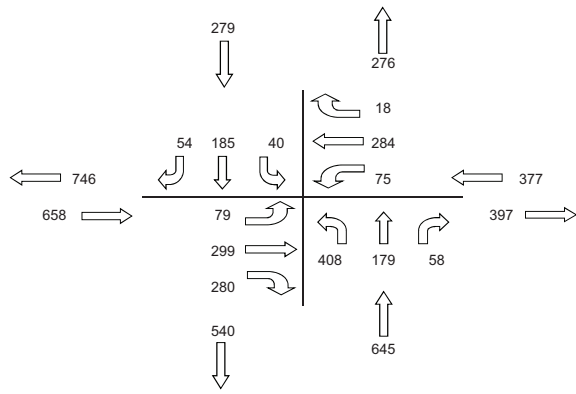
Intersection: Cortez Blvd @ Jefferson St
Date: April 5, 2016
Source: Tindale Oliver (LM & EA)



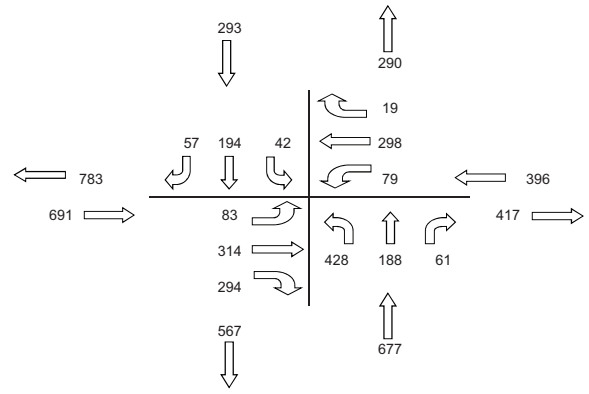
AM PEAK HOUR
RAW DATA



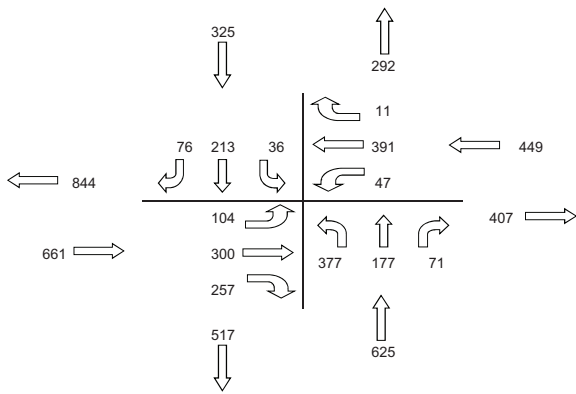
AM PEAK HOUR
PEAK SEASON FACTOR 1.03



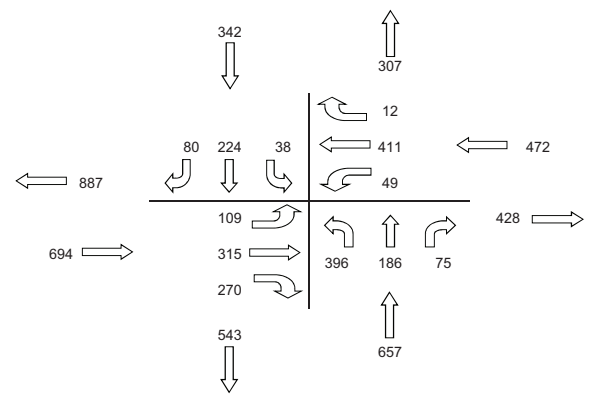
MID PEAK HOUR
RAW DATA



MID PEAK HOUR
PEAK SEASON FACTOR 1.03



PM PEAK HOUR
RAW DATA



PM PEAK HOUR
PEAK SEASON FACTOR 1.03

Intersection: Cortez Blvd @ Main St (Total)

Date: April 13, 2016

Source: Tindale Oliver (AB & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
7:00 - 7:15	2	0	0	2	2	5	15	132	2	1	134	1	296
7:15 - 7:30	3	0	0	3	1	11	9	170	3	0	172	3	375
7:30 - 7:45	1	0	0	10	1	17	7	156	1	0	180	3	376
7:45 - 8:00	2	1	0	6	1	13	30	166	9	3	206	9	446
8:00 - 8:15	2	0	0	10	2	12	13	113	1	1	195	4	353
8:15 - 8:30	2	2	0	4	1	11	13	146	0	0	225	14	418
8:30 - 8:45	4	1	0	1	0	5	14	98	5	1	189	7	325
8:45 - 9:00	0	1	0	0	0	13	14	100	3	0	166	3	300
AM PEAK HOUR 7:30 - 8:30	7	3	0	30	5	53	63	581	11	4	806	30	1593

PEAK HOUR FACTOR	0.89
---------------------	------

Peak Season Adjustment Factor 1.06

AM PEAK HOUR PEAK SEASON	7	3	0	32	5	56	67	616	12	4	854	32	1688
HV%	0%	0%	0%	13%	20%	17%	3%	16%	0%	0%	11%	23%	12.9%

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
11:00 - 11:15	1	1	0	2	1	16	14	151	5	1	140	3	335
11:15 - 11:30	5	2	0	4	0	11	15	136	4	1	141	2	321
11:30 - 11:45	3	0	0	2	1	14	11	147	5	1	163	4	351
11:45 - 12:00	4	1	0	2	3	19	11	125	3	0	124	2	294
12:00 - 12:15	2	1	0	5	5	26	13	170	7	1	190	3	423
12:15 - 12:30	7	0	0	2	7	19	32	139	5	1	143	5	360
12:30 - 12:45	7	1	0	2	2	13	20	129	5	0	194	2	375
12:45 - 1:00	3	0	0	2	4	13	4	155	8	1	139	3	332
1:00 - 1:15	2	0	0	3	2	24	16	145	4	1	170	2	369
1:15 - 1:30	1	0	1	1	1	16	17	157	3	1	128	5	331
1:30 - 1:45	0	0	0	2	2	20	21	149	3	0	149	3	349
1:45 - 2:00	2	1	0	1	1	26	15	115	5	2	143	6	317
MID-DAY PK HOUR 12:00 - 1:00	19	2	0	11	18	71	69	593	25	3	666	13	1490

PEAK HOUR FACTOR	0.88
---------------------	------

Peak Season Adjustment Factor 1.06

MID-DAY PEAK HOUR PEAK SEASON	20	2	0	12	19	75	73	629	27	3	706	14	1580
HV%	0%	50%	0%	0%	0%	4%	14%	16%	0%	0%	12%	8%	12.5%

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
4:00 - 4:15	4	0	0	7	1	26	17	196	6	0	246	1	504
4:15 - 4:30	1	0	0	2	4	22	12	206	4	2	217	3	473
4:30 - 4:45	17	1	2	4	4	23	25	219	6	0	206	3	510
4:45 - 5:00	1	0	0	5	0	19	24	174	5	0	213	2	443
5:00 - 5:15	3	0	0	6	2	37	30	176	5	0	233	2	494
5:15 - 5:30	1	1	0	4	1	34	24	183	4	0	187	1	440
5:30 - 5:45	5	0	0	5	2	13	14	157	3	0	183	2	384
5:45 - 6:00	0	1	1	0	0	18	16	157	2	0	156	2	353
PM PEAK HOUR 4:00 - 5:00	23	1	2	18	9	90	78	795	21	2	882	9	1930

PEAK HOUR FACTOR	0.95
---------------------	------

Peak Season Adjustment Factor 1.06

PM PEAK HOUR PEAK SEASON	24	1	2	19	10	95	83	843	22	2	935	10	2046
HV%	0%	0%	0%	0%	0%	4%	12%	9%	0%	0%	9%	22%	8.6%

Intersection: Cortez Blvd @ Main St (Cars)

Date: April 13, 2016

Source: Tindale Oliver (AB & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
7:00 - 7:15	2	0	0	2	2	2	15	108	2	1	117	1	252
7:15 - 7:30	3	0	0	3	1	4	9	138	3	0	146	2	309
7:30 - 7:45	1	0	0	10	1	3	7	130	1	0	155	2	310
7:45 - 8:00	2	1	0	5	1	2	30	143	9	3	189	8	393
8:00 - 8:15	2	0	0	7	1	7	12	91	1	0	175	4	300
8:15 - 8:30	2	2	0	4	1	6	12	123	0	0	198	9	357
8:30 - 8:45	4	1	0	1	0	2	13	83	3	0	160	6	273
8:45 - 9:00	0	1	0	0	0	2	13	87	2	0	142	3	250
AM PEAK HOUR 7:30 - 8:30	7	3	0	26	4	18	61	487	11	3	717	23	1360
PEAK HOUR FACTOR													0.87

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
11:00 - 11:15	1	1	0	2	1	3	13	127	4	1	120	3	276
11:15 - 11:30	5	1	0	4	0	3	15	118	4	0	128	1	279
11:30 - 11:45	3	0	0	2	1	5	7	122	5	0	141	2	288
11:45 - 12:00	4	1	0	2	3	5	10	106	3	0	102	1	237
12:00 - 12:15	2	1	0	5	5	12	9	147	7	0	168	3	359
12:15 - 12:30	7	0	0	2	7	8	28	119	5	1	124	1	302
12:30 - 12:45	7	0	0	2	2	5	18	104	4	0	175	1	318
12:45 - 1:00	3	0	0	2	4	2	2	131	8	1	120	1	274
1:00 - 1:15	2	0	0	2	2	7	15	129	4	0	146	2	309
1:15 - 1:30	1	0	0	1	1	4	14	130	3	0	111	3	268
1:30 - 1:45	0	0	0	1	1	3	17	123	3	0	131	1	280
1:45 - 2:00	2	0	0	1	1	11	13	96	4	2	118	3	251
MID-DAY PK HOUR 12:00 - 1:00	19	1	0	11	18	27	57	501	24	2	587	6	1253
PEAK HOUR FACTOR													0.87

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
4:00 - 4:15	4	0	0	7	1	10	13	178	6	0	222	1	442
4:15 - 4:30	1	0	0	2	4	9	10	192	3	2	204	1	428
4:30 - 4:45	17	1	1	4	4	4	25	198	6	0	177	2	439
4:45 - 5:00	1	0	0	5	0	9	19	158	4	0	197	1	394
5:00 - 5:15	3	0	0	6	2	16	23	159	5	0	223	0	437
5:15 - 5:30	1	1	0	4	1	7	23	170	4	0	174	1	386
5:30 - 5:45	5	0	0	5	2	2	13	147	3	0	175	1	353
5:45 - 6:00	0	1	0	0	0	2	10	141	2	0	144	0	300
PM PEAK HOUR 4:00 - 5:00	23	1	1	18	9	32	67	726	19	2	800	5	1703
PEAK HOUR FACTOR													0.96

Intersection: Cortez Blvd @ Main St (Trucks)

Date: April 13, 2016

Source: Tindale Oliver (AB & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
7:00 - 7:15	0	0	0	0	0	1	0	24	0	0	17	0	42
7:15 - 7:30	0	0	0	0	0	3	0	32	0	0	26	0	61
7:30 - 7:45	0	0	0	0	0	5	0	26	0	0	25	1	57
7:45 - 8:00	0	0	0	1	0	0	0	23	0	0	17	1	42
8:00 - 8:15	0	0	0	3	1	2	1	22	0	0	20	0	49
8:15 - 8:30	0	0	0	0	0	2	1	23	0	0	27	5	58
8:30 - 8:45	0	0	0	0	0	0	1	15	1	0	29	1	47
8:45 - 9:00	0	0	0	0	0	1	1	13	1	0	24	0	40
AM PEAK HOUR 7:30 - 8:30	0	0	0	4	1	9	2	94	0	0	89	7	206
PEAK HOUR FACTOR													0.89

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
11:00 - 11:15	0	0	0	0	0	0	1	24	1	0	20	0	46
11:15 - 11:30	0	1	0	0	0	1	0	18	0	0	13	0	33
11:30 - 11:45	0	0	0	0	0	2	4	25	0	0	22	0	53
11:45 - 12:00	0	0	0	0	0	1	0	19	0	0	22	0	42
12:00 - 12:15	0	0	0	0	0	2	3	23	0	0	22	0	50
12:15 - 12:30	0	0	0	0	0	0	4	20	0	0	19	1	44
12:30 - 12:45	0	1	0	0	0	0	1	25	0	0	19	0	46
12:45 - 1:00	0	0	0	0	0	1	2	24	0	0	19	0	46
1:00 - 1:15	0	0	0	1	0	0	0	16	0	0	24	0	41
1:15 - 1:30	0	0	0	0	0	0	3	27	0	0	17	1	48
1:30 - 1:45	0	0	0	1	1	0	4	26	0	0	18	2	52
1:45 - 2:00	0	1	0	0	0	1	2	19	1	0	25	0	49
MID-DAY PK HOUR 12:00 - 1:00	0	1	0	0	0	3	10	92	0	0	79	1	186
PEAK HOUR FACTOR													0.93

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
4:00 - 4:15	0	0	0	0	0	1	3	18	0	0	24	0	46
4:15 - 4:30	0	0	0	0	0	2	1	14	0	0	13	0	30
4:30 - 4:45	0	0	0	0	0	0	0	21	0	0	29	1	51
4:45 - 5:00	0	0	0	0	0	1	5	16	0	0	16	1	39
5:00 - 5:15	0	0	0	0	0	0	3	17	0	0	10	0	30
5:15 - 5:30	0	0	0	0	0	0	0	13	0	0	13	0	26
5:30 - 5:45	0	0	0	0	0	1	0	10	0	0	8	0	19
5:45 - 6:00	0	0	0	0	0	2	4	16	0	0	12	1	35
PM PEAK HOUR 4:00 - 5:00	0	0	0	0	0	4	9	69	0	0	82	2	166
PEAK HOUR FACTOR													0.81

Intersection: Cortez Blvd @ Main St (U-Turns)

Date: April 13, 2016

Source: Tindale Oliver (AB & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	UT		ROR	UT		ROR	UT		ROR	UT		ROR	
7:00 - 7:15	0	0	0	0	0	2	0	0	0	0	0	0	2
7:15 - 7:30	0	0	0	0	0	4	0	0	0	0	0	1	5
7:30 - 7:45	0	0	0	0	0	9	0	0	0	0	0	0	9
7:45 - 8:00	0	0	0	0	0	11	0	0	0	0	0	0	11
8:00 - 8:15	0	0	0	0	0	3	0	0	0	1	0	0	4
8:15 - 8:30	0	0	0	0	0	3	0	0	0	0	0	0	3
8:30 - 8:45	0	0	0	0	0	3	0	0	1	1	0	0	5
8:45 - 9:00	0	0	0	0	0	10	0	0	0	0	0	0	10
AM PEAK HOUR 7:30 - 8:30	0	0	0	0	0	26	0	0	0	1	0	0	27
PEAK HOUR FACTOR													0.61

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	UT		ROR	UT		ROR	UT		ROR	UT		ROR	
11:00 - 11:15	0	0	0	0	0	13	0	0	0	0	0	0	13
11:15 - 11:30	0	0	0	0	0	7	0	0	0	1	0	1	9
11:30 - 11:45	0	0	0	0	0	7	0	0	0	1	0	2	10
11:45 - 12:00	0	0	0	0	0	13	1	0	0	0	0	1	15
12:00 - 12:15	0	0	0	0	0	12	1	0	0	1	0	0	14
12:15 - 12:30	0	0	0	0	0	11	0	0	0	0	0	3	14
12:30 - 12:45	0	0	0	0	0	8	1	0	1	0	0	1	11
12:45 - 1:00	0	0	0	0	0	10	0	0	0	0	0	2	12
1:00 - 1:15	0	0	0	0	0	17	1	0	0	1	0	0	19
1:15 - 1:30	0	0	1	0	0	12	0	0	0	1	0	1	15
1:30 - 1:45	0	0	0	0	0	17	0	0	0	0	0	0	17
1:45 - 2:00	0	0	0	0	0	14	0	0	0	0	0	3	17
MID-DAY PK HOUR 12:00 - 1:00	0	0	0	0	0	41	2	0	1	1	0	6	51
PEAK HOUR FACTOR													0.91

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	UT		ROR	UT		ROR	UT		ROR	UT		ROR	
4:00 - 4:15	0	0	0	0	0	15	1	0	0	0	0	0	16
4:15 - 4:30	0	0	0	0	0	11	1	0	1	0	0	2	15
4:30 - 4:45	0	0	1	0	0	19	0	0	0	0	0	0	20
4:45 - 5:00	0	0	0	0	0	9	0	0	1	0	0	0	10
5:00 - 5:15	0	0	0	0	0	21	4	0	0	0	0	2	27
5:15 - 5:30	0	0	0	0	0	27	1	0	0	0	0	0	28
5:30 - 5:45	0	0	0	0	0	10	1	0	0	0	0	1	12
5:45 - 6:00	0	0	1	0	0	14	2	0	0	0	0	1	18
PM PEAK HOUR 4:00 - 5:00	0	0	1	0	0	54	2	0	2	0	0	2	61
PEAK HOUR FACTOR													0.76

Intersection: Cortez Blvd @ Main St (Ped & Bikes)

Date: April 13, 2016

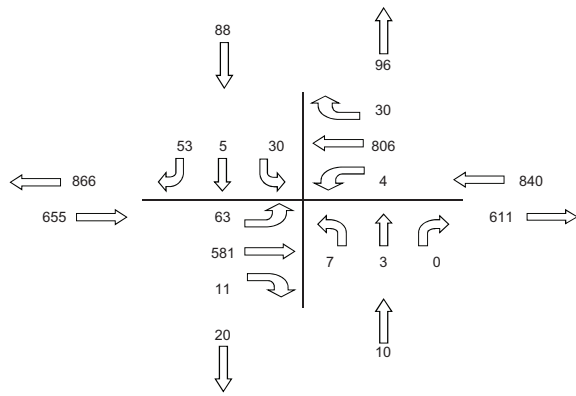
Source: Tindale Oliver (AB & EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	PED		BIKE	PED		BIKE	PED		BIKE	PED		BIKE	
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	1	0	0	0	0	0	2	0	0	3
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0
AM PEAK HOUR 7:30 - 8:30	0	0	0	1	0	0	0	0	0	2	0	0	3
PEAK HOUR FACTOR													0.25

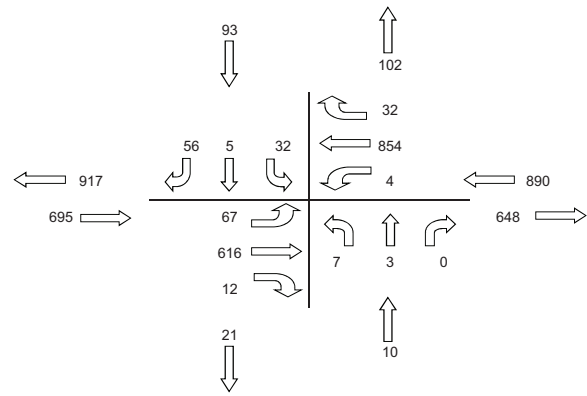
	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	PED		BIKE	PED		BIKE	PED		BIKE	PED		BIKE	
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	1	1
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	1	0	0	1
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	1	1
1:30 - 1:45	0	0	1	0	0	0	0	0	0	0	0	0	1
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
MID-DAY PK HOUR 12:00 - 1:00	1	0	0	0	0	0	0	0	0	1	0	0	2
PEAK HOUR FACTOR													0.50

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	PED		BIKE	PED		BIKE	PED		BIKE	PED		BIKE	
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 4:30	0	0	0	0	0	2	0	0	0	0	0	0	2
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PEAK HOUR 4:00 - 5:00	0	0	0	0	0	2	0	0	0	0	0	0	2
PEAK HOUR FACTOR													0.25

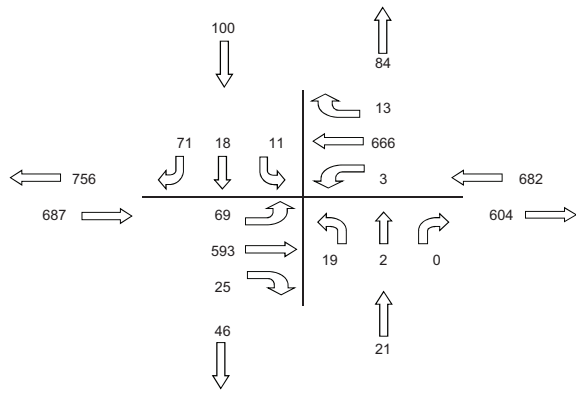
Intersection: Cortez Blvd @ Main St
Date: March 24, 2016
Source: Tindale Oliver (AB & EA)



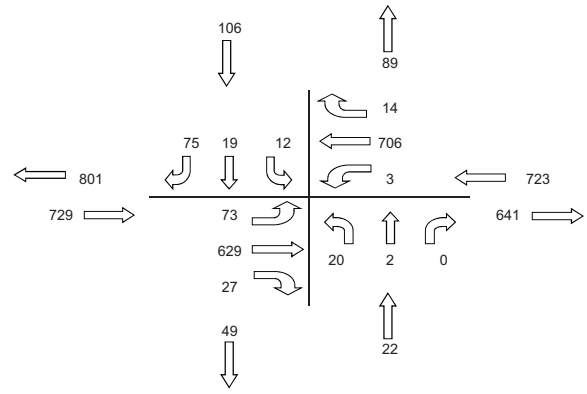
AM PEAK HOUR
RAW DATA



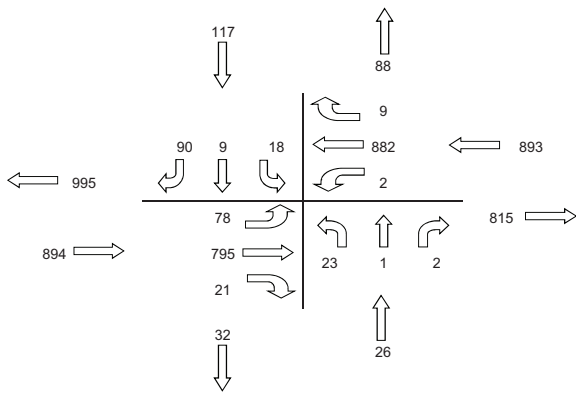
AM PEAK HOUR
PEAK SEASON FACTOR 1.06



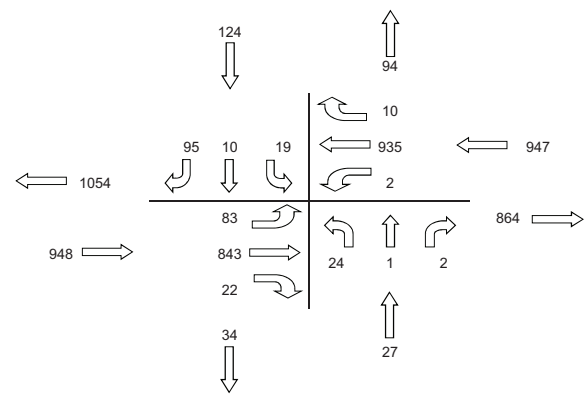
MID PEAK HOUR
RAW DATA



MID PEAK HOUR
PEAK SEASON FACTOR 1.06



PM PEAK HOUR
RAW DATA



PM PEAK HOUR
PEAK SEASON FACTOR 1.06

Intersection: Jefferson St @ Main St (Total)

Date: March 30, 2016

Source: Tindale Oliver (EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
7:00 - 7:15	2	17	0	0	24	29	0	0	0	4	62	0	138
7:15 - 7:30	1	11	0	0	19	30	0	0	0	4	55	1	121
7:30 - 7:45	2	16	0	0	13	29	0	0	0	3	67	1	131
7:45 - 8:00	2	21	0	0	29	21	0	0	0	6	71	0	150
8:00 - 8:15	2	25	0	0	28	30	0	0	0	10	70	0	165
8:15 - 8:30	4	26	0	0	20	24	0	0	0	8	101	5	188
8:30 - 8:45	3	21	0	0	18	29	0	0	0	11	106	4	192
8:45 - 9:00	5	21	0	0	19	27	0	0	0	9	74	5	160
AM PEAK HOUR 8:00 - 9:00	14	93	0	0	85	110	0	0	0	38	351	14	705

PEAK HOUR FACTOR	0.92
---------------------	------

Peak Season Adjustment Factor 1.04

AM PEAK HOUR PEAK SEASON	15	97	0	0	88	114	0	0	0	40	365	15	734
HV%	0%	5%	0%	0%	2%	5%	0%	0%	0%	3%	10%	7%	7.0%

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
11:00 - 11:15	11	24	0	0	18	33	0	0	0	7	88	5	186
11:15 - 11:30	9	23	0	0	22	49	0	0	0	3	104	4	214
11:30 - 11:45	5	23	0	0	21	42	0	0	0	3	101	4	199
11:45 - 12:00	4	30	0	0	24	35	0	0	0	15	117	2	227
12:00 - 12:15	19	35	0	0	17	50	0	0	0	9	109	5	244
12:15 - 12:30	12	39	0	0	19	28	0	0	0	13	110	1	222
12:30 - 12:45	12	35	0	0	16	41	0	0	0	10	127	3	244
12:45 - 1:00	3	25	0	0	26	39	0	0	0	18	92	5	208
1:00 - 1:15	9	39	0	0	17	34	0	0	0	10	104	8	221
1:15 - 1:30	8	35	0	0	20	32	0	0	0	14	107	5	221
1:30 - 1:45	7	29	0	0	19	25	0	0	0	7	90	0	177
1:45 - 2:00	8	35	0	0	17	31	0	0	0	5	102	3	201
MID-DAY PK HOUR 11:45 - 12:45	47	139	0	0	76	154	0	0	0	47	463	11	937

PEAK HOUR FACTOR	0.96
---------------------	------

Peak Season Adjustment Factor 1.04

MID-DAY PEAK HOUR PEAK SEASON	49	145	0	0	79	160	0	0	0	49	482	11	975
HV%	0%	4%	0%	0%	9%	4%	0%	0%	0%	0%	8%	9%	5.8%

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
4:00 - 4:15	9	52	0	0	21	42	0	0	0	3	134	3	264
4:15 - 4:30	6	24	0	0	26	37	0	0	0	8	95	3	199
4:30 - 4:45	11	30	0	0	29	32	0	0	0	5	108	5	220
4:45 - 5:00	5	25	0	0	14	36	0	0	0	5	112	6	203
5:00 - 5:15	15	43	0	0	30	28	0	0	0	5	116	5	242
5:15 - 5:30	6	37	0	0	26	34	0	0	0	5	127	2	237
5:30 - 5:45	4	50	0	0	24	33	0	0	0	4	91	1	207
5:45 - 6:00	4	41	0	0	21	41	0	0	0	5	89	4	205
PM PEAK HOUR 4:30 - 5:30	37	135	0	0	99	130	0	0	0	20	463	18	902

PEAK HOUR FACTOR	0.93
---------------------	------

Peak Season Adjustment Factor 1.04

PM PEAK HOUR PEAK SEASON	38	140	0	0	103	135	0	0	0	21	482	19	938
HV%	8%	4%	0%	0%	5%	8%	0%	0%	0%	0%	5%	0%	5.1%

Intersection: Jefferson St @ Main St (Cars)

Date: March 30, 2016

Source: Tindale Oliver (EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
7:00 - 7:15	2	16	0	0	24	26	0	0	0	4	58	0	130
7:15 - 7:30	1	10	0	0	19	26	0	0	0	4	51	1	112
7:30 - 7:45	1	14	0	0	12	27	0	0	0	3	61	1	119
7:45 - 8:00	1	18	0	0	26	19	0	0	0	6	66	0	136
8:00 - 8:15	2	25	0	0	28	28	0	0	0	10	62	0	155
8:15 - 8:30	4	25	0	0	20	19	0	0	0	8	95	0	171
8:30 - 8:45	3	19	0	0	16	22	0	0	0	11	95	3	169
8:45 - 9:00	5	19	0	0	19	24	0	0	0	8	65	5	145
AM PEAK HOUR 8:00 - 9:00	14	88	0	0	83	93	0	0	0	37	317	8	640
PEAK HOUR FACTOR													0.94

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
11:00 - 11:15	11	24	0	0	17	31	0	0	0	6	83	5	177
11:15 - 11:30	8	22	0	0	21	47	0	0	0	3	99	3	203
11:30 - 11:45	5	23	0	0	19	41	0	0	0	3	96	4	191
11:45 - 12:00	4	29	0	0	20	30	0	0	0	15	109	1	208
12:00 - 12:15	19	34	0	0	17	42	0	0	0	9	101	5	227
12:15 - 12:30	12	37	0	0	18	26	0	0	0	13	102	1	209
12:30 - 12:45	12	34	0	0	14	38	0	0	0	10	116	2	226
12:45 - 1:00	3	23	0	0	26	30	0	0	0	17	88	4	191
1:00 - 1:15	9	37	0	0	16	30	0	0	0	10	99	8	209
1:15 - 1:30	7	30	0	0	19	26	0	0	0	13	101	4	200
1:30 - 1:45	7	28	0	0	17	23	0	0	0	7	82	0	164
1:45 - 2:00	8	32	0	0	17	28	0	0	0	5	90	2	182
MID-DAY PK HOUR 11:45 - 12:45	47	134	0	0	69	136	0	0	0	47	428	9	870
PEAK HOUR FACTOR													0.96

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
4:00 - 4:15	9	51	0	0	20	37	0	0	0	3	125	3	248
4:15 - 4:30	6	24	0	0	24	33	0	0	0	8	86	2	183
4:30 - 4:45	10	29	0	0	28	24	0	0	0	5	106	5	207
4:45 - 5:00	4	24	0	0	13	32	0	0	0	5	109	4	191
5:00 - 5:15	15	41	0	0	30	25	0	0	0	5	109	3	228
5:15 - 5:30	5	35	0	0	23	26	0	0	0	5	117	2	213
5:30 - 5:45	4	50	0	0	23	28	0	0	0	4	83	1	193
5:45 - 6:00	4	41	0	0	20	37	0	0	0	5	85	3	195
PM PEAK HOUR 4:30 - 5:30	34	129	0	0	94	107	0	0	0	20	441	14	839
PEAK HOUR FACTOR													0.92

Intersection: Jefferson St @ Main St (Trucks)

Date: March 30, 2016

Source: Tindale Oliver (EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
7:00 - 7:15	0	1	0	0	0	1	0	0	0	0	4	0	6
7:15 - 7:30	0	1	0	0	0	4	0	0	0	0	4	0	9
7:30 - 7:45	1	2	0	0	1	0	0	0	0	0	6	0	10
7:45 - 8:00	1	3	0	0	3	0	0	0	0	0	5	0	12
8:00 - 8:15	0	0	0	0	0	1	0	0	0	0	8	0	9
8:15 - 8:30	0	1	0	0	0	2	0	0	0	0	6	0	9
8:30 - 8:45	0	2	0	0	2	2	0	0	0	0	11	1	18
8:45 - 9:00	0	2	0	0	0	1	0	0	0	1	9	0	13
AM PEAK HOUR 8:00 - 9:00	0	5	0	0	2	6	0	0	0	1	34	1	49
PEAK HOUR FACTOR													0.68

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
11:00 - 11:15	0	0	0	0	1	2	0	0	0	1	5	0	9
11:15 - 11:30	1	1	0	0	1	1	0	0	0	0	5	0	9
11:30 - 11:45	0	0	0	0	2	0	0	0	0	0	5	0	7
11:45 - 12:00	0	1	0	0	4	1	0	0	0	0	8	0	14
12:00 - 12:15	0	1	0	0	0	4	0	0	0	0	8	0	13
12:15 - 12:30	0	2	0	0	1	0	0	0	0	0	8	0	11
12:30 - 12:45	0	1	0	0	2	1	0	0	0	0	11	1	16
12:45 - 1:00	0	2	0	0	0	3	0	0	0	1	4	1	11
1:00 - 1:15	0	2	0	0	1	3	0	0	0	0	5	0	11
1:15 - 1:30	1	5	0	0	1	4	0	0	0	1	6	0	18
1:30 - 1:45	0	1	0	0	2	0	0	0	0	0	8	0	11
1:45 - 2:00	0	3	0	0	0	1	0	0	0	0	12	0	16
MID-DAY PK HOUR 11:45 - 12:45	0	5	0	0	7	6	0	0	0	0	35	1	54
PEAK HOUR FACTOR													0.84

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
4:00 - 4:15	0	1	0	0	1	3	0	0	0	0	9	0	14
4:15 - 4:30	0	0	0	0	2	1	0	0	0	0	9	0	12
4:30 - 4:45	1	1	0	0	1	2	0	0	0	0	2	0	7
4:45 - 5:00	1	1	0	0	1	3	0	0	0	0	3	0	9
5:00 - 5:15	0	2	0	0	0	1	0	0	0	0	7	0	10
5:15 - 5:30	1	2	0	0	3	4	0	0	0	0	10	0	20
5:30 - 5:45	0	0	0	0	1	1	0	0	0	0	8	0	10
5:45 - 6:00	0	0	0	0	1	0	0	0	0	0	4	0	5
PM PEAK HOUR 4:30 - 5:30	3	6	0	0	5	10	0	0	0	0	22	0	46
PEAK HOUR FACTOR													0.58

Intersection: Jefferson St @ Main St (U-Turns)

Date: March 30, 2016

Source: Tindale Oliver (EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	UT		ROR	UT		ROR	UT		ROR	UT		ROR	
7:00 - 7:15	0	0	0	0	0	2	0	0	0	0	0	0	2
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	2	0	0	0	0	0	0	2
7:45 - 8:00	0	0	0	0	0	2	0	0	0	0	0	0	2
8:00 - 8:15	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 - 8:30	0	0	0	0	0	3	0	0	0	0	0	5	8
8:30 - 8:45	0	0	0	0	0	5	0	0	0	0	0	0	5
8:45 - 9:00	0	0	0	0	0	2	0	0	0	0	0	0	2
AM PEAK HOUR 8:00 - 9:00	0	0	0	0	0	8	0	0	0	0	0	5	13
PEAK HOUR FACTOR													0.41

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	UT		ROR	UT		ROR	UT		ROR	UT		ROR	
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	1	0	0	0	0	0	1	2
11:30 - 11:45	0	0	0	0	0	1	0	0	0	0	0	0	1
11:45 - 12:00	0	0	0	0	0	4	0	0	0	0	0	1	5
12:00 - 12:15	0	0	0	0	0	4	0	0	0	0	0	0	4
12:15 - 12:30	0	0	0	0	0	2	0	0	0	0	0	0	2
12:30 - 12:45	0	0	0	0	0	2	0	0	0	0	0	0	2
12:45 - 1:00	0	0	0	0	0	6	0	0	0	0	0	0	6
1:00 - 1:15	0	0	0	0	0	1	0	0	0	0	0	0	1
1:15 - 1:30	0	0	0	0	0	2	0	0	0	0	0	1	3
1:30 - 1:45	0	0	0	0	0	2	0	0	0	0	0	0	2
1:45 - 2:00	0	0	0	0	0	2	0	0	0	0	0	1	3
MID-DAY PK HOUR 11:45 - 12:45	0	0	0	0	0	7	0	0	0	0	0	2	9
PEAK HOUR FACTOR													0.75

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	UT		ROR	UT		ROR	UT		ROR	UT		ROR	
4:00 - 4:15	0	0	0	0	0	2	0	0	0	0	0	0	2
4:15 - 4:30	0	0	0	0	0	3	0	0	0	0	0	1	4
4:30 - 4:45	0	0	0	0	0	6	0	0	0	0	0	0	6
4:45 - 5:00	0	0	0	0	0	1	0	0	0	0	0	2	3
5:00 - 5:15	0	0	0	0	0	2	0	0	0	0	0	2	4
5:15 - 5:30	0	0	0	0	0	4	0	0	0	0	0	0	4
5:30 - 5:45	0	0	0	0	0	4	0	0	0	0	0	0	4
5:45 - 6:00	0	0	0	0	0	4	0	0	0	0	0	1	5
PM PEAK HOUR 4:30 - 5:30	0	0	0	0	0	13	0	0	0	0	0	4	17
PEAK HOUR FACTOR													0.71

Intersection: Jefferson St @ Main St (Ped & Bikes)

Date: March 30, 2016

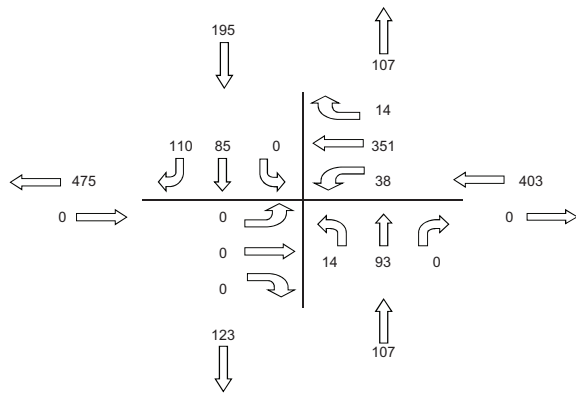
Source: Tindale Oliver (EA)

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	PED		BIKE	PED		BIKE	PED		BIKE	PED		BIKE	
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	1	0	0	0	0	0	0	0	0	0	0	0	1
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 - 8:15	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15 - 8:30	2	0	0	2	0	0	0	0	0	0	0	0	4
8:30 - 8:45	0	0	0	1	0	0	0	0	0	0	0	0	1
8:45 - 9:00	0	0	0	2	0	0	0	0	0	0	0	0	2
AM PEAK HOUR 8:00 - 9:00	2	0	0	5	0	0	0	0	0	1	0	0	8
PEAK HOUR FACTOR													0.50

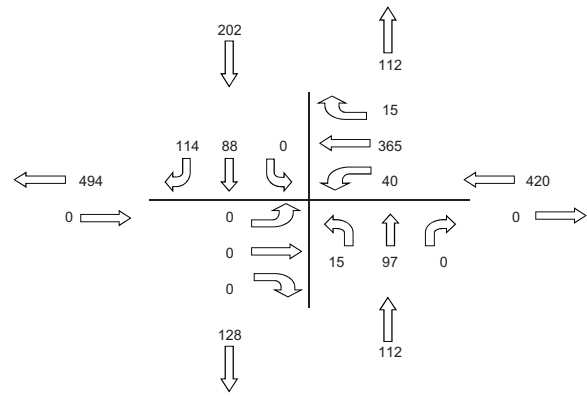
	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	PED		BIKE	PED		BIKE	PED		BIKE	PED		BIKE	
11:00 - 11:15	3	0	1	7	0	0	1	0	0	1	0	0	13
11:15 - 11:30	5	0	0	1	0	0	0	0	0	1	0	0	7
11:30 - 11:45	8	0	0	11	0	1	1	0	0	1	0	0	22
11:45 - 12:00	1	0	0	2	0	0	4	0	0	3	0	0	10
12:00 - 12:15	5	0	0	5	0	0	3	0	0	2	0	0	15
12:15 - 12:30	2	0	0	3	0	1	0	0	0	3	0	0	9
12:30 - 12:45	3	0	0	2	0	0	2	0	0	4	0	0	11
12:45 - 1:00	9	0	0	1	0	0	6	0	0	4	0	0	20
1:00 - 1:15	2	0	0	3	0	0	4	0	0	4	0	0	13
1:15 - 1:30	3	0	0	2	0	0	0	0	0	3	0	0	8
1:30 - 1:45	0	0	0	1	0	0	2	0	0	1	0	0	4
1:45 - 2:00	3	0	0	0	0	0	5	0	0	0	0	0	8
MID-DAY PK HOUR 11:45 - 12:45	11	0	0	12	0	1	9	0	0	12	0	0	45
PEAK HOUR FACTOR													0.75

	Northbound			Southbound			Eastbound			Westbound			RAW TOTAL
	PED		BIKE	PED		BIKE	PED		BIKE	PED		BIKE	
4:00 - 4:15	1	0	0	4	0	0	1	0	0	3	0	0	9
4:15 - 4:30	0	0	1	0	0	1	0	0	0	0	0	0	2
4:30 - 4:45	2	0	0	0	0	0	0	0	0	5	0	0	7
4:45 - 5:00	1	0	0	0	0	0	0	0	0	1	0	0	2
5:00 - 5:15	0	0	0	3	0	0	1	0	0	0	0	0	4
5:15 - 5:30	3	0	0	0	0	1	1	0	0	0	0	0	5
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	5	0	0	0	0	0	0	0	0	5
PM PEAK HOUR 4:30 - 5:30	6	0	0	3	0	1	2	0	0	6	0	0	18
PEAK HOUR FACTOR													0.64

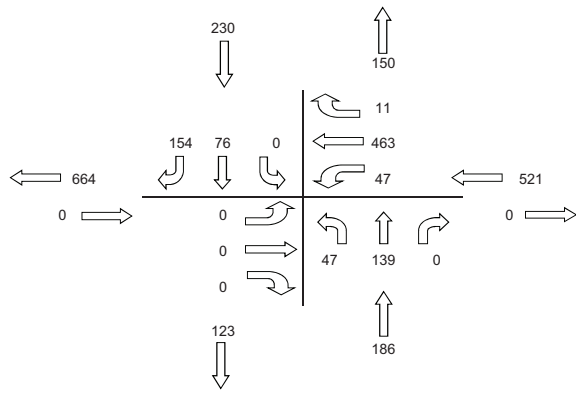
Intersection: Jefferson St @ Main St
Date: March 30, 2016
Source: Tindale Oliver (EA)



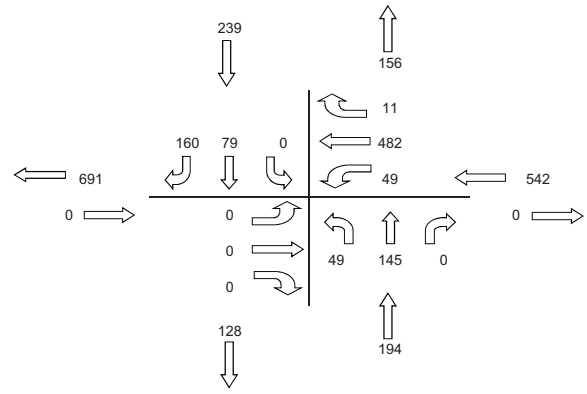
AM PEAK HOUR
RAW DATA



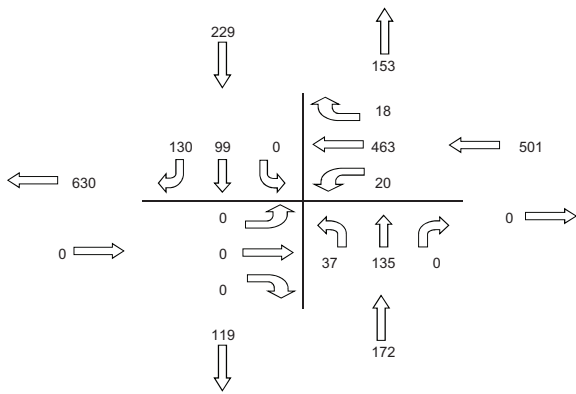
AM PEAK HOUR
PEAK SEASON FACTOR 1.04



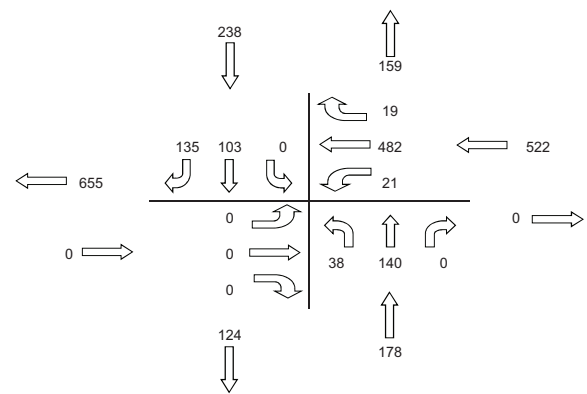
MID PEAK HOUR
RAW DATA



MID PEAK HOUR
PEAK SEASON FACTOR 1.04



PM PEAK HOUR
RAW DATA



PM PEAK HOUR
PEAK SEASON FACTOR 1.04

Hernando County 72 Hour Traffic Volume Summary

Location: Main St between Ft. Dade Ave to Jefferson St. (SR 50A) (Count Station 101)
Summary Begin Date: Monday, March 28, 2016

Hour	Tuesday, March 29, 2016		Wednesday, March 30, 2016		Thursday, March 31, 2016		Average Three-Day		
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Total
0000 - 0100	11	11	9	5	14	13	11	10	21
0015 - 0115	6	10	7	7	10	12	8	10	18
0030 - 0130	4	5	6	9	15	8	8	7	15
0045 - 0145	4	3	9	8	11	6	8	6	14
0100 - 0200	3	3	9	7	8	5	7	5	12
0115 - 0215	3	2	6	9	7	2	5	4	9
0130 - 0230	4	3	8	6	3	3	5	4	9
0145 - 0245	4	4	5	6	5	5	5	5	10
0200 - 0300	4	7	5	8	7	6	5	7	12
0215 - 0315	5	9	7	5	8	9	7	8	15
0230 - 0330	5	8	4	7	9	9	6	8	14
0245 - 0345	5	7	5	7	9	8	6	7	13
0300 - 0400	7	5	6	5	7	5	7	5	12
0315 - 0415	8	2	5	5	10	2	8	3	11
0330 - 0430	9	1	11	3	10	2	10	2	12
0345 - 0445	17	1	15	2	17	1	16	1	17
0400 - 0500	22	3	19	2	22	4	21	3	24
0415 - 0515	26	4	27	2	27	4	27	3	30
0430 - 0530	42	7	35	3	40	5	39	5	44
0445 - 0545	53	12	50	6	51	7	51	8	59
0500 - 0600	67	12	65	9	59	9	64	10	74
0515 - 0615	85	15	77	13	74	15	79	14	93
0530 - 0630	87	34	84	27	83	38	85	33	118
0545 - 0645	111	55	95	53	98	71	101	60	161
0600 - 0700	123	112	118	107	132	122	124	114	238
0615 - 0715	156	132	153	119	163	131	157	127	284
0630 - 0730	172	128	178	115	178	125	176	123	299
0645 - 0745	167	113	187	104	184	109	179	109	288
0700 - 0800	184	78	197	69	183	77	188	75	263
0715 - 0815	185	89	199	85	187	95	190	90	280
0730 - 0830	208	101	197	107	213	103	206	104	310
0745 - 0845	218	120	205	115	225	118	216	118	334
0800 - 0900	233	130	200	124	250	128	228	127	355
0815 - 0915	227	132	190	122	240	131	219	128	347
0830 - 0930	218	132	199	120	234	129	217	127	344
0845 - 0945	232	130	194	127	234	124	220	127	347
0900 - 1000	214	135	205	132	235	126	218	131	349
0915 - 1015	212	128	214	140	236	125	221	131	352
0930 - 1030	224	126	221	138	246	131	230	132	362
0945 - 1045	228	131	229	141	251	141	236	138	374
1000 - 1100	252	121	229	135	231	142	237	133	370
1015 - 1115	243	125	221	129	233	151	232	135	367
1030 - 1130	236	144	229	128	217	162	227	145	372
1045 - 1145	231	150	233	120	208	154	224	141	365
1100 - 1200	214	155	233	117	223	157	223	143	366
1115 - 1215	237	162	255	124	231	155	241	147	388
1130 - 1230	251	158	231	133	237	156	240	149	389
1145 - 1245	243	164	240	144	251	158	245	155	400
1200 - 1300	249	190	243	153	240	162	244	168	412
1215 - 1315	250	185	231	155	238	163	240	168	408
1230 - 1330	253	181	251	162	249	159	251	167	418
1245 - 1345	255	173	236	165	239	177	243	172	415
1300 - 1400	259	157	227	172	225	180	237	170	407
1315 - 1415	237	160	215	184	211	177	221	174	395
1330 - 1430	253	159	243	189	234	186	243	178	421
1345 - 1445	270	161	263	194	255	168	263	174	437
1400 - 1500	277	165	248	200	294	159	273	175	448
1415 - 1515	297	159	257	183	314	169	289	170	459
1430 - 1530	276	160	227	179	269	162	257	167	424
1445 - 1545	270	155	222	191	268	171	253	172	425
1500 - 1600	251	137	254	178	244	175	250	163	413
1515 - 1615	245	151	260	196	250	169	252	172	424
1530 - 1630	235	145	256	188	264	172	252	168	420
1545 - 1645	222	145	254	163	244	169	240	159	399

Hernando County 72 Hour Traffic Volume Summary

Location: Main St between Ft. Dade Ave to Jefferson St. (SR 50A) (Count Station 101)
Summary Begin Date: Monday, March 28, 2016

Hour	Tuesday, March 29, 2016		Wednesday, March 30, 2016		Thursday, March 31, 2016	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
1600 - 1700	243	162	232	158	258	163
1615 - 1715	245	167	228	151	258	177
1630 - 1730	250	183	229	154	254	178
1645 - 1745	242	179	225	170	270	175
1700 - 1800	213	157	237	187	249	178
1715 - 1815	188	133	221	169	214	158
1730 - 1830	163	103	217	163	208	133
1745 - 1845	143	106	221	153	187	128
1800 - 1900	143	105	207	136	186	126
1815 - 1915	144	93	199	138	189	122
1830 - 1930	129	91	179	125	175	135
1845 - 1945	121	74	170	108	160	121
1900 - 2000	109	74	162	103	147	110
1915 - 2015	102	70	148	88	132	97
1930 - 2030	97	74	143	93	115	98
1945 - 2045	104	79	120	89	113	105
2000 - 2100	88	68	113	87	107	101
2015 - 2115	67	71	124	91	126	100
2030 - 2130	72	62	125	81	138	92
2045 - 2145	59	52	108	78	127	84
2100 - 2200	50	46	89	65	105	77
2115 - 2215	51	40	66	51	73	71
2130 - 2230	39	34	42	48	47	62
2145 - 2245	33	31	38	45	40	55
2200 - 2300	30	34	27	44	39	54
2215 - 2315	28	29	30	43	40	44
2230 - 2330	24	28	36	37	37	40
2245 - 2345	22	23	31	34	35	37
2300 - 2400	20	17	43	28	28	28

Average Three-Day		
Northbound	Southbound	Total
244	161	405
244	165	409
244	172	416
246	175	421
233	174	407
208	153	361
196	133	329
184	129	313
179	122	301
177	118	295
161	117	278
150	101	251
139	96	235
127	85	212
118	88	206
112	91	203
103	85	188
106	87	193
112	78	190
98	71	169
81	63	144
63	54	117
43	48	91
37	44	81
32	44	76
33	39	72
32	35	67
29	31	60
30	24	54

Daily Volume	3265	2003	3374	2131	3493	2229
--------------	------	------	------	------	------	------

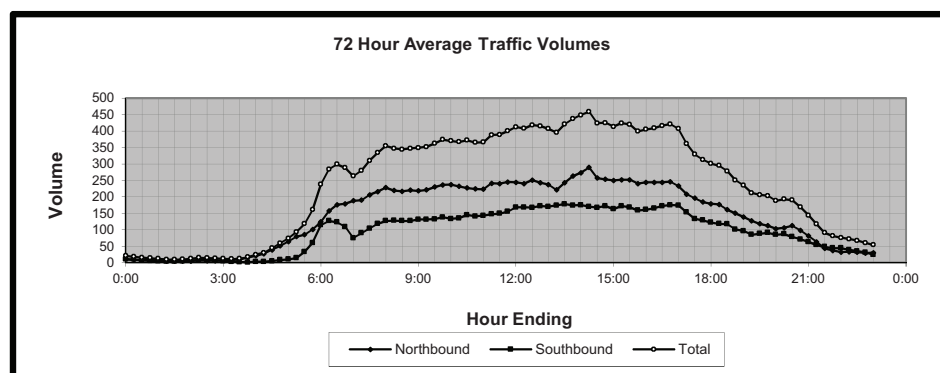
	3377	2121	5498
--	------	------	------

3/29/16 - 3/31/16	Tuesday	Wednesday	Thursday	Average
AM P:D	0.078	0.070	0.071	0.073
AM D Fac:	0.614	0.625	0.614	0.613
AM Pk HR	1130 - 1230	1145 - 1245	1145 - 1245	1145 - 1245
PM P:D	0.087	0.083	0.084	0.083
PM D Fac:	0.651	0.575	0.650	0.630
PM Pk HR	1415 - 1515	1345 - 1445	1415 - 1515	1415 - 1515

Adjustment Factors	
Seasonal	0.99

Unadjusted Volumes	
AADT	5498
AM Peak	400
PM Peak	459

Adjusted Volumes	
AADT	5443
AM Peak	396
PM Peak	454



* Daily Volume is the sum of 24 hour counts, not the sum of each hour from above.



72-Hour Hernando County Classification Counts

Location: Main St between Ft. Dade Ave to Jefferson St. (SR 50A) (Count Station 101)
 Begin Date: Monday, March 28, 2016
 Source: Tindale Oliver

Time	Class													HV
	1	2	3	4	5	6	7	8	9	10	11	12	13	
	NORTHBOUND													
Day 1 Total	3	2676	514	4	25	2	0	11	11	0	5	7	7	47
Day 1 Percent	0.09%	81.96%	15.74%	0.12%	0.77%	0.06%	0.00%	0.34%	0.34%	0.00%	0.15%	0.21%	0.21%	1.44%
Day 2 Total	7	2727	550	5	35	4	0	15	4	0	4	13	10	55
Day 2 Percent	0.21%	80.82%	16.30%	0.15%	1.04%	0.12%	0.00%	0.44%	0.12%	0.00%	0.12%	0.39%	0.30%	1.63%
Day 3 Total	8	2844	555	10	26	3	0	14	2	2	6	12	11	60
Day 3 Percent	0.23%	81.42%	15.89%	0.29%	0.74%	0.09%	0.00%	0.40%	0.06%	0.06%	0.17%	0.34%	0.31%	1.72%
72 Hr. Total	18	8247	1619	19	86	9	0	40	17	2	15	32	28	162
72 Hr. Percent	0.18%	81.40%	15.98%	0.19%	0.85%	0.09%	0.00%	0.39%	0.17%	0.02%	0.15%	0.32%	0.28%	1.60%
	SOUTHBOUND													
Day 1 Total		1540	394	7	12	3	0	22	5	0	10	3	4	54
Day 1 Percent	0.00%	77.00%	19.70%	0.35%	0.60%	0.15%	0.00%	1.10%	0.25%	0.00%	0.50%	0.15%	0.20%	2.70%
Day 2 Total	8	1595	463	12	11	0	0	16	5	1	13	1	6	54
Day 2 Percent	0.38%	74.85%	21.73%	0.56%	0.52%	0.00%	0.00%	0.75%	0.23%	0.05%	0.61%	0.05%	0.28%	2.53%
Day 3 Total	10	1687	451	16	12	6	0	23	4	0	12	3	5	69
Day 3 Percent	0.45%	75.68%	20.23%	0.72%	0.54%	0.27%	0.00%	1.03%	0.18%	0.00%	0.54%	0.13%	0.22%	3.10%
72 Hr. Total	21	4822	1308	35	35	9	0	61	14	1	35	7	15	177
72 Hr. Percent	0.33%	75.78%	20.56%	0.55%	0.55%	0.14%	0.00%	0.96%	0.22%	0.02%	0.55%	0.11%	0.24%	2.78%

Legend

Class 1	Motorcycle
Class 2	Passenger Car
Class 3	Two Axle, Four Tire Single Unit Vehicle
Class 4	Buses
Class 5	Two Axle, Six Tire Single Unit Truck
Class 6	Three Axle Single Unit Truck
Class 7	Four or More Axle Single Trailer Trucks
Class 8	Four or Fewer Axle Single Trailer Trucks
Class 9	Five Axle Single Trailer Trucks
Class 10	Six or More Axle Single Trailer Trucks
Class 11	Five or fewer Multi-Trailer Trucks
Class 12	Six Axle Multi-Trailer Trucks
Class 13	Seven or More Axle Multi-Trailer Trucks
XXXX	Heavy Vehicles

Hernando County 72 Hour Traffic Volume Summary

Location: Main St. between Jefferson St (SR 50A) to Broad St (US 41) (Count Station 102)
Summary Begin Date: Monday, April 25, 2016

Hour	Tuesday, April 26, 2016		Wednesday, April 27, 2016		Thursday, April 28, 2016		Average Three-Day		
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Total
0000 - 0100	6	0	10	4	9	11	8	5	13
0015 - 0115	5	0	8	4	8	12	7	5	12
0030 - 0130	6	0	4	3	6	9	5	4	9
0045 - 0145	7	0	4	2	6	5	6	2	8
0100 - 0200	7	0	6	2	7	3	7	2	9
0115 - 0215	7	1	8	2	4	2	6	2	8
0130 - 0230	6	3	8	0	4	2	6	2	8
0145 - 0245	4	3	8	1	6	3	6	2	8
0200 - 0300	3	3	7	1	8	2	6	2	8
0215 - 0315	4	2	6	1	8	1	6	1	7
0230 - 0330	5	0	8	1	9	1	7	1	8
0245 - 0345	5	0	7	0	7	0	6	0	6
0300 - 0400	4	1	7	3	3	1	5	2	7
0315 - 0415	2	1	6	3	2	2	3	2	5
0330 - 0430	0	1	4	4	2	3	2	3	5
0345 - 0445	1	1	4	6	4	8	3	5	8
0400 - 0500	2	2	4	5	7	8	4	5	9
0415 - 0515	5	4	5	6	6	10	5	7	12
0430 - 0530	8	5	8	6	6	10	7	7	14
0445 - 0545	10	9	10	7	8	8	9	8	17
0500 - 0600	12	10	9	9	7	10	9	10	19
0515 - 0615	16	13	15	13	12	12	14	13	27
0530 - 0630	28	22	29	18	26	20	28	20	48
0545 - 0645	54	32	57	26	54	30	55	29	84
0600 - 0700	99	42	103	43	96	49	99	45	144
0615 - 0715	116	68	118	65	116	62	117	65	182
0630 - 0730	119	78	116	78	115	65	117	74	191
0645 - 0745	109	93	105	94	102	79	105	89	194
0700 - 0800	94	133	85	109	83	101	87	114	201
0715 - 0815	103	131	107	126	95	121	102	126	228
0730 - 0830	113	138	126	133	116	152	118	141	259
0745 - 0845	136	155	134	130	135	158	135	148	283
0800 - 0900	139	136	145	132	148	146	144	138	282
0815 - 0915	132	142	128	111	148	142	136	132	268
0830 - 0930	137	149	123	122	153	121	138	131	269
0845 - 0945	128	123	119	127	139	114	129	121	250
0900 - 1000	123	123	116	114	135	122	125	120	245
0915 - 1015	122	111	113	109	137	115	124	112	236
0930 - 1030	136	104	109	111	128	117	124	111	235
0945 - 1045	135	116	122	102	134	130	130	116	246
1000 - 1100	145	110	122	103	129	111	132	108	240
1015 - 1115	150	113	132	113	122	102	135	109	244
1030 - 1130	142	117	147	98	122	109	137	108	245
1045 - 1145	138	115	157	115	129	99	141	110	251
1100 - 1200	133	121	160	114	134	105	142	113	255
1115 - 1215	148	124	160	105	148	124	152	118	270
1130 - 1230	147	121	170	115	162	120	160	119	279
1145 - 1245	153	123	161	100	157	115	157	113	270
1200 - 1300	160	126	173	100	163	132	165	119	284
1215 - 1315	158	122	178	123	162	129	166	125	291
1230 - 1330	159	121	169	119	156	128	161	123	284
1245 - 1345	151	118	171	122	171	135	164	125	289
1300 - 1400	165	102	164	120	165	116	165	113	278
1315 - 1415	172	111	168	104	175	107	172	107	279
1330 - 1430	186	140	168	128	187	138	180	135	315
1345 - 1445	202	155	156	139	178	140	179	145	324
1400 - 1500	179	168	158	144	170	150	169	154	323
1415 - 1515	157	167	174	144	167	158	166	156	322
1430 - 1530	137	149	173	121	158	135	156	135	291
1445 - 1545	143	137	187	122	163	134	164	131	295
1500 - 1600	152	139	184	131	181	129	172	133	305
1515 - 1615	179	139	167	133	167	131	171	134	305
1530 - 1630	179	126	163	124	159	133	167	128	295
1545 - 1645	175	130	159	111	160	118	165	120	285

Hernando County 72 Hour Traffic Volume Summary

Location: Main St. between Jefferson St (SR 50A) to Broad St (US 41) (Count Station 102)
Summary Begin Date: Monday, April 25, 2016

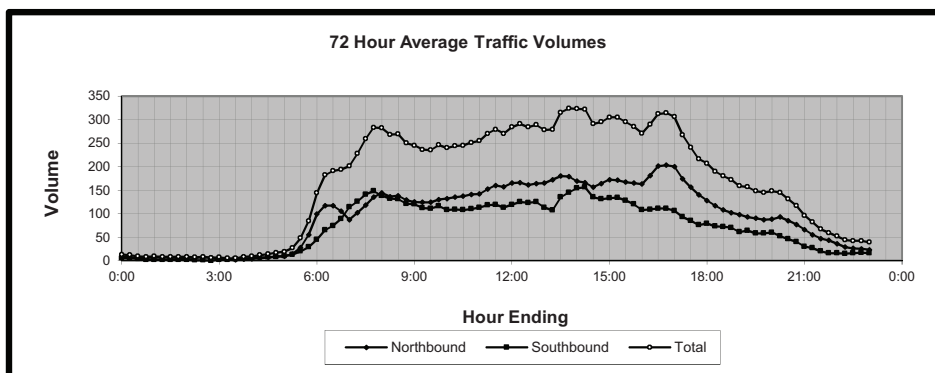
Hour	Tuesday, April 26, 2016		Wednesday, April 27, 2016		Thursday, April 28, 2016		Average Three-Day		
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Total
1600 - 1700	169	118	168	97	152	109	163	108	271
1615 - 1715	173	110	189	108	181	109	181	109	290
1630 - 1730	179	112	224	125	199	97	201	111	312
1645 - 1745	176	101	239	130	194	102	203	111	314
1700 - 1800	172	89	233	130	196	100	200	106	306
1715 - 1815	143	84	211	110	167	84	174	93	267
1730 - 1830	137	79	176	97	154	79	156	85	241
1745 - 1845	117	76	149	79	153	73	140	76	216
1800 - 1900	115	86	132	75	136	77	128	79	207
1815 - 1915	103	81	121	66	126	73	117	73	190
1830 - 1930	100	78	117	66	108	71	108	72	180
1845 - 1945	99	75	108	71	99	65	102	70	172
1900 - 2000	84	62	103	63	107	57	98	61	159
1915 - 2015	83	66	96	72	100	54	93	64	157
1930 - 2030	88	63	83	65	98	47	90	58	148
1945 - 2045	88	58	85	67	87	49	87	58	145
2000 - 2100	94	57	86	70	83	54	88	60	148
2015 - 2115	107	46	89	66	82	45	93	52	145
2030 - 2130	89	38	84	58	81	43	85	46	131
2045 - 2145	86	33	72	48	72	38	77	40	117
2100 - 2200	76	30	58	38	65	21	66	30	96
2115 - 2215	58	26	48	28	58	27	55	27	82
2130 - 2230	49	20	43	19	49	22	47	20	67
2145 - 2245	39	13	43	16	48	19	43	16	59
2200 - 2300	31	10	41	18	36	19	36	16	52
2215 - 2315	23	10	37	19	28	16	29	15	44
2230 - 2330	20	10	32	21	27	17	26	16	42
2245 - 2345	18	13	31	20	26	17	25	17	42
2300 - 2400	19	14	27	17	23	18	23	16	39
Daily Volume	2081	1682	2178	1642	2125	1651	2128	1658	3786

4/26/16 - 4/28/16	Tuesday	Wednesday	Thursday	Average
AM P:D	0.077	0.075	0.078	0.075
AM D Fac:	0.533	0.596	0.503	0.523
AM Pk HR	0745 - 0845	1130 - 1230	0800 - 0900	0745 - 0845
PM P:D	0.095	0.097	0.086	0.086
PM D Fac:	0.566	0.648	0.514	0.552
PM Pk HR	1345 - 1445	1645 - 1745	1330 - 1430	1345 - 1445

Adjustment Factors	
Seasonal	1.02

Unadjusted Volumes	
AADT	3786
AM Peak	283
PM Peak	324

Adjusted Volumes	
AADT	3862
AM Peak	289
PM Peak	330



* Daily Volume is the sum of 24 hour counts, not the sum of each hour from above.



72-Hour Hernando County Classification Counts

Location: Main St. between Jefferson St (SR 50A) to Broad St (US 41) (Count Station 102)
 Begin Date: Monday, April 25, 2016
 Source: Tindale Oliver

Time	Class													HV
	1	2	3	4	5	6	7	8	9	10	11	12	13	
	NORTHBOUND													
Day 1 Total	5	1620	423	0	13	1	0	7	4	0	6	2	0	20
Day 1 Percent	0.24%	77.85%	20.33%	0.00%	0.62%	0.05%	0.00%	0.34%	0.19%	0.00%	0.29%	0.10%	0.00%	0.96%
Day 2 Total	4	1714	427	3	9	3	0	9	1	0	3	1	4	24
Day 2 Percent	0.18%	78.70%	19.61%	0.14%	0.41%	0.14%	0.00%	0.41%	0.05%	0.00%	0.14%	0.05%	0.18%	1.10%
Day 3 Total	3	1632	453	2	17	4	0	3	3	0	3	1	4	20
Day 3 Percent	0.14%	76.80%	21.32%	0.09%	0.80%	0.19%	0.00%	0.14%	0.14%	0.00%	0.14%	0.05%	0.19%	0.94%
72 Hr. Total	12	4966	1303	5	39	8	0	19	8	0	12	4	8	64
72 Hr. Percent	0.19%	77.79%	20.41%	0.08%	0.61%	0.13%	0.00%	0.30%	0.13%	0.00%	0.19%	0.06%	0.13%	1.00%
	SOUTHBOUND													
Day 1 Total		1367	296	0	11	1	0	0	1	0	0	0	0	2
Day 1 Percent	0.00%	81.56%	17.66%	0.00%	0.66%	0.06%	0.00%	0.00%	0.06%	0.00%	0.00%	0.00%	0.00%	0.12%
Day 2 Total	1	1307	319	0	10	0	0	3	1	0	1	0	0	5
Day 2 Percent	0.06%	79.60%	19.43%	0.00%	0.61%	0.00%	0.00%	0.18%	0.06%	0.00%	0.06%	0.00%	0.00%	0.30%
Day 3 Total	2	1309	319	1	12	3	0	3	2	0	0	0	0	9
Day 3 Percent	0.12%	79.29%	19.32%	0.06%	0.73%	0.18%	0.00%	0.18%	0.12%	0.00%	0.00%	0.00%	0.00%	0.55%
72 Hr. Total	9	3983	934	1	33	4	0	6	4	0	1	0	0	16
72 Hr. Percent	0.18%	80.06%	18.77%	0.02%	0.66%	0.08%	0.00%	0.12%	0.08%	0.00%	0.02%	0.00%	0.00%	0.32%

Legend

Class 1	Motorcycle
Class 2	Passenger Car
Class 3	Two Axle, Four Tire Single Unit Vehicle
Class 4	Buses
Class 5	Two Axle, Six Tire Single Unit Truck
Class 6	Three Axle Single Unit Truck
Class 7	Four or More Axle Single Trailer Trucks
Class 8	Four or Fewer Axle Single Trailer Trucks
Class 9	Five Axle Single Trailer Trucks
Class 10	Six or More Axle Single Trailer Trucks
Class 11	Five or fewer Multi-Trailer Trucks
Class 12	Six Axle Multi-Trailer Trucks
Class 13	Seven or More Axle Multi-Trailer Trucks
XXXX	Heavy Vehicles

Hernando County 72 Hour Traffic Volume Summary

Location: Broad St. (US 41) between Ponce de Leon Blvd to Dr. Martin Luther King Jr (Count Station S-2)
Summary Begin Date: April 11, 2016

Hour	Tuesday, April 12, 2016		Wednesday, April 13, 2016		Thursday, April 14, 2016		Average Three-Day		
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Total
0000 - 0100	44	29	48	28	34	28	42	28	70
0015 - 0115	36	31	39	25	34	24	36	27	63
0030 - 0130	24	27	33	23	32	27	30	26	56
0045 - 0145	24	24	25	21	30	23	26	23	49
0100 - 0200	15	16	28	19	28	22	24	19	43
0115 - 0215	15	12	24	20	25	21	21	18	39
0130 - 0230	15	12	20	18	16	14	17	15	32
0145 - 0245	20	18	22	14	13	12	18	15	33
0200 - 0300	24	17	18	14	18	11	20	14	34
0215 - 0315	28	14	21	11	17	7	22	11	33
0230 - 0330	27	12	27	14	22	10	25	12	37
0245 - 0345	19	11	25	20	26	10	23	14	37
0300 - 0400	20	19	20	23	19	12	20	18	38
0315 - 0415	19	22	21	28	20	15	20	22	42
0330 - 0430	24	28	16	27	19	19	20	25	45
0345 - 0445	25	37	19	37	22	25	22	33	55
0400 - 0500	28	46	29	45	25	40	27	44	71
0415 - 0515	31	67	30	62	31	57	31	62	93
0430 - 0530	27	85	37	71	38	61	34	72	106
0445 - 0545	42	99	47	92	49	83	46	91	137
0500 - 0600	58	113	62	118	65	88	62	106	168
0515 - 0615	79	127	88	137	88	108	85	124	209
0530 - 0630	130	147	130	181	122	141	127	156	283
0545 - 0645	174	189	176	212	180	162	177	188	365
0600 - 0700	259	219	249	236	254	193	254	216	470
0615 - 0715	298	268	302	278	289	218	296	255	551
0630 - 0730	325	286	330	296	344	233	333	272	605
0645 - 0745	377	302	384	310	381	255	381	289	670
0700 - 0800	458	343	458	341	474	274	463	319	782
0715 - 0815	539	383	511	344	539	279	530	335	865
0730 - 0830	626	426	573	367	603	306	601	366	967
0745 - 0845	682	465	606	407	659	322	649	398	1047
0800 - 0900	670	471	595	417	628	325	631	404	1035
0815 - 0915	662	445	596	445	634	329	631	406	1037
0830 - 0930	662	448	607	439	614	323	628	403	1031
0845 - 0945	621	427	592	430	569	300	594	386	980
0900 - 1000	587	428	570	453	556	315	571	399	970
0915 - 1015	577	465	556	452	552	331	562	416	978
0930 - 1030	560	479	543	473	554	338	552	430	982
0945 - 1045	570	514	551	489	570	366	564	456	1020
1000 - 1100	595	535	556	495	573	377	575	469	1044
1015 - 1115	630	516	539	516	609	383	593	472	1065
1030 - 1130	640	528	543	544	608	392	597	488	1085
1045 - 1145	660	541	553	571	620	399	611	504	1115
1100 - 1200	649	587	568	575	614	397	610	520	1130
1115 - 1215	626	644	619	604	626	428	624	559	1183
1130 - 1230	629	626	663	630	633	426	642	561	1203
1145 - 1245	636	621	666	631	667	428	656	560	1216
1200 - 1300	645	587	682	621	721	430	683	546	1229
1215 - 1315	704	530	699	600	734	400	712	510	1222
1230 - 1330	697	561	673	577	739	409	703	516	1219
1245 - 1345	706	548	681	548	721	423	703	506	1209
1300 - 1400	740	564	673	540	720	427	711	510	1221
1315 - 1415	740	578	636	536	683	399	686	504	1190
1330 - 1430	734	613	647	558	679	412	687	528	1215
1345 - 1445	755	640	646	615	672	396	691	550	1241
1400 - 1500	747	621	676	637	679	391	701	550	1251
1415 - 1515	712	641	714	662	705	433	710	579	1289
1430 - 1530	730	616	706	657	701	423	712	565	1277
1445 - 1545	691	606	711	628	688	455	697	563	1260
1500 - 1600	668	597	686	617	684	471	679	562	1241
1515 - 1615	694	576	676	625	675	467	682	556	1238
1530 - 1630	682	556	684	599	695	447	687	534	1221
1545 - 1645	705	539	677	610	694	399	692	516	1208

Hernando County 72 Hour Traffic Volume Summary

Location: Broad St. (US 41) between Ponce de Leon Blvd to Dr. Martin Luther King Jr (Count Station S-2)
Summary Begin Date: April 11, 2016

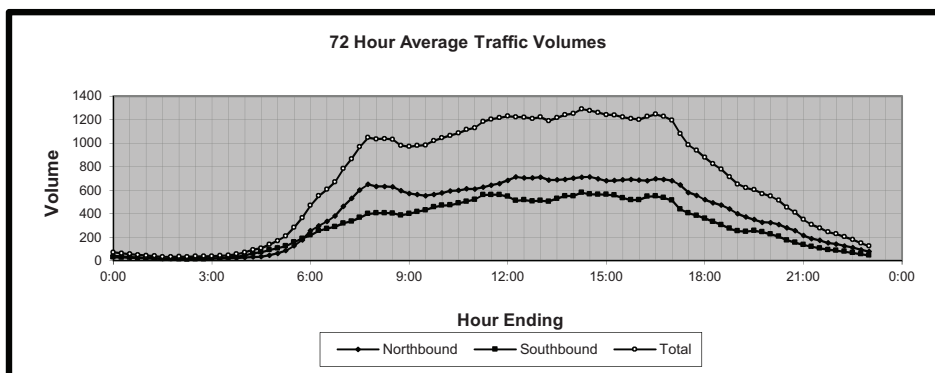
Hour	Tuesday, April 12, 2016		Wednesday, April 13, 2016		Thursday, April 14, 2016		Average Three-Day		
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Total
1600 - 1700	711	555	665	612	676	383	684	517	1201
1615 - 1715	689	609	665	638	685	391	680	546	1226
1630 - 1730	697	619	685	629	706	399	696	549	1245
1645 - 1745	688	613	660	580	728	412	692	535	1227
1700 - 1800	685	583	649	565	705	390	680	513	1193
1715 - 1815	665	492	599	471	667	348	644	437	1081
1730 - 1830	597	437	529	449	615	325	580	404	984
1745 - 1845	570	403	510	453	584	293	555	383	938
1800 - 1900	515	371	481	428	561	279	519	359	878
1815 - 1915	483	352	474	383	518	262	492	332	824
1830 - 1930	488	328	457	344	472	243	472	305	777
1845 - 1945	443	291	447	285	428	245	439	274	713
1900 - 2000	411	272	393	253	392	232	399	252	651
1915 - 2015	364	264	382	247	367	233	371	248	619
1930 - 2030	347	291	351	238	349	232	349	254	603
1945 - 2045	331	283	320	236	327	209	326	243	569
2000 - 2100	319	260	329	220	325	192	324	224	548
2015 - 2115	330	233	286	206	308	177	308	205	513
2030 - 2130	289	188	264	185	285	150	279	174	453
2045 - 2145	263	168	243	162	261	129	256	153	409
2100 - 2200	230	150	203	139	208	117	214	135	349
2115 - 2215	188	133	187	121	187	103	187	119	306
2130 - 2230	175	112	170	100	173	102	173	105	278
2145 - 2245	149	114	148	77	155	89	151	93	244
2200 - 2300	139	105	140	74	145	80	141	86	227
2215 - 2315	122	93	117	71	135	67	125	77	202
2230 - 2330	106	73	104	73	125	55	112	67	179
2245 - 2345	85	46	83	67	109	56	92	56	148
2300 - 2400	67	36	72	55	96	45	78	45	123
Daily Volume	9284	7524	8850	7525	9200	5519	9111	6856	15967

4/12/16 - 4/14/16	Tuesday	Wednesday	Thursday	Average
AM P:D	0.076	0.079	0.074	0.076
AM D Fac:	0.507	0.513	0.609	0.539
AM Pk HR	1115 - 1215	1145 - 1245	1145 - 1245	1145 - 1245
PM P:D	0.083	0.084	0.078	0.081
PM D Fac:	0.541	0.519	0.592	0.551
PM Pk HR	1345 - 1445	1415 - 1515	1500 - 1600	1415 - 1515

Adjustment Factors	
Seasonal	1.01

Unadjusted Volumes	
AADT	15967
AM Peak	1216
PM Peak	1289

Adjusted Volumes	
AADT	16127
AM Peak	1228
PM Peak	1302



* Daily Volume is the sum of 24 hour counts, not the sum of each hour from above.



72-Hour Hernando County Classification Counts

Location: Broad St. (US 41) between Ponce de Leon Blvd to Dr. Martin Luther King Jr (Count Station S-2)
 Begin Date: April 11, 2016
 Source: Tindale Oliver

Time	Class													HV
	1	2	3	4	5	6	7	8	9	10	11	12	13	
	NORTHBOUND													
Day 1 Total	80	6341	2445	42	143	47	9	79	58	1	22	12	5	275
Day 1 Percent	0.86%	68.30%	26.34%	0.45%	1.54%	0.51%	0.10%	0.85%	0.62%	0.01%	0.24%	0.13%	0.05%	2.96%
Day 2 Total	55	6103	2320	40	149	35	6	65	50	1	12	10	4	223
Day 2 Percent	0.62%	68.96%	26.21%	0.45%	1.68%	0.40%	0.07%	0.73%	0.56%	0.01%	0.14%	0.11%	0.05%	2.52%
Day 3 Total	40	6321	2421	32	166	35	8	76	61	2	16	11	11	252
Day 3 Percent	0.43%	68.71%	26.32%	0.35%	1.80%	0.38%	0.09%	0.83%	0.66%	0.02%	0.17%	0.12%	0.12%	2.74%
72 Hr. Total	175	18765	7186	114	458	117	23	220	169	4	50	33	20	750
72 Hr. Percent	0.64%	68.65%	26.29%	0.42%	1.68%	0.43%	0.08%	0.80%	0.62%	0.01%	0.18%	0.12%	0.07%	2.74%
	SOUTHBOUND													
Day 1 Total	65	5439	1644	32	62	54	17	83	50	3	35	11	29	314
Day 1 Percent	0.86%	72.29%	21.85%	0.43%	0.82%	0.72%	0.23%	1.10%	0.66%	0.04%	0.47%	0.15%	0.39%	4.17%
Day 2 Total	44	5491	1630	32	50	57	12	97	51	3	31	10	17	310
Day 2 Percent	0.58%	72.97%	21.66%	0.43%	0.66%	0.76%	0.16%	1.29%	0.68%	0.04%	0.41%	0.13%	0.23%	4.12%
Day 3 Total	42	3892	1237	26	48	44	10	89	45	3	44	15	24	300
Day 3 Percent	0.76%	70.52%	22.41%	0.47%	0.87%	0.80%	0.18%	1.61%	0.82%	0.05%	0.80%	0.27%	0.43%	5.44%
72 Hr. Total	151	14822	4511	90	160	155	39	269	146	9	110	36	70	924
72 Hr. Percent	0.73%	72.06%	21.93%	0.44%	0.78%	0.75%	0.19%	1.31%	0.71%	0.04%	0.53%	0.18%	0.34%	4.49%

Legend

Class 1	Motorcycle
Class 2	Passenger Car
Class 3	Two Axle, Four Tire Single Unit Vehicle
Class 4	Buses
Class 5	Two Axle, Six Tire Single Unit Truck
Class 6	Three Axle Single Unit Truck
Class 7	Four or More Axle Single Trailer Trucks
Class 8	Four or Fewer Axle Single Trailer Trucks
Class 9	Five Axle Single Trailer Trucks
Class 10	Six or More Axle Single Trailer Trucks
Class 11	Five or fewer Multi-Trailer Trucks
Class 12	Six Axle Multi-Trailer Trucks
Class 13	Seven or More Axle Multi-Trailer Trucks
XXXX	Heavy Vehicles

Hernando County 72 Hour Traffic Volume Summary

Location: Broad St. (US 41) between Main St. (CR 445) to Mildred Ave. (Count Station S-5)
Summary Begin Date: Monday, March 28, 2016

Hour	Tuesday, March 29, 2016	Wednesday, March 30, 2016	Thursday, March 31, 2016	Average Three-Day
	Eastbound	Eastbound	Eastbound	Total
0000 - 0100	42	40	43	42
0015 - 0115	38	31	33	34
0030 - 0130	34	23	23	27
0045 - 0145	32	22	20	25
0100 - 0200	23	21	19	21
0115 - 0215	19	25	19	21
0130 - 0230	21	25	23	23
0145 - 0245	22	26	25	24
0200 - 0300	34	25	24	28
0215 - 0315	30	21	27	26
0230 - 0330	28	21	31	27
0245 - 0345	26	19	32	26
0300 - 0400	24	21	27	24
0315 - 0415	31	28	27	29
0330 - 0430	30	32	26	29
0345 - 0445	41	39	27	36
0400 - 0500	48	45	35	43
0415 - 0515	51	46	39	45
0430 - 0530	66	49	42	52
0445 - 0545	69	61	54	61
0500 - 0600	97	83	74	85
0515 - 0615	125	120	97	114
0530 - 0630	170	157	145	157
0545 - 0645	227	209	203	213
0600 - 0700	294	287	287	289
0615 - 0715	343	313	332	329
0630 - 0730	376	354	373	368
0645 - 0745	407	400	394	400
0700 - 0800	455	464	450	456
0715 - 0815	533	532	516	527
0730 - 0830	567	596	565	576
0745 - 0845	604	606	620	610
0800 - 0900	582	585	590	586
0815 - 0915	538	558	578	558
0830 - 0930	536	532	564	544
0845 - 0945	505	531	537	524
0900 - 1000	490	505	529	508
0915 - 1015	492	495	514	500
0930 - 1030	489	500	505	498
0945 - 1045	520	494	498	504
1000 - 1100	542	502	507	517
1015 - 1115	558	525	512	532
1030 - 1130	592	533	528	551
1045 - 1145	619	582	556	586
1100 - 1200	649	612	593	618
1115 - 1215	672	645	632	650
1130 - 1230	683	679	672	678
1145 - 1245	694	657	695	682
1200 - 1300	709	646	704	686
1215 - 1315	700	651	726	692
1230 - 1330	678	636	678	664
1245 - 1345	631	641	675	649
1300 - 1400	604	653	669	642
1315 - 1415	612	660	651	641
1330 - 1430	621	648	681	650
1345 - 1445	636	652	684	657
1400 - 1500	647	656	657	653
1415 - 1515	681	655	648	661
1430 - 1530	679	679	639	666
1445 - 1545	700	678	615	664
1500 - 1600	686	667	625	659
1515 - 1615	647	646	625	639
1530 - 1630	629	642	640	637
1545 - 1645	606	640	650	632

Hernando County 72 Hour Traffic Volume Summary

Location: Broad St. (US 41) between Main St. (CR 445) to Mildred Ave. (Count Station S-5)
Summary Begin Date: Monday, March 28, 2016

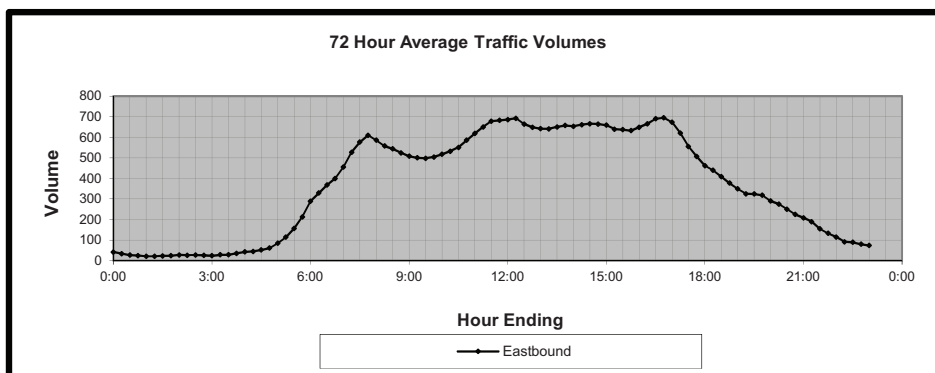
Hour	Tuesday, March 29, 2016	Wednesday, March 30, 2016	Thursday, March 31, 2016	Average Three-Day
	Eastbound	Eastbound	Eastbound	Total
1600 - 1700	640	645	661	649
1615 - 1715	663	649	685	666
1630 - 1730	712	665	692	690
1645 - 1745	714	669	701	695
1700 - 1800	677	665	678	673
1715 - 1815	617	621	624	621
1730 - 1830	532	567	566	555
1745 - 1845	489	513	517	506
1800 - 1900	422	456	507	462
1815 - 1915	372	448	498	439
1830 - 1930	341	403	481	408
1845 - 1945	307	376	447	377
1900 - 2000	289	358	400	349
1915 - 2015	272	334	369	325
1930 - 2030	272	331	369	324
1945 - 2045	265	321	369	318
2000 - 2100	250	283	338	290
2015 - 2115	244	261	319	275
2030 - 2130	205	252	294	250
2045 - 2145	173	239	263	225
2100 - 2200	155	223	245	208
2115 - 2215	146	205	220	190
2130 - 2230	142	155	168	155
2145 - 2245	129	119	150	133
2200 - 2300	105	107	133	115
2215 - 2315	76	91	110	92
2230 - 2330	61	91	115	89
2245 - 2345	58	90	92	80
2300 - 2400	57	84	81	74
Daily Volume	8521	8633	8876	8677

3/29/16 - 3/31/16	Tuesday	Wednesday	Thursday	Average
AM P:D	0.081	0.079	0.078	0.079
AM D Fac:	1.000	1.000	1.000	1.000
AM Pk HR	1145 - 1245	1130 - 1230	1145 - 1245	1145 - 1245
PM P:D	0.084	0.079	0.082	0.080
PM D Fac:	1.000	1.000	1.000	1.000
PM Pk HR	1645 - 1745	1430 - 1530	1215 - 1315	1645 - 1745

Adjustment Factors	
Seasonal	0.99

Unadjusted Volumes	
AADT	8677
AM Peak	682
PM Peak	695

Adjusted Volumes	
AADT	8590
AM Peak	675
PM Peak	688



* Daily Volume is the sum of 24 hour counts, not the sum of each hour from above.



Hernando County 72-Hour Classification Counts

Location: Broad St. (US 41) between Main St. (CR 445) to Mildred Ave. (Count Station S-5)
 Begin Date: Monday, March 28, 2016
 Source: Tindale Oliver

Time	Class													HV
	1	2	3	4	5	6	7	8	9	10	11	12	13	
	EASTBOUND													
Day 1 Total	27	6016	1910	50	119	105	23	101	75	10	51	18	16	449
Day 1 Percent	0.32%	70.60%	22.42%	0.59%	1.40%	1.23%	0.27%	1.19%	0.88%	0.12%	0.60%	0.21%	0.19%	5.27%
Day 2 Total	80	6142	1897	52	88	89	22	104	77	9	37	15	21	426
Day 2 Percent	0.93%	71.15%	21.97%	0.60%	1.02%	1.03%	0.25%	1.20%	0.89%	0.10%	0.43%	0.17%	0.24%	4.93%
Day 3 Total	77	6232	1966	71	92	80	33	127	93	9	43	26	27	509
Day 3 Percent	0.87%	70.21%	22.15%	0.80%	1.04%	0.90%	0.37%	1.43%	1.05%	0.10%	0.48%	0.29%	0.30%	5.73%
72 Hr. Total	184	18390	5773	173	299	274	78	332	245	28	131	59	64	1384
72 Hr. Percent	0.71%	70.65%	22.18%	0.66%	1.15%	1.05%	0.30%	1.28%	0.94%	0.11%	0.50%	0.23%	0.25%	5.32%

Legend

Class 1	Motorcycle
Class 2	Passenger Car
Class 3	Two Axle, Four Tire Single Unit Vehicle
Class 4	Buses
Class 5	Two Axle, Six Tire Single Unit Truck
Class 6	Three Axle Single Unit Truck
Class 7	Four or More Axle Single Trailer Trucks
Class 8	Four or Fewer Axle Single Trailer Trucks
Class 9	Five Axle Single Trailer Trucks
Class 10	Six or More Axle Single Trailer Trucks
Class 11	Five or fewer Multi-Trailer Trucks
Class 12	Six Axle Multi-Trailer Trucks
Class 13	Seven or More Axle Multi-Trailer Trucks
XXXX	Heavy Vehicles

Hernando County 72 Hour Traffic Volume Summary

Location: Broad St. (US 41) between Mildred Ave to Ponce de Leon Blvd (CR 700) (Count Station S-5005)
Summary Begin Date: Monday, March 28, 2016

Hour	Tuesday, March 29, 2016		Wednesday, March 30, 2016		Thursday, March 31, 2016		Average Three-Day		
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Total
0000 - 0100	29	17	20	10	27	16	25	14	39
0015 - 0115	28	13	17	9	21	13	22	12	34
0030 - 0130	23	13	13	9	15	12	17	11	28
0045 - 0145	17	12	11	9	12	10	13	10	23
0100 - 0200	12	7	11	7	10	8	11	7	18
0115 - 0215	8	3	11	4	7	7	9	5	14
0130 - 0230	12	2	11	5	9	4	11	4	15
0145 - 0245	11	1	7	3	9	4	9	3	12
0200 - 0300	16	1	10	4	8	3	11	3	14
0215 - 0315	13	3	7	3	9	3	10	3	13
0230 - 0330	10	3	6	2	10	5	9	3	12
0245 - 0345	11	6	8	4	10	8	10	6	16
0300 - 0400	9	8	8	3	10	9	9	7	16
0315 - 0415	11	10	12	5	10	11	11	9	20
0330 - 0430	9	12	13	9	11	12	11	11	22
0345 - 0445	12	13	15	10	12	12	13	12	25
0400 - 0500	13	17	16	17	15	17	15	17	32
0415 - 0515	19	23	20	25	17	22	19	23	42
0430 - 0530	25	38	24	28	18	29	22	32	54
0445 - 0545	30	55	29	48	20	50	26	51	77
0500 - 0600	43	65	40	66	31	59	38	63	101
0515 - 0615	55	77	52	77	42	75	50	76	126
0530 - 0630	81	91	73	100	71	92	75	94	169
0545 - 0645	116	114	103	117	113	116	111	116	227
0600 - 0700	167	135	166	137	174	140	169	137	306
0615 - 0715	199	162	185	158	207	155	197	158	355
0630 - 0730	220	171	205	164	237	168	221	168	389
0645 - 0745	234	169	241	181	253	156	243	169	412
0700 - 0800	265	179	277	184	276	173	273	179	452
0715 - 0815	316	182	313	200	311	195	313	192	505
0730 - 0830	340	204	357	213	334	234	344	217	561
0745 - 0845	373	229	367	215	363	268	368	237	605
0800 - 0900	364	233	346	211	346	270	352	238	590
0815 - 0915	339	232	330	206	346	266	338	235	573
0830 - 0930	332	226	326	203	345	241	334	223	557
0845 - 0945	299	225	327	209	323	238	316	224	540
0900 - 1000	289	236	302	221	330	245	307	234	541
0915 - 1015	277	254	308	237	321	259	302	250	552
0930 - 1030	274	277	305	253	323	270	301	267	568
0945 - 1045	311	289	300	253	323	284	311	275	586
1000 - 1100	320	292	327	257	319	285	322	278	600
1015 - 1115	326	290	339	256	315	298	327	281	608
1030 - 1130	354	279	337	284	304	324	332	296	628
1045 - 1145	377	275	362	298	315	321	351	298	649
1100 - 1200	397	286	354	318	337	342	363	315	678
1115 - 1215	427	336	370	353	359	344	385	344	729
1130 - 1230	431	356	406	321	395	333	411	337	748
1145 - 1245	423	361	384	331	413	340	407	344	751
1200 - 1300	417	370	410	311	437	327	421	336	757
1215 - 1315	402	339	412	285	451	327	422	317	739
1230 - 1330	395	340	394	304	431	329	407	324	731
1245 - 1345	362	347	411	282	436	309	403	313	716
1300 - 1400	356	330	391	294	433	311	393	312	705
1315 - 1415	379	301	414	270	425	284	406	285	691
1330 - 1430	387	304	399	307	430	298	405	303	708
1345 - 1445	419	288	397	321	435	321	417	310	727
1400 - 1500	438	295	415	330	403	308	419	311	730
1415 - 1515	447	312	395	354	397	333	413	333	746
1430 - 1530	451	303	412	309	382	326	415	313	728
1445 - 1545	431	345	407	316	348	323	395	328	723
1500 - 1600	396	356	408	309	359	322	388	329	717
1515 - 1615	377	357	402	322	357	310	379	330	709
1530 - 1630	351	353	405	319	401	288	386	320	706
1545 - 1645	368	310	392	317	415	274	392	300	692

Hernando County 72 Hour Traffic Volume Summary

Location: Broad St. (US 41) between Mildred Ave to Ponce de Leon Blvd (CR 700) (Count Station S-5005)
Summary Begin Date: Monday, March 28, 2016

Hour	Tuesday, March 29, 2016		Wednesday, March 30, 2016		Thursday, March 31, 2016	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
1600 - 1700	397	305	373	333	412	311
1615 - 1715	418	332	368	335	412	349
1630 - 1730	450	333	378	358	399	354
1645 - 1745	447	326	395	341	418	365
1700 - 1800	458	302	393	326	403	329
1715 - 1815	418	253	391	284	378	284
1730 - 1830	381	222	349	240	336	293
1745 - 1845	348	221	327	215	308	266
1800 - 1900	280	215	305	187	304	246
1815 - 1915	245	209	296	186	304	234
1830 - 1930	224	203	272	175	298	194
1845 - 1945	205	168	266	192	274	172
1900 - 2000	194	137	252	178	242	158
1915 - 2015	180	123	231	160	238	129
1930 - 2030	185	108	222	158	236	121
1945 - 2045	170	111	195	130	242	121
2000 - 2100	159	113	173	126	231	128
2015 - 2115	163	94	150	125	217	144
2030 - 2130	129	90	153	117	206	140
2045 - 2145	117	74	148	108	184	122
2100 - 2200	112	59	142	92	171	99
2115 - 2215	102	54	135	73	153	70
2130 - 2230	93	42	108	59	113	58
2145 - 2245	88	34	86	47	93	56
2200 - 2300	68	32	76	38	84	53
2215 - 2315	47	26	74	40	69	46
2230 - 2330	42	22	75	36	73	31
2245 - 2345	35	23	75	35	61	27
2300 - 2400	36	22	70	38	57	19

Average Three-Day		
Eastbound	Westbound	Total
394	316	710
399	339	738
409	348	757
420	344	764
418	319	737
396	274	670
355	252	607
328	234	562
296	216	512
282	210	492
265	191	456
248	177	425
229	158	387
216	137	353
214	129	343
202	121	323
188	122	310
177	121	298
163	116	279
150	101	251
142	83	225
130	66	196
105	53	158
89	46	135
76	41	117
63	37	100
63	30	93
57	28	85
54	26	80

Daily Volume	5198	3958	5258	3957	5398	4122
--------------	------	------	------	------	------	------

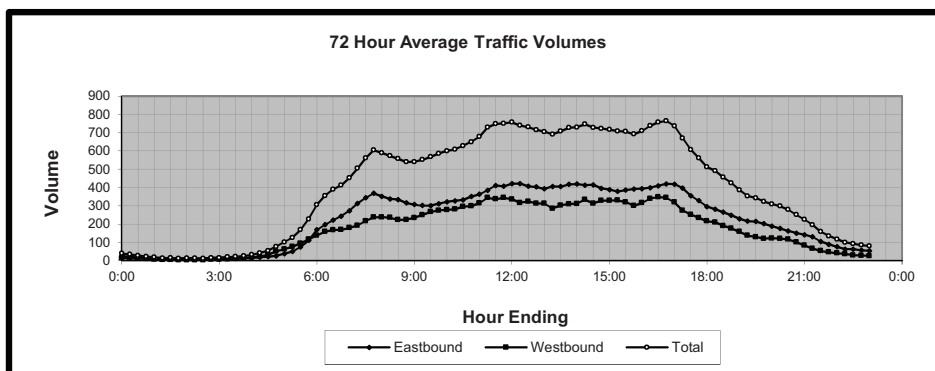
	5285	4012	9297
--	------	------	------

3/29/16 - 3/31/16	Tuesday	Wednesday	Thursday	Average
AM P:D	0.086	0.079	0.079	0.081
AM D Fac:	0.548	0.558	0.548	0.542
AM Pk HR	1130 - 1230	1130 - 1230	1145 - 1245	1145 - 1245
PM P:D	0.086	0.081	0.082	0.082
PM D Fac:	0.548	0.527	0.534	0.541
PM Pk HR	1200 - 1300	1415 - 1515	1645 - 1745	1645 - 1745

Adjustment Factors	
Seasonal	0.99

Unadjusted Volumes	
AADT	9297
AM Peak	751
PM Peak	764

Adjusted Volumes	
AADT	9204
AM Peak	743
PM Peak	756



* Daily Volume is the sum of 24 hour counts, not the sum of each hour from above.



72-Hour Hernando County Classification Counts

Location: Broad St. (US 41) between Mildred Ave to Ponce de Leon Blvd (CR 700) (Count Station S-5005)
 Begin Date: Monday, March 28, 2016
 Source: Tindale Oliver

Time	Class													HV
	1	2	3	4	5	6	7	8	9	10	11	12	13	
	EASTBOUND													
Day 1 Total	16	3885	1034	25	71	32	6	51	30	1	26	12	9	192
Day 1 Percent	0.31%	74.74%	19.89%	0.48%	1.37%	0.62%	0.12%	0.98%	0.58%	0.02%	0.50%	0.23%	0.17%	3.69%
Day 2 Total	47	4009	987	25	54	26	5	46	17	1	21	13	7	161
Day 2 Percent	0.89%	76.25%	18.77%	0.48%	1.03%	0.49%	0.10%	0.87%	0.32%	0.02%	0.40%	0.25%	0.13%	3.06%
Day 3 Total	43	4050	1056	16	49	35	12	52	17	1	39	18	10	200
Day 3 Percent	0.80%	75.03%	19.56%	0.30%	0.91%	0.65%	0.22%	0.96%	0.31%	0.02%	0.72%	0.33%	0.19%	3.71%
72 Hr. Total	106	11944	3077	66	174	93	23	149	64	3	86	43	26	553
72 Hr. Percent	0.67%	75.34%	19.41%	0.42%	1.10%	0.59%	0.15%	0.94%	0.40%	0.02%	0.54%	0.27%	0.16%	3.49%
	WESTBOUND													
Day 1 Total		3068	652	11	22	28	13	72	28	0	23	8	13	196
Day 1 Percent	0.00%	77.91%	16.56%	0.28%	0.56%	0.71%	0.33%	1.83%	0.71%	0.00%	0.58%	0.20%	0.33%	4.98%
Day 2 Total	45	3048	615	17	28	35	13	85	25	1	18	13	14	221
Day 2 Percent	1.14%	77.03%	15.54%	0.43%	0.71%	0.88%	0.33%	2.15%	0.63%	0.03%	0.45%	0.33%	0.35%	5.59%
Day 3 Total	26	3200	664	10	18	35	10	82	28	1	23	12	13	214
Day 3 Percent	0.63%	77.63%	16.11%	0.24%	0.44%	0.85%	0.24%	1.99%	0.68%	0.02%	0.56%	0.29%	0.32%	5.19%
72 Hr. Total	91	9316	1931	38	68	98	36	239	81	2	64	33	40	631
72 Hr. Percent	0.76%	77.39%	16.04%	0.32%	0.56%	0.81%	0.30%	1.99%	0.67%	0.02%	0.53%	0.27%	0.33%	5.24%

Legend

Class 1	Motorcycle
Class 2	Passenger Car
Class 3	Two Axle, Four Tire Single Unit Vehicle
Class 4	Buses
Class 5	Two Axle, Six Tire Single Unit Truck
Class 6	Three Axle Single Unit Truck
Class 7	Four or More Axle Single Trailer Trucks
Class 8	Four or Fewer Axle Single Trailer Trucks
Class 9	Five Axle Single Trailer Trucks
Class 10	Six or More Axle Single Trailer Trucks
Class 11	Five or fewer Multi-Trailer Trucks
Class 12	Six Axle Multi-Trailer Trucks
Class 13	Seven or More Axle Multi-Trailer Trucks
XXXX	Heavy Vehicles

Hernando County 72 Hour Traffic Volume Summary

Location: Jefferson St (SR 50A) between Broad St (US 41) to Martin Luther King Jr. Blvd (Count Station S-5009)
Summary Begin Date: Monday, March 21, 2016

Hour	Tuesday, March 22, 2016		Wednesday, March 23, 2016		Thursday, March 24, 2016		Average Three-Day		
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Total
0000 - 0100	19	10	28	13	21	13	23	12	35
0015 - 0115	16	11	23	8	21	18	20	12	32
0030 - 0130	16	14	18	4	16	15	17	11	28
0045 - 0145	20	12	17	5	17	12	18	10	28
0100 - 0200	19	10	11	5	14	13	15	9	24
0115 - 0215	19	7	8	6	16	10	14	8	22
0130 - 0230	16	6	8	10	17	9	14	8	22
0145 - 0245	13	11	10	12	14	11	12	11	23
0200 - 0300	14	16	19	15	15	11	16	14	30
0215 - 0315	16	23	22	16	12	12	17	17	34
0230 - 0330	17	27	25	15	13	13	18	18	36
0245 - 0345	18	30	25	16	14	18	19	21	40
0300 - 0400	16	33	18	17	17	20	17	23	40
0315 - 0415	18	40	24	28	20	28	21	32	53
0330 - 0430	21	41	24	34	18	34	21	36	57
0345 - 0445	18	42	23	44	20	37	20	41	61
0400 - 0500	26	43	26	54	21	37	24	45	69
0415 - 0515	29	38	21	47	24	37	25	41	66
0430 - 0530	29	45	23	57	31	44	28	49	77
0445 - 0545	38	61	39	67	39	66	39	65	104
0500 - 0600	44	90	52	86	47	101	48	92	140
0515 - 0615	66	116	70	111	68	114	68	114	182
0530 - 0630	90	159	98	137	91	145	93	147	240
0545 - 0645	134	170	131	155	130	169	132	165	297
0600 - 0700	200	187	188	169	198	184	195	180	375
0615 - 0715	217	214	219	196	206	227	214	212	426
0630 - 0730	236	209	233	202	225	233	231	215	446
0645 - 0745	238	229	248	211	236	230	241	223	464
0700 - 0800	273	226	271	241	255	255	266	241	507
0715 - 0815	305	230	306	229	306	252	306	237	543
0730 - 0830	336	268	339	247	337	285	337	267	604
0745 - 0845	373	279	343	252	338	284	351	272	623
0800 - 0900	334	286	326	228	316	249	325	254	579
0815 - 0915	323	281	310	237	297	234	310	251	561
0830 - 0930	302	236	289	234	282	221	291	230	521
0845 - 0945	269	214	279	227	291	231	280	224	504
0900 - 1000	262	229	270	224	291	223	274	225	499
0915 - 1015	243	219	262	218	291	228	265	222	487
0930 - 1030	249	228	255	206	277	215	260	216	476
0945 - 1045	269	231	263	201	272	205	268	212	480
1000 - 1100	259	221	261	231	268	233	263	228	491
1015 - 1115	290	226	263	255	271	243	275	241	516
1030 - 1130	291	234	265	257	290	242	282	244	526
1045 - 1145	287	275	290	267	278	267	285	270	555
1100 - 1200	315	285	284	250	296	263	298	266	564
1115 - 1215	300	309	324	249	310	276	311	278	589
1130 - 1230	331	319	346	285	297	298	325	301	626
1145 - 1245	341	300	315	305	319	289	325	298	623
1200 - 1300	330	303	328	316	304	292	321	304	625
1215 - 1315	344	282	302	329	289	281	312	297	609
1230 - 1330	319	302	299	313	299	269	306	295	601
1245 - 1345	293	301	314	301	297	300	301	301	602
1300 - 1400	292	302	336	289	309	304	312	298	610
1315 - 1415	278	320	327	277	321	327	309	308	617
1330 - 1430	276	325	314	311	312	374	301	337	638
1345 - 1445	301	325	300	340	320	379	307	348	655
1400 - 1500	297	336	267	374	305	377	290	362	652
1415 - 1515	305	335	287	377	302	383	298	365	663
1430 - 1530	325	338	310	364	329	377	321	360	681
1445 - 1545	329	349	345	359	338	368	337	359	696
1500 - 1600	353	363	355	372	354	381	354	372	726
1515 - 1615	365	392	341	406	343	367	350	388	738
1530 - 1630	349	353	335	389	346	363	343	368	711
1545 - 1645	320	348	312	376	331	349	321	358	679

Hernando County 72 Hour Traffic Volume Summary

Location: Jefferson St (SR 50A) between Broad St (US 41) to Martin Luther King Jr. Blvd (Count Station S-5009)
Summary Begin Date: Monday, March 21, 2016

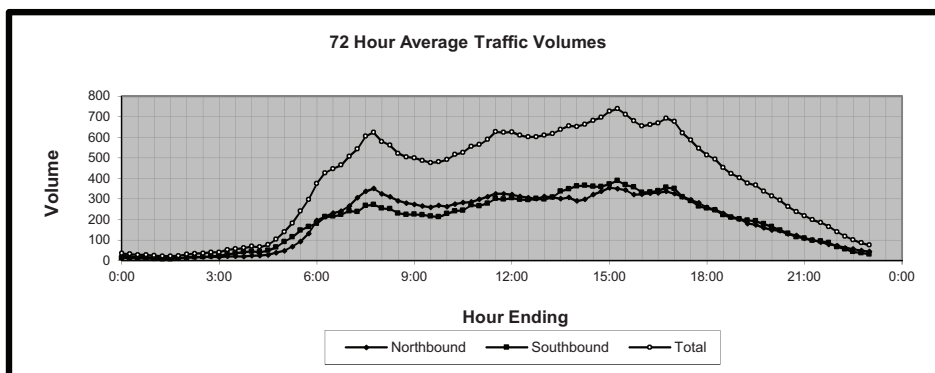
Hour	Tuesday, March 22, 2016		Wednesday, March 23, 2016		Thursday, March 24, 2016		Average Three-Day		
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Total
1600 - 1700	314	311	327	336	329	346	323	331	654
1615 - 1715	319	312	322	317	342	371	328	333	661
1630 - 1730	319	360	319	319	352	337	330	339	669
1645 - 1745	343	362	317	340	352	362	337	355	692
1700 - 1800	321	372	311	337	345	342	326	350	676
1715 - 1815	297	324	301	302	335	302	311	309	620
1730 - 1830	276	281	302	287	308	304	295	291	586
1745 - 1845	246	269	295	253	302	271	281	264	545
1800 - 1900	237	238	265	240	275	284	259	254	513
1815 - 1915	221	229	262	234	262	273	248	245	493
1830 - 1930	213	198	238	213	240	254	230	222	452
1845 - 1945	209	193	205	206	226	229	213	209	422
1900 - 2000	193	192	197	207	217	205	202	201	403
1915 - 2015	170	184	169	203	202	200	180	196	376
1930 - 2030	176	181	153	204	192	190	174	192	366
1945 - 2045	151	154	151	186	175	195	159	178	337
2000 - 2100	141	154	144	158	163	182	149	165	314
2015 - 2115	142	149	143	139	150	157	145	148	293
2030 - 2130	109	139	138	118	142	139	130	132	262
2045 - 2145	107	127	136	107	125	111	123	115	238
2100 - 2200	93	102	119	112	115	113	109	109	218
2115 - 2215	78	80	109	100	117	112	101	97	198
2130 - 2230	78	82	91	96	102	106	90	95	185
2145 - 2245	66	67	81	82	91	109	79	86	165
2200 - 2300	57	54	77	59	85	87	73	67	140
2215 - 2315	52	45	66	50	68	74	62	56	118
2230 - 2330	45	27	63	38	62	63	57	43	100
2245 - 2345	40	29	53	36	54	45	49	37	86
2300 - 2400	44	25	41	29	47	39	44	31	75
Daily Volume	4436	4366	4494	4345	4578	4530	4503	4414	8917

3/22/16 - 3/24/16	Tuesday	Wednesday	Thursday	Average
AM P:D	0.074	0.071	0.068	0.070
AM D Fac:	0.572	0.548	0.543	0.519
AM Pk HR	0745 - 0845	1130 - 1230	0730 - 0830	1130 - 1230
PM P:D	0.086	0.085	0.081	0.083
PM D Fac:	0.518	0.544	0.518	0.526
PM Pk HR	1515 - 1615	1515 - 1615	1500 - 1600	1515 - 1615

Adjustment Factors	
Seasonal	0.97

Unadjusted Volumes	
AADT	8917
AM Peak	626
PM Peak	738

Adjusted Volumes	
AADT	8649
AM Peak	607
PM Peak	716



* Daily Volume is the sum of 24 hour counts, not the sum of each hour from above.



72-Hour Hernando County Classification Counts

Location: Jefferson St (SR 50A) between Broad St (US 41) to Martin Luther King Jr. Blvd (Count Station S-5009)
 Begin Date: Monday, March 21, 2016
 Source: Tindale Oliver

Time	Class													HV
	1	2	3	4	5	6	7	8	9	10	11	12	13	
	NORTHBOUND													
Day 1 Total	31	2962	1161	18	57	39	12	73	43	8	14	9	9	225
Day 1 Percent	0.70%	66.77%	26.17%	0.41%	1.28%	0.88%	0.27%	1.65%	0.97%	0.18%	0.32%	0.20%	0.20%	5.07%
Day 2 Total	36	3035	1122	22	64	33	6	86	50	10	12	10	8	237
Day 2 Percent	0.80%	67.53%	24.97%	0.49%	1.42%	0.73%	0.13%	1.91%	1.11%	0.22%	0.27%	0.22%	0.18%	5.27%
Day 3 Total	32	3108	1136	23	57	51	7	87	44	3	15	7	8	245
Day 3 Percent	0.70%	67.89%	24.81%	0.50%	1.25%	1.11%	0.15%	1.90%	0.96%	0.07%	0.33%	0.15%	0.17%	5.35%
72 Hr. Total	99	9105	3419	63	178	123	25	246	137	21	41	26	25	707
72 Hr. Percent	0.73%	67.40%	25.31%	0.47%	1.32%	0.91%	0.19%	1.82%	1.01%	0.16%	0.30%	0.19%	0.19%	5.23%
	SOUTHBOUND													
Day 1 Total	36	3025	1044	9	67	37	6	51	49	11	18	11	2	194
Day 1 Percent	0.82%	69.29%	23.91%	0.21%	1.53%	0.85%	0.14%	1.17%	1.12%	0.25%	0.41%	0.25%	0.05%	4.44%
Day 2 Total	34	2998	1056	5	67	34	2	44	55	12	16	10	12	190
Day 2 Percent	0.78%	69.00%	24.30%	0.12%	1.54%	0.78%	0.05%	1.01%	1.27%	0.28%	0.37%	0.23%	0.28%	4.37%
Day 3 Total	28	3145	1090	10	59	45	8	52	51	3	16	13	10	208
Day 3 Percent	0.62%	69.43%	24.06%	0.22%	1.30%	0.99%	0.18%	1.15%	1.13%	0.07%	0.35%	0.29%	0.22%	4.59%
72 Hr. Total	98	9168	3190	24	193	116	16	147	155	26	50	34	24	592
72 Hr. Percent	0.74%	69.24%	24.09%	0.18%	1.46%	0.88%	0.12%	1.11%	1.17%	0.20%	0.38%	0.26%	0.18%	4.47%

Legend

Class 1	Motorcycle
Class 2	Passenger Car
Class 3	Two Axle, Four Tire Single Unit Vehicle
Class 4	Buses
Class 5	Two Axle, Six Tire Single Unit Truck
Class 6	Three Axle Single Unit Truck
Class 7	Four or More Axle Single Trailer Trucks
Class 8	Four or Fewer Axle Single Trailer Trucks
Class 9	Five Axle Single Trailer Trucks
Class 10	Six or More Axle Single Trailer Trucks
Class 11	Five or fewer Multi-Trailer Trucks
Class 12	Six Axle Multi-Trailer Trucks
Class 13	Seven or More Axle Multi-Trailer Trucks
XXXX	Heavy Vehicles

Hernando County 72 Hour Traffic Volume Summary

Location: Jefferson St. (SR 50A) between Mildred Ave. to Main St. (CR 445) (Count Station S-5012)
Summary Begin Date: Monday, March 28, 2016

Hour	Tuesday, March 29, 2016	Wednesday, March 30, 2016	Thursday, March 31, 2016	Average Three-Day
	Westbound	Westbound	Westbound	Total
0000 - 0100	28	32	32	31
0015 - 0115	25	25	31	27
0030 - 0130	26	18	36	27
0045 - 0145	23	21	37	27
0100 - 0200	20	15	30	22
0115 - 0215	19	9	22	17
0130 - 0230	15	14	15	15
0145 - 0245	16	11	9	12
0200 - 0300	18	15	11	15
0215 - 0315	17	20	16	18
0230 - 0330	20	19	24	21
0245 - 0345	25	23	32	27
0300 - 0400	23	21	31	25
0315 - 0415	28	22	33	28
0330 - 0430	35	32	32	33
0345 - 0445	42	38	39	40
0400 - 0500	56	46	47	50
0415 - 0515	60	58	50	56
0430 - 0530	78	68	64	70
0445 - 0545	104	95	88	96
0500 - 0600	123	126	102	117
0515 - 0615	154	150	151	152
0530 - 0630	175	194	186	185
0545 - 0645	240	240	241	240
0600 - 0700	294	289	314	299
0615 - 0715	349	330	328	336
0630 - 0730	387	339	361	362
0645 - 0745	361	349	356	355
0700 - 0800	382	348	363	364
0715 - 0815	391	361	390	381
0730 - 0830	426	403	446	425
0745 - 0845	482	429	488	466
0800 - 0900	484	444	514	481
0815 - 0915	500	461	542	501
0830 - 0930	494	461	505	487
0845 - 0945	491	464	507	487
0900 - 1000	508	487	528	508
0915 - 1015	511	502	518	510
0930 - 1030	562	528	544	545
0945 - 1045	579	551	559	563
1000 - 1100	599	571	555	575
1015 - 1115	604	575	559	579
1030 - 1130	564	586	576	575
1045 - 1145	569	573	562	568
1100 - 1200	567	576	575	573
1115 - 1215	632	614	630	625
1130 - 1230	653	602	630	628
1145 - 1245	649	647	632	643
1200 - 1300	641	633	623	632
1215 - 1315	589	614	588	597
1230 - 1330	598	630	596	608
1245 - 1345	592	580	599	590
1300 - 1400	578	588	582	583
1315 - 1415	558	569	576	568
1330 - 1430	574	595	610	593
1345 - 1445	575	610	613	599
1400 - 1500	586	598	626	603
1415 - 1515	604	605	650	620
1430 - 1530	596	591	625	604
1445 - 1545	616	632	651	633
1500 - 1600	621	650	640	637
1515 - 1615	632	690	653	658
1530 - 1630	615	651	614	627
1545 - 1645	594	620	606	607

Hernando County 72 Hour Traffic Volume Summary

Location: Jefferson St. (SR 50A) between Mildred Ave. to Main St. (CR 445) (Count Station S-5012)
Summary Begin Date: Monday, March 28, 2016

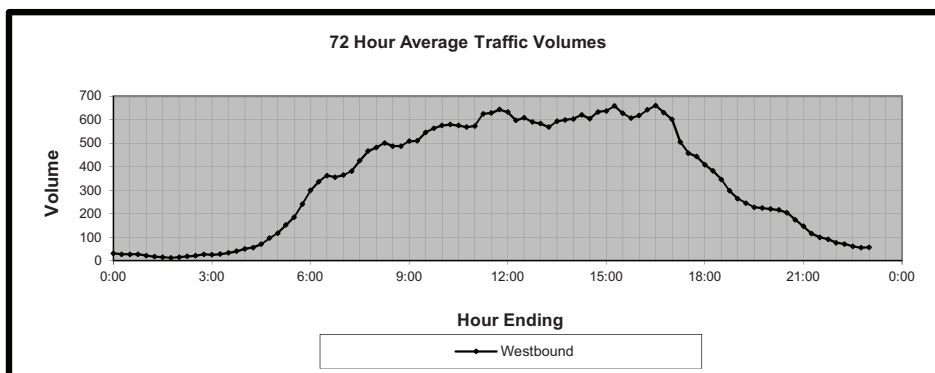
Hour	Tuesday, March 29, 2016	Wednesday, March 30, 2016	Thursday, March 31, 2016	Average Three-Day
	Westbound	Westbound	Westbound	Total
1600 - 1700	599	619	632	617
1615 - 1715	647	617	661	642
1630 - 1730	621	662	696	660
1645 - 1745	591	627	671	630
1700 - 1800	554	615	634	601
1715 - 1815	451	528	537	505
1730 - 1830	420	442	508	457
1745 - 1845	422	422	486	443
1800 - 1900	409	373	442	408
1815 - 1915	367	364	416	382
1830 - 1930	339	342	358	346
1845 - 1945	265	320	306	297
1900 - 2000	210	296	287	264
1915 - 2015	209	263	262	245
1930 - 2030	190	246	246	227
1945 - 2045	205	219	248	224
2000 - 2100	209	205	245	220
2015 - 2115	180	211	257	216
2030 - 2130	167	198	247	204
2045 - 2145	133	177	211	174
2100 - 2200	107	146	185	146
2115 - 2215	98	104	144	115
2130 - 2230	86	85	127	99
2145 - 2245	70	77	126	91
2200 - 2300	58	63	108	76
2215 - 2315	43	72	97	71
2230 - 2330	39	67	76	61
2245 - 2345	38	59	68	55
2300 - 2400	42	65	65	57
Daily Volume	7716	7821	8171	7903

3/29/16 - 3/31/16	Tuesday	Wednesday	Thursday	Average
AM P:D	0.085	0.083	0.077	0.081
AM D Fac:	1.000	1.000	1.000	1.000
AM Pk HR	1130 - 1230	1145 - 1245	1145 - 1245	1145 - 1245
PM P:D	0.084	0.088	0.085	0.084
PM D Fac:	1.000	1.000	1.000	1.000
PM Pk HR	1615 - 1715	1515 - 1615	1630 - 1730	1630 - 1730

Adjustment Factors	
Seasonal	0.99

Unadjusted Volumes	
AADT	7903
AM Peak	643
PM Peak	660

Adjusted Volumes	
AADT	7824
AM Peak	637
PM Peak	653



* Daily Volume is the sum of 24 hour counts, not the sum of each hour from above.



Hernando County 72-Hour Classification Counts

Location: Jefferson St. (SR 50A) between Mildred Ave. to Main St. (CR 445) (Count Station S-5012)
 Begin Date: Monday, March 28, 2016
 Source: Tindale Oliver

Date: Monday	Class													HV
	1	2	3	4	5	6	7	8	9	10	11	12	13	
	WESTBOUND													
Day 1 Total	34	5757	1377	48	92	63	28	80	89	26	59	20	43	456
Day 1 Percent	0.44%	74.61%	17.85%	0.62%	1.19%	0.82%	0.36%	1.04%	1.15%	0.34%	0.76%	0.26%	0.56%	5.91%
Day 2 Total	64	5813	1384	40	70	96	31	95	95	8	55	27	43	490
Day 2 Percent	0.82%	74.33%	17.70%	0.51%	0.90%	1.23%	0.40%	1.21%	1.21%	0.10%	0.70%	0.35%	0.55%	6.27%
Day 3 Total	70	6034	1437	59	90	96	38	97	100	14	61	21	54	540
Day 3 Percent	0.86%	73.85%	17.59%	0.72%	1.10%	1.17%	0.47%	1.19%	1.22%	0.17%	0.75%	0.26%	0.66%	6.61%
72 Hr. Total	168	17604	4198	147	252	255	97	272	284	48	175	68	140	1486
72 Hr. Percent	0.71%	74.25%	17.71%	0.62%	1.06%	1.08%	0.41%	1.15%	1.20%	0.20%	0.74%	0.29%	0.59%	6.27%

Legend

Class 1	Motorcycle
Class 2	Passenger Car
Class 3	Two Axle, Four Tire Single Unit Vehicle
Class 4	Buses
Class 5	Two Axle, Six Tire Single Unit Truck
Class 6	Three Axle Single Unit Truck
Class 7	Four or More Axle Single Trailer Trucks
Class 8	Four or Fewer Axle Single Trailer Trucks
Class 9	Five Axle Single Trailer Trucks
Class 10	Six or More Axle Single Trailer Trucks
Class 11	Five or fewer Multi-Trailer Trucks
Class 12	Six Axle Multi-Trailer Trucks
Class 13	Seven or More Axle Multi-Trailer Trucks
XXXX	Heavy Vehicles

Hernando County 72 Hour Traffic Volume Summary

Location: Ponce de Leon Blvd (US 98) between Jefferson St. (SR 50A) to Broad St. (US 41) (Count Station S-5016)
Summary Begin Date: Monday, March 28, 2016

Hour	Tuesday, March 29, 2016		Wednesday, March 30, 2016		Thursday, March 31, 2016		Average Three-Day		
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Total
0000 - 0100	14	8	11	11	20	9	15	9	24
0015 - 0115	19	7	8	9	20	7	16	8	24
0030 - 0130	15	7	8	12	16	5	13	8	21
0045 - 0145	12	6	10	10	13	5	12	7	19
0100 - 0200	9	6	12	12	7	3	9	7	16
0115 - 0215	3	5	15	14	5	6	8	8	16
0130 - 0230	4	7	14	11	4	7	7	8	15
0145 - 0245	3	8	13	15	5	7	7	10	17
0200 - 0300	4	6	11	14	6	8	7	9	16
0215 - 0315	6	7	10	15	6	7	7	10	17
0230 - 0330	7	4	11	16	4	9	7	10	17
0245 - 0345	8	4	11	11	5	11	8	9	17
0300 - 0400	7	6	11	13	7	16	8	12	20
0315 - 0415	6	8	9	14	9	18	8	13	21
0330 - 0430	6	9	10	15	12	17	9	14	23
0345 - 0445	5	12	8	24	12	26	8	21	29
0400 - 0500	15	22	9	31	11	30	12	28	40
0415 - 0515	20	28	10	32	13	35	14	32	46
0430 - 0530	21	51	15	47	16	48	17	49	66
0445 - 0545	25	66	24	56	18	58	22	60	82
0500 - 0600	19	68	30	61	31	64	27	64	91
0515 - 0615	28	85	43	69	36	77	36	77	113
0530 - 0630	38	88	45	84	46	85	43	86	129
0545 - 0645	57	106	54	104	63	92	58	101	159
0600 - 0700	74	124	67	113	64	116	68	118	186
0615 - 0715	72	132	59	142	70	128	67	134	201
0630 - 0730	86	137	74	144	72	146	77	142	219
0645 - 0745	92	152	83	151	72	163	82	155	237
0700 - 0800	110	177	96	181	99	180	102	179	281
0715 - 0815	128	191	123	176	119	196	123	188	311
0730 - 0830	133	212	136	197	133	192	134	200	334
0745 - 0845	150	215	160	194	163	201	158	203	361
0800 - 0900	156	210	180	201	181	205	172	205	377
0815 - 0915	171	215	201	228	203	206	192	216	408
0830 - 0930	193	216	207	240	228	229	209	228	437
0845 - 0945	184	239	200	262	214	244	199	248	447
0900 - 1000	195	246	201	261	190	236	195	248	443
0915 - 1015	204	255	176	254	176	238	185	249	434
0930 - 1030	210	263	175	235	163	235	183	244	427
0945 - 1045	224	223	183	220	174	227	194	223	417
1000 - 1100	223	226	174	218	195	238	197	227	424
1015 - 1115	213	227	185	211	205	263	201	234	435
1030 - 1130	208	232	182	227	216	286	202	248	450
1045 - 1145	228	253	194	242	222	308	215	268	483
1100 - 1200	234	271	185	259	219	300	213	277	490
1115 - 1215	249	275	209	294	233	300	230	290	520
1130 - 1230	270	281	249	295	250	290	256	289	545
1145 - 1245	257	291	249	303	267	279	258	291	549
1200 - 1300	255	271	262	282	268	302	262	285	547
1215 - 1315	258	281	243	274	272	286	258	280	538
1230 - 1330	243	266	221	261	263	268	242	265	507
1245 - 1345	237	266	210	262	264	264	237	264	501
1300 - 1400	249	268	225	272	271	242	248	261	509
1315 - 1415	247	248	230	252	250	260	242	253	495
1330 - 1430	227	260	226	266	250	278	234	268	502
1345 - 1445	237	253	238	267	240	275	238	265	503
1400 - 1500	229	259	233	273	229	286	230	273	503
1415 - 1515	215	271	256	268	250	282	240	274	514
1430 - 1530	235	269	262	258	252	286	250	271	521
1445 - 1545	244	288	262	263	244	294	250	282	532
1500 - 1600	251	287	276	272	263	295	263	285	548
1515 - 1615	267	291	247	287	244	289	253	289	542
1530 - 1630	259	283	240	297	241	284	247	288	535
1545 - 1645	231	249	217	282	254	256	234	262	496

Hernando County 72 Hour Traffic Volume Summary

Location: Ponce de Leon Blvd (US 98) between Jefferson St. (SR 50A) to Broad St. (US 41) (Count Station S-5016)
Summary Begin Date: Monday, March 28, 2016

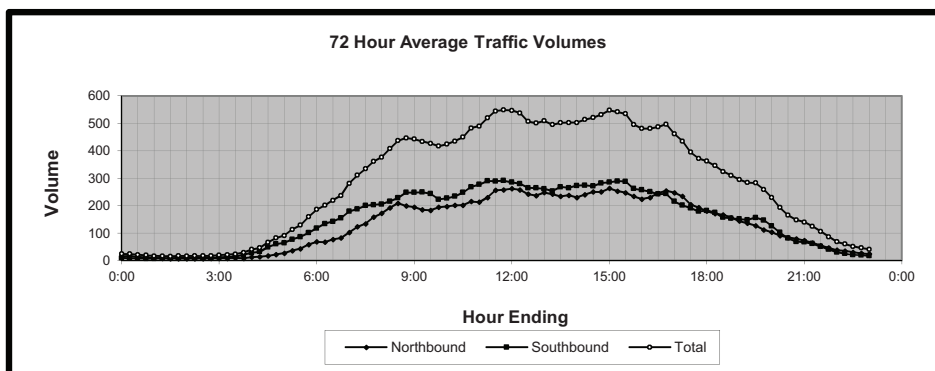
Hour	Tuesday, March 29, 2016		Wednesday, March 30, 2016		Thursday, March 31, 2016		Average Three-Day		
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Total
1600 - 1700	219	248	207	263	246	261	224	257	481
1615 - 1715	219	236	218	259	254	259	230	251	481
1630 - 1730	225	222	240	247	269	256	245	242	487
1645 - 1745	235	223	257	242	270	263	254	243	497
1700 - 1800	230	186	239	223	271	235	247	215	462
1715 - 1815	218	182	229	207	255	215	234	201	435
1730 - 1830	199	178	195	195	218	201	204	191	395
1745 - 1845	186	166	198	179	195	191	193	179	372
1800 - 1900	173	175	207	178	160	194	180	182	362
1815 - 1915	148	155	212	182	153	188	171	175	346
1830 - 1930	139	131	209	164	153	175	167	157	324
1845 - 1945	136	121	180	157	152	185	156	154	310
1900 - 2000	120	121	163	156	148	177	144	151	295
1915 - 2015	124	118	138	145	146	180	136	148	284
1930 - 2030	116	127	133	153	132	189	127	156	283
1945 - 2045	93	129	123	145	119	167	112	147	259
2000 - 2100	86	100	109	129	114	148	103	126	229
2015 - 2115	65	84	105	101	104	121	91	102	193
2030 - 2130	58	66	98	88	96	90	84	81	165
2045 - 2145	55	42	90	84	92	82	79	69	148
2100 - 2200	49	45	82	76	87	81	73	67	140
2115 - 2215	52	32	71	77	68	73	64	61	125
2130 - 2230	43	26	62	59	60	67	55	51	106
2145 - 2245	37	25	57	41	44	53	46	40	86
2200 - 2300	30	19	46	28	38	44	38	30	68
2215 - 2315	24	16	40	19	42	39	35	25	60
2230 - 2330	28	15	28	21	34	28	30	21	51
2245 - 2345	26	16	22	22	30	23	26	20	46
2300 - 2400	29	12	19	23	24	17	24	17	41
Daily Volume	2894	3304	2989	3503	3071	3627	2985	3478	6463

3/29/16 - 3/31/16	Tuesday	Wednesday	Thursday	Average
AM P:D	0.089	0.085	0.082	0.085
AM D Fac:	0.510	0.549	0.511	0.530
AM Pk HR	1130 - 1230	1145 - 1245	1145 - 1245	1145 - 1245
PM P:D	0.090	0.084	0.085	0.085
PM D Fac:	0.522	0.504	0.530	0.520
PM Pk HR	1515 - 1615	1500 - 1600	1200 - 1300	1500 - 1600

Adjustment Factors	
Seasonal	0.99

Unadjusted Volumes	
AADT	6463
AM Peak	549
PM Peak	548

Adjusted Volumes	
AADT	6398
AM Peak	544
PM Peak	543



* Daily Volume is the sum of 24 hour counts, not the sum of each hour from above.



72-Hour Hernando County Classification Counts

Location: Ponce de Leon Blvd (US 98) between Jefferson St. (SR 50A) to Broad St. (US 41) (Count Station S-5016)
 Begin Date: Monday, March 28, 2016
 Source: Tindale Oliver

Time	Class													HV
	1	2	3	4	5	6	7	8	9	10	11	12	13	
	NORTHBOUND													
Day 1 Total	12	1828	834	21	43	35	9	39	41	4	12	5	11	177
Day 1 Percent	0.41%	63.17%	28.82%	0.73%	1.49%	1.21%	0.31%	1.35%	1.42%	0.14%	0.41%	0.17%	0.38%	6.12%
Day 2 Total	26	1839	919	13	57	33	4	25	49	1	16	2	5	148
Day 2 Percent	0.87%	61.53%	30.75%	0.43%	1.91%	1.10%	0.13%	0.84%	1.64%	0.03%	0.54%	0.07%	0.17%	4.95%
Day 3 Total	31	1882	940	17	59	24	4	33	51	3	11	5	11	159
Day 3 Percent	1.01%	61.28%	30.61%	0.55%	1.92%	0.78%	0.13%	1.07%	1.66%	0.10%	0.36%	0.16%	0.36%	5.18%
72 Hr. Total	69	5549	2693	51	159	92	17	97	141	8	39	12	27	484
72 Hr. Percent	0.77%	61.97%	30.08%	0.57%	1.78%	1.03%	0.19%	1.08%	1.57%	0.09%	0.44%	0.13%	0.30%	5.41%
	SOUTHBOUND													
Day 1 Total		2072	1061	12	52	24	4	34	23	4	7	3	4	115
Day 1 Percent	0.00%	62.79%	32.15%	0.36%	1.58%	0.73%	0.12%	1.03%	0.70%	0.12%	0.21%	0.09%	0.12%	3.48%
Day 2 Total	9	2161	1123	18	63	25	7	39	28	7	12	6	5	147
Day 2 Percent	0.26%	61.69%	32.06%	0.51%	1.80%	0.71%	0.20%	1.11%	0.80%	0.20%	0.34%	0.17%	0.14%	4.20%
Day 3 Total	16	2245	1152	19	77	16	2	32	41	6	16	1	4	137
Day 3 Percent	0.44%	61.90%	31.76%	0.52%	2.12%	0.44%	0.06%	0.88%	1.13%	0.17%	0.44%	0.03%	0.11%	3.78%
72 Hr. Total	29	6478	3336	49	192	65	13	105	92	17	35	10	13	399
72 Hr. Percent	0.28%	62.09%	31.97%	0.47%	1.84%	0.62%	0.12%	1.01%	0.88%	0.16%	0.34%	0.10%	0.12%	3.82%

Legend

Class 1	Motorcycle
Class 2	Passenger Car
Class 3	Two Axle, Four Tire Single Unit Vehicle
Class 4	Buses
Class 5	Two Axle, Six Tire Single Unit Truck
Class 6	Three Axle Single Unit Truck
Class 7	Four or More Axle Single Trailer Trucks
Class 8	Four or Fewer Axle Single Trailer Trucks
Class 9	Five Axle Single Trailer Trucks
Class 10	Six or More Axle Single Trailer Trucks
Class 11	Five or fewer Multi-Trailer Trucks
Class 12	Six Axle Multi-Trailer Trucks
Class 13	Seven or More Axle Multi-Trailer Trucks
XXXX	Heavy Vehicles

Hernando County 72 Hour Traffic Volume Summary

Location: Ponce de Leon Blvd (US 98) between North Ave. to Jefferson St. (SR 50A) (Count Station S-5017)
Summary Begin Date: Monday, March 28, 2016

Hour	Tuesday, March 29, 2016		Wednesday, March 30, 2016		Thursday, March 31, 2016		Average Three-Day		
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Total
0000 - 0100	21	11	23	14	30	15	25	13	38
0015 - 0115	23	12	16	13	28	12	22	12	34
0030 - 0130	27	12	14	15	27	9	23	12	35
0045 - 0145	24	12	16	13	27	9	22	11	33
0100 - 0200	24	13	19	16	21	4	21	11	32
0115 - 0215	17	9	23	14	19	7	20	10	30
0130 - 0230	10	12	23	12	12	9	15	11	26
0145 - 0245	7	12	21	19	8	9	12	13	25
0200 - 0300	9	15	22	16	9	15	13	15	28
0215 - 0315	13	16	20	19	9	19	14	18	32
0230 - 0330	20	16	21	19	13	22	18	19	37
0245 - 0345	27	18	21	13	15	25	21	19	40
0300 - 0400	23	18	19	15	18	22	20	18	38
0315 - 0415	29	21	17	22	20	23	22	22	44
0330 - 0430	28	19	21	26	22	24	24	23	47
0345 - 0445	26	26	26	40	23	30	25	32	57
0400 - 0500	37	39	25	52	22	39	28	43	71
0415 - 0515	35	51	28	50	25	44	29	48	77
0430 - 0530	43	75	35	63	32	64	37	67	104
0445 - 0545	50	92	42	78	38	81	43	84	127
0500 - 0600	49	91	56	84	53	95	53	90	143
0515 - 0615	64	116	71	109	73	112	69	112	181
0530 - 0630	73	133	83	127	94	119	83	126	209
0545 - 0645	111	167	107	157	130	145	116	156	272
0600 - 0700	142	212	124	195	148	180	138	196	334
0615 - 0715	158	232	142	217	157	218	152	222	374
0630 - 0730	192	247	157	235	167	237	172	240	412
0645 - 0745	201	269	174	248	180	270	185	262	447
0700 - 0800	233	287	215	260	223	271	224	273	497
0715 - 0815	253	304	244	270	254	279	250	284	534
0730 - 0830	256	317	279	298	278	283	271	299	570
0745 - 0845	260	321	298	288	292	274	283	294	577
0800 - 0900	248	322	314	296	299	297	287	305	592
0815 - 0915	270	304	320	307	310	312	300	308	608
0830 - 0930	286	297	327	280	333	333	315	303	618
0845 - 0945	295	285	323	294	318	321	312	300	612
0900 - 1000	304	251	309	278	316	297	310	275	585
0915 - 1015	309	249	302	255	307	275	306	260	566
0930 - 1030	314	245	293	250	310	254	306	250	556
0945 - 1045	312	225	294	238	335	258	314	240	554
1000 - 1100	334	263	318	246	355	269	336	259	595
1015 - 1115	328	286	300	251	363	276	330	271	601
1030 - 1130	329	309	289	296	349	296	322	300	622
1045 - 1145	341	333	304	304	352	320	332	319	651
1100 - 1200	337	344	277	326	347	319	320	330	650
1115 - 1215	362	344	305	366	367	328	345	346	691
1130 - 1230	378	330	340	334	378	337	365	334	699
1145 - 1245	387	313	337	332	383	328	369	324	693
1200 - 1300	387	268	339	294	360	353	362	305	667
1215 - 1315	394	249	337	268	350	343	360	287	647
1230 - 1330	379	259	317	266	353	325	350	283	633
1245 - 1345	374	289	305	275	373	321	351	295	646
1300 - 1400	368	322	318	310	389	292	358	308	666
1315 - 1415	334	327	323	300	387	294	348	307	655
1330 - 1430	311	336	326	328	376	321	338	328	666
1345 - 1445	322	328	360	319	364	312	349	320	669
1400 - 1500	332	324	365	308	374	333	357	322	679
1415 - 1515	350	353	379	332	380	335	370	340	710
1430 - 1530	388	351	399	331	410	328	399	337	736
1445 - 1545	395	359	392	366	403	344	397	356	753
1500 - 1600	406	360	411	376	417	346	411	361	772
1515 - 1615	407	357	423	349	418	351	416	352	768
1530 - 1630	389	342	433	328	401	335	408	335	743
1545 - 1645	355	316	423	305	406	317	395	313	708

Hernando County 72 Hour Traffic Volume Summary

Location: Ponce de Leon Blvd (US 98) between North Ave. to Jefferson St. (SR 50A) (Count Station S-5017)

Summary Begin Date: Monday, March 28, 2016

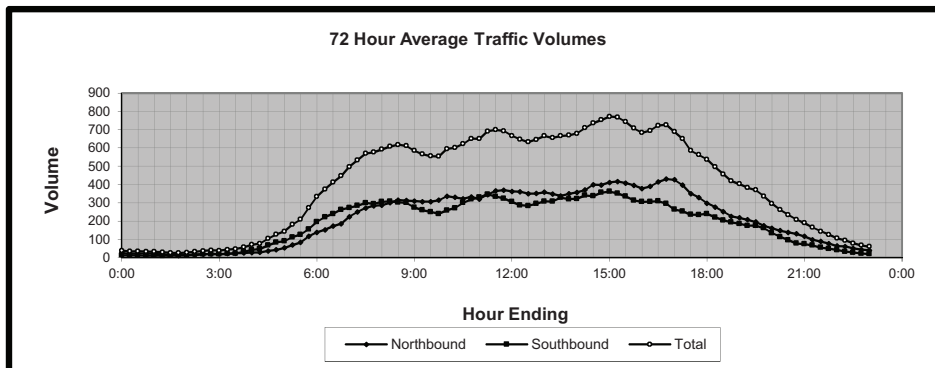
Hour	Tuesday, March 29, 2016		Wednesday, March 30, 2016		Thursday, March 31, 2016		Average Three-Day		
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Total
1600 - 1700	348	309	398	283	389	323	378	305	683
1615 - 1715	360	298	395	290	412	329	389	306	695
1630 - 1730	384	290	406	292	453	344	414	309	723
1645 - 1745	397	283	421	272	472	333	430	296	726
1700 - 1800	372	246	429	250	478	294	426	263	689
1715 - 1815	334	229	408	248	447	286	396	254	650
1730 - 1830	291	205	370	237	390	264	350	235	585
1745 - 1845	282	201	360	228	345	274	329	234	563
1800 - 1900	266	211	336	230	289	280	297	240	537
1815 - 1915	240	181	320	222	267	258	276	220	496
1830 - 1930	215	165	293	199	247	251	252	205	457
1845 - 1945	191	154	246	181	242	243	226	193	419
1900 - 2000	169	147	225	177	259	230	218	185	403
1915 - 2015	161	144	201	165	260	217	207	175	382
1930 - 2030	160	142	186	169	238	214	195	175	370
1945 - 2045	138	122	173	173	212	190	174	162	336
2000 - 2100	133	92	162	154	187	160	161	135	296
2015 - 2115	112	82	165	128	167	133	148	114	262
2030 - 2130	100	68	152	121	161	99	138	96	234
2045 - 2145	84	54	145	98	162	83	130	78	208
2100 - 2200	72	54	133	86	144	83	116	74	190
2115 - 2215	68	46	106	82	121	74	98	67	165
2130 - 2230	57	46	99	55	109	65	88	55	143
2145 - 2245	53	43	84	45	94	59	77	49	126
2200 - 2300	40	37	66	36	85	53	64	42	106
2215 - 2315	41	24	61	25	80	49	61	33	94
2230 - 2330	43	16	43	22	68	45	51	28	79
2245 - 2345	39	12	41	18	52	38	44	23	67
2300 - 2400	40	11	34	19	47	29	40	20	60
Daily Volume	4571	4016	4768	4123	5064	4343	4801	4161	8962

3/29/16 - 3/31/16	Tuesday	Wednesday	Thursday	Average
AM P:D	0.082	0.076	0.076	0.078
AM D Fac:	0.534	0.504	0.529	0.522
AM Pk HR	1130 - 1230	1130 - 1230	1130 - 1230	1130 - 1230
PM P:D	0.089	0.089	0.086	0.086
PM D Fac:	0.530	0.522	0.586	0.532
PM Pk HR	1500 - 1600	1500 - 1600	1645 - 1745	1500 - 1600

Adjustment Factors	
Seasonal	0.99

Unadjusted Volumes	
AADT	8962
AM Peak	699
PM Peak	772

Adjusted Volumes	
AADT	8872
AM Peak	692
PM Peak	764



* Daily Volume is the sum of 24 hour counts, not the sum of each hour from above.



72-Hour Hernando County Classification Counts

Location: Ponce de Leon Blvd (US 98) between North Ave. to Jefferson St. (SR 50A) (Count Station S-5017)
 Begin Date: Monday, March 28, 2016
 Source: Tindale Oliver

Time	Class													HV
	1	2	3	4	5	6	7	8	9	10	11	12	13	
	NORTHBOUND													
Day 1 Total	17	2908	1272	59	120	21	0	103	31	5	22	5	8	254
Day 1 Percent	0.37%	63.62%	27.83%	1.29%	2.63%	0.46%	0.00%	2.25%	0.68%	0.11%	0.48%	0.11%	0.18%	5.56%
Day 2 Total	27	3039	1292	67	121	29	2	119	31	1	28	6	6	289
Day 2 Percent	0.57%	63.74%	27.10%	1.41%	2.54%	0.61%	0.04%	2.50%	0.65%	0.02%	0.59%	0.13%	0.13%	6.06%
Day 3 Total	49	3242	1385	61	103	32	1	95	48	2	33	8	5	285
Day 3 Percent	0.97%	64.02%	27.35%	1.20%	2.03%	0.63%	0.02%	1.88%	0.95%	0.04%	0.65%	0.16%	0.10%	5.63%
72 Hr. Total	93	9189	3949	187	344	82	3	317	110	8	83	19	19	828
72 Hr. Percent	0.65%	63.80%	27.42%	1.30%	2.39%	0.57%	0.02%	2.20%	0.76%	0.06%	0.58%	0.13%	0.13%	5.75%
	SOUTHBOUND													
Day 1 Total		2799	974	21	66	20	3	46	33	5	25	5	1	159
Day 1 Percent	0.00%	70.01%	24.36%	0.53%	1.65%	0.50%	0.08%	1.15%	0.83%	0.13%	0.63%	0.13%	0.03%	3.98%
Day 2 Total	30	2791	1031	17	76	21	4	83	30	8	21	7	4	195
Day 2 Percent	0.73%	67.69%	25.01%	0.41%	1.84%	0.51%	0.10%	2.01%	0.73%	0.19%	0.51%	0.17%	0.10%	4.73%
Day 3 Total	39	2973	1045	24	81	12	0	84	36	6	25	8	10	205
Day 3 Percent	0.90%	68.45%	24.06%	0.55%	1.87%	0.28%	0.00%	1.93%	0.83%	0.14%	0.58%	0.18%	0.23%	4.72%
72 Hr. Total	87	8563	3050	62	223	53	7	213	99	19	71	20	15	559
72 Hr. Percent	0.70%	68.60%	24.44%	0.50%	1.79%	0.42%	0.06%	1.71%	0.79%	0.15%	0.57%	0.16%	0.12%	4.48%

Legend

Class 1	Motorcycle
Class 2	Passenger Car
Class 3	Two Axle, Four Tire Single Unit Vehicle
Class 4	Buses
Class 5	Two Axle, Six Tire Single Unit Truck
Class 6	Three Axle Single Unit Truck
Class 7	Four or More Axle Single Trailer Trucks
Class 8	Four or Fewer Axle Single Trailer Trucks
Class 9	Five Axle Single Trailer Trucks
Class 10	Six or More Axle Single Trailer Trucks
Class 11	Five or fewer Multi-Trailer Trucks
Class 12	Six Axle Multi-Trailer Trucks
Class 13	Seven or More Axle Multi-Trailer Trucks
XXXX	Heavy Vehicles

Hernando County 72 Hour Traffic Volume Summary

Location: Mildred Ave (SR 50A, US 41) between Jefferson St. (SR 50A) to Broad St. (US 41) (Count Station S-5311)
Summary Begin Date: Monday, April 4, 2016

Hour	Tuesday, March 29, 2016	Wednesday, March 30, 2016	Thursday, March 31, 2016	Average Three-Day
	Southbound	Southbound	Southbound	Total
0000 - 0100	32	28	34	31
0015 - 0115	24	24	28	25
0030 - 0130	23	21	23	22
0045 - 0145	27	21	21	23
0100 - 0200	20	20	18	19
0115 - 0215	14	18	19	17
0130 - 0230	14	19	17	17
0145 - 0245	14	21	19	18
0200 - 0300	18	18	20	19
0215 - 0315	19	16	21	19
0230 - 0330	19	15	26	20
0245 - 0345	21	15	31	22
0300 - 0400	21	15	25	20
0315 - 0415	30	22	29	27
0330 - 0430	32	29	28	30
0345 - 0445	38	35	26	33
0400 - 0500	51	48	38	46
0415 - 0515	55	55	44	51
0430 - 0530	77	58	55	63
0445 - 0545	98	84	86	89
0500 - 0600	121	112	105	113
0515 - 0615	148	148	130	142
0530 - 0630	175	186	167	176
0545 - 0645	222	227	216	222
0600 - 0700	261	269	261	264
0615 - 0715	304	296	288	296
0630 - 0730	329	323	324	325
0645 - 0745	339	343	319	334
0700 - 0800	397	379	381	386
0715 - 0815	427	428	432	429
0730 - 0830	478	472	483	478
0745 - 0845	520	503	529	517
0800 - 0900	489	501	513	501
0815 - 0915	490	486	522	499
0830 - 0930	471	465	498	478
0845 - 0945	449	455	495	466
0900 - 1000	454	462	497	471
0915 - 1015	459	459	487	468
0930 - 1030	476	488	498	487
0945 - 1045	514	490	513	506
1000 - 1100	541	479	504	508
1015 - 1115	537	493	514	515
1030 - 1130	550	515	531	532
1045 - 1145	548	542	528	539
1100 - 1200	564	600	588	584
1115 - 1215	636	640	612	629
1130 - 1230	647	619	626	631
1145 - 1245	650	633	633	639
1200 - 1300	649	580	617	615
1215 - 1315	598	560	616	591
1230 - 1330	589	575	589	584
1245 - 1345	570	547	572	563
1300 - 1400	556	582	553	564
1315 - 1415	538	557	533	543
1330 - 1430	566	573	562	567
1345 - 1445	564	582	578	575
1400 - 1500	564	570	584	573
1415 - 1515	593	613	591	599
1430 - 1530	575	602	586	588
1445 - 1545	630	614	588	611
1500 - 1600	637	613	571	607
1515 - 1615	644	599	578	607
1530 - 1630	644	589	555	596
1545 - 1645	600	593	532	575

Hernando County 72 Hour Traffic Volume Summary

Location: Mildred Ave (SR 50A, US 41) between Jefferson St. (SR 50A) to Broad St. (US 41) (Count Station S-5311)
Summary Begin Date: Monday, April 4, 2016

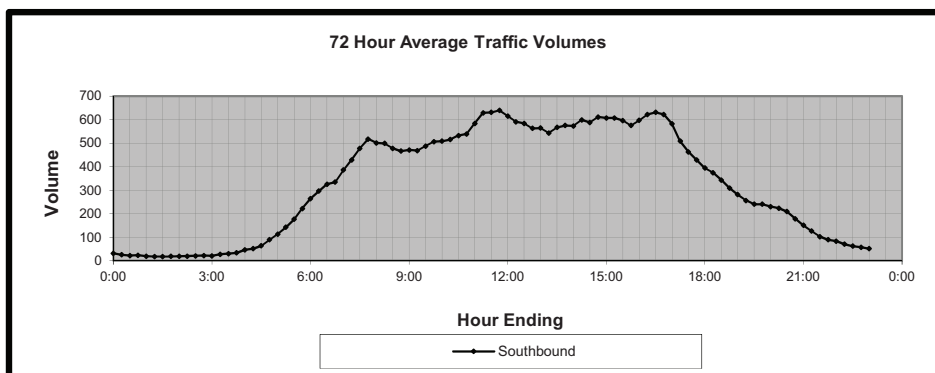
Hour	Tuesday, March 29, 2016	Wednesday, March 30, 2016	Thursday, March 31, 2016	Average Three-Day
	Southbound	Southbound	Southbound	Total
1600 - 1700	610	609	571	597
1615 - 1715	632	615	618	622
1630 - 1730	627	638	629	631
1645 - 1745	611	613	642	622
1700 - 1800	564	580	601	582
1715 - 1815	486	515	523	508
1730 - 1830	424	457	507	463
1745 - 1845	391	411	481	428
1800 - 1900	366	365	452	394
1815 - 1915	332	357	433	374
1830 - 1930	316	323	389	343
1845 - 1945	271	322	334	309
1900 - 2000	231	305	306	281
1915 - 2015	218	282	269	256
1930 - 2030	193	278	249	240
1945 - 2045	211	253	257	240
2000 - 2100	212	240	239	230
2015 - 2115	189	233	247	223
2030 - 2130	176	211	241	209
2045 - 2145	136	194	204	178
2100 - 2200	107	166	178	150
2115 - 2215	104	137	137	126
2130 - 2230	93	107	107	102
2145 - 2245	78	81	108	89
2200 - 2300	75	71	103	83
2215 - 2315	55	65	91	70
2230 - 2330	48	61	76	62
2245 - 2345	52	57	62	57
2300 - 2400	47	57	48	51
Daily Volume	7587	7669	7807	7688

3/29/16 - 3/31/16	Tuesday	Wednesday	Thursday	Average
AM P:D	0.086	0.083	0.081	0.083
AM D Fac:	1.000	1.000	1.000	1.000
AM Pk HR	1145 - 1245	1115 - 1215	1145 - 1245	1145 - 1245
PM P:D	0.086	0.083	0.082	0.082
PM D Fac:	1.000	1.000	1.000	1.000
PM Pk HR	1200 - 1300	1630 - 1730	1645 - 1745	1630 - 1730

Adjustment Factors	
Seasonal	0.99

Unadjusted Volumes	
AADT	7688
AM Peak	639
PM Peak	631

Adjusted Volumes	
AADT	7611
AM Peak	633
PM Peak	625



* Daily Volume is the sum of 24 hour counts, not the sum of each hour from above.



Hernando County 72-Hour Classification Counts

Location: Mildred Ave (SR 50A, US 41) between Jefferson St. (SR 50A) to Broad St. (US 41) (Count Station S-5311)
 Begin Date: Monday, March 28, 2016
 Source: Tindale Oliver

Time	Class													HV
	1	2	3	4	5	6	7	8	9	10	11	12	13	
	SOUTHBOUND													
Day 1 Total	20	5284	1827	68	89	26	1	121	65	6	36	19	25	367
Day 1 Percent	0.26%	69.65%	24.08%	0.90%	1.17%	0.34%	0.01%	1.59%	0.86%	0.08%	0.47%	0.25%	0.33%	4.84%
Day 2 Total	49	5328	1838	75	73	25	1	124	62	5	42	15	32	381
Day 2 Percent	0.64%	69.47%	23.97%	0.98%	0.95%	0.33%	0.01%	1.62%	0.81%	0.07%	0.55%	0.20%	0.42%	4.97%
Day 3 Total	50	5403	1893	64	70	26	3	116	63	9	50	23	37	391
Day 3 Percent	0.64%	69.21%	24.25%	0.82%	0.90%	0.33%	0.04%	1.49%	0.81%	0.12%	0.64%	0.29%	0.47%	5.01%
72 Hr. Total	119	16015	5558	207	232	77	5	361	190	20	128	57	94	1139
72 Hr. Percent	0.52%	69.44%	24.10%	0.90%	1.01%	0.33%	0.02%	1.57%	0.82%	0.09%	0.56%	0.25%	0.41%	4.94%

Legend

Class 1	Motorcycle
Class 2	Passenger Car
Class 3	Two Axle, Four Tire Single Unit Vehicle
Class 4	Buses
Class 5	Two Axle, Six Tire Single Unit Truck
Class 6	Three Axle Single Unit Truck
Class 7	Four or More Axle Single Trailer Trucks
Class 8	Four or Fewer Axle Single Trailer Trucks
Class 9	Five Axle Single Trailer Trucks
Class 10	Six or More Axle Single Trailer Trucks
Class 11	Five or fewer Multi-Trailer Trucks
Class 12	Six Axle Multi-Trailer Trucks
Class 13	Seven or More Axle Multi-Trailer Trucks
XXXX	Heavy Vehicles

Appendix C: Level of Service Analysis (Existing, 2020, and 2040)

Existing Conditions AM Peak Hour

Existing Conditions PM Peak Hour

2020 One-Way AM Peak Hour

2020 One-Way PM Peak Hour

2020 Two-Way AM Peak Hour

2020 Two-Way PM Peak Hour

2040 One-Way AM Peak Hour

2040 One-Way PM Peak Hour

2040 Two-Way AM Peak Hour

2040 Two-Way PM Peak Hour

HCM Signalized Intersection Capacity Analysis

1: S Broad St & Ponce De Leon

9/23/2016

	↑	↗	↘	↓	↙	↖
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑	↗↘		↑	↙↖	
Volume (vph)	240	448	0	304	296	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	5.1		5.6	5.6	
Lane Util. Factor	0.95	0.88		1.00	0.97	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	1.00	1.00		1.00	0.95	
Satd. Flow (prot)	2954	2460		1598	3060	
Flt Permitted	1.00	1.00		1.00	0.95	
Satd. Flow (perm)	2954	2460		1598	3060	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	261	487	0	330	322	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	261	487	0	330	322	0
Heavy Vehicles (%)	10%	4%	0%	7%	3%	2%
Turn Type	NA	pt+ov		NA	Prot	
Protected Phases	5	5 6			6	
Permitted Phases				6		
Actuated Green, G (s)	15.7	80.0		53.6	53.6	
Effective Green, g (s)	15.7	74.4		53.6	53.6	
Actuated g/C Ratio	0.20	0.93		0.67	0.67	
Clearance Time (s)	5.1			5.6	5.6	
Vehicle Extension (s)	3.6			3.9	3.9	
Lane Grp Cap (vph)	579	2287		1070	2050	
v/s Ratio Prot	c0.09	0.20			0.11	
v/s Ratio Perm				c0.21		
v/c Ratio	0.45	0.21		0.31	0.16	
Uniform Delay, d1	28.3	0.2		5.5	4.9	
Progression Factor	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.1		0.7	0.2	
Delay (s)	29.0	0.3		6.2	5.0	
Level of Service	C	A		A	A	
Approach Delay (s)	10.3			6.2	5.0	
Approach LOS	B			A	A	
Intersection Summary						
HCM 2000 Control Delay		8.1		HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio		0.34				
Actuated Cycle Length (s)		80.0		Sum of lost time (s)		10.7
Intersection Capacity Utilization		36.5%		ICU Level of Service		A
Analysis Period (min)		15				

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: S Broad St & Benton Ave

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	6	437	5	5	296	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)							7.5	7.5		7.5	7.5	
Lane Util. Factor							1.00	0.95		1.00	0.95	
Frt							1.00	1.00		1.00	1.00	
Flt Protected							0.95	1.00		0.95	1.00	
Satd. Flow (prot)							1805	3467		1805	3498	
Flt Permitted							0.55	1.00		0.48	1.00	
Satd. Flow (perm)							1053	3467		908	3498	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	7	475	5	5	322	5
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	7	480	0	5	327	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	3%	0%
Turn Type		Perm				Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)							80.0	80.0		80.0	80.0	
Effective Green, g (s)							80.0	80.0		80.0	80.0	
Actuated g/C Ratio							1.00	1.00		1.00	1.00	
Clearance Time (s)							7.5	7.5		7.5	7.5	
Vehicle Extension (s)							4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)							1053	3467		908	3498	
v/s Ratio Prot								c0.14			0.09	
v/s Ratio Perm							0.01			0.01		
v/c Ratio							0.01	0.14		0.01	0.09	
Uniform Delay, d1							0.0	0.0		0.0	0.0	
Progression Factor							1.00	1.00		1.00	1.00	
Incremental Delay, d2							0.0	0.1		0.0	0.1	
Delay (s)							0.0	0.1		0.0	0.1	
Level of Service							A	A		A	A	
Approach Delay (s)		0.0			0.0			0.1			0.1	
Approach LOS		A			A			A			A	
Intersection Summary												
HCM 2000 Control Delay		0.1					HCM 2000 Level of Service			A		
HCM 2000 Volume to Capacity ratio		0.17										
Actuated Cycle Length (s)		80.0					Sum of lost time (s)			14.5		
Intersection Capacity Utilization		22.9%					ICU Level of Service			A		
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

4: Main St & S Broad St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	93	557	25	0	0	0	0	33	24	28	135	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0						6.0			6.0	
Lane Util. Factor		0.95						1.00			1.00	
Frt		0.99						0.94			1.00	
Flt Protected		0.99						1.00			0.99	
Satd. Flow (prot)		3380						1616			1740	
Flt Permitted		0.99						1.00			0.95	
Satd. Flow (perm)		3380						1616			1665	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	101	605	27	0	0	0	0	36	26	30	147	0
RTOR Reduction (vph)	0	3	0	0	0	0	0	16	0	0	0	0
Lane Group Flow (vph)	0	730	0	0	0	0	0	46	0	0	177	0
Heavy Vehicles (%)	4%	6%	0%	0%	0%	0%	0%	0%	26%	0%	10%	0%
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		4						2			2	
Permitted Phases	4									2		
Actuated Green, G (s)		44.0						34.0			34.0	
Effective Green, g (s)		44.0						34.0			34.0	
Actuated g/C Ratio		0.49						0.38			0.38	
Clearance Time (s)		6.0						6.0			6.0	
Vehicle Extension (s)		4.0						4.0			4.0	
Lane Grp Cap (vph)		1652						610			629	
v/s Ratio Prot								0.03				
v/s Ratio Perm		0.22									c0.11	
v/c Ratio		0.44						0.08			0.28	
Uniform Delay, d1		15.0						17.9			19.5	
Progression Factor		0.92						1.00			0.84	
Incremental Delay, d2		0.9						0.2			1.1	
Delay (s)		14.6						18.2			17.5	
Level of Service		B						B			B	
Approach Delay (s)		14.6			0.0			18.2			17.5	
Approach LOS		B			A			B			B	
Intersection Summary												
HCM 2000 Control Delay		15.4						HCM 2000 Level of Service		B		
HCM 2000 Volume to Capacity ratio		0.37										
Actuated Cycle Length (s)		90.0						Sum of lost time (s)		12.0		
Intersection Capacity Utilization		44.2%						ICU Level of Service		A		
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: E Jefferson St & S Broad St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	332	113	203	0	278	0	197	94	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0		6.0		6.4	6.4			
Lane Util. Factor	1.00	1.00	1.00	1.00		1.00		1.00	1.00			
Frt	1.00	1.00	0.85	1.00		0.85		1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95		1.00		1.00	1.00			
Satd. Flow (prot)	1805	1712	1417	1736		1524		1776	1568			
Flt Permitted	0.95	1.00	1.00	0.95		1.00		1.00	1.00			
Satd. Flow (perm)	1805	1712	1417	1736		1524		1776	1568			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	361	123	221	0	302	0	214	102	0	0	0
RTOR Reduction (vph)	17	0	86	0	0	234	0	0	79	0	0	0
Lane Group Flow (vph)	7	361	37	221	0	68	0	214	23	0	0	0
Heavy Vehicles (%)	0%	11%	14%	4%	0%	6%	0%	7%	3%	0%	0%	0%
Turn Type	Split	NA	Perm	Prot		Prot		NA	Perm			
Protected Phases	4	4		3		3		2				
Permitted Phases			4						2			
Actuated Green, G (s)	22.2	22.2	22.2	16.6		16.6		16.5	16.5			
Effective Green, g (s)	22.2	22.2	22.2	16.6		16.6		16.5	16.5			
Actuated g/C Ratio	0.30	0.30	0.30	0.23		0.23		0.22	0.22			
Clearance Time (s)	6.0	6.0	6.0	6.0		6.0		6.4	6.4			
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0	5.0			
Lane Grp Cap (vph)	543	515	426	391		343		397	351			
v/s Ratio Prot	0.00	c0.21		c0.13		0.04		c0.12				
v/s Ratio Perm			0.03						0.01			
v/c Ratio	0.01	0.70	0.09	0.57		0.20		0.54	0.07			
Uniform Delay, d1	18.1	22.8	18.5	25.3		23.2		25.2	22.5			
Progression Factor	1.00	1.00	1.00	1.00		1.00		1.00	1.00			
Incremental Delay, d2	0.0	5.4	0.2	3.1		0.6		2.6	0.2			
Delay (s)	18.1	28.2	18.7	28.4		23.7		27.8	22.7			
Level of Service	B	C	B	C		C		C	C			
Approach Delay (s)		25.4			25.7			26.2			0.0	
Approach LOS		C			C			C			A	
Intersection Summary												
HCM 2000 Control Delay			25.7		HCM 2000 Level of Service				C			
HCM 2000 Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			73.7		Sum of lost time (s)				18.4			
Intersection Capacity Utilization			52.8%		ICU Level of Service				A			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: Ponce De Leon & W Jefferson St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	111	185	45	34	247	63	41	189	10	62	225	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.2	6.0		6.2	6.2		6.3	6.3		6.3	6.3	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.97		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1736	1759		1671	1774		1805	1693		1671	1725	
Flt Permitted	0.95	1.00		0.61	1.00		0.43	1.00		0.48	1.00	
Satd. Flow (perm)	1736	1759		1067	1774		824	1693		853	1725	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	118	197	48	36	263	67	44	201	11	66	239	45
RTOR Reduction (vph)	0	9	0	0	9	0	0	2	0	0	8	0
Lane Group Flow (vph)	118	236	0	36	321	0	44	210	0	66	276	0
Heavy Vehicles (%)	4%	6%	0%	8%	3%	7%	0%	12%	0%	8%	8%	5%
Turn Type	Prot	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8			4		5	2		1	6	
Permitted Phases				4			2			6		
Actuated Green, G (s)	10.0	47.1		30.7	30.7		22.7	19.4		25.9	21.0	
Effective Green, g (s)	10.0	47.1		30.7	30.7		22.7	19.4		25.9	21.0	
Actuated g/C Ratio	0.11	0.52		0.34	0.34		0.25	0.22		0.29	0.23	
Clearance Time (s)	6.2	6.0		6.2	6.2		6.3	6.3		6.3	6.3	
Vehicle Extension (s)	3.0	4.0		5.0	5.0		2.5	5.0		2.5	3.0	
Lane Grp Cap (vph)	192	920		363	605		243	364		290	402	
v/s Ratio Prot	c0.07	0.13			c0.18		0.01	0.12		c0.01	c0.16	
v/s Ratio Perm				0.03			0.04			0.05		
v/c Ratio	0.61	0.26		0.10	0.53		0.18	0.58		0.23	0.69	
Uniform Delay, d1	38.2	11.8		20.2	23.8		25.9	31.6		23.9	31.5	
Progression Factor	1.00	1.00		0.72	0.75		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.7	0.7		0.5	3.3		0.3	3.5		0.3	4.8	
Delay (s)	43.9	12.5		15.0	21.0		26.2	35.1		24.2	36.3	
Level of Service	D	B		B	C		C	D		C	D	
Approach Delay (s)		22.7			20.5			33.6			34.0	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			27.1			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			25.0			
Intersection Capacity Utilization			62.4%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

7: Mildred Ave & W Jefferson St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	0	249	300	335	2	0	0	0	0	5	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	6.0						5.7	
Lane Util. Factor	1.00		1.00	1.00	1.00						1.00	
Frt	1.00		0.85	1.00	1.00						0.91	
Flt Protected	0.95		1.00	0.95	1.00						1.00	
Satd. Flow (prot)	1805		1568	1787	1808						1729	
Flt Permitted	0.95		1.00	0.95	1.00						1.00	
Satd. Flow (perm)	1805		1568	1787	1808						1729	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	9	0	268	323	360	2	0	0	0	0	5	10
RTOR Reduction (vph)	0	0	85	291	0	0	0	0	0	0	10	0
Lane Group Flow (vph)	9	0	183	32	362	0	0	0	0	0	5	0
Heavy Vehicles (%)	0%	0%	3%	1%	5%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot		Prot	Prot	NA						NA	
Protected Phases	5		2	1	6						8	
Permitted Phases												
Actuated Green, G (s)	1.8		61.6	8.9	68.7						1.8	
Effective Green, g (s)	1.8		61.6	8.9	68.7						1.8	
Actuated g/C Ratio	0.02		0.68	0.10	0.76						0.02	
Clearance Time (s)	6.0		6.0	6.0	6.0						5.7	
Vehicle Extension (s)	5.0		5.0	4.0	5.0						5.0	
Lane Grp Cap (vph)	36		1073	176	1380						34	
v/s Ratio Prot	0.00		0.12	c0.02	c0.20						c0.00	
v/s Ratio Perm												
v/c Ratio	0.25		0.17	0.18	0.26						0.15	
Uniform Delay, d1	43.4		5.1	37.2	3.2						43.4	
Progression Factor	0.98		0.60	1.14	2.03						1.00	
Incremental Delay, d2	7.4		0.3	0.6	0.4						4.3	
Delay (s)	50.1		3.4	43.1	6.8						47.7	
Level of Service	D		A	D	A						D	
Approach Delay (s)		4.9			23.9			0.0			47.7	
Approach LOS		A			C			A			D	
Intersection Summary												
HCM 2000 Control Delay			18.9			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.27									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			17.7			
Intersection Capacity Utilization			51.0%			ICU Level of Service			A			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Main St & W Jefferson St/E Jefferson St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	51	464	15	29	97	0	0	112	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0			6.0			6.0	
Lane Util. Factor					0.95			1.00			1.00	
Frt					1.00			1.00			0.92	
Flt Protected					1.00			0.99			1.00	
Satd. Flow (prot)					3275			1809			1693	
Flt Permitted					1.00			0.89			1.00	
Satd. Flow (perm)					3275			1627			1693	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	55	504	16	32	105	0	0	122	157
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	0	0	52	0
Lane Group Flow (vph)	0	0	0	0	573	0	0	137	0	0	227	0
Heavy Vehicles (%)	2%	2%	2%	3%	10%	7%	0%	5%	0%	0%	2%	5%
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			2			2	
Permitted Phases				4			2					
Actuated Green, G (s)					38.0			40.0			40.0	
Effective Green, g (s)					38.0			40.0			40.0	
Actuated g/C Ratio					0.42			0.44			0.44	
Clearance Time (s)					6.0			6.0			6.0	
Vehicle Extension (s)					4.0			4.0			4.0	
Lane Grp Cap (vph)					1382			723			752	
v/s Ratio Prot											c0.13	
v/s Ratio Perm					0.17			0.08				
v/c Ratio					0.41			0.19			0.30	
Uniform Delay, d1					18.2			15.2			16.0	
Progression Factor					1.00			1.75			1.00	
Incremental Delay, d2					0.9			0.6			1.0	
Delay (s)					19.1			27.2			17.1	
Level of Service					B			C			B	
Approach Delay (s)		0.0			19.1			27.2			17.1	
Approach LOS		A			B			C			B	
Intersection Summary												
HCM 2000 Control Delay			19.7		HCM 2000 Level of Service					B		
HCM 2000 Volume to Capacity ratio			0.36									
Actuated Cycle Length (s)			90.0		Sum of lost time (s)					12.0		
Intersection Capacity Utilization			55.1%		ICU Level of Service					B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: S Broad St & Ponce De Leon

9/23/2016

	↑	↗	↘	↓	↙	↖
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑	↗↘		↑	↙↖	
Volume (vph)	293	385	0	250	374	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	5.1		5.6	5.6	
Lane Util. Factor	0.95	0.88		1.00	0.97	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	1.00	1.00		1.00	0.95	
Satd. Flow (prot)	3185	2508		1676	2935	
Flt Permitted	1.00	1.00		1.00	0.95	
Satd. Flow (perm)	3185	2508		1676	2935	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	318	418	0	272	407	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	318	418	0	272	407	0
Parking (#/hr)					0	
Turn Type	NA	pt+ov		NA	Prot	
Protected Phases	5	5 6			6	
Permitted Phases				6		
Actuated Green, G (s)	12.0	45.0		22.3	22.3	
Effective Green, g (s)	12.0	39.4		22.3	22.3	
Actuated g/C Ratio	0.27	0.88		0.50	0.50	
Clearance Time (s)	5.1			5.6	5.6	
Vehicle Extension (s)	3.6			3.9	3.9	
Lane Grp Cap (vph)	849	2195		830	1454	
v/s Ratio Prot	c0.10	0.17			0.14	
v/s Ratio Perm				c0.16		
v/c Ratio	0.37	0.19		0.33	0.28	
Uniform Delay, d1	13.4	0.4		6.8	6.6	
Progression Factor	1.00	1.00		2.33	1.08	
Incremental Delay, d2	0.3	0.1		0.9	0.5	
Delay (s)	13.8	0.5		16.9	7.7	
Level of Service	B	A		B	A	
Approach Delay (s)	6.2			16.9	7.7	
Approach LOS	A			B	A	
Intersection Summary						
HCM 2000 Control Delay		8.7		HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio		0.34				
Actuated Cycle Length (s)		45.0		Sum of lost time (s)		10.7
Intersection Capacity Utilization		35.8%		ICU Level of Service		A
Analysis Period (min)		15				

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: S Broad St & Benton Ave

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	2	382	1	0	374	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)							7.5	7.5			7.5	
Lane Util. Factor							1.00	0.95			0.95	
Frt							1.00	1.00			1.00	
Flt Protected							0.95	1.00			1.00	
Satd. Flow (prot)							1805	3538			3539	
Flt Permitted							0.51	1.00			1.00	
Satd. Flow (perm)							975	3538			3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	2	415	1	0	407	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	2	416	0	0	407	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Turn Type		Perm				Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)							90.0	90.0			90.0	
Effective Green, g (s)							90.0	90.0			90.0	
Actuated g/C Ratio							1.00	1.00			1.00	
Clearance Time (s)							7.5	7.5			7.5	
Vehicle Extension (s)							4.0	4.0			4.0	
Lane Grp Cap (vph)							975	3538			3539	
v/s Ratio Prot								c0.12			0.11	
v/s Ratio Perm							0.00					
v/c Ratio							0.00	0.12			0.12	
Uniform Delay, d1							0.0	0.0			0.0	
Progression Factor							1.00	1.00			1.00	
Incremental Delay, d2							0.0	0.1			0.1	
Delay (s)							0.0	0.1			0.1	
Level of Service							A	A			A	
Approach Delay (s)		0.0			0.0			0.1			0.1	
Approach LOS		A			A			A			A	
Intersection Summary												
HCM 2000 Control Delay		0.1					HCM 2000 Level of Service			A		
HCM 2000 Volume to Capacity ratio		0.14										
Actuated Cycle Length (s)		90.0					Sum of lost time (s)			14.5		
Intersection Capacity Utilization		22.9%					ICU Level of Service			A		
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

4: Main St & S Broad St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	118	488	18	0	0	0	0	92	30	29	91	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0						6.0			6.0	
Lane Util. Factor		0.95						1.00			1.00	
Frt		1.00						0.97			1.00	
Flt Protected		0.99						1.00			0.99	
Satd. Flow (prot)		3428						1809			1809	
Flt Permitted		0.99						1.00			0.91	
Satd. Flow (perm)		3428						1809			1673	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	124	514	19	0	0	0	0	97	32	31	96	0
RTOR Reduction (vph)	0	3	0	0	0	0	0	13	0	0	0	0
Lane Group Flow (vph)	0	654	0	0	0	0	0	116	0	0	127	0
Heavy Vehicles (%)	3%	4%	6%	0%	0%	0%	0%	2%	0%	0%	5%	0%
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		4						2			2	
Permitted Phases	4									2		
Actuated Green, G (s)		44.0						34.0			34.0	
Effective Green, g (s)		44.0						34.0			34.0	
Actuated g/C Ratio		0.49						0.38			0.38	
Clearance Time (s)		6.0						6.0			6.0	
Vehicle Extension (s)		4.0						4.0			4.0	
Lane Grp Cap (vph)		1675						683			632	
v/s Ratio Prot								0.06				
v/s Ratio Perm		0.19									c0.08	
v/c Ratio		0.39						0.17			0.20	
Uniform Delay, d1		14.5						18.6			18.9	
Progression Factor		0.95						1.00			0.71	
Incremental Delay, d2		0.7						0.5			0.7	
Delay (s)		14.5						19.2			14.1	
Level of Service		B						B			B	
Approach Delay (s)		14.5			0.0			19.2			14.1	
Approach LOS		B			A			B			B	
Intersection Summary												
HCM 2000 Control Delay		15.1						HCM 2000 Level of Service		B		
HCM 2000 Volume to Capacity ratio		0.31										
Actuated Cycle Length (s)		90.0						Sum of lost time (s)		12.0		
Intersection Capacity Utilization		57.5%						ICU Level of Service		B		
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: E Jefferson St & S Broad St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	373	161	190	0	209	0	230	135	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0		6.0		6.4	6.4			
Lane Util. Factor	1.00	1.00	1.00	1.00		1.00		1.00	1.00			
Frt	1.00	1.00	0.85	1.00		0.85		1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95		1.00		1.00	1.00			
Satd. Flow (prot)	1671	1845	1568	1641		1583		1759	1495			
Flt Permitted	0.95	1.00	1.00	0.95		1.00		1.00	1.00			
Satd. Flow (perm)	1671	1845	1568	1641		1583		1759	1495			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	14	397	171	202	0	222	0	245	144	0	0	0
RTOR Reduction (vph)	9	0	105	0	0	179	0	0	113	0	0	0
Lane Group Flow (vph)	5	397	66	202	0	43	0	245	31	0	0	0
Heavy Vehicles (%)	8%	3%	3%	10%	0%	2%	2%	8%	8%	2%	2%	2%
Turn Type	Split	NA	Perm	Prot		Prot		NA	Perm			
Protected Phases	4	4		3		3		2				
Permitted Phases			4						2			
Actuated Green, G (s)	34.8	34.8	34.8	17.5		17.5		19.3	19.3			
Effective Green, g (s)	34.8	34.8	34.8	17.5		17.5		19.3	19.3			
Actuated g/C Ratio	0.39	0.39	0.39	0.19		0.19		0.21	0.21			
Clearance Time (s)	6.0	6.0	6.0	6.0		6.0		6.4	6.4			
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0	5.0			
Lane Grp Cap (vph)	646	713	606	319		307		377	320			
v/s Ratio Prot	0.00	c0.22		c0.12		0.03		c0.14				
v/s Ratio Perm			0.04						0.02			
v/c Ratio	0.01	0.56	0.11	0.63		0.14		0.65	0.10			
Uniform Delay, d1	17.0	21.6	17.7	33.3		30.0		32.3	28.4			
Progression Factor	1.00	0.69	0.33	1.00		1.00		1.00	1.00			
Incremental Delay, d2	0.0	3.0	0.3	5.6		0.4		5.2	0.3			
Delay (s)	17.0	17.7	6.2	38.9		30.5		37.5	28.6			
Level of Service	B	B	A	D		C		D	C			
Approach Delay (s)		14.3			34.5			34.2			0.0	
Approach LOS		B			C			C			A	
Intersection Summary												
HCM 2000 Control Delay			26.0		HCM 2000 Level of Service				C			
HCM 2000 Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			90.0		Sum of lost time (s)				18.4			
Intersection Capacity Utilization			55.9%		ICU Level of Service				B			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: Ponce De Leon & W Jefferson St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	112	189	20	30	231	86	57	225	11	105	200	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.2	6.0		6.2	6.2		6.3	6.3		6.3	6.3	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flt	1.00	0.99		1.00	0.96		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1823		1805	1747		1770	1851		1583	1808	
Flt Permitted	0.95	1.00		0.62	1.00		0.42	1.00		0.40	1.00	
Satd. Flow (perm)	1770	1823		1172	1747		774	1851		667	1808	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	122	205	22	33	251	93	62	245	12	114	217	58
RTOR Reduction (vph)	0	4	0	0	14	0	0	2	0	0	11	0
Lane Group Flow (vph)	122	223	0	33	330	0	62	255	0	114	264	0
Heavy Vehicles (%)	2%	3%	0%	0%	3%	8%	2%	2%	0%	14%	2%	1%
Turn Type	Prot	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8			4		5	2		1	6	
Permitted Phases				4			2			6		
Actuated Green, G (s)	10.0	47.2		30.8	30.8		23.3	18.6		25.1	19.5	
Effective Green, g (s)	10.0	47.2		30.8	30.8		23.3	18.6		25.1	19.5	
Actuated g/C Ratio	0.11	0.52		0.34	0.34		0.26	0.21		0.28	0.22	
Clearance Time (s)	6.2	6.0		6.2	6.2		6.3	6.3		6.3	6.3	
Vehicle Extension (s)	3.0	4.0		5.0	5.0		2.5	5.0		2.5	3.0	
Lane Grp Cap (vph)	196	956		401	597		252	382		243	391	
v/s Ratio Prot	c0.07	0.12			c0.19		0.01	0.14		c0.03	c0.15	
v/s Ratio Perm				0.03			0.05			0.10		
v/c Ratio	0.62	0.23		0.08	0.55		0.25	0.67		0.47	0.68	
Uniform Delay, d1	38.2	11.6		20.0	24.0		25.8	32.8		25.5	32.3	
Progression Factor	1.00	1.00		0.55	0.59		1.23	1.18		1.00	1.00	
Incremental Delay, d2	6.0	0.6		0.4	3.6		0.4	5.5		1.0	4.6	
Delay (s)	44.2	12.2		11.4	17.7		32.0	44.4		26.5	36.9	
Level of Service	D	B		B	B		C	D		C	D	
Approach Delay (s)		23.4			17.1			42.0			33.9	
Approach LOS		C			B			D			C	
Intersection Summary												
HCM 2000 Control Delay			28.7			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			25.0			
Intersection Capacity Utilization			62.8%			ICU Level of Service			B			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Mildred Ave & W Jefferson St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	0	297	318	335	2	0	0	0	0	10	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	6.0						5.7	
Lane Util. Factor	1.00		1.00	1.00	1.00						1.00	
Frt	1.00		0.85	1.00	1.00						0.93	
Flt Protected	0.95		1.00	0.95	1.00						1.00	
Satd. Flow (prot)	1805		1524	1805	1826						1761	
Flt Permitted	0.95		1.00	0.95	1.00						1.00	
Satd. Flow (perm)	1805		1524	1805	1826						1761	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	0	323	346	364	2	0	0	0	0	11	13
RTOR Reduction (vph)	0	0	109	311	0	0	0	0	0	0	12	0
Lane Group Flow (vph)	9	0	214	35	366	0	0	0	0	0	12	0
Heavy Vehicles (%)	0%	0%	6%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot		Prot	Prot	NA						NA	
Protected Phases	5		2	1	6						8	
Permitted Phases												
Actuated Green, G (s)	1.8		59.5	9.0	66.7						3.8	
Effective Green, g (s)	1.8		59.5	9.0	66.7						3.8	
Actuated g/C Ratio	0.02		0.66	0.10	0.74						0.04	
Clearance Time (s)	6.0		6.0	6.0	6.0						5.7	
Vehicle Extension (s)	5.0		5.0	4.0	5.0						5.0	
Lane Grp Cap (vph)	36		1007	180	1353						74	
v/s Ratio Prot	0.00		0.14	c0.02	c0.20						c0.01	
v/s Ratio Perm												
v/c Ratio	0.25		0.21	0.19	0.27						0.16	
Uniform Delay, d1	43.4		6.0	37.2	3.8						41.6	
Progression Factor	1.03		1.29	1.66	1.96						1.00	
Incremental Delay, d2	7.2		0.5	0.7	0.5						2.1	
Delay (s)	51.8		8.2	62.5	7.8						43.6	
Level of Service	D		A	E	A						D	
Approach Delay (s)		9.4			34.4			0.0			43.6	
Approach LOS		A			C			A			D	
Intersection Summary												
HCM 2000 Control Delay			26.8			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.27									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			17.7			
Intersection Capacity Utilization			54.9%			ICU Level of Service			A			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Main St & W Jefferson St/E Jefferson St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	20	470	20	50	160	0	0	100	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0			6.0			6.0	
Lane Util. Factor					0.95			1.00			1.00	
Frt					0.99			1.00			0.92	
Flt Protected					1.00			0.99			1.00	
Satd. Flow (prot)					3424			1789			1643	
Flt Permitted					1.00			0.87			1.00	
Satd. Flow (perm)					3424			1583			1643	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	22	505	22	54	172	0	0	108	145
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	0	0	54	0
Lane Group Flow (vph)	0	0	0	0	546	0	0	226	0	0	199	0
Heavy Vehicles (%)	2%	2%	2%	0%	5%	0%	8%	4%	0%	0%	5%	8%
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			2			2	
Permitted Phases				4			2					
Actuated Green, G (s)					36.0			42.0			42.0	
Effective Green, g (s)					36.0			42.0			42.0	
Actuated g/C Ratio					0.40			0.47			0.47	
Clearance Time (s)					6.0			6.0			6.0	
Vehicle Extension (s)					4.0			4.0			4.0	
Lane Grp Cap (vph)					1369			738			766	
v/s Ratio Prot											0.12	
v/s Ratio Perm					0.16			0.14				
v/c Ratio					0.40			0.31			0.26	
Uniform Delay, d1					19.3			14.9			14.6	
Progression Factor					0.59			1.40			1.00	
Incremental Delay, d2					0.8			1.0			0.8	
Delay (s)					12.2			22.0			15.4	
Level of Service					B			C			B	
Approach Delay (s)		0.0			12.2			22.0			15.4	
Approach LOS		A			B			C			B	
Intersection Summary												
HCM 2000 Control Delay			15.2		HCM 2000 Level of Service					B		
HCM 2000 Volume to Capacity ratio			0.35									
Actuated Cycle Length (s)			90.0		Sum of lost time (s)					12.0		
Intersection Capacity Utilization			55.2%		ICU Level of Service					B		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

1: S Broad St & Ponce De Leon

9/23/2016

	↑	↗	↘	↓	↙	↖
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑	↗↘		↑	↙↖	
Volume (vph)	250	466	0	316	308	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	5.1		5.6	5.6	
Lane Util. Factor	0.95	0.88		1.00	0.97	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	1.00	1.00		1.00	0.95	
Satd. Flow (prot)	2954	2460		1598	3060	
Flt Permitted	1.00	1.00		1.00	0.95	
Satd. Flow (perm)	2954	2460		1598	3060	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	272	507	0	343	335	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	272	507	0	343	335	0
Heavy Vehicles (%)	10%	4%	0%	7%	3%	2%
Turn Type	NA	pt+ov		NA	Prot	
Protected Phases	5	5 6			6	
Permitted Phases				6		
Actuated Green, G (s)	16.0	80.0		53.3	53.3	
Effective Green, g (s)	16.0	74.4		53.3	53.3	
Actuated g/C Ratio	0.20	0.93		0.67	0.67	
Clearance Time (s)	5.1			5.6	5.6	
Vehicle Extension (s)	3.6			3.9	3.9	
Lane Grp Cap (vph)	590	2287		1064	2038	
v/s Ratio Prot	c0.09	0.21			0.11	
v/s Ratio Perm				c0.21		
v/c Ratio	0.46	0.22		0.32	0.16	
Uniform Delay, d1	28.2	0.2		5.7	5.0	
Progression Factor	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.1		0.8	0.2	
Delay (s)	28.9	0.3		6.5	5.2	
Level of Service	C	A		A	A	
Approach Delay (s)	10.3			6.5	5.2	
Approach LOS	B			A	A	
Intersection Summary						
HCM 2000 Control Delay		8.2		HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio		0.35				
Actuated Cycle Length (s)		80.0		Sum of lost time (s)		10.7
Intersection Capacity Utilization		37.6%		ICU Level of Service		A
Analysis Period (min)		15				

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: S Broad St & Benton Ave

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			 	
Volume (vph)	0	0	0	0	0	0	6	455	5	5	308	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)							7.5	7.5		7.5	7.5	
Lane Util. Factor							1.00	0.95		1.00	0.95	
Frt							1.00	1.00		1.00	1.00	
Flt Protected							0.95	1.00		0.95	1.00	
Satd. Flow (prot)							1805	3467		1805	3499	
Flt Permitted							0.55	1.00		0.47	1.00	
Satd. Flow (perm)							1040	3467		890	3499	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	7	495	5	5	335	5
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	7	500	0	5	340	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	3%	0%
Turn Type		Perm				Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)							80.0	80.0		80.0	80.0	
Effective Green, g (s)							80.0	80.0		80.0	80.0	
Actuated g/C Ratio							1.00	1.00		1.00	1.00	
Clearance Time (s)							7.5	7.5		7.5	7.5	
Vehicle Extension (s)							4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)							1040	3467		890	3499	
v/s Ratio Prot								c0.14			0.10	
v/s Ratio Perm							0.01			0.01		
v/c Ratio							0.01	0.14		0.01	0.10	
Uniform Delay, d1							0.0	0.0		0.0	0.0	
Progression Factor							1.00	1.00		1.00	1.00	
Incremental Delay, d2							0.0	0.1		0.0	0.1	
Delay (s)							0.0	0.1		0.0	0.1	
Level of Service							A	A		A	A	
Approach Delay (s)		0.0			0.0			0.1			0.1	
Approach LOS		A			A			A			A	
Intersection Summary												
HCM 2000 Control Delay		0.1					HCM 2000 Level of Service			A		
HCM 2000 Volume to Capacity ratio		0.18										
Actuated Cycle Length (s)		80.0					Sum of lost time (s)			14.5		
Intersection Capacity Utilization		22.9%					ICU Level of Service			A		
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

4: Main St & S Broad St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	97	580	26	0	0	0	0	34	25	29	141	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0						6.0			6.0	
Lane Util. Factor		0.95						1.00			1.00	
Frt		0.99						0.94			1.00	
Flt Protected		0.99						1.00			0.99	
Satd. Flow (prot)		3380						1615			1740	
Flt Permitted		0.99						1.00			0.95	
Satd. Flow (perm)		3380						1615			1662	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	105	630	28	0	0	0	0	37	27	32	153	0
RTOR Reduction (vph)	0	3	0	0	0	0	0	17	0	0	0	0
Lane Group Flow (vph)	0	760	0	0	0	0	0	47	0	0	185	0
Heavy Vehicles (%)	4%	6%	0%	0%	0%	0%	0%	0%	26%	0%	10%	0%
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		4						2			2	
Permitted Phases	4									2		
Actuated Green, G (s)		44.0						34.0			34.0	
Effective Green, g (s)		44.0						34.0			34.0	
Actuated g/C Ratio		0.49						0.38			0.38	
Clearance Time (s)		6.0						6.0			6.0	
Vehicle Extension (s)		4.0						4.0			4.0	
Lane Grp Cap (vph)		1652						610			627	
v/s Ratio Prot								0.03				
v/s Ratio Perm		0.22									c0.11	
v/c Ratio		0.46						0.08			0.30	
Uniform Delay, d1		15.2						17.9			19.6	
Progression Factor		0.98						1.00			0.79	
Incremental Delay, d2		0.9						0.2			1.1	
Delay (s)		15.8						18.2			16.6	
Level of Service		B						B			B	
Approach Delay (s)		15.8			0.0			18.2			16.6	
Approach LOS		B			A			B			B	
Intersection Summary												
HCM 2000 Control Delay		16.1						HCM 2000 Level of Service		B		
HCM 2000 Volume to Capacity ratio		0.39										
Actuated Cycle Length (s)		90.0						Sum of lost time (s)		12.0		
Intersection Capacity Utilization		45.4%						ICU Level of Service		A		
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: E Jefferson St & S Broad St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	346	118	211	0	289	0	205	98	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0		6.0		6.6	6.6			
Lane Util. Factor	1.00	1.00	1.00	1.00		1.00		1.00	1.00			
Frt	1.00	1.00	0.85	1.00		0.85		1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95		1.00		1.00	1.00			
Satd. Flow (prot)	1805	1712	1417	1736		1524		1776	1568			
Flt Permitted	0.95	1.00	1.00	0.95		1.00		1.00	1.00			
Satd. Flow (perm)	1805	1712	1417	1736		1524		1776	1568			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	376	128	229	0	314	0	223	107	0	0	0
RTOR Reduction (vph)	17	0	89	0	0	243	0	0	83	0	0	0
Lane Group Flow (vph)	8	376	39	229	0	71	0	223	24	0	0	0
Heavy Vehicles (%)	0%	11%	14%	4%	0%	6%	0%	7%	3%	0%	0%	0%
Turn Type	Split	NA	Perm	Prot		Prot		NA	Perm			
Protected Phases	4	4		3		3		2				
Permitted Phases			4						2			
Actuated Green, G (s)	22.8	22.8	22.8	16.9		16.9		16.9	16.9			
Effective Green, g (s)	22.8	22.8	22.8	16.9		16.9		16.9	16.9			
Actuated g/C Ratio	0.30	0.30	0.30	0.22		0.22		0.22	0.22			
Clearance Time (s)	6.0	6.0	6.0	6.0		6.0		6.6	6.6			
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0	5.0			
Lane Grp Cap (vph)	547	519	429	390		342		399	352			
v/s Ratio Prot	0.00	c0.22		c0.13		0.05		c0.13				
v/s Ratio Perm			0.03						0.02			
v/c Ratio	0.01	0.72	0.09	0.59		0.21		0.56	0.07			
Uniform Delay, d1	18.3	23.4	18.8	26.0		23.7		25.8	23.0			
Progression Factor	1.00	1.00	1.00	1.00		1.00		1.00	1.00			
Incremental Delay, d2	0.0	6.1	0.2	3.5		0.6		2.9	0.2			
Delay (s)	18.4	29.5	19.0	29.5		24.3		28.7	23.1			
Level of Service	B	C	B	C		C		C	C			
Approach Delay (s)		26.4			26.5			26.9			0.0	
Approach LOS		C			C			C			A	
Intersection Summary												
HCM 2000 Control Delay			26.6		HCM 2000 Level of Service				C			
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			75.2		Sum of lost time (s)				18.6			
Intersection Capacity Utilization			54.5%		ICU Level of Service				A			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: Ponce De Leon & W Jefferson St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	116	192	47	35	257	66	43	197	10	65	234	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.2	6.0		6.2	6.2		6.3	6.3		6.3	6.3	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.97		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1736	1759		1671	1774		1805	1693		1671	1725	
Flt Permitted	0.95	1.00		0.60	1.00		0.42	1.00		0.47	1.00	
Satd. Flow (perm)	1736	1759		1059	1774		800	1693		820	1725	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	123	204	50	37	273	70	46	210	11	69	249	47
RTOR Reduction (vph)	0	9	0	0	10	0	0	2	0	0	8	0
Lane Group Flow (vph)	123	245	0	37	333	0	46	219	0	69	288	0
Heavy Vehicles (%)	4%	6%	0%	8%	3%	7%	0%	12%	0%	8%	8%	5%
Turn Type	Prot	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8			4		5	2		1	6	
Permitted Phases				4			2			6		
Actuated Green, G (s)	10.1	46.6		30.1	30.1		23.0	19.7		26.6	21.5	
Effective Green, g (s)	10.1	46.6		30.1	30.1		23.0	19.7		26.6	21.5	
Actuated g/C Ratio	0.11	0.52		0.33	0.33		0.26	0.22		0.30	0.24	
Clearance Time (s)	6.2	6.0		6.2	6.2		6.3	6.3		6.3	6.3	
Vehicle Extension (s)	3.0	4.0		5.0	5.0		2.5	5.0		2.5	3.0	
Lane Grp Cap (vph)	194	910		354	593		241	370		290	412	
v/s Ratio Prot	c0.07	0.14			c0.19		0.01	0.13		c0.01	c0.17	
v/s Ratio Perm				0.03			0.04			0.06		
v/c Ratio	0.63	0.27		0.10	0.56		0.19	0.59		0.24	0.70	
Uniform Delay, d1	38.2	12.2		20.7	24.5		25.8	31.5		23.5	31.3	
Progression Factor	1.00	1.00		1.05	0.99		1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.6	0.7		0.6	3.8		0.3	3.8		0.3	5.1	
Delay (s)	44.8	12.9		22.2	28.0		26.0	35.3		23.8	36.4	
Level of Service	D	B		C	C		C	D		C	D	
Approach Delay (s)		23.3			27.4			33.7			34.1	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			29.3			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			25.0			
Intersection Capacity Utilization			64.0%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

7: Mildred Ave & W Jefferson St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	0	259	312	349	2	0	0	0	0	5	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	6.0						5.7	
Lane Util. Factor	1.00		1.00	1.00	1.00						1.00	
Frt	1.00		0.85	1.00	1.00						0.91	
Flt Protected	0.95		1.00	0.95	1.00						1.00	
Satd. Flow (prot)	1805		1568	1787	1809						1729	
Flt Permitted	0.95		1.00	0.95	1.00						1.00	
Satd. Flow (perm)	1805		1568	1787	1809						1729	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	9	0	278	335	375	2	0	0	0	0	5	10
RTOR Reduction (vph)	0	0	87	303	0	0	0	0	0	0	10	0
Lane Group Flow (vph)	9	0	191	32	377	0	0	0	0	0	5	0
Heavy Vehicles (%)	0%	0%	3%	1%	5%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot		Prot	Prot	NA						NA	
Protected Phases	5		2	1	6						8	
Permitted Phases												
Actuated Green, G (s)	1.8		61.8	8.7	68.7						1.8	
Effective Green, g (s)	1.8		61.8	8.7	68.7						1.8	
Actuated g/C Ratio	0.02		0.69	0.10	0.76						0.02	
Clearance Time (s)	6.0		6.0	6.0	6.0						5.7	
Vehicle Extension (s)	5.0		5.0	4.0	5.0						5.0	
Lane Grp Cap (vph)	36		1076	172	1380						34	
v/s Ratio Prot	0.00		0.12	c0.02	c0.21						c0.00	
v/s Ratio Perm												
v/c Ratio	0.25		0.18	0.19	0.27						0.15	
Uniform Delay, d1	43.4		5.0	37.4	3.2						43.4	
Progression Factor	1.09		1.16	2.02	0.68						1.00	
Incremental Delay, d2	7.3		0.4	0.7	0.5						4.3	
Delay (s)	54.5		6.2	76.1	2.6						47.7	
Level of Service	D		A	E	A						D	
Approach Delay (s)		7.7			37.2			0.0			47.7	
Approach LOS		A			D			A			D	
Intersection Summary												
HCM 2000 Control Delay			29.0			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.28									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			17.7			
Intersection Capacity Utilization			52.2%			ICU Level of Service			A			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Main St & W Jefferson St/E Jefferson St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	53	483	16	30	101	0	0	117	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0			6.0			6.0	
Lane Util. Factor					0.95			1.00			1.00	
Frt					1.00			1.00			0.92	
Flt Protected					1.00			0.99			1.00	
Satd. Flow (prot)					3275			1809			1693	
Flt Permitted					1.00			0.88			1.00	
Satd. Flow (perm)					3275			1614			1693	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	58	525	17	33	110	0	0	127	163
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	0	0	52	0
Lane Group Flow (vph)	0	0	0	0	598	0	0	143	0	0	238	0
Heavy Vehicles (%)	2%	2%	2%	3%	10%	7%	0%	5%	0%	0%	2%	5%
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			2			2	
Permitted Phases				4			2					
Actuated Green, G (s)					44.0			34.0			34.0	
Effective Green, g (s)					44.0			34.0			34.0	
Actuated g/C Ratio					0.49			0.38			0.38	
Clearance Time (s)					6.0			6.0			6.0	
Vehicle Extension (s)					4.0			4.0			4.0	
Lane Grp Cap (vph)					1601			609			639	
v/s Ratio Prot											c0.14	
v/s Ratio Perm					0.18			0.09				
v/c Ratio					0.37			0.23			0.37	
Uniform Delay, d1					14.4			19.1			20.3	
Progression Factor					1.00			1.46			1.00	
Incremental Delay, d2					0.7			0.9			1.7	
Delay (s)					15.1			28.7			21.9	
Level of Service					B			C			C	
Approach Delay (s)		0.0			15.1			28.7			21.9	
Approach LOS		A			B			C			C	
Intersection Summary												
HCM 2000 Control Delay			18.9		HCM 2000 Level of Service					B		
HCM 2000 Volume to Capacity ratio			0.37									
Actuated Cycle Length (s)			90.0		Sum of lost time (s)					12.0		
Intersection Capacity Utilization			56.8%		ICU Level of Service					B		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

1: S Broad St & Ponce De Leon

6/29/2016

	↑	↗	↘	↓	↙	↖
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑	↗↘		↑	↙↖	
Volume (vph)	304	401	0	260	389	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	5.1		5.6	5.6	
Lane Util. Factor	0.95	0.88		1.00	0.97	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	1.00	1.00		1.00	0.95	
Satd. Flow (prot)	3185	2508		1676	2935	
Flt Permitted	1.00	1.00		1.00	0.95	
Satd. Flow (perm)	3185	2508		1676	2935	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	330	436	0	283	423	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	330	436	0	283	423	0
Parking (#/hr)					0	
Turn Type	NA	pt+ov		NA	Prot	
Protected Phases	5	5 6			6	
Permitted Phases				6		
Actuated Green, G (s)	11.1	40.0		18.2	18.2	
Effective Green, g (s)	11.1	34.4		18.2	18.2	
Actuated g/C Ratio	0.28	0.86		0.45	0.45	
Clearance Time (s)	5.1			5.6	5.6	
Vehicle Extension (s)	3.6			3.9	3.9	
Lane Grp Cap (vph)	883	2156		762	1335	
v/s Ratio Prot	c0.10	0.17			0.14	
v/s Ratio Perm				c0.17		
v/c Ratio	0.37	0.20		0.37	0.32	
Uniform Delay, d1	11.6	0.5		7.1	6.9	
Progression Factor	1.00	1.00		0.90	1.09	
Incremental Delay, d2	0.3	0.1		1.2	0.6	
Delay (s)	12.0	0.5		7.7	8.2	
Level of Service	B	A		A	A	
Approach Delay (s)	5.5			7.7	8.2	
Approach LOS	A			A	A	
Intersection Summary						
HCM 2000 Control Delay		6.7		HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio		0.37				
Actuated Cycle Length (s)		40.0		Sum of lost time (s)		10.7
Intersection Capacity Utilization		36.9%		ICU Level of Service		A
Analysis Period (min)		15				

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: S Broad St & Benton Ave

6/29/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	2	398	1	0	389	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)							7.5	7.5			7.5	
Lane Util. Factor							1.00	0.95			0.95	
Frt							1.00	1.00			1.00	
Flt Protected							0.95	1.00			1.00	
Satd. Flow (prot)							1805	3538			3539	
Flt Permitted							0.51	1.00			1.00	
Satd. Flow (perm)							960	3538			3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	2	433	1	0	423	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	2	434	0	0	423	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Turn Type		Perm				Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)							80.0	80.0			80.0	
Effective Green, g (s)							80.0	80.0			80.0	
Actuated g/C Ratio							1.00	1.00			1.00	
Clearance Time (s)							7.5	7.5			7.5	
Vehicle Extension (s)							4.0	4.0			4.0	
Lane Grp Cap (vph)							960	3538			3539	
v/s Ratio Prot								c0.12			0.12	
v/s Ratio Perm							0.00					
v/c Ratio							0.00	0.12			0.12	
Uniform Delay, d1							0.0	0.0			0.0	
Progression Factor							1.00	1.00			1.00	
Incremental Delay, d2							0.0	0.1			0.1	
Delay (s)							0.0	0.1			0.1	
Level of Service							A	A			A	
Approach Delay (s)		0.0			0.0			0.1			0.1	
Approach LOS		A			A			A			A	
Intersection Summary												
HCM 2000 Control Delay		0.1					HCM 2000 Level of Service			A		
HCM 2000 Volume to Capacity ratio		0.15										
Actuated Cycle Length (s)		80.0					Sum of lost time (s)			14.5		
Intersection Capacity Utilization		22.9%					ICU Level of Service			A		
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

4: Main St & S Broad St

6/29/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	123	508	19	0	0	0	0	96	31	30	95	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0						6.0			6.0	
Lane Util. Factor		0.95						1.00			1.00	
Frt		1.00						0.97			1.00	
Flt Protected		0.99						1.00			0.99	
Satd. Flow (prot)		3428						1810			1809	
Flt Permitted		0.99						1.00			0.92	
Satd. Flow (perm)		3428						1810			1686	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	129	535	20	0	0	0	0	101	33	32	100	0
RTOR Reduction (vph)	0	3	0	0	0	0	0	11	0	0	0	0
Lane Group Flow (vph)	0	681	0	0	0	0	0	123	0	0	132	0
Heavy Vehicles (%)	3%	4%	6%	0%	0%	0%	0%	2%	0%	0%	5%	0%
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		4						2			2	
Permitted Phases	4									2		
Actuated Green, G (s)		24.3						43.7			43.7	
Effective Green, g (s)		24.3						43.7			43.7	
Actuated g/C Ratio		0.30						0.55			0.55	
Clearance Time (s)		6.0						6.0			6.0	
Vehicle Extension (s)		4.0						4.0			4.0	
Lane Grp Cap (vph)		1041						988			920	
v/s Ratio Prot								0.07				
v/s Ratio Perm		0.20									c0.08	
v/c Ratio		0.65						0.12			0.14	
Uniform Delay, d1		24.2						8.8			8.9	
Progression Factor		1.09						1.00			0.77	
Incremental Delay, d2		1.6						0.3			0.3	
Delay (s)		28.0						9.1			7.2	
Level of Service		C						A			A	
Approach Delay (s)		28.0			0.0			9.1			7.2	
Approach LOS		C			A			A			A	
Intersection Summary												
HCM 2000 Control Delay		22.4						HCM 2000 Level of Service		C		
HCM 2000 Volume to Capacity ratio		0.33										
Actuated Cycle Length (s)		80.0						Sum of lost time (s)		12.0		
Intersection Capacity Utilization		58.2%						ICU Level of Service		B		
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: E Jefferson St & S Broad St

6/29/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	388	167	198	0	218	0	239	141	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0		6.0		6.4	6.4			
Lane Util. Factor	1.00	1.00	1.00	1.00		1.00		1.00	1.00			
Frt	1.00	1.00	0.85	1.00		0.85		1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95		1.00		1.00	1.00			
Satd. Flow (prot)	1671	1845	1568	1641		1583		1759	1495			
Flt Permitted	0.95	1.00	1.00	0.95		1.00		1.00	1.00			
Satd. Flow (perm)	1671	1845	1568	1641		1583		1759	1495			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	15	413	178	211	0	232	0	254	150	0	0	0
RTOR Reduction (vph)	9	0	110	0	0	186	0	0	118	0	0	0
Lane Group Flow (vph)	6	413	68	211	0	46	0	254	33	0	0	0
Heavy Vehicles (%)	8%	3%	3%	10%	0%	2%	2%	8%	8%	2%	2%	2%
Turn Type	Split	NA	Perm	Prot		Prot		NA	Perm			
Protected Phases	4	4		3		3		2				
Permitted Phases			4						2			
Actuated Green, G (s)	34.4	34.4	34.4	17.7		17.7		19.5	19.5			
Effective Green, g (s)	34.4	34.4	34.4	17.7		17.7		19.5	19.5			
Actuated g/C Ratio	0.38	0.38	0.38	0.20		0.20		0.22	0.22			
Clearance Time (s)	6.0	6.0	6.0	6.0		6.0		6.4	6.4			
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0	5.0			
Lane Grp Cap (vph)	638	705	599	322		311		381	323			
v/s Ratio Prot	0.00	c0.22		c0.13		0.03		c0.14				
v/s Ratio Perm			0.04						0.02			
v/c Ratio	0.01	0.59	0.11	0.66		0.15		0.67	0.10			
Uniform Delay, d1	17.2	22.1	18.0	33.3		29.9		32.3	28.2			
Progression Factor	1.00	1.00	1.00	1.00		1.00		1.00	1.00			
Incremental Delay, d2	0.0	3.5	0.4	6.3		0.5		5.8	0.3			
Delay (s)	17.3	25.7	18.3	39.7		30.4		38.0	28.5			
Level of Service	B	C	B	D		C		D	C			
Approach Delay (s)		23.3			34.8			34.5			0.0	
Approach LOS		C			C			C			A	
Intersection Summary												
HCM 2000 Control Delay			29.9		HCM 2000 Level of Service				C			
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			90.0		Sum of lost time (s)				18.4			
Intersection Capacity Utilization			57.6%		ICU Level of Service				B			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: Ponce De Leon & W Jefferson St

6/29/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	117	197	21	31	240	90	59	234	11	109	208	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.2	6.0		6.2	6.2		6.3	6.3		6.3	6.3	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.96		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1823		1805	1746		1770	1852		1583	1808	
Flt Permitted	0.95	1.00		0.61	1.00		0.41	1.00		0.44	1.00	
Satd. Flow (perm)	1770	1823		1161	1746		770	1852		734	1808	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	127	214	23	34	261	98	64	254	12	118	226	60
RTOR Reduction (vph)	0	4	0	0	16	0	0	2	0	0	12	0
Lane Group Flow (vph)	127	233	0	34	343	0	64	264	0	118	274	0
Heavy Vehicles (%)	2%	3%	0%	0%	3%	8%	2%	2%	0%	14%	2%	1%
Turn Type	Prot	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8			4		5	2		1	6	
Permitted Phases				4			2			6		
Actuated Green, G (s)	9.0	39.2		23.8	23.8		22.0	17.8		22.4	18.0	
Effective Green, g (s)	9.0	39.2		23.8	23.8		22.0	17.8		22.4	18.0	
Actuated g/C Ratio	0.11	0.49		0.30	0.30		0.28	0.22		0.28	0.22	
Clearance Time (s)	6.2	6.0		6.2	6.2		6.3	6.3		6.3	6.3	
Vehicle Extension (s)	3.0	4.0		5.0	5.0		2.5	5.0		2.5	3.0	
Lane Grp Cap (vph)	199	893		345	519		264	412		252	406	
v/s Ratio Prot	c0.07	0.13			c0.20		0.01	0.14		c0.03	c0.15	
v/s Ratio Perm				0.03			0.05			0.11		
v/c Ratio	0.64	0.26		0.10	0.66		0.24	0.64		0.47	0.67	
Uniform Delay, d1	33.9	11.9		20.3	24.6		22.0	28.2		22.8	28.3	
Progression Factor	1.00	1.00		1.57	1.63		0.66	0.75		1.00	1.00	
Incremental Delay, d2	6.6	0.7		0.6	6.4		0.3	4.3		1.0	4.4	
Delay (s)	40.5	12.6		32.5	46.3		14.8	25.6		23.8	32.7	
Level of Service	D	B		C	D		B	C		C	C	
Approach Delay (s)		22.4			45.1			23.5			30.1	
Approach LOS		C			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			30.7			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			80.0			Sum of lost time (s)			25.0			
Intersection Capacity Utilization			64.4%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

7: Mildred Ave & W Jefferson St

6/29/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	0	309	331	349	2	0	0	0	0	10	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	6.0						5.7	
Lane Util. Factor	1.00		1.00	1.00	1.00						1.00	
Frt	1.00		0.85	1.00	1.00						0.92	
Flt Protected	0.95		1.00	0.95	1.00						1.00	
Satd. Flow (prot)	1805		1524	1805	1826						1756	
Flt Permitted	0.95		1.00	0.95	1.00						1.00	
Satd. Flow (perm)	1805		1524	1805	1826						1756	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	0	336	360	379	2	0	0	0	0	11	14
RTOR Reduction (vph)	0	0	127	320	0	0	0	0	0	0	13	0
Lane Group Flow (vph)	9	0	209	40	381	0	0	0	0	0	12	0
Heavy Vehicles (%)	0%	0%	6%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot		Prot	Prot	NA						NA	
Protected Phases	5		2	1	6						8	
Permitted Phases												
Actuated Green, G (s)	1.8		49.7	8.9	56.8						3.7	
Effective Green, g (s)	1.8		49.7	8.9	56.8						3.7	
Actuated g/C Ratio	0.02		0.62	0.11	0.71						0.05	
Clearance Time (s)	6.0		6.0	6.0	6.0						5.7	
Vehicle Extension (s)	5.0		5.0	4.0	5.0						5.0	
Lane Grp Cap (vph)	40		946	200	1296						81	
v/s Ratio Prot	0.00		0.14	c0.02	c0.21						c0.01	
v/s Ratio Perm												
v/c Ratio	0.23		0.22	0.20	0.29						0.14	
Uniform Delay, d1	38.4		6.6	32.3	4.3						36.6	
Progression Factor	1.05		1.60	2.88	0.91						1.00	
Incremental Delay, d2	5.7		0.5	0.6	0.5						1.7	
Delay (s)	46.2		11.2	93.9	4.4						38.3	
Level of Service	D		B	F	A						D	
Approach Delay (s)		12.1			47.9			0.0			38.3	
Approach LOS		B			D			A			D	
Intersection Summary												
HCM 2000 Control Delay			36.5			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.29									
Actuated Cycle Length (s)			80.0			Sum of lost time (s)			17.7			
Intersection Capacity Utilization			56.4%			ICU Level of Service			B			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Main St & W Jefferson St/E Jefferson St

6/29/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	21	489	21	52	167	0	0	104	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0			6.0			6.0	
Lane Util. Factor					0.95			1.00			1.00	
Frt					0.99			1.00			0.92	
Flt Protected					1.00			0.99			1.00	
Satd. Flow (prot)					3424			1789			1642	
Flt Permitted					1.00			0.88			1.00	
Satd. Flow (perm)					3424			1589			1642	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	23	526	23	56	180	0	0	112	152
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	0	0	46	0
Lane Group Flow (vph)	0	0	0	0	568	0	0	236	0	0	218	0
Heavy Vehicles (%)	2%	2%	2%	0%	5%	0%	8%	4%	0%	0%	5%	8%
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			2			2	
Permitted Phases				4			2					
Actuated Green, G (s)					20.8			47.2			47.2	
Effective Green, g (s)					20.8			47.2			47.2	
Actuated g/C Ratio					0.26			0.59			0.59	
Clearance Time (s)					6.0			6.0			6.0	
Vehicle Extension (s)					4.0			4.0			4.0	
Lane Grp Cap (vph)					890			937			968	
v/s Ratio Prot											0.13	
v/s Ratio Perm					0.17			0.15				
v/c Ratio					0.64			0.25			0.23	
Uniform Delay, d1					26.3			7.9			7.8	
Progression Factor					1.00			1.59			1.00	
Incremental Delay, d2					1.7			0.6			0.5	
Delay (s)					28.0			13.2			8.3	
Level of Service					C			B			A	
Approach Delay (s)		0.0			28.0			13.2			8.3	
Approach LOS		A			C			B			A	
Intersection Summary												
HCM 2000 Control Delay			19.9		HCM 2000 Level of Service					B		
HCM 2000 Volume to Capacity ratio			0.37									
Actuated Cycle Length (s)			80.0		Sum of lost time (s)					12.0		
Intersection Capacity Utilization			56.4%		ICU Level of Service					B		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

1: S Broad St & Ponce De Leon

9/23/2016

	↑	↗	↘	↓	↙	↖
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑	↗↘		↑	↗↘	
Volume (vph)	216	500	0	316	308	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	5.1		5.6	5.6	
Lane Util. Factor	0.95	0.88		1.00	0.97	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	1.00	1.00		1.00	0.95	
Satd. Flow (prot)	2954	2460		1598	3060	
Flt Permitted	1.00	1.00		1.00	0.95	
Satd. Flow (perm)	2954	2460		1598	3060	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	227	526	0	333	324	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	227	526	0	333	324	0
Heavy Vehicles (%)	10%	4%	0%	7%	3%	2%
Turn Type	NA	pt+ov		NA	Prot	
Protected Phases	5	5 6			6	
Permitted Phases				6		
Actuated Green, G (s)	15.0	80.0		54.3	54.3	
Effective Green, g (s)	15.0	74.4		54.3	54.3	
Actuated g/C Ratio	0.19	0.93		0.68	0.68	
Clearance Time (s)	5.1			5.6	5.6	
Vehicle Extension (s)	3.6			3.9	3.9	
Lane Grp Cap (vph)	553	2287		1084	2076	
v/s Ratio Prot	c0.08	0.21			0.11	
v/s Ratio Perm				c0.21		
v/c Ratio	0.41	0.23		0.31	0.16	
Uniform Delay, d1	28.6	0.2		5.2	4.6	
Progression Factor	1.00	1.00		0.55	0.69	
Incremental Delay, d2	0.6	0.1		0.7	0.2	
Delay (s)	29.2	0.3		3.5	3.3	
Level of Service	C	A		A	A	
Approach Delay (s)	9.0			3.5	3.3	
Approach LOS	A			A	A	
Intersection Summary						
HCM 2000 Control Delay		6.4		HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio		0.33				
Actuated Cycle Length (s)		80.0		Sum of lost time (s)		10.7
Intersection Capacity Utilization		37.6%		ICU Level of Service		A
Analysis Period (min)		15				

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: S Broad St & Benton Ave

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	0	500	0	0	308	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)								7.5			7.5	
Lane Util. Factor								0.95			0.95	
Frt								1.00			1.00	
Flt Protected								1.00			1.00	
Satd. Flow (prot)								3471			3505	
Flt Permitted								1.00			1.00	
Satd. Flow (perm)								3471			3505	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	0	0	0	526	0	0	324	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	526	0	0	324	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	3%	0%
Turn Type		Perm				Perm		NA		Perm		NA
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)								80.0			80.0	
Effective Green, g (s)								80.0			80.0	
Actuated g/C Ratio								1.00			1.00	
Clearance Time (s)								7.5			7.5	
Vehicle Extension (s)								4.0			4.0	
Lane Grp Cap (vph)								3471			3505	
v/s Ratio Prot								0.15			0.09	
v/s Ratio Perm												
v/c Ratio								0.15			0.09	
Uniform Delay, d1								0.0			0.0	
Progression Factor								1.00			1.00	
Incremental Delay, d2								0.1			0.1	
Delay (s)								0.1			0.1	
Level of Service								A			A	
Approach Delay (s)		0.0			0.0			0.1			0.1	
Approach LOS		A			A			A			A	
Intersection Summary												
HCM 2000 Control Delay		0.1										
HCM 2000 Volume to Capacity ratio		0.19										
Actuated Cycle Length (s)		80.0										
Intersection Capacity Utilization		22.9%										
Analysis Period (min)		15										
c Critical Lane Group												

Intersection							
Int Delay, s/veh	2.1						
Movement	EBL	EBT		WBT	WBR	SBL	SBR
Vol, veh/h	40	460		300	40	75	8
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Free	Free		Free	Free	Stop	Stop
RT Channelized	-	None		-	None	-	Free
Storage Length	-	-		-	-	0	0
Veh in Median Storage, #	-	0		0	-	0	-
Grade, %	-	0		0	-	0	-
Peak Hour Factor	95	95		95	95	95	95
Heavy Vehicles, %	0	4		0	0	1	3
Mvmt Flow	42	484		316	42	79	8
Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	358	0		-	0	905	-
Stage 1	-	-		-	-	337	-
Stage 2	-	-		-	-	568	-
Critical Hdwy	4.1	-		-	-	6.41	-
Critical Hdwy Stg 1	-	-		-	-	5.41	-
Critical Hdwy Stg 2	-	-		-	-	5.41	-
Follow-up Hdwy	2.2	-		-	-	3.509	-
Pot Cap-1 Maneuver	1212	-		-	-	308	0
Stage 1	-	-		-	-	725	0
Stage 2	-	-		-	-	569	0
Platoon blocked, %		-		-	-		
Mov Cap-1 Maneuver	1212	-		-	-	294	-
Mov Cap-2 Maneuver	-	-		-	-	294	-
Stage 1	-	-		-	-	725	-
Stage 2	-	-		-	-	542	-
Approach	EB		WB		SB		
HCM Control Delay, s	0.6		0		21.7		
HCM LOS	C						
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)	1212	-	-	-	294	-	
HCM Lane V/C Ratio	0.035	-	-	-	0.269	-	
HCM Control Delay (s)	8.1	0	-	-	21.7	0	
HCM Lane LOS	A	A	-	-	C	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1	-	

HCM Signalized Intersection Capacity Analysis

4: Main St & S Broad St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	97	412	26	22	228	15	13	36	10	10	129	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.99			0.99			0.98			0.94	
Flt Protected		0.99			1.00			0.99			1.00	
Satd. Flow (prot)		1776			1878			1755			1698	
Flt Permitted		0.88			0.94			0.91			0.99	
Satd. Flow (perm)		1583			1775			1619			1679	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	102	434	27	23	240	16	14	38	11	11	136	104
RTOR Reduction (vph)	0	2	0	0	2	0	0	9	0	0	35	0
Lane Group Flow (vph)	0	561	0	0	277	0	0	54	0	0	216	0
Heavy Vehicles (%)	4%	6%	0%	0%	0%	0%	0%	0%	26%	0%	10%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		50.5			50.5			17.5			17.5	
Effective Green, g (s)		50.5			50.5			17.5			17.5	
Actuated g/C Ratio		0.63			0.63			0.22			0.22	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		4.0			3.0			4.0			4.0	
Lane Grp Cap (vph)		999			1120			354			367	
v/s Ratio Prot												
v/s Ratio Perm		c0.35			0.16			0.03			c0.13	
v/c Ratio		0.56			0.25			0.15			0.59	
Uniform Delay, d1		8.4			6.4			25.3			28.0	
Progression Factor		1.00			1.00			1.00			0.90	
Incremental Delay, d2		2.3			0.5			0.3			2.7	
Delay (s)		10.7			7.0			25.5			27.9	
Level of Service		B			A			C			C	
Approach Delay (s)		10.7			7.0			25.5			27.9	
Approach LOS		B			A			C			C	
Intersection Summary												
HCM 2000 Control Delay		14.4			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.57										
Actuated Cycle Length (s)		80.0			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		71.8%			ICU Level of Service			C				
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: E Jefferson St & S Broad St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	249	102	140	245	115	18	187	98	97	87	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.4	6.4			6.4	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00			1.00	
Frt		1.00	0.85		1.00	0.85	1.00	0.95			1.00	
Flt Protected		1.00	1.00		0.98	1.00	0.95	1.00			0.97	
Satd. Flow (prot)		1712	1417		1839	1524	1805	1706			1849	
Flt Permitted		1.00	1.00		0.77	1.00	0.71	1.00			0.68	
Satd. Flow (perm)		1710	1417		1447	1524	1356	1706			1289	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1	262	107	147	258	121	19	197	103	102	92	2
RTOR Reduction (vph)	0	0	62	0	0	71	0	25	0	0	1	0
Lane Group Flow (vph)	0	263	45	0	405	50	19	275	0	0	195	0
Heavy Vehicles (%)	0%	11%	14%	4%	0%	6%	0%	7%	3%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)		20.3	20.3		20.3	20.3	16.0	16.0			16.0	
Effective Green, g (s)		20.3	20.3		20.3	20.3	16.0	16.0			16.0	
Actuated g/C Ratio		0.42	0.42		0.42	0.42	0.33	0.33			0.33	
Clearance Time (s)		6.0	6.0		6.0	6.0	6.4	6.4			6.4	
Vehicle Extension (s)		5.0	5.0		3.0	3.0	5.0	5.0			3.0	
Lane Grp Cap (vph)		712	590		603	635	445	560			423	
v/s Ratio Prot								c0.16				
v/s Ratio Perm		0.15	0.03		c0.28	0.03	0.01				0.15	
v/c Ratio		0.37	0.08		0.67	0.08	0.04	0.49			0.46	
Uniform Delay, d1		9.8	8.6		11.5	8.6	11.1	13.1			12.9	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2		0.7	0.1		2.9	0.1	0.1	1.4			0.8	
Delay (s)		10.5	8.7		14.4	8.6	11.2	14.5			13.7	
Level of Service		B	A		B	A	B	B			B	
Approach Delay (s)		9.9			13.1			14.3			13.7	
Approach LOS		A			B			B			B	
Intersection Summary												
HCM 2000 Control Delay			12.6		HCM 2000 Level of Service					B		
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			48.7		Sum of lost time (s)					12.4		
Intersection Capacity Utilization			80.3%		ICU Level of Service					D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

6: Ponce De Leon & W Jefferson St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	116	192	47	35	286	66	13	184	19	65	234	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.2	6.0		6.2	6.2		6.3	6.3		6.3	6.3	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.97		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1736	1759		1671	1780		1805	1690		1671	1725	
Flt Permitted	0.95	1.00		0.60	1.00		0.54	1.00		0.50	1.00	
Satd. Flow (perm)	1736	1759		1062	1780		1030	1690		871	1725	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	122	202	49	37	301	69	14	194	20	68	246	46
RTOR Reduction (vph)	0	10	0	0	10	0	0	4	0	0	8	0
Lane Group Flow (vph)	122	241	0	37	360	0	14	210	0	68	284	0
Heavy Vehicles (%)	4%	6%	0%	8%	3%	7%	0%	12%	0%	8%	8%	5%
Turn Type	Prot	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8			4		5	2		1	6	
Permitted Phases				4			2			6		
Actuated Green, G (s)	9.4	36.6		20.8	20.8		21.6	20.6		28.0	23.8	
Effective Green, g (s)	9.4	36.6		20.8	20.8		21.6	20.6		28.0	23.8	
Actuated g/C Ratio	0.12	0.46		0.26	0.26		0.27	0.26		0.35	0.30	
Clearance Time (s)	6.2	6.0		6.2	6.2		6.3	6.3		6.3	6.3	
Vehicle Extension (s)	3.0	4.0		5.0	5.0		2.5	5.0		2.5	3.0	
Lane Grp Cap (vph)	203	804		276	462		287	435		346	513	
v/s Ratio Prot	c0.07	0.14			c0.20		0.00	0.12		c0.01	c0.16	
v/s Ratio Perm				0.03			0.01			0.06		
v/c Ratio	0.60	0.30		0.13	0.78		0.05	0.48		0.20	0.55	
Uniform Delay, d1	33.5	13.6		22.7	27.5		21.5	25.2		17.8	23.6	
Progression Factor	1.00	1.00		0.65	0.73		1.55	1.63		1.00	1.00	
Incremental Delay, d2	4.9	1.0		1.0	12.0		0.0	1.7		0.2	1.3	
Delay (s)	38.5	14.6		15.8	32.2		33.5	42.7		18.0	24.9	
Level of Service	D	B		B	C		C	D		B	C	
Approach Delay (s)		22.4			30.7			42.1			23.6	
Approach LOS		C			C			D			C	
Intersection Summary												
HCM 2000 Control Delay			28.5			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			80.0			Sum of lost time (s)			25.0			
Intersection Capacity Utilization			65.5%			ICU Level of Service			C			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Mildred Ave & W Jefferson St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	193	75	4	328	2	50	0	30	1	4	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			5.7			5.7	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Flt	1.00	0.96		1.00	1.00			0.95			0.91	
Flt Protected	0.95	1.00		0.95	1.00			0.97			1.00	
Satd. Flow (prot)	1805	1805		1787	1808			1749			1729	
Flt Permitted	0.95	1.00		0.95	1.00			0.80			0.98	
Satd. Flow (perm)	1805	1805		1787	1808			1446			1696	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	8	203	79	4	345	2	53	0	32	1	4	9
RTOR Reduction (vph)	0	9	0	0	0	0	0	78	0	0	8	0
Lane Group Flow (vph)	8	273	0	4	347	0	0	7	0	0	6	0
Heavy Vehicles (%)	0%	0%	3%	1%	5%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			8	
Permitted Phases							8			8		
Actuated Green, G (s)	1.8	54.2		1.5	53.9			6.6			6.6	
Effective Green, g (s)	1.8	54.2		1.5	53.9			6.6			6.6	
Actuated g/C Ratio	0.02	0.68		0.02	0.67			0.08			0.08	
Clearance Time (s)	6.0	6.0		6.0	6.0			5.7			5.7	
Vehicle Extension (s)	5.0	5.0		4.0	5.0			5.0			5.0	
Lane Grp Cap (vph)	40	1222		33	1218			119			139	
v/s Ratio Prot	c0.00	0.15		0.00	c0.19							
v/s Ratio Perm								c0.00			0.00	
v/c Ratio	0.20	0.22		0.12	0.28			0.06			0.04	
Uniform Delay, d1	38.4	4.9		38.6	5.3			33.8			33.8	
Progression Factor	0.93	0.65		1.28	1.14			1.59			1.00	
Incremental Delay, d2	5.0	0.4		2.2	0.6			0.4			0.3	
Delay (s)	40.5	3.6		51.7	6.6			54.2			34.0	
Level of Service	D	A		D	A			D			C	
Approach Delay (s)		4.6			7.1			54.2			34.0	
Approach LOS		A			A			D			C	
Intersection Summary												
HCM 2000 Control Delay			12.0			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.26									
Actuated Cycle Length (s)			80.0			Sum of lost time (s)			17.7			
Intersection Capacity Utilization			38.4%			ICU Level of Service			A			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Main St & W Jefferson St/E Jefferson St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	107	108	15	225	16	51	92	5	94	115	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.93			0.99			1.00			0.97	
Flt Protected		1.00			1.00			0.98			0.98	
Satd. Flow (prot)		1738			1717			1804			1778	
Flt Permitted		0.99			0.98			0.78			0.83	
Satd. Flow (perm)		1720			1686			1425			1497	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	9	113	114	16	237	17	54	97	5	99	121	61
RTOR Reduction (vph)	0	30	0	0	2	0	0	2	0	0	16	0
Lane Group Flow (vph)	0	206	0	0	268	0	0	154	0	0	265	0
Heavy Vehicles (%)	2%	2%	2%	3%	10%	7%	0%	5%	0%	0%	2%	5%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		47.1			47.1			20.9			20.9	
Effective Green, g (s)		47.1			47.1			20.9			20.9	
Actuated g/C Ratio		0.59			0.59			0.26			0.26	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		4.0			4.0			4.0			4.0	
Lane Grp Cap (vph)		1012			992			372			391	
v/s Ratio Prot												
v/s Ratio Perm		0.12			c0.16			0.11			c0.18	
v/c Ratio		0.20			0.27			0.41			0.68	
Uniform Delay, d1		7.7			8.0			24.5			26.5	
Progression Factor		0.64			1.00			1.04			1.00	
Incremental Delay, d2		0.4			0.7			0.9			5.0	
Delay (s)		5.4			8.7			26.5			31.5	
Level of Service		A			A			C			C	
Approach Delay (s)		5.4			8.7			26.5			31.5	
Approach LOS		A			A			C			C	
Intersection Summary												
HCM 2000 Control Delay			17.6			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.40									
Actuated Cycle Length (s)			80.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			48.1%			ICU Level of Service			A			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

1: S Broad St & Ponce De Leon

9/23/2016

	↑	↗	↘	↓	↙	↖
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑	↗↘		↑	↙↖	
Volume (vph)	282	423	0	260	389	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	5.1		5.6	5.6	
Lane Util. Factor	0.95	0.88		1.00	0.97	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	1.00	1.00		1.00	0.95	
Satd. Flow (prot)	3185	2508		1676	2935	
Flt Permitted	1.00	1.00		1.00	0.95	
Satd. Flow (perm)	3185	2508		1676	2935	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	307	460	0	283	423	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	307	460	0	283	423	0
Parking (#/hr)					0	
Turn Type	NA	pt+ov		NA	Prot	
Protected Phases	5	5 6			6	
Permitted Phases				6		
Actuated Green, G (s)	11.1	40.0		18.2	18.2	
Effective Green, g (s)	11.1	34.4		18.2	18.2	
Actuated g/C Ratio	0.28	0.86		0.45	0.45	
Clearance Time (s)	5.1			5.6	5.6	
Vehicle Extension (s)	3.6			3.9	3.9	
Lane Grp Cap (vph)	883	2156		762	1335	
v/s Ratio Prot	c0.10	0.18			0.14	
v/s Ratio Perm				c0.17		
v/c Ratio	0.35	0.21		0.37	0.32	
Uniform Delay, d1	11.6	0.5		7.1	6.9	
Progression Factor	1.00	1.00		0.94	1.23	
Incremental Delay, d2	0.3	0.1		1.3	0.6	
Delay (s)	11.8	0.5		8.0	9.1	
Level of Service	B	A		A	A	
Approach Delay (s)	5.1			8.0	9.1	
Approach LOS	A			A	A	
Intersection Summary						
HCM 2000 Control Delay		6.8		HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio		0.36				
Actuated Cycle Length (s)		40.0		Sum of lost time (s)		10.7
Intersection Capacity Utilization		36.9%		ICU Level of Service		A
Analysis Period (min)		15				

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: S Broad St & Benton Ave

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	0	423	0	0	389	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)								7.5			7.5	
Lane Util. Factor								0.95			0.95	
Frt								1.00			1.00	
Flt Protected								1.00			1.00	
Satd. Flow (prot)								3539			3539	
Flt Permitted								1.00			1.00	
Satd. Flow (perm)								3539			3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	460	0	0	423	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	460	0	0	423	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Turn Type		Perm				Perm		NA		Perm		NA
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)								80.0			80.0	
Effective Green, g (s)								80.0			80.0	
Actuated g/C Ratio								1.00			1.00	
Clearance Time (s)								7.5			7.5	
Vehicle Extension (s)								4.0			4.0	
Lane Grp Cap (vph)								3539			3539	
v/s Ratio Prot								c0.13			0.12	
v/s Ratio Perm												
v/c Ratio								0.13			0.12	
Uniform Delay, d1								0.0			0.0	
Progression Factor								1.00			1.00	
Incremental Delay, d2								0.1			0.1	
Delay (s)								0.1			0.1	
Level of Service								A			A	
Approach Delay (s)		0.0			0.0			0.1			0.1	
Approach LOS		A			A			A			A	
Intersection Summary												
HCM 2000 Control Delay		0.1						HCM 2000 Level of Service		A		
HCM 2000 Volume to Capacity ratio		0.16										
Actuated Cycle Length (s)		80.0						Sum of lost time (s)		13.5		
Intersection Capacity Utilization		22.9%						ICU Level of Service		A		
Analysis Period (min)		15										
c Critical Lane Group												

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	17	406	370	4	43	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	4	2
Mvmt Flow	18	441	402	4	47	21

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	407	0	882
Stage 1	-	-	404
Stage 2	-	-	478
Critical Hdwy	4.1	-	6.44
Critical Hdwy Stg 1	-	-	5.44
Critical Hdwy Stg 2	-	-	5.44
Follow-up Hdwy	2.2	-	3.536
Pot Cap-1 Maneuver	1163	-	314
Stage 1	-	-	670
Stage 2	-	-	620
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1163	-	307
Mov Cap-2 Maneuver	-	-	307
Stage 1	-	-	670
Stage 2	-	-	607

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	18.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1163	-	-	-	307
HCM Lane V/C Ratio	0.016	-	-	-	0.152
HCM Control Delay (s)	8.1	0	-	-	18.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.5

HCM Signalized Intersection Capacity Analysis

4: Main St & S Broad St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	86	346	17	6	266	7	20	48	33	13	91	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.99			1.00			0.96			0.94	
Flt Protected		0.99			1.00			0.99			1.00	
Satd. Flow (prot)		1802			1892			1781			1735	
Flt Permitted		0.88			0.99			0.91			0.97	
Satd. Flow (perm)		1597			1878			1641			1697	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	91	364	18	6	280	7	21	51	35	14	96	93
RTOR Reduction (vph)	0	1	0	0	1	0	0	25	0	0	43	0
Lane Group Flow (vph)	0	472	0	0	292	0	0	82	0	0	160	0
Heavy Vehicles (%)	3%	4%	6%	0%	0%	0%	0%	2%	0%	0%	5%	0%
Turn Type	Perm	NA		Perm		NA		Perm		NA		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8				2				6
Actuated Green, G (s)		52.0			52.0			16.0			16.0	
Effective Green, g (s)		52.0			52.0			16.0			16.0	
Actuated g/C Ratio		0.65			0.65			0.20			0.20	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		4.0			3.0			4.0			4.0	
Lane Grp Cap (vph)		1038			1220			328			339	
v/s Ratio Prot												
v/s Ratio Perm		c0.30			0.16			0.05			c0.09	
v/c Ratio		0.45			0.24			0.25			0.47	
Uniform Delay, d1		7.0			5.8			27.0			28.3	
Progression Factor		1.00			1.00			1.00			0.61	
Incremental Delay, d2		1.4			0.5			0.5			1.3	
Delay (s)		8.4			6.3			27.5			18.6	
Level of Service		A			A			C			B	
Approach Delay (s)		8.4			6.3			27.5			18.6	
Approach LOS		A			A			C			B	
Intersection Summary												
HCM 2000 Control Delay		11.6			HCM 2000 Level of Service				B			
HCM 2000 Volume to Capacity ratio		0.46										
Actuated Cycle Length (s)		80.0			Sum of lost time (s)				12.0			
Intersection Capacity Utilization		66.3%			ICU Level of Service				C			
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: E Jefferson St & S Broad St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	353	37	80	166	170	58	207	141	35	248	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0		6.4	6.4			6.4	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Frt		1.00	0.85	1.00	0.92		1.00	0.94			1.00	
Flt Protected		1.00	1.00	0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)		1844	1568	1641	1738		1770	1652			1851	
Flt Permitted		1.00	1.00	0.32	1.00		0.58	1.00			0.92	
Satd. Flow (perm)		1841	1568	545	1738		1084	1652			1720	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	2	376	39	85	177	181	62	220	150	37	264	1
RTOR Reduction (vph)	0	0	28	0	49	0	0	22	0	0	0	0
Lane Group Flow (vph)	0	378	11	85	309	0	62	348	0	0	302	0
Heavy Vehicles (%)	8%	3%	3%	10%	0%	2%	2%	8%	8%	2%	2%	2%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		26.4	26.4	26.4	26.4		51.2	51.2			51.2	
Effective Green, g (s)		26.4	26.4	26.4	26.4		51.2	51.2			51.2	
Actuated g/C Ratio		0.29	0.29	0.29	0.29		0.57	0.57			0.57	
Clearance Time (s)		6.0	6.0	6.0	6.0		6.4	6.4			6.4	
Vehicle Extension (s)		5.0	5.0	3.0	3.0		5.0	5.0			3.0	
Lane Grp Cap (vph)		540	459	159	509		616	939			978	
v/s Ratio Prot					0.18			c0.21				
v/s Ratio Perm		c0.21	0.01	0.16			0.06				0.18	
v/c Ratio		0.70	0.02	0.53	0.61		0.10	0.37			0.31	
Uniform Delay, d1		28.3	22.6	26.7	27.3		8.9	10.6			10.1	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2		5.0	0.0	3.4	2.1		0.3	1.1			0.8	
Delay (s)		33.3	22.7	30.1	29.4		9.2	11.7			11.0	
Level of Service		C	C	C	C		A	B			B	
Approach Delay (s)		32.3			29.5			11.4			11.0	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM 2000 Control Delay			21.8			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)				12.4		
Intersection Capacity Utilization			93.0%			ICU Level of Service				F		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: Ponce De Leon & W Jefferson St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	117	197	21	31	256	137	43	200	39	109	208	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.2	6.0		6.2	6.2		6.3	6.3		6.3	6.3	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.95		1.00	0.98		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1823		1805	1719		1770	1823		1583	1808	
Flt Permitted	0.95	1.00		0.61	1.00		0.46	1.00		0.45	1.00	
Satd. Flow (perm)	1770	1823		1161	1719		851	1823		745	1808	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	127	214	23	34	278	149	47	217	42	118	226	60
RTOR Reduction (vph)	0	4	0	0	23	0	0	9	0	0	12	0
Lane Group Flow (vph)	127	233	0	34	404	0	47	250	0	118	274	0
Heavy Vehicles (%)	2%	3%	0%	0%	3%	8%	2%	2%	0%	14%	2%	1%
Turn Type	Prot	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases				4			2			6		
Actuated Green, G (s)	9.1	28.9		26.8	23.2		21.7	18.7		23.7	19.7	
Effective Green, g (s)	9.1	28.9		26.8	23.2		21.7	18.7		23.7	19.7	
Actuated g/C Ratio	0.11	0.36		0.34	0.29		0.27	0.23		0.30	0.25	
Clearance Time (s)	6.2	6.0		6.2	6.2		6.3	6.3		6.3	6.3	
Vehicle Extension (s)	3.0	4.0		3.0	5.0		2.5	5.0		2.5	3.0	
Lane Grp Cap (vph)	201	658		417	498		265	426		262	445	
v/s Ratio Prot	c0.07	c0.13		0.00	c0.23		0.01	0.14		c0.02	c0.15	
v/s Ratio Perm				0.02			0.04			0.11		
v/c Ratio	0.63	0.35		0.08	0.81		0.18	0.59		0.45	0.62	
Uniform Delay, d1	33.9	18.7		18.0	26.4		21.9	27.2		22.1	26.8	
Progression Factor	1.00	1.00		0.97	1.02		0.66	0.77		1.00	1.00	
Incremental Delay, d2	6.3	1.5		0.1	13.0		0.2	3.1		0.9	2.5	
Delay (s)	40.2	20.2		17.6	39.9		14.7	24.1		23.0	29.3	
Level of Service	D	C		B	D		B	C		C	C	
Approach Delay (s)		27.2			38.2			22.6			27.5	
Approach LOS		C			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			29.7			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			80.0			Sum of lost time (s)			25.0			
Intersection Capacity Utilization			68.1%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

7: Mildred Ave & W Jefferson St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	300	40	19	409	2	4	3	14	7	3	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			5.7			5.7	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Flt	1.00	0.98		1.00	1.00			0.91			0.92	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)	1805	1854		1805	1826			1710			1729	
Flt Permitted	0.95	1.00		0.95	1.00			0.93			0.88	
Satd. Flow (perm)	1805	1854		1805	1826			1605			1554	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	326	43	21	445	2	4	3	15	8	3	14
RTOR Reduction (vph)	0	3	0	0	0	0	0	14	0	0	13	0
Lane Group Flow (vph)	5	366	0	21	447	0	0	8	0	0	12	0
Heavy Vehicles (%)	0%	0%	6%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			8	
Permitted Phases							8			8		
Actuated Green, G (s)	1.7	53.6		3.4	55.3			5.3			5.3	
Effective Green, g (s)	1.7	53.6		3.4	55.3			5.3			5.3	
Actuated g/C Ratio	0.02	0.67		0.04	0.69			0.07			0.07	
Clearance Time (s)	6.0	6.0		6.0	6.0			5.7			5.7	
Vehicle Extension (s)	5.0	5.0		4.0	5.0			5.0			5.0	
Lane Grp Cap (vph)	38	1242		76	1262			106			102	
v/s Ratio Prot	0.00	0.20		c0.01	c0.24							
v/s Ratio Perm								0.00			c0.01	
v/c Ratio	0.13	0.29		0.28	0.35			0.08			0.12	
Uniform Delay, d1	38.4	5.4		37.1	5.0			35.1			35.1	
Progression Factor	0.99	1.81		0.87	1.65			0.96			1.00	
Incremental Delay, d2	3.1	0.6		2.5	0.7			0.6			1.1	
Delay (s)	41.1	10.4		34.8	9.1			34.3			36.2	
Level of Service	D	B		C	A			C			D	
Approach Delay (s)		10.8			10.2			34.3			36.2	
Approach LOS		B			B			C			D	
Intersection Summary												
HCM 2000 Control Delay			11.8			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.34									
Actuated Cycle Length (s)			80.0			Sum of lost time (s)			17.7			
Intersection Capacity Utilization			35.6%			ICU Level of Service			A			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Main St & W Jefferson St/E Jefferson St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	38	207	76	8	329	42	18	108	15	56	108	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.97			0.99			0.99			0.96	
Flt Protected		0.99			1.00			0.99			0.99	
Satd. Flow (prot)		1793			1792			1788			1712	
Flt Permitted		0.92			0.99			0.94			0.89	
Satd. Flow (perm)		1662			1779			1695			1542	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	41	223	82	9	354	45	19	116	16	60	116	87
RTOR Reduction (vph)	0	10	0	0	4	0	0	6	0	0	27	0
Lane Group Flow (vph)	0	336	0	0	404	0	0	145	0	0	236	0
Heavy Vehicles (%)	2%	2%	2%	0%	5%	0%	8%	4%	0%	0%	5%	8%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		49.1			49.1			18.9			18.9	
Effective Green, g (s)		49.1			49.1			18.9			18.9	
Actuated g/C Ratio		0.61			0.61			0.24			0.24	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		4.0			4.0			4.0			4.0	
Lane Grp Cap (vph)		1020			1091			400			364	
v/s Ratio Prot												
v/s Ratio Perm		0.20			c0.23			0.09			c0.15	
v/c Ratio		0.33			0.37			0.36			0.65	
Uniform Delay, d1		7.5			7.7			25.5			27.6	
Progression Factor		1.77			1.00			1.02			1.00	
Incremental Delay, d2		0.8			1.0			0.7			4.4	
Delay (s)		14.1			8.7			26.7			32.0	
Level of Service		B			A			C			C	
Approach Delay (s)		14.1			8.7			26.7			32.0	
Approach LOS		B			A			C			C	
Intersection Summary												
HCM 2000 Control Delay			17.9			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			80.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			69.6%			ICU Level of Service			C			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

1: S Broad St & Ponce De Leon

9/21/2016

	↑	↗	↘	↓	↙	↖
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑	↗↘		↑	↙↖	
Volume (vph)	338	629	0	426	416	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	5.1		5.6	5.6	
Lane Util. Factor	0.95	0.88		1.00	0.97	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	1.00	1.00		1.00	0.95	
Satd. Flow (prot)	2954	2460		1598	3060	
Flt Permitted	1.00	1.00		1.00	0.95	
Satd. Flow (perm)	2954	2460		1598	3060	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	367	684	0	463	452	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	367	684	0	463	452	0
Heavy Vehicles (%)	10%	4%	0%	7%	3%	2%
Turn Type	NA	pt+ov		NA	Prot	
Protected Phases	5	5 6			6	
Permitted Phases				6		
Actuated Green, G (s)	21.2	80.0		48.1	48.1	
Effective Green, g (s)	21.2	74.4		48.1	48.1	
Actuated g/C Ratio	0.26	0.93		0.60	0.60	
Clearance Time (s)	5.1			5.6	5.6	
Vehicle Extension (s)	3.6			3.9	3.9	
Lane Grp Cap (vph)	782	2287		960	1839	
v/s Ratio Prot	c0.12	0.28			0.15	
v/s Ratio Perm				c0.29		
v/c Ratio	0.47	0.30		0.48	0.25	
Uniform Delay, d1	24.7	0.3		9.0	7.5	
Progression Factor	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.1		1.7	0.3	
Delay (s)	25.2	0.4		10.7	7.8	
Level of Service	C	A		B	A	
Approach Delay (s)	9.0			10.7	7.8	
Approach LOS	A			B	A	
Intersection Summary						
HCM 2000 Control Delay		9.1		HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio		0.48				
Actuated Cycle Length (s)		80.0		Sum of lost time (s)		10.7
Intersection Capacity Utilization		47.4%		ICU Level of Service		A
Analysis Period (min)		15				

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: S Broad St & Benton Ave

9/21/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	6	614	9	5	416	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)							7.5	7.5		7.5	7.5	
Lane Util. Factor							1.00	0.95		1.00	0.95	
Frt							1.00	1.00		1.00	1.00	
Flt Protected							0.95	1.00		0.95	1.00	
Satd. Flow (prot)							1805	3465		1805	3500	
Flt Permitted							0.49	1.00		0.39	1.00	
Satd. Flow (perm)							928	3465		749	3500	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	7	667	10	5	452	5
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	7	677	0	5	457	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	3%	0%
Turn Type		Perm				Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)							80.0	80.0		80.0	80.0	
Effective Green, g (s)							80.0	80.0		80.0	80.0	
Actuated g/C Ratio							1.00	1.00		1.00	1.00	
Clearance Time (s)							7.5	7.5		7.5	7.5	
Vehicle Extension (s)							4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)							928	3465		749	3500	
v/s Ratio Prot								c0.20			0.13	
v/s Ratio Perm							0.01			0.01		
v/c Ratio							0.01	0.20		0.01	0.13	
Uniform Delay, d1							0.0	0.0		0.0	0.0	
Progression Factor							1.00	1.00		1.00	1.00	
Incremental Delay, d2							0.0	0.1		0.0	0.1	
Delay (s)							0.0	0.1		0.0	0.1	
Level of Service							A	A		A	A	
Approach Delay (s)		0.0			0.0			0.1			0.1	
Approach LOS		A			A			A			A	
Intersection Summary												
HCM 2000 Control Delay		0.1					HCM 2000 Level of Service			A		
HCM 2000 Volume to Capacity ratio		0.24										
Actuated Cycle Length (s)		80.0					Sum of lost time (s)			14.5		
Intersection Capacity Utilization		23.5%					ICU Level of Service			A		
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

4: Main St & S Broad St

9/21/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	118	796	35	0	0	0	0	41	30	35	171	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0						6.0			6.0	
Lane Util. Factor		0.95						1.00			1.00	
Frt		0.99						0.94			1.00	
Flt Protected		0.99						1.00			0.99	
Satd. Flow (prot)		3381						1614			1740	
Flt Permitted		0.99						1.00			0.94	
Satd. Flow (perm)		3381						1614			1654	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	128	865	38	0	0	0	0	45	33	38	186	0
RTOR Reduction (vph)	0	3	0	0	0	0	0	21	0	0	0	0
Lane Group Flow (vph)	0	1028	0	0	0	0	0	57	0	0	224	0
Heavy Vehicles (%)	4%	6%	0%	0%	0%	0%	0%	0%	26%	0%	10%	0%
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		4						2			2	
Permitted Phases	4									2		
Actuated Green, G (s)		44.0						34.0			34.0	
Effective Green, g (s)		44.0						34.0			34.0	
Actuated g/C Ratio		0.49						0.38			0.38	
Clearance Time (s)		6.0						6.0			6.0	
Vehicle Extension (s)		4.0						4.0			4.0	
Lane Grp Cap (vph)		1652						609			624	
v/s Ratio Prot								0.04				
v/s Ratio Perm		0.30									c0.14	
v/c Ratio		0.62						0.09			0.36	
Uniform Delay, d1		16.9						18.1			20.2	
Progression Factor		0.97						1.00			0.80	
Incremental Delay, d2		1.8						0.3			1.4	
Delay (s)		18.1						18.4			17.5	
Level of Service		B						B			B	
Approach Delay (s)		18.1			0.0			18.4			17.5	
Approach LOS		B			A			B			B	
Intersection Summary												
HCM 2000 Control Delay		18.0						HCM 2000 Level of Service		B		
HCM 2000 Volume to Capacity ratio		0.51										
Actuated Cycle Length (s)		90.0						Sum of lost time (s)		12.0		
Intersection Capacity Utilization		54.1%						ICU Level of Service		A		
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: E Jefferson St & S Broad St

9/21/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	469	212	380	0	325	0	390	157	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0		6.0		6.6	6.6			
Lane Util. Factor	1.00	1.00	1.00	1.00		1.00		1.00	1.00			
Frt	1.00	1.00	0.85	1.00		0.85		1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95		1.00		1.00	1.00			
Satd. Flow (prot)	1805	1712	1417	1736		1524		1776	1568			
Flt Permitted	0.95	1.00	1.00	0.95		1.00		1.00	1.00			
Satd. Flow (perm)	1805	1712	1417	1736		1524		1776	1568			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	510	230	413	0	353	0	424	171	0	0	0
RTOR Reduction (vph)	23	0	160	0	0	268	0	0	128	0	0	0
Lane Group Flow (vph)	10	510	70	413	0	85	0	424	43	0	0	0
Heavy Vehicles (%)	0%	11%	14%	4%	0%	6%	0%	7%	3%	0%	0%	0%
Turn Type	Split	NA	Perm	Prot		Prot		NA	Perm			
Protected Phases	4	4		3		3		2				
Permitted Phases			4						2			
Actuated Green, G (s)	27.4	27.4	27.4	21.6		21.6		22.4	22.4			
Effective Green, g (s)	27.4	27.4	27.4	21.6		21.6		22.4	22.4			
Actuated g/C Ratio	0.30	0.30	0.30	0.24		0.24		0.25	0.25			
Clearance Time (s)	6.0	6.0	6.0	6.0		6.0		6.6	6.6			
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0	5.0			
Lane Grp Cap (vph)	549	521	431	416		365		442	390			
v/s Ratio Prot	0.01	c0.30		c0.24		0.06		c0.24				
v/s Ratio Perm			0.05						0.03			
v/c Ratio	0.02	0.98	0.16	0.99		0.23		0.96	0.11			
Uniform Delay, d1	21.9	31.0	22.9	34.1		27.5		33.3	26.1			
Progression Factor	1.00	1.00	1.00	1.00		1.00		1.00	1.00			
Incremental Delay, d2	0.0	34.0	0.4	42.2		0.7		32.7	0.3			
Delay (s)	21.9	65.0	23.3	76.3		28.2		66.1	26.4			
Level of Service	C	E	C	E		C		E	C			
Approach Delay (s)		50.7			54.1			54.7			0.0	
Approach LOS		D			D			D			A	
Intersection Summary												
HCM 2000 Control Delay			53.0		HCM 2000 Level of Service				D			
HCM 2000 Volume to Capacity ratio			0.98									
Actuated Cycle Length (s)			90.0		Sum of lost time (s)				18.6			
Intersection Capacity Utilization			80.1%		ICU Level of Service				D			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: Ponce De Leon & W Jefferson St

9/21/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	155	257	63	47	344	88	58	264	16	87	316	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.2	6.0		6.2	6.2		6.3	6.3		6.3	6.3	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.97		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1736	1759		1671	1774		1805	1692		1671	1725	
Flt Permitted	0.95	1.00		0.56	1.00		0.22	1.00		0.39	1.00	
Satd. Flow (perm)	1736	1759		979	1774		411	1692		687	1725	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	165	273	67	50	366	94	62	281	17	93	336	63
RTOR Reduction (vph)	0	9	0	0	10	0	0	2	0	0	8	0
Lane Group Flow (vph)	165	331	0	50	450	0	62	296	0	93	391	0
Heavy Vehicles (%)	4%	6%	0%	8%	3%	7%	0%	12%	0%	8%	8%	5%
Turn Type	Prot	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8			4		5	2		1	6	
Permitted Phases				4			2			6		
Actuated Green, G (s)	10.0	45.2		28.8	28.8		26.2	22.1		26.2	22.1	
Effective Green, g (s)	10.0	45.2		28.8	28.8		26.2	22.1		26.2	22.1	
Actuated g/C Ratio	0.11	0.50		0.32	0.32		0.29	0.25		0.29	0.25	
Clearance Time (s)	6.2	6.0		6.2	6.2		6.3	6.3		6.3	6.3	
Vehicle Extension (s)	3.0	4.0		5.0	5.0		2.5	5.0		2.5	3.0	
Lane Grp Cap (vph)	192	883		313	567		183	415		244	423	
v/s Ratio Prot	c0.10	0.19			c0.25		0.02	0.17		c0.02	c0.23	
v/s Ratio Perm				0.05			0.08			0.09		
v/c Ratio	0.86	0.37		0.16	0.79		0.34	0.71		0.38	0.93	
Uniform Delay, d1	39.3	13.7		21.9	27.9		24.4	31.0		24.3	33.1	
Progression Factor	1.00	1.00		0.88	0.92		1.00	1.00		1.00	1.00	
Incremental Delay, d2	29.6	1.2		1.1	10.6		0.8	7.0		0.7	26.0	
Delay (s)	69.0	14.9		20.3	36.2		25.2	38.1		25.0	59.1	
Level of Service	E	B		C	D		C	D		C	E	
Approach Delay (s)		32.6			34.6			35.9			52.7	
Approach LOS		C			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			39.1			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			25.0			
Intersection Capacity Utilization			77.3%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

7: Mildred Ave & W Jefferson St

9/21/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	0	347	418	467	3	0	0	0	0	7	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	6.0						5.7	
Lane Util. Factor	1.00		1.00	1.00	1.00						1.00	
Frt	1.00		0.85	1.00	1.00						0.92	
Flt Protected	0.95		1.00	0.95	1.00						1.00	
Satd. Flow (prot)	1805		1568	1787	1808						1741	
Flt Permitted	0.95		1.00	0.95	1.00						1.00	
Satd. Flow (perm)	1805		1568	1787	1808						1741	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	14	0	373	449	502	3	0	0	0	0	8	13
RTOR Reduction (vph)	0	0	129	400	0	0	0	0	0	0	12	0
Lane Group Flow (vph)	14	0	244	49	505	0	0	0	0	0	9	0
Heavy Vehicles (%)	0%	0%	3%	1%	5%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot		Prot	Prot	NA						NA	
Protected Phases	5		2	1	6						8	
Permitted Phases												
Actuated Green, G (s)	1.9		58.8	9.8	66.7						3.7	
Effective Green, g (s)	1.9		58.8	9.8	66.7						3.7	
Actuated g/C Ratio	0.02		0.65	0.11	0.74						0.04	
Clearance Time (s)	6.0		6.0	6.0	6.0						5.7	
Vehicle Extension (s)	5.0		5.0	4.0	5.0						5.0	
Lane Grp Cap (vph)	38		1024	194	1339						71	
v/s Ratio Prot	0.01		0.16	c0.03	c0.28						c0.00	
v/s Ratio Perm												
v/c Ratio	0.37		0.24	0.25	0.38						0.12	
Uniform Delay, d1	43.5		6.4	36.7	4.2						41.6	
Progression Factor	0.99		0.65	2.36	1.59						1.00	
Incremental Delay, d2	11.5		0.5	0.8	0.7						1.6	
Delay (s)	54.4		4.7	87.6	7.4						43.2	
Level of Service	D		A	F	A						D	
Approach Delay (s)		6.5			45.1			0.0			43.2	
Approach LOS		A			D			A			D	
Intersection Summary												
HCM 2000 Control Delay			34.1			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.37									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			17.7			
Intersection Capacity Utilization			63.6%			ICU Level of Service			B			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Main St & W Jefferson St/E Jefferson St

9/21/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	71	676	18	43	116	0	0	135	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0			6.0			6.0	
Lane Util. Factor					0.95			1.00			1.00	
Frt					1.00			1.00			0.92	
Flt Protected					1.00			0.99			1.00	
Satd. Flow (prot)					3276			1809			1695	
Flt Permitted					1.00			0.84			1.00	
Satd. Flow (perm)					3276			1543			1695	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	77	735	20	47	126	0	0	147	184
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	0	0	50	0
Lane Group Flow (vph)	0	0	0	0	830	0	0	173	0	0	281	0
Heavy Vehicles (%)	2%	2%	2%	3%	10%	7%	0%	5%	0%	0%	2%	5%
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			2			2	
Permitted Phases				4			2					
Actuated Green, G (s)					41.0			37.0			37.0	
Effective Green, g (s)					41.0			37.0			37.0	
Actuated g/C Ratio					0.46			0.41			0.41	
Clearance Time (s)					6.0			6.0			6.0	
Vehicle Extension (s)					4.0			4.0			4.0	
Lane Grp Cap (vph)					1492			634			696	
v/s Ratio Prot											c0.17	
v/s Ratio Perm					0.25			0.11				
v/c Ratio					0.56			0.27			0.40	
Uniform Delay, d1					17.9			17.6			18.7	
Progression Factor					1.00			1.51			1.00	
Incremental Delay, d2					1.5			0.9			1.7	
Delay (s)					19.4			27.6			20.4	
Level of Service					B			C			C	
Approach Delay (s)		0.0			19.4			27.6			20.4	
Approach LOS		A			B			C			C	
Intersection Summary												
HCM 2000 Control Delay			20.7		HCM 2000 Level of Service					C		
HCM 2000 Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			90.0		Sum of lost time (s)					12.0		
Intersection Capacity Utilization			66.3%		ICU Level of Service					C		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

1: S Broad St & Ponce De Leon

9/23/2016

	↑	↗	↘	↓	↙	↖
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑	↗↘		↑	↙↖	
Volume (vph)	410	541	0	351	525	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	5.1		5.6	5.6	
Lane Util. Factor	0.95	0.88		1.00	0.97	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	1.00	1.00		1.00	0.95	
Satd. Flow (prot)	3185	2508		1676	2935	
Flt Permitted	1.00	1.00		1.00	0.95	
Satd. Flow (perm)	3185	2508		1676	2935	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	446	588	0	382	571	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	446	588	0	382	571	0
Parking (#/hr)					0	
Turn Type	NA	pt+ov		NA	Prot	
Protected Phases	5	5 6			6	
Permitted Phases				6		
Actuated Green, G (s)	10.7	40.0		18.6	18.6	
Effective Green, g (s)	10.7	34.4		18.6	18.6	
Actuated g/C Ratio	0.27	0.86		0.47	0.47	
Clearance Time (s)	5.1			5.6	5.6	
Vehicle Extension (s)	3.6			3.9	3.9	
Lane Grp Cap (vph)	851	2156		779	1364	
v/s Ratio Prot	c0.14	0.23			0.19	
v/s Ratio Perm				c0.23		
v/c Ratio	0.52	0.27		0.49	0.42	
Uniform Delay, d1	12.5	0.5		7.4	7.1	
Progression Factor	1.00	1.00		1.00	1.04	
Incremental Delay, d2	0.7	0.1		2.2	0.9	
Delay (s)	13.2	0.6		9.6	8.4	
Level of Service	B	A		A	A	
Approach Delay (s)	6.0			9.6	8.4	
Approach LOS	A			A	A	
Intersection Summary						
HCM 2000 Control Delay		7.4		HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio		0.50				
Actuated Cycle Length (s)		40.0		Sum of lost time (s)		10.7
Intersection Capacity Utilization		46.5%		ICU Level of Service		A
Analysis Period (min)		15				

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: S Broad St & Benton Ave

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			 	
Volume (vph)	0	0	3	1	0	0	2	537	2	0	521	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			7.0		7.0		7.5	7.5			7.5	
Lane Util. Factor			1.00		1.00		1.00	0.95			0.95	
Frt			0.85		1.00		1.00	1.00			1.00	
Flt Protected			1.00		0.95		0.95	1.00			1.00	
Satd. Flow (prot)			1615		1805		1805	3538			3539	
Flt Permitted			1.00		1.00		0.44	1.00			1.00	
Satd. Flow (perm)			1615		1900		835	3538			3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	3	1	0	0	2	584	2	0	566	0
RTOR Reduction (vph)	0	0	3	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	1	0	2	586	0	0	566	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Turn Type			Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)			1.6		1.6		63.9	63.9			63.9	
Effective Green, g (s)			1.6		1.6		63.9	63.9			63.9	
Actuated g/C Ratio			0.02		0.02		0.80	0.80			0.80	
Clearance Time (s)			7.0		7.0		7.5	7.5			7.5	
Vehicle Extension (s)			4.0		4.0		4.0	4.0			4.0	
Lane Grp Cap (vph)			32		38		666	2825			2826	
v/s Ratio Prot								c0.17			0.16	
v/s Ratio Perm			0.00		c0.00		0.00					
v/c Ratio			0.00		0.03		0.00	0.21			0.20	
Uniform Delay, d1			38.4		38.4		1.6	1.9			1.9	
Progression Factor			1.00		1.00		1.00	1.00			1.00	
Incremental Delay, d2			0.0		0.4		0.0	0.2			0.2	
Delay (s)			38.4		38.8		1.6	2.1			2.1	
Level of Service			D		D		A	A			A	
Approach Delay (s)		38.4			38.8			2.1			2.1	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			2.2				HCM 2000 Level of Service				A	
HCM 2000 Volume to Capacity ratio			0.20									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			14.5		
Intersection Capacity Utilization			47.9%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

4: Main St & S Broad St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	149	706	23	0	0	0	0	116	39	36	115	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0						6.0			6.0	
Lane Util. Factor		0.95						1.00			1.00	
Frt		1.00						0.97			1.00	
Flt Protected		0.99						1.00			0.99	
Satd. Flow (prot)		3432						1808			1809	
Flt Permitted		0.99						1.00			0.91	
Satd. Flow (perm)		3432						1808			1661	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	157	743	24	0	0	0	0	122	41	38	121	0
RTOR Reduction (vph)	0	3	0	0	0	0	0	13	0	0	0	0
Lane Group Flow (vph)	0	921	0	0	0	0	0	150	0	0	159	0
Heavy Vehicles (%)	3%	4%	6%	0%	0%	0%	0%	2%	0%	0%	5%	0%
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		4						2			2	
Permitted Phases	4									2		
Actuated Green, G (s)		31.4						36.6			36.6	
Effective Green, g (s)		31.4						36.6			36.6	
Actuated g/C Ratio		0.39						0.46			0.46	
Clearance Time (s)		6.0						6.0			6.0	
Vehicle Extension (s)		4.0						4.0			4.0	
Lane Grp Cap (vph)		1347						827			759	
v/s Ratio Prot								0.08				
v/s Ratio Perm		0.27									c0.10	
v/c Ratio		0.68						0.18			0.21	
Uniform Delay, d1		20.2						12.8			13.0	
Progression Factor		0.97						1.00			1.00	
Incremental Delay, d2		1.6						0.5			0.6	
Delay (s)		21.1						13.3			13.6	
Level of Service		C						B			B	
Approach Delay (s)		21.1			0.0			13.3			13.6	
Approach LOS		C			A			B			B	
Intersection Summary												
HCM 2000 Control Delay			19.1									HCM 2000 Level of Service B
HCM 2000 Volume to Capacity ratio			0.43									
Actuated Cycle Length (s)			80.0							12.0		
Intersection Capacity Utilization			64.6%									ICU Level of Service C
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: E Jefferson St & S Broad St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	461	301	356	0	231	0	399	285	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0		6.0		6.4	6.4			
Lane Util. Factor	1.00	1.00	1.00	1.00		1.00		1.00	1.00			
Frt	1.00	1.00	0.85	1.00		0.85		1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95		1.00		1.00	1.00			
Satd. Flow (prot)	1671	1845	1568	1641		1583		1759	1495			
Flt Permitted	0.95	1.00	1.00	0.95		1.00		1.00	1.00			
Satd. Flow (perm)	1671	1845	1568	1641		1583		1759	1495			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	20	490	320	379	0	246	0	424	303	0	0	0
RTOR Reduction (vph)	14	0	228	0	0	186	0	0	224	0	0	0
Lane Group Flow (vph)	6	490	92	379	0	60	0	424	79	0	0	0
Heavy Vehicles (%)	8%	3%	3%	10%	0%	2%	2%	8%	8%	2%	2%	2%
Turn Type	Split	NA	Perm	Prot		Prot		NA	Perm			
Protected Phases	4	4		3		3		2				
Permitted Phases			4						2			
Actuated Green, G (s)	26.0	26.0	26.0	22.0		22.0		23.6	23.6			
Effective Green, g (s)	26.0	26.0	26.0	22.0		22.0		23.6	23.6			
Actuated g/C Ratio	0.29	0.29	0.29	0.24		0.24		0.26	0.26			
Clearance Time (s)	6.0	6.0	6.0	6.0		6.0		6.4	6.4			
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0	5.0			
Lane Grp Cap (vph)	482	533	452	401		386		461	392			
v/s Ratio Prot	0.00	c0.27		c0.23		0.04		c0.24				
v/s Ratio Perm			0.06						0.05			
v/c Ratio	0.01	0.92	0.20	0.95		0.16		0.92	0.20			
Uniform Delay, d1	22.8	31.0	24.2	33.4		26.7		32.3	25.9			
Progression Factor	1.00	1.00	1.00	1.00		1.00		1.00	1.00			
Incremental Delay, d2	0.0	23.4	1.0	31.8		0.4		24.3	0.5			
Delay (s)	22.9	54.4	25.2	65.2		27.1		56.6	26.4			
Level of Service	C	D	C	E		C		E	C			
Approach Delay (s)		42.4			50.2			44.0			0.0	
Approach LOS		D			D			D			A	
Intersection Summary												
HCM 2000 Control Delay			45.2		HCM 2000 Level of Service				D			
HCM 2000 Volume to Capacity ratio			0.93									
Actuated Cycle Length (s)			90.0		Sum of lost time (s)				18.4			
Intersection Capacity Utilization			78.7%		ICU Level of Service				D			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: Ponce De Leon & W Jefferson St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	157	264	28	42	320	111	79	314	17	144	281	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.2	6.0		6.2	6.2		6.3	6.3		6.3	6.3	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.96		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1824		1805	1751		1770	1851		1583	1808	
Flt Permitted	0.95	1.00		0.57	1.00		0.31	1.00		0.27	1.00	
Satd. Flow (perm)	1770	1824		1079	1751		570	1851		443	1808	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	171	287	30	46	348	121	86	341	18	157	305	80
RTOR Reduction (vph)	0	4	0	0	14	0	0	2	0	0	10	0
Lane Group Flow (vph)	171	313	0	46	455	0	86	357	0	157	375	0
Heavy Vehicles (%)	2%	3%	0%	0%	3%	8%	2%	2%	0%	14%	2%	1%
Turn Type	Prot	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8			4		5	2		1	6	
Permitted Phases				4			2			6		
Actuated Green, G (s)	10.2	42.9		26.3	26.3		26.5	22.4		30.5	24.4	
Effective Green, g (s)	10.2	42.9		26.3	26.3		26.5	22.4		30.5	24.4	
Actuated g/C Ratio	0.11	0.48		0.29	0.29		0.29	0.25		0.34	0.27	
Clearance Time (s)	6.2	6.0		6.2	6.2		6.3	6.3		6.3	6.3	
Vehicle Extension (s)	3.0	4.0		5.0	5.0		2.5	5.0		2.5	3.0	
Lane Grp Cap (vph)	200	869		315	511		222	460		227	490	
v/s Ratio Prot	c0.10	0.17			c0.26		0.02	0.19		c0.05	c0.21	
v/s Ratio Perm				0.04			0.10			0.19		
v/c Ratio	0.85	0.36		0.15	0.89		0.39	0.78		0.69	0.76	
Uniform Delay, d1	39.2	14.9		23.5	30.5		24.1	31.5		23.6	30.2	
Progression Factor	1.00	1.00		1.06	1.17		1.00	1.00		1.00	1.00	
Incremental Delay, d2	28.2	1.2		0.9	19.7		0.8	9.3		8.1	7.0	
Delay (s)	67.3	16.0		26.0	55.3		24.9	40.7		31.7	37.2	
Level of Service	E	B		C	E		C	D		C	D	
Approach Delay (s)		34.0			52.7			37.7			35.6	
Approach LOS		C			D			D			D	
Intersection Summary												
HCM 2000 Control Delay			40.1			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			25.0			
Intersection Capacity Utilization			78.7%			ICU Level of Service			D			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Mildred Ave & W Jefferson St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	0	414	444	456	3	0	0	0	0	13	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	6.0						5.7	
Lane Util. Factor	1.00		1.00	1.00	1.00						1.00	
Frt	1.00		0.85	1.00	1.00						0.92	
Flt Protected	0.95		1.00	0.95	1.00						1.00	
Satd. Flow (prot)	1805		1524	1805	1826						1756	
Flt Permitted	0.95		1.00	0.95	1.00						1.00	
Satd. Flow (perm)	1805		1524	1805	1826						1756	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	0	450	483	496	3	0	0	0	0	14	18
RTOR Reduction (vph)	0	0	166	430	0	0	0	0	0	0	17	0
Lane Group Flow (vph)	12	0	285	53	499	0	0	0	0	0	15	0
Heavy Vehicles (%)	0%	0%	6%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot		Prot	Prot	NA						NA	
Protected Phases	5		2	1	6						8	
Permitted Phases												
Actuated Green, G (s)	1.9		56.9	9.9	64.9						5.5	
Effective Green, g (s)	1.9		56.9	9.9	64.9						5.5	
Actuated g/C Ratio	0.02		0.63	0.11	0.72						0.06	
Clearance Time (s)	6.0		6.0	6.0	6.0						5.7	
Vehicle Extension (s)	5.0		5.0	4.0	5.0						5.0	
Lane Grp Cap (vph)	38		963	198	1316						107	
v/s Ratio Prot	0.01		0.19	c0.03	c0.27						c0.01	
v/s Ratio Perm												
v/c Ratio	0.32		0.30	0.27	0.38						0.14	
Uniform Delay, d1	43.4		7.5	36.7	4.8						40.0	
Progression Factor	0.86		4.77	2.70	1.99						1.00	
Incremental Delay, d2	8.6		0.7	0.9	0.7						1.3	
Delay (s)	46.1		36.4	100.1	10.3						41.3	
Level of Service	D		D	F	B						D	
Approach Delay (s)		36.7			54.5			0.0			41.3	
Approach LOS		D			D			A			D	
Intersection Summary												
HCM 2000 Control Delay			48.6			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.37									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			17.7			
Intersection Capacity Utilization			69.1%			ICU Level of Service			C			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Main St & W Jefferson St/E Jefferson St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	25	675	24	75	190	0	0	126	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0			6.0			6.0	
Lane Util. Factor					0.95			1.00			1.00	
Frt					0.99			1.00			0.93	
Flt Protected					1.00			0.99			1.00	
Satd. Flow (prot)					3426			1782			1649	
Flt Permitted					1.00			0.83			1.00	
Satd. Flow (perm)					3426			1496			1649	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	27	726	26	81	204	0	0	135	165
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	0	0	40	0
Lane Group Flow (vph)	0	0	0	0	776	0	0	285	0	0	260	0
Heavy Vehicles (%)	2%	2%	2%	0%	5%	0%	8%	4%	0%	0%	5%	8%
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			2			2	
Permitted Phases				4			2					
Actuated Green, G (s)					29.0			49.0			49.0	
Effective Green, g (s)					29.0			49.0			49.0	
Actuated g/C Ratio					0.32			0.54			0.54	
Clearance Time (s)					6.0			6.0			6.0	
Vehicle Extension (s)					4.0			4.0			4.0	
Lane Grp Cap (vph)					1103			814			897	
v/s Ratio Prot											0.16	
v/s Ratio Perm					0.23			0.19				
v/c Ratio					0.70			0.35			0.29	
Uniform Delay, d1					26.7			11.5			11.1	
Progression Factor					0.89			1.00			1.00	
Incremental Delay, d2					1.7			1.2			0.8	
Delay (s)					25.4			12.7			11.9	
Level of Service					C			B			B	
Approach Delay (s)		0.0			25.4			12.7			11.9	
Approach LOS		A			C			B			B	
Intersection Summary												
HCM 2000 Control Delay			19.8		HCM 2000 Level of Service					B		
HCM 2000 Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			90.0		Sum of lost time (s)					12.0		
Intersection Capacity Utilization			65.3%		ICU Level of Service					C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: S Broad St & Ponce De Leon

9/22/2016

	↑	↗	↘	↓	↙	↖
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑	↗↘		↑	↙↖	
Volume (vph)	324	750	0	474	462	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	5.1		5.6	5.6	
Lane Util. Factor	0.95	0.88		1.00	0.97	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	1.00	1.00		1.00	0.95	
Satd. Flow (prot)	2954	2460		1598	3060	
Flt Permitted	1.00	1.00		1.00	0.95	
Satd. Flow (perm)	2954	2460		1598	3060	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	341	789	0	499	486	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	341	789	0	499	486	0
Heavy Vehicles (%)	10%	4%	0%	7%	3%	2%
Turn Type	NA	pt+ov		NA	Prot	
Protected Phases	5	5 6			6	
Permitted Phases				6		
Actuated Green, G (s)	18.7	80.0		50.6	50.6	
Effective Green, g (s)	18.7	74.4		50.6	50.6	
Actuated g/C Ratio	0.23	0.93		0.63	0.63	
Clearance Time (s)	5.1			5.6	5.6	
Vehicle Extension (s)	3.6			3.9	3.9	
Lane Grp Cap (vph)	690	2287		1010	1935	
v/s Ratio Prot	c0.12	0.32			0.16	
v/s Ratio Perm				c0.31		
v/c Ratio	0.49	0.34		0.49	0.25	
Uniform Delay, d1	26.6	0.3		7.9	6.4	
Progression Factor	1.00	1.00		1.00	0.75	
Incremental Delay, d2	0.7	0.1		1.7	0.3	
Delay (s)	27.2	0.4		9.6	5.1	
Level of Service	C	A		A	A	
Approach Delay (s)	8.5			9.6	5.1	
Approach LOS	A			A	A	
Intersection Summary						
HCM 2000 Control Delay		8.0		HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio		0.49				
Actuated Cycle Length (s)		80.0		Sum of lost time (s)		10.7
Intersection Capacity Utilization		51.7%		ICU Level of Service		A
Analysis Period (min)		15				

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: S Broad St & Benton Ave

9/22/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	2	705	43	0	462	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)							7.5	7.5			7.5	
Lane Util. Factor							1.00	0.95			0.95	
Frt							1.00	0.99			1.00	
Flt Protected							0.95	1.00			1.00	
Satd. Flow (prot)							1805	3449			3505	
Flt Permitted							0.48	1.00			1.00	
Satd. Flow (perm)							903	3449			3505	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	0	0	2	742	45	0	486	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	2	787	0	0	486	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	3%	0%
Turn Type		Perm				Perm		Perm	NA		Perm	NA
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)							80.0	80.0			80.0	
Effective Green, g (s)							80.0	80.0			80.0	
Actuated g/C Ratio							1.00	1.00			1.00	
Clearance Time (s)							7.5	7.5			7.5	
Vehicle Extension (s)							4.0	4.0			4.0	
Lane Grp Cap (vph)							903	3449			3505	
v/s Ratio Prot								c0.23			0.14	
v/s Ratio Perm							0.00					
v/c Ratio							0.00	0.23			0.14	
Uniform Delay, d1							0.0	0.0			0.0	
Progression Factor							1.00	1.00			1.00	
Incremental Delay, d2							0.0	0.1			0.1	
Delay (s)							0.0	0.1			0.1	
Level of Service							A	A			A	
Approach Delay (s)		0.0			0.0			0.1			0.1	
Approach LOS		A			A			A			A	
Intersection Summary												
HCM 2000 Control Delay		0.1					HCM 2000 Level of Service			A		
HCM 2000 Volume to Capacity ratio		0.28										
Actuated Cycle Length (s)		80.0					Sum of lost time (s)			14.5		
Intersection Capacity Utilization		27.1%					ICU Level of Service			A		
Analysis Period (min)		15										
c Critical Lane Group												

Intersection							
Int Delay, s/veh	1.4						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Vol, veh/h	30	675	455	20	45	7	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	Free	
Storage Length	-	-	-	-	0	0	
Veh in Median Storage, #	-	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	95	95	95	95	95	95	
Heavy Vehicles, %	0	4	0	0	1	3	
Mvmt Flow	32	711	479	21	47	7	
Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	500	0	-	0	1263	-	
Stage 1	-	-	-	-	489	-	
Stage 2	-	-	-	-	774	-	
Critical Hdwy	4.1	-	-	-	6.41	-	
Critical Hdwy Stg 1	-	-	-	-	5.41	-	
Critical Hdwy Stg 2	-	-	-	-	5.41	-	
Follow-up Hdwy	2.2	-	-	-	3.509	-	
Pot Cap-1 Maneuver	1075	-	-	-	188	0	
Stage 1	-	-	-	-	619	0	
Stage 2	-	-	-	-	457	0	
Platoon blocked, %	-	-	-	-	-	-	
Mov Cap-1 Maneuver	1075	-	-	-	179	-	
Mov Cap-2 Maneuver	-	-	-	-	179	-	
Stage 1	-	-	-	-	619	-	
Stage 2	-	-	-	-	435	-	
Approach	EB		WB		SB		
HCM Control Delay, s	0.4		0		32.2		
HCM LOS					D		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)	1075	-	-	-	179	-	
HCM Lane V/C Ratio	0.029	-	-	-	0.265	-	
HCM Control Delay (s)	8.4	0	-	-	32.2	0	
HCM Lane LOS	A	A	-	-	D	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	1	-	

HCM Signalized Intersection Capacity Analysis

4: Main St & S Broad St

9/22/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	560	70	8	365	14	17	34	14	14	115	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.99			1.00			0.97			0.94	
Flt Protected		0.99			1.00			0.99			1.00	
Satd. Flow (prot)		1772			1889			1723			1699	
Flt Permitted		0.90			0.99			0.89			0.98	
Satd. Flow (perm)		1597			1865			1547			1669	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	95	589	74	8	384	15	18	36	15	15	121	97
RTOR Reduction (vph)	0	4	0	0	1	0	0	12	0	0	35	0
Lane Group Flow (vph)	0	754	0	0	406	0	0	57	0	0	198	0
Heavy Vehicles (%)	4%	6%	0%	0%	0%	0%	0%	0%	26%	0%	10%	0%
Turn Type	Perm	NA		Perm		NA		Perm		NA		
Protected Phases		4				8						6
Permitted Phases	4			8				2		6		
Actuated Green, G (s)		51.2				51.2		16.8				16.8
Effective Green, g (s)		51.2				51.2		16.8				16.8
Actuated g/C Ratio		0.64				0.64		0.21				0.21
Clearance Time (s)		6.0				6.0		6.0				6.0
Vehicle Extension (s)		4.0				3.0		4.0				4.0
Lane Grp Cap (vph)		1022				1193		324				350
v/s Ratio Prot												
v/s Ratio Perm		c0.47				0.22		0.04				c0.12
v/c Ratio		0.74				0.34		0.18				0.57
Uniform Delay, d1		9.8				6.6		25.9				28.3
Progression Factor		1.00				1.00		1.00				1.00
Incremental Delay, d2		4.7				0.8		0.4				2.5
Delay (s)		14.5				7.4		26.3				30.9
Level of Service		B				A		C				C
Approach Delay (s)		14.5				7.4		26.3				30.9
Approach LOS		B				A		C				C
Intersection Summary												
HCM 2000 Control Delay			15.7			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			80.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			87.3%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: E Jefferson St & S Broad St

9/22/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	344	170	234	360	96	25	346	135	134	145	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0		6.4	6.4			6.4	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Frt		1.00	0.85	1.00	0.97		1.00	0.96			1.00	
Flt Protected		1.00	1.00	0.95	1.00		0.95	1.00			0.98	
Satd. Flow (prot)		1712	1417	1736	1817		1805	1719			1853	
Flt Permitted		1.00	1.00	0.45	1.00		0.59	1.00			0.42	
Satd. Flow (perm)		1709	1417	820	1817		1116	1719			806	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2	362	179	246	379	101	26	364	142	141	153	3
RTOR Reduction (vph)	0	0	108	0	10	0	0	17	0	0	1	0
Lane Group Flow (vph)	0	364	71	246	470	0	26	489	0	0	296	0
Heavy Vehicles (%)	0%	11%	14%	4%	0%	6%	0%	7%	3%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		28.6	28.6	28.6	28.6		31.0	31.0			31.0	
Effective Green, g (s)		28.6	28.6	28.6	28.6		31.0	31.0			31.0	
Actuated g/C Ratio		0.40	0.40	0.40	0.40		0.43	0.43			0.43	
Clearance Time (s)		6.0	6.0	6.0	6.0		6.4	6.4			6.4	
Vehicle Extension (s)		5.0	5.0	3.0	3.0		5.0	5.0			3.0	
Lane Grp Cap (vph)		678	562	325	721		480	740			347	
v/s Ratio Prot					0.26			0.28				
v/s Ratio Perm		0.21	0.05	c0.30			0.02				c0.37	
v/c Ratio		0.54	0.13	0.76	0.65		0.05	0.66			0.85	
Uniform Delay, d1		16.6	13.8	18.7	17.6		12.0	16.3			18.5	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2		1.5	0.2	9.7	2.1		0.1	2.9			18.1	
Delay (s)		18.1	14.0	28.4	19.8		12.1	19.3			36.6	
Level of Service		B	B	C	B		B	B			D	
Approach Delay (s)		16.8			22.7			18.9			36.6	
Approach LOS		B			C			B			D	
Intersection Summary												
HCM 2000 Control Delay			22.2			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			72.0			Sum of lost time (s)			12.4			
Intersection Capacity Utilization			105.3%			ICU Level of Service			G			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: Ponce De Leon & W Jefferson St

9/22/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	146	255	71	53	380	83	17	232	75	23	350	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.2	6.0		6.2	6.2		6.3	6.3		6.3	6.3	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flt	1.00	0.97		1.00	0.97		1.00	0.96		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1736	1755		1671	1783		1805	1678		1671	1728	
Flt Permitted	0.95	1.00		0.55	1.00		0.23	1.00		0.39	1.00	
Satd. Flow (perm)	1736	1755		976	1783		438	1678		688	1728	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	154	268	75	56	400	87	18	244	79	24	368	62
RTOR Reduction (vph)	0	11	0	0	9	0	0	12	0	0	6	0
Lane Group Flow (vph)	154	332	0	56	478	0	18	311	0	24	424	0
Heavy Vehicles (%)	4%	6%	0%	8%	3%	7%	0%	12%	0%	8%	8%	5%
Turn Type	Prot	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8			4		5	2		1	6	
Permitted Phases				4			2			6		
Actuated Green, G (s)	11.0	44.0		26.6	26.6		27.4	25.4		27.4	25.4	
Effective Green, g (s)	11.0	44.0		26.6	26.6		27.4	25.4		27.4	25.4	
Actuated g/C Ratio	0.12	0.49		0.30	0.30		0.30	0.28		0.30	0.28	
Clearance Time (s)	6.2	6.0		6.2	6.2		6.3	6.3		6.3	6.3	
Vehicle Extension (s)	3.0	4.0		5.0	5.0		2.5	5.0		2.5	3.0	
Lane Grp Cap (vph)	212	858		288	526		163	473		231	487	
v/s Ratio Prot	c0.09	0.19			c0.27		c0.00	0.19		0.00	c0.25	
v/s Ratio Perm				0.06			0.03			0.03		
v/c Ratio	0.73	0.39		0.19	0.91		0.11	0.66		0.10	0.87	
Uniform Delay, d1	38.1	14.5		23.7	30.5		23.1	28.5		22.4	30.7	
Progression Factor	1.00	1.00		0.90	0.91		1.00	1.00		1.00	1.00	
Incremental Delay, d2	11.7	1.3		1.4	21.3		0.2	4.4		0.1	15.2	
Delay (s)	49.7	15.8		22.9	49.0		23.3	32.9		22.6	45.9	
Level of Service	D	B		C	D		C	C		C	D	
Approach Delay (s)		26.3			46.3			32.4			44.7	
Approach LOS		C			D			C			D	
Intersection Summary												
HCM 2000 Control Delay			37.9			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			25.0			
Intersection Capacity Utilization			70.7%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

7: Mildred Ave & W Jefferson St

9/22/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	283	46	3	473	27	31	0	19	2	3	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			5.7			5.7	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Flt	1.00	0.98		1.00	0.99			0.95			0.90	
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.99	
Satd. Flow (prot)	1805	1853		1787	1800			1749			1705	
Flt Permitted	0.95	1.00		0.95	1.00			0.80			0.95	
Satd. Flow (perm)	1805	1853		1787	1800			1442			1633	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	25	298	48	3	498	28	33	0	20	2	3	13
RTOR Reduction (vph)	0	3	0	0	1	0	0	49	0	0	12	0
Lane Group Flow (vph)	25	343	0	3	525	0	0	4	0	0	6	0
Heavy Vehicles (%)	0%	0%	3%	1%	5%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			8	
Permitted Phases							8			8		
Actuated Green, G (s)	4.0	64.2		1.5	61.7			6.6			6.6	
Effective Green, g (s)	4.0	64.2		1.5	61.7			6.6			6.6	
Actuated g/C Ratio	0.04	0.71		0.02	0.69			0.07			0.07	
Clearance Time (s)	6.0	6.0		6.0	6.0			5.7			5.7	
Vehicle Extension (s)	5.0	5.0		4.0	5.0			5.0			5.0	
Lane Grp Cap (vph)	80	1321		29	1234			105			119	
v/s Ratio Prot	c0.01	0.19		0.00	c0.29							
v/s Ratio Perm								0.00			c0.00	
v/c Ratio	0.31	0.26		0.10	0.43			0.04			0.05	
Uniform Delay, d1	41.7	4.5		43.6	6.3			38.7			38.8	
Progression Factor	1.10	0.55		0.87	1.48			1.00			1.00	
Incremental Delay, d2	4.3	0.4		1.9	1.0			0.3			0.4	
Delay (s)	50.2	3.0		39.7	10.3			39.1			39.2	
Level of Service	D	A		D	B			D			D	
Approach Delay (s)		6.1			10.4			39.1			39.2	
Approach LOS		A			B			D			D	
Intersection Summary												
HCM 2000 Control Delay			10.9			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.38									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			17.7			
Intersection Capacity Utilization			45.8%			ICU Level of Service			A			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Main St & W Jefferson St/E Jefferson St

9/22/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	43	161	100	15	349	21	47	86	5	141	107	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.96			0.99			1.00			0.96	
Flt Protected		0.99			1.00			0.98			0.98	
Satd. Flow (prot)		1768			1718			1803			1748	
Flt Permitted		0.90			0.98			0.78			0.82	
Satd. Flow (perm)		1608			1691			1425			1457	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	45	169	105	16	367	22	49	91	5	148	113	117
RTOR Reduction (vph)	0	16	0	0	2	0	0	2	0	0	22	0
Lane Group Flow (vph)	0	303	0	0	403	0	0	143	0	0	356	0
Heavy Vehicles (%)	2%	2%	2%	3%	10%	7%	0%	5%	0%	0%	2%	5%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		49.6			49.6			28.4			28.4	
Effective Green, g (s)		49.6			49.6			28.4			28.4	
Actuated g/C Ratio		0.55			0.55			0.32			0.32	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		4.0			4.0			4.0			4.0	
Lane Grp Cap (vph)		886			931			449			459	
v/s Ratio Prot												
v/s Ratio Perm		0.19			0.24			0.10			0.24	
v/c Ratio		0.34			0.43			0.32			0.78	
Uniform Delay, d1		11.2			11.9			23.4			27.9	
Progression Factor		1.18			1.00			1.00			1.00	
Incremental Delay, d2		1.0			1.5			0.6			8.5	
Delay (s)		14.2			13.4			24.0			36.4	
Level of Service		B			B			C			D	
Approach Delay (s)		14.2			13.4			24.0			36.4	
Approach LOS		B			B			C			D	
Intersection Summary												
HCM 2000 Control Delay			21.8									
HCM 2000 Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			90.0									
Intersection Capacity Utilization			70.3%									
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

1: S Broad St & Ponce De Leon

9/23/2016

	↑	↗	↘	↓	↙	↖
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑	↗↘		↑	↙↖	
Volume (vph)	423	634	0	390	583	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	5.1		5.6	5.6	
Lane Util. Factor	0.95	0.88		1.00	0.97	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	1.00	1.00		1.00	0.95	
Satd. Flow (prot)	3185	2508		1676	2935	
Flt Permitted	1.00	1.00		1.00	0.95	
Satd. Flow (perm)	3185	2508		1676	2935	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	460	689	0	424	634	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	460	689	0	424	634	0
Parking (#/hr)					0	
Turn Type	NA	pt+ov		NA	Prot	
Protected Phases	5	5 6			6	
Permitted Phases				6		
Actuated Green, G (s)	10.7	40.0		18.6	18.6	
Effective Green, g (s)	10.7	34.4		18.6	18.6	
Actuated g/C Ratio	0.27	0.86		0.47	0.47	
Clearance Time (s)	5.1			5.6	5.6	
Vehicle Extension (s)	3.6			3.9	3.9	
Lane Grp Cap (vph)	851	2156		779	1364	
v/s Ratio Prot	c0.14	0.27			0.22	
v/s Ratio Perm				c0.25		
v/c Ratio	0.54	0.32		0.54	0.46	
Uniform Delay, d1	12.5	0.5		7.7	7.3	
Progression Factor	1.00	1.00		1.00	1.04	
Incremental Delay, d2	0.8	0.1		2.7	1.1	
Delay (s)	13.3	0.6		10.4	8.8	
Level of Service	B	A		B	A	
Approach Delay (s)	5.7			10.4	8.8	
Approach LOS	A			B	A	
Intersection Summary						
HCM 2000 Control Delay		7.5		HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio		0.54				
Actuated Cycle Length (s)		40.0		Sum of lost time (s)		10.7
Intersection Capacity Utilization		50.6%		ICU Level of Service		A
Analysis Period (min)		15				

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: S Broad St & Benton Ave

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	4	612	18	0	583	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)							7.5	7.5			7.5	
Lane Util. Factor							1.00	0.95			0.95	
Frt							1.00	1.00			1.00	
Flt Protected							0.95	1.00			1.00	
Satd. Flow (prot)							1805	3526			3539	
Flt Permitted							0.41	1.00			1.00	
Satd. Flow (perm)							781	3526			3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	4	665	20	0	634	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	4	685	0	0	634	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Turn Type		Perm				Perm		Perm	NA		Perm	NA
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)							80.0	80.0			80.0	
Effective Green, g (s)							80.0	80.0			80.0	
Actuated g/C Ratio							1.00	1.00			1.00	
Clearance Time (s)							7.5	7.5			7.5	
Vehicle Extension (s)							4.0	4.0			4.0	
Lane Grp Cap (vph)							781	3526			3539	
v/s Ratio Prot								c0.19			0.18	
v/s Ratio Perm							0.01					
v/c Ratio							0.01	0.19			0.18	
Uniform Delay, d1							0.0	0.0			0.0	
Progression Factor							1.00	1.00			1.00	
Incremental Delay, d2							0.0	0.1			0.1	
Delay (s)							0.0	0.1			0.1	
Level of Service							A	A			A	
Approach Delay (s)		0.0			0.0			0.1			0.1	
Approach LOS		A			A			A			A	
Intersection Summary												
HCM 2000 Control Delay		0.1					HCM 2000 Level of Service			A		
HCM 2000 Volume to Capacity ratio		0.23										
Actuated Cycle Length (s)		80.0					Sum of lost time (s)			13.5		
Intersection Capacity Utilization		23.7%					ICU Level of Service			A		
Analysis Period (min)		15										

c Critical Lane Group

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	12	612	571	2	28	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	4	2
Mvmt Flow	13	665	621	2	30	13
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	623	0	-	0	1313	-
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	691	-
Critical Hdwy	4.1	-	-	-	6.44	-
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.2	-	-	-	3.536	-
Pot Cap-1 Maneuver	968	-	-	-	173	0
Stage 1	-	-	-	-	532	0
Stage 2	-	-	-	-	494	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	968	-	-	-	169	-
Mov Cap-2 Maneuver	-	-	-	-	169	-
Stage 1	-	-	-	-	532	-
Stage 2	-	-	-	-	484	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.2		0		30.9	
HCM LOS					D	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	968	-	-	-	169	
HCM Lane V/C Ratio	0.013	-	-	-	0.18	
HCM Control Delay (s)	8.8	0	-	-	30.9	
HCM Lane LOS	A	A	-	-	D	
HCM 95th %tile Q(veh)	0	-	-	-	0.6	

HCM Signalized Intersection Capacity Analysis

4: Main St & S Broad St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	530	30	7	460	6	31	45	46	12	85	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.99			1.00			0.95			0.94	
Flt Protected		0.99			1.00			0.99			1.00	
Satd. Flow (prot)		1804			1896			1768			1735	
Flt Permitted		0.88			0.99			0.86			0.97	
Satd. Flow (perm)		1605			1881			1537			1694	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	84	558	32	7	484	6	33	47	48	13	89	86
RTOR Reduction (vph)	0	2	0	0	0	0	0	30	0	0	41	0
Lane Group Flow (vph)	0	672	0	0	497	0	0	98	0	0	147	0
Heavy Vehicles (%)	3%	4%	6%	0%	0%	0%	0%	2%	0%	0%	5%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		52.3			52.3			15.7			15.7	
Effective Green, g (s)		52.3			52.3			15.7			15.7	
Actuated g/C Ratio		0.65			0.65			0.20			0.20	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		4.0			3.0			4.0			4.0	
Lane Grp Cap (vph)		1049			1229			301			332	
v/s Ratio Prot												
v/s Ratio Perm		c0.42			0.26			0.06			c0.09	
v/c Ratio		0.64			0.40			0.33			0.44	
Uniform Delay, d1		8.3			6.5			27.6			28.3	
Progression Factor		1.00			2.04			1.00			1.00	
Incremental Delay, d2		3.0			0.9			0.9			1.3	
Delay (s)		11.2			14.2			28.5			29.6	
Level of Service		B			B			C			C	
Approach Delay (s)		11.2			14.2			28.5			29.6	
Approach LOS		B			B			C			C	
Intersection Summary												
HCM 2000 Control Delay			16.0			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			80.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			90.2%			ICU Level of Service			E			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: E Jefferson St & S Broad St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	487	98	134	323	117	97	386	195	48	387	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0		6.4	6.4			6.4	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Frt		1.00	0.85	1.00	0.96		1.00	0.95			1.00	
Flt Protected		1.00	1.00	0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)		1844	1568	1641	1815		1770	1671			1852	
Flt Permitted		1.00	1.00	0.23	1.00		0.45	1.00			0.74	
Satd. Flow (perm)		1840	1568	404	1815		841	1671			1376	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	3	518	104	143	344	124	103	411	207	51	412	2
RTOR Reduction (vph)	0	0	66	0	18	0	0	21	0	0	0	0
Lane Group Flow (vph)	0	521	38	143	450	0	103	597	0	0	465	0
Heavy Vehicles (%)	8%	3%	3%	10%	0%	2%	2%	8%	8%	2%	2%	2%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		29.2	29.2	29.2	29.2		38.4	38.4			38.4	
Effective Green, g (s)		29.2	29.2	29.2	29.2		38.4	38.4			38.4	
Actuated g/C Ratio		0.36	0.36	0.36	0.36		0.48	0.48			0.48	
Clearance Time (s)		6.0	6.0	6.0	6.0		6.4	6.4			6.4	
Vehicle Extension (s)		5.0	5.0	3.0	3.0		5.0	5.0			3.0	
Lane Grp Cap (vph)		671	572	147	662		403	802			660	
v/s Ratio Prot					0.25			c0.36				
v/s Ratio Perm		0.28	0.02	c0.35			0.12				0.34	
v/c Ratio		0.78	0.07	0.97	0.68		0.26	0.74			0.70	
Uniform Delay, d1		22.5	16.5	25.0	21.5		12.3	16.8			16.3	
Progression Factor		1.40	2.56	1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2		5.3	0.1	65.6	2.9		1.5	6.2			6.2	
Delay (s)		36.9	42.3	90.6	24.3		13.9	23.0			22.6	
Level of Service		D	D	F	C		B	C			C	
Approach Delay (s)		37.8			39.8			21.7			22.6	
Approach LOS		D			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			30.6			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			80.0			Sum of lost time (s)			12.4			
Intersection Capacity Utilization			125.9%			ICU Level of Service			H			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

6: Ponce De Leon & W Jefferson St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	147	268	31	47	341	173	57	252	114	84	312	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.2	6.0		6.2	6.2		6.3	6.3		6.3	6.3	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.95		1.00	0.95		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1821		1805	1723		1770	1787		1583	1813	
Flt Permitted	0.95	1.00		0.56	1.00		0.19	1.00		0.21	1.00	
Satd. Flow (perm)	1770	1821		1061	1723		345	1787		358	1813	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	160	291	34	51	371	188	62	274	124	91	339	79
RTOR Reduction (vph)	0	4	0	0	20	0	0	18	0	0	9	0
Lane Group Flow (vph)	160	321	0	51	539	0	62	380	0	91	409	0
Heavy Vehicles (%)	2%	3%	0%	0%	3%	8%	2%	2%	0%	14%	2%	1%
Turn Type	Prot	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases				4			2			6		
Actuated Green, G (s)	9.2	35.6		33.2	29.7		26.0	22.0		26.2	22.1	
Effective Green, g (s)	9.2	35.6		33.2	29.7		26.0	22.0		26.2	22.1	
Actuated g/C Ratio	0.10	0.40		0.37	0.33		0.29	0.24		0.29	0.25	
Clearance Time (s)	6.2	6.0		6.2	6.2		6.3	6.3		6.3	6.3	
Vehicle Extension (s)	3.0	4.0		3.0	5.0		2.5	5.0		2.5	3.0	
Lane Grp Cap (vph)	180	720		420	568		163	436		160	445	
v/s Ratio Prot	c0.09	c0.18		0.00	c0.31		0.02	0.21		c0.03	c0.23	
v/s Ratio Perm				0.04			0.09			0.14		
v/c Ratio	0.89	0.45		0.12	0.95		0.38	0.87		0.57	0.92	
Uniform Delay, d1	39.9	20.0		18.4	29.4		24.8	32.6		25.1	33.1	
Progression Factor	1.00	1.00		0.99	0.95		1.00	1.00		1.00	1.00	
Incremental Delay, d2	37.1	2.0		0.1	26.0		1.1	18.3		3.7	23.8	
Delay (s)	77.0	22.0		18.4	53.8		25.8	51.0		28.8	56.9	
Level of Service	E	C		B	D		C	D		C	E	
Approach Delay (s)		40.1			50.8			47.6			51.8	
Approach LOS		D			D			D			D	
Intersection Summary												
HCM 2000 Control Delay			47.8			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.90									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			25.0			
Intersection Capacity Utilization			82.5%			ICU Level of Service			E			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Mildred Ave & W Jefferson St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	434	26	12	541	5	3	2	9	9	2	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			5.7			5.7	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Flt	1.00	0.99		1.00	1.00			0.91			0.92	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)	1805	1878		1805	1825			1712			1717	
Flt Permitted	0.95	1.00		0.95	1.00			0.92			0.88	
Satd. Flow (perm)	1805	1878		1805	1825			1595			1542	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	472	28	13	588	5	3	2	10	10	2	18
RTOR Reduction (vph)	0	1	0	0	0	0	0	9	0	0	17	0
Lane Group Flow (vph)	7	499	0	13	593	0	0	6	0	0	13	0
Heavy Vehicles (%)	0%	0%	6%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			8	
Permitted Phases							8			8		
Actuated Green, G (s)	1.8	65.1		1.7	65.0			5.5			5.5	
Effective Green, g (s)	1.8	65.1		1.7	65.0			5.5			5.5	
Actuated g/C Ratio	0.02	0.72		0.02	0.72			0.06			0.06	
Clearance Time (s)	6.0	6.0		6.0	6.0			5.7			5.7	
Vehicle Extension (s)	5.0	5.0		4.0	5.0			5.0			5.0	
Lane Grp Cap (vph)	36	1358		34	1318			97			94	
v/s Ratio Prot	0.00	0.27		c0.01	c0.32							
v/s Ratio Perm								0.00			c0.01	
v/c Ratio	0.19	0.37		0.38	0.45			0.06			0.14	
Uniform Delay, d1	43.4	4.7		43.6	5.1			39.8			40.0	
Progression Factor	1.05	1.20		0.83	1.80			1.00			1.00	
Incremental Delay, d2	4.7	0.7		8.2	1.0			0.5			1.4	
Delay (s)	50.3	6.3		44.3	10.2			40.3			41.4	
Level of Service	D	A		D	B			D			D	
Approach Delay (s)		6.9			11.0			40.3			41.4	
Approach LOS		A			B			D			D	
Intersection Summary												
HCM 2000 Control Delay			10.4			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.42									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			17.7			
Intersection Capacity Utilization			42.7%			ICU Level of Service			A			
Analysis Period (min)			15									

c Critical Lane Group

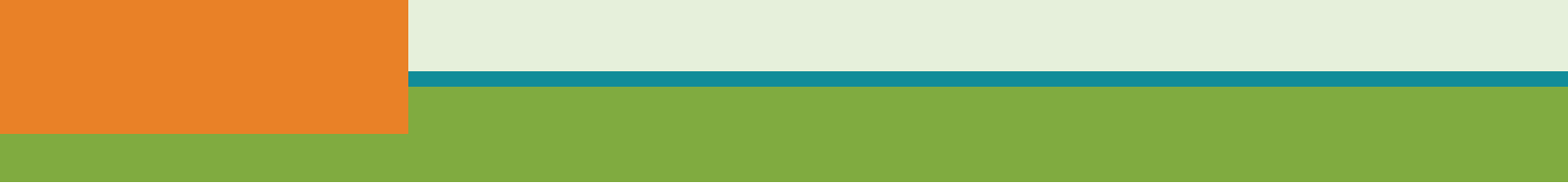
HCM Signalized Intersection Capacity Analysis

8: Main St & W Jefferson St/E Jefferson St

9/23/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	323	71	8	404	94	17	100	14	91	100	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.98			0.97			0.99			0.94	
Flt Protected		0.99			1.00			0.99			0.99	
Satd. Flow (prot)		1812			1780			1788			1687	
Flt Permitted		0.88			0.99			0.93			0.86	
Satd. Flow (perm)		1604			1767			1682			1471	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	62	347	76	9	434	101	18	108	15	98	108	147
RTOR Reduction (vph)	0	6	0	0	7	0	0	6	0	0	32	0
Lane Group Flow (vph)	0	479	0	0	537	0	0	135	0	0	321	0
Heavy Vehicles (%)	2%	2%	2%	0%	5%	0%	8%	4%	0%	0%	5%	8%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		52.8			52.8			25.2			25.2	
Effective Green, g (s)		52.8			52.8			25.2			25.2	
Actuated g/C Ratio		0.59			0.59			0.28			0.28	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		4.0			4.0			4.0			4.0	
Lane Grp Cap (vph)		941			1036			470			411	
v/s Ratio Prot												
v/s Ratio Perm		0.30			c0.30			0.08			c0.22	
v/c Ratio		0.51			0.52			0.29			0.78	
Uniform Delay, d1		11.0			11.0			25.4			29.8	
Progression Factor		0.77			1.00			1.00			1.00	
Incremental Delay, d2		1.9			1.9			0.5			9.8	
Delay (s)		10.3			12.9			25.8			39.6	
Level of Service		B			B			C			D	
Approach Delay (s)		10.3			12.9			25.8			39.6	
Approach LOS		B			B			C			D	
Intersection Summary												
HCM 2000 Control Delay			19.5			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			91.9%			ICU Level of Service			F			
Analysis Period (min)			15									

c Critical Lane Group



Appendix D: 2000–2014 Study Area Historic AADT

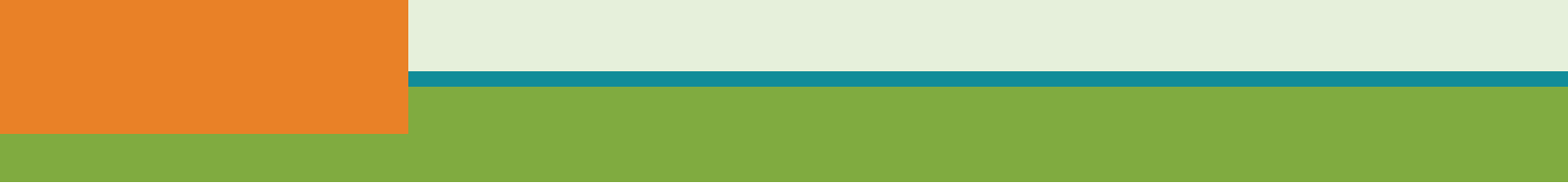
Brooksville Study Area Historical AADT

				2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014		Hist AGR
On Street	From	To	Station ID ¹	FDOT AADT ²	FDOT AADT ²	FDOT AADT ²	FDOT AADT ²	FDOT AADT ²	FDOT AADT ²	FDOT AADT ²	FDOT AADT ²	FDOT AADT ²	FDOT AADT ²	FDOT AADT ²	FDOT AADT ²	FDOT AADT ²	FDOT AADT ²	FDOT AADT ²	2016 AADT ³	Trend to 2014 ⁴
US 41 / Broad	SR 50 / Cortez	Ponce De Leon	080002	19100	17800	17900	22000	22000	22000	21000	22000	23500	23000	21000	22000	19800	19600	21500	16127	1.10%
	Ponce De Leon	Mildred Ave	085005		12200	11200	10700	10900	10400	9400	10800	11400	11600	11900	11800	11300	11600	11200	9204	0.65%
	Mildred Ave	Main St	080005				9000	9400	11500	10000	8300	8300	8000	8000	7100	7100	6400	7000	8590	-4.65%
	Main St	SR 50A / Jefferson	085008				9000	7500	9600	7700	10500	10000	9100	8900	8400	8300	7900	8200	8200	-0.67%
	SR 50A / Jefferson	Mondon Hill Rd	085018				10400	10600	10100	9300	9800	9200	9800	10700	9400	9000	8500	8400	8400	-1.67%
SR 50A / Jefferson	SR 50 / Cortez	Ponce De Leon	080020		15200	16600	13700	14300	13600	13000	12500	11000	11600	10900	10500	9900	9500	8600	8600	-3.63%
	Ponce De Leon	Mildred Ave	085015		12900	14200	14400	13000	11500	10500	10000	9300	9100	9600	9000	8500	7600	7700	7700	-4.46%
	Mildred Ave	Main St	085012		6700	6800	7300	12500	8500	6900	5900	6500	6500	6300	5800	5300	5400	5300	7824	-2.81%
	Main St	US 41 / Broad	085013				10500	8100	8300	8300		5900	6300	6600	6600	6700	6100	6600	6600	-2.55%
	US 41 / Broad	Dr MLK Jr Blvd	085009				11500	11200	10000	10100	9400	8900	8900	8100	7500	7200	6800	7100	8649	-4.75%
Ponce De Leon	US 41 / Broad	SR 50A / Jefferson	085016		10000	10500	9500	9400	10500	9600	8900	8200	8600	7700	7100	6600	6700	6700	6398	-3.42%
	SR 50A / Jefferson	Ft Dade Ave	085017		12300	12900	11500	13400	11900	12000	10800	9700	11300	11200	9500	8200	8300	8300	8872	-2.70%
Mildred Ave	US 41 / Broad	SR 50A / Jefferson	085311		8700	8800	8600	13000	10000	9000	9400	9200	9000	8100	7800	8300	7700	7600	7611	-1.80%
Main St	US 41 / Broad	SR 50A / Jefferson			5960			6060		5270		5154		4353		3528			3862	
	SR 50A / Jefferson	Ft Dade Ave			6379			5790				5703		4845	4416		5232		5443	

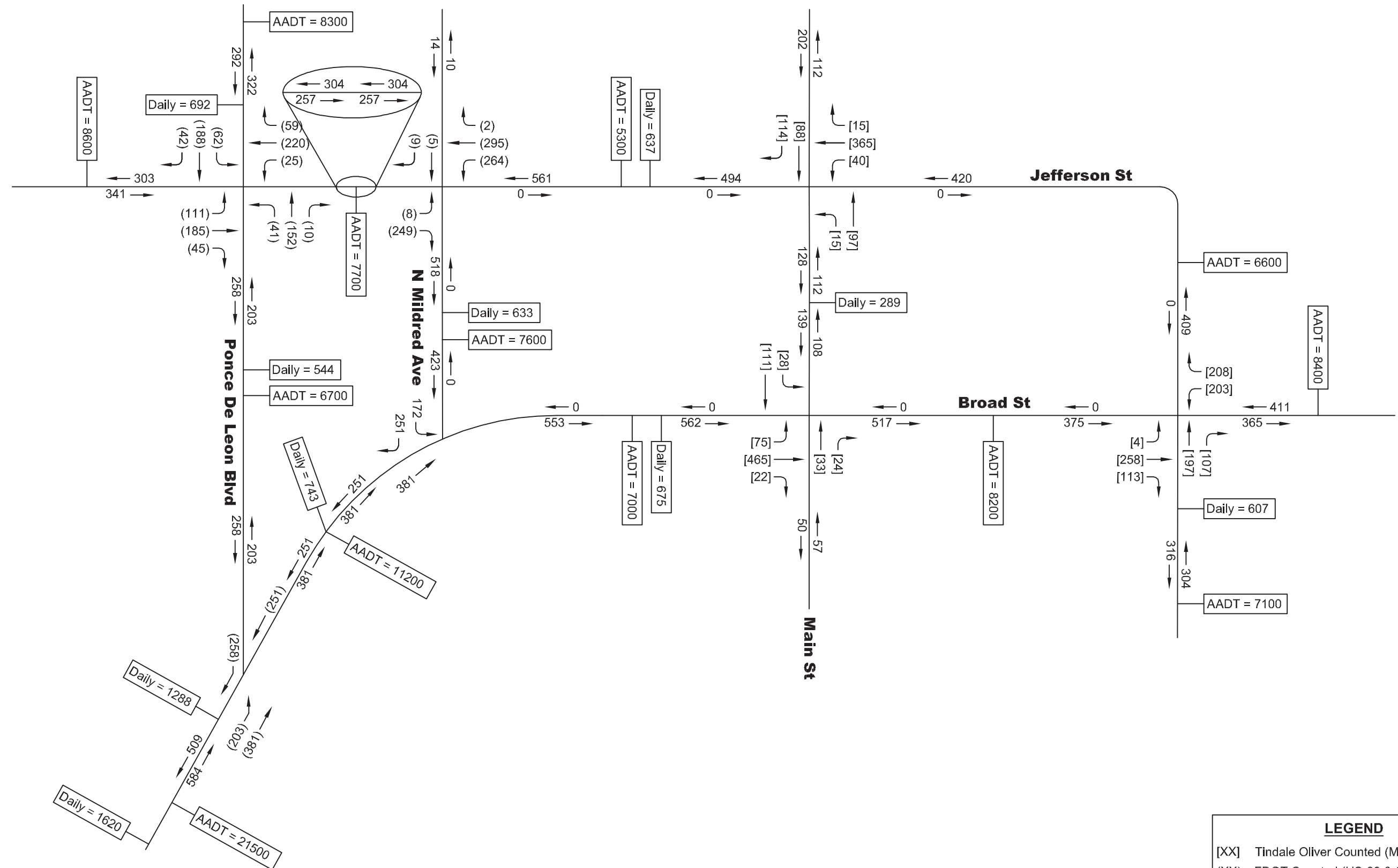
¹ Source: 2014 FDOT Florida Traffic Online. ² Italicized values from Hernando County AADT.

³ From 72 hr Tindale Oliver counts conducted in 2016. Shaded cells indicate 2014 FDOT AADT.

⁴ Traffic Trends - V2.0 worksheet applied to FDOT AADT.



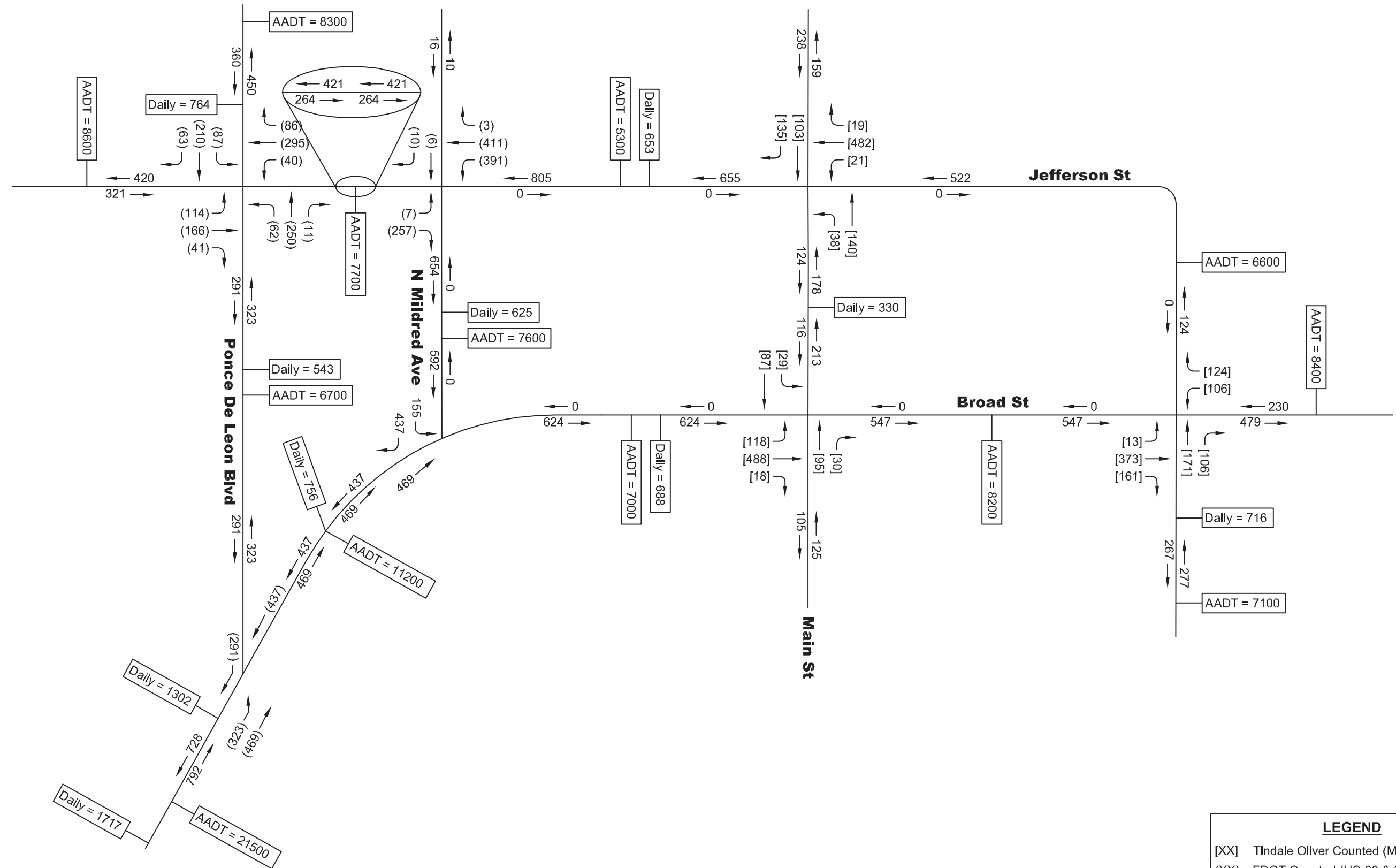
Appendix E: Future Year Traffic Volumes and Growth Rates



AM COUNT

HERNANDO COUNTY ONE-WAY PAIR EXISTING TURNING MOVEMENT COUNTS

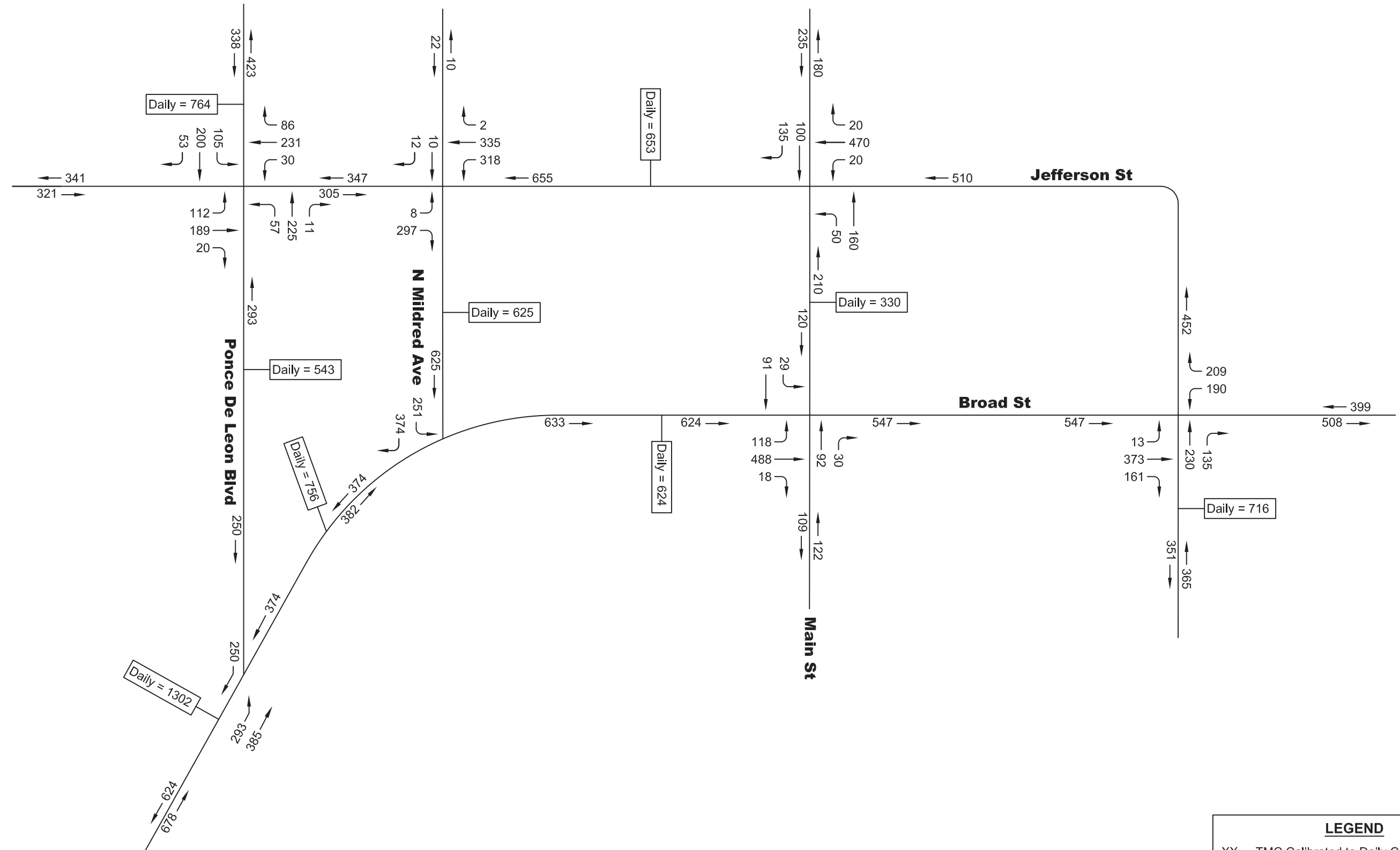




PM COUNT

HERNANDO COUNTY ONE-WAY PAIR EXISTING TURNING MOVEMENT COUNTS





LEGEND

XX

TMC Calibrated to Daily Count Balance

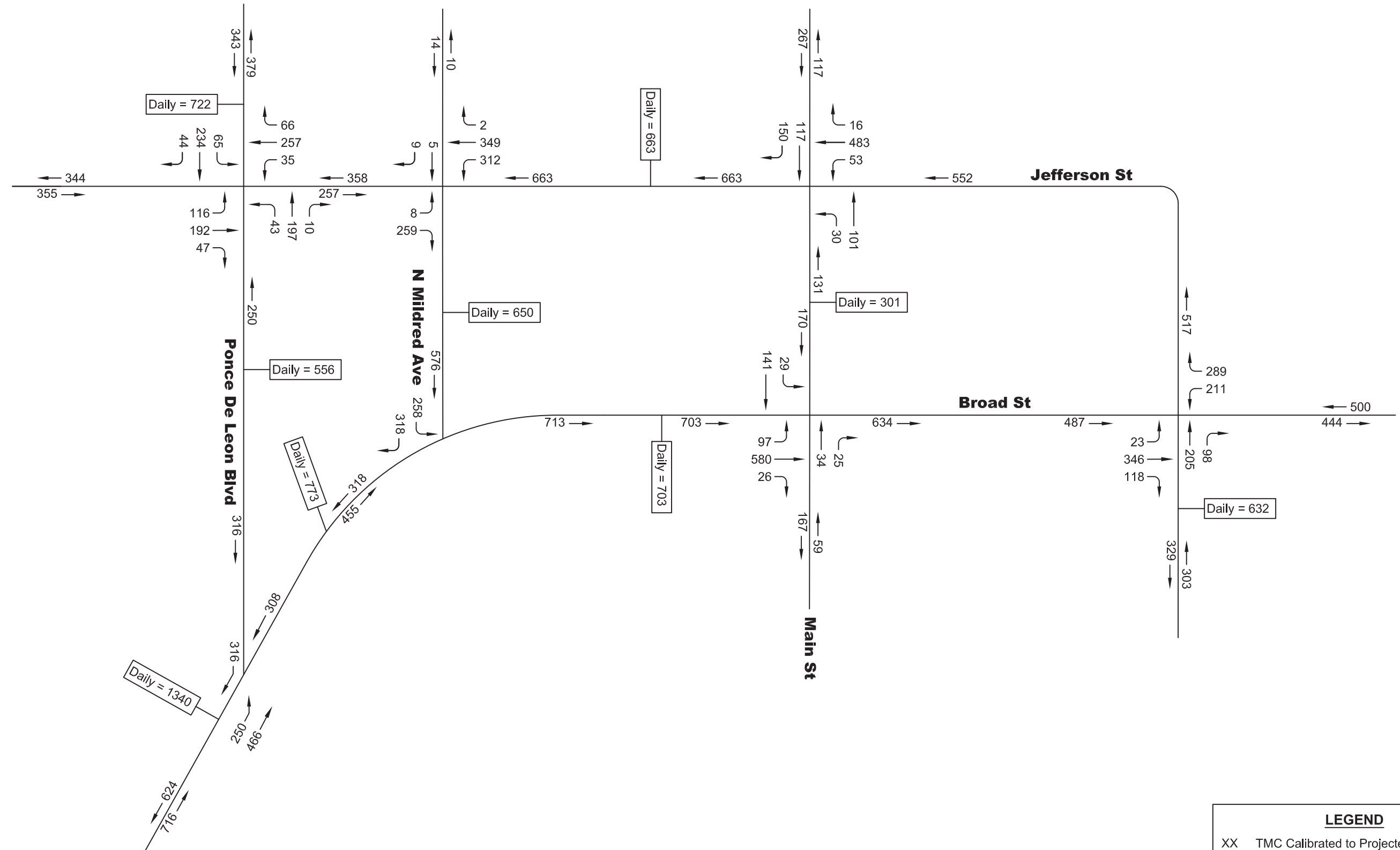
XX

2016 AADT from 72 Hour Counts

PM CONDITIONS (BALANCED)

HERNANDO COUNTY ONE-WAY PAIR
EXISTING TURNING MOVEMENT COUNTS

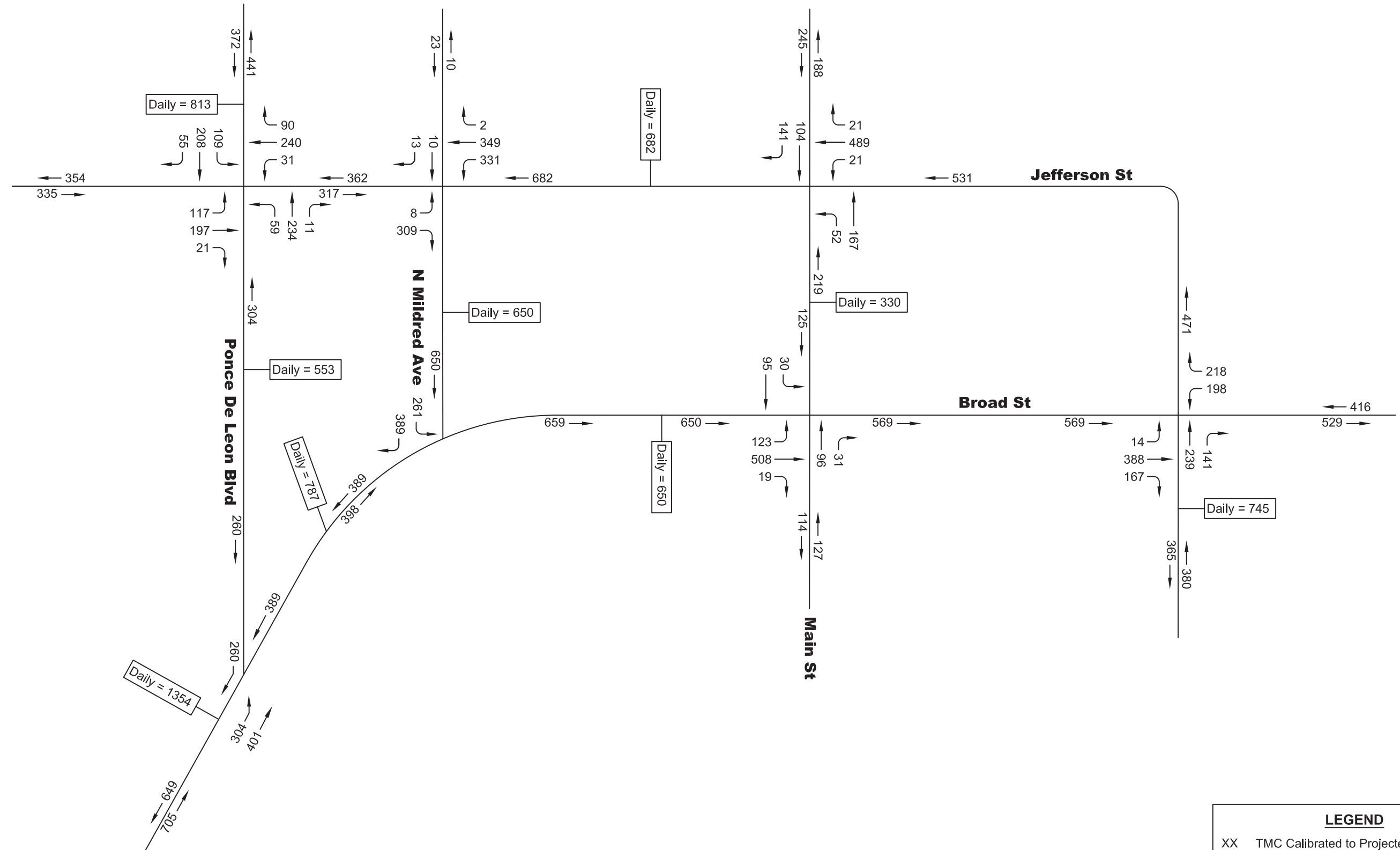




2020 AM VOLUME FORECAST - 1 WAY TRAFFIC

HERNANDO COUNTY ONE-WAY PAIR 2020 TURNING MOVEMENT ESTIMATES

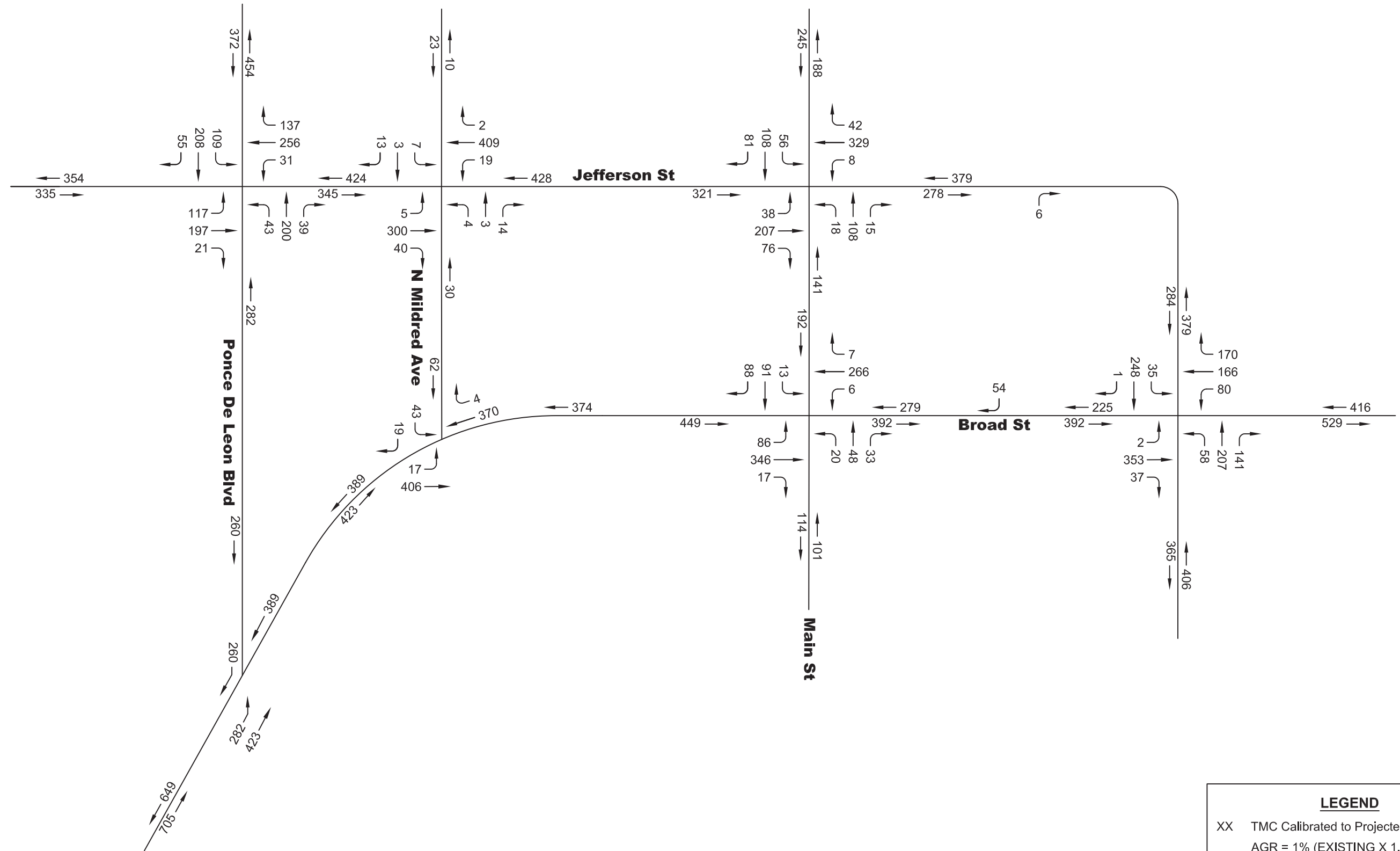


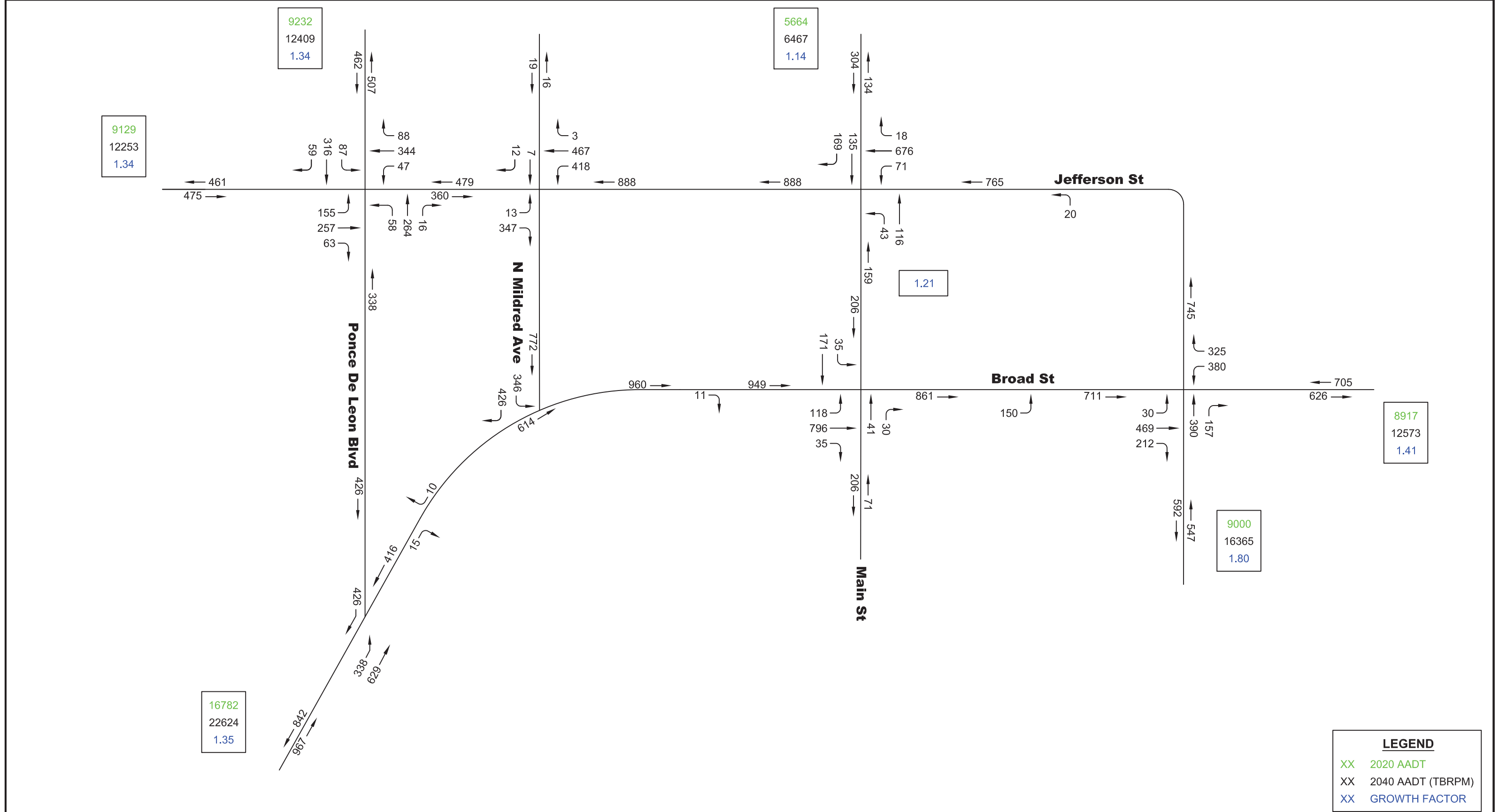


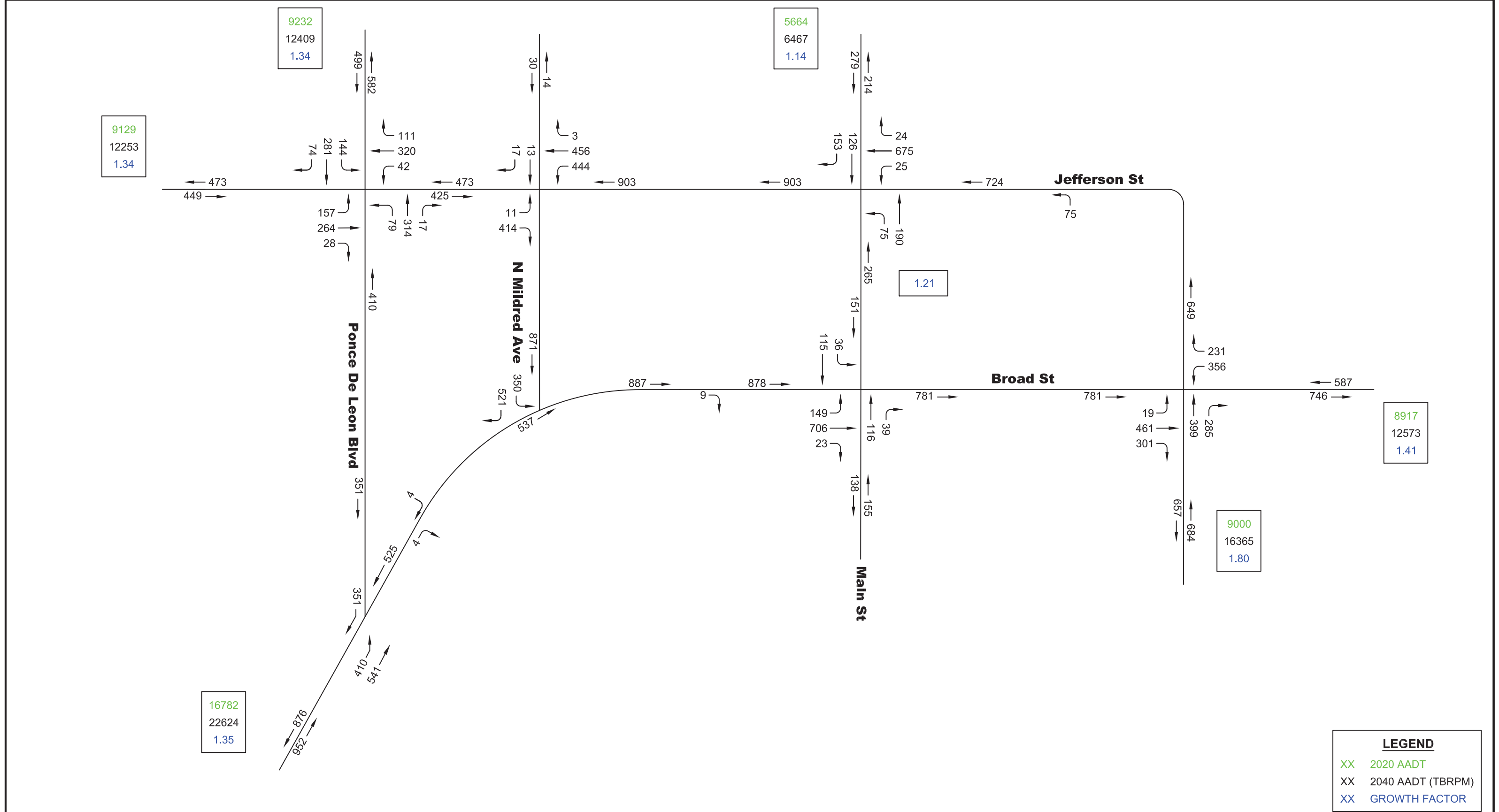
2020 PM VOLUME FORECAST - 1 WAY TRAFFIC

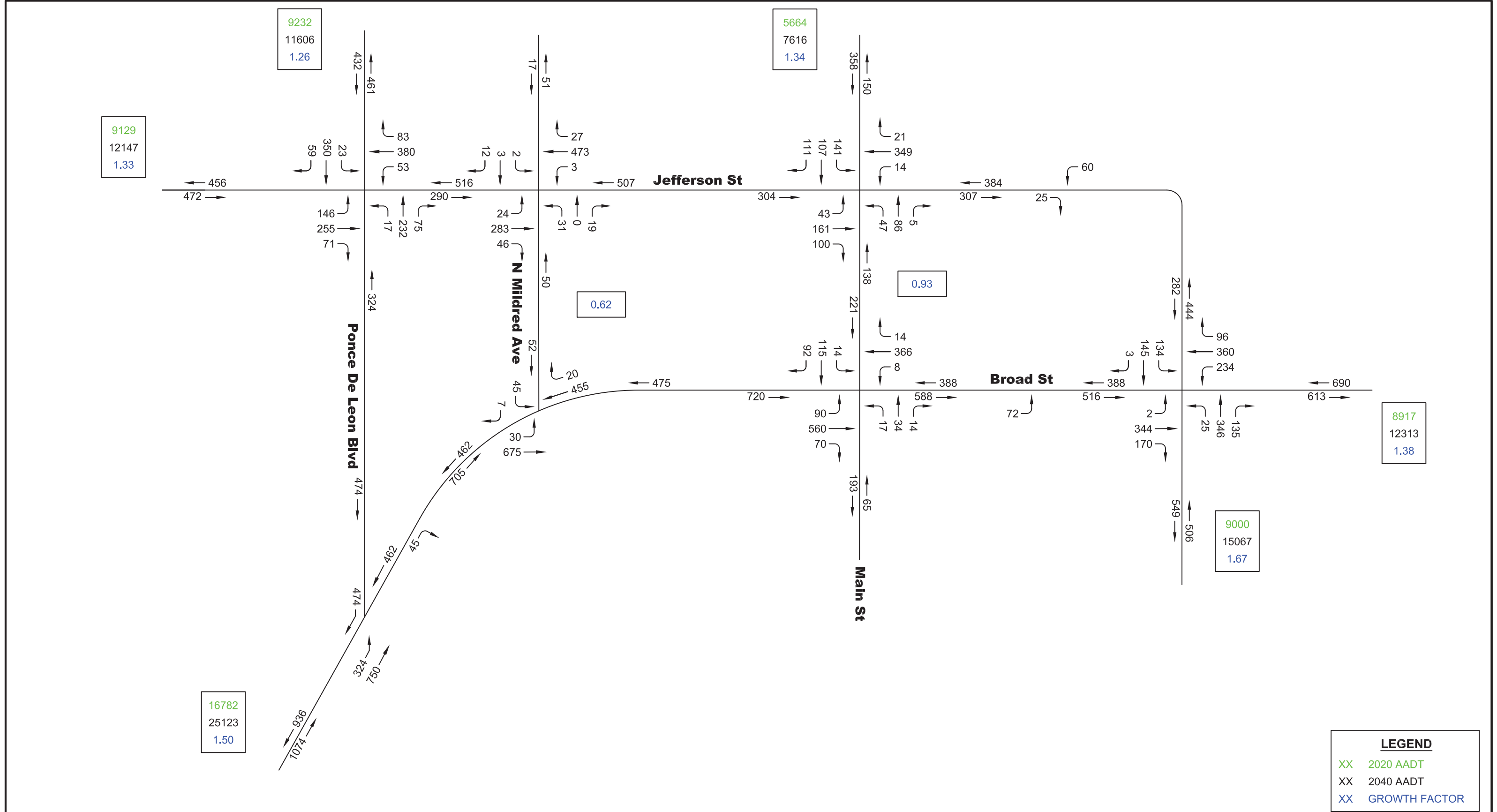
HERNANDO COUNTY ONE-WAY PAIR 2020 TURNING MOVEMENT ESTIMATES

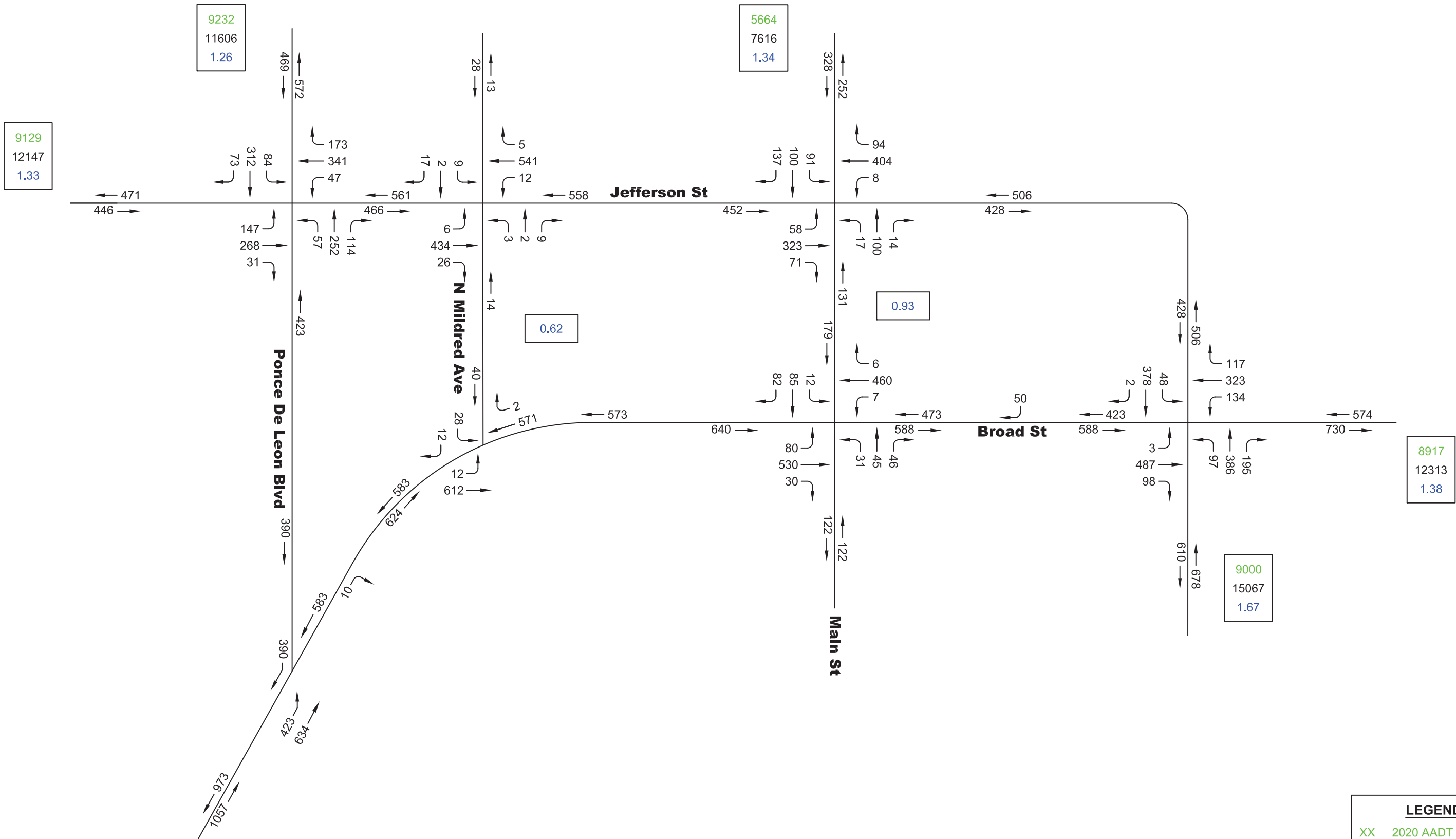


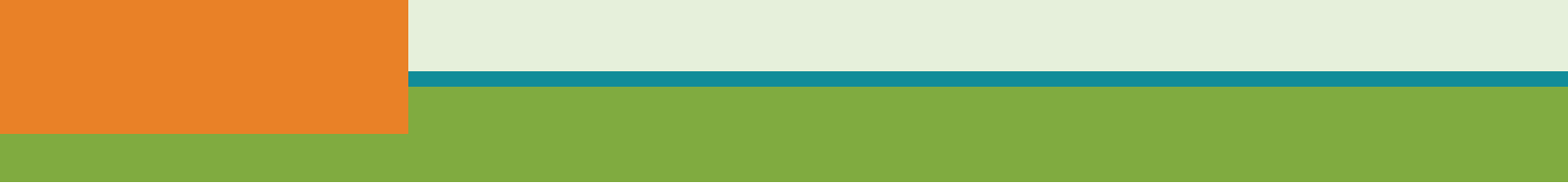












Appendix F: Crash Analysis Background Research

Terry;

Regarding your request for information on the conversion of one-way streets to two-way streets:

In the 1950s and 60s, many communities converted their downtown streets to one-way pairs to help traffic move more efficiently based on traffic engineers' recommendations. While one-way traffic does flow more easily and quickly, there are other considerations that have prompted a number of these communities to pursue the conversion of their one-way pairs back to two-way streets.

Two-way streets allow for more direct paths to destinations. This is important not just for citizens and tourists, but also for public transportation networks. The San Francisco (CA) Municipal Transit Agency (SFMTA) estimates that converting Hayes and Fell streets to two-way streets will save its trolley system \$200,000 annually as a result of the ability for more direct routes. The SFMTA further estimates that the average trip time will be reduced by 3 minutes as a result of the conversion to two-way streets. There have been numerous economic benefits from conversions to two-way streets in communities such as Lubbock, Texas, and Louisville, Kentucky. These communities note that businesses have seen increased traffic and sales; meanwhile, property values have increased along with local government tax revenues, while crime has decreased. Moreover, the two-way streets tend to be slower than one way streets, which can reduce traffic collisions and make it safer for pedestrians.

There are some concerns related to the conversion. Dayton, Ohio, has noted that the conversion to two-way streets may increase congestion. The costs of the conversion (new lights, signs, revised stripping, etc.) can sometimes be large. Moreover, there are instances in which parking spaces (and meters) can be lost, which will cost the city some money. A study in Alma, Michigan, found that as many as five parking spaces (out of 1,250) could be lost because of its conversion to two-way streets. However, that is not necessarily the case as a recent conversion in San Francisco may create 19 additional parking spaces and meters.

I have compiled some background articles on the conversions from one-way to two-way streets, which are included in the Two-Way Street Conversion Articles section below. Additionally, I have compiled studies on the conversion to two-way streets in particular cities within the US, which are included in the Conversion Studies section.

I hope you find this material helpful! Thank you for using the PAS Inquiry Answer Service, and please let us know if we can be of further assistance. **Please return the Outlook read receipt attached to this message or otherwise let us know that you have received this Inquiry Response.**

Two-Way Street Conversion Background Articles

Gayah, Vikash V. 2012. "Two-Way Street Networks: More Efficient Than Previously Thought?" University of California Transportation Center. Access, Number 41, Fall. Available at <http://www.uctc.net/access/41/access41-2way.pdf>.

- The study finds that two-ways streets may serve traffic more efficiently, especially when trips within the network are short. Cites recent studies showing that two-way streets are better for businesses relying on passer-by traffic and that two-way street lights tend to cause more vehicle stoppages than one-way streets. Two way streets are also thought to result in more direct paths to destinations. Report does mention

a benefit of one-way streets, they eliminate left hand turns at intersections, which reduce maximum vehicle flows at intersections. Whether or not a two-way street network bans left turns can determine how long the average trip length will be.

Hart, Jere. 1998. "Converting Back to Two-Way Streets in Downtown Lubbock." *ITE Journal*, August. Available online at http://nacto.org/docs/usdg/converting-back-to-two-way-lubbock_hart.pdf.

- Reports that Lubbock's conversion of 2 sets of one-way pairs to two-way streets has been beneficial for businesses and have had minimal impact on traffic flow and safety.

Richmond (Virginia), City of. 2009. *Richmond Downtown Plan*. Available at http://www.richmondgov.com/planninganddevelopmentreview/documents/PlansDowntown/Rich_Ch5_080509_lores.pdf.

- An analysis of two-way streets is conducted, beginning on page 5.14. It calls for the conversion to two-way streets as a result of the analysis. The plan notes that unnecessary vehicle miles of travel increase with one way streets, frustration to locally circulating traffic and increased operating speeds are prevalent with one way streets. The report does not the costs associated with the transition to a two-way street and recommends staging the conversion to accompany planned signal upgrades. The report notes that tourists, unfamiliar to a city, can get confused about how to navigate the city when the streets are only one way. There are also negative repercussions when it comes to cyclists riding on one way streets. Additional benefits include increased sales from local businesses, improved pedestrian navigation, improved intersection safety, reduced vehicles miles of travel. On the other hand, the plan notes that one way streets allow for an additional 20% of traffic capacity, which may not be the case as much with well-structured grid systems. There is also a case study on one-way to two-way street conversions on page 5.20.

United States Department of Transportation Federal Highway Administration. *Road Design: One-Way/Two Way Street Conversion*. Available at <http://safety.fhwa.dot.gov/saferjourney1/library/countermeasures/13.htm>.

- Brief article that focuses on the positives and negatives of converting from one-way to two-way streets. The article focuses on the benefits of one way streets, which gives a perspective of the other side. The article claims that one-way streets reduce pedestrian crashes, improved signal timing. Some negatives often associated with one way streets include the costs associated with the conversion (new lights and street signs, street paint, revised stripping and parking meters), increased seeds and increased travel distances.

Walker, G. Wade, Walter M. Kulash, and Brian T. McHugh. 1999. "Downtown Streets: Are We Strangling Ourselves on One-Way Networks?" *Transportation Research Board Circular E-CO19: Urban Street Symposium*. Available at http://onlinepubs.trb.org/onlinepubs/circulars/ec019/Ec019_f2.pdf.

- Comparison of one-way vs. two-way streets; presents an evaluation methodology for considering two-way conversion.

Conversion Studies

Alma (Michigan) Downtown Developmental Authority. 2003. *Two Way Street Project*. Available at http://staff.ispmgt.com/downtownalma_full/Two-Way_Street_Project.

- This is a summary of a longer report on the city's conversion to two-way streets. The city converted a number of one-way streets to two-way streets in 2005. The report

showed that vehicle delay time was slightly altered and that no more than five parking spaces would be lost in the conversion (out of a total of 1,250 parking spaces). However, the report notes that similar conversions in nearby cities did not result in lost parking spaces. The conversion costs were estimated to be \$144,000 in 2003 dollars (a little under \$186,760 in 2015 dollars).

- Full report is available at <http://www.ci.alma.mi.us/1/307/files/Two-WayStreetInfoPacket.pdf>

Fargo (North Dakota), City of. 2001. *Fargo One-Way Pairs Analysis*. Appendix A in Downtown Fargo Framework Development Plan. Available at <http://www.cityoffargo.com/attachments/c9d3045f-fdf3-4753-9335-43c8c361819a/Appendix%20A.pdf>.

- Technical memo surveys available studies and literature regarding conversions to assess impacts and identify trends.

Gilderbloom, John. 2014. "Two-Way Streets Can Fix Declining Downtown Neighborhoods". *Planetizen*, June 11. Available at <http://www.planetizen.com/node/69354>.

- A on Louisville's conversion of one-way streets to two-way streets. The conversion has had numerous economic benefits, including; increased property values, business revenue, taxes as well as bike & pedestrian traffic. The Property Taxes graph has useful data on property taxes paid on one-way versus two-way streets within Louisville. Other notable benefits include less crime and less auto collisions.

Parsons Brinkerhoff Ohio, Inc. 2004. *Dayton Two-Way Street Grid Planning Study: Traffic Analysis and Modeling Report*. Prepared for Miami Valley Regional Planning Commission. Available at <http://docs.mvrpc.org/daytonGrid/dayGridTOC.pdf>.

- Study assesses the traffic-related effects of converting downtown Dayton OH's existing one-way street grid system to a two-way system, looking at Levels of Service and parking and pedestrian impacts. Conversion would increase congestion to some degree and result in lost parking spaces, but acceptable LOS would be maintained.

Pioneer Valley Planning Commission. 2002. *Effects of Two-Way Traffic Flow on High and Maple Streets in the City of Holyoke*. Available at http://nacto.org/docs/usdg/effects-of-two-way-traffic-flow-holyoke_pioneervalley.pdf.

- Recommends conversion but lists further issues to study.

Riggs, William and John Gilderbloom. 2015. "Working Paper: Two-Way Street Conversion – Evidence of Increased Livability in Louisville". California Polytechnic State University. *City & Regional Planning Studios Projects and White Papers*. Available at http://digitalcommons.calpoly.edu/cgi/viewcontent.cgi?article=1016&context=crp_wpp.

- An empirical study which finds that traffic flow increased after the conversion to two-way streets while traffic accidents decreased. The report further notes various economic benefits such as increases in property values, reduced crime and an improved business climate.

San Francisco (CA) Municipal Transit Agency (SFMTA). 2011. *Hayes and Fell Streets Two-Way Proposal*. Available at <http://archives.sfmta.com/cms/cmta/documents/4-19-11item11non-accversion.pdf>.

- This is the approved proposal to the SFMTA regarding the conversion of Hayes and Fell Streets to two-way streets. It noted that there would be a net *increase* in parking spaces after the conversion was complete.