WALKER
PARKING CONSULTANTS

DOWNTOWN PARKING NEEDS CAPACITY STUDY

FORT MYERS, FLORIDA

Prepared for:
The City of Fort Myers

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October 20, 2006
Revised November 13, 2006
Revised March 15, 2007
Revised: March 3, 2008

Mr. Saeed Kazemi
Public Works Department
City of Fort Myers
2200 Second Street
Fort Myers, Florida 33902

Re: *Downtown Parking Needs Capacity Study*
Task 1 & 2 - Parking Supply and Inventory, Parking Alternatives and Traffic Analysis
Walker Project Number 15-1633.00

Dear Mr. Kazemi:

Walker Parking Consultants is pleased to submit the attached Fort Myers Downtown Parking Needs Capacity Study. This report summarizes our findings regarding our evaluation of the parking system's ability to provide adequate parking now and into the future. For this report we utilized a block-by-block approach in order to determine solutions to future parking concerns.

We appreciate the opportunity to be of service to you and the City of Fort Myers. We look forward to performing the next phase of this exciting assignment.

Sincerely,

WALKER PARKING CONSULTANTS

John S. Kowalchik, CPP
Parking Consultant

JSK/mm

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EXECUTIVE SUMMARY

The City of Fort Myers (Fort Myers) contracted with Walker Parking Consultants (Walker) to perform a parking supply/demand analysis, to perform a parking adequacy study and assess the existing transportation infrastructure. Fort Myers also contracted with Walker to project future parking supply and demand, to project future travel pattern conditions, to perform an alternatives analysis and perform a transportation analysis.

Walker inventoried 5,653 parking spaces in the downtown Fort Myers area bounded by the Caloosahatchee River to the north, Fowler Street to the east, Martin Luther King (MLK) Boulevard to the south, and Cleveland Avenue to the west. Fort Myers decided to focus upon the downtown area to the north of MLK Boulevard because of its dense population of commercial buildings and the area south of MLK Boulevard is less densely populated and contains both commercial and residential buildings.

NUMBER OF PARKING SPACES

On-Street Public	On-Street Private	Off-Street Public	Off-Street Public-Restricted	Off-Street Private	TOTAL INVENTORY
513	60	1,525	950	2,605	5,653

Walker observed a total of 3,209 parkers between the hours of 9:00 am and 3:00 pm over two weekdays reflecting the peak hours of parking demand. Overall, north downtown Fort Myers is experiencing 57 percent occupancy. A breakout of the on- and off-street parking demand is below.

PARKING DEMAND

On-Street Public	On-Street Private	Off-Street Public	Off-Street Public-Restricted	Off-Street Private	TOTAL DEMAND
284	44	1,235	562	1,084	3,209

Walker's comparison of Fort Myers' Effective Parking Supply (parking spaces less approximately a 10 percent cushion for meeting the dynamics of vehicles moving in and out of parking stalls and for minimizing the time needed to find the last few available spaces) to peak demand reveals the parking adequacy for all types of parking.

FORT MYER'S DOWNTOWN PARKING ADEQUACY

	On-Street Public	On-Street Private	Off-Street Public	Off-Street Public-Restricted	Off-Street Private	Total
Effective Supply	436	57	1,373	903	2,605	5,373
Demand	284	44	1,235	562	1,084	3,209
Adequacy	152	13	138	341	1,521	2,164

The "free" zip zone parking areas and their high demand may create the perception there is a parking space shortage in downtown Fort Myers, especially for patrons seeking to park close to their destination. Sizable events at the Convention Hall, especially if they occur close together will likely put a significant strain on downtown parking resources.

Regarding the transportation infrastructure, Fort Myers' downtown streets do not carry high levels of traffic and the downtown area can be classified as a walkable pedestrian oriented area.

Eleven projected future developments and Fort Myers' population growth are estimated to produce projected future parking demand of 9,848 vehicles in 2020. These same developments are projected to increase the parking supply to 6,794 spaces in 2020. Projected future parking adequacy by year reveals a projected parking space deficit of 341 spaces in 2010 with a projected deficit of 3,054 spaces in 2020.

PROJECTED FUTURE PARKING ADEQUACY

YEAR	SUPPLY	DEMAND	ADEQUACY
2007	5,243	3,285	1,958
2008	5,404	3,985	1,419
2009	5,404	4,292	1,112
2010	6,174	6,515	(341)
2011	6,791	7,804	(1,013)
2012	6,791	7,988	(1,197)
2013	6,794	8,365	(1,571)
2014	6,794	8,562	(1,768)
2015	6,794	8,764	(1,970)
2016	6,794	8,971	(2,177)
2017	6,794	9,183	(2,389)
2018	6,794	9,399	(2,605)
2019	6,794	9,621	(2,827)
2020	6,794	9,848	(3,054)

Any of the proposed parking structures will operate satisfactorily from a traffic LOS standpoint with the recommended access configurations specified in this report. Whether the sites operate from a multi-modal system standpoint will depend on the ability of the City to continue improving its downtown network and continue following the adopted plan.

Most structured parking facilities do not generate enough revenues to cover operating expenses and debt service. In this situation, it is often not possible for an owner to obtain 100 percent financing on their parking project without subsidies of some kind. Several options that the city may consider pursuing to finance future parking facilities are:

- City enterprise fund;
- Municipal parking authority;
- Use of meter and/or violation revenues to fill gap;
- Use of meter and/or violation revenues to provide required debt coverage;
- Tax increment financing;
- Parking assessment of benefited properties; and,
- Impact fee on new development with parking shortfall.

More research will be required once the parking facility sites and associated costs are determined before the financing option can be finalized.

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INTRODUCTION

Based upon an alternatives analysis of all potential sites identified by the city of Fort Myers, Walker recommends construction of parking garages at the following locations:

- 475 spaces at Jackson Street and Lee Street in 2009
- 450 spaces at Second Street in 2011
- 650 spaces at Heitman Street and Monroe Street in 2014

Walker recommends construction of structured parking at Hendry Street (450 spaces) in conjunction with development in the downtown blocks along Hendry Street between Edwards Drive and Bay Street.

Potential financing options for parking structures are General Obligation Bonds, Revenue Bonds, Tax Increment Financing, establishing a Business Improvement District, Federal Grants, Development and Lease Agreements, establishing Parking Tax Districts, creating a Parking Authority or Enterprise Fund, and Payment in Lieu of building parking spaces.

BACKGROUND

The City of Fort Myers understands that it is important for the well being of the downtown to understand and address the parking requirements now and for the future. The object of this assignment is to identify the long-range parking needs within the downtown study area. In order to prepare for the future parking needs we need first to understand the current parking inventory and demand. The current parking adequacy (inventory versus demand) provides essential information regarding the City's ability to accommodate growth.

The Fort Myers "Downtown Parking Needs Capacity Study" area includes frontage on the Caloosahatchee River to the north, Fowler Street to the east, Edison Avenue to the south, and Cleveland Avenue (US Hwy 41) to the west. The study area is divided into two major sub-areas by Dr. Martin Luther King Jr. Blvd (MLK). The area north of MLK is densely populated with commercial buildings and contains approximately 38 city blocks. The area south of MLK is less dense and contains both commercial and residential properties. This sub-area is approximately 35 city blocks and contains the Boston Red Sox's spring training stadium (and parking). Walker Parking Consultants (Walker) and the City believes the emphasis on the study should be geared toward the northern sub-area where there is greater density, and therefore more vehicular traffic.

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A Future Parking Adequacy Study determines how many spaces are required to accommodate the projected parking demand in downtown Fort Myers. The resultant demand figure not only provides the right number of spaces needed within the study area, but also is truly "customized" for specific sub-areas within the study area.

An Alternatives Analysis addresses some possible ways to add additional parking capacity once a Supply/Demand Study has established the need. The process entails examining any existing parking area to see if a sufficient number of spaces can be added by restriping, expansion, or redesign; and if not, identify other alternatives. The site analysis will review the feasibility of potential parking structure locations.

SCOPE OF SERVICES

In order to determine the current parking adequacy, Walker performed the following Scope of Services:

TASK 1.2: PARKING SUPPLY INVENTORY

1. Attend a project kick-off meeting with City staff to confirm the study's goals, objectives, procedures, and project schedule.

2. Obtain and review existing reports, studies, and statistical data regarding the study area. Obtain from City representatives a site map showing the study area boundaries.

3. Collect the inventory of all privately owned parking facilities within the study area. Recorded the type of parking (surface lot, parking facility, etc.), and the number of spaces.

   The study area was divided into two major sub-areas as stated in the project understanding. In the north sub-area we collect parking inventory of privately owned parking. In the south sub-area the data collection of the inventory is restricted to large privately owned parking facilities. Our prime objective for the south sub-area is to research opportunities for shared parking scenarios in the future.

4. The City will provide a detailed inventory of all public on-street and off-street parking in the north study area.

5. Walker will perform an occupancy count on one (1) typical busy weekday for all on-street and off-street parking spaces in the north study area.

6. Walker will calculate and compare observed parking demand with the current parking supply and identify areas with deficits and surpluses, for the north study area.

7. Walker will prepare this task memo describing the results of the existing parking supply and demand.

TASK 2 – PARKING, TRAFFIC AND GUIDE SIGNING ANALYSIS

TASK 2.1: PARKING ANALYSIS/TRAFFIC CIRCULATION

1. Meet with designated City personnel to discuss future developments and other parking management-related issues.

2. Obtain detailed future development plans including location of the development, size (square footage, seats, etc), and type of land use, project timeline, and details of any displaced parking spaces and/or existing buildings.

3. Determine the future parking demand under one development scenario prepared by the City (for the north study area). The scenario includes: 1) committed development that reflects projects either currently under construction or expected to begin within two to three years; and, 2) expected development that reflects projects likely to occur within four to seven years.

4. Compare the parking supply with the projected future parking demand to calculate the future parking adequacy, for the north study area.

5. Transportation alternatives will be developed based on the collected data and preliminary analysis. The alternatives will be prepared for presentation at a public meeting. Prior to advertisement of the public meeting the alternatives will be reviewed with City staff. Interim alternatives may be provided that will consider temporary solutions.

6. Up to three project transportation alternatives will be developed. The project alternatives will be long-term comprehensive solutions that consider traffic circulation and multi-modal elements. This task will be accomplished with

historical data, in a matrix format to determine advantages and disadvantages within the project study network.

7. Downtown traffic circulation to the parking areas and parking facility access operations will be assessed. Existing traffic volumes, background growth, committed developments, and parking facility generated trips will be included in forecasts. Analysis will be for a horizon year of 2030. Traffic distribution will be derived from existing travel patterns, the proposed location of parking facilities, and knowledge of the downtown area.

8. Traffic flow will be evaluated to determine how the proposed parking facility will impact vehicular flow. The proposed two-way conversion of First and Second Streets will be included in this evaluation. The conversion is expected to be complete by 2008. The traffic analysis will evaluate the parking facility access on network links that front the facility. It is assumed that up to four parking facility locations are proposed.

9. Pedestrian linkages will be assessed. The inventory of existing sidewalks will be reviewed with respect to access to proposed parking facility. Deficiencies and recommendations will be identified.

10. The inventory of bicycle lanes and paths will be evaluated to ensure adequate circulation and linkage to the parking facility.

11. Ingress and egress operations for proposed parking facility(s) will be analyzed.

12. The need for any data not collected during Task 1 will be identified. The supplemental data will be collected in the field or from the appropriate agencies.

13. Roadway geometry data will be confirmed by field review, and augmented by project mapping, as available. The data to be collected includes but is not limited to typical section; number of lanes; pedestrian systems (i.e. sidewalks); bicycle systems (any on-road pathways). At the present there are no on-road pathways within the study boundaries, etc.

14. Transit Systems within the study boundaries will be identified. This inventory will consist of noting the routes and the bus stop locations and, if possible, obtaining ridership data.

15. Traffic Volume Data will be collected along the major arterial roadways within the study area. It is assumed that existing data is available from secondary sources. These sources considered are from the County and FDOT. As necessary a peak season factor will be applied to all data to represent the worst-case scenario traffic volumes. If existing data is not available, then assumptions will be made and alternative data collected during the analysis phase.

16. Pedestrian volume data will be collected as well. The Consultant will determine if existing data is available. If data is not available, then a combination of field observations and data collection will be performed. Similar to traffic volume data, other specific locations of pedestrian data collection may be performed during the analysis phase, as needed.

17. The Consultant will identify sites of major events/traffic generators to determine the level of data collection required.

18. Other information/data deemed necessary for this project includes but may not be limited: Signal Plans; Planned Roadway Improvements from the LRTP; Right-of-way maps (no survey); Aerial Maps; and GIS, etc.

19. Prepare a task memo describing the projected traffic circulation and estimating the projected parking adequacy.

TASK 2.2: PARKING SITE ANALYSIS

An Alternatives Analysis addresses possible ways to add additional parking spaces once a Supply/Demand Study has established the need. The process entails examining any existing parking areas to see if spaces can be added by restriping or redesign; and if not, identifying other alternatives.

1. Review existing vehicular and circulation patterns for their relationship to existing and proposed parking facilities.

2. Identify alternative sites for a new parking facility and determine reasonable parking capacity for each site. External variables that will be considered are desirable density, phasing of construction, pedestrian/vehicular flow, and incorporation of other uses (such as retail) in the proposed facility.

3. Determine conceptual construction costs of parking facility(s).

4. Evaluate the various alternatives on the basis of qualitative criteria to be mutually agreed upon with the City. The criteria may include, but are not limited, to capital cost, life cycle cost, ability to generate revenue, location, visibility, site cost, pedestrian access, vehicular access, traffic impact, aesthetics, implementation time, and future versatility.

5. Present the results of the site evaluation to City staff.

TASK 2.3: GUIDE SIGNING

A preliminary Guide Sign program was requested for this project. It has been deleted from this assignment for budgetary reasons. The City can request the guide signing program as an optional extra service.

DEFINITION OF TERMS

The following definitions are provided to help clarify some the parking terms that are used throughout this report. Note that some of these definitions are abbreviated versions. More complete and detailed discussions are provided throughout the report.

- Effective supply – this is equal to the actual parking capacity less a cushion of unused spaces needed for user convenience and adequate circulation. The effective supply is typically 85 to 95 percent of the actual physical supply.

- Peak hour – the peak hour represents the busiest hour of the parking demand. In a City such as Fort Myers, parking demand is relatively stable during the hours of 9:00 a.m. through 3:00 p.m. on weekdays, as employees remain parked all day and visitor turnover is constant.

- Parking supply (inventory) – the raw, unadjusted number of parking spaces available for use by parking patrons.

- Parking demand – the number of parking spaces required by various user groups in the downtown area on a design day at the peak hour. This often can be measured by counting the number of vehicles present and making adjustments for unusual conditions.

- Parking adequacy – a figure expressing the number of parking spaces remaining when demand is subtracted from the effective supply. A negative adequacy indicates a deficit; a positive result shows a surplus.

- Level of service for walking distances – the distance a parking patron is willing to walk to and from their destination to their vehicle. It contains such variables as type of user, frequency of occurrence of use, the familiarity of the user with the facility, expectations/concerns of the user, line of sight to destination, the degree of weather protection along the path of travel, the perception or absence of barriers or conflicts along the path of travel, and cost of alternatives to walking.

- Optimum utilization factor – the factor applied to the calculated demand for parking to allow it to operate at maximum efficiency. The factor allows for a "cushion" for vehicles moving in and out of parking stalls and reduces the time necessary for patrons to find a space when few are available.

- Patron or User – any individual parking in the study area, unless modified by attachment to specific business or land use. (i.e, a patron or user is someone parking in the system, whereas a retail patron is a shopper and may or may not be a parking patron.)

- Transient – a short-term parking patron, usually parking less than six hours and typically a visitor or tourist.

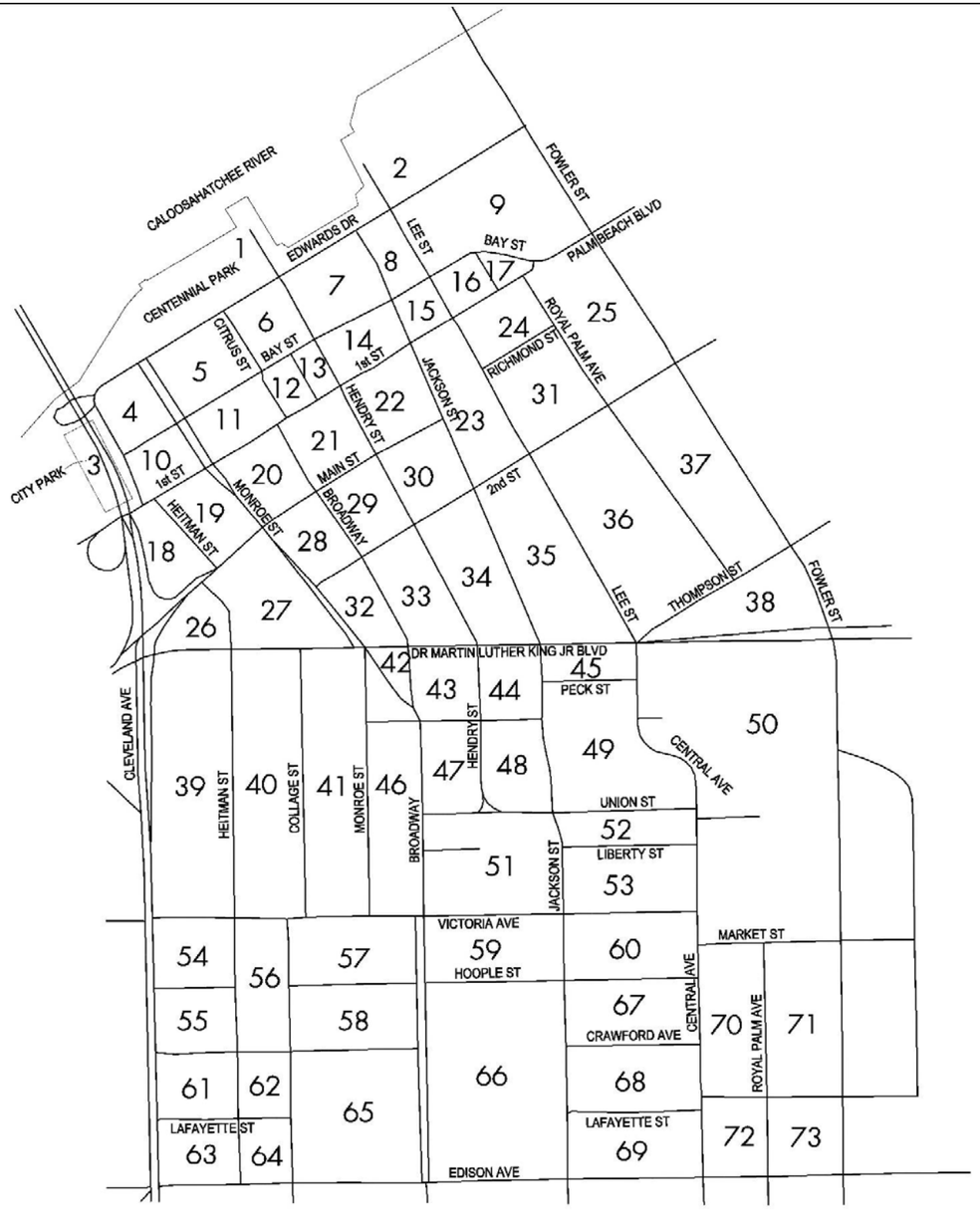
- Leaseholder – a long-term parking patron, usually parking for six hours or more, and typically an employee or resident.

- Demand generator – any building, structure, business, or event that brings individuals into the study area, thereby increasing parking demand and occupancy.

- Rate – the cost associated with parking in a facility for an hour, event, or month.

STUDY AREA

The study area is bound by the Caloosahatchee River to the north, Fowler Street to east, Edison Avenue to the south, and Cleveland Avenue to the west. A map of the study area is shown in Figure 1. In order to simplify the tables, graphs and narrative in the report, each block is assigned a number.



STUDY AREA SITE PLAN
CITY OF FORT MYERS

FIGURE 1: STUDY AREA SITE PLAN

LEGEND

NORTH

Scale: - = -
Page Number
Date/Project Number

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Per discussions with City staff, it was agreed that the north part of the study area was most relevant and therefore the detailed data collected and explained in this task report corresponds to the thirty-eight blocks located north of Dr. Martin Luther King Jr. Blvd., hereafter referred to as the north study area.

BLOCK ASSIGNMENTS

For clarification purposes, the following table outlines the boundaries of each block in the north study area.

Table 1: Boundaries of Assigned Block Numbers

BLOCK #	NORTH	EAST	SOUTH	WEST
1	Caloosahatchee River	Hendry St	Edwards Dr	Cleveland Ave
2	Caloosahatchee River	Fowler St	Edwards Dr	Lee St
3	Caloosahatchee River	Heitman St	1st St	Carson St
4	Edwards Dr	Monroe St	Bay St	Heitman St
5	Edwards Dr	Citrus St (Dean)	Bay St	Monroe St
6	Edwards Dr	Hendry St	Bay St	Citrus St (Dean)
7	Edwards Dr	Jackson St	Bay St	Hendry St
8	Edwards Dr	Lee St	Bay St	Jackson St
9	Edwards Dr	Fowler St	Bay St	Lee St
10	Bay St	Monroe St	1st St	Heitman St
11	Bay St	Citrus St (Dean)	1st St	Monroe St
12	Bay St	Bayview Ct	1st St	Citrus St (Dean)
13	Bay St	Hendry St	1st St	Bayview Ct
14	Bay St	Jackson St	1st St	Hendry St
15	Bay St	Lee St	1st St	Jackson St
16	Bay St	Vivas Ct	1st St	Lee St
17	Bay St	Bay St	1st St	Vivas Ct
18	1st St	Heitman St	Main St	Cleveland Ave
19	1st St	Monroe St	Main St	Heitman St
20	1st St	Broadway	Main St	Monroe St
21	1st St	Hendry St	Main St	Broadway
22	1st St	Jackson St	Main St	Hendry St
23	1st St	Lee St	2nd St	Jackson St
24	1st St	Royal Palm Ave	Richmond St	Lee St
25	Palm Beach Blvd	Fowler St	2nd St	Royal Palm Ave
26	Main St	Heitman St	Dr. MLK Blvd	Main St
27	Main St	Monroe St	Dr. MLK Blvd	Heitman St
28	Main St	Broadway	2nd St	Monroe St
29	Main St	Hendry St	2nd St	Broadway
30	Main St	Jackson St	2nd St	Hendry St
31	Richmond St	Royal Palm Ave	2nd St	Lee St
32	2nd St	Broadway	Dr. MLK Blvd	Monroe St
33	2nd St	Hendry St	Dr. MLK Blvd	Broadway
34	2nd St	Jackson St	Dr. MLK Blvd	Hendry St
35	2nd St	Lee St	Dr. MLK Blvd	Jackson St
36	2nd St	Royal Palm Ave	Thompson St	Lee St
37	2nd St	Fowler St	Thompson St	Royal Palm Ave
38	Thompson St	Fowler St	Dr. MLK Blvd	Thompson St

Source: Walker Parking Consultant, 2006

CURRENT PARKING SUPPLY

An inventory of all parking spaces in the north study area was provided by the City of Fort Myers, and evaluated and compiled by Walker. There are approximately 5,653 parking spaces in the north study area. These spaces are comprised of on-street public spaces, on-street private spaces, off-street public spaces, off-street public-restricted spaces, and off-street private spaces. A breakdown of the current parking supply for the north study area is outlined in the following table.

Table 2: Current Parking Supply

Block No.	On-Street Public	On-Street Private	Off-Street Public	Off-Street Public-Restricted	Off-Street Private	Total Inventory
1	21	22	91	0	0	134
2	23	25	0	138	0	186
3	17	0	75	0	0	92
4	19	0	27	55	0	101
5	17	0	0	0	22	39
6	35	0	146	0	0	181
7	32	0	0	0	186	218
8	28	0	0	0	55	83
9	25	0	0	60	671	756
10	2	0	0	0	70	72
11	5	4	545	0	30	584
12	5	0	0	0	3	8
13	11	0	0	0	17	28
14	17	3	0	0	17	37
15	19	0	0	0	14	33
16	9	0	0	0	0	9
17	0	0	0	0	19	19
18	2	0	0	0	60	62
19	5	0	0	91	0	96
20	17	1	0	18	15	51
21	22	1	0	0	43	66
22	19	0	0	0	35	54
23	14	0	0	0	247	261
24	9	0	0	0	94	103
25	0	0	0	0	99	99
26	2	0	0	0	0	2
27	2	0	0	0	0	2
28	17	4	0	0	0	21
29	23	0	0	0	133	156
30	21	0	586	0	33	640
31	9	0	0	0	160	169
32	10	0	0	0	84	94
33	17	0	55	61	0	133
34	14	0	0	108	62	184
35	14	0	0	0	179	193
36	9	0	0	181	100	290
37	0	0	0	165	157	322
38	0	0	0	73	0	73
Total	513	60	1,525	950	2,605	5,653

Source: Walker Parking Consultants, 2006

EFFECTIVE PARKING SUPPLY

It is important that the parking supply should include a cushion of spaces in excess of the actual demand to allow for the dynamics of vehicles moving in and out of parking stalls and to reduce the time needed to search for the last few available parking spaces. This cushion also allows for minor variations in hourly, daily, and weekly activity levels, as well as vacancies created by restricting facilities to certain users, illegally parked vehicles and construction.

When occupancy exceeds the optimum level, there may be delays and frustration in finding a space; or the patron may be forced to use an undesirable space, such as one at an uncomfortably long walking distance. The user may perceive the parking supply as inadequate even though spaces are available in the system. This is why the effective parking supply is used for analysis of the adequacy of the parking system, rather than the actual number of spaces.

We obtain an effective parking supply by multiplying parking capacity by an effective supply factor. This factor is dependent upon user groups or particular circumstances. Generally, we assume a larger effective supply factor for employees and residents (a smaller cushion) than for visitors, since employees and residents are familiar with the parking areas while visitors are not.

As shown in the following table, typically the effective supply ranges from 85 percent to 95 percent of the total number of parking spaces. The following adjustment factors were made:

- The on-street public parking supply was adjusted by using a factor of 85 percent since the study zone covers a large area and there is a large amount of on-street public parking.
- On-street private parking was adjusted by a 95 percent factor since the users are familiar with the locations.
- Off-street public parking was adjusted by a 90 percent factor since some of the users may not be familiar with facility (parking lot or parking structure).
- Off-street public-restricted parking was adjusted by a 95 percent factor since most of the users are regular contract parkers.
- Off-street private parking was adjusted by a 95 percent factor since most of the users should be familiar with the location or are regular parkers.
- As a result of these adjustments, the total supply was reduced to an effective parking supply of 5,243± spaces.

Table 3: Effective Parking Supply Calculations

	Actual Supply	Optimum Utilization Factor	Effective Supply
On-Street Public	513	85%	436
On-Street Private	60	95%	57
Off-Street Public	1,525	90%	1,373
Off-Street Public-Restricted	950	95%	903
Off-Street Private	2,605	95%	2,475
Total	5,653		5,243

Source: Walker Parking Consultants, 2006

CURRENT PARKING DEMAND

To determine the current parking demand, Walker representatives counted the number of parked vehicles by location in the north study area. Parking occupancy counts were conducted on Tuesday, March 7, 2006 and Wednesday, March 22, 2006. The occupancy counts were conducted between 9:00 a.m. and 3:00 p.m., reflecting the peak hours of parking demand for the study area.

In addition, Walker observed the parking conditions in the south study area during the same time periods. On Tuesday, March 7, 2006 Walker observed the parking for a Boston Red Sox's spring training game. On Wednesday, March 22, 2006 Walker observed normal business traffic in the south study area; there were no afternoon spring training games scheduled for that day.

During the peak hours of parking demand for the north study area, 3,209± parked vehicles were observed. The following table summarizes the peak hour occupancy for the north study area.

Table 4: Observed Parking Occupancy – During Peak Hours

Block No.	On-Street Public	On-Street Private	Off-Street Public	Off-Street Public-Restricted	Off-Street Private	Total Occupancy
1	7	15	98	0	0	120
2	3	20	0	34	0	57
3	0	0	30	0	0	30
4	18	0	9	0	28	55
5	2	0	0	0	3	5
6	10	0	104	0	0	114
7	24	0	0	0	128	152
8	3	0	0	0	0	3
9	16	0	0	26	66	108
10	0	0	0	0	61	61
11	6	0	480	0	25	511
12	3	0	0	0	1	4
13	8	0	0	0	4	12
14	7	0	0	0	9	16
15	7	0	0	0	0	7
16	4	0	0	0	0	4
17	0	0	0	0	12	12
18	7	0	0	0	30	37
19	9	0	0	79	0	88
20	8	0	0	18	2	28
21	23	0	0	0	29	52
22	18	0	0	0	24	42
23	14	0	0	0	107	121
24	2	0	0	0	64	66
25	1	0	0	0	42	43
26	0	0	0	0	0	0
27	0	0	0	0	0	0
28	18	4	0	0	0	22
29	23	0	0	0	123	146
30	6	0	462	0	20	488
31	2	0	0	0	57	59
32	3	0	0	0	49	52
33	19	0	52	44	0	115
34	8	0	0	52	26	86
35	10	0	0	0	98	108
36	0	0	0	120	57	177
37	0	0	0	107	47	154
38	0	0	0	35	19	54
Total	289	39	1,131	515	1,235	3,209

Source: Walker Parking Consultants, 2006

In addition to the observed number of parked vehicles, the percentage of parking occupancy is used as another way to evaluate parking conditions. Parking occupancy is calculated by dividing the observed number of parked vehicles by the actual parking capacity. A parking occupancy above 90 – 95 percent (the optimum utilization factor) reveals a parking space deficit. Overall, the north study area is experiencing 57 percent occupancy. Three blocks in the north study area are experiencing occupancy above 90 percent; blocks 19, 28 and 29.

The following table summarizes the peak parking occupancy percentage by block.

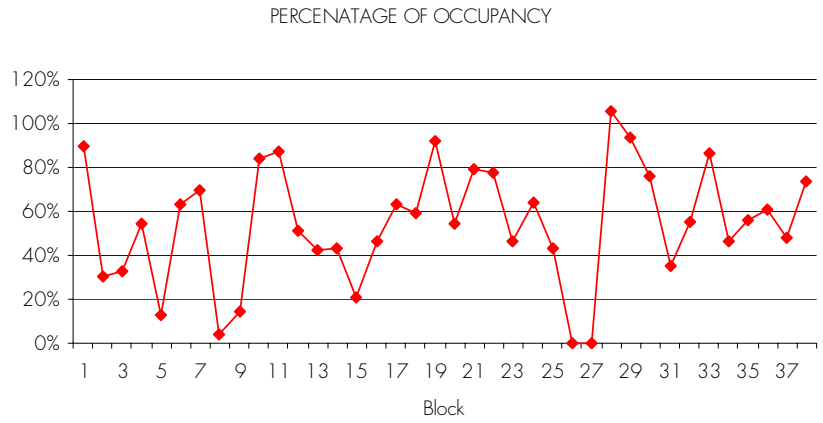
Table 5: Peak Parking Occupancy by Percentage

Block No.	Total Inventory	Total Occupancy	Percentage Of Occupancy
1	134	120	89%
2	186	57	31%
3	92	30	33%
4	101	55	54%
5	39	5	13%
6	181	114	63%
7	218	152	70%
8	83	3	4%
9	756	108	14%
10	72	61	84%
11	584	511	87%
12	8	4	51%
13	28	12	42%
14	37	16	43%
15	33	7	21%
16	9	4	47%
17	19	12	63%
18	62	37	59%
19	96	88	92%
20	51	28	55%
21	66	52	79%
22	54	42	78%
23	261	121	46%
24	103	66	64%
25	99	43	43%
26	2	0	0%
27	2	0	0%
28	21	22	106%
29	156	146	93%
30	640	488	76%
31	169	59	35%
32	94	52	55%
33	133	115	86%
34	184	86	47%
35	193	108	56%
36	290	177	61%
37	322	154	48%
38	73	54	74%
Total	5,653	3,209	57%

Source: Walker Parking Consultants, 2006

The following graph illustrates the percentage of occupancy on a block-by-block basis for the north study area.

Graph 1: Parking by Percentage – Block-by-Block



Source: Walker Parking Consultants, 2006

PARKING ADEQUACY

Parking adequacy is a way of expressing the number of parking spaces remaining when parking demand is subtracted from the effective parking supply (or inventory). A negative adequacy indicates a deficit; a positive result shows a surplus.

Currently the north study area has a surplus of parking during a typical business day in Fort Myers. The following table summaries the parking adequacy for the north study area.

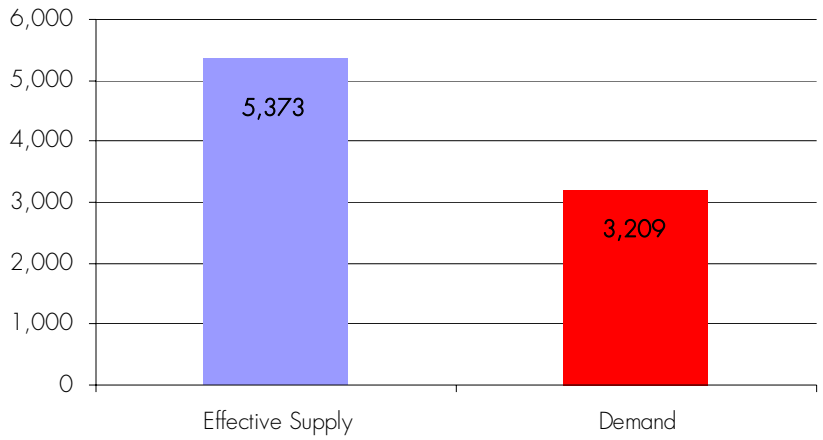
Table 6: North Study Area Parking Adequacy

	On-Street Public	On-Street Private	Off-Street Public	Off-Street Public-Restricted	Off-Street Private	Total
Effective Supply	436	57	1,373	903	2,605	5,373
Demand	284	44	1,235	562	1,084	3,209
Adequacy	152	13	138	341	1,521	2,164

Source: Walker Parking Consultants, 2006

The following graph is an illustration of the north study area parking adequacy.

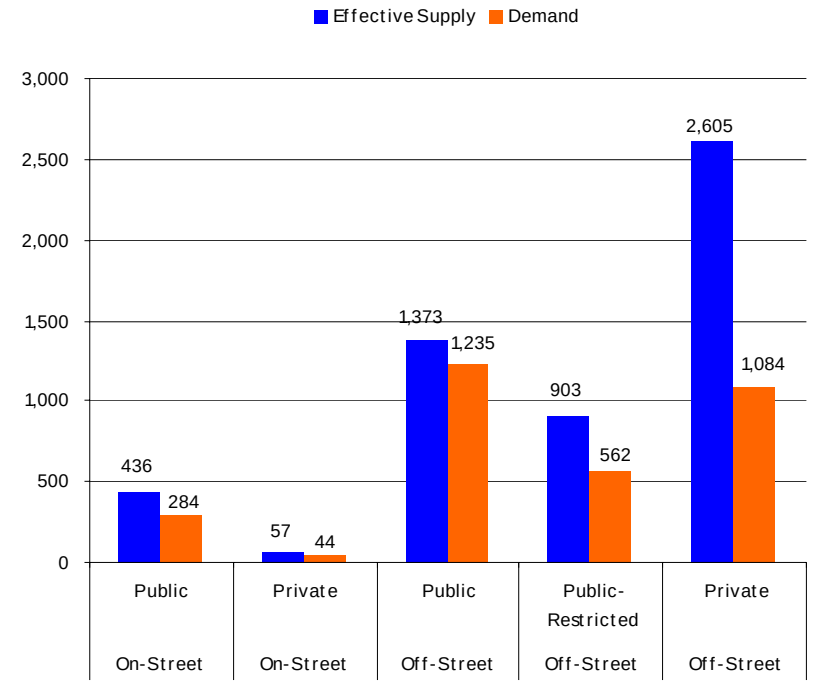
Graph 2: North Study Area Parking Adequacy



Source: Walker Parking Consultants, 2006

The following graph is an illustration of the north study area parking adequacy broken down by type of parking. This allows us to view the parking inventory and typical peak occupancy by user groups.

Graph 3: Peak Parking Adequacy by Type of Parking



Source: Walker Parking Consultants, 2006

Further, we have detailed the parking inventory and typical peak demand for the north study area on a block-by-block basis. The following table summarizes the parking adequacy for the north block study area on a block-by-block basis.

Table 7: Parking Adequacy – Block-by-Block

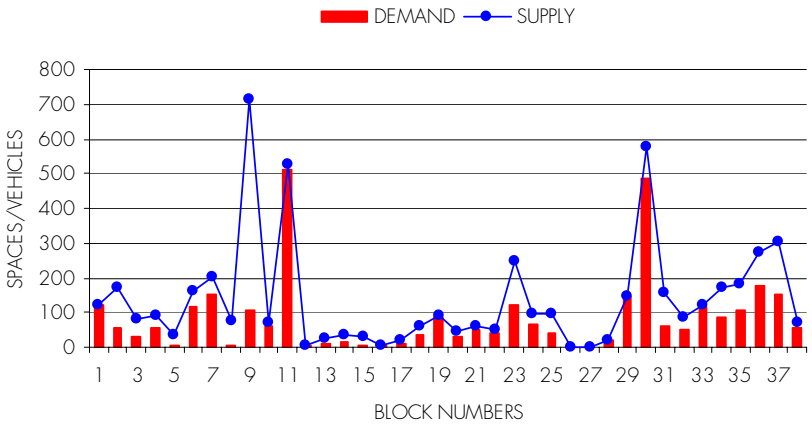
Block No.	Effective Supply	Total Demand	Adequacy
1	121	120	1
2	174	57	117
3	82	30	52
4	93	55	38
5	35	5	30
6	161	114	47
7	204	152	52
8	76	3	73
9	716	108	608
10	68	61	7
11	527	511	16
12	7	4	3
13	26	12	14
14	34	16	18
15	30	7	23
16	7	4	3
17	18	12	6
18	59	37	22
19	90	88	2
20	47	28	19
21	60	52	8
22	49	42	7
23	247	121	126
24	97	66	31
25	94	43	51
26	2	0	2
27	2	0	2
28	18	22	(4)
29	146	146	0
30	576	488	88
31	159	59	100
32	89	52	37
33	122	115	7
34	174	86	88
35	182	108	74
36	274	177	97
37	306	154	152
38	69	54	15
Total	5,243	3,209	2,034

Source: Walker Parking Consultants, 2006

At peak demand during the occupancy counts, only one block (block 28) had a parking deficit. Block 28 has only on-street parking, there is no off-street parking available on this block. Two other blocks, Blocks 19 and 29 are experiencing peak occupancy levels above 90-percent (the optimum utilization factor).

The following graph illustrates the block-by-block parking adequacy for the north study area.

Graph 4: Parking Adequacy – Block-by-Block



Source: Walker Parking Consultants, 2006

ON-STREET PUBLIC PARKING ADEQUACY

For the survey days, the observed parking adequacy for on-street public parking in the north study area was a 152± space surplus. The following table summarizes the on-street public parking adequacy for the north study area on a block-by-block basis.

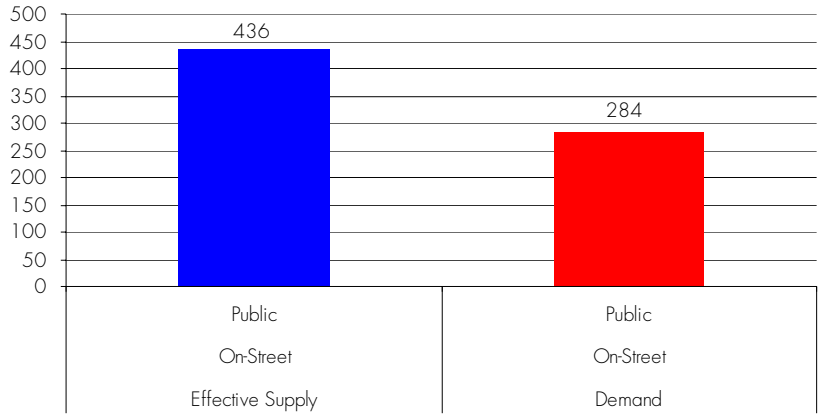
Table 8: On-Street Public Parking Adequacy

Block No.	Effective Supply On-Street Public	Demand On-Street Public	Adequacy
1	18	7	11
2	20	3	17
3	14	0	14
4	16	18	(2)
5	14	2	12
6	30	10	20
7	27	24	3
8	24	3	21
9	22	16	6
10	2	0	2
11	5	4	1
12	4	3	1
13	10	8	2
14	15	5	10
15	16	7	9
16	7	4	3
17	0	0	0
18	2	7	(5)
19	4	9	(5)
20	15	7	8
21	18	23	(5)
22	16	18	(2)
23	12	14	(2)
24	7	2	5
25	0	1	(1)
26	2	0	2
27	2	0	2
28	14	18	(4)
29	20	23	(3)
30	18	6	12
31	7	2	5
32	9	3	6
33	14	19	(5)
34	12	8	4
35	12	10	2
36	7	0	7
37	0	0	0
38	0	0	0
Total	436	284	152

Source: Walker Parking Consultants, 2006

The following graph illustrates the on-street public parking adequacy for the north study area.

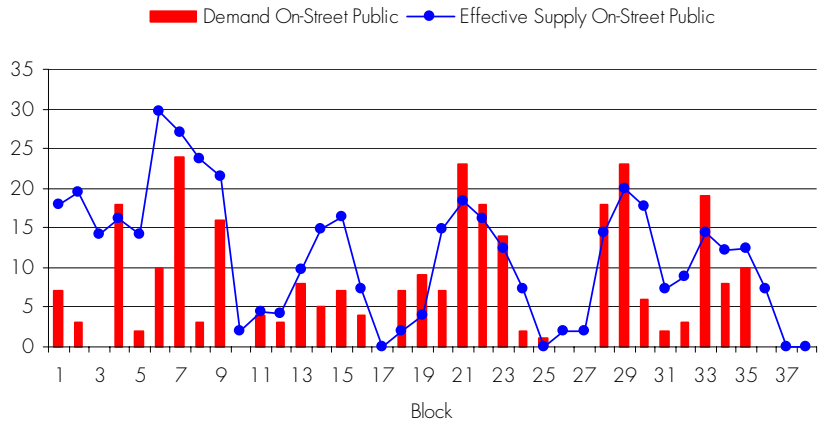
Graph 5: On-Street Public Parking Adequacy



Source: Walker Parking Consultants, 2006

Although overall there is an on-street public parking spaces surplus, a block-by-block analysis reveals that there are certain blocks in the core of the north study area that are experiencing capacity or near capacity usage during peak hours. The following graph illustrates the on-street public parking adequacy on a block-by-block basis.

Graph 6: On-Street Public Parking Adequacy – Block-by-Block



Source: Walker Parking Consultants, 2006

MARCH 3, 2008

ON-STREET PRIVATE PARKING ADEQUACY

On-street private parking is limited in Downtown Fort Myers. According to information provided by the City and the City's parking operator, we have determined there are approximately 57 on-street private parking spaces (effective supply) in the north study area. During our survey days we observed approximately 44 vehicles parked in the private on-street parking spaces during the peak daytime hours. The following table summarizes the off-street private parking adequacy on a block-by-block basis.

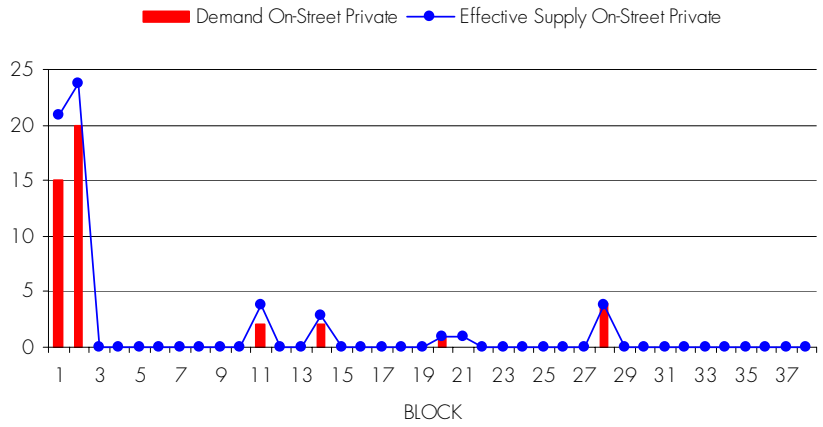
Table 9: On-Street Private Parking Adequacy

Block No.	Effective Supply On-Street Private	Demand On-Street Private	Adequacy
1	21	15	6
2	24	20	4
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	4	2	2
12	0	0	0
13	0	0	0
14	3	2	1
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	1	1	(0)
21	1	0	1
22	0	0	0
23	0	0	0
24	0	0	0
25	0	0	0
26	0	0	0
27	0	0	0
28	4	4	(0)
29	0	0	0
30	0	0	0
31	0	0	0
32	0	0	0
33	0	0	0
34	0	0	0
35	0	0	0
36	0	0	0
37	0	0	0
38	0	0	0
Total	57	44	13

Source: Walker Parking Consultants, 2006

The following graph illustrates the on-street private parking adequacy on a block-by-block basis.

Graph 7: On-Street Private Parking Adequacy – Block-by-Block



Source: Walker Parking Consultants, 2006

OFF-STREET PUBLIC PARKING ADEQUACY

There are approximately 1,373 off-street public parking spaces (effective supply) in the north study area. During the survey days Walker representatives observed 1,235 vehicles parked in the off-street public parking spaces during the peak daytime hours. The following table summarizes the off-street public parking adequacy for the north study area.

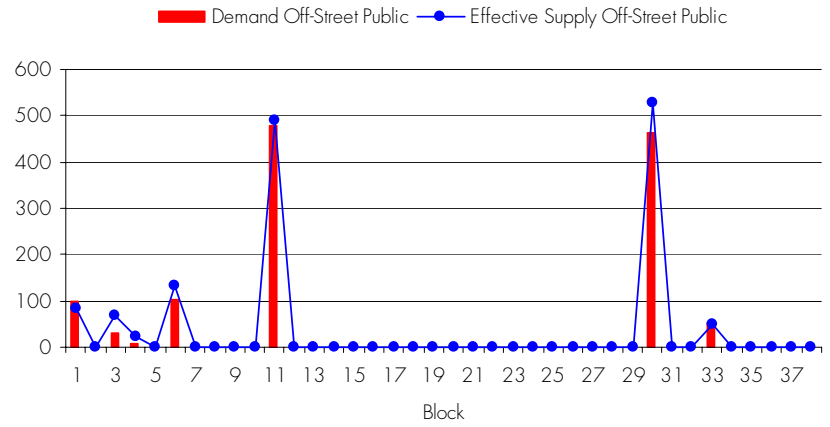
Table 10: Off-Street Public Parking Adequacy

Block No.	Effective Supply Off-Street Public	Demand Off-Street Public	Adequacy
1	82	98	(16)
2	0	0	0
3	68	30	38
4	24	9	15
5	0	0	0
6	131	104	27
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	491	480	11
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0
25	0	0	0
26	0	0	0
27	0	0	0
28	0	0	0
29	0	0	0
30	527	462	65
31	0	0	0
32	0	0	0
33	50	52	(3)
34	0	0	0
35	0	0	0
36	0	0	0
37	0	0	0
38	0	0	0
Total	1,373	1,235	138

Source: Walker Parking Consultants, 2006

The following graph illustrates the off-street public parking adequacy on a block-by-block basis for the north study area.

Graph 8: Off-Street Public Parking Adequacy – Block-by-Block



Source: Walker Parking Consultants, 2006

As shown in the previous table and graph, there is a limited number of off-street public parking facilities in the north study area. The limited amount of off-street public parking can cause a perception of inadequate available public parking.

During the survey days, off-street public parking during the peak hours was roughly at 90 percent of capacity. It should be noted that a parking facility with 90 percent occupancy for off-street public parking would be considered full.

OFF-STREET PUBLIC/RESTRICTED PARKING ADEQUACY

Off-street public/restricted parking is publicly owned parking that is not available to transient parkers. Public/restricted parking is usually used for employee parking, official vehicle parking, general monthly contract parking, or other similar types of special use parking. The following table summarizes the off-street public/restricted parking for the north study area on a block-by-block basis.

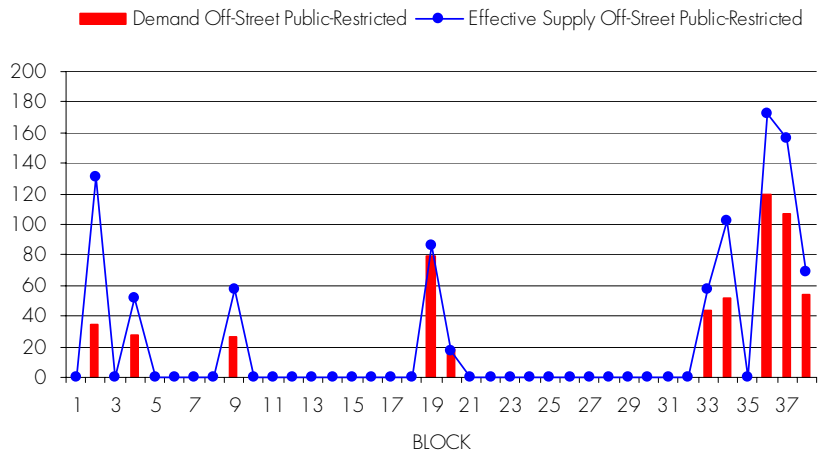
Table 11: Off-Street Public/Restricted Parking Adequacy

Block No.	Effective Supply Off-Street Public-Restricted	Demand Off-Street Public-Restricted	Adequacy
1	0	0	0
2	131	34	97
3	0	0	0
4	52	28	24
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	57	26	31
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	86	79	7
20	17	18	(1)
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0
25	0	0	0
26	0	0	0
27	0	0	0
28	0	0	0
29	0	0	0
30	0	0	0
31	0	0	0
32	0	0	0
33	58	44	14
34	103	52	51
35	0	0	0
36	172	120	52
37	157	107	50
38	69	54	15
Total	903	562	341

Source: Walker Parking Consultants, 2006

The following graph illustrates the off-street public/restricted parking adequacy for the north study area on a block-by-block basis.

Graph 9: Off-Street Public/Restricted Parking Adequacy



Source: Walker Parking Consultants, 2006

As with the off-street public parking, the number of facilities for off-street public/restricted parking is limited. Further, most of the facilities for off-street public/restricted parking are located on the perimeter of the north study area. There is limited off-street public/restricted parking in the downtown core area, and what is available is being utilized.

OFF-STREET PRIVATE PARKING ADEQUACY

Off-street private parking is the most abundant type of parking in the north study area of Downtown Fort Myers. There are approximately 2,475 off-street private parking spaces (effective supply) in the north study area. During the survey days there were approximately 1,084 vehicles parking in the off-street private parking spaces. The following table summarizes the off-street private parking adequacy on a block-by-block basis for the north study area.

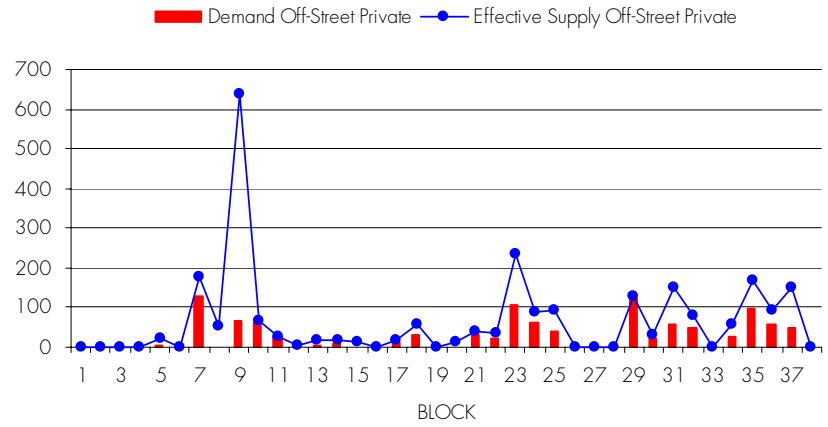
Table 12: Off-Street Private Parking Adequacy – Block-by-Block

Block No.	Effective Supply Off-Street Private	Demand Off-Street Private	Adequacy
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	21	3	18
6	0	0	0
7	177	128	49
8	52	0	52
9	637	66	571
10	67	61	6
11	29	25	4
12	3	1	2
13	16	4	12
14	16	9	7
15	13	0	13
16	0	0	0
17	18	12	6
18	57	30	27
19	0	0	0
20	14	2	12
21	41	29	12
22	33	24	9
23	235	107	128
24	89	64	25
25	94	42	52
26	0	0	0
27	0	0	0
28	0	0	0
29	126	123	3
30	31	20	11
31	152	57	95
32	80	49	31
33	0	0	0
34	59	26	33
35	170	98	72
36	95	57	38
37	149	47	102
38	0	0	0
Total	2,475	1,084	1,391

Source: Walker Parking Consultants, 2006

The following graph illustrates the off-street private parking adequacy on a block-by-block basis for the north study area.

Graph 10: Off-Street Private Parking Adequacy – Block-by-Block



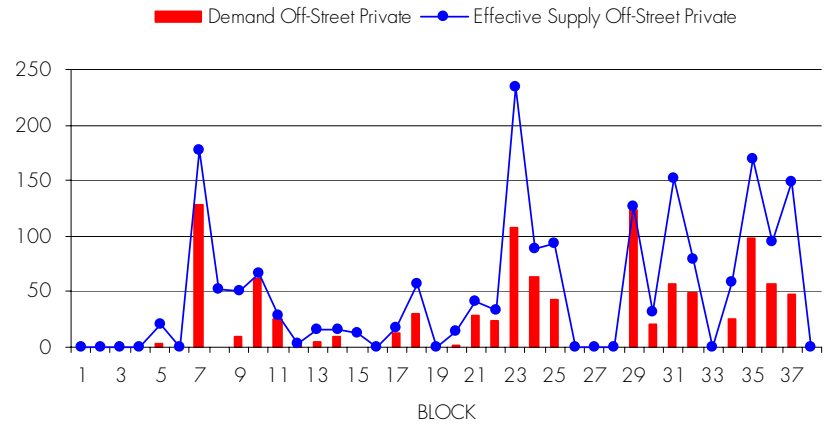
Source: Walker Parking Consultants, 2006

Block number nine contains the Amtel Garage with 617 parking spaces (586 effective supply). During the survey days the hotel was only partially open and there were only 57 vehicles parked in the garage during the peak daytime hours. The available 560 unused spaces (529 effective supply) left in the Amtel Garage skews the results of the off-street private parking analysis. If and when the hotel resumes normal business, it is expected that the space availability at this facility will be significantly reduced.

If we remove the Amtel Garage from the analysis the number of off-street private parking spaces in the north study area would be reduced from 2,475 to approximately 1,889 (effective supply), while the parking occupancy would be reduced by only 57 from 1,084 to approximately 1,027 vehicles. This would then leave an off-street private parking surplus of approximately 862 parking spaces.

The following graph illustrates the off-street private parking adequacy with the removal of the Amtel Garage.

Graph 11: Off-Street Private Parking Adequacy without the Amtel Garage



Source: Walker Parking Consultants, 2006

As with the off-street public parking, the off-street private parking surplus in found mainly on the perimeter of the north study area. The core area of the north study area has limited off-street private parking availability. As shown in the above graph, block 23 had substantial availability during the survey days. Block 23 consists of one large surface parking lot (owned by Sprint), and several small parking lots (between 3 – 18 spaces each).

IMPACT OF PROPOSED LEE COUNTY GARAGE

The proposed Lee County Garage (LCG) is designed to provide 832 structured parking spaces and 279 surface parking lot spaces. The proposed garage will eliminate 221 existing parking spaces. Parking demand for the LCG will come from the Justice Center expansion and existing county employees.

The Justice Center expansion of approximately 165,000 square feet will be occupied by eleven new courtrooms and offices for judges and their staff, such as administrative assistants. The Justice Center Expansion will be occupied primarily from newly hired employees. The growth of Lee County and the increase in judicial activity drives the need for these additional courtrooms, judges and staff. The judges' staff working in the Justice Center Expansion are projected to occupy the LCG.

Figure 2: Architectural Rendering of Lee County Garage

Source: BSSW Architects Inc., 2007

Lee County employees currently parking in the West lot (approximately 300 spaces) are projected to park in the LCG. The West Lot is planned to become a paid parking lot for Justice Center customers conducting court business.

Lee County employees who were parking in the South Lot (approximately 250 parking spaces) are projected to park in the proposed Lee County Garage. These South Lot spaces will be incorporated into the LCG area.

The Peck Street Lot (on the corner of Peck Street with Monroe St on one side and Broadway on the other side) with approximately 200 spaces is currently an employee parking lot. Plans are for these county employees to park in the LCG. Once these employees begin parking in the LCG, the lot will be used by Lee County jurors. The county currently leases land on Liberty Street from a private company, for Lee County juror parking. This lease will no longer be needed when county jurors start parking in the Peck Street Lot.

All the lots mentioned above are owned by Lee County or private owners; not by the City of Ft Myers. The majority of parkers in the existing lots mentioned above park in county-owned or privately-owned spaces; not City of Ft Myers spaces. There are no plans to relocate existing judicial workers in the Justice Center Annex (formerly the Sun Trust building) or the Justice Center Annex (formerly the Wachovia Bank building) into the Justice Center expansion.

MARCH 3, 2008

The City of Ft Myers provides parking for Lee County jurors and county workers in the City of Palms and Main Street garages. An average of approximately 48 county juror's park in Ft Myers' parking spaces when court is in session. The county reimburses the City of Ft Myers for the juror's parking fees.

Approximately 397 county workers park in the City of Palms and Main Street garages. In the City of Palms garage, there are 107 spaces provided at no cost to Lee County workers due to an agreement between the city and the county for 99 years. There are 37 county workers who purchased monthly parking passes through individual accounts. Various county offices have purchased 212 monthly parking passes.

In the Main Street garage, there are 35 county workers who purchased monthly parking passes through individual accounts. The Lee County Department of Natural Resources has purchased 212 monthly parking passes.

None of the county workers have informed the Ft Myers' parking operator of plans and timeframes for relocating their county offices to the Justice Center Expansion and their parking to the proposed LCG.

Walker's assessment is that the proposed LCG is unlikely to have an impact on the parking adequacy figures presented earlier in the report.

CONCLUSIONS

Although there appears to be a significant parking space surplus in the north study area there is a distinct perception there is a parking space shortage. The perception was presented to Walker from various sources, including; City representatives, the Downtown Redevelopment Agency, the City's parking operator, and private business concerns.

One reason for the parking shortage perception is the lack of available parking in close proximity to certain downtown destinations. The parking patron (for the most part) would like to be able to park as close to their final destination as possible. Due to the "free" zip zone parking areas and their high demand, it is sometimes difficult for many of these parking patrons to find these "free" parking spaces as close to their destination as they would like. Although there may be some available parking off-street, the parking patrons may have a difficult time locating these spaces and are sometimes resistant to paying for

parking when they believe there should be "free" zip zone parking spaces available for their use.

Up to now we have been dealing with the perception of parking issues in the north study area. We believe, however, there is more than just a perception issue. We believe there are likely real public parking shortages from time to time in the north study area. We believe that any time there is a significant event in the downtown area, the limited available public parking becomes in high demand and shortages may exist.

We are in the process of obtaining information on venues at the Harborside Convention Hall. Clearly, if the Convention Hall has an event taking place during a weekday it will impact the parking in the core area of downtown. Depending on the size of the event, the demand for the limited available on-street and off-street public parking can be exceedingly high. Once the available public parking is filled by the patrons attending the Convention Hall (or other) events, the remaining parking patrons for the event and regular downtown visitors must search for any available parking within walking distance of their destination.

If (as explained by the DRA and other business concerns in the downtown) there are several events occurring monthly at the Convention Hall there should be a significant public parking space shortage occurring during those events. Further, any events occurring throughout the downtown at the same time there is an event at the Convention Hall will likely put a significant strain on the downtown parking resources.

Any new development in the downtown north study area combined with the existing parking conditions will be a further strain on the existing downtown parking resources. The City's desire to be proactive and address these parking concerns is not only reasonable and foresighted, it is necessary to allow for minimal disruption of future commerce in the downtown area.

EXISTING TRANSPORTATION INFRASTRUCTURE

The existing transportation infrastructure within the study area provides support for four different modes of travel. As expected of an American urban core, the primary modes supported are automobile and pedestrian. There is limited support for transit in the form of two bus stop locations and passive support of bicycles by allowing them to share the roads and sidewalks and a few bicycle racks, generally provided by the local property owners.

AUTOMOTIVE

The existing street network generally consists of a grid pattern with four major arterials providing the primary access into the downtown core. First Street (SR 80/Palm Beach Boulevard) and Martin Luther King Jr. Boulevard (SR 82/Immokalee Road) provide west-east access, with connections to I-75 to the east and US-41 to the west. Fowler Street (SR 739/Business US 41) and Cleveland Avenue (US 41) provide the south-north access. These four major arterials are under state jurisdiction and are basically the boundaries of the study area to access the downtown. US-41 in the study area is a six-lane, undivided arterial roadway and is posted at 40 miles per hour (mph). Fowler Street is a southbound, one-way roadway with three lanes and is posted at 35 mph. Martin Luther King Jr. (MLK) Boulevard is a two-lane, undivided roadway between US-41 and Fowler Street. MLK Boulevard's lane configuration changes east of Fowler Street to four-lane divided. MLK Boulevard is posted at 30 mph through the study area. First Street is a two-lane, undivided roadway and is westbound one-way with a posted speed limit of 30 mph from Fowler Street to Royal Palm Avenue. First Street is a two-lane, two-way roadway from Royal Palm Avenue west to US 41 and beyond.

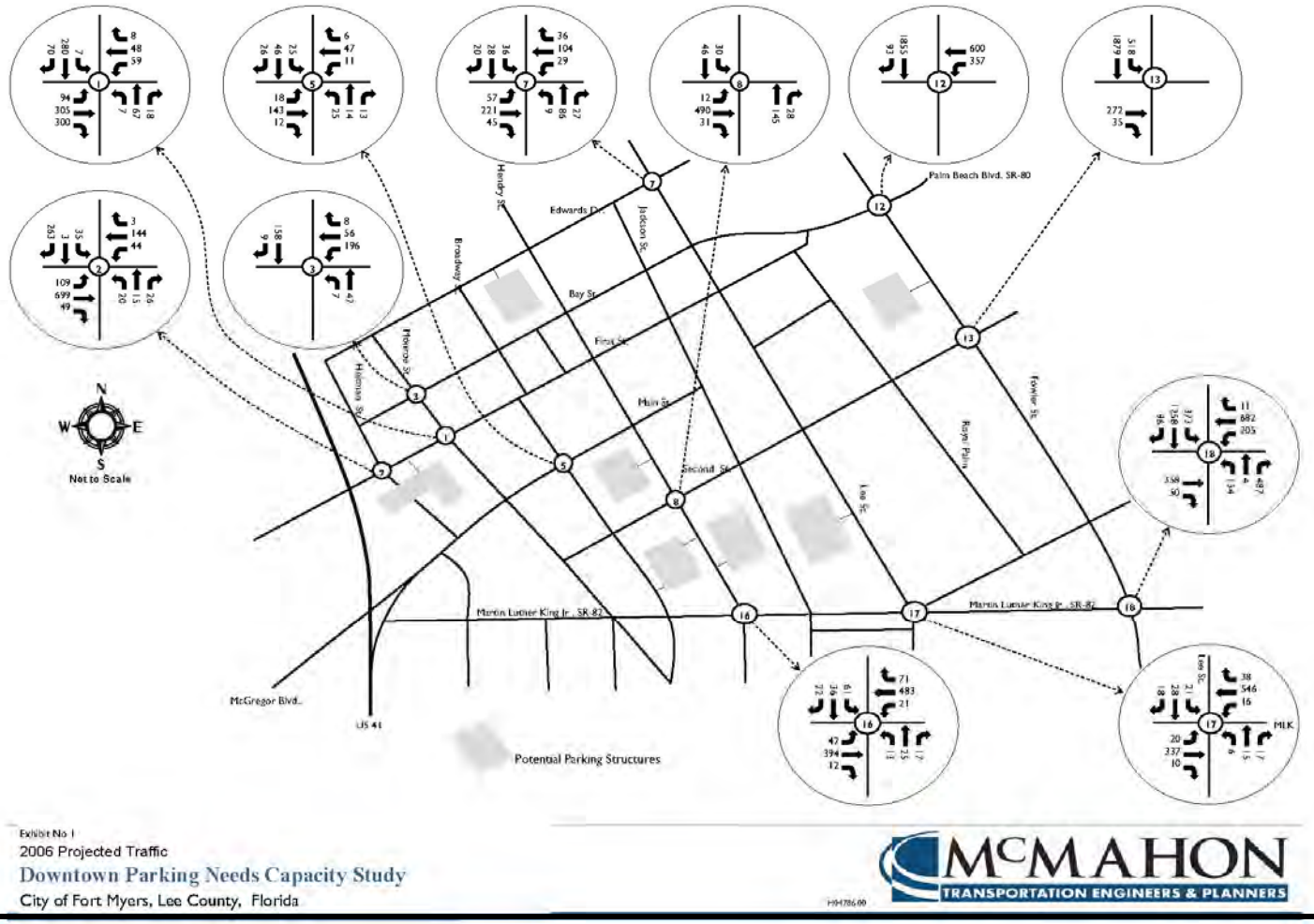
Traffic data was needed for several locations within the downtown in order to help determine the existing travel patterns. The downtown is currently undergoing a major utility infrastructure renovation. The detours and road closures associated with this construction project made obtaining current traffic counts impractical. Previously collected data was available from earlier studies and was utilized for this study. The data includes available AM and PM peak hour traffic counts. Data was available for the following intersections:

1. Monroe Street & First Street
2. Heitman Street & First Street
3. Monroe Street & Bay Street
4. Broadway Street & Main Street
5. Edwards Drive & Lee Street
6. Hendry Street & Second Street

7. Fowler Street & Palm Beach Boulevard/EB SR-80
8. Fowler Street & Second Street/WB SR-80
9. Martin Luther King Jr./SR-82 & Hendry Street
10. Martin Luther King Jr./SR-82 & Lee Street
11. Martin Luther King Jr./SR-82 & Fowler Street

The AM peak hour was selected to represent the worst case scenario as it typically offers the highest volumes accessing the parking structures. Traffic patterns indicate that volumes reverse on a segment of roadway between the AM and PM peak hours. This reciprocal pattern was used to obtain the expected AM peak hour volume where manual traffic movement counts were only available for the PM peak hour. The existing AM peak hour travel patterns within the study area are presented in Figure No. 2. The raw traffic data are included in the appendices.

Figure No. 3: 2006 projected Traffic Volumes (AM Peak Hour)



Source: McMahon Associates, Inc. 2006

About 700 vehicles arrive to the downtown using eastbound First Street during the AM Peak Hour. This traffic is a mixture of vehicles coming from western Fort Myers and those coming across the Caloosahatchee River on the US 41 Bridge. A loop ramp allows traffic to access First Street directly from the bridge. Fowler Street (SR 739/Business US 41) is the roadway with the highest traffic volume in the study area with about 2,300 vehicles during the AM peak hour. US-41 and Fowler Street (SR 739/Business US 41) are the main connections from the north to the city of Fort Myers. Second Street carries approximately 550 vehicles per hour during the AM peak hour in eastbound direction. Martin Luther King Jr. Boulevard carries about 580 and 410 vehicles per hour in the westbound and eastbound directions respectively during the AM peak hour. This roadway is the south connection of the downtown area. It is important to note that other downtown streets do not carry high levels of traffic. For example, the Main Street and Broadway Street intersection experiences about 390 vehicles per hour during the AM peak hour. It is a consequence of the low intensity of the land uses in the downtown.

PEDESTRIAN, BICYCLE & TRANSIT

Walking is the fundamental form of transportation and is interdependent and complementary with public transportation. Although the number of marked pedestrian crossings is very low, some along First Street and another on Thompson Street between Fowler Street and Royal Palm Avenue, the existing infrastructure in downtown area can be classified as a walkable pedestrian oriented area. Almost every block is surrounded by sidewalk paths, and current construction works are adding new materials such as stamped asphalt and brick pavers to define different textures and surfaces dedicated for pedestrians. This increases the walkability in the study area.

The Rosa Parks Transportation Center is the multi-modal hub located in the downtown Fort Myers area. Lee Tran estimates 2,383 passengers visit the center during an average weekday. This number does not include the riders of the Greyhound bus system, taxis, cyclists, and pedestrians that also use the facility. This multi-modal center is one of two locations providing access to public transportation within the downtown core. There is an additional bus stop for Route 20 at the Harborside Convention Center. The stops at this location are located on Bay Street and on Edwards Street depending on the direction the bus is traveling. The following routes pass through the study area.

- Bus route 10 at stop five, runs at 60 minute intervals and has 436 daily riders.
- Route 15 at stop two, runs at 80 minute intervals and has 204 daily riders.
- Route 20 at stop one, runs at 35 minute intervals and has 345 daily riders while stop two runs at 30-40 minute intervals.
- Route 100 at stop four, runs at 20 – 40 minute intervals and has 590 daily riders.
- Route 140 at stop three, runs at 10-20 minute intervals and has 246 daily riders.

Routes generally doubled their headways for Saturday and Sunday.

INTRODUCTION

The following discussion details each type of assumed growth and the potential impact this future growth may have on parking.

NORMAL GROWTH

Normal growth is determined by such factors as the population growth for the surrounding area, local inflation, the consumer price index, and tourism growth. For the City of Fort Myers, Walker applied a normal annual growth rate of 2.36 percent based on information on occupational growth obtained from the Lee County Economic Development Office for the City of Fort Myers and population growth from the Florida EDR (Economic and Demographic Research).

EXPANSION GROWTH

For the purposes of this analysis, growth from new developments is in addition to the 2.36 percent annual normal growth. With the help of the Fort Myers' DRA (Downtown Redevelopment Agency), Walker projected future developments with the study area. The anticipated number of parking spaces "lost" indicates the number of parking spaces displaced due to development. The anticipated number of parking spaces "gained" indicates the number of spaces projected for each new development, based on the information available. The following table summarizes general information regarding each development.

TABLE 13: PROJECTED FUTURE DEVELOPMENTS

	LOCATION	BLOCK	HOTEL UNITS	RESIDENTIAL UNITS	RESTAURANT S.F.	CONVENTION CENTER S.F.	CULTURAL ARTS CENTER S.F.	RETAIL S.F.	OFFICE S.F.	PARKING SPACES LOST	PARKING SPACES GAINED	PROJECT OPEN DATE
1	2115 Main Street	20	63							15	0	2008
2	Hendry & Bay Streets (Caloosa)	13		1				3,103	15,515	0	73	2008
3	2300 First Street	23						6,000	96,000	247	357	2008
4	1802 Broadway	32							57,000	16	19	2013
5	2136 Bay Street	11	20					3,000	29,000	0	0	2009
6	Edwards, Jackson, Bay & Hendry Sts.	7		122				96,600	396,600	186	854	2010
7	1st, Royal Palm, 2nd, & Lee	24 & 31		275				50,000	19,000	254	396	2010
8	1406/2210 Bayview Ct/Bay St	22			5,164					0	0	2009
9	Bay, Lee, 1st, & Jackson Streets	15					21,870			0	0	2008
10	Harborside Expansion	4 & 5				90,000				82	240	2011
11	Cent. Park & Edwards, Hendry, Bay, & Dean	1 & 6	246	200	5,250			48,550		259	761	2011
	TOTAL		329	598	10,414	90,000	21,870	207,253	613,115	1,059	2,700	

Source Data: Walker Parking Consultants and Fort Myers Downtown Redevelopment Agency, 2006

The developments listed in the table above are assumed to have similar characteristics to the existing developments found in the study area. These characteristics include: similar business types (i.e. governmental and private business use); residential unit; limited and/or restricted parking on site; limited and/or restricted public access; and limited ability to expand parking.

At a minimum, the residential components of the potential developments are projected to provide adequate parking for residential use.

The figure below shows the approximate location of each of the listed developments.

POTENTIAL DEVELOPMENT SITE
CITY OF FORT MYERS

Location		Block
A.	2115 Main Street	20
B.	Hendy & Bay Streets (Caloosa)	13
C.	2300 First Street	23
D.	1802 Broadway	32
E.	2136 Bay Street	11
F.	Edwards, Jackson, Bay and Hendry Streets	7
G.	1st, Royal Palm, 2nd, and Lee	24 & 31
H.	1406 / 2210 Bay View Ct / Bay Street	8
I.	Bay, Lee, 1st, and	
J.	Jackson Streets	15
K.	Centennial Park, Edward, Hendry, and and Dean	1 & 6

LEGEND

NORTH

FIGURE 4: POTENTIAL DEVELOPMENT SITES MAP

The potential developments were projected with the help of the Fort Myers' Downtown Redevelopment Agency (DRA). The projected opening dates for each project were established by the DRA.

The vacancy rate for the office space is estimated at 10.2 percent, or an occupancy rate of 89.8 percent. This rate is equivalent to the 2004 vacancy rate reported by the Lee County Economic Development Office. Likewise, the retail vacancy rate of 6.4 percent, or an occupancy rate of 93.6 percent, was utilized.

FUTURE DEMAND

In order to determine the impact that each development will have on parking adequacy, a demand model was created specifically for the study area. The model encompasses general parking demand ratios and local adjustments. Projected future parking demand was then calculated using the model and general development assumptions. The following table summarizes the projected parking demand by year.

Table 14: Projected Future Parking Demand by Year

YEAR	PREVIOUS YEAR DEMAND	PROJECTED NEW DEMAND	TOTAL PROJECTED DEMAND
2007	3,209	76	3,285
2008	3,285	701	3,985
2009	3,985	307	4,292
2010	4,292	2,222	6,515
2011	6,515	1,289	7,804
2012	7,804	184	7,988
2013	7,988	377	8,365
2014	8,365	197	8,562
2015	8,562	202	8,764
2016	8,764	207	8,971
2017	8,971	212	9,183
2018	9,183	217	9,399
2019	9,399	222	9,621
2020	9,621	227	9,848

Source: Walker Parking Consultants, 2006

The expected parking demand levels are based on the current estimated parking demand, the projected parking demand from the potential development assumptions (including the listed vacancy rates) and the normal growth rate factor.

FUTURE PARKING SUPPLY

The parking is adjusted for spaces lost to new construction and spaces added in the developments. However, the future supply does not include any expansion of the City's current parking system. The object of this evaluation (in part) is to provide possible parking solutions to potential parking issues. The following table summarizes the projection of future parking supply.

Table 15: Projected Future Parking Supply by Year

YEAR	CURRENT SUPPLY	SPACES LOST	SPACES GAINED	TOTAL SUPPLY	EFFECTIVE SUPPLY
2007	5,653	-	-	5,653	5,243
2008	5,653	262	430	5,821	5,404
2009	5,821	-	-	5,821	5,404
2010	5,821	440	1,250	6,631	6,174
2011	6,631	341	1,001	7,291	6,791
2012	7,291	-	-	7,291	6,791
2013	7,291	16	19	7,294	6,794
2014	7,294	-	-	7,294	6,794
2015	7,294	-	-	7,294	6,794
2016	7,294	-	-	7,294	6,794
2017	7,294	-	-	7,294	6,794
2018	7,294	-	-	7,294	6,794
2019	7,294	-	-	7,294	6,794
2020	7,294	-	-	7,294	6,794

Source: Walker Parking Consultants, 2006

FUTURE PARKING ADEQUACY

The following table summarizes the projected future adequacy using the figures previously mentioned, future demand and future supply. Future supply is projected to be inadequate to meet the projected future demand. In 2010 the parking demand is projected to surpass the parking supply. Without the addition of any new parking spaces beyond those listed in the Projected Future Parking Supply table, the parking shortage is projected to grow from a deficit of 341± spaces in 2010 to a deficit of 3,054± spaces by 2020.

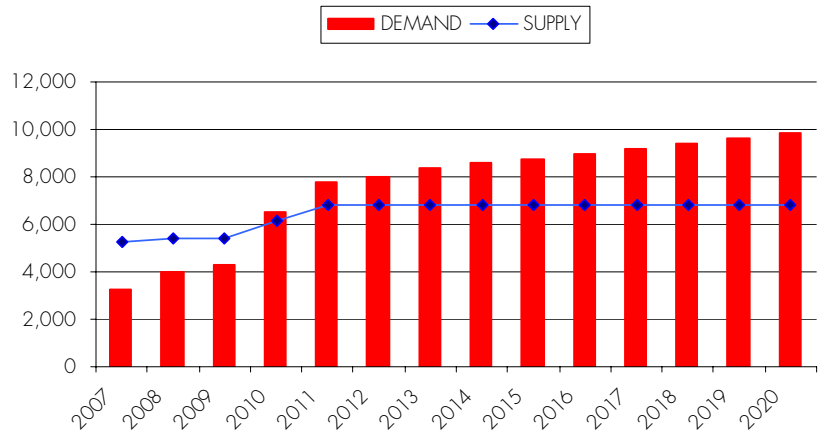
Table 16: Projected Future Adequacy

YEAR	SUPPLY	DEMAND	ADEQUACY
2007	5,243	3,285	1,958
2008	5,404	3,985	1,419
2009	5,404	4,292	1,112
2010	6,174	6,515	(341)
2011	6,791	7,804	(1,013)
2012	6,791	7,988	(1,197)
2013	6,794	8,365	(1,571)
2014	6,794	8,562	(1,768)
2015	6,794	8,764	(1,970)
2016	6,794	8,971	(2,177)
2017	6,794	9,183	(2,389)
2018	6,794	9,399	(2,605)
2019	6,794	9,621	(2,827)
2020	6,794	9,848	(3,054)

Source: Walker Parking Consultants, 2006

The following is a graphical representation of the projected future parking adequacy.

Graph 12: Projected Future Parking Adequacy



Source: Walker Parking Consultants, 2006

A detailed analysis of the future parking adequacy by year and block can be found in the appendices of this report.

The projected future parking adequacy shown in this report is expressed in peak demand for each land use. There is the opportunity to reduce the parking deficit through the use of shared parking. Shared parking occurs when the same parking spaces can be utilized by different user groups at different times.

Based on the current land uses and the development assumptions projected for this analysis, it may be possible to reduce the projected parking deficit by up to 14 percent. The premise is that certain land uses achieve peak demand for parking at different times. When one land use parking demand may be high, another land use parking demand in close proximity may have parking availability. Land uses such as restaurants and residences, and existing and proposed office developments in the same area present an opportunity to reduce the need for parking by sharing parking that is within acceptable walking distances to the different land uses.

It should be noted, again, that the projected parking demand is expressed in peak demand for each land use. Based on a preliminary shared parking analysis, the projected parking demand may be reduced by up to 14 percent if the different land uses are willing to share parking during their non-peak demand hours.

FUTURE PARKING ADEQUACY 2008

The future parking adequacy for 2008 is projected to be a 1,419± space surplus. However, there are certain blocks within the study area that are projected to incur a significant parking deficit. As shown in the following figure, the there is a parking deficit projected for blocks 15 and 23. These blocks are adjacent to each other and their combined projected parking deficit could be significant, a 231± parking space deficit.

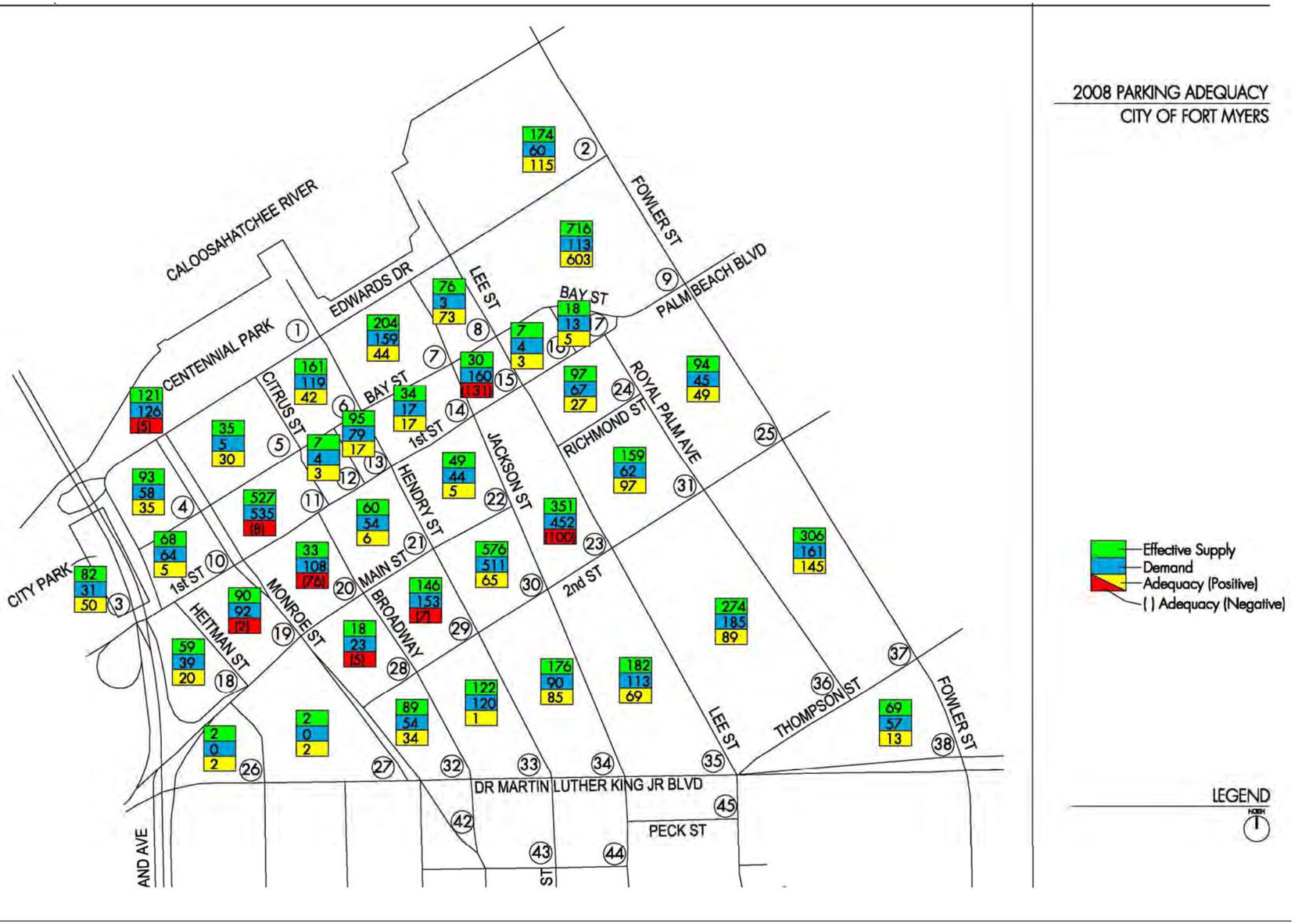
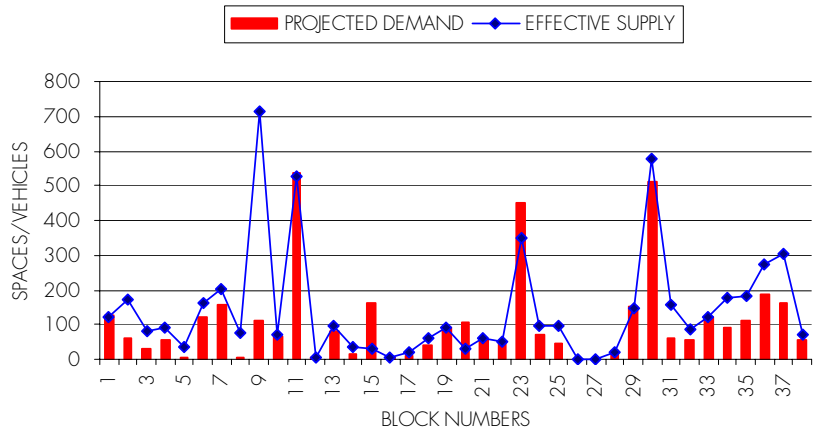


FIGURE 5: FUTURE PARKING ADEQUACY 2008

The following graph illustrates the projected parking adequacy for 2008 on block-by-block basis.

Graph 13: Projected Parking Adequacy for 2008 – Block-By-Block



Source: Walker Parking Consultants, 2006

FUTURE PARKING ADEQUACY 2010

The future parking adequacy for 2010 is projected to be a 341± space deficit. The deficit in block 23 and surrounding blocks is significant, approximately a 700± space parking deficit. By 2010 there are additional significant projected parking deficits in Blocks 7, 11 and 20. You can refer to the following figure for a detailed view of the 2010 projected parking deficit.

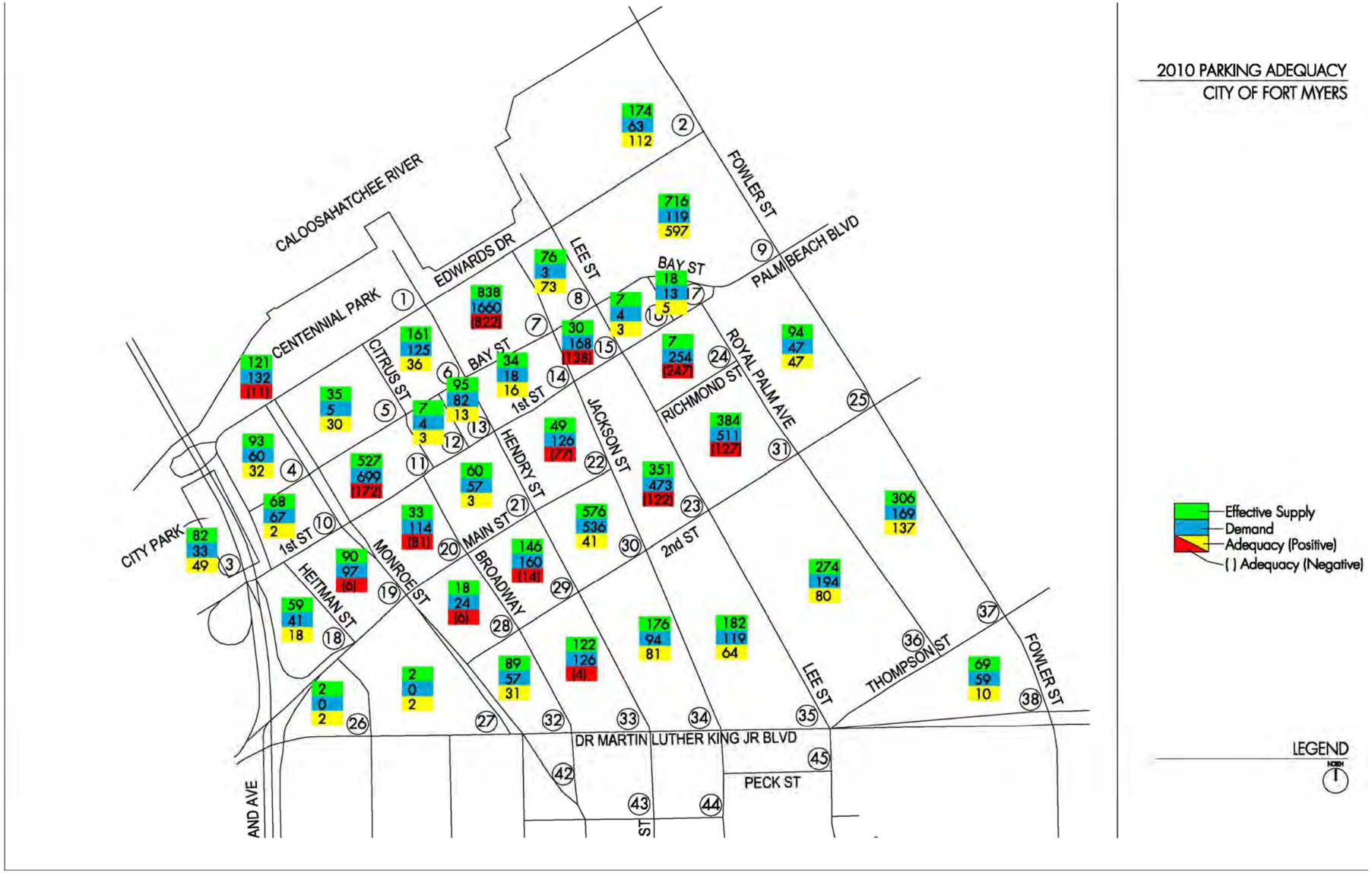
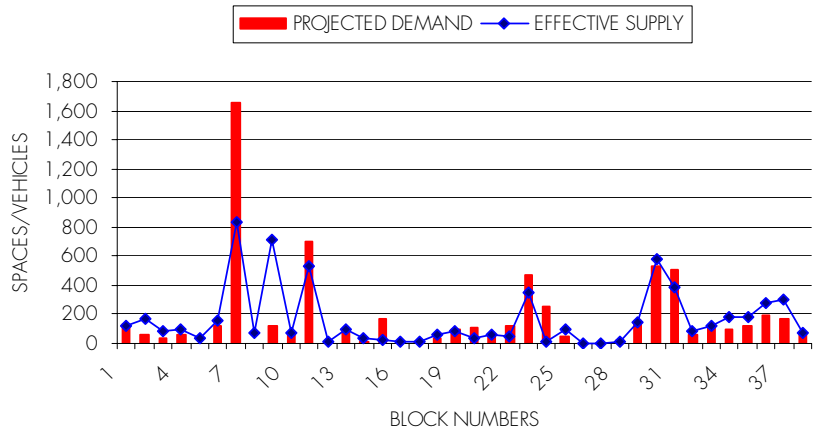


FIGURE 6: FUTURE PARKING ADEQUACY 2010

The following graph illustrates the projected parking adequacy for 2010 on block-by-block basis.

Graph 14: Projected Parking Adequacy for 2010 – Block-By-Block



Source: Walker Parking Consultants, 2006

Although the largest parking deficit is projected to occur on block 7 (a 822± deficit) it can be anticipated that the projected development on that site will be altered to match the projected parking for the site. Another possibility it that the development will secure the use of parking at the parking garage located to the east off of Flower Street, or other parking within the immediate area.

Another significant concern in 2010 is the deficits projected to occur in blocks 11 and 20. The deficits on blocks 11 and 20 are projected to be 172 and 81 spaces respectively.

FUTURE PARKING ADEQUACY 2013

The future parking adequacy for 2013 is projected to be a 1,571± space deficit. There are significant deficits projected for blocks 1, 4, 7, 11, 15, 20, 22, 23, 24, 31, and 32. The following figure presents a detailed analysis of the projected parking deficit.

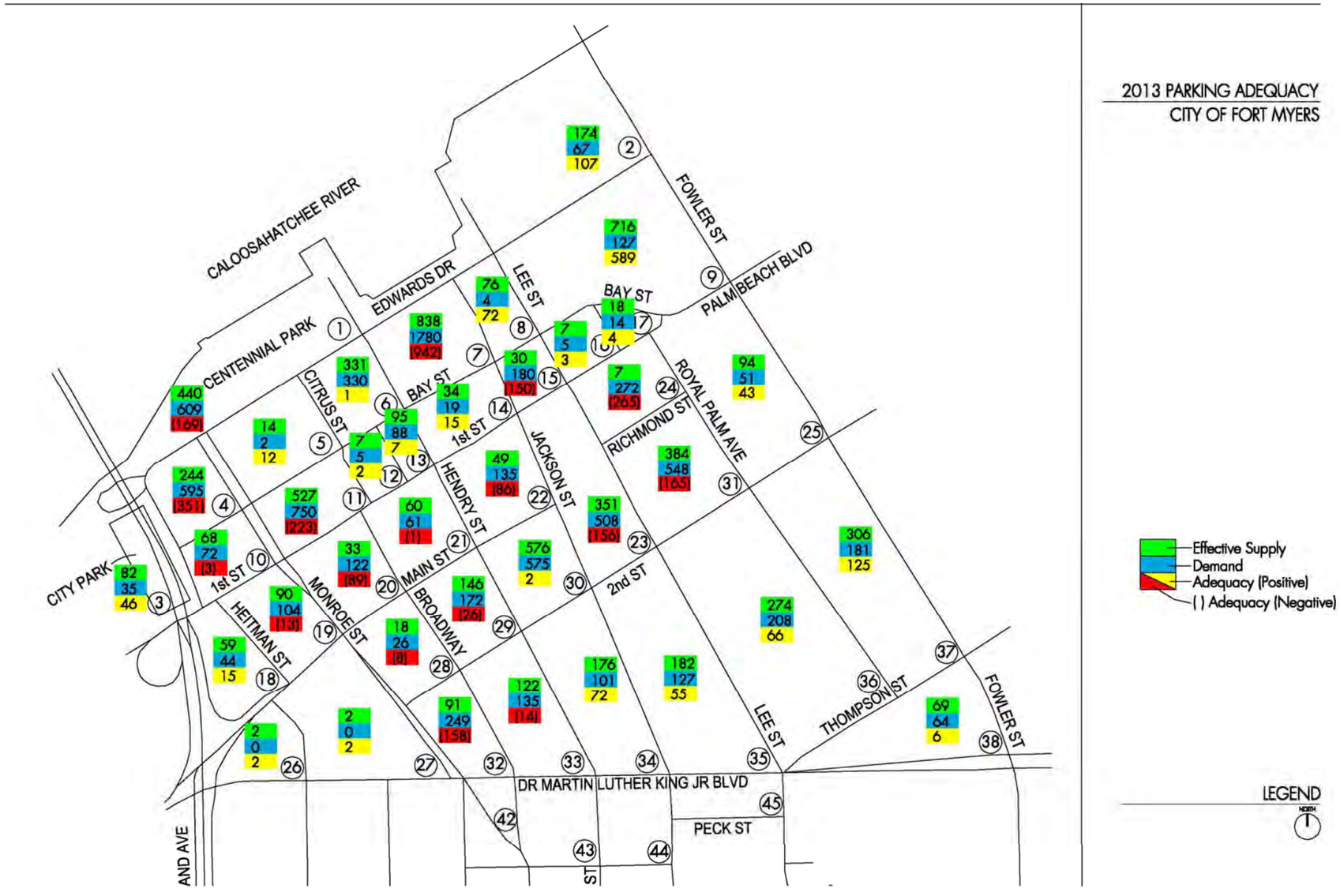
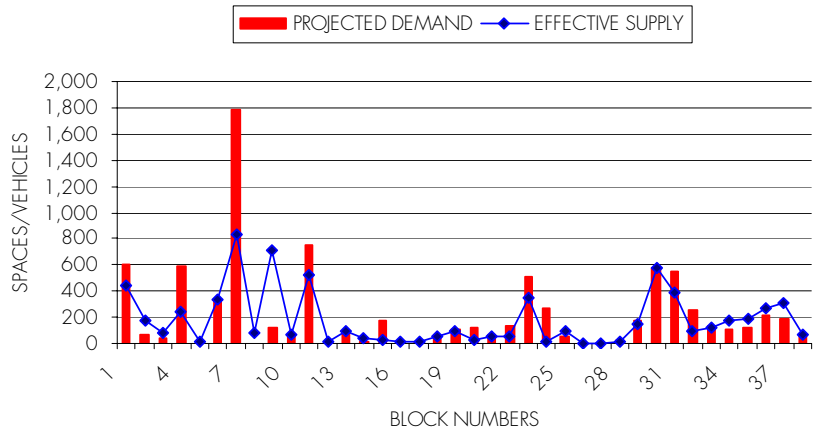


FIGURE 7: FUTURE PARKING ADEQUACY 2013

The following graph illustrates the projected parking adequacy for 2013 on block-by-block basis.

Graph 15: Projected Parking Adequacy for 2013 – Block-By-Block



Source: Walker Parking Consultants, 2006

The parking deficits projected by 2013 are significant and located throughout the northern study area.

FUTURE TRAVEL PATTERN CONDITIONS

HISTORICAL AUTOMOTIVE GROWTH TREND

Traffic forecasting estimates are needed for diverse types of traffic studies such as Planning Studies, Project Development and Environmental (PD&E) studies, and Traffic Impact Statements (TIS) for redevelopments. The Downtown Parking Needs Capacity Study requires traffic forecasting in order to estimate the future traffic conditions in the study area.

Historical traffic data and model projections have been reviewed in order to estimate background and future traffic volumes for the study area. Data reviewed included Florida Department of Transportation (FDOT) Florida Traffic Information 2005, a 2030 transportation demand model data Florida Standard Urban Transportation Model Structure (FSUTMS) by Leftwich Consulting Engineers used for the SR 80 Corridor Downtown Redevelopment Impact Study, and additional traffic counts.

FDOT maintains a variety of traffic count stations throughout the state. Station 5015 located on SR 80/Main Street – West of Monroe Street was selected as representative of the automotive traffic in downtown Fort Myers. This station is located in the middle of the downtown and contains traffic data from 1974 which allows reaching the level of accuracy required in this type of study. Historical data analysis reveals that the annual historic growth rate would be around 1.5 percent. A trend analysis of historical daily traffic is included in the appendix. This growth rate was used to calculate projected traffic volumes for different planning horizons.

CONVERSION OF BAY STREET AND SECOND STREET TO TWO-WAY ROADWAYS

The City's long-term plan for the downtown includes converting the existing one-way pair of Bay Street and Second Street to two-way roadways. A traffic reassignment in line with this conversion was performed to allow for a traffic evaluation of the proposed parking structures. Traffic movement volumes were obtained and then adjusted by seasonal factors from the FDOT Florida Traffic Information 2005 CD for Lee County. In order to develop 2006 projected traffic, the above mentioned 1.5 percent growth rate was combined with the adjusted traffic counts.

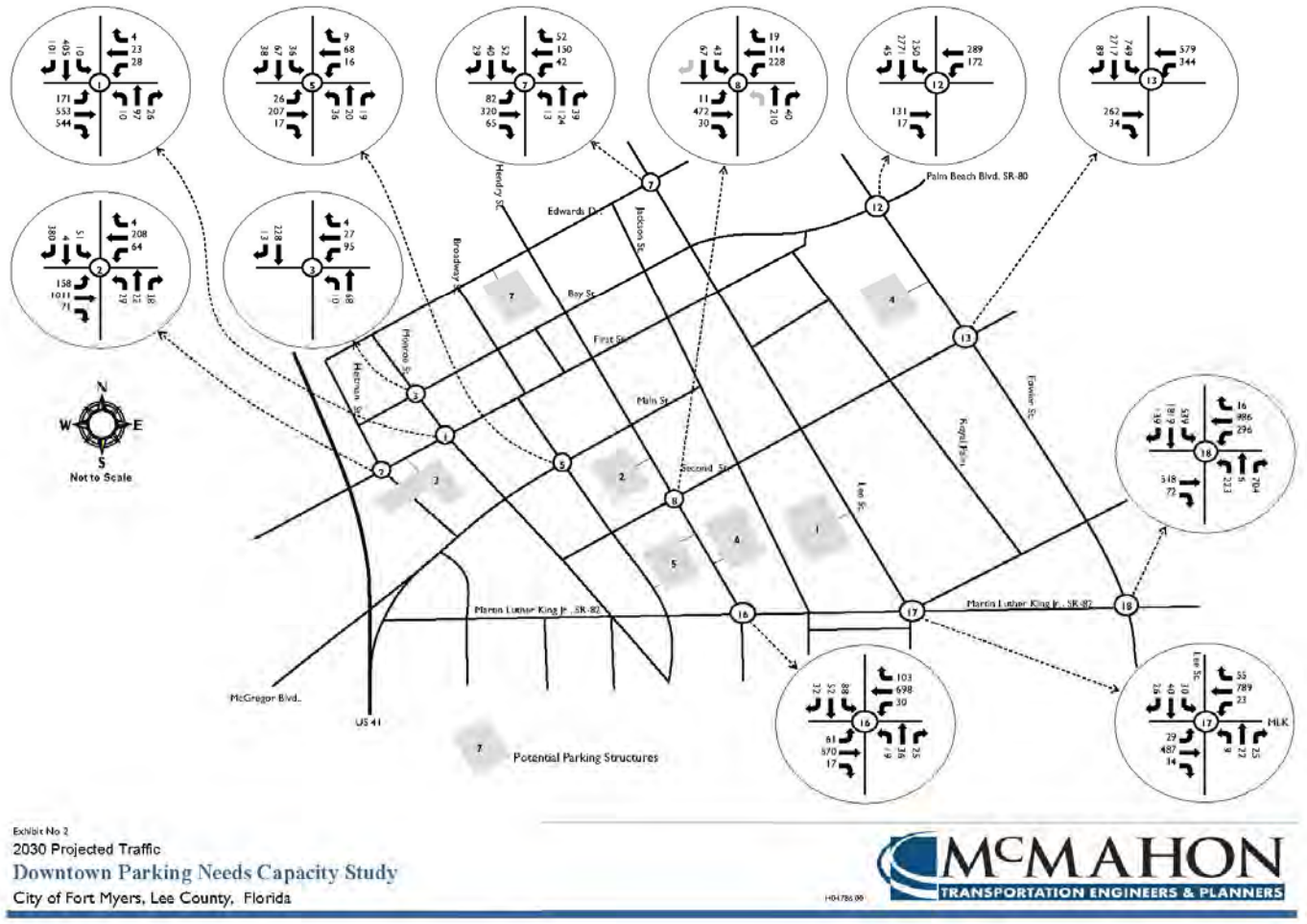
The optimal way to review the future traffic conditions is by use of a validated transportation demand model such as the Florida Standard Urban Transportation Model Structure (FSUTMS). Considering that a validated model is not available in the study area, and rather than create another FSUTMS model for this study, it was assumed that the historical growth trend of 1.5 percent could be used to obtain the 2030 traffic volumes.

The long term proposal for the First Street/Bay Street and Second Street conversions is based on a plan to develop Second Street east of Fowler Street into a four-lane boulevard. First Street east of Fowler Street is to be converted into a two-lane boulevard. This provides a total of six lanes providing access to and from the east. Based on this long term plan, it was assumed that 1/3 of the traffic volume currently using the one-way pair would use Bay Street/First Street and 2/3 would use Second Street. Traffic was reassigned to these two corridors following the 1/3-2/3 rational. These reassignments were then used to calculate a traffic volume for every access point to the potential parking structures.

The integration of all terrestrial transportation modes (bicycle, walking, transit and driving) was considered as part of the assumptions and analysis and concurs with the city's downtown redevelopment goals. The final purpose of this activity is to provide the city staff adequate information to assist with future decisions regarding the parking infrastructure for the revitalization of Downtown Fort Myers.

The projected traffic volumes for the study area are presented in Figure 8. The AM Peak Hour was selected for analysis because it offers the higher traffic volumes at parking access points. It was assumed for each parking structure that during the AM peak hour, 60% of the capacity was entering traffic and 30% was exiting traffic. An even directional distribution was used to assign traffic at each access. This situation reverses during the PM peak hour, where 30% was entering and 60% was exiting traffic. These assignments were added to the 2030 projected traffic, to establish the traffic volume at each access point, which was used for the access capacity analysis.

Figure 8: 2030 projected Traffic Volumes (AM Peak Hour)



Source: McMahon Associates, Inc. 2006

MARCH 3, 2008

IMPACT OF BAY STREET CONVERSION TO CITY OF PALMS GARAGE

The City of Palms Garage has two ingress/egress routes; Monroe Street and Bay Street. When Bay Street is converted to two-way traffic flow, parking patrons entering and exiting the City of Palms Garage via the existing Bay Street entry and exit lanes could adversely impact traffic flow. Street, garage and parking patron characteristics contributing to the impact of the conversion of Bay Street to two-way traffic are:

- The Monroe Street entry now handles about 65 - 75% of the entering traffic and will remain in operation.

- The six level facility provides 546 parking stalls with about 400 monthly contract parkers (73% of capacity) and 146 transient parking stalls. The number of monthly parkers will likely decline in the future.

- Most employees now enter early in the morning and leave after 3:30 pm. Each employee vehicle requires about 10 seconds to enter or to exit via the card readers. Transient parkers require about 25 - 30 seconds with a cashier exit (Pay-at-Exit system).

- Over the next 5 – 10 years the "user mix" of this parking facility will likely become closer to 65 – 75% transient parkers as nearby projects are developed. This will result in more "in – out" traffic than exists in 2007.

- Re-locating the cashier booths inside the facility onto the center sloping bay, about 50 – 60' from the flat floor area will not be possible since the slope on the center bay is about 9.10%. This location is not acceptable per the current ADA pedestrian travel standards. Re-locating cashier booths is not considered a viable option for addressing any adverse impact on the City of Palms Garage operation when Bay Street is converted to two-way traffic.

When Bay Street is converted to two-way traffic flow, the westbound LH turn to enter will now have to cross eastbound traffic. The eastbound entering parkers will have a difficult RH turn due to the large concrete curbs outside the wall, plus the tight turning radius. Also, there will be a potential conflict with traffic exiting from the two exit lanes.

Walker considered the following options to address Bay Street parking entry:

- Close this entrance at 2:00 pm each weekday to minimize the vehicular conflicts and allow for a smooth flow of exiting traffic.

- Allow only monthly parkers to use this entrance and close it at 2:00 pm. This provides morning access for monthly parkers, especially those parking on Level 1. A ticket dispenser would not be needed at this location. Direct all transient parkers to enter on Monroe Street. Two ticket dispensers in tandem (plus a card reader) should be provided since an equipment breakdown in this single entry lane would pose a significant operational problem.

- Close this entrance and direct all entering parkers to use the Monroe Street entry. With approximately 75% of the entering parkers currently using the Monroe Street entrance, this option will likely result in a backup onto Monroe Street at the busy times. An entry lane with a ticket dispenser does have the capacity to process at least 300 vehicles per hour. Two ticket dispensers in tandem (plus a card reader) should be provided since an equipment breakdown in this single lane would pose a significant operational problem. This option does provide for the minimal number of conflicts on Bay Street since westbound entering parkers do not cross eastbound traffic flow. Also, traffic exiting from the parking structure does not conflict with inbound entering parkers.

Under each option, the two exit lanes onto Bay Street remain in operation with all large exterior curbs to be removed.

Walker recommends implementing the second option with only monthly parkers allowed to use the Bay Street entrance and closing it at 2:00 pm. This option separates the entering transient parkers from the entering monthly parkers, which is nice for the monthly parkers. Eastbound monthly parkers will learn how to deal with the tight RH turn on Bay Street.

Closing the Bay Street entrance at 2:00 pm will eliminate the potential conflict of entering traffic blocking exiting traffic during the peak period. All entering traffic (monthly and transient) after 2:00 pm will be via Monroe Street.

The City should consider specific turning requirements for vehicles exiting from the parking facility from the two exit lanes, especially during the busy times. This will minimize conflicts with the eastbound traffic on Bay Street.

- Left Turn Only for the west exit lane
- Right Turn Only for the east exit lane

Improvements in /near the two exit lanes should be implemented at this time, along with the purchase and installation of new parking equipment;

- New cashier booths are required (East lane booth to be ADA accessible)
- Additional lighting is needed near the cashier booths and in the center sloping bay
- New "directional" signage is needed near the cashier booths and in the center sloping bay
- New electronic signage is needed at the entry lanes (Bay and Monroe)
- A new vehicle count system is needed, linked to visible "FULL" signs at the entry lanes.
- New security grilles are likely required (some are not now working)

In addition, Walker Parking Consultants recommends that the City make a commitment to developing a Pay-on-Foot system for the transient parkers who will utilize this parking facility in the future. This will simplify the exiting process for most of the parkers and reduce the operating expenses of this facility.

INTRODUCTION

The purpose of this section of the report is to present our analysis and recommendations for meeting future parking demand. This section considers the areas of opportunity to increase the parking supply. Specifically, this section examines possible locations for parking facilities based upon the projected future parking deficits. The intent of our recommendations is to simultaneously maximize the efficiency of parking facilities and make them comfortable for the user.

The recommendations for alternative parking are based on the full build-out of north study area as provided by the Fort Myers DRA. If the potential developments do not occur as assumed, the effect on the projected parking demand may be significant. Our parking alternative recommendations are based on peak volumes for each land use and may be overstated by up to 14-percent based on a preliminary shared parking analysis performed using the aforementioned development assumptions.

We reviewed each year's parking adequacy on a block-by-block basis to determine not only which area will require additional parking, but also when each area will require the additional parking. By determining the phasing of the parking we can maximize the efficiency of the parking facility, and also bring the parking on line when it is needed so the cost associated with the construction and operation of the facility can be recouped through fees paid by facility users.

Walker reviewed potential parking locations provided by the City through previous analysis. In addition, we reviewed each block in the study area to determine the feasibility of using the block or a portion of the block as an alternative parking location. After reviewing the potential parking locations provided by the City and reviewing each block in the study area along with the future development assumptions, Walker determined eight possible parking alternative locations. The following figure is a representation of these parking locations.

FIGURE 9: POTENTIAL DEVELOPMENT SITE

The potential parking structure site located on Block 10 is not available for purchase. It our understanding that the current owner has other (undetermined) intended uses for the site. Therefore, Block 10 will not be considered as a potential alternative parking structure site.

The southern half of Block 23 was considered in this analysis as a potential parking structure site. We have recently learned that the site is being considered for commercial development. It is our understanding that the site is being considered for a 5 to 7 story office building. At this time no other information can be ascertained about the potential development. Therefore, the south end of Block 23 will not be considered as a potential alternative parking structure site.

After plotting out the projected future parking adequacy for each block in the study area, Walker would recommend that parking facilities be located at the following locations:

1. At mid-block of Block 35. We recommend this as the first location; to be established by 2008.
2. On the northern portion of Block 29. We recommend this as the second location; to be established by 2010.
3. On Blocks 18 and 19. The potential parking structure would utilize the existing parking lots for the bank on Block 18 and the county building on Block 19, and incorporate Heitman Street. We recommend this as the third location; to be established by 2013.

Consideration should also be given to the following locations, should one of the previous three recommended sites not be available.

1. On the southern end of Block 25.
2. On the southern end of Block 33.
3. At mid-block of Blocks 33 and 34. The potential parking structure would utilize the existing City Hall and City/County Annex parking lots and span Hendry Street.

The following figure shows the potential parking locations and the projected parking deficits in 2013.

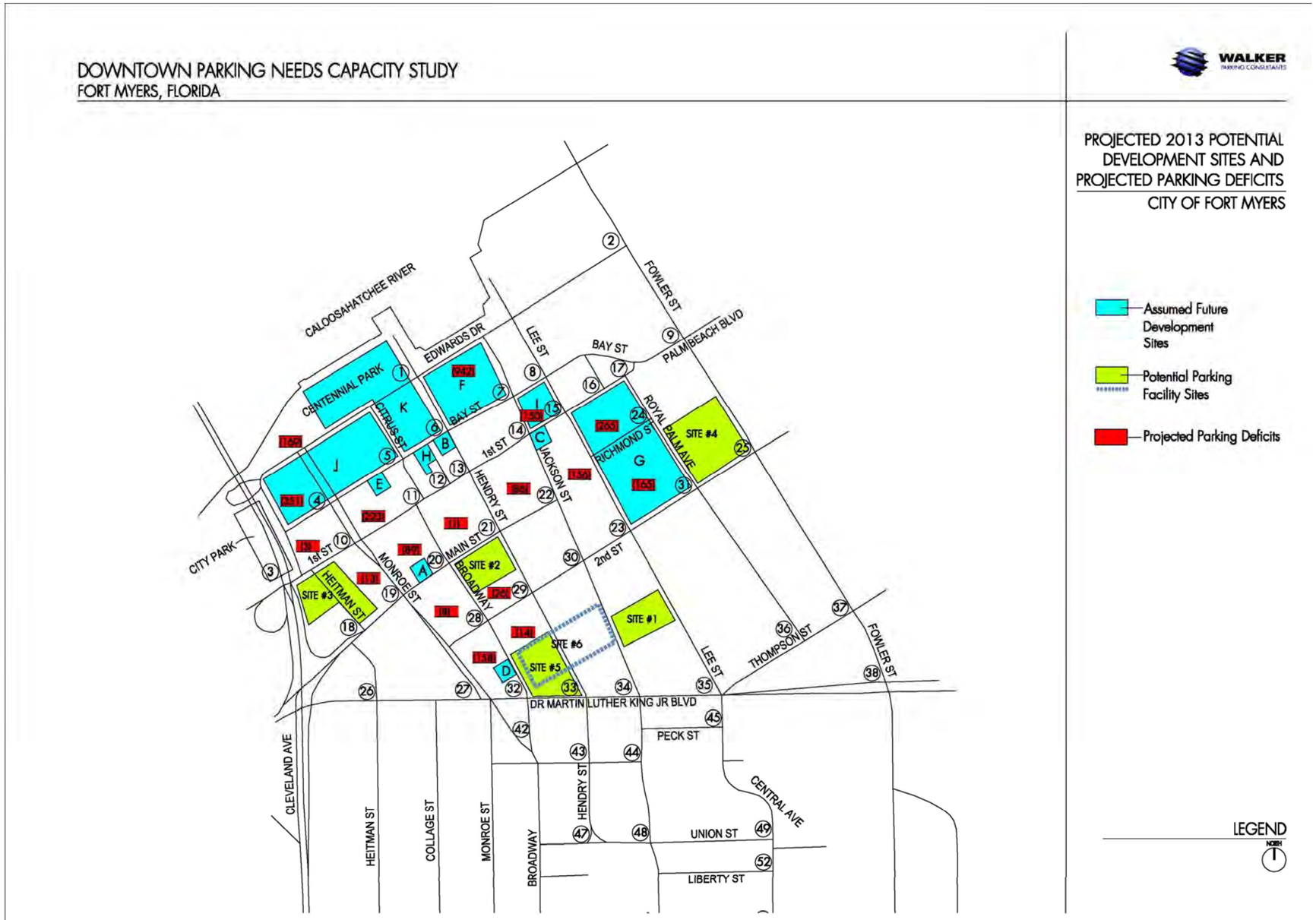


FIGURE 10: PROJECTED 2013 POTENTIAL DEVELOPMENT SITES AND PROJECTED PARKING DEFICITS

SITE #1 – BLOCK 35 – POTENTIAL PARKING STRUCTURE

South of First Baptist Church between Lee Street and Jackson Streets. Most of this site is an existing parking lot that serves the Church. Additional site area may be available south of the paved parking lot. If the facility is limited to 124' x 270' (33,400 sf) the capacity can be about 475 parking stalls. A liner building can be provided along Jackson Street.

The following is a brief summary of the properties:

Table 17: Site 1 Property Summary

ADDRESS		PROPERTY IN SQUARE FEET
1735 Jackson Street	portion of south lot	495
1815 Jackson Street		16,500
1800 Lee Street		8,137
1810 Lee Street		8,268
Total		33,400

A structured parking alternative at this location could possibly be used for both transient patrons and monthly contract patrons. Further, this site could be used for monthly contract patrons that presently park in the City of Palms' Garage. This would free-up parking space in the City of Palms' Garage that could then be used for transient parking. The largest projected parking deficits in 2008 are expected to occur on block 15, 20, and 23. These blocks are within acceptable walking distances to the City of Palms' Garage, and Block 23 is within acceptable walking distance to Site #1 on Block 35.

The following are the advantages of this structured parking alternative:

- Efficient use of the limited available spaces within close proximity to the 2008 projected parking deficits.
- A parking structure at this location is conveniently located near existing and potential future developments that generate parking demand.
- A parking structure at this location could possibly reduce some traffic congestion in the downtown core by getting the vehicles into the structure before they travel further into the downtown core. In particular, monthly contract parkers can be accommodated before they travel further into the downtown core to get to the City of Palm's Parking Structure.

- A parking structure at this location would be able to accommodate both transient (visitors, short-term business patrons, etc.) and long-term (employee, residential, etc.) parkers. It could accommodate monthly contract patrons currently parking at the City of Palms' Garage and City Employees, freeing up space at both the City of Palms' Garage and the City Hall Parking Lot.
- By freeing up space in the City of Palms' Garage, It would fill the need for convenient transient parking within an acceptable walking distance of the downtown commercial district.
- Covered parking can be considered an amenity for businesses, residents, and their visitors.

Because this alternative represents an effective way to increase the long-term parking capacity within an area that is projected to have high parking demand, the City should consider constructing this facility. The following cost estimate does NOT include land acquisition or construction cost for any liner buildings.

Table 18: Preliminary Construction Cost – Site 1

Building Lot (in square feet)	33,400
Projected Parking Spaces	475
Cost / Space	$15,000
Garage Construction	$7,125,000
Soft Costs	15%
Contingency	15%
Project Construction Projection	$9,262,500

This preliminary construction cost is conceptual in nature and does not include financing and land acquisition costs, or any amenities such as commercial space or architectural design, or construction costs for any liner buildings in the project. It is not based on site specific factors (i.e., findings of a Geotech survey) and should be considered an order-of-magnitude projection for budgeting purposes.

SITE #2 – BLOCK 29 – POTENTIAL PARKING STRUCTURE

North half of the Wachovia Bank block. The County as recently purchased the property. This site is bounded by Hendry Street, Broadway, and Main Street. It is presently a parking lot. The available site for an economical parking facility is approximately 114' x 270' (30,800 sf), and can provide approximately 450 parking stalls in five supported levels.

The following is a brief summary of the property:

Table 19: Site 2 Property Summary

ADDRESS	PROPERTY IN SQUARE FEET	ESTIMATED SQUARE FOOTAGE OF FACILITY
2201 Second Street	98,586	49,700
Total		49,700

A structured parking alternative at this location could possibly be used for both transient patrons and monthly contract patrons. This site is conveniently located within close proximity to potential future parking deficits. Further, this site is located within acceptable walking distances of many downtown destinations. The downtown commercial district is within two blocks of the potential parking structure. It is also only one block from City Hall and the City/County Annex.

The following are the advantages of this structured parking alternative:

- Efficient use of the limited available spaces within close proximity to projected parking deficits.
- A parking structure at this location is conveniently located near existing and potential future developments that generate parking demand.
- A parking structure at this location would be able to accommodate both transient (visitors, short-term business patrons, etc.) and long-term (employee, residential, etc.) parkers.
- A parking structure at this location would be convenient to the downtown commercial district and City Hall.
- Covered parking can be considered an amenity for businesses, residents, and their visitors.

Because this alternative represents an effective way to increase the long-term parking capacity within an area that is projected to have high parking demand, the City should consider constructing this facility. The following cost estimate does NOT include land acquisition or construction cost for any liner buildings.

Table 20: Preliminary Construction Cost – Site 2

Building Lot (in square feet)	49,700
Projected Parking Spaces	450
Cost / Space	$15,000
Parking Structure Construction	$6,750,000
Soft Costs	15%
Contingency	15%
Project Construction Projection	$8,775,000

This preliminary construction cost is conceptual in nature and does not include financing and land acquisition costs, or any amenities such as commercial space or architectural design, or construction costs for any liner buildings in the project. It is not based on site specific factors (i.e., findings of a Geotech survey) and should be considered an order-of-magnitude projection for budgeting purposes.

SITE #3 – BLOCK 18 & 19 – POTENTIAL PARKING STRUCTURE

West of the Lee County Services Building and north of the Wachovia Bank. The site includes the Heitman Street. This site, most of which is now a surface parking lot coupled with Heitman Street right of way, calls for the vacation of Heitman Street between Main and First Streets. The parking facility will be approximately 165' x 270' (44,500 sf) and can provide approximately 650 parking stalls in a five level facility. The service station parcel on Block 19 will remain, as will the bank building on Block 18. The remaining area in Block 19 along Main Street can provide a liner building.

The following is a brief summary of the property:

Table 21: Site 3 Property Summary

ADDRESS	PROPERTY IN SQUARE FEET	ESTIMATED SQUARE FOOTAGE OF FACILITY
Heitman Street		10,800*
1530 Heitman Street	70,000	6,700*
1500 Monroe Street	73,617	27,000*
Total		44,500

**Approximate estimates*

A structured parking alternative at this location could possibly be used for both transient patrons and monthly contract patrons. It is recommended that a parking facility be located on this site. In 2010 there is a projected parking deficit of 265+ parking spaces for block 11, 19, 20, and 28. By 2013 there is a projected parking deficit of 856± parking spaces within the immediate area of this site. The projected parking deficits in 2013 for the immediate area around the site are on block; 1, 4, 10, 11, 19, 20, and 28.

The following are the advantages of this structured parking alternative:

- Efficient use of the limited available spaces within close proximity to the projected parking deficits.
- A parking structure at this location is conveniently located near the project Harborside Center expansion, the 2136 Bay Street potential development, and the 2115 Main Street potential development.
- A parking structure at this location would be able to accommodate both transient (visitors, event patrons, etc.) and long-term (employee, hotel, etc.) parkers.
- It would fill the need for convenient parking within an acceptable walking distance of the downtown commercial district.
- Covered parking can be considered an amenity for businesses, their visitors, and convention center patrons.

Because this alternative represents an effective way to increase the long-term parking capacity within an area that is projected to have high parking demand, the City should consider constructing this facility. The following cost estimate does NOT include land acquisition or construction cost for any liner buildings.

Table 22: Preliminary Construction Cost – Site 3

Building Lot (in square feet)	44,500
Projected Parking Spaces	650
Cost / Space	$15,000
Parking Structure Construction	$9,750,000
Soft Costs	15%
Contingency	15%
Project Construction Projection	$12,675,000

This preliminary construction cost is conceptual in nature and does not include financing and land acquisition costs, or any amenities such as commercial space or architectural design, or construction costs for any liner buildings in the project. It is not based on site specific factors (i.e., findings of a Geotech survey) and should be considered an order-of-magnitude projection for budgeting purposes.

SITE #4 – BLOCK 25 – POTENTIAL PARKING STRUCTURE

South portion of the Methodist Church Super block. This site, bounded by Fowler Street, Royal Palm Avenue, and Second Street, is now a large open site that provides parking for the Methodist Church. The site can provide a parking facility which is approximately 240' x 300' (72,000 sf). A five level structure on this site will contain approximately 1,050 parking stalls. Liner buildings will not likely be required at this location.

The following is a brief summary of the properties:

Table 23: Site 4 Property Summary

ADDRESS	PROPERTY IN SQUARE FEET	ESTIMATED SQUARE FOOTAGE OF FACILITY
1622 Fowler Street	40,250	To Be Determined
1632 Fowler Street	5,061	5,061
2495 Second Street	7,860	7,860
2487 Second Street	5,257	5,257
2477 Second Street	12,969	12,969
2465 Second Street	4,641	4,641
1651 Royal Palm Avenue	4,628	4,628
1639 Royal Palm Avenue	8,400	8,400
1627 Royal Palm Avenue	8,400	8,400
1621 Royal Palm Avenue	5,980	To Be Determined
Total	103,446	72,000*

**Approximate estimate*

A structured parking alternative at this location could possibly be used for both transient patrons and monthly contract patrons. It is in a good location to handle the projected future demand should Sites 1 or 2 not be available. This location is within acceptable working distance for both employee and visitor excess parking demand projected to be generated from Block 15, 22, 23, 24, and 31.

The following are the advantages of this structured parking alternative:

- Efficient use of the limited available spaces within close proximity to the projected parking deficits.
- A parking structure at this location is conveniently located near the projected potential developments on Block 15, 23, 24, and 31.
- A parking structure at this location would be able to accommodate both transient parkers.
- It would fill the need for convenient parking within an acceptable walking distance of the projected commercial developments, and is within reasonable distance of the core of the downtown commercial district.
- A parking structure at this location could possibly reduce some traffic congestion in the downtown core by getting the vehicles into the parking structure before they travel further into the downtown core. In particular, the monthly contract parkers can be accommodated before they travel further into the downtown core.
- Covered parking can be considered an amenity for businesses and their visitors.

Because this alternative represents an effective way to increase the long-term parking capacity within an area that is projected to have high parking demand, the City should consider constructing this facility if Sites 1 and/or 2 are not available. The following cost estimate does NOT include land acquisition or construction cost for any liner buildings.

Table 24: Preliminary Construction Cost – Site 4

Building Lot (in square feet)	72,000
Projected Parking Spaces	1,050
Cost / Space	$15,000
Parking Structure Construction	$15,750,000
Soft Costs	15%
Contingency	15%
Project Construction Projection	$20,475,000

This preliminary construction cost is conceptual in nature and does not include financing and land acquisition costs, or any amenities such as commercial space or architectural design, or construction costs for any liner buildings in the project. It is not based on site specific factors (i.e., findings of a Geotech survey) and should be considered an order-of-magnitude projection for budgeting purposes.

SITE #5 – BLOCK 33 – POTENTIAL PARKING STRUCTURE

South portion of the City Hall Superblock. This site, bounded by MLK Jr. Blvd, Broadway, and Hendry Street, is now a large surface parking lot, but does contain a building providing city services. This site can provide a parking facility which is approximately 220' x 250' (55,000 sf) and allow for a triangular site to remain along MLK Jr. Blvd. A five level structure will provide approximately 800 parking stalls.

The following is a brief summary of the property:

Table 25: Site 5 Property Summary

ADDRESS	PROPERTY IN SQUARE FEET	ESTIMATED SQUARE FOOTAGE OF FACILITY
2200 Second Street	95,387	20,000*
1820 Hendry Street	35,980	35,000*
Total	131,367	55,000

**Approximate estimates*

A structured parking alternative at this location could possibly be used for both transient patrons and monthly contract patrons. It is in a good location to handle the projected future demand should Sites 1 or 2 not be available. This location is within acceptable working distance for both employee and visitor excess parking demand projected to be generated from Block 19, 20, 21, 22, 23, 28, 29, 32 and 33.

The following are the advantages of this structured parking alternative:

- Efficient use of the limited available spaces within close proximity to the projected parking deficits.
- A parking structure at this location is conveniently located near the projected potential developments on Block 20, 23, and 32.
- A parking structure at this location would be able to accommodate both transient parkers.
- It would fill the need for convenient parking within an acceptable walking distance of the projected commercial developments, City Hall, and the City/County Annex.
- Covered parking can be considered an amenity for businesses and their visitors.

Because this alternative represents an effective way to increase the long-term parking capacity within an area that is projected to have high parking demand, the City should consider constructing this facility if Sites 1 and/or 2 are not available.

The following cost estimate does NOT include land acquisition or construction cost for any liner buildings.

Table 26: Preliminary Construction Cost – Site 5

Building Lot (in square feet)	55,000
Projected Parking Spaces	800
Cost / Space	$15,000
Parking Structure Construction	$12,000,000
Soft Costs	15%
Contingency	15%
Project Construction Projection	$15,600,000

This preliminary construction cost is conceptual in nature and does not include financing and land acquisition costs, or any amenities such as commercial space or architectural design, or construction costs for any liner buildings in the project. It is not based on site specific factors (i.e., findings of a Geotech survey) and should be considered an order-of-magnitude projection for budgeting purposes.

SITE #6 – BLOCKS 33 & 34 – POTENTIAL PARKING STRUCTURE

Portion of the City Hall block and portion of City/County Annex block. This site call for a two bay parking facility which spans over Hendry Street, south of the City Hall (City Hall parking lot), and into the City/County Annex parking lot. All of the existing site area is now surface parking. This site can provide a parking facility which is approximately 124' x 480' (59,520 sf) and would be running from Broadway to Jackson and can provide for liner buildings on either or both of these streets. Additional area north into the school administration parking lot on block 34 may be required. A five level structure would have three full length parking floors and two shorter floors on each side of Hendry Street with a capacity of approximately 670 parking stalls. The existing city building on the south portion of block 33 can remain in place.

The following is a brief summary of the property:

Table 27: Site 6 Property Summary

ADDRESS	PROPERTY IN SQUARE FEET	ESTIMATED SQUARE FOOTAGE OF FACILITY
2200 Second Street	95,387	29,760*
1825 Hendry Street	61,784	29,760*
Total	157,171	59,520

**Approximate estimates*

A structured parking alternative at this location could possibly be used for both transient patrons and monthly contract patrons. It is in a good location to handle the projected future demand should Sites 1 or 2 not be available. This location is within acceptable working distance for both employee and visitor excess parking demand projected to be generated from Block 19, 20, 21, 22, 23, 28, 29, 32 and 33.

The following are the advantages of this structured parking alternative:

- Efficient use of the limited available spaces within close proximity to the projected parking deficits.
- A parking structure at this location is conveniently located near the projected potential developments on Block 20, 23, and 32.
- A parking structure at this location would be able to accommodate both monthly contract and transient parkers.
- It would fill the need for convenient parking within an acceptable walking distance of the projected commercial developments, City Hall, and the City/County Annex.
- Covered parking can be considered an amenity for businesses and their visitors.

Because this alternative represents an effective way to increase the long-term parking capacity within an area that is projected to have high parking demand, the City should consider constructing this facility if Sites 1 and/or 2 are not available. The following cost estimate does NOT include land acquisition or construction cost for any liner buildings.

Table 28: Preliminary Construction Cost – Site 6

Building Lot (in square feet)	59,520
Projected Parking Spaces	670
Cost / Space	15,000
Parking Structure Construction	10,050,000
Soft Costs	15%
Contingency	15%
Project Construction Projection	13,065,000

This preliminary construction cost is conceptual in nature and does not include financing and land acquisition costs, or any amenities such as commercial space or architectural design, or construction costs for any liner buildings in the project. It is not based on site specific factors (i.e., findings of a Geotech survey) and should be considered an order-of-magnitude projection for budgeting purposes.

SITE #7 – BLOCK 6 – POTENTIAL PARKING STRUCTURE

Potential Development K included blocks 1 and 6, and is listed as number 11 on expansion growth table. This potential development includes Centennial Park and the block bounded by Edwards, Hendry, Bay, and Dean Streets. The projected development for this site (Development K) was established using the WCI development plans for the site. It now appears the WCI development plan will not come to fruition. It is our understanding that the City is considering other uses for Centennial Park, such as a possible outdoor performance complex. Further, block 6 (bounded by Edwards, Hendry, Bay and Dean) would then be available for a possible joint development, or some type of mixed used development.

The block 6 site is owned by the City and is now serving as 150± space surface parking lot. There is likely to be a big demand for development on this site. We can conceive a parking structure on this site with liner buildings on three sides and condominiums above the parking. Access and egress can be provided on Dean Street. Vertical circulation will be in the center of the liner buildings with full block-size parking floors provided above liner buildings. The parking facility can be the same height as the City of Palms parking structure. The parking capacity should be at least 450 parking spaces, a net gain of 250 parking stalls (the existing surface parking lot is 150 spaces).

The following is a brief summary of the property:

Table 29: Site 7 Property Summary

ADDRESS	PROPERTY IN SQUARE FEET	ESTIMATED SQUARE FOOTAGE OF FACILITY
1320 Hendry Street	67,430	67,430
1375 Hendry Street	18,399	18,399
Total	85,829	85,829

A structured parking alternative at this location could possibly be used for both transient patrons and monthly contract patrons. It is in a good location to handle the current and projected future parking demand within the heart of the downtown core. This location is within acceptable working distance for visitor to the projected Centennial Park complex, the Harborside Convention Center, and the proposed development on the adjacent block (block 7 – bounded by Edwards, Jackson, Bay and Hendry Streets). It is also within acceptable walking distances for projected developments on blocks 11, 12, and 13; projected developments E, H, and B (respectively).

The following are the advantages of this structured parking alternative:

- Efficient use of the limited available spaces within close proximity to the projected parking deficits.
- A parking structure at this location is conveniently located near the projected potential developments on Block 1, 4, 5, 7, 11, 12, and 13.
- A parking structure at this location would be able to accommodate transient parkers for the existing and potential developments, including visitors to the projected liner buildings.
- It would help to fill the need for convenient parking within commercial core district of downtown.
- Covered parking can be considered an amenity for businesses and their visitors.

Because this alternative represents an effective way to increase the long-term parking capacity within an area that currently has high parking demand and is projected to have additional parking demand in the future, the City should consider constructing this facility first. The following cost estimate does NOT include land acquisition, construction cost for any liner buildings, or condominiums.

Table 30: Preliminary Construction Cost – Site 7

Building Lot (in square feet)	85,829
Projected Parking Spaces	450
Cost / Space	15,000
Garage Construction	6,750,000
Soft Costs	15%
Contingency	15%
Project Construction Projection	8,775,000

This preliminary construction cost is conceptual in nature and does not include financing and land acquisition costs, or any amenities such as commercial space or architectural design, or construction costs for any liner buildings or condominiums in the project. It is not based on site specific factors (i.e., findings of a Geotech survey) and should be considered an order-of-magnitude projection for budgeting purposes

REVISED EXPANSION GROWTH

For the purposes of this analysis, growth from new developments is in addition to the 2.36 percent annual normal growth. With the help of the Fort Myers' DRA (Downtown Redevelopment Agency), Walker revised the future development plans for block 1 and 6; Centennial Park and the block bounded by Edwards, Hendry, Bay and Dean Street. The anticipated number of parking spaces "lost" indicates the number of parking spaces displaced due to development. The anticipated number of parking spaces "gained" indicates the number of spaces projected for each new development, based on the information available. The following table summarizes general information regarding each development.

Table: 31: REVISED PROJECTED FUTURE DEVELOPMENTS

	LOCATION	BLOCK	HOTEL UNITS	RESIDENTIAL UNITS	RESTAURANT S.F.	CONVENTION CENTER S.F.	CULTURAL AND O/D ENT. VENUES	RETAIL S.F.	OFFICE S.F.	PARKING SPACES LOST	PARKING SPACES GAINED	PROJECT OPEN DATE
1	2115 Main Street	20	63							15	0	2008
2	Hendry & Bay Streets (Caloosa)	13		1				3,103	15,515	0	73	2008
3	1st & Jackson Streets	23						6,000	96,000	247	357	2008
4	1802 Broadway	32							57,000	16	19	2013
5	Bay St. next ot C of P Garage	11	20					3,000	29,000	0	0	2009
6	Edwards, Jackson, Bay & Hendry Sts.	7		122				96,600	396,600	186	854	2010
7	1st, Royal Palm, 2nd, & Lee	24 & 31		275				50,000	19,000	254	396	2010
8	2240 1st Street	22			5,164					0	0	2009
9	Bay, Lee, 1st, & Jackson Streets	15					21,870			0	0	2008
10	Harborside Expansion	4 & 5				90,000				82	240	2011
11	Centennial Park	1			6,000		20,000	25,000		113	0	2011
12	Edwards, Hendry, Bay, & Dean	6		150				20,000		146	450	2011
	TOTAL		83	548	11,164	90,000	41,870	203,703	613,115	1,059	2,389	

Source Data: Walker Parking Consultants and Fort Myers Downtown Redevelopment Agency, 2006

The following figure shows the revised potential developments, potential parking locations and the projected parking deficits in 2013.

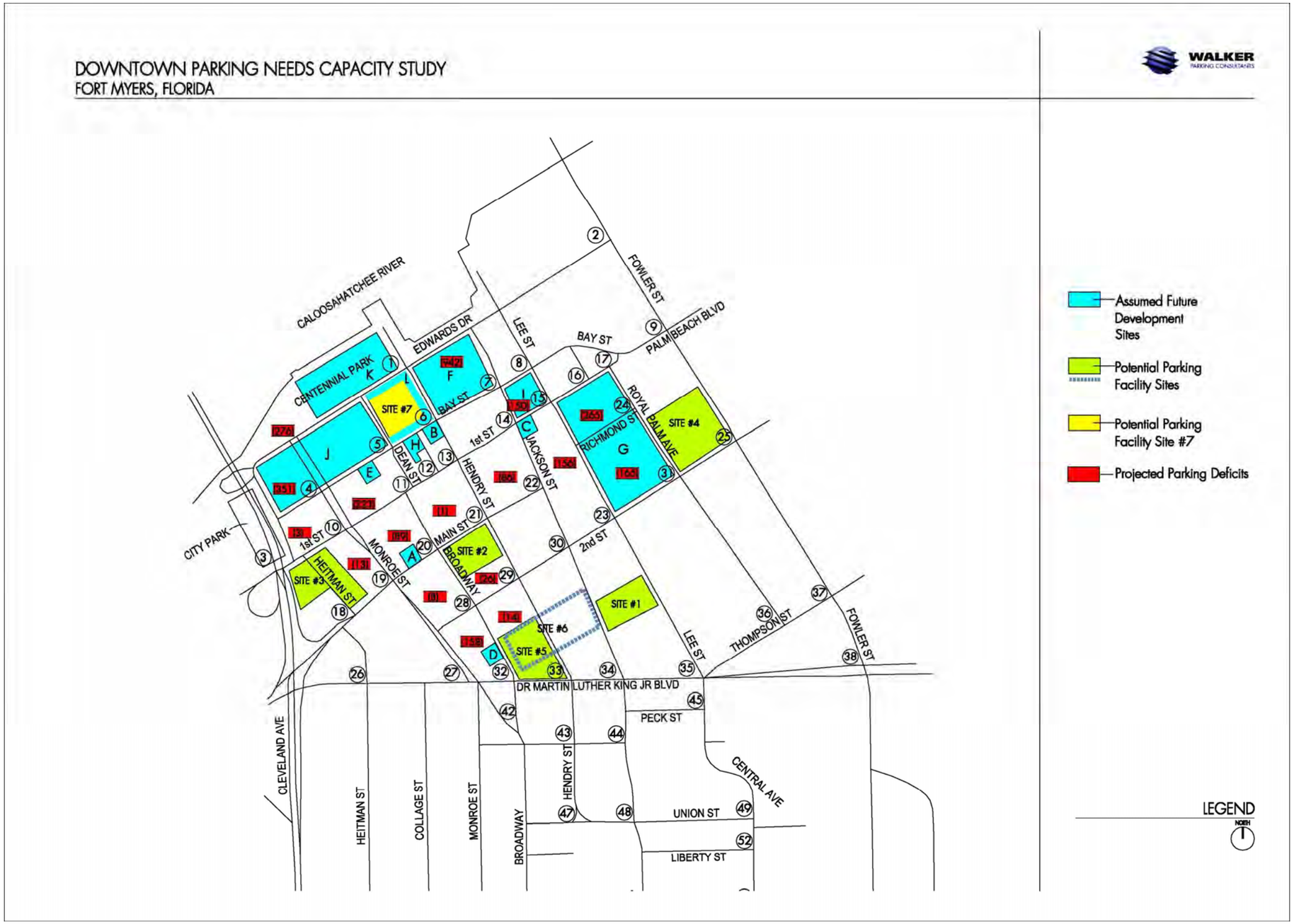


FIGURE 11: REVISED PROJECTED 2013 POTENTIAL DEVELOPMENT SITES AND PROJECTED PARKING DEFICITS

TRANSPORTATION ANALYSIS

The access points for each potential parking structure have been reviewed for traffic issues. It is recognized that space constraints in the downtown area eliminate the possibility of providing dedicated turn lanes into all of the structures. For this reason, the City's adopted turn lane policy, AC 11-4, is not applicable inside the study area. Access to the structures will be from a turn lane where feasible, or directly from the travel lane. It may be feasible in some instances to provide a left-turn lane by removing on-street parking spaces. The additional spaces gained with the new structure make this an option worth consideration.

SITE #1 – BLOCK 35 - POTENTIAL PARKING STRUCTURE

This potential parking structure is located on Lee Street. Its combined ingress/egress is expected to be between Martin Luther King Jr. Boulevard and Second Street. The capacity analysis indicates that the Site 1 driveway is expected to operate as a two-way stop controlled intersection with level of service (LOS) B. The Site 1 egress configuration consists of a shared right and left eastbound lane. The ingress would be accommodated by a shared left and through lane on the northbound approach and a shared right and through lane on the southbound approach of Lee Street.

SITE #2 – BLOCK 29 – POTENTIAL PARKING STRUCTURE

This potential parking structure is located on Hendry Street. Its combined ingress/egress is expected to be between Main Street and Second Street. The capacity analysis indicates that the Site 2 driveway is expected to operate as two-way stop controlled intersection with LOS C. The Site 2 egress configuration consists of a shared right and left eastbound lane. The ingress would be accommodated by a shared left and through lane in the northbound approach and a shared right and through lane in the southbound approach at Hendry Street.

SITE #3 – BLOCKS 18 & 19 – POTENTIAL PARKING STRUCTURE

This potential parking structure is located on First Street and Heitman Street. Its combined ingress/egress is expected to be on Heitman Street between First Street and Main Street. The capacity analysis indicates that the Site 3 driveway is expected to operate as a two-way stop controlled intersection with LOS F. Site 3 would require roadway improvements in order to restore an acceptable operational LOS.

However, the proximity with an adjacent traffic signal and the required right-of-way acquisitions for these improvements make them unfeasible. The best option for the Site 3 access would be to located the access along Heitman Street. Under this condition, the access would operate at LOS E, which satisfies the operational standards. The new driveway configuration would consist of a shared right and left westbound lane for egress. The ingress would be accommodated by a shared left and through lane in the southbound approach and a shared right and through lane in the northbound approach on Heitman Street.

SITE #4 – BLOCK 25 – POTENTIAL PARKING STRUCTURE

This potential parking structure is located on Fowler Street. Its combined ingress/egress is proposed to be on Fowler Avenue between First Street and Second Street. The capacity analysis indicates that the Site 4 driveway is expected to operate as a two-way stop controlled intersection with LOS F. Site 4 would require roadway improvements in order to restore an acceptable operational level of service. However, acquiring the necessary right-of-way for the geometric modifications needed to restore the level of service to acceptable thresholds would be a difficult task. The best option for Site 4 is to consider access on Royal Palm Avenue. Traffic volumes are not available at Royal Palm Avenue because the area is currently under construction and will be under these conditions for the near future. Experience with the local roadway network indicates that normal traffic volumes are very low on this corridor, essentially because Royal Palm Avenue is away from the downtown's activity core. For these reasons, it is recommended that this access be reviewed and evaluated under stable conditions prior to committing to this change. The current construction project is expected to last approximately two more years. The new driveway configuration would consist of a shared right and left westbound lane for egress. The ingress would be accommodated by a shared left and through lane in the southbound approach and a shared right and through lane in the northbound approach on Royal Palm Avenue.

SITE #5 – BLOCK 33 – POTENTIAL PARKING STRUCTURE

This potential parking structure is located between Broadway Street and Hendry Street. This parking structure presents two combined ingress/egress driveways; one on Hendry Street and another on Broadway Street both between Martin Luther King Jr. Boulevard and Second Street. The capacity analysis indicates that the proposed Site 5 driveways are expected to operate as two-way stop controlled intersections with the driveway at Hendry Street at LOS E and the driveway at Broadway Street at LOS B. The driveway on Hendry Street would be configured with a shared right and left eastbound lane for egress. The ingress would be accommodated by a shared left and through lane in the northbound approach, and a shared right and through lane in the southbound approach on Hendry Street. The driveway on Broadway Street would be configured with a shared right and left westbound lane for egress. The ingress would be accommodated by a shared left and through lane in the southbound approach and a shared right and through lane in the northbound approach on Broadway Street.

SITE #6 – BLOCKS 33 & 34 – POTENTIAL PARKING STRUCTURE

This potential parking structure is located on Hendry Street. Its combined ingress/egress is expected to be on Hendry Street between Martin Luther King Jr. Boulevard and Second Street. The capacity analysis indicates that the proposed Site 6 driveway is expected to operate as a two-way stop controlled intersection with LOS D. The driveway configuration consists of a shared right and left westbound lane for egress. The ingress would be accommodated by a shared left and through lane in the southbound approach and a shared right and through lane in the northbound approach on Hendry Street.

SITE #7 – BLOCK 6 – POTENTIAL PARKING STRUCTURE

This potential parking structure is located on Edwards Drive. Its combined ingress/egress is expected to be on Edwards Drive between Hendry Street and Broadway Street. The capacity analysis indicates that the proposed Site 7 driveway is expected to operate as two-way stop controlled intersection with LOS D. The driveway configuration consists of a shared right and left northbound lane for egress. The ingress would be accommodated by a shared left and through lane in the westbound approach and a shared right and through lane in the eastbound approach on Edwards Drive.

INTRODUCTION

Following identification of the three parking garage sites most likely to be selected, it was determined that an additional traffic analysis would be required to accurately predict the final shift in traffic patterns following the construction of several new parking garages. Previous analyses have reviewed the impacts of each garage separately. The additional analysis included the following five garage sites.

- Site # 1 – Block 35
- Site # 3 – Blocks 18 and 19
- Site # 4 – Block 25
- Lee County Justice Center Parking Garage
- Harborside Convention Center Parking Garage.

The last two sites on the list are likely to be constructed within this study's time frame, and so should be a part of the analysis. Additionally, consideration was given to an ongoing utility replacement and streetscape project in relation to the lane geometry of the downtown roadways.

Substantial data has been collected during the previous phases of the Fort Myers Downtown Parking Analysis. Road geometry data has been reviewed and adapted to the new future traffic condition (2013) considering infrastructure changes in the Downtown Redevelopment Plan. Site #1 – Block 35 - located on Lee Street, Site # 3 – Blocks 18 & 19 located on First Street and Heitman Street, Site # 4 – Block 25 located on Fowler Street, the projected Justice Center parking facility (1,200 spaces) located south of Martin Luther King Jr. Boulevard between Cottage Street and Monroe Street and an eventual Harborside parking structure (450 spaces) located west of Hendry Street between Edwards drive and Bay Street have been included and analyzed. Appendix F-1 presents the Location Map.

FUTURE TRAFFIC

Two critical assumptions were developed for the analysis. First, it was assumed that each parking structure generates 60 percent of its capacity during the peak hours. Second, it was assumed that during the AM Peak Hour 85 percent of those trips enter each parking structure while 15 percent exit each structure. Conversely, 85 percent of the trips are projected to exit each parking structure during the PM Peak Hour with 15 percent entering. Traffic circulation patterns have

POTENTIAL TRAFFIC PATTERN SHIFTS

been developed for each parking structure considering the roadway network and the location of each parking structure inside the downtown area. It was also assumed that trips to and from the proposed facilities come equally from the four major directions (i.e. north, south, east, west). Approximately 25 percent of the total regional trips from each direction are evenly assigned to each of the major roadways providing access to each parking structure. The traffic has been distributed to the local downtown streets along the most convenient/feasible path (usually shortest path) from the major roadways to the proposed parking structures. Percentage distributions by parking structure are illustrated in Appendix F-2 to F-6. These percentage distributions were used in conjunction with the site generated volumes for each parking structure to determine the site-generated trip assignments during the AM and PM peak hours shown in the Appendix F-7 to F-16. Summaries of the site generated volumes during AM and PM peak hours are illustrated in Appendix F-17 and F-18.

Part of the future roadway network modification includes the conversion of First Street/Bay Street and Second Street from a one-way pair to two-way roadways. This roadway change requires the proposed re-designation of Second Street as SR-80, while First Street would revert to a local roadway. Therefore, it was assumed that traffic volumes on Second Street would be double those on First Street considering the fact that Second Street will be a four-lane divided boulevard and First Street will be only two-lanes. An additional roadway network modification affecting regional traffic is the inclusion of Fowler Street as southbound and Evans Avenue as northbound facilities.

Peak hour intersection turning movement counts are required for intersection design, traffic operation analysis and site-impact evaluations. Therefore, projected background traffic has been extracted from previous traffic studies in the downtown area. These studies were based on traffic counts collected by McMahon and others, which were adjusted for seasonal and daily fluctuations using correction factors developed by the Florida Department of Transportation (FDOT). The intersection balancing methods contained in the FDOT Project Forecasting Handbook and in the National Cooperative Highway Research Program Publication Highway Traffic Data for Urbanized Areas Project Planning and Design (NCHRP 255) were used to estimate some peak hour turning movement volumes. An annual growth rate of 0.5 percent was applied to the collected traffic volumes in order to project the background traffic (2013 background). Appendix F-19 and F-20 presents the AM and PM background traffic volumes.

Overlaying the site-generated trip assignments on top of the projected background traffic provides the future total traffic assignment in the project build out year. Appendix F-21 and F-22 present the AM and PM future total traffic volumes.

ANALYSIS

In order to analyze the future traffic conditions, it was necessary to review two different scenarios: Scenario A does not contain the site-related project traffic; scenario A is the projected background traffic. Scenario B includes site-related project traffic; scenario B is the future total traffic. Operational analyses were completed utilizing SYNCHRO® software, which uses analysis methodologies based on the Highway Capacity Manual 2000 (HCM2000). The purpose of these analyses is to evaluate the operational characteristics of each scenario and to develop recommended roadway modifications where necessary. An intersection is considered impacted if the change in the volume-to-capacity ratio is greater than five percent at the intersection. If no degradation to the service level of an intersection using total traffic volumes was identified, then no additional analyses were performed on that intersection. Timing modifications are only feasible where geometrical restrictions avoid infrastructure expansions. Copies of the analysis results are contained in Appendix E.

Table 32 summarizes the unsignalized and signalized intersection capacity results for both projected background and total traffic conditions for AM and PM peak hours.

Table 32: Intersection Capacity Results

Intersection Name	Background Traffic				Total Traffic			
	AM		PM		AM		PM	
Signalized Intersections	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**
US 41/MLK Jr. Blvd	50	D	32	C	70	E	74	E
Main St./Monroe St.	12	B	9	A	26	C	24	C
Main St./Hendry St.	12	B	20	C	18	B	15	B
Monroe St./Second St.	16	B	19	B	14	B	25	C
Second St./Hendry St.	18	B	20	C	21	C	20	B
Fowler St./Second St.	18	B	16	B	23	C	21	C
Second St./Evans	11	B	19	B	12	B	27	C
MLK Jr./Monroe St.	9	A	10	B	25	C	33	C
MLK Jr./Hendry St.	7	A	10	B	12	B	20	C
MLK Jr./Lee St./Thompson St.	31	C	25	C	172	**F**	125	**F**
MLK Jr./Fowler St.	60	E	23	C	57	E	25	C
US 41/Victoria Ave.	21	C	26	C	28	C	34	C
Market Ave./Fowler St.	6	A	8	A	7	A	9	A
First St./Monroe St.	13	B	9	A	18	C	11	B
First St./Hendry St.	12	B	15	B	17	B	21	C
Fowler St./First St.	18	B	12	B	34	C	38	D
First St./Park Ave.	10	B	12	B	10	B	28	C
Unsignalized Intersections	**Delay (sec/veh)**	**LOS (Approach)**	**Delay (sec/veh)**	**LOS (Approach)**	**Delay (sec/veh)**	**LOS (Approach)**	**Delay (sec/veh)**	**LOS (Approach)**
Main St./Broadway	46	**E (NBL)**	20	C (NBL)	84	**F (NBL)**	65	**F (NBL)**
Second St./Jackson St.	59	**F (SBL)**	87	**F (NBL)**	64	**F (SBL)**	*	**F (NBL)**
Second St./Lee St.	*	**NB**	*	**F (SBL)**	*		*	
Second St./Royal Palm Ave.	35	D (SBL)	32	D (NBL)	51	**F (NBL)**	84	**F (NBL)**
MLK Jr./Broadway	27	D (SBL)	92	**F (SBL)**	150	**F (SBL)**	734	**F (SBL)**
MLK Jr./Jackson St.	84	**F (SBL)**	260	**F (SBL)**	*	**F (SBL)**	*	**F (NBL)**
Peck St./Monroe St.	12	B (WBL)	10	B (WBL)	71	**F (WBL)**	20	C (EBL)
Victoria Ave./Heitman St.	18	C (NBL)	31	D (NBL)	28	D (NBL)	86	**F (NBL)**
Victoria Ave./Cottage St.	13	B (NBL)	14	B (SBL)	21	C (SBL)	22	C (SBL)
Victoria Ave./Monroe St.	14	B (SBL)	13	B (SBL)	17	C (SBL)	26	D (SBL)
First St./Heitman St.	94	**F (NBL)**	19	C (NBL)	375	**F (NBL)**	243	**F (SBL)**
First St./Broadway	16	C (NBL)	11	B (NBL)	28	D (NBL)	12	B (NBL)
First St./Dean St.	1	A (EBL)	1	A (EBL)	3	A (EBL)	1	A (EBL)
Garage 8 Access W	-	N/A	-	N/A	10	B (WBL)	10	B (WBL)
Garage 3	-	N/A	-	N/A	139	**F (NBL)**	23	C (NBL)
Garage 4	-	N/A	-	N/A	58	**F (WBL)**	15	B (WBL)
Garage 7	-	N/A	-	N/A	15	B (NBL)	14	B (NBL)
Garage 1	-	N/A	-	N/A	16	C (EBL)	12	B (EBL)

N/A Non applicable

* Excesive delay

The Comprehensive Plan of the City of Fort Myers Transportation Policy 2.6. Action 2.6.3.5) stated "Due to capacity constrains, lower level of service shall be acceptable on these segments:

Table 33: Level of Service Designation

Road Segment	Peak Season Peak Hour Acceptable Level of Service
McGregor Boulevard (all)	Maintain and improve
Downtown (all roads as demonstrated on map E-1)	Maintain and improve

Map S of the Comprehensive Plan of the City of Fort Myers stated that the downtown area is located inside of the Existing Urban Service Area (EUSA). According to the map C-1, the study area is located in the Urban Central Business District (UCBD). Policy 2.7 stated "new development will not be permitted which causes traffic to exceed the adopted level of service within the city, unless located within the EUSA or the UCBD. A special point is presented in the Policy 2.8. This policy quoted that "Roadways that operate under the Level of Service (LOS) 'maintain and improve' shall receive priority for (a) Mass transit routes, (b) Alternatives modes facilities, (bicycle/pedestrian), (c) Improvements to alternate or parallel roadways, and (d) "Soft" improvements such as ridesharing and staggered-work-hour programs.

Considering that the Level of Service (LOS) 'maintain and improve' does not compromise any delay or standard scale from LOS from A to F as it is in the Highway Capacity Manual, an HCM generalized LOS D is adopted for the study area as a threshold for the analysis. The current traffic on Martin Luther King Jr Boulevard exceeds the normally allowable volume for LOS F. This creates a potential concurrency issue on this roadway. It should be noted that in general, parking garages are not considered to be new trip generators, however as the development downtown continues, the traffic on all the local roadways will increase.

The analyses indicated that following intersections are projected to operate below those acceptable LOS standards during background traffic conditions in the AM or PM peak hour:

- Main Street & Broadway,

- Second Street & Jackson Street,
- Second Street & Lee Street,
- Martin Luther King Jr. Boulevard & Broadway,
- Martin Luther King Jr. Boulevard & Jackson Street,
- First Street & Heitman Street.

Typically, infrastructure expansions increase the capacity not only of roadway segments but also of intersections from the perspective of motor vehicle users. However, in Central Business Districts, where physical restrictions make roadway expansions extremely costly or not feasible, it is viable to co-exist with congested intersections for motorist such as some intersections in Okeechobee Boulevard "CityPlace," Downtown West Palm Beach, Las Olas Boulevard in Fort Lauderdale, Coral Gables in Miami-Dade or Ybor City in Tampa. Other constituents of the City such as pedestrians, bicyclists, and residents can therefore benefit from the restrictions for motorists in terms of capacity to create a city fabric and better connectivity, to contribute to the pedestrian environment, to revitalize the Historic District and re-establish the urban character of Fort Myers Downtown. Another aspect to be considered in the roadway improvements is that roundabouts offer a cost-effective alternative to a signalized intersection. Normally roundabouts improve safety, reduce speed, provide an opportunity to enhance the area, and present a general improvement not only for motorists but also for pedestrians and local residents. In this context, the following roadway improvements are necessary to operate some intersections above acceptable LOS standards or to improve traffic operation conditions.

- Main Street & Broadway
  Additional northbound left (50 feet). LOS C - 16 s/veh
- Second Street & Jackson Street (SBL), LOS F – 52 s/veh
  New marking configuration
- Second Street & Lee Street
  Small roundabout v/c = 0.90

Under total traffic conditions and including the proposed roadway improvements, non acceptable operations can be expected at following intersections:

- Martin Luther King Jr. Boulevard & Lee Street & Thompson Street,
- Main Street & Broadway,
- Second Street & Jackson Street,
- Second Street & Royal Palm Avenue,

- Martin Luther King Jr. Boulevard & Broadway,
- Martin Luther King Jr. Boulevard & Jackson Street,
- Monroe Street & Peck Street,
- Victoria Avenue & Heitman Street, and
- First Street & Heitman Street

Because of geometrical constraints, the number of lanes at the following intersections can not be increased.

- Martin Luther King Jr. Boulevard & Lee Street & Thompson Street
- Main Street & Broadway,
- Second Street & Jackson Street,
- Martin Luther King Jr. Boulevard & Broadway,
- Martin Luther King Jr. Boulevard & Jackson Street, and
- First Street & Heitman Street.

The unsignalized intersection analysis clearly indicates that the STOP-controlled First Street & Heitman Street intersection will provide marginal operation improvements for the northbound left turning movement (21 veh/h) using an additional northbound left turn lane. However, the volumes on the side-street are not sufficient to warrant a traffic signal at total traffic conditions. For this reason no roadway modification is recommended at this intersection.

Thw following roadway modifications are necessary to operate some intersections under acceptable LOS standards where geometrical restrictions allow:

- Second Street & Lee Street
  Signalization LOS E - 68 s/veh
- Second Street & Jackson Street,
  Small Roundabout v/c = 0.70
- Second Street & Palm Royal Avenue
  Small Roundabout v/c = 0.83
- Peck Street & Monroe Street (East Access of parking structure No 8)
  (LOS F - 52 s/veh WBT- Additional Westbound left (50 feet)

During the construction phase, traffic operation conditions at Second Street & Lee Street intersection will deteriorate. The v/c ratio (1.14) of the proposed roundabout at Second Street & Lee Street intersection under background traffic conditions would not show acceptable traffic operations. The buildout capacity analysis indicates that signalization

would be needed at the Second Street & Lee Street intersection. This intersection will need to be signalized by buildout in order to avoid excessive delays and to reduce the probability of right angle and turn conflict collisions. A regular monitoring of this intersection is recommended to determine when the traffic signal warrant will be met. Once the warrants are met, the intersection should be signalized. A preliminary warrant analysis is not justified because traffic volumes in the downtown area of the City of Fort Myers are changing dramatically due to the current developments and specific interventions in keeping with the revitalization and community redevelopment plan for Downtown Fort Myers.

A closer examination of the accesses of parking structure No 3 and No 4 found that northbound and westbound left-turning traffic volumes at First Street and Royal Palm Avenue respectively were projected to exhibit poor service levels (LOS F). This is typical for unsignalized side-street STOP-controlled intersections having relatively high main street volumes and side-street left turning volumes. One possible solution to this conflict is to relocate the exiting left turn movement at each access. However, the relocation of the exiting left turn movement of the parking structure No 3 on First Street to the Heitman Street would move the left-turn movement conflict to the Heitman Street & First Street intersection which would not offer any additional capacity to handle extra traffic volumes. For the access of the parking structure No 4, the relocation of the exiting left turn movement is feasible south to the proposed entering access at Royal Palm Avenue.

SITE ACCESS

Access for each of the proposed sites was reviewed in the previous sections of this study. A comprehensive site access analysis should be conducted as part of the design phase for each proposed structure. The analysis should include how the need for and length of turning lanes would interact with neighboring access points, and how the improvements would affect the recommended access configurations and their locations along the site frontage. Four parameters would need to be included during the review in order to reach optimal traffic operation at site access points:

- Current land uses in the study area,
- Capacity analysis results,
- Turn lane need and length, and

- Proximity of the proposed access to turn lanes, with relation to neighboring accesses or intersections and their auxiliary lanes.

COST ESTIMATES

With the FDOT 2004 Transportation Costs as a basis, the following costs of the proposed roadway modifications are presented as a global cost estimates:

Under projected Background Traffic conditions:

- 50 feet of additional lane, new marking and a small roundabout between $115,000 and $242,500.

Under Future Traffic conditions:

- 50 feet of additional lane, two small roundabouts and an additional traffic signal between $366,000 and $660,000.

POTENTIAL SITE ARCHITECTURAL FACADES

Parking built on any of the recommended sites can and should include architectural treatments that enhance the respective neighborhood and the City of Fort Myers. The following are examples of garage architectural facades. Once the City of Fort Myers has selected the potential garage locations they can then determine the garage façade that best suits the neighborhood in which the facility will be built.

Figure 12

Figure 13

Figure 14

Figure 15:

TRANSPORTATION CONCLUSIONS

It is generally accepted that parking structures do not generate new traffic. They will, however, encourage latent demand by providing easier parking for vehicles that would not have traveled to the local destinations otherwise. They also tend to concentrate traffic in specific locations. Isolated parking structures are not recommended. They need to be integrated as part of the mobility system within the downtown area. Requirements for transit stops, sidewalks and bicycle paths established by the Downtown Fort Myers plan should be considered as essential components of the mobility network and developed in conjunction with the new parking structures. A transit circulator system, sidewalks and bicycle paths are necessary to provide downtown internal circulation. Any of the proposed parking structures will operate satisfactorily from a traffic LOS standpoint with the recommended access configurations. Whether the sites operate from a multi-modal system standpoint will depend on the ability of the City to continue improving its downtown network and continue following the adopted plan.

POTENTIAL FINANCING OPTIONS

Parking facilities often make important contributions to the success of an urban center. Parking is often the first and last experience of a visitor patronizing the city. However, most structured parking facilities are not self-supporting. This means that operating revenues are often insufficient to cover operating expenses and debt service. Because of this reality, it is often not possible for an owner to obtain 100 percent financing on their parking project without subsidies of some kind. There are a number of proven strategies that have been successfully used to fund parking facility capital projects. The most common methods of subsidizing parking projects include federal grants, tax-increment financing, taxes from business improvement districts or parking tax districts, and net revenues from other facilities.

There are numerous methods available to finance parking structure construction. Some of these methods are:

- General obligation bonds
- Revenue bonds
- Tax increment funding
- Establishing a Business Improvement District
- Federal grants
- Development and Lease Agreements

- Establishing a Parking Tax District
- Creating a Parking Authority or Enterprise Fund
- Payment in Lieu of parking

Based on our meeting and discussions with the City of Fort Myers and the City of Fort Myers Downtown Redevelopment Agency we have concluded that the following are several financing option that the city may consider pursuing to finance future parking facilities:

- City enterprise fund;
- Municipal parking authority;
- Use of meter and/or violation revenues to fill gap;
- Use of meter and/or violation revenues to provide required debt coverage;
- Tax increment financing;
- Parking assessment of benefited properties; and,
- Impact fee on new development with parking shortfall.

Although these are all viable financing options for the City of Fort Myers, we did not reach agreement that the city would pursue any single strategy. More research will be required once the parking facility sites and associated costs are determined.

PARKING STRATEGIES

Although a parking management strategy is not part of the scope of this study, this section recommends broad guidelines for incorporating a general parking management plan as a component of the redevelopment program described in the Downtown Fort Myers plan.

Every vehicle trip begins and ends in a parking event, and every driver is a pedestrian once the automobile is parked. The management of parking facilities and practices are powerful tools in transportation demand management (TDM). More parking supply is not always better, nor is it necessarily the best practice to maximize parking supply while minimizing parking cost. The need of parking plays an important role in the definition of the potential parking structures of this study. The purpose is to optimize parking use and parking resources by means of parking management. Therefore, parking management measurements cannot be isolated and must be fully integrated with TDM practices such as shared parking facilities and transit oriented-development (TOD) among others. Following are potential strategies that can be used in parking management.

- Education and encouragement for multi-modal travel options,
- Shared parking which means a parking facility serves multiple users and destinations at different times, (e.g. business parking during the day and residences at night)
- Varying time restrictions on parking locations, the City's current Zip Zone system is a good example
- Reducing automotive dependency by encouraging car sharing, car pooling, or transit use.
- Providing separate facilities for motorcycles and mopeds. Three motorcycles only need the space that two cars consume.
- Develop a user-friendly wayfinding signage program. This can include color coded parking signs or an automated system that directs parkers to lots with open spaces.
- Providing adequate facilities for bicycles and pedestrians, this can include providing more bicycle racks, continuing the requirement for awnings, or encouraging businesses to provide showers on-site for their employees; and

Increasing public awareness regarding the availability of downtown parking. This can be included in the City's Waterfront District advertising campaign or through other opportunities.

APPENDIX A – FUTURE PARKING ADEQUACY

FUTURE PARKING ADEQUACY 2007

BLOCK #	EFFECTIVE SUPPLY	TOTAL DEMAND	ADEQUACY
1	121	123	(2)
2	174	58	116
3	82	31	51
4	93	56	36
5	35	5	30
6	161	117	44
7	204	156	48
8	76	3	73
9	716	111	605
10	68	62	6
11	527	523	4
12	7	4	3
13	26	12	14
14	34	16	17
15	30	7	23
16	7	4	3
17	18	12	6
18	59	38	21
19	90	90	0
20	47	29	18
21	60	53	7
22	49	43	6
23	247	124	123
24	97	68	29
25	94	44	50
26	2	0	2
27	2	0	2
28	18	23	(4)
29	146	149	(3)
30	576	500	77
31	159	60	99
32	89	53	35
33	122	118	4
34	174	88	86
35	182	111	72
36	274	181	93
37	306	158	148
38	69	55	14
TOTAL	5,243	3,285	1,958

FUTURE PARKING ADEQUACY 2008

BLOCK #	EFFECTIVE SUPPLY	PROJECTED DEMAND	ADEQUACY
1	121	126	(5)
2	174	60	115
3	82	31	50
4	93	58	35
5	35	5	30
6	161	119	42
7	204	159	44
8	76	3	73
9	716	113	603
10	68	64	5
11	527	535	(8)
12	7	4	3
13	95	79	17
14	34	17	17
15	30	160	(131)
16	7	4	3
17	18	13	5
18	59	39	20
19	90	92	(2)
20	33	108	(76)
21	60	54	6
22	49	44	5
23	351	452	(100)
24	97	69	27
25	94	45	49
26	2	0	2
27	2	0	2
28	18	23	(5)
29	146	153	(7)
30	576	511	65
31	159	62	97
32	89	54	34
33	122	120	1
34	176	90	85
35	182	113	69
36	274	185	89
37	306	161	145
38	69	57	13
Total	5,404	3,985	1,419

FUTURE PARKING ADEQUACY 2009

BLOCK #	EFFECTIVE SUPPLY	PROJECTED DEMAND	ADEQUACY
1	121	129	(8)
2	174	61	113
3	82	32	50
4	93	59	34
5	35	5	30
6	161	122	39
7	204	163	41
8	76	3	73
9	716	116	600
10	68	65	3
11	527	683	(156)
12	7	4	3
13	95	80	15
14	34	17	17
15	30	164	(134)
16	7	4	3
17	18	13	5
18	59	40	19
19	90	94	(4)
20	33	111	(78)
21	60	56	4
22	49	123	(74)
23	351	462	(111)
24	97	71	26
25	94	46	48
26	2	0	2
27	2	0	2
28	18	24	(5)
29	146	157	(10)
30	576	523	53
31	159	63	96
32	89	56	33
33	122	123	(1)
34	176	92	83
35	182	116	67
36	274	190	84
37	306	165	141
38	69	58	11
Total	5,404	4,292	1,112

FUTURE PARKING ADEQUACY 2010

BLOCK #	EFFECTIVE SUPPLY	PROJECTED DEMAND	ADEQUACY
1	121	132	(11)
2	174	63	112
3	82	33	49
4	93	60	32
5	35	5	30
6	161	125	36
7	838	1,660	(822)
8	76	3	73
9	716	119	597
10	68	67	2
11	527	699	(172)
12	7	4	3
13	95	82	13
14	34	18	16
15	30	168	(138)
16	7	4	3
17	18	13	5
18	59	41	18
19	90	97	(6)
20	33	114	(81)
21	60	57	3
22	49	126	(77)
23	351	473	(122)
24	7	254	(247)
25	94	47	47
26	2	0	2
27	2	0	2
28	18	24	(6)
29	146	160	(14)
30	576	536	41
31	384	511	(127)
32	89	57	31
33	122	126	(4)
34	176	94	81
35	182	119	64
36	274	194	80
37	306	169	137
38	69	59	10
Total	6,174	6,515	(341)

FUTURE PARKING ADEQUACY 2011

BLOCK #	EFFECTIVE SUPPLY	PROJECTED DEMAND	ADEQUACY
1	440	581	(141)
2	174	64	110
3	82	34	48
4	244	568	(324)
5	14	2	12
6	331	315	16
7	838	1,699	(861)
8	76	3	73
9	716	121	595
10	68	69	(0)
11	527	716	(188)
12	7	4	2
13	95	84	11
14	34	18	16
15	30	172	(142)
16	7	4	3
17	18	13	5
18	59	42	17
19	90	99	(9)
20	33	116	(83)
21	60	58	2
22	49	129	(79)
23	351	485	(133)
24	7	260	(253)
25	94	48	46
26	2	0	2
27	2	0	2
28	18	25	(7)
29	146	164	(18)
30	576	548	28
31	384	523	(140)
32	89	58	30
33	122	129	(7)
34	174	97	77
35	182	121	61
36	274	199	75
37	306	173	133
38	69	61	9
Total	6,791	7,804	(1,013)

FUTURE PARKING ADEQUACY 2012

BLOCK #	EFFECTIVE SUPPLY	PROJECTED DEMAND	ADEQUACY
1	440	595	(155)
2	174	66	109
3	82	35	47
4	244	581	(337)
5	14	2	12
6	331	322	8
7	838	1,739	(901)
8	76	3	73
9	716	124	592
10	68	70	(2)
11	527	733	(205)
12	7	5	2
13	95	86	9
14	34	18	15
15	30	176	(146)
16	7	5	3
17	18	14	4
18	59	43	16
19	90	101	(11)
20	33	119	(86)
21	60	60	0
22	49	132	(83)
23	351	496	(144)
24	7	266	(259)
25	94	49	45
26	2	0	2
27	2	0	2
28	18	25	(7)
29	146	168	(22)
30	576	561	15
31	384	535	(152)
32	89	60	29
33	122	132	(10)
34	174	99	75
35	182	124	58
36	274	204	71
37	306	177	129
38	69	62	7
Total	6,791	7,988	(1,197)

FUTURE PARKING ADEQUACY 2013

BLOCK #	EFFECTIVE SUPPLY	PROJECTED DEMAND	ADEQUACY
1	440	609	(169)
2	174	67	107
3	82	35	46
4	244	595	(351)
5	14	2	12
6	331	330	1
7	838	1,780	(942)
8	76	4	72
9	716	127	589
10	68	72	(3)
11	527	750	(223)
12	7	5	2
13	95	88	7
14	34	19	15
15	30	180	(150)
16	7	5	3
17	18	14	4
18	59	44	15
19	90	104	(13)
20	33	122	(89)
21	60	61	(1)
22	49	135	(86)
23	351	508	(156)
24	7	272	(265)
25	94	51	43
26	2	0	2
27	2	0	2
28	18	26	(8)
29	146	172	(26)
30	576	575	2
31	384	548	(165)
32	91	249	(158)
33	122	135	(14)
34	174	101	72
35	182	127	55
36	274	208	66
37	306	181	125
38	69	64	6
Total	6,794	8,365	(1,571)

FUTURE PARKING ADEQUACY 2014

BLOCK #	EFFECTIVE SUPPLY	PROJECTED DEMAND	ADEQUACY
1	440	623	(183)
2	174	69	106
3	82	36	46
4	244	609	(365)
5	14	2	12
6	331	338	(7)
7	838	1,822	(984)
8	76	4	72
9	716	130	586
10	68	74	(5)
11	527	768	(240)
12	7	5	2
13	95	90	5
14	34	19	14
15	30	184	(155)
16	7	5	2
17	18	14	4
18	59	45	14
19	90	106	(16)
20	33	125	(92)
21	60	63	(2)
22	49	138	(89)
23	351	520	(168)
24	7	279	(272)
25	94	52	42
26	2	0	2
27	2	0	2
28	18	27	(8)
29	146	176	(30)
30	576	588	(12)
31	384	561	(177)
32	91	255	(164)
33	122	139	(17)
34	174	104	70
35	182	130	52
36	274	213	61
37	306	186	120
38	69	65	4
Total	6,794	8,562	(1,768)

FUTURE PARKING ADEQUACY 2015

BLOCK #	EFFECTIVE SUPPLY	PROJECTED DEMAND	ADEQUACY
1	440	638	(198)
2	174	70	104
3	82	37	45
4	244	624	(379)
5	14	2	12
6	331	346	(15)
7	838	1,865	(1,027)
8	76	4	72
9	716	133	583
10	68	75	(7)
11	527	786	(258)
12	7	5	2
13	95	93	3
14	34	20	14
15	30	189	(159)
16	7	5	2
17	18	15	3
18	59	46	13
19	90	109	(18)
20	33	128	(95)
21	60	64	(4)
22	49	142	(92)
23	351	532	(180)
24	7	285	(278)
25	94	53	41
26	2	0	2
27	2	0	2
28	18	27	(9)
29	146	180	(34)
30	576	602	(26)
31	384	574	(191)
32	91	261	(170)
33	122	142	(20)
34	174	106	68
35	182	133	49
36	274	218	56
37	306	190	116
38	69	67	3
Total	6,794	8,764	(1,970)

FUTURE PARKING ADEQUACY 2016

BLOCK #	EFFECTIVE SUPPLY	PROJECTED DEMAND	ADEQUACY
1	440	653	(213)
2	174	72	102
3	82	38	44
4	244	638	(394)
5	14	2	12
6	331	354	(23)
7	838	1,909	(1,071)
8	76	4	72
9	716	136	580
10	68	77	(9)
11	527	804	(277)
12	7	5	2
13	95	95	1
14	34	20	14
15	30	193	(163)
16	7	5	2
17	18	15	3
18	59	47	12
19	90	111	(21)
20	33	131	(98)
21	60	66	(5)
22	49	145	(95)
23	351	544	(193)
24	7	292	(285)
25	94	54	40
26	2	0	2
27	2	0	2
28	18	28	(10)
29	146	184	(38)
30	576	616	(40)
31	384	588	(204)
32	91	267	(176)
33	122	145	(23)
34	174	109	65
35	182	136	46
36	274	223	51
37	306	194	111
38	69	68	1
Total	6,794	8,971	(2,177)

FUTURE PARKING ADEQUACY 2017

BLOCK #	EFFECTIVE SUPPLY	PROJECTED DEMAND	ADEQUACY
1	440	668	(229)
2	174	74	101
3	82	39	43
4	244	653	(409)
5	14	2	12
6	331	362	(32)
7	838	1,954	(1,116)
8	76	4	72
9	716	140	576
10	68	79	(10)
11	527	823	(296)
12	7	5	2
13	95	97	(2)
14	34	21	13
15	30	198	(168)
16	7	5	2
17	18	16	3
18	59	48	11
19	90	114	(23)
20	33	134	(101)
21	60	67	(7)
22	49	148	(99)
23	351	557	(206)
24	7	299	(292)
25	94	56	38
26	2	0	2
27	2	0	2
28	18	28	(10)
29	146	189	(42)
30	576	631	(54)
31	384	602	(218)
32	91	274	(182)
33	122	149	(27)
34	174	111	63
35	182	140	43
36	274	229	45
37	306	199	107
38	69	70	(0)
Total	6,794	9,183	(2,389)

FUTURE PARKING ADEQUACY 2018

BLOCK #	EFFECTIVE SUPPLY	PROJECTED DEMAND	ADEQUACY
1	440	684	(244)
2	174	75	99
3	82	40	42
4	244	669	(425)
5	14	2	12
6	331	371	(40)
7	838	2,001	(1,162)
8	76	4	72
9	716	143	573
10	68	81	(12)
11	527	843	(315)
12	7	5	2
13	95	99	(4)
14	34	21	13
15	30	202	(173)
16	7	5	2
17	18	16	2
18	59	49	10
19	90	116	(26)
20	33	137	(104)
21	60	69	(9)
22	49	152	(102)
23	351	570	(219)
24	7	306	(299)
25	94	57	37
26	2	0	2
27	2	0	2
28	18	29	(11)
29	146	193	(47)
30	576	646	(69)
31	384	616	(232)
32	91	280	(189)
33	122	152	(30)
34	174	114	60
35	182	143	39
36	274	234	40
37	306	204	102
38	69	71	(2)
Total	6,794	9,399	(2,605)

FUTURE PARKING ADEQUACY 2019

BLOCK #	EFFECTIVE SUPPLY	PROJECTED DEMAND	ADEQUACY
1	440	700	(260)
2	174	77	97
3	82	41	41
4	244	685	(440)
5	14	2	12
6	331	380	(49)
7	838	2,048	(1,209)
8	76	4	72
9	716	146	570
10	68	83	(14)
11	527	862	(335)
12	7	5	2
13	95	102	(6)
14	34	22	12
15	30	207	(177)
16	7	5	2
17	18	16	2
18	59	50	9
19	90	119	(29)
20	33	140	(107)
21	60	70	(10)
22	49	155	(106)
23	351	584	(232)
24	7	313	(306)
25	94	58	36
26	2	0	2
27	2	0	2
28	18	30	(12)
29	146	198	(51)
30	576	661	(84)
31	384	630	(247)
32	91	287	(195)
33	122	156	(34)
34	174	116	57
35	182	146	36
36	274	240	35
37	306	209	97
38	69	73	(4)
Total	6,794	9,621	(2,827)

FUTURE PARKING ADEQUACY 2020

BLOCK #	EFFECTIVE SUPPLY	PROJECTED DEMAND	ADEQUACY
1	440	717	(277)
2	174	79	95
3	82	42	40
4	244	701	(456)
5	14	2	12
6	331	389	(58)
7	838	2,096	(1,258)
8	76	4	72
9	716	150	566
10	68	85	(16)
11	527	883	(356)
12	7	6	1
13	95	104	(9)
14	34	22	12
15	30	212	(182)
16	7	6	2
17	18	17	1
18	59	51	8
19	90	122	(32)
20	33	143	(111)
21	60	72	(12)
22	49	159	(110)
23	351	598	(246)
24	7	321	(313)
25	94	60	34
26	2	0	2
27	2	0	2
28	18	30	(12)
29	146	202	(56)
30	576	676	(100)
31	384	645	(262)
32	91	293	(202)
33	122	159	(38)
34	174	119	54
35	182	150	33
36	274	245	29
37	306	213	92
38	69	75	(6)
Total	6,794	9,848	(3,054)

APPENDIX B – TRAFFIC COUNTS

Existing and Projected Traffic Volumes

9_6_05 Bay_Heitman INTID21

9/6/2005

RAW DATA

COUNT DATI

9/6/2005

Bay @ Heitman

AM

Bay Heitman

Time period	Southbound			Westbound			Northbound			Eastbound			Total
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	0	45	0	3	0	4	0	27	0	0	0	0	79
7:15 AM	0	41	2	9	4	1	4	13	0	0	0	0	74
7:30 AM	0	48	1	9	0	0	5	15	0	0	0	0	78
7:45 AM	0	55	0	22	0	0	3	13	0	0	0	0	93
8:00 AM	0	44	1	10	1	1	0	28	0	0	0	0	85
8:15 AM	0	53	1	13	0	4	9	37	0	0	0	0	117
8:30 AM	0	47	3	25	3	5	2	31	0	0	0	0	116
8:45 AM	0	26	1	17	4	3	2	23	0	0	0	0	76
Total	0	359	9	108	12	18	25	187	0	0	0	0	718
Peak Hr V.	0	199	5	70	4	10	14	109	0	0	0	0	411

#######

MLK Progression **McMahon Associates, Inc.**

Fowler @ Marting Luther King Jr AM

	Fowler Southbound			Marting Luther King Jr Westbound			Fowler Northbound			Marting Luther King Jr Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
7:00	10	226	115	0	98	25	75	1	12	2	84	0
7:15	14	305	121	0	129	24	114	0	30	4	68	0
7:30	**14**	**375**	**114**	**0**	**161**	**45**	**112**	**0**	**33**	**10**	**95**	**0**
7:45	**31**	**343**	**101**	**12**	**213**	**52**	**138**	**0**	**51**	**25**	**110**	**0**
8:00	**27**	**340**	**91**	**0**	**201**	**68**	**142**	**4**	**40**	**10**	**85**	**0**
8:15	**30**	**274**	**89**	**0**	**148**	**52**	**124**	**0**	**39**	**8**	**90**	**0**
8:30	29	289	94	0	109	41	118	0	32	16	71	0
8:45	20	214	90	5	111	47	117	3	53	13	103	0
total	175	2366	815	17	1170	354	940	8	290	88	706	0
Peak Hou	07:45AM	to	08:45AM									
Intersectic	102	1332	395	12	723	217	516	4	163	53	380	0

Existing and Projected Traffic Volumes

4-13-05 Lee MLK INTID17

#######

MLK Progression **McMahon Associates, Inc.**

Lee Thc @ Marting Luther King Jr AM

	Lee Thompson Southbound			**Marting Luther King Jr** Westbound			**Lee Thompson** Northbound			**Marting Luther King Jr** Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00	5	2	3	4	56	1	1	1	2	3	34	2	114
7:15	3	5	1	9	135	10	1	2	1	2	60	5	234
7:30	7	5	3	12	163	6	1	2	0	4	103	5	311
7:45	**8**	**11**	**2**	**13**	**159**	**5**	**1**	**4**	**1**	**3**	**95**	**3**	**305**
8:00	**3**	**14**	**6**	**7**	**143**	**4**	**2**	**5**	**2**	**2**	**87**	**4**	**279**
8:15	**3**	**3**	**6**	**14**	**175**	**2**	**8**	**1**	**0**	**2**	**90**	**6**	**310**
8:30	**5**	**2**	**9**	**6**	**101**	**6**	**7**	**6**	**3**	**4**	**85**	**9**	**243**
8:45	1	8	6	5	98	5	6	8	3	3	61	3	207
total	35	50	36	70	1030	39	27	29	12	23	615	37	2003
Peak Hou	07:45AM	to	08:45AM										
Intersectic	19	30	23	40	578	17	18	16	6	11	357	22	1137

Existing and Projected Traffic Volumes

6-21-06 Hendry MLK INTID16

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MLK Progression **McMahon Associates, Inc.**

Hendry @ Marting Luther King Jr AM

	Hendry Southbound			Marting Luther King Jr Westbound			Hendry Northbound			Marting Luther King Jr Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
7:00	3	6	7	17	120	3	3	5	0	0	114	4
7:15	2	8	9	10	154	5	3	0	0	2	140	6
7:30	7	10	6	17	159	3	2	2	0	1	147	11
7:45	**6**	**7**	**16**	**17**	**146**	**7**	**5**	**7**	**3**	**4**	**108**	**8**
8:00	**4**	**11**	**14**	**23**	**139**	**6**	**3**	**4**	**3**	**1**	**111**	**11**
8:15	**5**	**10**	**18**	**11**	**95**	**3**	**5**	**11**	**5**	**2**	**84**	**12**
8:30	**6**	**6**	**10**	**16**	**76**	**4**	**3**	**2**	**1**	**4**	**69**	**9**
8:45	6	6	11	8	93	2	4	2	1	3	96	5
total	39	64	91	119	982	33	28	33	13	17	869	66
Peak Hou	07:45AM	to	08:45AM									
Intersectic	21	34	58	67	456	20	16	24	12	11	372	40

Existing and Projected Traffic Volumes

6-21-06 Monroe MLK INTID15

#########

MLK Progression **McMahon Associates, Inc.**

Monroe @ Marting Luther King Jr AM

	Monroe Southbound			**Marting Luther King Jr** Westbound			**Monroe** Northbound			**Marting Luther King Jr** Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00	5	13	25	24	49	12	2	5	0	4	74	7	220
7:15	11	25	23	17	50	21	0	2	0	12	77	9	247
7:30	9	52	27	21	60	29	0	17	0	21	53	9	298
7:45	**9**	**30**	**30**	**41**	**85**	**23**	**1**	**6**	**1**	**16**	**85**	**6**	**333**
8:00	**7**	**35**	**24**	**26**	**64**	**18**	**0**	**17**	**2**	**18**	**72**	**17**	**300**
8:15	**5**	**34**	**22**	**42**	**53**	**18**	**2**	**9**	**2**	**14**	**94**	**10**	**305**
8:30	**2**	**29**	**29**	**28**	**47**	**17**	**3**	**13**	**1**	**16**	**59**	**13**	**257**
8:45	6	24	26	32	49	14	1	10	1	16	79	19	277
total	54	242	206	231	457	152	9	79	7	117	593	90	2237
Peak Hou	07:45AM	to	08:45AM										
Intersectic	23	128	105	137	249	76	6	45	6	64	310	46	1195

Existing and Projected Traffic Volumes

6-21-06 US41 _MLK INTID 14

4-May-05

MLK Progression **McMahon Associates, Inc.**

US41 @ Marting Luther King Jr AM

	US41 Southbound			**Marting Luther King Jr** Westbound			**US41** Northbound			**Marting Luther King Jr** Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
7:00	132	485	0	0	14	31	60	41	0	0	36	18
7:15	120	452	0	0	12	27	53	39	0	0	66	23
7:30	141	470	0	0	23	35	68	45	0	0	82	45
7:45	**115**	**446**	**0**	**0**	**29**	**46**	**43**	**32**	**0**	**0**	**85**	**36**
8:00	**145**	**472**	**0**	**0**	**26**	**45**	**53**	**41**	**0**	**0**	**69**	**39**
8:15	**122**	**451**	**0**	**0**	**20**	**36**	**43**	**36**	**0**	**0**	**66**	**33**
8:30	**150**	**392**	**0**	**0**	**22**	**30**	**54**	**38**	**0**	**0**	**41**	**20**
8:45	124	356	0	0	22	41	51	27	0	0	55	35
total	1049	3524	0	0	168	291	425	299	0	0	500	249
Peak Hou	07:45AM	to	08:45AM									
Intersectic	532	1761	0	0	97	157	193	147	0	0	261	128

Existing and Projected Traffic Volumes

8-03-04 FOWLER_2ND INTID13

4-Aug-04

McMahon Associates, Inc.

Fowler @ Second St AM

	Fowler Southbound			Second St Westbound			Fowler Northbound			Second St Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
7:00		338	96							4	39	
7:15		365	69							5	54	
7:30		**456**	**111**							**9**	**45**	
7:45		**481**	**125**							**5**	**60**	
8:00		**415**	**127**							**8**	**68**	
8:15		**351**	**106**							**10**	**74**	
8:30		279	89							9	70	
8:45		285	84							2	74	
total	0	2970	807	0	0	0	0	0	0	52	484	0
Peak Hou	07:30AM	to	08:30AM									
Intersectic	0	1703	469	0	0	0	0	0	0	32	247	0

Existing and Projected Traffic Volumes

8-03-04 FOWLER_IST INTID12

3-Aug-04

McMahon Associates, Inc.

Fowler @ First St AM

	Fowler Southbound			First St Westbound			Fowler Northbound			First St Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
7:00	19	319			76	52						
7:15	5	404			106	79						
7:30	**27**	**483**			**155**	**82**						
7:45	**19**	**408**			**141**	**93**						
8:00	**24**	**383**			**138**	**68**						
8:15	**14**	**407**			**110**	**80**						
8:30	5	333			87	67						
8:45	5	251			76	63						
total	118	2988	0	0	889	584	0	0	0	0	0	0
Peak Hou	07:30AM	to	08:30AM									
Intersectic	84	1681	0	0	544	323	0	0	0	0	0	0

Existing and Projected Traffic Volumes

8-8-06 First_Broadway INTID27

RAW DATA

COUNT DAT

First **@** **Broadway**

8/8/2006

	First						**Broadway**						
	Southbound			Westbound			Northbound			Eastbound			
Time perio	L	T	R	L	T	R	L	T	R	L	T	R	Total
7:00 AM	0	0	0	6	28	0	1	0	4	0	46	4	89
7:15 AM	0	0	0	7	22	0	2	0	2	0	23	9	65
7:30 AM	0	0	0	6	32	0	1	0	3	0	49	7	98
7:45 AM	0	0	0	16	39	0	1	0	6	0	44	11	117
8:00 AM	0	0	0	13	29	0	4	0	4	0	45	5	100
8:15 AM	0	0	0	16	26	0	2	0	5	0	55	12	116
8:30 AM	0	0	0	7	29	0	5	0	3	0	33	9	86
8:45 AM	0	0	0	10	27	0	3	0	7	0	40	5	92
Total	0	0	0	81	232	0	19	0	34	0	335	62	763
Peak Hr V.	0	0	0	52	123	0	12	0	18	0	177	37	419

Existing and Projected Traffic Volumes

8_8_06 Main_Broadway INTID05

1/31/2007 14:19

RAW DATA

MAIN @ BROADWAY

	MAIN						BROADWAY					
	Southbound			Westbound			Northbound			Eastbound		
Time period	L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	2	4	3	0	5	0	3	6	1	1	21	2
7:15 AM	6	9	3	1	3	0	5	6	1	0	22	2
7:30 AM	1	9	3	0	2	1	1	3	1	3	24	5
7:45 AM	1	14	6	3	8	1	5	2	4	5	28	2
8:00 AM	11	9	4	1	8	2	10	4	3	7	39	4
8:15 AM	4	13	7	4	17	1	2	3	1	4	38	3
8:30 AM	7	7	7	2	11	2	6	4	4	1	29	2
8:45 AM	3	16	4	5	9	3	7	6	4	8	26	3
Total	35	81	37	16	63	10	39	34	19	29	227	23
Peak Hr V.	23	43	24	10	44	6	23	13	12	17	134	11

Existing and Projected Traffic Volumes

9_8_05 Bay _Monroe INTID03

###########

RAW DATA

Bay @ Monroe

COUNT DATE

9/8/2005

AM

Bay

Monroe

Time period	Southbound			Westbound			Northbound			Eastbound			Total
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	0	0	18	24	14	0	3	4	0	0	0	0	63
7:15 AM	0	38	1	42	14	0	2	12	0	0	0	0	109
7:30 AM	0	33	3	41	12	3	3	10	0	0	0	0	105
7:45 AM	0	36	1	41	15	2	1	12	0	0	0	0	108
8:00 AM	0	35	3	51	9	2	0	8	0	0	0	0	108
8:15 AM	0	22	1	33	13	1	1	7	0	0	0	0	78
8:30 AM	0	31	2	35	10	3	4	17	0	0	0	0	102
8:45 AM	0	27	3	30	11	0	3	17	0	0	0	0	91
Total	0	222	32	297	98	11	17	87	0	0	0	0	764
Peak Hr V.	0	142	8	175	50	7	6	42	0	0	0	0	430

Existing and Projected Traffic Volumes

4_15_04 Monroe First INTID01

###########

RAW DATA

Fisrt @ Monroe

AM

Fisrt

Monroe

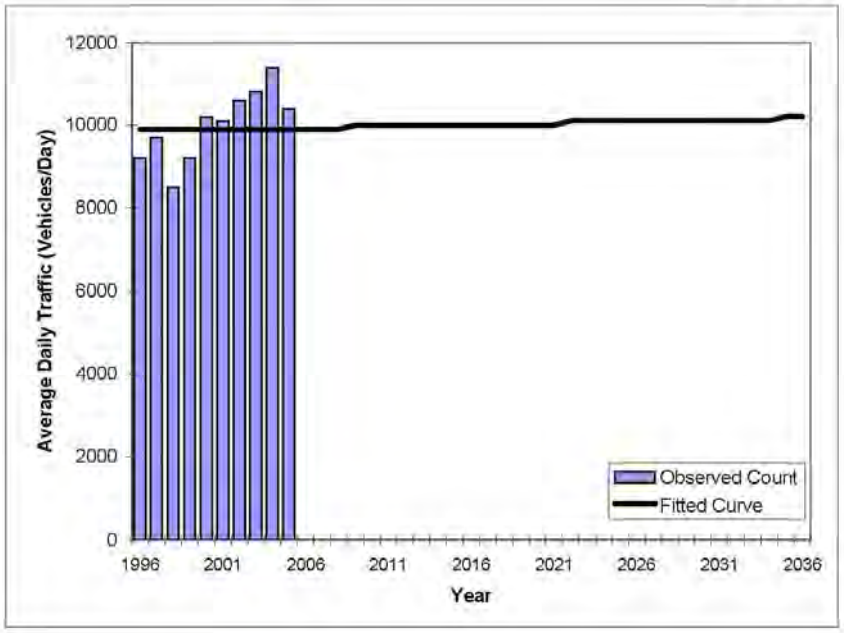
Time period	Southbound			Westbound			Northbound			Eastbound		
	L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	0	65	15	10	12	3	2	11	3	22	28	51
7:15 AM	6	57	13	9	9	2	1	12	1	13	54	80
7:30 AM	2	68	14	11	11	2	1	14	4	16	54	62
7:45 AM	3	91	24	18	14	3	2	13	2	15	48	63
8:00 AM	2	70	19	14	13	1	1	18	3	23	55	49
8:15 AM	0	63	16	18	13	3	3	25	9	16	70	50
8:30 AM	1	62	11	16	17	6	6	20	4	17	39	58
8:45 AM	1	47	8	13	19	3	4	21	8	10	59	53
Total	15	523	120	109	108	23	20	134	34	132	407	466
Peak Hr V	7	292	73	61	51	9	7	70	18	70	227	224

APPENDIX C – TRAFFIC TRENDS

TRAFFIC TRENDS

SR 80/MAIN STREET -- WEST OF MONROE ST

County:	LEE
Station #:	5015
Highway:	SR 80/MAIN STREET



Year	Traffic (ADT/AADT) Count*	Trend**
1996	9200	9900
1997	9700	9900
1998	8500	9900
1999	9200	9900
2000	10200	9900
2001	10100	9900
2002	10600	9900
2003	10800	9900
2004	11400	9900
2005	10400	9900
2016 Opening Year Trend		
2016	N/A	10000
2026 Mid-Year Trend		
2026	N/A	10100
2036 Design Year Trend		
2036	N/A	10200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	8
Trend R-squared:	65.5%
Trend Annual Historic Growth Rate:	1.5%
Trend Growth Rate (2005 to Design Year):	0.1%
Printed:	31-Jan-07
Straight Line Growth Option	

Graph

AADT Trend Analysis

APPENDIX D –
HCS ALL SITES

Two-Way Stop Control

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MDS, NG	Intersection	Site 1 - Lee St Access
Agency/Co.	McMahon Assoc, Inc	Jurisdiction	City of Ft Myers
Date Performed	11/21/2006	Analysis Year	2030
Analysis Time Period	AM Peak Hour		
Project Description	Downtown Parking Study		
East/West Street:	Garage Entrance	North/South Street:	Lee St
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	143	106	0	0	96	142
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	143	106	0	0	96	142
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	72	0	71
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	72	0	71
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR					LR	
v (vph)	143	0					143	
C (m) (vph)	1341	1498					587	
v/c	0.11	0.00					0.24	
95% queue length	0.36	0.00					0.95	
Control Delay	8.0	7.4					13.1	
LOS	A	A					B	
Approach Delay	--	--					13.1	
Approach LOS	--	--					B	

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Two-Way Stop Control

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MDS, NG	Intersection	Site 2 - Hendry St Access
Agency/Co.	McMahon Assoc, Inc	Jurisdiction	City of Ft Myers
Date Performed	11/21/2006	Analysis Year	2030
Analysis Time Period	AM Peak Hour		
Project Description	Downtown Parking Study		
East/West Street:	Garage Entrance	North/South Street:	Hendry St
Intersection Orientation:	East-West	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	68	0	67	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate (veh/h)	73	0	72	0	0	0
Proportion of heavy vehicles, P_{HV}	2	--	--	0	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	0	0	0	0	0
Configuration	LTR	LR				
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	135	240	0	0	110	135
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate (veh/h)	146	260	0	0	119	146
Proportion of heavy vehicles, P_{HV}	2	0	0	2	0	0
Percent grade (%)		0			0	
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR		LT					TR
Volume, v (vph)	73		406					265
Capacity, c_m (vph)	1623		582					838
v/c ratio	0.04		0.70					0.32
Queue length (95%)	0.14		5.53					1.36
Control Delay (s/veh)	7.3		24.2					11.3

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LOS	A		C				B
Approach delay (s/veh)	--	--	24.2		11.3		
Approach LOS	--	--	C		B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MDS, NG	Intersection	Site 3 - First St Access
Agency/Co.	McMahon Assoc, Inc	Jurisdiction	City of Ft Myers
Date Performed	11/21/2006	Analysis Year	2030
Analysis Time Period	AM Peak Hour		
Project Description	Downtown Parking Study		
East/West Street:	First St	North/South Street:	Garage Entrance
Intersection Orientation:	East-West	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	50	1100	195	150	276	10
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate (veh/h)	54	1195	211	163	299	10
Proportion of heavy vehicles, P_{HV}	2	--	--	0	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	58	40	98	10	45	10
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate (veh/h)	63	43	106	10	48	10
Proportion of heavy vehicles, P_{HV}	2	0	0	2	0	0
Percent grade (%)		0			0	
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
Volume, v (vph)	54	163		212			68	
Capacity, c_m (vph)	1252	492		0			0	
v/c ratio	0.04	0.33						
Queue length (95%)	0.14	1.44						
Control Delay (s/veh)	8.0	15.9						

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LOS	A	C	F	F
Approach delay (s/veh)	--	--		
Approach LOS	--	--		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MDS, NG	Intersection	Site 4 - Fowler St Access
Agency/Co.	McMahon Assoc, Inc	Jurisdiction	City of Ft Myers
Date Performed	11/21/2006	Analysis Year	2030
Analysis Time Period	AM Peak Hour		
Project Description	Downtown Parking Study		
East/West Street:	Garage Entrance	North/South Street:	Fowler St
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	0	0	0	2960	630
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	0	0	3217	684
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			1
Lanes	0	0	0	0	2	1
Configuration					T	R
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	0	0	315
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	0	0	0	342
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	1
Configuration						R

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								R
v (vph)								342
C (m) (vph)								129
v/c								2.65
95% queue length								30.79
Control Delay								818.3
LOS								F
Approach Delay	--	--				818.3		
Approach LOS	--	--				F		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MDS, NG	Intersection	Site 5 - Hendry St Access
Agency/Co.	McMahon Assoc, Inc	Jurisdiction	City of Ft Myers
Date Performed	11/21/2006	Analysis Year	2030
Analysis Time Period	AM Peak Hour		
Project Description	Downtown Parking Study		
East/West Street:	Garage Entrance	North/South Street:	Hendry St
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	120	250	0	0	325	120
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	130	271	0	0	353	130
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	120	0	120
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	0	130	0	130
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	130						260	
C (m) (vph)	1080						363	
v/c	0.12						0.72	
95% queue length	0.41						5.35	
Control Delay	8.8						36.4	
LOS	A						E	
Approach Delay	--	--					36.4	
Approach LOS	--	--					E	

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MDS, NG	Intersection	Site 5 - Broadway Access
Agency/Co.	McMahon Assoc, Inc	Jurisdiction	City of Ft Myers
Date Performed	11/21/2006	Analysis Year	2030
Analysis Time Period	AM Peak Hour		
Project Description	Downtown Parking Study		
East/West Street:	Garage Entrance	North/South Street:	Broadway
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	75	120	120	100	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	81	130	130	108	0
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	120	0	120	0	0	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	130	0	130	0	0	0
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (vph)		130		260				
C (m) (vph)		1360		622				
v/c		0.10		0.42				
95% queue length		0.32		2.06				
Control Delay		7.9		14.9				
LOS		A		B				
Approach Delay	--	--	14.9					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MDS, NG	Intersection	Site 6 - Hendry St Access
Agency/Co.	McMahon Assoc, Inc	Jurisdiction	City of Ft Myers
Date Performed	11/20/2006	Analysis Year	2030
Analysis Time Period	AM Peak Hour		
Project Description	Downtown Parking Study		
East/West Street:	Garage Entrance	North/South Street:	Hendry St
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	120	247	201	201	272	120
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	130	268	218	218	295	130
Percent Heavy Vehicles	2	–	–	2	–	–
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	100	0	101	120	0	120
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	108	0	109	130	0	130
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR			LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LR			LR	
v (vph)	130	218		217			260	
C (m) (vph)	1134	1077		117			120	
v/c	0.11	0.20		1.85			2.17	
95% queue length	0.39	0.76		17.22			21.94	
Control Delay	8.6	9.2		478.4			610.8	
LOS	A	A		F			F	
Approach Delay	–	–	478.4			610.8		
Approach LOS	–	–	F			F		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MDS, NAG	Intersection	Site 6 - Hendry St Access
Agency/Co.	McMahon Assoc, Inc	Jurisdiction	City of Ft Myers
Date Performed	11/21/2006	Analysis Year	2030
Analysis Time Period	AM Peak Hour		
Project Description	Downtown Parking Study		
East/West Street:	Garage Entrance	North/South Street:	Hendry St
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	200	201	201	172	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	217	218	218	186	0
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	100	0	101	0	0	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	108	0	109	0	0	0
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (vph)		218		217				
C (m) (vph)		1125		355				
v/c		0.19		0.61				
95% queue length		0.72		3.86				
Control Delay		9.0		29.9				
LOS		A		D				
Approach Delay	--	--	29.9					
Approach LOS	--	--	D					

Two-Way Stop Control

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	NAG	Intersection	Site 7 - Centennial Park
Agency/Co.	McMahon Assoc, Inc	Jurisdiction	City of Ft Myers
Date Performed	11/21/2006	Analysis Year	2030
Analysis Time Period	AM Peak Hour		
Project Description	Downtown Parking Study		
East/West Street:	Edwards	North/South Street:	Garage Entrance
Intersection Orientation:	East-West	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	467	135	135	192	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate (veh/h)	0	507	146	146	208	0
Proportion of heavy vehicles, P_{HV}	2	--	--	0	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	67	0	68	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate (veh/h)	72	0	73	0	0	0
Proportion of heavy vehicles, P_{HV}	2	0	0	2	0	0
Percent grade (%)		0			0	
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
Volume, v (vph)		146		145				
Capacity, c_m (vph)		943		294				
v/c ratio		0.15		0.49				
Queue length (95%)		0.55		2.57				
Control Delay (s/veh)		9.5		28.6				

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LOS			A		D			
Approach delay (s/veh)	--		--		28.6			
Approach LOS	--		--		D			

HCS2000™

Version 4.1d

APPENDIX E – SYNCHRO RUNS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	21	164	14	12	53	7	176	120	258	28	53	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	178	15	13	58	8	191	130	280	30	58	33
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		316			314							
pX, platoon unblocked												
vC, conflicting volume	65			193			380	323	186	665	327	61
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	65			193			380	323	186	665	327	61
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			62	78	67	85	90	97
cM capacity (veh/h)	1537			1380			507	580	856	204	577	1004

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	216	78	602	121
Volume Left	23	13	191	30
Volume Right	15	8	280	33
cSH	1537	1380	648	429
Volume to Capacity	0.01	0.01	0.93	0.28
Queue Length 95th (ft)	1	1	311	29
Control Delay (s)	0.9	1.3	45.5	16.6
Lane LOS	A	A	E	C
Approach Delay (s)	0.9	1.3	45.5	16.6
Approach LOS			E	C

Intersection Summary				
Average Delay	29.2			
Intersection Capacity Utilization	62.9%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	331	26	26	544	16	31	36	26	57	41	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	360	28	28	591	17	34	39	28	62	45	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												2
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		344			1143							
pX, platoon unblocked				0.91			0.91	0.91	0.91	0.91	0.91	
vC, conflicting volume	609			388			1069	1050	374	1089	1055	600
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	609			328			1076	1055	312	1098	1061	600
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			97			76	80	96	55	77	98
cM capacity (veh/h)	970			1121			142	199	663	138	198	501

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	393	637	101	117
Volume Left	5	28	34	62
Volume Right	28	17	28	11
cSH	970	1121	212	176
Volume to Capacity	0.01	0.03	0.48	0.67
Queue Length 95th (ft)	0	2	59	98
Control Delay (s)	0.2	0.7	36.6	59.2
Lane LOS	A	A	E	F
Approach Delay (s)	0.2	0.7	36.6	59.2
Approach LOS			E	F

Intersection Summary				
Average Delay	8.9			
Intersection Capacity Utilization	68.9%	ICU Level of Service	C	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	47	352	16	170	554	89	21	115	36	10	119	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	51	383	17	185	602	97	23	125	39	11	129	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												3
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		652			835							
pX, platoon unblocked	0.96			1.00			0.96	0.96	1.00	0.96	0.96	0.96
vC, conflicting volume	699			400			1587	1562	391	1615	1522	651
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	687			399			1606	1580	390	1636	1539	637
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			84			0	0	94	0	0	96
cM capacity (veh/h)	873			1158			0	83	657	0	88	459

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	451	884	187	158
Volume Left	51	185	23	11
Volume Right	17	97	39	17
cSH	873	1158	0	14
Volume to Capacity	0.06	0.16	Err	10.94
Queue Length 95th (ft)	5	14	Err	Err
Control Delay (s)	1.7	3.7	Err	Err
Lane LOS	A	A	F	F
Approach Delay (s)	1.7	3.7	Err	Err
Approach LOS			F	F

Intersection Summary					
Average Delay			Err		
Intersection Capacity Utilization			100.5%	ICU Level of Service	G
Analysis Period (min)			15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	21	368	10	16	803	16	5	5	5	5	2	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	400	11	17	873	17	5	5	5	5	2	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		1121			366							
pX, platoon unblocked	0.88						0.88	0.88		0.88	0.88	0.88
vC, conflicting volume	890			411			1374	1376	405	1376	1373	882
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	875			411			1427	1429	405	1429	1425	865
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			98			94	95	99	94	98	98
cM capacity (veh/h)	676			1148			92	112	645	91	113	310

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	434	908	16	13
Volume Left	23	17	5	5
Volume Right	11	17	5	5
cSH	676	1148	141	135
Volume to Capacity	0.03	0.02	0.12	0.10
Queue Length 95th (ft)	3	1	10	8
Control Delay (s)	1.0	0.4	33.9	34.5
Lane LOS	A	A	D	D
Approach Delay (s)	1.0	0.4	33.9	34.5
Approach LOS			D	D

Intersection Summary				
Average Delay	1.3			
Intersection Capacity Utilization	63.7%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	22	346	1	41	411	21	5	16	54	5	15	34
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	25	389	1	46	462	24	6	18	61	6	17	38
Pedestrians		6			1			3			15	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			0			0			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		225			302							
pX, platoon unblocked	0.91			0.88			0.92	0.92	0.88	0.92	0.92	0.91
vC, conflicting volume	500			393			1048	1034	393	1090	1023	495
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	454			307			913	898	308	958	885	447
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			96			97	92	91	97	93	93
cM capacity (veh/h)	985			1081			192	236	640	172	240	549

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	25	390	46	485	15	70	6	55
Volume Left	25	0	46	0	6	0	6	0
Volume Right	0	1	0	24	0	61	0	38
cSH	985	1700	1081	1700	217	524	172	394
Volume to Capacity	0.03	0.23	0.04	0.29	0.07	0.13	0.03	0.14
Queue Length 95th (ft)	2	0	3	0	5	11	3	12
Control Delay (s)	8.7	0.0	8.5	0.0	22.8	12.9	26.6	15.6
Lane LOS	A		A		C	B	D	C
Approach Delay (s)	0.5		0.7		14.6		16.6	
Approach LOS					B		C	

Intersection Summary					
Average Delay	2.6				
Intersection Capacity Utilization	46.0%	ICU Level of Service		A	
Analysis Period (min)	15				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	30	477	21	86	622	53	5	12	21	10	10	25
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	34	536	24	97	699	60	6	13	24	11	11	28
Pedestrians		1										
Lane Width (ft)		12.0										
Walking Speed (ft/s)		4.0										
Percent Blockage		0										
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		317			450							
pX, platoon unblocked	0.64			0.91			0.69	0.69	0.91	0.69	0.69	0.64
vC, conflicting volume	758			560			1542	1567	548	1556	1549	730
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	622			515			1591	1627	502	1610	1601	578
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			90			86	77	95	72	82	91
cM capacity (veh/h)	604			941			41	59	517	40	62	330

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	34	560	97	758	43	51
Volume Left	34	0	97	0	6	11
Volume Right	0	24	0	60	24	28
cSH	604	1700	941	1700	104	92
Volume to Capacity	0.06	0.33	0.10	0.45	0.41	0.55
Queue Length 95th (ft)	4	0	9	0	42	62
Control Delay (s)	11.3	0.0	9.3	0.0	61.5	83.4
Lane LOS	B		A		F	F
Approach Delay (s)	0.6		1.0		61.5	83.4
Approach LOS					F	F

Intersection Summary				
Average Delay	5.3			
Intersection Capacity Utilization	58.4%	ICU Level of Service		B
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	6	6	28	18	0	36	0	32	29	30	197
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	7	7	31	20	0	40	0	36	33	34	221
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)											366	
pX, platoon unblocked												
vC, conflicting volume	319	326	144	319	419	18	255			36		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	319	326	144	319	419	18	255			36		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	99	95	96	100	97			98		
cM capacity (veh/h)	591	562	903	600	498	1061	1310			1575		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	13	52	76	288
Volume Left	0	31	40	33
Volume Right	7	0	36	221
cSH	693	555	1310	1575
Volume to Capacity	0.02	0.09	0.03	0.02
Queue Length 95th (ft)	1	8	2	2
Control Delay (s)	10.3	12.1	4.3	1.0
Lane LOS	B	B	A	A
Approach Delay (s)	10.3	12.1	4.3	1.0
Approach LOS	B	B		

Intersection Summary				
Average Delay	3.2			
Intersection Capacity Utilization	33.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	101	240	22	19	178	120	5	2	7	25	6	125
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	113	270	25	21	200	135	6	2	8	28	7	140
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		398										
pX, platoon unblocked				0.99			0.99	0.99	0.99	0.99	0.99	
vC, conflicting volume	335			294			963	887	282	828	831	267
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	335			284			962	885	271	826	829	267
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	91			98			97	99	99	89	97	82
cM capacity (veh/h)	1224			1260			171	250	756	259	269	771

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	408	356	16	175
Volume Left	113	21	6	28
Volume Right	25	135	8	140
cSH	1224	1260	301	555
Volume to Capacity	0.09	0.02	0.05	0.32
Queue Length 95th (ft)	8	1	4	34
Control Delay (s)	3.0	0.6	17.6	14.4
Lane LOS	A	A	C	B
Approach Delay (s)	3.0	0.6	17.6	14.4
Approach LOS			C	B

Intersection Summary				
Average Delay	4.4			
Intersection Capacity Utilization	62.8%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	15	374	214	9	45	88
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	17	420	240	10	51	99
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		735				
pX, platoon unblocked						
vC, conflicting volume	251				699	246
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	251				699	246
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				87	88
cM capacity (veh/h)	1315				401	793

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	437	251	149
Volume Left	17	0	51
Volume Right	0	10	99
cSH	1315	1700	596
Volume to Capacity	0.01	0.15	0.25
Queue Length 95th (ft)	1	0	25
Control Delay (s)	0.4	0.0	13.1
Lane LOS	A		B
Approach Delay (s)	0.4	0.0	13.1
Approach LOS			B

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	70	356	206	34	21	23
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	79	400	231	38	24	26
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		1049				
pX, platoon unblocked						
vC, conflicting volume	270				808	251
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	270				808	251
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				93	97
cM capacity (veh/h)	1294				329	788

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	479	270	49
Volume Left	79	0	24
Volume Right	0	38	26
cSH	1294	1700	473
Volume to Capacity	0.06	0.16	0.10
Queue Length 95th (ft)	5	0	9
Control Delay (s)	1.8	0.0	13.5
Lane LOS	A		B
Approach Delay (s)	1.8	0.0	13.5
Approach LOS			B

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	52.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	113	724	50	45	149	3	21	15	27	36	3	273
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	123	787	54	49	162	3	23	16	29	39	3	297
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)					324							
pX, platoon unblocked												
vC, conflicting volume	165			841			1620	1323	814	1332	1348	164
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	165			841			1620	1323	814	1332	1348	164
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	91			94			52	88	92	60	97	66
cM capacity (veh/h)	1413			794			48	134	378	98	129	881

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	123	841	214	68	339
Volume Left	123	0	49	23	39
Volume Right	0	54	3	29	297
cSH	1413	1700	794	101	446
Volume to Capacity	0.09	0.49	0.06	0.68	0.76
Queue Length 95th (ft)	7	0	5	85	161
Control Delay (s)	7.8	0.0	2.8	94.4	34.5
Lane LOS	A		A	F	D
Approach Delay (s)	1.0		2.8	94.4	34.5
Approach LOS				F	D

Intersection Summary				
Average Delay	12.4			
Intersection Capacity Utilization	81.7%	ICU Level of Service		D
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	282	59	63	151	80	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	307	64	68	164	87	74
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	375			355		
pX, platoon unblocked			0.84		0.84	0.84
vC, conflicting volume			371		640	339
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			253		572	214
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		77	89
cM capacity (veh/h)			1105		380	695

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	371	233	161
Volume Left	0	68	87
Volume Right	64	0	74
cSH	1700	1105	480
Volume to Capacity	0.22	0.06	0.33
Queue Length 95th (ft)	0	5	36
Control Delay (s)	0.0	2.9	16.2
Lane LOS		A	C
Approach Delay (s)	0.0	2.9	16.2
Approach LOS			C

Intersection Summary			
Average Delay	4.3		
Intersection Capacity Utilization	52.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	21	329	214	21	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	358	233	23	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		447	283			
pX, platoon unblocked	0.97				0.98	0.97
vC, conflicting volume	255				647	244
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	231				603	219
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				100	100
cM capacity (veh/h)	1294				445	794

Direction, Lane #	EB 1	WB 1
Volume Total	380	255
Volume Left	23	0
Volume Right	0	23
cSH	1294	1700
Volume to Capacity	0.02	0.15
Queue Length 95th (ft)	1	0
Control Delay (s)	0.6	0.0
Lane LOS	A	
Approach Delay (s)	0.6	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	41.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	21	164	14	12	53	7	176	120	258	28	53	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	178	15	13	58	8	191	130	280	30	58	33
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		316			314							
pX, platoon unblocked												
vC, conflicting volume	65			193			380	323	186	665	327	61
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	65			193			380	323	186	665	327	61
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			62	78	67	85	90	97
cM capacity (veh/h)	1537			1380			507	580	856	204	577	1004

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1
Volume Total	216	78	191	411	121
Volume Left	23	13	191	0	30
Volume Right	15	8	0	280	33
cSH	1537	1380	507	744	429
Volume to Capacity	0.01	0.01	0.38	0.55	0.28
Queue Length 95th (ft)	1	1	44	85	29
Control Delay (s)	0.9	1.3	16.4	15.6	16.6
Lane LOS	A	A	C	C	C
Approach Delay (s)	0.9	1.3	15.9		16.6
Approach LOS			C		C

Intersection Summary				
Average Delay	11.7			
Intersection Capacity Utilization	54.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	331	26	26	544	16	31	36	26	57	41	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	360	28	28	591	17	34	39	28	62	45	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		344										
pX, platoon unblocked				0.90			0.90	0.90	0.90	0.90	0.90	
vC, conflicting volume	609			388			1074	1050	374	1089	1055	600
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	609			324			1082	1055	308	1099	1061	600
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			97			76	80	96	55	77	98
cM capacity (veh/h)	970			1118			139	198	662	136	196	501

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	393	637	101	62	55
Volume Left	5	28	34	62	0
Volume Right	28	17	28	0	11
cSH	970	1118	209	136	223
Volume to Capacity	0.01	0.03	0.48	0.45	0.25
Queue Length 95th (ft)	0	2	60	51	24
Control Delay (s)	0.2	0.7	37.3	51.7	26.4
Lane LOS	A	A	E	F	D
Approach Delay (s)	0.2	0.7	37.3	39.8	
Approach LOS			E	E	

Intersection Summary					
Average Delay	7.2				
Intersection Capacity Utilization	68.9%	ICU Level of Service	C		
Analysis Period (min)	15				

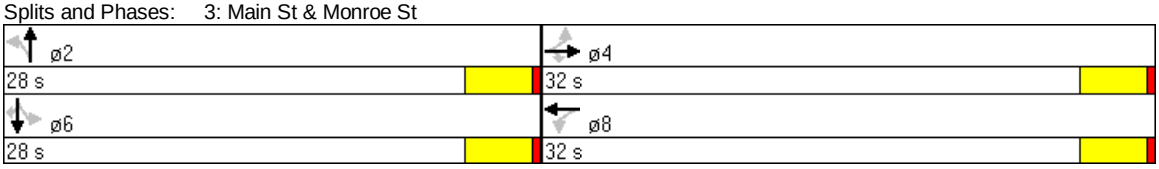
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Volume (veh/h)	47	352	16	170	554	89	21	115	36	10	119	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	51	383	17	185	602	97	23	125	39	11	129	17
Approach Volume (veh/h)		451			884			187			158	
Crossing Volume (veh/h)		325			199			445			810	
High Capacity (veh/h)		1073			1185			976			727	
High v/c (veh/h)		0.42			0.75			0.19			0.22	
Low Capacity (veh/h)		879			980			792			573	
Low v/c (veh/h)		0.51			0.90			0.24			0.28	

Intersection Summary												
Maximum v/c High			0.75									
Maximum v/c Low			0.90									
Intersection Capacity Utilization			99.7%		ICU Level of Service				F			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	50		150
Storage Lanes	0		1	0		0	0		0	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1660	1425	0	1671	0	0	3059	0	1593	3185	1425
Flt Permitted		0.895			0.995			0.643		0.512		
Satd. Flow (perm)	0	1500	1425	0	1665	0	0	2026	0	858	3185	1425
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			33		2			15				288
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		273			316			394			399	
Travel Time (s)		6.2			7.2			9.0			9.1	
Volume (vph)	55	220	30	5	250	5	210	120	25	50	345	265
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	299	33	0	282	0	0	385	0	54	375	288
Turn Type	Perm		Perm	Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		6
Total Split (s)	32.0	32.0	32.0	32.0	32.0	0.0	28.0	28.0	0.0	28.0	28.0	28.0
Act Effct Green (s)		16.2	16.2		16.2			35.8		35.8	35.8	35.8
Actuated g/C Ratio		0.27	0.27		0.27			0.60		0.60	0.60	0.60
v/c Ratio		0.74	0.08		0.62			0.32		0.11	0.20	0.30
Control Delay		30.3	5.6		24.7			3.3		6.8	5.9	2.1
Queue Delay		0.0	0.0		0.0			0.0		0.0	0.0	0.0
Total Delay		30.3	5.6		24.7			3.3		6.8	5.9	2.1
LOS		C	A		C			A		A	A	A
Approach Delay		27.9			24.7			3.3			4.4	
Approach LOS		C			C			A			A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 28 (47%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 12.0		Intersection LOS: B	
Intersection Capacity Utilization 68.4%		ICU Level of Service C	
Analysis Period (min) 15			

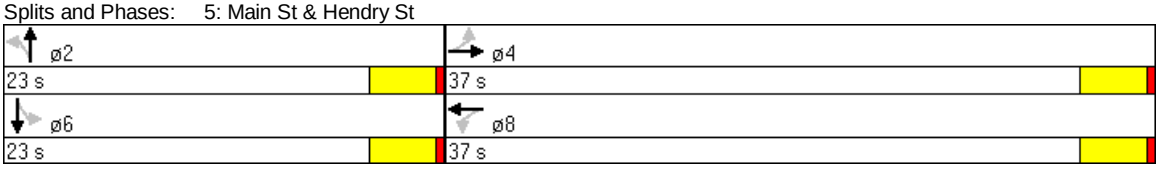
Splits and Phases: 3: Main St & Monroe St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	25		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1650	0	0	1641	0	1593	1593	0	0	1633	0
Flt Permitted		0.950			0.908		0.673				0.961	
Satd. Flow (perm)	0	1575	0	0	1501	0	1128	1593	0	0	1580	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			15			27			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		314			396			390			383	
Travel Time (s)		7.1			9.0			8.9			8.7	
Volume (vph)	45	360	35	35	180	25	25	50	25	20	100	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	478	0	0	261	0	27	81	0	0	153	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	37.0	37.0	0.0	37.0	37.0	0.0	23.0	23.0	0.0	23.0	23.0	0.0
Act Effct Green (s)		29.4			29.4		22.6	22.6			22.6	
Actuated g/C Ratio		0.49			0.49		0.38	0.38			0.38	
v/c Ratio		0.62			0.35		0.06	0.13			0.25	
Control Delay		11.4			8.7		14.6	9.9			17.1	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		11.4			8.7		14.6	9.9			17.1	
LOS		B			A		B	A			B	
Approach Delay		11.4			8.7			11.1			17.1	
Approach LOS		B			A			B			B	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 34 (57%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 11.5		Intersection LOS: B	
Intersection Capacity Utilization 53.7%		ICU Level of Service A	
Analysis Period (min) 15			

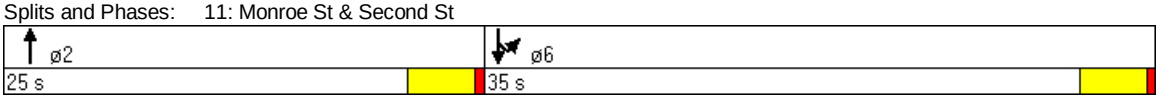
Splits and Phases: 5: Main St & Hendry St



Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Satd. Flow (prot)	3039	0	1593	1676	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	3039	0	1593	1676	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	132					
Link Speed (mph)	30			30	30	
Link Distance (ft)	356			394	289	
Travel Time (s)	8.1			9.0	6.6	
Volume (vph)	354	159	79	358	0	0
Peak Hour Factor	0.72	0.72	0.72	0.72	0.25	0.25
Lane Group Flow (vph)	713	0	110	497	0	0
Turn Type			Split			
Protected Phases	2		6	6		
Permitted Phases						
Total Split (s)	25.0	0.0	35.0	35.0	0.0	0.0
Act Effct Green (s)	29.9		22.1	22.1		
Actuated g/C Ratio	0.50		0.37	0.37		
v/c Ratio	0.45		0.19	0.80		
Control Delay	9.3		7.8	23.1		
Queue Delay	0.0		0.0	0.1		
Total Delay	9.3		7.8	23.3		
LOS	A		A	C		
Approach Delay	9.3			20.5		
Approach LOS	A			C		

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 9 (15%), Referenced to phase 2:NBT, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 14.4		Intersection LOS: B	
Intersection Capacity Utilization 28.1%		ICU Level of Service A	
Analysis Period (min) 15			

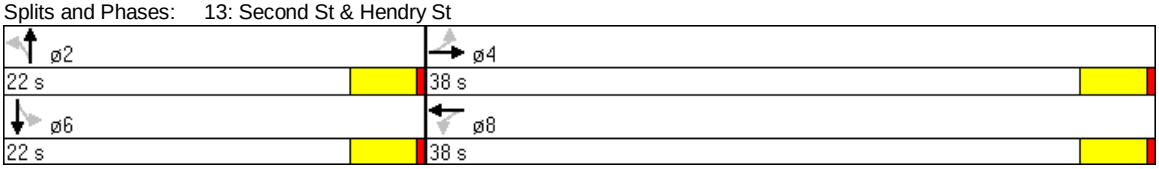
Splits and Phases: 11: Monroe St & Second St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1661	0	0	1660	0	0	1628	0	0	1597	0
Flt Permitted		0.948			0.979			0.903			0.784	
Satd. Flow (perm)	0	1581	0	0	1628	0	0	1487	0	0	1281	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			9			14			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		281			344			633			390	
Travel Time (s)		6.4			7.8			14.4			8.9	
Volume (vph)	21	264	10	26	528	36	52	145	31	67	47	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	321	0	0	641	0	0	249	0	0	152	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	38.0	38.0	0.0	38.0	38.0	0.0	22.0	22.0	0.0	22.0	22.0	0.0
Act Effct Green (s)		27.7			27.7			24.3			24.3	
Actuated g/C Ratio		0.46			0.46			0.40			0.40	
v/c Ratio		0.44			0.85			0.41			0.29	
Control Delay		11.7			23.1			15.3			13.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.7			23.1			15.3			13.7	
LOS		B			C			B			B	
Approach Delay		11.7			23.1			15.3			13.7	
Approach LOS		B			C			B			B	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 30 (50%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 18.0		Intersection LOS: B	
Intersection Capacity Utilization 64.4%		ICU Level of Service C	
Analysis Period (min) 15			

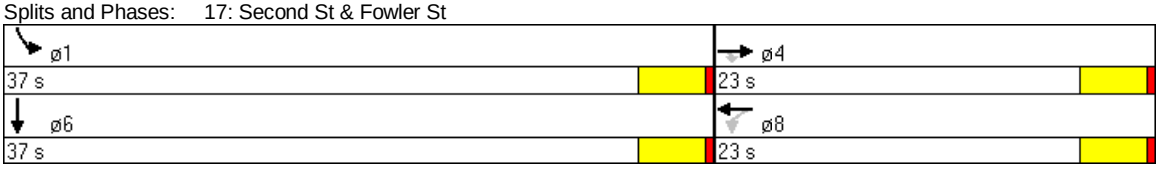
Splits and Phases: 13: Second St & Hendry St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		300	0		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50					50	50	
Trailing Detector (ft)		0	0	0	0					0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1863	1583	1681	1761	0	0	0	0	0	4863	0
Flt Permitted				0.333	0.920						0.992	
Satd. Flow (perm)	0	1863	1583	589	1628	0	0	0	0	0	4863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			24								214	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		366			236			1052			469	
Travel Time (s)		8.3			5.4			23.9			10.7	
Volume (vph)	0	354	24	124	257	0	0	0	0	357	1425	571
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	385	26	104	310	0	0	0	0	0	2558	0
Turn Type			Perm	Perm						Prot		
Protected Phases		4			8					1	6	
Permitted Phases			4	8								
Total Split (s)	0.0	23.0	23.0	23.0	23.0	0.0	0.0	0.0	0.0	37.0	37.0	0.0
Act Effct Green (s)		17.4	17.4	17.4	17.4						34.6	
Actuated g/C Ratio		0.29	0.29	0.29	0.29						0.58	
v/c Ratio		0.71	0.05	0.61	0.66						0.88	
Control Delay		24.5	8.0	35.7	25.9						15.7	
Queue Delay		0.0	0.0	0.0	0.0						0.0	
Total Delay		24.5	8.0	35.7	25.9						15.7	
LOS		C	A	D	C						B	
Approach Delay		23.4			28.4						15.7	
Approach LOS		C			C						B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 36 (60%), Referenced to phase 2: and 6:SBT, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 18.2		Intersection LOS: B	
Intersection Capacity Utilization 89.7%		ICU Level of Service E	
Analysis Period (min) 15			

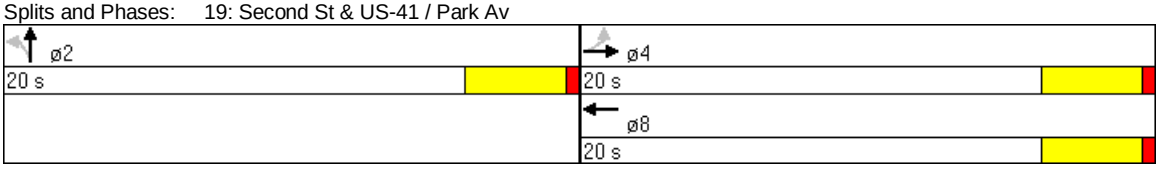
Splits and Phases: 17: Second St & Fowler St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50			50		50	50				
Trailing Detector (ft)	0	0			0		0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	3433	1863	0	0	3380	0	0	4933	0	0	0	0
Flt Permitted	0.256							0.999				
Satd. Flow (perm)	925	1863	0	0	3380	0	0	4933	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					171			143				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		968			692			1071			739	
Travel Time (s)		22.0			15.7			24.3			16.8	
Volume (vph)	26	473	0	0	541	232	18	520	132	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	28	514	0	0	840	0	0	728	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Total Split (s)	20.0	20.0	0.0	0.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0
Act Effct Green (s)	15.2	15.2			15.2			16.8				
Actuated g/C Ratio	0.38	0.38			0.38			0.42				
v/c Ratio	0.08	0.72			0.60			0.34				
Control Delay	7.1	16.6			9.3			7.5				
Queue Delay	0.0	0.0			0.0			0.0				
Total Delay	7.1	16.6			9.3			7.5				
LOS	A	B			A			A				
Approach Delay		16.1			9.3			7.5				
Approach LOS		B			A			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 40			
Offset: 29 (73%), Referenced to phase 2:NBTL and 6:, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 44.9%		ICU Level of Service A	
Analysis Period (min) 15			

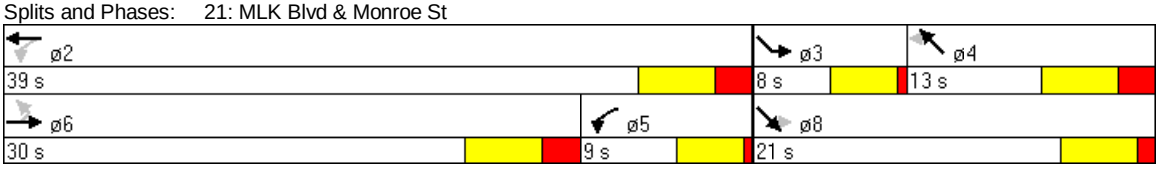
Splits and Phases: 19: Second St & US-41 / Park Av



Lane Group	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	SEL	SET	SER	SER2	NWL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	55		0		60		0	0		0		0
Storage Lanes	1		0		1		0	1		0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50			50	50		50	50			50
Trailing Detector (ft)	0	0			0	0		0	0			0
Turning Speed (mph)	15		9	9	15		9	15		9	9	15
Satd. Flow (prot)	1593	1645	0	0	1593	1598	0	1593	1432	0	0	0
Flt Permitted	0.399				0.470			0.649				
Satd. Flow (perm)	669	1645	0	0	788	1598	0	1088	1432	0	0	0
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)		13				66			75			
Link Speed (mph)		30				30			30			
Link Distance (ft)		302				225			356			
Travel Time (s)		6.9				5.1			8.1			
Volume (vph)	53	276	5	34	262	288	133	121	5	92	86	14
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Lane Group Flow (vph)	60	354	0	0	294	473	0	136	206	0	0	0
Turn Type	Perm				pm+pt			pm+pt				Perm
Protected Phases		6			5	2		3	8			
Permitted Phases	6				2			8				4
Total Split (s)	30.0	30.0	0.0	0.0	9.0	39.0	0.0	8.0	21.0	0.0	0.0	13.0
Act Effct Green (s)	28.6	28.6			37.6	37.6		14.4	14.4			
Actuated g/C Ratio	0.48	0.48			0.63	0.63		0.24	0.24			
v/c Ratio	0.19	0.45			0.52	0.46		0.44	0.52			
Control Delay	12.4	13.2			9.7	5.1		7.1	6.2			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	12.4	13.2			9.7	5.1		7.1	6.2			
LOS	B	B			A	A		A	A			
Approach Delay		13.1				6.9			6.6			
Approach LOS		B				A			A			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 10 (17%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 9.2		Intersection LOS: A	
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 21: MLK Blvd & Monroe St



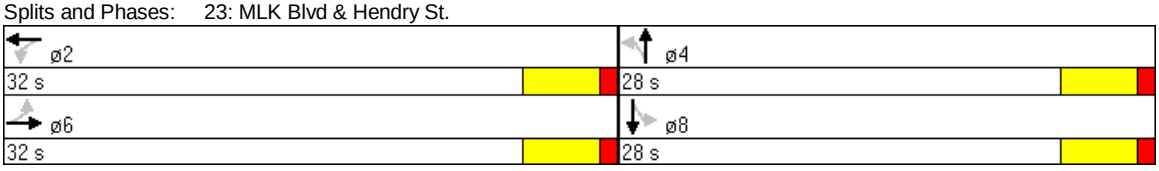
Lane Group	NWT	NWR
Lane Configurations		
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Total Lost Time (s)	4.0	4.0
Leading Detector (ft)	50	
Trailing Detector (ft)	0	
Turning Speed (mph)		9
Satd. Flow (prot)	1630	0
Flt Permitted	0.867	
Satd. Flow (perm)	1430	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	8	
Link Speed (mph)	30	
Link Distance (ft)	363	
Travel Time (s)	8.3	
Volume (vph)	37	7
Peak Hour Factor	0.89	0.89
Lane Group Flow (vph)	66	0
Turn Type		
Protected Phases	4	
Permitted Phases		
Total Split (s)	13.0	0.0
Act Effct Green (s)	9.0	
Actuated g/C Ratio	0.15	
v/c Ratio	0.30	
Control Delay	24.6	
Queue Delay	0.0	
Total Delay	24.6	
LOS	C	
Approach Delay	24.6	
Approach LOS	C	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	105		0	40		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1547	1625	0	1547	1595	0	1593	1561	0	1394	1376	0
Flt Permitted	0.198			0.339			0.714			0.730		
Satd. Flow (perm)	322	1625	0	551	1595	0	1196	1561	0	1058	1376	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			14			16			24	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		302			317			378			633	
Travel Time (s)		6.9			7.2			8.6			14.4	
Volume (vph)	41	436	7	18	522	66	10	23	14	52	37	21
Confl. Peds. (#/hr)	8		5	5		8	1		10	10		1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	2%	2%	2%	2%	2%	2%
Parking (#/hr)										5	5	5
Lane Group Flow (vph)	46	498	0	20	661	0	11	42	0	58	66	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	32.0	32.0	0.0	32.0	32.0	0.0	28.0	28.0	0.0	28.0	28.0	0.0
Act Effct Green (s)	45.5	45.5		45.5	45.5		9.7	9.7		9.7	9.7	
Actuated g/C Ratio	0.76	0.76		0.76	0.76		0.16	0.16		0.16	0.16	
v/c Ratio	0.19	0.40		0.05	0.54		0.06	0.16		0.34	0.27	
Control Delay	3.9	3.0		3.7	6.6		20.7	16.2		26.2	17.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	3.9	3.0		3.7	6.6		20.7	16.2		26.2	17.2	
LOS	A	A		A	A		C	B		C	B	
Approach Delay		3.1			6.5			17.1			21.4	
Approach LOS		A			A			B			C	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 11 (18%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 6.9		Intersection LOS: A	
Intersection Capacity Utilization 55.2%		ICU Level of Service B	
Analysis Period (min) 15			

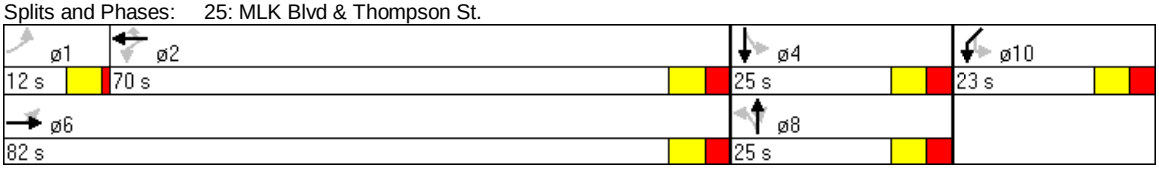
Splits and Phases: 23: MLK Blvd & Hendry St.



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		170		0	160		0		0		0	
Storage Lanes		1		0	1		1		0		1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50		50	50	50		50	50	50	
Trailing Detector (ft)	0	0	0		0	0	0		0	0	0	
Turning Speed (mph)	15	15		9	15		9	9	15		9	9
Satd. Flow (prot)	0	1547	1623	0	1547	1629	1384	0	0	1658	1425	0
Flt Permitted		0.068			0.372					0.932		
Satd. Flow (perm)	0	111	1623	0	605	1629	1354	0	0	1559	1353	0
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)			1				91				21	
Link Speed (mph)			30			30				30		
Link Distance (ft)			450			940				201		
Travel Time (s)			10.2			21.4				4.6		
Volume (vph)	12	54	523	10	52	740	52	84	12	40	10	19
Confl. Peds. (#/hr)	1			2	2		1		4			18
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	2%	2%	2%	2%
Parking (#/hr)												
Lane Group Flow (vph)	0	74	599	0	58	831	152	0	0	58	32	0
Turn Type	custom	Perm			Perm		Perm		Perm		Perm	
Protected Phases			6			2				8		
Permitted Phases	1	6			2		2		8		8	
Total Split (s)	12.0	82.0	82.0	0.0	70.0	70.0	70.0	0.0	25.0	25.0	25.0	0.0
Act Effct Green (s)		78.6	78.6		78.6	78.6	78.6			17.7	17.7	
Actuated g/C Ratio		0.63	0.63		0.63	0.63	0.63			0.14	0.14	
v/c Ratio		1.06	0.58		0.15	0.80	0.17			0.26	0.15	
Control Delay		153.3	17.2		12.2	26.2	5.1			50.8	26.1	
Queue Delay		0.0	0.5		0.0	0.0	0.0			0.0	0.0	
Total Delay		153.3	17.7		12.2	26.2	5.1			50.8	26.1	
LOS		F	B		B	C	A			D	C	
Approach Delay			32.6			22.3				42.0		
Approach LOS			C			C				D		

Intersection Summary			
Area Type:	CBD		
Cycle Length: 130			
Actuated Cycle Length: 124			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 30.8		Intersection LOS: C	
Intersection Capacity Utilization 94.0%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 25: MLK Blvd & Thompson St.



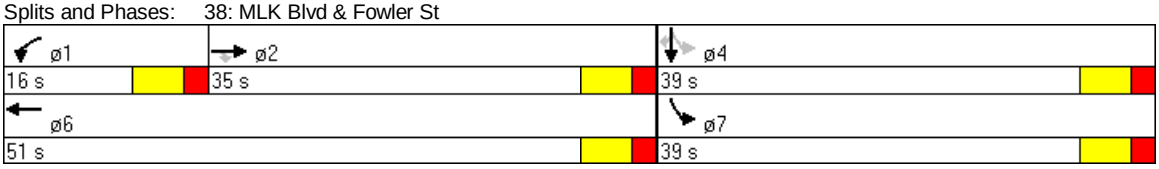
Lane Group	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0	0	
Storage Lanes	0		0	0	0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50		
Trailing Detector (ft)	0	0		0		
Turning Speed (mph)	15		9	15	9	9
Satd. Flow (prot)	0	1398	0	1421	0	0
Flt Permitted		0.905		0.999		
Satd. Flow (perm)	0	1270	0	1421	0	0
Right Turn on Red			Yes			Yes
Satd. Flow (RTOR)		8		58		
Link Speed (mph)		30		30		
Link Distance (ft)		595		554		
Travel Time (s)		13.5		12.6		
Volume (vph)	29	58	22	4	45	88
Confl. Peds. (#/hr)	18		4	2		1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Parking (#/hr)	5	5	5			
Lane Group Flow (vph)	0	123	0	154	0	0
Turn Type	Perm					
Protected Phases		4		10		
Permitted Phases	4					
Total Split (s)	25.0	25.0	0.0	23.0	0.0	0.0
Act Effct Green (s)		17.7		15.6		
Actuated g/C Ratio		0.14		0.13		
v/c Ratio		0.65		0.67		
Control Delay		64.0		47.0		
Queue Delay		0.0		0.0		
Total Delay		64.0		47.0		
LOS		E		D		
Approach Delay		64.0		47.0		
Approach LOS		E		D		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		175	0		0	0		0	0		168
Storage Lanes	1		1	2		0	0		0	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50					50	50	50
Trailing Detector (ft)		0	0	0	0					0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	5085	1583	3433	3539	0	0	0	0	1770	3539	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	5085	1583	3433	3539	0	0	0	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			29									73
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		940			310			1552			445	
Travel Time (s)		21.4			7.0			35.3			10.1	
Volume (vph)	0	367	51	210	873	0	0	0	0	382	1290	98
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Lane Group Flow (vph)	0	412	57	236	981	0	0	0	0	429	1449	110
Turn Type			Perm	Prot						pm+pt		Perm
Protected Phases		2		1	6					7	4	
Permitted Phases			2							4		4
Total Split (s)	0.0	35.0	35.0	16.0	51.0	0.0	0.0	0.0	0.0	39.0	39.0	39.0
Act Effct Green (s)		31.0	31.0	12.0	47.0					35.0	35.0	35.0
Actuated g/C Ratio		0.34	0.34	0.13	0.52					0.39	0.39	0.39
v/c Ratio		0.24	0.10	0.52	0.53					0.62	1.05	0.17
Control Delay		21.5	12.5	40.8	15.5					27.1	67.9	8.1
Queue Delay		0.0	0.0	0.0	0.0					1.0	51.6	0.0
Total Delay		21.5	12.5	40.8	15.5					28.1	119.5	8.1
LOS		C	B	D	B					C	F	A
Approach Delay		20.4			20.4						93.6	
Approach LOS		C			C						F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 60.0		Intersection LOS: E	
Intersection Capacity Utilization 66.5%		ICU Level of Service C	
Analysis Period (min) 15			

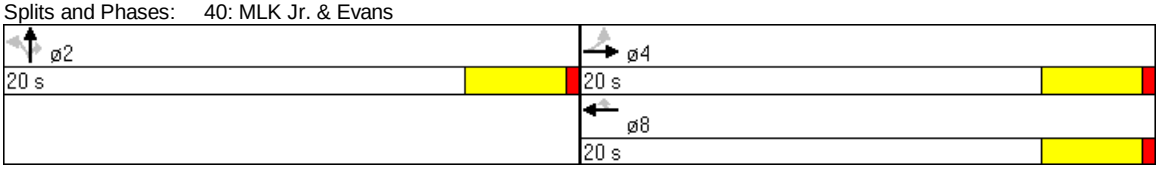
Splits and Phases: 38: MLK Blvd & Fowler St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		0	600		0	0		0
Storage Lanes	1		0	0		1	2		1	0		0
Total Lost Time (s)	2.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50			50	50	50	50	50			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	3614	3539	0	0	3539	1863	3433	3539	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	3614	3539	0	0	3539	1863	3433	3539	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									542			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		314			855			469			928	
Travel Time (s)		7.1			19.4			10.7			21.1	
Volume (vph)	0	0	0	0	0	0	161	485	499	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	0	0	0	0	0	175	527	542	0	0	0
Turn Type	Perm					Perm	Perm		Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Total Split (s)	20.0	20.0	0.0	0.0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0
Act Effct Green (s)							120.0	120.0	120.0			
Actuated g/C Ratio							1.00	1.00	1.00			
v/c Ratio							0.05	0.15	0.34			
Control Delay							0.0	0.1	0.6			
Queue Delay							0.0	0.0	0.0			
Total Delay							0.0	0.1	0.6			
LOS							A	A	A			
Approach Delay								0.3				
Approach LOS								A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.34			
Intersection Signal Delay: 0.3		Intersection LOS: A	
Intersection Capacity Utilization 34.2%		ICU Level of Service A	
Analysis Period (min) 15			

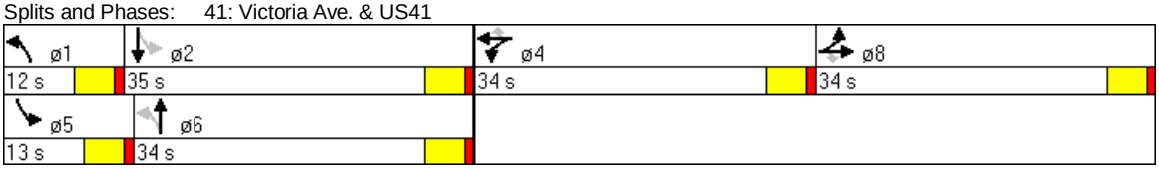
Splits and Phases: 40: MLK Jr. & Evans



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	155		155	0		0	280		0
Storage Lanes	1		1	1		1	1		0	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1681	1745	1583	1681	1731	1583	1770	5029	0	1770	5080	0
Flt Permitted	0.950	0.986		0.950	0.978		0.133			0.129		
Satd. Flow (perm)	1681	1745	1583	1681	1731	1583	248	5029	0	240	5080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			75			64		11			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		720			398			917			530	
Travel Time (s)		16.4			9.0			20.8			12.0	
Volume (vph)	143	83	67	140	56	57	65	791	64	126	1270	9
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Lane Group Flow (vph)	124	130	75	107	113	64	73	961	0	142	1437	0
Turn Type	Split		Perm	Split		Perm	pm+pt			pm+pt		
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases			8			4	6			2		
Total Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	12.0	34.0	0.0	13.0	35.0	0.0
Act Effct Green (s)	12.2	12.2	12.2	11.6	11.6	11.6	43.4	39.1		44.6	39.6	
Actuated g/C Ratio	0.15	0.15	0.15	0.14	0.14	0.14	0.54	0.50		0.55	0.51	
v/c Ratio	0.49	0.49	0.25	0.44	0.45	0.23	0.26	0.38		0.48	0.56	
Control Delay	37.2	37.1	10.1	37.0	37.1	10.7	12.9	18.0		16.8	20.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	37.2	37.1	10.1	37.0	37.1	10.7	12.9	18.0		16.8	20.2	
LOS	D	D	B	D	D	B	B	B		B	C	
Approach Delay		31.0			31.1			17.6			19.9	
Approach LOS		C			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 78.2			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 21.3		Intersection LOS: C	
Intersection Capacity Utilization 53.4%		ICU Level of Service A	
Analysis Period (min) 15			

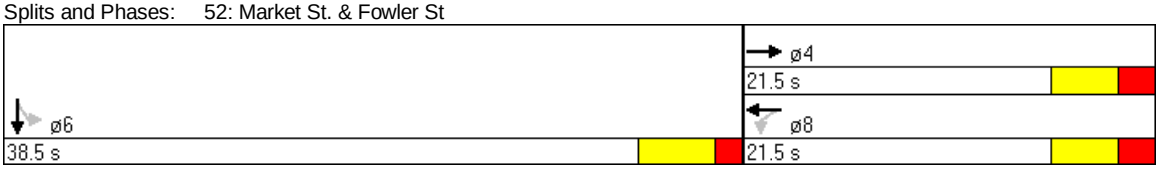
Splits and Phases: 41: Victoria Ave. & US41



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50		50	50					50	50	
Trailing Detector (ft)		0		0	0					0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1807	0	0	1853	0	0	0	0	0	3514	0
Flt Permitted					0.976						0.999	
Satd. Flow (perm)	0	1807	0	0	1818	0	0	0	0	0	3514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13									11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		701			492			556			1552	
Travel Time (s)		15.9			11.2			12.6			35.3	
Volume (vph)	0	41	12	8	69	0	0	0	0	13	1187	46
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Lane Group Flow (vph)	0	59	0	0	87	0	0	0	0	0	1401	0
Turn Type				Perm						Perm		
Protected Phases		4			8						6	
Permitted Phases				8						6		
Total Split (s)	0.0	21.5	0.0	21.5	21.5	0.0	0.0	0.0	0.0	38.5	38.5	0.0
Act Effct Green (s)		13.0			13.0						59.0	
Actuated g/C Ratio		0.16			0.16						0.80	
v/c Ratio		0.19			0.29						0.50	
Control Delay		15.7			20.4						4.7	
Queue Delay		0.0			0.0						0.0	
Total Delay		15.7			20.4						4.7	
LOS		B			C						A	
Approach Delay		15.7			20.4						4.7	
Approach LOS		B			C						A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 73.7			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 6.0		Intersection LOS: A	
Intersection Capacity Utilization 51.6%		ICU Level of Service A	
Analysis Period (min) 15			

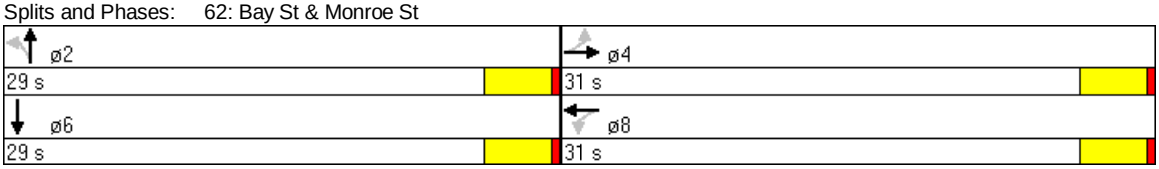
Splits and Phases: 52: Market St. & Fowler St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50			50	
Trailing Detector (ft)	0	0		0	0		0	0			0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1676	0	1513	1536	0	0	3163	0	0	3160	0
Flt Permitted				0.757	0.854			0.928				
Satd. Flow (perm)	0	1676	0	1206	1349	0	0	2956	0	0	3160	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					6						10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		321			461			250			350	
Travel Time (s)		7.3			10.5			5.7			8.0	
Volume (vph)	0	0	0	203	58	8	7	48	0	0	164	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	0	0	127	166	0	0	60	0	0	188	0
Turn Type	Perm			Perm			Perm					
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2					
Total Split (s)	31.0	31.0	0.0	31.0	31.0	0.0	29.0	29.0	0.0	0.0	29.0	0.0
Act Effct Green (s)				11.4	11.4			43.4			43.4	
Actuated g/C Ratio				0.19	0.19			0.72			0.72	
v/c Ratio				0.55	0.64			0.03			0.08	
Control Delay				30.2	31.8			4.8			4.0	
Queue Delay				0.0	0.0			0.0			0.0	
Total Delay				30.2	31.8			4.8			4.0	
LOS				C	C			A			A	
Approach Delay					31.1			4.8			4.0	
Approach LOS					C			A			A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 10 (17%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 18.8		Intersection LOS: B	
Intersection Capacity Utilization 22.4%		ICU Level of Service A	
Analysis Period (min) 15			

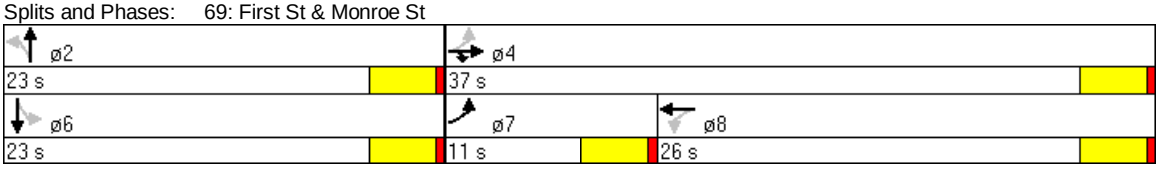
Splits and Phases: 62: Bay St & Monroe St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1656	1425	0	1620	0	1593	1625	0	0	3087	0
Flt Permitted		0.909			0.708		0.487				0.952	
Satd. Flow (perm)	0	1524	1425	0	1176	0	816	1625	0	0	2941	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			301		6			19			53	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			375			399			250	
Travel Time (s)		5.3			8.5			9.1			5.7	
Volume (vph)	97	316	311	62	49	8	7	70	18	7	290	73
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	0	435	327	0	125	0	7	93	0	0	389	0
Turn Type	pm+pt		Prot	Perm			Perm			Perm		
Protected Phases	7	4	4		8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	11.0	37.0	37.0	26.0	26.0	0.0	23.0	23.0	0.0	23.0	23.0	0.0
Act Effct Green (s)		21.2	21.2		21.2		30.8	30.8			30.8	
Actuated g/C Ratio		0.35	0.35		0.35		0.51	0.51			0.51	
v/c Ratio		0.81	0.47		0.30		0.02	0.11			0.25	
Control Delay		28.8	4.3		13.5		7.1	6.5			3.7	
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	
Total Delay		28.8	4.3		13.5		7.1	6.5			3.7	
LOS		C	A		B		A	A			A	
Approach Delay		18.3			13.5			6.5			3.7	
Approach LOS		B			B			A			A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 40 (67%), Referenced to phase 2:NBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 12.9		Intersection LOS: B	
Intersection Capacity Utilization 56.7%		ICU Level of Service B	
Analysis Period (min) 15			

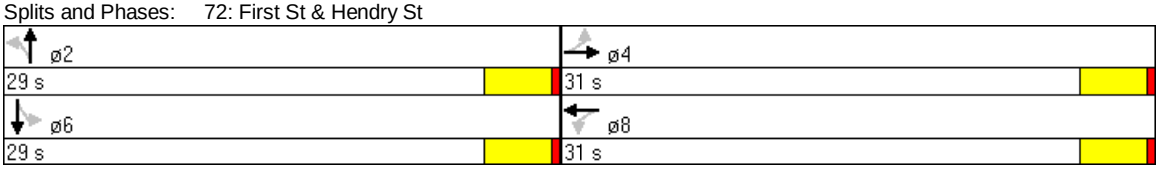
Splits and Phases: 69: First St & Monroe St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1616	0	0	1660	0	0	1607	0	0	1633	0
Flt Permitted		0.978			0.968			0.869			0.970	
Satd. Flow (perm)	0	1589	0	0	1616	0	0	1422	0	0	1594	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			3			23			18	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		283			409			383			254	
Travel Time (s)		6.4			9.3			8.7			5.8	
Volume (vph)	9	68	23	12	85	3	38	45	18	11	74	15
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Lane Group Flow (vph)	0	143	0	0	142	0	0	144	0	0	143	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	31.0	31.0	0.0	31.0	31.0	0.0	29.0	29.0	0.0	29.0	29.0	0.0
Act Effct Green (s)		9.7			9.7			45.1			45.1	
Actuated g/C Ratio		0.16			0.16			0.75			0.75	
v/c Ratio		0.50			0.54			0.13			0.12	
Control Delay		12.7			29.6			2.7			3.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.7			29.6			2.7			3.3	
LOS		B			C			A			A	
Approach Delay		12.7			29.6			2.7			3.3	
Approach LOS		B			C			A			A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 11 (18%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 12.0		Intersection LOS: B	
Intersection Capacity Utilization 28.0%		ICU Level of Service A	
Analysis Period (min) 15			

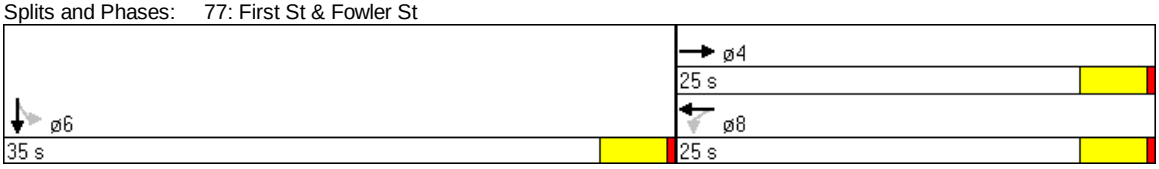
Splits and Phases: 72: First St & Hendry St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	250		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50		50	50					50	50	
Trailing Detector (ft)		0		0	0					0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1846	0	1770	3539	0	0	0	0	0	5029	0
Flt Permitted				0.585							0.996	
Satd. Flow (perm)	0	1846	0	1090	3539	0	0	0	0	0	5029	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5									19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		263			1219			260			608	
Travel Time (s)		6.0			27.7			5.9			13.8	
Volume (vph)	0	177	12	247	414	0	0	0	0	179	1742	96
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Lane Group Flow (vph)	0	215	0	281	470	0	0	0	0	0	2292	0
Turn Type				Perm						Perm		
Protected Phases		4			8						6	
Permitted Phases				8						6		
Total Split (s)	0.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	35.0	35.0	0.0
Act Effct Green (s)		18.4		18.4	18.4						33.6	
Actuated g/C Ratio		0.31		0.31	0.31						0.56	
v/c Ratio		0.38		0.84	0.43						0.81	
Control Delay		17.1		42.4	17.4						14.7	
Queue Delay		0.0		0.0	0.0						0.0	
Total Delay		17.1		42.4	17.4						14.7	
LOS		B		D	B						B	
Approach Delay		17.1			26.7						14.7	
Approach LOS		B			C						B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 7 (12%), Referenced to phase 2: and 6:SBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 17.7		Intersection LOS: B	
Intersection Capacity Utilization 73.2%		ICU Level of Service D	
Analysis Period (min) 15			

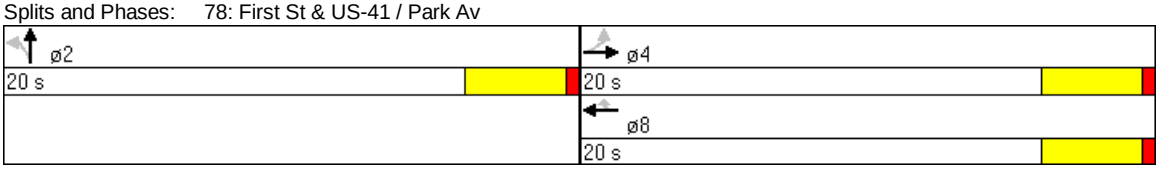
Splits and Phases: 77: First St & Fowler St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50			50	50	50	50				
Trailing Detector (ft)	0	0			0	0	0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1857	0	0	1863	1583	0	4959	0	0	0	0
Flt Permitted		0.979						0.996				
Satd. Flow (perm)	0	1824	0	0	1863	1583	0	4959	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						126		72				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1219			845			739			769	
Travel Time (s)		27.7			19.2			16.8			17.5	
Volume (vph)	13	237	0	0	270	116	34	384	66	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	272	0	0	293	126	0	526	0	0	0	0
Turn Type	Perm					Perm	Perm					
Protected Phases		4			8			2				
Permitted Phases	4					8	2					
Total Split (s)	20.0	20.0	0.0	0.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0
Act Effct Green (s)		10.8			10.8	10.8		23.9				
Actuated g/C Ratio		0.27			0.27	0.27		0.60				
v/c Ratio		0.55			0.58	0.24		0.18				
Control Delay		15.9			16.5	3.6		4.5				
Queue Delay		0.0			0.0	0.0		0.0				
Total Delay		15.9			16.5	3.6		4.5				
LOS		B			B	A		A				
Approach Delay		15.9			12.6			4.5				
Approach LOS		B			B			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 40			
Offset: 12 (30%), Referenced to phase 2:NBTL and 6:, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 9.9		Intersection LOS: A	
Intersection Capacity Utilization 40.0%		ICU Level of Service A	
Analysis Period (min) 15			

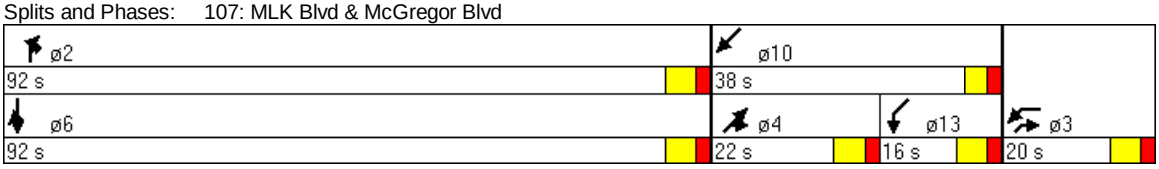
Splits and Phases: 78: First St & US-41 / Park Av



Lane Group	WBL	NBR	NBR2	SBT	SBR	NET	NER	SWL	SWT
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0			390		0	0	
Storage Lanes	1	1			1		1	2	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15	9	9		9		9	15	
Satd. Flow (prot)	1770	1583	1583	3539	1583	1863	1583	3433	1863
Flt Permitted	0.950							0.950	
Satd. Flow (perm)	1770	1583	1583	3539	1583	1863	1583	3433	1863
Right Turn on Red			Yes		Yes				
Satd. Flow (RTOR)			235		413				
Link Speed (mph)	30			30		30			30
Link Distance (ft)	417			549		670			378
Travel Time (s)	9.5			12.5		15.2			8.6
Volume (vph)	173	155	209	1857	528	154	304	163	99
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Lane Group Flow (vph)	194	174	235	2087	593	173	342	183	111
Turn Type		custom	custom		Prot		pt+ov	Prot	
Protected Phases	3	2	2	6	6	4	4 3	13	10
Permitted Phases									
Total Split (s)	20.0	92.0	92.0	92.0	92.0	22.0	42.0	16.0	38.0
Act Effct Green (s)	16.0	88.0	88.0	88.0	88.0	18.0	34.0	12.0	34.0
Actuated g/C Ratio	0.11	0.59	0.59	0.59	0.59	0.12	0.23	0.08	0.23
v/c Ratio	1.03	0.19	0.23	1.01	0.54	0.77	0.95	0.67	0.26
Control Delay	136.3	15.0	2.1	51.8	6.8	86.6	82.8	79.5	49.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	136.3	15.0	2.1	51.8	6.8	86.6	82.8	79.5	49.7
LOS	F	B	A	D	A	F	F	E	D
Approach Delay	136.3			41.9		84.1			68.2
Approach LOS	F			D		F			E

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:NBR and 6:SBT, Start of Green, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 50.1		Intersection LOS: D	
Intersection Capacity Utilization 90.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 107: MLK Blvd & McGregor Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	28	82	11	12	320	14	81	74	73	6	19	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	30	89	12	13	348	15	88	80	79	7	21	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		316			314							
pX, platoon unblocked	0.85						0.85	0.85		0.85	0.85	0.85
vC, conflicting volume	363			101			564	545	95	657	543	355
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	248			101			486	463	95	595	461	239
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			99			77	80	92	98	95	98
cM capacity (veh/h)	1116			1491			380	405	962	267	406	678

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	132	376	248	43
Volume Left	30	13	88	7
Volume Right	12	15	79	16
cSH	1116	1491	484	438
Volume to Capacity	0.03	0.01	0.51	0.10
Queue Length 95th (ft)	2	1	72	8
Control Delay (s)	2.1	0.3	20.0	14.1
Lane LOS	A	A	C	B
Approach Delay (s)	2.1	0.3	20.0	14.1
Approach LOS			C	B

Intersection Summary				
Average Delay	7.5			
Intersection Capacity Utilization	48.7%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	10	544	31	26	331	57	26	41	26	16	36	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	591	34	28	360	62	28	45	28	17	39	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												2
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		344			1143							
pX, platoon unblocked				0.67			0.67	0.67	0.67	0.67	0.67	
vC, conflicting volume	422			625			1099	1108	608	1128	1094	391
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	422			439			1149	1162	414	1191	1141	391
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			96			67	64	93	76	69	99
cM capacity (veh/h)	1137			749			86	124	427	72	128	658

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	636	450	101	62
Volume Left	11	28	28	17
Volume Right	34	62	28	5
cSH	1137	749	134	121
Volume to Capacity	0.01	0.04	0.75	0.51
Queue Length 95th (ft)	1	3	111	59
Control Delay (s)	0.3	1.1	86.8	62.5
Lane LOS	A	A	F	F
Approach Delay (s)	0.3	1.1	86.8	62.5
Approach LOS			F	F

Intersection Summary				
Average Delay	10.7			
Intersection Capacity Utilization	58.6%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	16	554	21	36	352	10	16	119	170	89	115	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	602	23	39	383	11	17	129	185	97	125	51
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												3
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		652			835							
pX, platoon unblocked				0.73			0.73	0.73	0.73	0.73	0.73	
vC, conflicting volume	393			625			1203	1120	614	1364	1126	388
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	393			485			1278	1165	469	1500	1173	388
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			95			0	2	57	0	4	92
cM capacity (veh/h)	1165			785			13	132	433	4	131	660

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	642	433	332	273
Volume Left	17	39	17	97
Volume Right	23	11	185	51
cSH	1165	785	121	15
Volume to Capacity	0.01	0.05	2.74	18.77
Queue Length 95th (ft)	1	4	760	Err
Control Delay (s)	0.4	1.5	862.3	Err
Lane LOS	A	A	F	F
Approach Delay (s)	0.4	1.5	862.3	Err
Approach LOS			F	F

Intersection Summary				
Average Delay	1795.2			
Intersection Capacity Utilization	82.1%	ICU Level of Service	E	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	803	5	5	368	5	10	2	16	16	5	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	873	5	5	400	5	11	2	17	17	5	23
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		1121			366							
pX, platoon unblocked				0.87			0.87	0.87	0.87	0.87	0.87	
vC, conflicting volume	405			878			1326	1303	876	1318	1303	403
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	405			860			1375	1349	857	1367	1349	403
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			89	98	94	83	96	96
cM capacity (veh/h)	1153			678			98	129	310	99	129	648

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	884	411	30	46
Volume Left	5	5	11	17
Volume Right	5	5	17	23
cSH	1153	678	166	181
Volume to Capacity	0.00	0.01	0.18	0.25
Queue Length 95th (ft)	0	1	16	24
Control Delay (s)	0.1	0.2	31.5	31.5
Lane LOS	A	A	D	D
Approach Delay (s)	0.1	0.2	31.5	31.5
Approach LOS			D	D

Intersection Summary				
Average Delay	1.9			
Intersection Capacity Utilization	60.8%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	57	571	0	47	485	14	5	22	132	7	29	24
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	64	642	0	53	545	16	6	25	148	8	33	27
Pedestrians		6			1			3			15	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			0			0			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		225			302							
pX, platoon unblocked	0.85			0.82			0.89	0.89	0.82	0.89	0.89	0.85
vC, conflicting volume	576			645			1472	1454	646	1605	1446	574
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	501			565			1279	1258	567	1427	1249	499
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	93			93			93	81	65	84	75	94
cM capacity (veh/h)	880			809			86	130	427	49	132	478

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	64	642	53	561	18	161	8	60
Volume Left	64	0	53	0	6	0	8	0
Volume Right	0	0	0	16	0	148	0	27
cSH	880	1700	809	1700	112	363	49	196
Volume to Capacity	0.07	0.38	0.07	0.33	0.16	0.44	0.16	0.30
Queue Length 95th (ft)	6	0	5	0	14	55	13	31
Control Delay (s)	9.4	0.0	9.8	0.0	43.1	22.6	91.4	31.2
Lane LOS	A		A		E	C	F	D
Approach Delay (s)	0.9		0.8		24.6		38.2	
Approach LOS					C		E	

Intersection Summary				
Average Delay	5.2			
Intersection Capacity Utilization	55.9%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	27	736	18	40	532	14	3	10	79	35	11	29
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	30	827	20	45	598	16	3	11	89	39	12	33
Pedestrians		1										
Lane Width (ft)		12.0										
Walking Speed (ft/s)		4.0										
Percent Blockage		0										
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		317			450							
pX, platoon unblocked	0.83			0.69			0.77	0.77	0.69	0.77	0.77	0.83
vC, conflicting volume	613			847			1625	1601	837	1678	1603	607
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	532			777			1472	1441	762	1540	1444	524
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			92			95	88	68	4	86	93
cM capacity (veh/h)	843			566			62	91	277	41	90	457

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	30	847	45	613	103	84
Volume Left	30	0	45	0	3	39
Volume Right	0	20	0	16	89	33
cSH	843	1700	566	1700	207	72
Volume to Capacity	0.04	0.50	0.08	0.36	0.50	1.17
Queue Length 95th (ft)	3	0	6	0	63	161
Control Delay (s)	9.4	0.0	11.9	0.0	38.5	259.5
Lane LOS	A		B		E	F
Approach Delay (s)	0.3		0.8		38.5	259.5
Approach LOS					E	F

Intersection Summary				
Average Delay	15.5			
Intersection Capacity Utilization	62.5%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	22	22	6	7	0	10	0	21	9	23	26
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	25	25	7	8	0	11	0	24	10	26	29
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)											366	
pX, platoon unblocked												
vC, conflicting volume	99	107	40	132	110	12	55			24		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	99	107	40	132	110	12	55			24		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	97	98	99	99	100	99			99		
cM capacity (veh/h)	867	773	1031	792	770	1069	1550			1591		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	49	15	35	65
Volume Left	0	7	11	10
Volume Right	25	0	24	29
cSH	883	780	1550	1591
Volume to Capacity	0.06	0.02	0.01	0.01
Queue Length 95th (ft)	4	1	1	0
Control Delay (s)	9.3	9.7	2.4	1.2
Lane LOS	A	A	A	A
Approach Delay (s)	9.3	9.7	2.4	1.2
Approach LOS	A	A		

Intersection Summary				
Average Delay	4.6			
Intersection Capacity Utilization	17.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	27	174	8	7	475	25	50	6	21	13	5	120
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	30	196	9	8	534	28	56	7	24	15	6	135
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		398										
pX, platoon unblocked												
vC, conflicting volume	562			204			962	838	200	851	829	548
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	562			204			962	838	200	851	829	548
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			99			67	98	97	94	98	75
cM capacity (veh/h)	1010			1367			169	292	841	260	295	536

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	235	570	87	155
Volume Left	30	8	56	15
Volume Right	9	28	24	135
cSH	1010	1367	226	475
Volume to Capacity	0.03	0.01	0.38	0.33
Queue Length 95th (ft)	2	0	42	35
Control Delay (s)	1.4	0.2	30.5	16.2
Lane LOS	A	A	D	C
Approach Delay (s)	1.4	0.2	30.5	16.2
Approach LOS			D	C

Intersection Summary				
Average Delay	5.3			
Intersection Capacity Utilization	54.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	14	274	406	8	26	83
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	16	308	456	9	29	93
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		735				
pX, platoon unblocked						
vC, conflicting volume	465				800	461
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	465				800	461
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				92	84
cM capacity (veh/h)	1096				349	601

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	324	465	122
Volume Left	16	0	29
Volume Right	0	9	93
cSH	1096	1700	513
Volume to Capacity	0.01	0.27	0.24
Queue Length 95th (ft)	1	0	23
Control Delay (s)	0.5	0.0	14.2
Lane LOS	A		B
Approach Delay (s)	0.5	0.0	14.2
Approach LOS			B

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	42.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	9	295	338	6	30	84
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	10	331	380	7	34	94
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		1049				
pX, platoon unblocked						
vC, conflicting volume	387				735	383
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	387				735	383
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				91	86
cM capacity (veh/h)	1172				383	664

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	342	387	128
Volume Left	10	0	34
Volume Right	0	7	94
cSH	1172	1700	557
Volume to Capacity	0.01	0.23	0.23
Queue Length 95th (ft)	1	0	22
Control Delay (s)	0.3	0.0	13.4
Lane LOS	A		B
Approach Delay (s)	0.3	0.0	13.4
Approach LOS			B

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	39.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	57	368	74	22	165	3	7	14	9	37	18	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	62	400	80	24	179	3	8	15	10	40	20	160
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)					324							
pX, platoon unblocked												
vC, conflicting volume	183			480			962	795	440	770	833	181
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	183			480			962	795	440	770	833	181
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			98			96	95	98	86	93	81
cM capacity (veh/h)	1392			1082			173	299	617	285	284	862

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	62	480	207	33	220
Volume Left	62	0	24	8	40
Volume Right	0	80	3	10	160
cSH	1392	1700	1082	294	556
Volume to Capacity	0.04	0.28	0.02	0.11	0.40
Queue Length 95th (ft)	3	0	2	9	47
Control Delay (s)	7.7	0.0	1.2	18.7	15.6
Lane LOS	A		A	C	C
Approach Delay (s)	0.9		1.2	18.7	15.6
Approach LOS				C	C

Intersection Summary					
Average Delay	4.8				
Intersection Capacity Utilization	53.8%	ICU Level of Service		A	
Analysis Period (min)	15				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	185	26	22	173	22	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	201	28	24	188	24	73
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	375			355		
pX, platoon unblocked						
vC, conflicting volume			229		451	215
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			229		451	215
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		96	91
cM capacity (veh/h)			1339		556	825

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	229	212	97
Volume Left	0	24	24
Volume Right	28	0	73
cSH	1700	1339	737
Volume to Capacity	0.13	0.02	0.13
Queue Length 95th (ft)	0	1	11
Control Delay (s)	0.0	1.0	10.6
Lane LOS		A	B
Approach Delay (s)	0.0	1.0	10.6
Approach LOS			B

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	40.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	21	231	195	21	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	251	212	23	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		447	283			
pX, platoon unblocked	0.97				0.97	0.97
vC, conflicting volume	235				520	223
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	209				504	197
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				100	100
cM capacity (veh/h)	1318				502	816

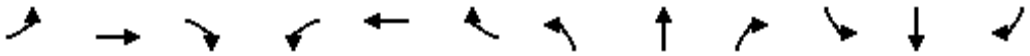
Direction, Lane #	EB 1	WB 1
Volume Total	274	235
Volume Left	23	0
Volume Right	0	23
cSH	1318	1700
Volume to Capacity	0.02	0.14
Queue Length 95th (ft)	1	0
Control Delay (s)	0.8	0.0
Lane LOS	A	
Approach Delay (s)	0.8	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	34.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	28	82	11	12	320	14	81	74	73	6	19	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	30	89	12	13	348	15	88	80	79	7	21	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		316			314							
pX, platoon unblocked	0.85						0.85	0.85		0.85	0.85	0.85
vC, conflicting volume	363			101			564	545	95	657	543	355
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	248			101			486	463	95	595	461	239
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			99			77	80	92	98	95	98
cM capacity (veh/h)	1116			1491			380	405	962	267	406	678

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1
Volume Total	132	376	88	160	43
Volume Left	30	13	88	0	7
Volume Right	12	15	0	79	16
cSH	1116	1491	380	569	438
Volume to Capacity	0.03	0.01	0.23	0.28	0.10
Queue Length 95th (ft)	2	1	22	29	8
Control Delay (s)	2.1	0.3	17.3	13.8	14.1
Lane LOS	A	A	C	B	B
Approach Delay (s)	2.1	0.3	15.0		14.1
Approach LOS			C		B

Intersection Summary				
Average Delay	5.9			
Intersection Capacity Utilization	39.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	10	544	31	26	331	57	26	41	26	16	36	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	591	34	28	360	62	28	45	28	17	39	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		344										
pX, platoon unblocked				0.67			0.67	0.67	0.67	0.67	0.67	
vC, conflicting volume	422			625			1102	1108	608	1128	1094	391
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	422			439			1153	1162	414	1191	1141	391
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			96			67	64	93	76	69	99
cM capacity (veh/h)	1137			749			85	124	427	72	128	658

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	636	450	101	17	45
Volume Left	11	28	28	17	0
Volume Right	34	62	28	0	5
cSH	1137	749	134	72	142
Volume to Capacity	0.01	0.04	0.76	0.24	0.31
Queue Length 95th (ft)	1	3	111	21	31
Control Delay (s)	0.3	1.1	87.4	70.8	41.6
Lane LOS	A	A	F	F	E
Approach Delay (s)	0.3	1.1	87.4	49.8	
Approach LOS			F	E	

Intersection Summary				
Average Delay	10.1			
Intersection Capacity Utilization	58.6%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Volume (veh/h)	16	554	21	36	352	10	16	119	170	89	115	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	602	23	39	383	11	17	129	185	97	125	51
Approach Volume (veh/h)		642			433			332			273	
Crossing Volume (veh/h)		261			164			716			439	
High Capacity (veh/h)		1129			1218			784			980	
High v/c (veh/h)		0.57			0.36			0.42			0.28	
Low Capacity (veh/h)		929			1010			623			796	
Low v/c (veh/h)		0.69			0.43			0.53			0.34	

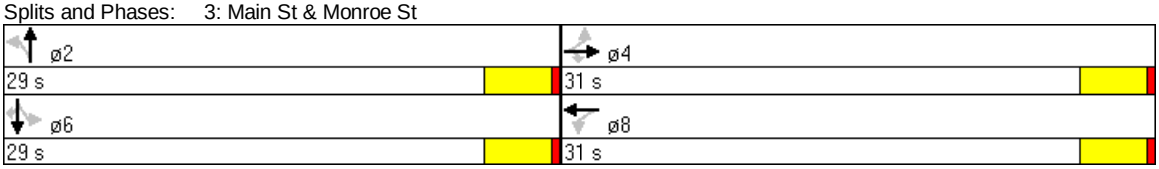
Intersection Summary												
Maximum v/c High			0.57									
Maximum v/c Low			0.69									
Intersection Capacity Utilization			85.3%		ICU Level of Service				E			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	50		150
Storage Lanes	0		1	0		0	0		0	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1670	1425	0	1671	0	0	3049	0	1593	3185	1425
Flt Permitted		0.951			0.997			0.633		0.431		
Satd. Flow (perm)	0	1594	1425	0	1668	0	0	2002	0	723	3185	1425
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			16		1			9				307
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		273			316			394			399	
Travel Time (s)		6.2			7.2			9.0			9.1	
Volume (vph)	20	210	15	5	405	5	340	100	20	20	310	400
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	250	16	0	450	0	0	501	0	22	337	435
Turn Type	Perm		Perm	Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		6
Total Split (s)	31.0	31.0	31.0	31.0	31.0	0.0	29.0	29.0	0.0	29.0	29.0	29.0
Act Effct Green (s)		24.5	24.5		24.5			27.5		27.5	27.5	27.5
Actuated g/C Ratio		0.41	0.41		0.41			0.46		0.46	0.46	0.46
v/c Ratio		0.38	0.03		0.66			0.87dl		0.07	0.23	0.53
Control Delay		13.9	5.6		12.6			5.6		8.0	8.2	4.1
Queue Delay		0.0	0.0		0.0			0.0		0.0	0.0	0.0
Total Delay		13.9	5.6		12.6			5.6		8.0	8.2	4.1
LOS		B	A		B			A		A	A	A
Approach Delay		13.4			12.6			5.6			5.9	
Approach LOS		B			B			A			A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 30 (50%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 8.3		Intersection LOS: A	
Intersection Capacity Utilization 82.8%		ICU Level of Service E	
Analysis Period (min) 15			

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

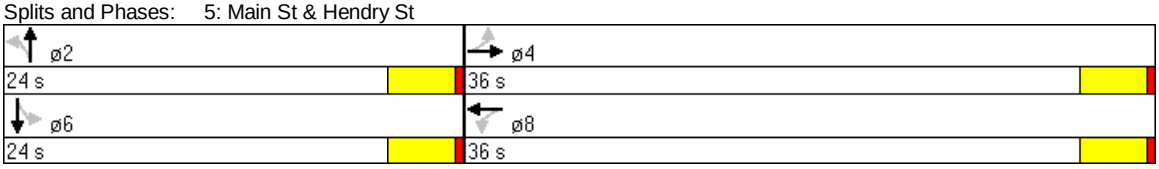
Splits and Phases: 3: Main St & Monroe St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	25		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1645	0	0	1660	0	1593	1611	0	0	1575	0
Flt Permitted		0.953			0.976		0.712				0.932	
Satd. Flow (perm)	0	1574	0	0	1625	0	1194	1611	0	0	1483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			7			31			49	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		314			396			390			383	
Travel Time (s)		7.1			9.0			8.9			8.7	
Volume (vph)	20	180	25	25	360	20	35	100	35	25	50	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	245	0	0	440	0	38	147	0	0	130	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	36.0	36.0	0.0	36.0	36.0	0.0	24.0	24.0	0.0	24.0	24.0	0.0
Act Effct Green (s)		19.8			19.8		32.2	32.2			32.2	
Actuated g/C Ratio		0.33			0.33		0.54	0.54			0.54	
v/c Ratio		0.46			0.81		0.06	0.17			0.16	
Control Delay		20.9			30.0		7.2	5.7			5.5	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		20.9			30.0		7.2	5.7			5.5	
LOS		C			C		A	A			A	
Approach Delay		20.9			30.0			6.0			5.5	
Approach LOS		C			C			A			A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 33 (55%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 20.1		Intersection LOS: C	
Intersection Capacity Utilization 54.7%		ICU Level of Service A	
Analysis Period (min) 15			

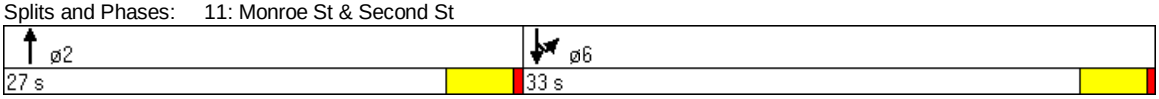
Splits and Phases: 5: Main St & Hendry St



Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Satd. Flow (prot)	3036	0	1593	1676	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	3036	0	1593	1676	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	140					
Link Speed (mph)	30			30	30	
Link Distance (ft)	356			394	289	
Travel Time (s)	8.1			9.0	6.6	
Volume (vph)	461	207	409	388	0	0
Peak Hour Factor	0.72	0.72	0.72	0.72	0.25	0.25
Lane Group Flow (vph)	928	0	568	539	0	0
Turn Type			Split			
Protected Phases	2		6	6		
Permitted Phases						
Total Split (s)	27.0	0.0	33.0	33.0	0.0	0.0
Act Effct Green (s)	27.3		24.7	24.7		
Actuated g/C Ratio	0.46		0.41	0.41		
v/c Ratio	0.64		0.87	0.78		
Control Delay	12.0		28.8	21.6		
Queue Delay	0.0		0.1	0.2		
Total Delay	12.0		28.9	21.8		
LOS	B		C	C		
Approach Delay	12.0			25.5		
Approach LOS	B			C		

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 16 (27%), Referenced to phase 2:NBT, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 19.3		Intersection LOS: B	
Intersection Capacity Utilization 53.4%		ICU Level of Service A	
Analysis Period (min) 15			

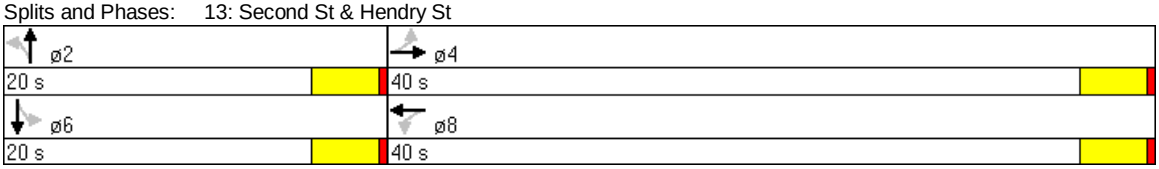
Splits and Phases: 11: Monroe St & Second St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1653	0	0	1628	0	0	1596	0	0	1638	0
Flt Permitted		0.977			0.928			0.958			0.939	
Satd. Flow (perm)	0	1618	0	0	1517	0	0	1539	0	0	1552	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			34			28			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		281			344			633			390	
Travel Time (s)		6.4			7.8			14.4			8.9	
Volume (vph)	26	528	52	31	264	67	10	47	26	36	145	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	659	0	0	394	0	0	90	0	0	220	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	40.0	40.0	0.0	40.0	40.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0
Act Effct Green (s)		27.5			27.5			24.5			24.5	
Actuated g/C Ratio		0.46			0.46			0.41			0.41	
v/c Ratio		0.88			0.55			0.14			0.34	
Control Delay		27.5			12.6			8.2			16.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		27.5			12.6			8.2			16.8	
LOS		C			B			A			B	
Approach Delay		27.5			12.6			8.2			16.8	
Approach LOS		C			B			A			B	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 32 (53%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 20.2		Intersection LOS: C	
Intersection Capacity Utilization 66.4%		ICU Level of Service C	
Analysis Period (min) 15			

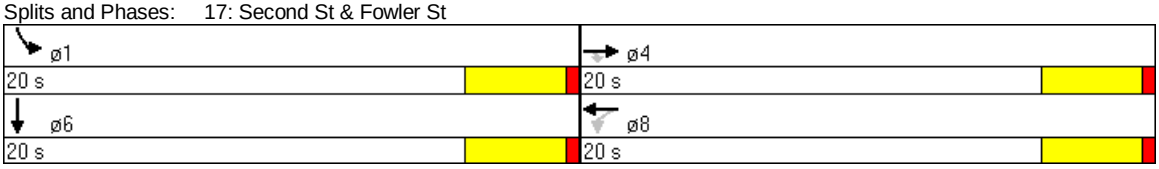
Splits and Phases: 13: Second St & Hendry St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		300	0		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50					50	50	
Trailing Detector (ft)		0	0	0	0					0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1863	1583	1681	1743	0	0	0	0	0	4939	0
Flt Permitted				0.250	0.604						0.985	
Satd. Flow (perm)	0	1863	1583	442	1069	0	0	0	0	0	4939	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			54								53	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		366			236			1052			469	
Travel Time (s)		8.3			5.4			23.9			10.7	
Volume (vph)	0	565	52	102	119	0	0	0	0	400	823	130
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	614	57	56	184	0	0	0	0	0	1471	0
Turn Type			Perm	Perm						Prot		
Protected Phases		4			8					1	6	
Permitted Phases			4	8								
Total Split (s)	0.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0
Act Effct Green (s)		15.2	15.2	15.2	15.2						16.8	
Actuated g/C Ratio		0.38	0.38	0.38	0.38						0.42	
v/c Ratio		0.86	0.09	0.33	0.45						0.70	
Control Delay		27.3	3.6	14.8	13.2						11.7	
Queue Delay		0.0	0.0	0.0	0.0						0.0	
Total Delay		27.3	3.6	14.8	13.2						11.7	
LOS		C	A	B	B						B	
Approach Delay		25.3			13.6						11.7	
Approach LOS		C			B						B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 40			
Offset: 38 (95%), Referenced to phase 2: and 6:SBT, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 15.7		Intersection LOS: B	
Intersection Capacity Utilization 72.9%		ICU Level of Service C	
Analysis Period (min) 15			

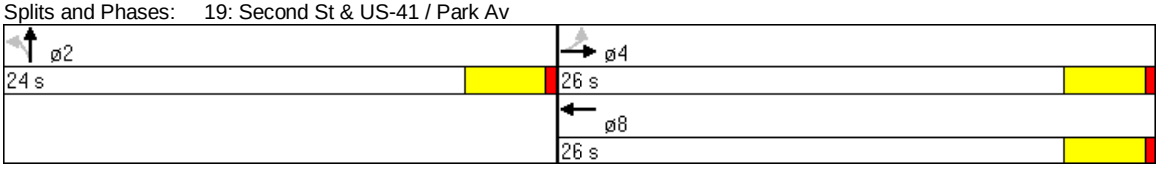
Splits and Phases: 17: Second St & Fowler St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50			50		50	50				
Trailing Detector (ft)	0	0			0		0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	3433	1863	0	0	3263	0	0	4963	0	0	0	0
Flt Permitted	0.333											
Satd. Flow (perm)	1203	1863	0	0	3263	0	0	4963	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					7			92				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		968			692			1071			739	
Travel Time (s)		22.0			15.7			24.3			16.8	
Volume (vph)	235	660	0	0	305	332	9	1353	258	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	255	717	0	0	693	0	0	1761	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Total Split (s)	26.0	26.0	0.0	0.0	26.0	0.0	24.0	24.0	0.0	0.0	0.0	0.0
Act Effct Green (s)	21.1	21.1			21.1			20.9				
Actuated g/C Ratio	0.42	0.42			0.42			0.42				
v/c Ratio	0.50	0.91			0.50			0.83				
Control Delay	14.4	32.4			11.7			17.4				
Queue Delay	0.0	0.0			0.0			0.0				
Total Delay	14.4	32.4			11.7			17.4				
LOS	B	C			B			B				
Approach Delay		27.7			11.7			17.4				
Approach LOS		C			B			B				

Intersection Summary			
Area Type:	Other		
Cycle Length: 50			
Actuated Cycle Length: 50			
Offset: 17 (34%), Referenced to phase 2:NBTL and 6:, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 19.2		Intersection LOS: B	
Intersection Capacity Utilization 73.5%		ICU Level of Service D	
Analysis Period (min) 15			

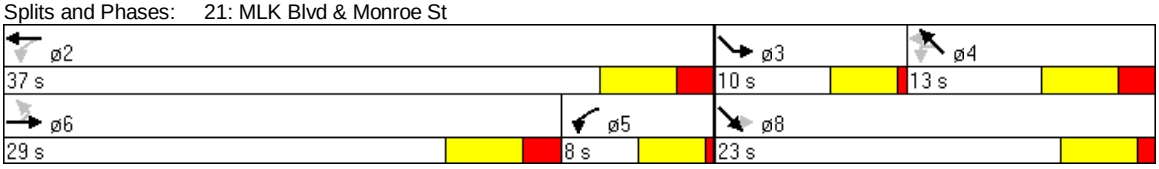
Splits and Phases: 19: Second St & US-41 / Park Av



Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR	SEL	SET	SER	SER2	NWL2	NWT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	55			60		0	0		0			
Storage Lanes	1			1		0	1		0			
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50			50	50
Trailing Detector (ft)	0	0		0	0		0	0			0	0
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Satd. Flow (prot)	1593	1655	0	1593	1561	0	1593	1425	0	0	0	1646
Flt Permitted	0.460			0.383			0.550					0.965
Satd. Flow (perm)	771	1655	0	642	1561	0	922	1425	0	0	0	1595
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		10			114			11				8
Link Speed (mph)		30			30			30				30
Link Distance (ft)		302			225			356				363
Travel Time (s)		6.9			5.1			8.1				8.3
Volume (vph)	112	354	34	70	186	158	120	0	69	10	7	68
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Lane Group Flow (vph)	126	436	0	79	387	0	135	89	0	0	0	94
Turn Type	Perm			pm+pt			pm+pt				Perm	
Protected Phases		6		5	2		3	8				4
Permitted Phases	6			2			8				4	
Total Split (s)	29.0	29.0	0.0	8.0	37.0	0.0	10.0	23.0	0.0	0.0	13.0	13.0
Act Effct Green (s)	33.6	33.6		37.6	38.4		16.4	16.8				9.0
Actuated g/C Ratio	0.56	0.56		0.63	0.64		0.27	0.28				0.15
v/c Ratio	0.29	0.47		0.17	0.37		0.42	0.22				0.38
Control Delay	10.5	10.4		3.9	2.3		7.9	5.2				26.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Total Delay	10.5	10.4		3.9	2.3		7.9	5.2				26.5
LOS	B	B		A	A		A	A				C
Approach Delay		10.4			2.6			6.8				26.5
Approach LOS		B			A			A				C

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 16 (27%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 8.2		Intersection LOS: A	
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 21: MLK Blvd & Monroe St



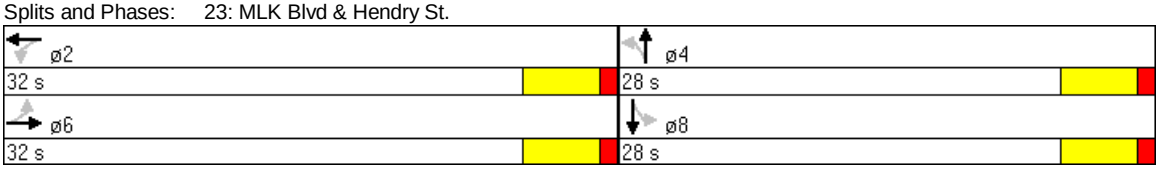
Lane Group	NWR
Lane Configurations	
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Total Lost Time (s)	4.0
Leading Detector (ft)	
Trailing Detector (ft)	
Turning Speed (mph)	9
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Volume (vph)	9
Peak Hour Factor	0.89
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Total Split (s)	0.0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	105		0	40		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1547	1627	0	1547	1613	0	1593	1515	0	1394	1295	0
Flt Permitted	0.203			0.143			0.713			0.711		
Satd. Flow (perm)	330	1627	0	233	1613	0	1194	1515	0	1031	1295	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					7			38			47	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		302			317			378			633	
Travel Time (s)		6.9			7.2			8.6			14.4	
Volume (vph)	56	761	3	17	550	33	6	29	34	82	19	42
Confl. Peds. (#/hr)	8		5	5		8	1		10	10		1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	2%	2%	2%	2%	2%	2%
Parking (#/hr)										5	5	5
Lane Group Flow (vph)	63	858	0	19	655	0	7	71	0	92	68	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	32.0	32.0	0.0	32.0	32.0	0.0	28.0	28.0	0.0	28.0	28.0	0.0
Act Effct Green (s)	43.9	43.9		43.9	43.9		11.3	11.3		11.3	11.3	
Actuated g/C Ratio	0.73	0.73		0.73	0.73		0.19	0.19		0.19	0.19	
v/c Ratio	0.26	0.72		0.11	0.55		0.03	0.22		0.47	0.24	
Control Delay	7.7	10.6		6.4	7.9		18.2	12.7		21.3	6.2	
Queue Delay	0.0	0.1		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.7	10.7		6.4	7.9		18.2	12.7		21.3	6.2	
LOS	A	B		A	A		B	B		C	A	
Approach Delay		10.5			7.9			13.2			14.9	
Approach LOS		B			A			B			B	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 13 (22%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 10.0		Intersection LOS: B	
Intersection Capacity Utilization 70.3%		ICU Level of Service C	
Analysis Period (min) 15			

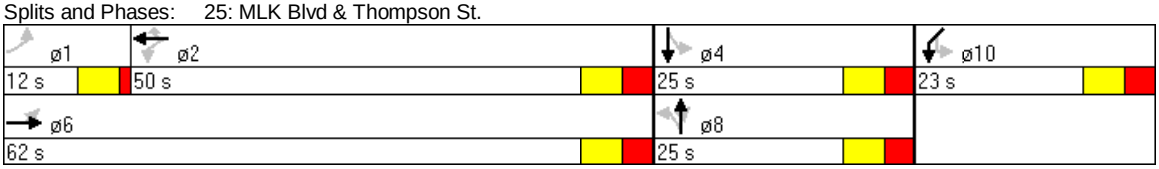
Splits and Phases: 23: MLK Blvd & Hendry St.



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		170		0	160		0		0		0	
Storage Lanes		1		0	1		1		0		1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50		50	50	50		50	50	50	
Trailing Detector (ft)	0	0	0		0	0	0		0	0	0	
Turning Speed (mph)	15	15		9	15		9	9	15		9	9
Satd. Flow (prot)	0	1547	1627	0	1547	1629	1384	0	0	1655	1425	0
Flt Permitted		0.176			0.087					0.911		
Satd. Flow (perm)	0	287	1627	0	142	1629	1354	0	0	1523	1362	0
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)			1				57				88	
Link Speed (mph)			30			30				30		
Link Distance (ft)			450			940				201		
Travel Time (s)			10.2			21.4				4.6		
Volume (vph)	11	47	808	6	31	486	19	51	27	71	6	78
Confl. Peds. (#/hr)	1			2	2		1		4			18
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	2%	2%	2%	2%
Parking (#/hr)												
Lane Group Flow (vph)	0	65	915	0	35	546	78	0	0	110	95	0
Turn Type	custom	Perm			Perm		Perm		Perm		Perm	
Protected Phases			6			2				8		
Permitted Phases	1	6			2		2		8		8	
Total Split (s)	12.0	62.0	62.0	0.0	50.0	50.0	50.0	0.0	25.0	25.0	25.0	0.0
Act Effct Green (s)		62.8	62.8		62.8	62.8	62.8			15.5	15.5	
Actuated g/C Ratio		0.63	0.63		0.63	0.63	0.63			0.16	0.16	
v/c Ratio		0.36	0.89		0.39	0.53	0.09			0.46	0.33	
Control Delay		19.6	30.7		29.7	14.6	4.5			43.4	12.6	
Queue Delay		0.0	0.0		0.0	0.0	0.0			0.0	0.0	
Total Delay		19.6	30.7		29.7	14.6	4.5			43.4	12.6	
LOS		B	C		C	B	A			D	B	
Approach Delay			30.0			14.2				29.1		
Approach LOS			C			B				C		

Intersection Summary			
Area Type:	CBD		
Cycle Length: 110			
Actuated Cycle Length: 99.1			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 25.0		Intersection LOS: C	
Intersection Capacity Utilization 82.0%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 25: MLK Blvd & Thompson St.



Lane Group	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0	0	
Storage Lanes	0		0	0	0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50		
Trailing Detector (ft)	0	0		0		
Turning Speed (mph)	15		9	15	9	9
Satd. Flow (prot)	0	1374	0	1432	0	0
Flt Permitted		0.823		0.995		
Satd. Flow (perm)	0	1142	0	1431	0	0
Right Turn on Red			Yes			Yes
Satd. Flow (RTOR)		14		63		
Link Speed (mph)		30		30		
Link Distance (ft)		595		554		
Travel Time (s)		13.5		12.6		
Volume (vph)	40	26	22	7	14	56
Confl. Peds. (#/hr)	18		4	2		1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Parking (#/hr)	5	5	5			
Lane Group Flow (vph)	0	99	0	87	0	0
Turn Type	Perm					
Protected Phases		4		10		
Permitted Phases	4					
Total Split (s)	25.0	25.0	0.0	23.0	0.0	0.0
Act Effct Green (s)		15.5		11.6		
Actuated g/C Ratio		0.16		0.11		
v/c Ratio		0.52		0.40		
Control Delay		42.3		21.2		
Queue Delay		0.0		0.0		
Total Delay		42.3		21.2		
LOS		D		C		
Approach Delay		42.3		21.2		
Approach LOS		D		C		

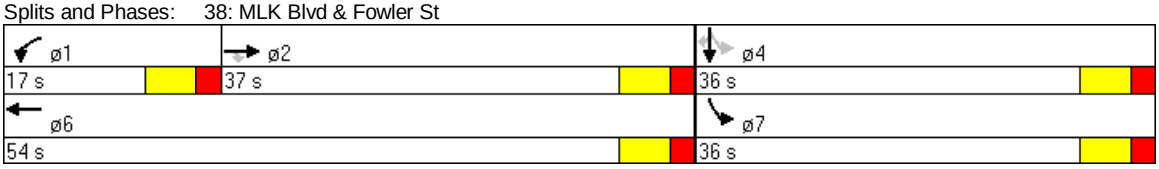
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		175	0		0	0		0	0		168
Storage Lanes	1		1	2		0	0		0	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50					50	50	50
Trailing Detector (ft)		0	0	0	0					0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	5085	1583	3433	3539	0	0	0	0	1770	3539	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	5085	1583	3433	3539	0	0	0	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			71									24
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		940			310			1552			445	
Travel Time (s)		21.4			7.0			35.3			10.1	
Volume (vph)	0	727	63	165	507	0	0	0	0	357	728	21
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Lane Group Flow (vph)	0	817	71	185	570	0	0	0	0	401	818	24
Turn Type			Perm	Prot						pm+pt		Perm
Protected Phases		2		1	6					7	4	
Permitted Phases			2							4		4
Total Split (s)	0.0	37.0	37.0	17.0	54.0	0.0	0.0	0.0	0.0	36.0	36.0	36.0
Act Effct Green (s)		33.6	33.6	12.4	50.0					32.0	32.0	32.0
Actuated g/C Ratio		0.37	0.37	0.14	0.56					0.36	0.36	0.36
v/c Ratio		0.43	0.11	0.39	0.29					0.64	0.65	0.04
Control Delay		22.0	5.4	37.9	11.1					29.7	27.3	8.0
Queue Delay		0.0	0.0	0.0	0.0					0.6	0.3	0.0
Total Delay		22.0	5.4	37.9	11.1					30.3	27.6	8.0
LOS		C	A	D	B					C	C	A
Approach Delay		20.7			17.7						28.1	
Approach LOS		C			B						C	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 23.1 Intersection LOS: C
Intersection Capacity Utilization 52.5% ICU Level of Service A
Analysis Period (min) 15

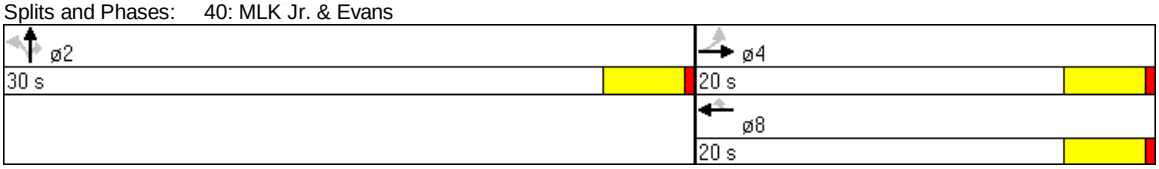
Splits and Phases: 38: MLK Blvd & Fowler St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		0	600		0	0		0
Storage Lanes	1		0	0		1	2		1	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50			50	50	50	50	50			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	3614	3539	0	0	3539	1863	3433	3539	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	3614	3539	0	0	3539	1863	3433	3539	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									838			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		314			855			609			928	
Travel Time (s)		7.1			19.4			13.8			21.1	
Volume (vph)	0	0	0	0	0	0	189	793	771	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	0	0	0	0	0	205	862	838	0	0	0
Turn Type	Perm					Perm	Perm		Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Total Split (s)	20.0	20.0	0.0	0.0	20.0	20.0	30.0	30.0	30.0	0.0	0.0	0.0
Act Effct Green (s)							120.0	120.0	120.0			
Actuated g/C Ratio							1.00	1.00	1.00			
v/c Ratio							0.06	0.24	0.53			
Control Delay							0.0	0.2	1.3			
Queue Delay							0.0	0.0	0.0			
Total Delay							0.0	0.2	1.3			
LOS							A	A	A			
Approach Delay								0.6				
Approach LOS								A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 50			
Actuated Cycle Length: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 0.6		Intersection LOS: A	
Intersection Capacity Utilization 51.1%		ICU Level of Service A	
Analysis Period (min) 15			

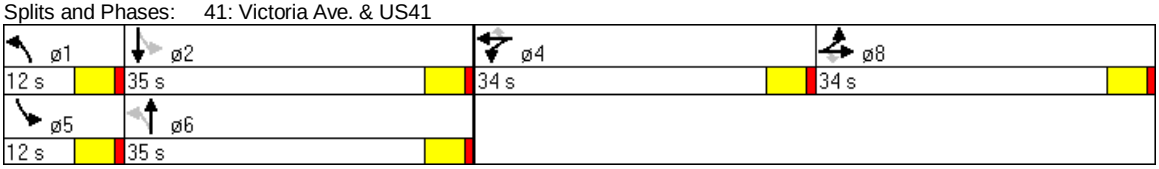
Splits and Phases: 40: MLK Jr. & Evans



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	155		155	0		0	280		0
Storage Lanes	1		1	1		1	1		0	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1681	1699	1583	1681	1740	1583	1770	5065	0	1770	5080	0
Flt Permitted	0.950	0.960		0.950	0.983		0.129			0.129		
Satd. Flow (perm)	1681	1699	1583	1681	1740	1583	240	5065	0	240	5080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			99			184		3			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		720			398			917			530	
Travel Time (s)		16.4			9.0			20.8			12.0	
Volume (vph)	344	30	88	145	73	230	47	1182	31	31	1007	7
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Lane Group Flow (vph)	205	216	99	119	126	258	53	1363	0	35	1139	0
Turn Type	Split		Perm	Split		Perm	pm+pt			pm+pt		
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases			8			4	6			2		
Total Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	12.0	35.0	0.0	12.0	35.0	0.0
Act Effct Green (s)	16.5	16.5	16.5	13.0	13.0	13.0	35.9	32.3		35.9	32.3	
Actuated g/C Ratio	0.20	0.20	0.20	0.16	0.16	0.16	0.42	0.40		0.42	0.40	
v/c Ratio	0.60	0.62	0.25	0.44	0.45	0.63	0.21	0.67		0.14	0.56	
Control Delay	38.1	38.9	8.2	38.6	38.6	18.8	17.1	25.3		16.2	23.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	38.1	38.9	8.2	38.6	38.6	18.8	17.1	25.3		16.2	23.2	
LOS	D	D	A	D	D	B	B	C		B	C	
Approach Delay		32.8			28.5			24.9			23.0	
Approach LOS		C			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 80.6			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 25.9		Intersection LOS: C	
Intersection Capacity Utilization 58.1%		ICU Level of Service B	
Analysis Period (min) 15			

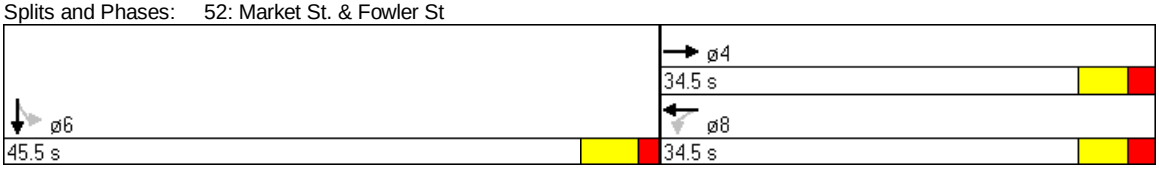
Splits and Phases: 41: Victoria Ave. & US41



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50		50	50					50	50	
Trailing Detector (ft)		0		0	0					0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1796	0	0	1822	0	0	0	0	0	3518	0
Flt Permitted					0.856						0.999	
Satd. Flow (perm)	0	1796	0	0	1595	0	0	0	0	0	3518	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27									6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		701			492			556			1552	
Travel Time (s)		15.9			11.2			12.6			35.3	
Volume (vph)	0	70	26	41	50	0	0	0	0	23	810	26
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Lane Group Flow (vph)	0	108	0	0	102	0	0	0	0	0	965	0
Turn Type				Perm						Perm		
Protected Phases		4			8						6	
Permitted Phases				8						6		
Total Split (s)	0.0	34.5	0.0	34.5	34.5	0.0	0.0	0.0	0.0	45.5	45.5	0.0
Act Effct Green (s)		13.3			13.3						57.9	
Actuated g/C Ratio		0.17			0.17						0.75	
v/c Ratio		0.34			0.38						0.36	
Control Delay		19.0			25.7						4.3	
Queue Delay		0.0			0.0						0.0	
Total Delay		19.0			25.7						4.3	
LOS		B			C						A	
Approach Delay		19.0			25.7						4.3	
Approach LOS		B			C						A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 76.8			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay: 7.5		Intersection LOS: A	
Intersection Capacity Utilization 42.1%		ICU Level of Service A	
Analysis Period (min) 15			

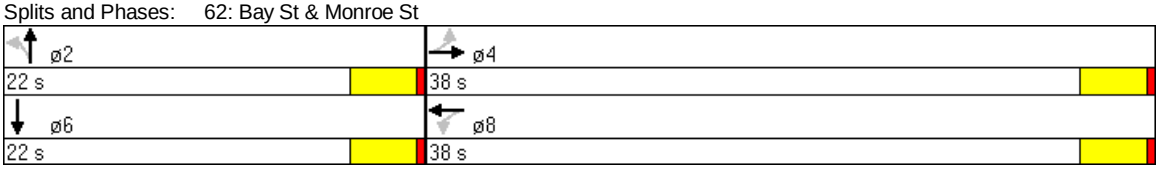
Splits and Phases: 52: Market St. & Fowler St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50			50	
Trailing Detector (ft)	0	0		0	0		0	0			0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1676	0	1513	1548	0	0	3179	0	0	3169	0
Flt Permitted				0.757	0.823			0.946				
Satd. Flow (perm)	0	1676	0	1206	1311	0	0	3013	0	0	3169	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)											6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		321			461			250			350	
Travel Time (s)		7.3			10.5			5.7			8.0	
Volume (vph)	0	0	0	501	158	0	4	94	0	0	192	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	0	0	309	408	0	0	106	0	0	216	0
Turn Type	Perm			Perm			Perm					
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2					
Total Split (s)	38.0	38.0	0.0	38.0	38.0	0.0	22.0	22.0	0.0	0.0	22.0	0.0
Act Effct Green (s)				22.9	22.9			29.1			29.1	
Actuated g/C Ratio				0.38	0.38			0.48			0.48	
v/c Ratio				0.67	0.82			0.07			0.14	
Control Delay				21.7	29.2			8.2			10.9	
Queue Delay				0.0	0.0			0.0			0.0	
Total Delay				21.7	29.2			8.2			10.9	
LOS				C	C			A			B	
Approach Delay					26.0			8.2			10.9	
Approach LOS					C			A			B	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 6 (10%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 21.0		Intersection LOS: C	
Intersection Capacity Utilization 32.8%		ICU Level of Service A	
Analysis Period (min) 15			

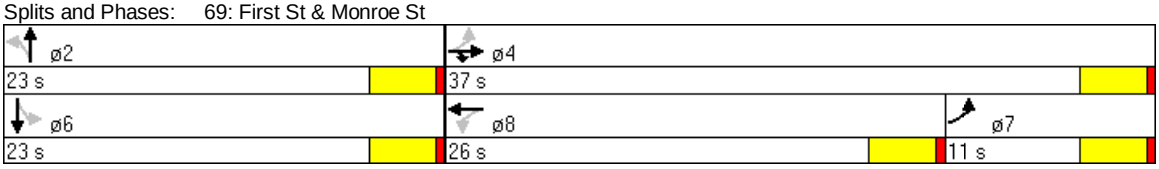
Splits and Phases: 62: Bay St & Monroe St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1663	1425	0	1635	0	1593	1633	0	0	3119	0
Flt Permitted		0.962			0.829		0.343				0.941	
Satd. Flow (perm)	0	1613	1425	0	1383	0	575	1633	0	0	2940	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158		4			13			28	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			375			399			250	
Travel Time (s)		5.3			8.5			9.1			5.7	
Volume (vph)	21	112	200	95	129	9	14	60	12	27	443	69
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	0	140	211	0	245	0	15	76	0	0	567	0
Turn Type	pm+pt		Prot	Perm			Perm			Perm		
Protected Phases	7	4	4		8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	11.0	37.0	37.0	26.0	26.0	0.0	23.0	23.0	0.0	23.0	23.0	0.0
Act Effct Green (s)		17.9	17.9		17.9		34.1	34.1			34.1	
Actuated g/C Ratio		0.30	0.30		0.30		0.57	0.57			0.57	
v/c Ratio		0.29	0.39		0.59		0.05	0.08			0.34	
Control Delay		16.2	6.8		18.1		3.2	2.3			4.4	
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.3	
Total Delay		16.2	6.8		18.1		3.2	2.3			4.6	
LOS		B	A		B		A	A			A	
Approach Delay		10.5			18.1			2.4			4.6	
Approach LOS		B			B			A			A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 42 (70%), Referenced to phase 2:NBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 8.8		Intersection LOS: A	
Intersection Capacity Utilization 54.7%		ICU Level of Service A	
Analysis Period (min) 15			

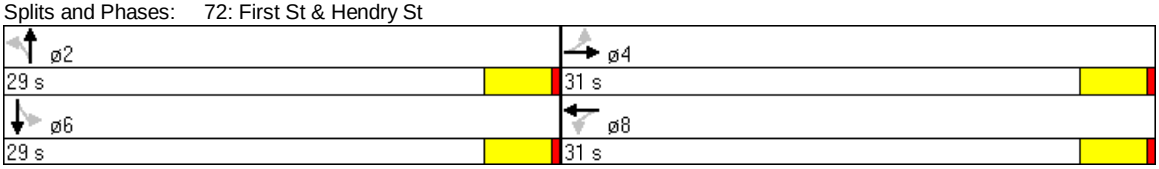
Splits and Phases: 69: First St & Monroe St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1616	0	0	1660	0	0	1607	0	0	1633	0
Flt Permitted		0.978			0.968			0.869			0.970	
Satd. Flow (perm)	0	1589	0	0	1616	0	0	1422	0	0	1594	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			3			23			18	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		283			409			383			254	
Travel Time (s)		6.4			9.3			8.7			5.8	
Volume (vph)	9	68	23	12	85	3	38	45	18	11	74	15
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Lane Group Flow (vph)	0	143	0	0	142	0	0	144	0	0	143	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	31.0	31.0	0.0	31.0	31.0	0.0	29.0	29.0	0.0	29.0	29.0	0.0
Act Effct Green (s)		9.6			9.7			45.1			45.1	
Actuated g/C Ratio		0.16			0.16			0.75			0.75	
v/c Ratio		0.51			0.54			0.13			0.12	
Control Delay		26.5			29.6			2.5			3.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		26.5			29.6			2.5			3.3	
LOS		C			C			A			A	
Approach Delay		26.5			29.6			2.5			3.3	
Approach LOS		C			C			A			A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 40 (67%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 15.4		Intersection LOS: B	
Intersection Capacity Utilization 28.0%		ICU Level of Service A	
Analysis Period (min) 15			

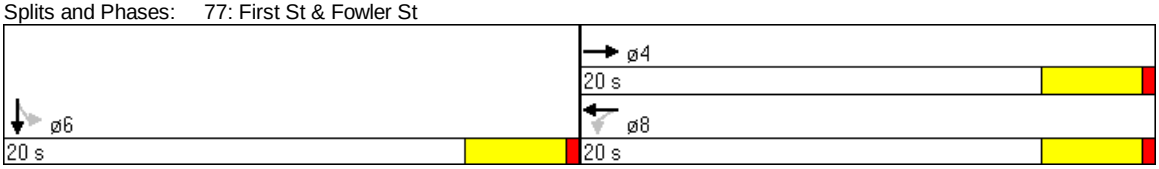
Splits and Phases: 72: First St & Hendry St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	250		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50		50	50					50	50	
Trailing Detector (ft)		0		0	0					0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1840	0	1770	3539	0	0	0	0	0	5019	0
Flt Permitted				0.487							0.991	
Satd. Flow (perm)	0	1840	0	907	3539	0	0	0	0	0	5019	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14									13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		263			1219			260			608	
Travel Time (s)		6.0			27.7			5.9			13.8	
Volume (vph)	0	283	26	203	238	0	0	0	0	200	839	32
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Lane Group Flow (vph)	0	352	0	231	270	0	0	0	0	0	1216	0
Turn Type				Perm						Perm		
Protected Phases		4			8						6	
Permitted Phases				8						6		
Total Split (s)	0.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0
Act Effct Green (s)		12.9		12.9	12.9						14.6	
Actuated g/C Ratio		0.36		0.36	0.36						0.41	
v/c Ratio		0.52		0.71	0.21						0.59	
Control Delay		11.9		25.0	8.3						10.0	
Queue Delay		0.0		0.0	0.0						0.0	
Total Delay		11.9		25.0	8.3						10.0	
LOS		B		C	A						A	
Approach Delay		11.9			16.0						10.0	
Approach LOS		B			B						A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 35.7			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 11.8		Intersection LOS: B	
Intersection Capacity Utilization 58.7%		ICU Level of Service B	
Analysis Period (min) 15			

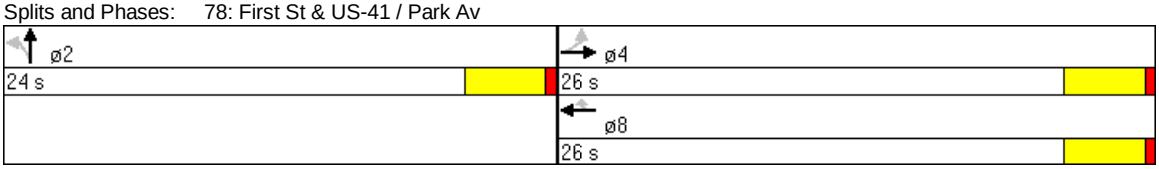
Splits and Phases: 77: First St & Fowler St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50			50	50	50	50				
Trailing Detector (ft)	0	0			0	0	0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1839	0	0	1863	1583	0	5009	0	0	0	0
Flt Permitted		0.872						0.999				
Satd. Flow (perm)	0	1624	0	0	1863	1583	0	5009	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						10		40				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1219			845			739			769	
Travel Time (s)		27.7			19.2			16.8			17.5	
Volume (vph)	118	330	0	0	153	166	18	1257	129	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	487	0	0	166	180	0	1526	0	0	0	0
Turn Type	Perm					Perm	Perm					
Protected Phases		4			8			2				
Permitted Phases	4					8	2					
Total Split (s)	26.0	26.0	0.0	0.0	26.0	26.0	24.0	24.0	0.0	0.0	0.0	0.0
Act Effct Green (s)		18.2			18.2	18.2		23.8				
Actuated g/C Ratio		0.36			0.36	0.36		0.48				
v/c Ratio		0.83			0.25	0.31		0.63				
Control Delay		26.7			10.9	11.1		7.2				
Queue Delay		0.0			0.0	0.0		0.0				
Total Delay		26.7			10.9	11.1		7.2				
LOS		C			B	B		A				
Approach Delay		26.7			11.0			7.2				
Approach LOS		C			B			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 50			
Actuated Cycle Length: 50			
Offset: 34 (68%), Referenced to phase 2:NBTL and 6:, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 11.8		Intersection LOS: B	
Intersection Capacity Utilization 71.7%		ICU Level of Service C	
Analysis Period (min) 15			

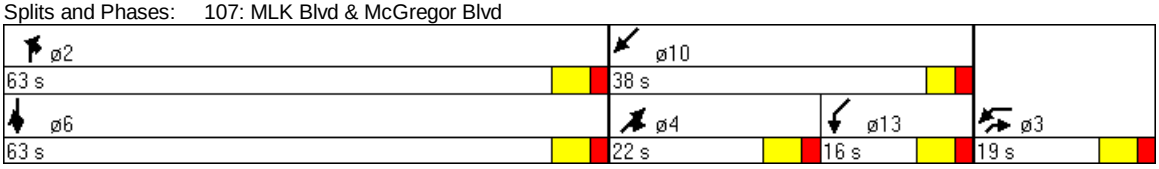
Splits and Phases: 78: First St & US-41 / Park Av



Lane Group	WBL	NBR	NBR2	SBT	SBR	NET	NER	SWL	SWT
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0			390		0	0	
Storage Lanes	1	1			1		1	2	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15	9	9		9		9	15	
Satd. Flow (prot)	1770	1583	1583	3539	1583	1863	1583	3433	1863
Flt Permitted	0.950							0.950	
Satd. Flow (perm)	1770	1583	1583	3539	1583	1863	1583	3433	1863
Right Turn on Red			Yes		Yes				
Satd. Flow (RTOR)			144		342				
Link Speed (mph)	30			30		30			30
Link Distance (ft)	417			549		670			378
Travel Time (s)	9.5			12.5		15.2			8.6
Volume (vph)	186	101	128	964	304	143	203	236	119
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Lane Group Flow (vph)	209	113	144	1083	342	161	228	265	134
Turn Type		custom	custom		Prot		pt+ov	Prot	
Protected Phases	3	2	2	6	6	4	4 3	13	10
Permitted Phases									
Total Split (s)	19.0	63.0	63.0	63.0	63.0	22.0	41.0	16.0	38.0
Act Effct Green (s)	15.4	59.0	59.0	59.0	59.0	16.7	32.1	12.9	33.6
Actuated g/C Ratio	0.13	0.49	0.49	0.49	0.49	0.14	0.27	0.11	0.28
v/c Ratio	0.92	0.15	0.17	0.62	0.36	0.62	0.54	0.72	0.26
Control Delay	91.3	17.4	3.1	24.3	2.9	59.6	29.2	63.7	35.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.3	17.4	3.1	24.3	2.9	59.6	29.2	63.7	35.0
LOS	F	B	A	C	A	E	C	E	C
Approach Delay	91.3			19.2		41.8			54.1
Approach LOS	F			B		D			D

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBR and 6:SBT, Start of Green, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 32.3		Intersection LOS: C	
Intersection Capacity Utilization 67.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 107: MLK Blvd & McGregor Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	95	341	14	12	102	7	176	120	258	28	84	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	103	371	15	13	111	8	191	130	280	30	91	33
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		316			314							
pX, platoon unblocked												
vC, conflicting volume	118			386			804	729	378	1071	733	115
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	118			386			804	729	378	1071	733	115
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	93			99			10	59	58	59	71	97
cM capacity (veh/h)	1470			1173			213	321	668	74	320	938

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1
Volume Total	489	132	191	411	154
Volume Left	103	13	191	0	30
Volume Right	15	8	0	280	33
cSH	1470	1173	213	498	211
Volume to Capacity	0.07	0.01	0.90	0.83	0.73
Queue Length 95th (ft)	6	1	180	203	121
Control Delay (s)	2.2	0.9	84.3	38.0	57.7
Lane LOS	A	A	F	E	F
Approach Delay (s)	2.2	0.9	52.7		57.7
Approach LOS			F		F

Intersection Summary				
Average Delay	30.4			
Intersection Capacity Utilization	74.7%	ICU Level of Service	D	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	335	26	26	564	65	31	36	26	59	51	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	364	28	28	613	71	34	39	28	64	55	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		344										
pX, platoon unblocked				0.91			0.91	0.91	0.91	0.91	0.91	
vC, conflicting volume	684			392			1133	1129	378	1142	1108	648
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	684			329			1147	1143	313	1157	1119	648
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			97			71	78	96	47	69	98
cM capacity (veh/h)	909			1114			116	175	658	122	181	470

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	398	712	34	67	64	66
Volume Left	5	28	34	0	64	0
Volume Right	28	71	0	28	0	11
cSH	909	1114	116	253	122	201
Volume to Capacity	0.01	0.03	0.29	0.27	0.53	0.33
Queue Length 95th (ft)	0	2	28	26	62	34
Control Delay (s)	0.2	0.7	48.2	24.3	63.7	31.4
Lane LOS	A	A	E	C	F	D
Approach Delay (s)	0.2	0.7	32.2		47.3	
Approach LOS			D		E	

Intersection Summary					
Average Delay	7.4				
Intersection Capacity Utilization	71.4%	ICU Level of Service		C	
Analysis Period (min)	15				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Volume (veh/h)	47	358	16	194	623	103	21	229	46	10	153	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	51	389	17	211	677	112	23	249	50	11	166	17
Approach Volume (veh/h)		458			1000			322			195	
Crossing Volume (veh/h)		388			323			451			911	
High Capacity (veh/h)		1021			1075			971			670	
High v/c (veh/h)		0.45			0.93			0.33			0.29	
Low Capacity (veh/h)		832			881			787			523	
Low v/c (veh/h)		0.55			1.14			0.41			0.37	

Intersection Summary					
Maximum v/c High	0.93				
Maximum v/c Low	1.14				
Intersection Capacity Utilization	114.4%	ICU Level of Service		H	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	21	384	10	16	861	16	5	5	5	5	2	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	417	11	17	936	17	5	5	5	5	2	59
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)					366							
pX, platoon unblocked	0.83						0.83	0.83		0.83	0.83	0.83
vC, conflicting volume	953			428			1508	1457	423	1456	1453	945
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	944			428			1609	1548	423	1547	1544	934
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			98			89	94	99	92	98	78
cM capacity (veh/h)	606			1131			52	90	631	70	91	269

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	451	971	16	66
Volume Left	23	17	5	5
Volume Right	11	17	5	59
cSH	606	1131	94	208
Volume to Capacity	0.04	0.02	0.17	0.32
Queue Length 95th (ft)	3	1	15	33
Control Delay (s)	1.1	0.4	51.3	30.3
Lane LOS	A	A	F	D
Approach Delay (s)	1.1	0.4	51.3	30.3
Approach LOS			F	D

Intersection Summary				
Average Delay	2.5			
Intersection Capacity Utilization	68.2%	ICU Level of Service	C	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	22	473	1	65	642	21	5	16	57	36	15	34
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	25	531	1	73	721	24	6	18	64	40	17	38
Pedestrians		6			1			3			15	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			0			0			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		225			302							
pX, platoon unblocked	0.67			0.84			0.75	0.75	0.84	0.75	0.75	0.67
vC, conflicting volume	760			536			1505	1490	536	1549	1479	754
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	641			445			1347	1328	446	1407	1313	632
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			92			92	82	87	31	84	88
cM capacity (veh/h)	613			918			66	101	511	59	103	315

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	25	533	73	745	15	73	40	55
Volume Left	25	0	73	0	6	0	40	0
Volume Right	0	1	0	24	0	64	0	38
cSH	613	1700	918	1700	84	341	59	194
Volume to Capacity	0.04	0.31	0.08	0.44	0.17	0.21	0.69	0.28
Queue Length 95th (ft)	3	0	6	0	15	20	73	28
Control Delay (s)	11.1	0.0	9.3	0.0	56.6	18.4	150.3	30.8
Lane LOS	B		A		F	C	F	D
Approach Delay (s)	0.5		0.8		24.8		81.4	
Approach LOS					C		F	

Intersection Summary					
Average Delay	7.0				
Intersection Capacity Utilization	62.0%	ICU Level of Service		B	
Analysis Period (min)	15				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	30	652	21	110	969	53	5	12	26	20	10	25
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	34	733	24	124	1089	60	6	13	29	22	11	28
Pedestrians		1										
Lane Width (ft)		12.0										
Walking Speed (ft/s)		4.0										
Percent Blockage		0										
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		317			450							
pX, platoon unblocked	0.38			0.81			0.47	0.47	0.81	0.47	0.47	0.38
vC, conflicting volume	1148			756			2182	2207	744	2202	2189	1120
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1390			700			2906	2958	686	2946	2920	1314
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	82			83			0	0	92	0	0	62
cM capacity (veh/h)	184			718			0	5	364	0	5	74

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	34	756	124	1148	48	62
Volume Left	34	0	124	0	6	22
Volume Right	0	24	0	60	29	28
cSH	184	1700	718	1700	0	0
Volume to Capacity	0.18	0.44	0.17	0.68	Err	Err
Queue Length 95th (ft)	16	0	15	0	Err	Err
Control Delay (s)	28.9	0.0	11.1	0.0	Err	Err
Lane LOS	D		B		F	F
Approach Delay (s)	1.2		1.1		Err	Err
Approach LOS					F	F

Intersection Summary				
Average Delay	Err			
Intersection Capacity Utilization	82.0%	ICU Level of Service	D	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	52	44	28	159	0	140	0	32	29	30	387
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	58	49	31	179	0	157	0	36	33	34	435
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)											366	
pX, platoon unblocked												
vC, conflicting volume	738	667	251	728	866	18	469			36		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	738	667	251	728	866	18	469			36		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	82	94	87	27	100	86			98		
cM capacity (veh/h)	120	318	788	240	244	1061	1093			1575		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	108	210	193	501
Volume Left	0	31	157	33
Volume Right	49	0	36	435
cSH	438	243	1093	1575
Volume to Capacity	0.25	0.86	0.14	0.02
Queue Length 95th (ft)	24	176	13	2
Control Delay (s)	15.9	70.8	7.4	0.7
Lane LOS	C	F	A	A
Approach Delay (s)	15.9	70.8	7.4	0.7
Approach LOS	C	F		

Intersection Summary				
Average Delay	18.1			
Intersection Capacity Utilization	68.6%	ICU Level of Service	C	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	101	466	22	19	220	120	5	2	7	25	6	125
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	113	524	25	21	247	135	6	2	8	28	7	140
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		398										
pX, platoon unblocked				0.91			0.91	0.91	0.91	0.91	0.91	
vC, conflicting volume	382			548			1264	1188	536	1129	1133	315
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	382			502			1291	1207	488	1143	1146	315
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	90			98			94	98	99	80	96	81
cM capacity (veh/h)	1176			963			90	147	525	143	160	726

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	662	403	16	175
Volume Left	113	21	6	28
Volume Right	25	135	8	140
cSH	1176	963	170	405
Volume to Capacity	0.10	0.02	0.09	0.43
Queue Length 95th (ft)	8	2	8	53
Control Delay (s)	2.4	0.7	28.3	20.5
Lane LOS	A	A	D	C
Approach Delay (s)	2.4	0.7	28.3	20.5
Approach LOS			D	C

Intersection Summary				
Average Delay	4.7			
Intersection Capacity Utilization	78.5%	ICU Level of Service	D	
Analysis Period (min)	15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	162	454	240	9	45	104
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	182	510	270	10	51	117
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		735				
pX, platoon unblocked						
vC, conflicting volume	280				1149	275
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	280				1149	275
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	86				73	85
cM capacity (veh/h)	1283				188	764

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	692	280	167
Volume Left	182	0	51
Volume Right	0	10	117
cSH	1283	1700	397
Volume to Capacity	0.14	0.16	0.42
Queue Length 95th (ft)	12	0	51
Control Delay (s)	3.4	0.0	20.5
Lane LOS	A		C
Approach Delay (s)	3.4	0.0	20.5
Approach LOS			C

Intersection Summary			
Average Delay	5.1		
Intersection Capacity Utilization	71.0%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	150	356	206	58	33	49
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	169	400	231	65	37	55
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		1049				
pX, platoon unblocked						
vC, conflicting volume	297				1001	264
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	297				1001	264
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	87				84	93
cM capacity (veh/h)	1265				233	775

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	569	297	92
Volume Left	169	0	37
Volume Right	0	65	55
cSH	1265	1700	400
Volume to Capacity	0.13	0.17	0.23
Queue Length 95th (ft)	11	0	22
Control Delay (s)	3.5	0.0	16.7
Lane LOS	A		C
Approach Delay (s)	3.5	0.0	16.7
Approach LOS			C

Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	113	946	50	68	157	3	21	15	27	36	21	276
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	123	1028	54	74	171	3	23	16	29	39	23	300
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)					324							
pX, platoon unblocked												
vC, conflicting volume	174			1083			1933	1623	1055	1632	1648	172
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	174			1083			1933	1623	1055	1632	1648	172
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	91			89			0	80	89	26	71	66
cM capacity (veh/h)	1403			644			22	83	274	53	80	871

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	123	1083	248	68	362
Volume Left	123	0	74	23	39
Volume Right	0	54	3	29	300
cSH	1403	1700	644	51	264
Volume to Capacity	0.09	0.64	0.11	1.35	1.37
Queue Length 95th (ft)	7	0	10	157	482
Control Delay (s)	7.8	0.0	4.4	375.4	226.3
Lane LOS	A		A	F	F
Approach Delay (s)	0.8		4.4	375.4	226.3
Approach LOS				F	F

Intersection Summary				
Average Delay	58.2			
Intersection Capacity Utilization	106.0%	ICU Level of Service		G
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	395	90	63	211	80	188
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	429	98	68	229	87	204
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	375			355		
pX, platoon unblocked			0.73		0.76	0.73
vC, conflicting volume			527		845	478
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			348		669	281
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			92		71	63
cM capacity (veh/h)			878		295	550

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	527	298	291
Volume Left	0	68	87
Volume Right	98	0	204
cSH	1700	878	437
Volume to Capacity	0.31	0.08	0.67
Queue Length 95th (ft)	0	6	119
Control Delay (s)	0.0	2.8	28.2
Lane LOS		A	D
Approach Delay (s)	0.0	2.8	28.2
Approach LOS			D

Intersection Summary			
Average Delay	8.1		
Intersection Capacity Utilization	73.2%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	141	442	274	21	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	153	480	298	23	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		447	283			
pX, platoon unblocked	0.91				0.89	0.91
vC, conflicting volume	321				1096	309
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	255				960	243
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	87				100	100
cM capacity (veh/h)	1195				221	726

Direction, Lane #	EB 1	WB 1
Volume Total	634	321
Volume Left	153	0
Volume Right	0	23
cSH	1195	1700
Volume to Capacity	0.13	0.19
Queue Length 95th (ft)	11	0
Control Delay (s)	3.2	0.0
Lane LOS	A	
Approach Delay (s)	3.2	0.0
Approach LOS		

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	58.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	16	8	10	147	31	80
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	9	11	160	34	87
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	245	91			171	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	245	91			171	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	99			98	
cM capacity (veh/h)	725	967			1407	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	26	171	121
Volume Left	17	0	34
Volume Right	9	160	0
cSH	791	1700	1407
Volume to Capacity	0.03	0.10	0.02
Queue Length 95th (ft)	3	0	2
Control Delay (s)	9.7	0.0	2.3
Lane LOS	A		A
Approach Delay (s)	9.7	0.0	2.3
Approach LOS	A		

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	30.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	760	43	289	130	31	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	826	47	314	141	34	30
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)				232		
pX, platoon unblocked					0.91	
vC, conflicting volume			873		1619	849
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			873		1682	849
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			59		40	92
cM capacity (veh/h)			773		56	361

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	873	455	34	30
Volume Left	0	314	34	0
Volume Right	47	0	0	30
cSH	1700	773	56	361
Volume to Capacity	0.51	0.41	0.60	0.08
Queue Length 95th (ft)	0	50	61	7
Control Delay (s)	0.0	10.6	139.2	15.9
Lane LOS		B	F	C
Approach Delay (s)	0.0	10.6	80.7	
Approach LOS			F	

Intersection Summary				
Average Delay	7.2			
Intersection Capacity Utilization	86.1%	ICU Level of Service	E	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	49	46	50	5	536	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	53	50	54	5	583	27
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1249	57			60	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1249	57			60	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	55	95			62	
cM capacity (veh/h)	119	1009			1544	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	53	50	60	610
Volume Left	53	0	0	583
Volume Right	0	50	5	0
cSH	119	1009	1700	1544
Volume to Capacity	0.45	0.05	0.04	0.38
Queue Length 95th (ft)	49	4	0	45
Control Delay (s)	57.8	8.8	0.0	8.5
Lane LOS	F	A		A
Approach Delay (s)	34.1		0.0	8.5
Approach LOS	D			

Intersection Summary			
Average Delay	11.3		
Intersection Capacity Utilization	47.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	130	240	110	130	21	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	141	261	120	141	23	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			402		652	272
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			402		652	272
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			90		94	97
cM capacity (veh/h)			1156		388	767

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	402	261	23	22
Volume Left	0	120	23	0
Volume Right	261	0	0	22
cSH	1700	1156	388	767
Volume to Capacity	0.24	0.10	0.06	0.03
Queue Length 95th (ft)	0	9	5	2
Control Delay (s)	0.0	4.4	14.9	9.8
Lane LOS		A	B	A
Approach Delay (s)	0.0	4.4	12.4	
Approach LOS			B	

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	10	33	184	179	110	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	36	200	195	120	63
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)				595		
pX, platoon unblocked						
vC, conflicting volume	746	151	183			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	746	151	183			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	96	86			
cM capacity (veh/h)	326	895	1392			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	11	36	395	183
Volume Left	11	0	200	0
Volume Right	0	36	0	63
cSH	326	895	1392	1700
Volume to Capacity	0.03	0.04	0.14	0.11
Queue Length 95th (ft)	3	3	13	0
Control Delay (s)	16.4	9.2	4.7	0.0
Lane LOS	C	A	A	
Approach Delay (s)	10.9		4.7	0.0
Approach LOS	B			

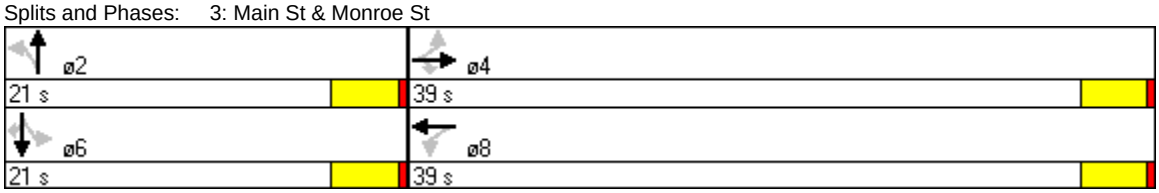
Intersection Summary				
Average Delay			3.8	
Intersection Capacity Utilization			42.3%	ICU Level of Service A
Analysis Period (min)			15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	50		150
Storage Lanes	0		1	0		0	0		0	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1653	1425	0	1671	0	0	3081	0	1593	3185	1425
Flt Permitted		0.811			0.993			0.641		0.371		
Satd. Flow (perm)	0	1360	1425	0	1661	0	0	2025	0	622	3185	1425
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			33		2			9				288
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		273			316			394			399	
Travel Time (s)		6.2			7.2			9.0			9.1	
Volume (vph)	184	471	30	5	299	5	241	200	25	50	363	265
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	712	33	0	335	0	0	506	0	54	395	288
Turn Type	Perm		Perm	Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		6
Total Split (s)	39.0	39.0	39.0	39.0	39.0	0.0	21.0	21.0	0.0	21.0	21.0	21.0
Act Effct Green (s)		33.1	33.1		33.1			18.9		18.9	18.9	18.9
Actuated g/C Ratio		0.55	0.55		0.55			0.32		0.32	0.32	0.32
v/c Ratio		0.95	0.04		0.37			1.03dl		0.28	0.39	0.45
Control Delay		37.6	2.4		8.2			22.1		22.9	19.4	7.2
Queue Delay		0.0	0.0		0.0			0.0		0.0	0.0	0.0
Total Delay		37.6	2.4		8.2			22.1		22.9	19.4	7.2
LOS		D	A		A			C		C	B	A
Approach Delay		36.0			8.2			22.1			14.9	
Approach LOS		D			A			C			B	
Queue Length 50th (ft)		198	0		65			100		18	75	12
Queue Length 95th (ft)		#428	9		99			#178		m45	107	75
Internal Link Dist (ft)		193			236			314			319	
Turn Bay Length (ft)										50		150
Base Capacity (vph)		793	845		970			645		196	1005	647
Starvation Cap Reductn		0	0		0			0		0	0	0
Spillback Cap Reductn		0	10		11			0		0	0	0
Storage Cap Reductn		0	0		0			0		0	0	0
Reduced v/c Ratio		0.90	0.04		0.35			0.78		0.28	0.39	0.45

Intersection Summary

Area Type: CBD
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 17 (28%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 22.3 Intersection LOS: C
Intersection Capacity Utilization 96.3% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 3: Main St & Monroe St

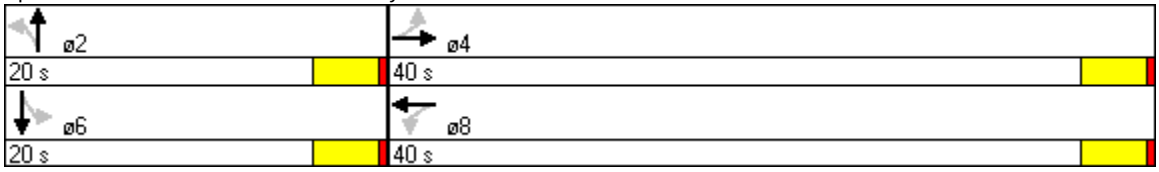


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	25		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1656	0	0	1646	0	1593	1593	0	0	1633	0
Flt Permitted		0.960			0.899		0.656				0.959	
Satd. Flow (perm)	0	1597	0	0	1489	0	1100	1593	0	0	1577	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			14			27			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		314			396			390			383	
Travel Time (s)		7.1			9.0			8.9			8.7	
Volume (vph)	45	537	35	35	229	25	25	50	25	20	100	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	671	0	0	314	0	27	81	0	0	153	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	40.0	40.0	0.0	40.0	40.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0
Act Effct Green (s)		28.9			28.9		23.1	23.1			23.1	
Actuated g/C Ratio		0.48			0.48		0.38	0.38			0.38	
v/c Ratio		0.87			0.43		0.06	0.13			0.25	
Control Delay		26.0			10.5		19.2	15.8			18.8	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		26.0			10.5		19.2	15.8			18.8	
LOS		C			B		B	B			B	
Approach Delay		26.0			10.5			16.7			18.8	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		230			66		8	18			40	
Queue Length 95th (ft)		m249			82		m21	m45			m90	
Internal Link Dist (ft)		234			316			310			303	
Turn Bay Length (ft)							25					
Base Capacity (vph)		967			904		428	636			622	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.69			0.35		0.06	0.13			0.25	

Intersection Summary

Area Type: CBD
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 20.4 Intersection LOS: C
Intersection Capacity Utilization 65.1% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Main St & Hendry St

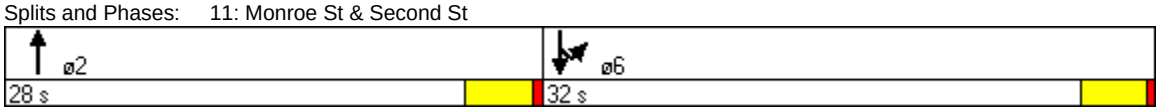


Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Satd. Flow (prot)	3064	0	1593	1676	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	3064	0	1593	1676	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	94					
Link Speed (mph)	30			30	30	
Link Distance (ft)	356			394	289	
Travel Time (s)	8.1			9.0	6.6	
Volume (vph)	465	159	83	372	0	0
Peak Hour Factor	0.72	0.72	0.72	0.72	0.25	0.25
Lane Group Flow (vph)	867	0	115	517	0	0
Turn Type			Split			
Protected Phases	2		6	6		
Permitted Phases						
Total Split (s)	28.0	0.0	32.0	32.0	0.0	0.0
Act Effct Green (s)	28.1		23.9	23.9		
Actuated g/C Ratio	0.47		0.40	0.40		
v/c Ratio	0.58		0.18	0.77		
Control Delay	12.5		4.6	17.9		
Queue Delay	0.0		0.0	0.1		
Total Delay	12.5		4.6	18.1		
LOS	B		A	B		
Approach Delay	12.5			15.6		
Approach LOS	B			B		
Queue Length 50th (ft)	84		10	190		
Queue Length 95th (ft)	101		13	213		
Internal Link Dist (ft)	276			314	209	
Turn Bay Length (ft)						
Base Capacity (vph)	1496		750	789		
Starvation Cap Reductn	0		0	16		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.58		0.15	0.67		

Intersection Summary

Area Type: CBD
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 59 (98%), Referenced to phase 2:NBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 13.8 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

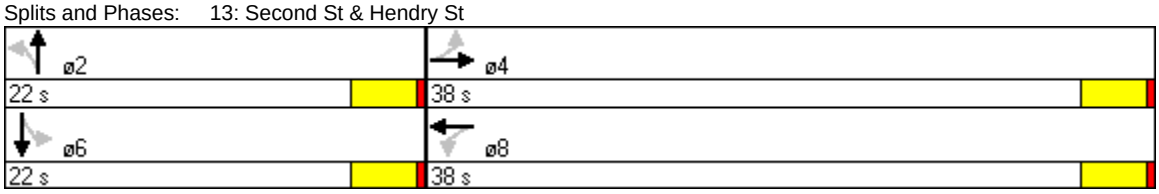
Splits and Phases: 11: Monroe St & Second St

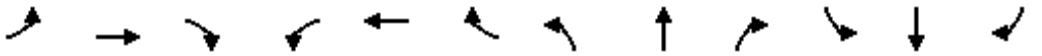


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1661	0	0	1660	0	0	1628	0	0	1597	0
Flt Permitted		0.947			0.980			0.903			0.784	
Satd. Flow (perm)	0	1580	0	0	1630	0	0	1487	0	0	1281	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			9			14			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		281			344			633			390	
Travel Time (s)		6.4			7.8			14.4			8.9	
Volume (vph)	21	268	10	26	548	36	52	145	31	67	47	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	325	0	0	663	0	0	249	0	0	152	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	38.0	38.0	0.0	38.0	38.0	0.0	22.0	22.0	0.0	22.0	22.0	0.0
Act Effct Green (s)		27.1			27.1			24.9			24.9	
Actuated g/C Ratio		0.45			0.45			0.42			0.42	
v/c Ratio		0.45			0.89			0.40			0.28	
Control Delay		12.2			29.7			14.8			12.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.2			29.7			14.8			12.9	
LOS		B			C			B			B	
Approach Delay		12.2			29.7			14.8			12.9	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)		71			194			58			37	
Queue Length 95th (ft)		100			271			m122			m80	
Internal Link Dist (ft)		201			264			553			310	
Turn Bay Length (ft)												
Base Capacity (vph)		898			928			625			542	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.36			0.71			0.40			0.28	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 20 (33%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 21.1		Intersection LOS: C	
Intersection Capacity Utilization 65.6%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 13: Second St & Hendry St



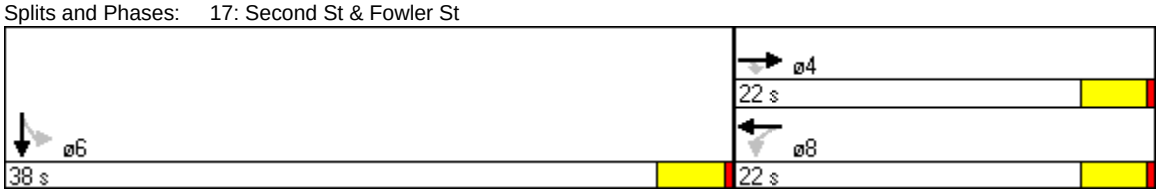


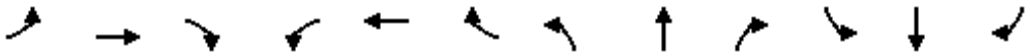
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		300	0		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50					50	50	
Trailing Detector (ft)		0	0	0	0					0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1863	1583	1681	1763	0	0	0	0	0	4878	0
Flt Permitted				0.290	0.857						0.993	
Satd. Flow (perm)	0	1863	1583	513	1517	0	0	0	0	0	4878	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			17								206	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		366			236			1052			469	
Travel Time (s)		8.3			5.4			23.9			10.7	
Volume (vph)	0	370	24	124	306	0	0	0	0	363	1595	581
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	402	26	105	363	0	0	0	0	0	2761	0
Turn Type			Perm	Perm						Perm		
Protected Phases		4			8						6	
Permitted Phases			4	8						6		
Total Split (s)	0.0	22.0	22.0	22.0	22.0	0.0	0.0	0.0	0.0	38.0	38.0	0.0
Act Effct Green (s)		16.8	16.8	16.8	16.8						35.2	
Actuated g/C Ratio		0.28	0.28	0.28	0.28						0.59	
v/c Ratio		0.77	0.06	0.73	0.86						0.94	
Control Delay		31.2	9.9	51.8	41.7						20.1	
Queue Delay		0.0	0.0	0.0	0.0						0.0	
Total Delay		31.2	9.9	51.8	41.7						20.1	
LOS		C	A	D	D						C	
Approach Delay		29.9			44.0						20.1	
Approach LOS		C			D						C	
Queue Length 50th (ft)		128	2	34	125						304	
Queue Length 95th (ft)		#243	17	#110	#260						m#454	
Internal Link Dist (ft)		286			156			972			389	
Turn Bay Length (ft)			300									
Base Capacity (vph)		559	487	154	455						2948	
Starvation Cap Reductn		0	0	0	0						0	
Spillback Cap Reductn		0	0	0	0						0	
Storage Cap Reductn		0	0	0	0						0	
Reduced v/c Ratio		0.72	0.05	0.68	0.80						0.94	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 48 (80%), Referenced to phase 2: and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 24.3 Intersection LOS: C
Intersection Capacity Utilization 96.7% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: Second St & Fowler St



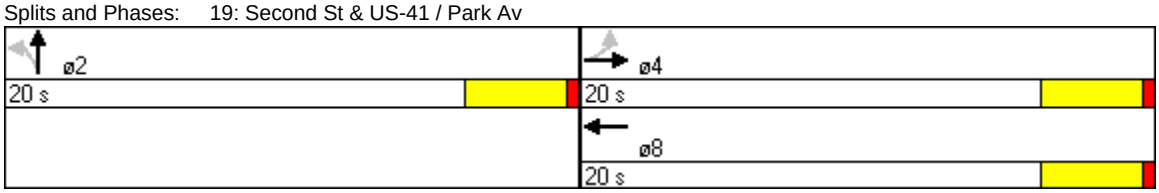


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50			50		50	50				
Trailing Detector (ft)	0	0			0		0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	3433	1863	0	0	3376	0	0	4938	0	0	0	0
Flt Permitted	0.250							0.999				
Satd. Flow (perm)	903	1863	0	0	3376	0	0	4938	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					125			158				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		968			692			1071			739	
Travel Time (s)		22.0			15.7			24.3			16.8	
Volume (vph)	34	488	0	0	590	264	18	603	145	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	37	530	0	0	928	0	0	833	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Total Split (s)	20.0	20.0	0.0	0.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0
Act Effct Green (s)	15.1	15.1			15.1			16.9				
Actuated g/C Ratio	0.38	0.38			0.38			0.42				
v/c Ratio	0.11	0.75			0.69			0.38				
Control Delay	8.0	19.1			11.6			7.5				
Queue Delay	0.0	0.0			0.0			0.0				
Total Delay	8.0	19.1			11.6			7.5				
LOS	A	B			B			A				
Approach Delay		18.4			11.6			7.5				
Approach LOS		B			B			A				
Queue Length 50th (ft)	2	90			67			36				
Queue Length 95th (ft)	8	#214			115			57				
Internal Link Dist (ft)		888			612			991			659	
Turn Bay Length (ft)	350											
Base Capacity (vph)	377	779			1484			2264				
Starvation Cap Reductn	0	0			0			0				
Spillback Cap Reductn	0	0			0			0				
Storage Cap Reductn	0	0			0			0				
Reduced v/c Ratio	0.10	0.68			0.63			0.37				

Intersection Summary

Area Type: Other
Cycle Length: 40
Actuated Cycle Length: 40
Offset: 29 (73%), Referenced to phase 2:NBTL and 6:, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 11.8 Intersection LOS: B
Intersection Capacity Utilization 47.6% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 19: Second St & US-41 / Park Av

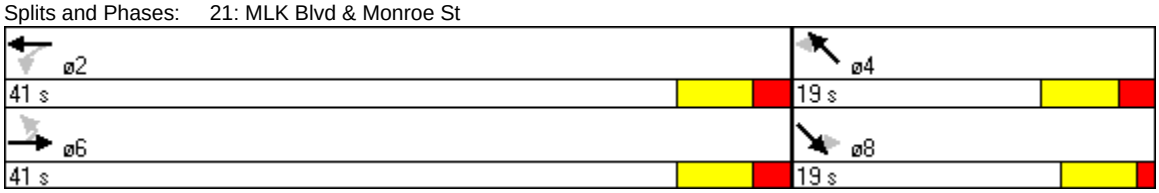


Lane Group	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	SEL	SET	SER	SER2	NWL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	55		0		60		0	0		0		0
Storage Lanes	1		0		1		0	1		0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50			50	50		50	50			50
Trailing Detector (ft)	0	0			0	0		0	0			0
Turning Speed (mph)	15		9	9	15		9	15		9	9	15
Satd. Flow (prot)	1593	1623	0	0	1593	1566	0	1593	1432	0	0	0
Flt Permitted	0.357				0.391			0.801				
Satd. Flow (perm)	599	1623	0	0	656	1566	0	1343	1432	0	0	0
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)		39				122			71			
Link Speed (mph)		30				30			30			
Link Distance (ft)		302				225			356			
Travel Time (s)		6.9				5.1			8.1			
Volume (vph)	53	378	5	95	391	294	230	135	5	92	86	14
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Lane Group Flow (vph)	60	538	0	0	439	588	0	152	206	0	0	0
Turn Type	Perm				Perm			Perm				Perm
Protected Phases		6				2			8			
Permitted Phases	6				2			8				4
Total Split (s)	41.0	41.0	0.0	0.0	41.0	41.0	0.0	19.0	19.0	0.0	0.0	19.0
Act Effct Green (s)	39.1	39.1			39.1	39.1		12.9	12.9			
Actuated g/C Ratio	0.65	0.65			0.65	0.65		0.22	0.22			
v/c Ratio	0.15	0.50			1.03	0.55		0.53	0.57			
Control Delay	5.9	7.4			62.0	3.7		17.2	12.0			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	5.9	7.4			62.0	3.7		17.2	12.0			
LOS	A	A			E	A		B	B			
Approach Delay		7.3				28.6			14.2			
Approach LOS		A				C			B			
Queue Length 50th (ft)	7	78			~179	18		6	2			
Queue Length 95th (ft)	22	150			m#298	m35		m36	m42			
Internal Link Dist (ft)		222				145			276			
Turn Bay Length (ft)	55				60							
Base Capacity (vph)	390	1072			428	1063		336	411			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.15	0.50			1.03	0.55		0.45	0.50			

Intersection Summary

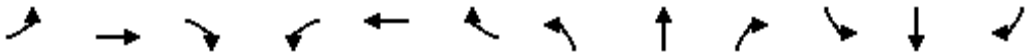
Area Type: CBD
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 54 (90%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 19.6 Intersection LOS: B
Intersection Capacity Utilization 80.0% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: MLK Blvd & Monroe St



Lane Group	NWT	NWR
Lane Configurations		
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Total Lost Time (s)	4.0	4.0
Leading Detector (ft)	50	
Trailing Detector (ft)	0	
Turning Speed (mph)		9
Satd. Flow (prot)	1638	0
Flt Permitted	0.918	
Satd. Flow (perm)	1519	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	8	
Link Speed (mph)	30	
Link Distance (ft)	363	
Travel Time (s)	8.3	
Volume (vph)	51	7
Peak Hour Factor	0.89	0.89
Lane Group Flow (vph)	81	0
Turn Type		
Protected Phases	4	
Permitted Phases		
Total Split (s)	19.0	0.0
Act Effct Green (s)	12.9	
Actuated g/C Ratio	0.22	
v/c Ratio	0.24	
Control Delay	19.1	
Queue Delay	0.0	
Total Delay	19.1	
LOS	B	
Approach Delay	19.1	
Approach LOS	B	
Queue Length 50th (ft)	22	
Queue Length 95th (ft)	50	
Internal Link Dist (ft)	283	
Turn Bay Length (ft)		
Base Capacity (vph)	386	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.21	

Intersection Summary

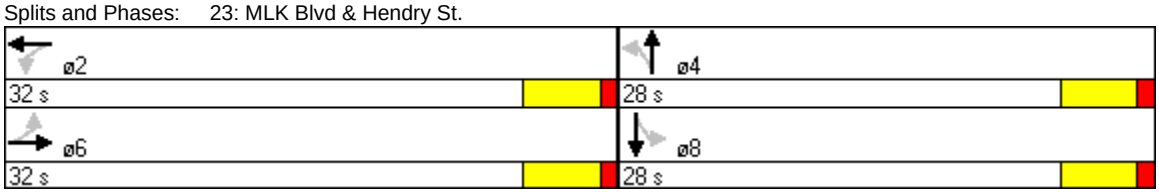


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	105		0	40		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1547	1625	0	1547	1605	0	1593	1517	0	1394	1376	0
Flt Permitted	0.143			0.182			0.714			0.721		
Satd. Flow (perm)	233	1625	0	296	1605	0	1196	1517	0	1045	1376	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			10			29			24	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		302			317			378			633	
Travel Time (s)		6.9			7.2			8.6			14.4	
Volume (vph)	41	599	7	110	777	66	10	23	26	52	37	21
Confl. Peds. (#/hr)	8		5	5		8	1		10	10		1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	2%	2%	2%	2%	2%	2%
Parking (#/hr)										5	5	5
Lane Group Flow (vph)	46	681	0	124	947	0	11	55	0	58	66	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	32.0	32.0	0.0	32.0	32.0	0.0	28.0	28.0	0.0	28.0	28.0	0.0
Act Effct Green (s)	45.6	45.6		45.6	45.6		9.6	9.6		9.6	9.6	
Actuated g/C Ratio	0.76	0.76		0.76	0.76		0.16	0.16		0.16	0.16	
v/c Ratio	0.26	0.55		0.55	0.78		0.06	0.21		0.35	0.27	
Control Delay	7.9	5.7		20.2	13.8		20.4	14.3		26.9	17.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.9	5.7		20.2	13.8		20.4	14.3		26.9	17.6	
LOS	A	A		C	B		C	B		C	B	
Approach Delay		5.9			14.5			15.3			22.0	
Approach LOS		A			B			B			C	
Queue Length 50th (ft)	3	61		16	170		4	8		16	10	
Queue Length 95th (ft)	m15	196		#112	#536		m14	m30		m36	m31	
Internal Link Dist (ft)		222			237			298			553	
Turn Bay Length (ft)	110			105			40			200		
Base Capacity (vph)	177	1234		225	1221		478	624		418	565	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	27		0	0		0	18		12	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.26	0.56		0.55	0.78		0.02	0.09		0.14	0.12	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 53 (88%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 11.8		Intersection LOS: B	
Intersection Capacity Utilization 87.3%		ICU Level of Service E	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: MLK Blvd & Hendry St.



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		170		0	160		0		0		0	
Storage Lanes		1		0	1		1		0		1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50		50	50	50		50	50	50	
Trailing Detector (ft)	0	0	0		0	0	0		0	0	0	
Turning Speed (mph)	15	15		9	15		9	9	15		9	9
Satd. Flow (prot)	0	1547	1625	0	1547	1629	1384	0	0	1658	1425	0
Flt Permitted		0.054			0.305					0.920		
Satd. Flow (perm)	0	88	1625	0	496	1629	1354	0	0	1539	1353	0
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)			1				19				21	
Link Speed (mph)			30			30				30		
Link Distance (ft)			450			940				201		
Travel Time (s)			10.2			21.4				4.6		
Volume (vph)	138	54	587	10	52	1089	224	84	12	40	10	19
Confl. Peds. (#/hr)	1			2	2		1		4			18
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	2%	2%	2%	2%
Parking (#/hr)												
Lane Group Flow (vph)	0	216	671	0	58	1224	346	0	0	58	32	0
Turn Type	custom	Perm			Perm		Perm		Perm		Perm	
Protected Phases			6			2				8		
Permitted Phases	1	6			2		2		8		8	
Total Split (s)	14.0	78.0	78.0	0.0	64.0	64.0	64.0	0.0	27.0	27.0	27.0	0.0
Act Effct Green (s)		80.9	80.9		80.9	80.9	80.9			20.7	20.7	
Actuated g/C Ratio		0.62	0.62		0.62	0.62	0.62			0.16	0.16	
v/c Ratio		3.93	0.66		0.19	1.21	0.41			0.24	0.14	
Control Delay		1385.8	21.5		14.6	128.6	14.7			49.2	25.0	
Queue Delay		0.0	0.7		0.0	0.0	0.0			0.0	0.0	
Total Delay		1385.8	22.2		14.6	128.6	14.7			49.2	25.0	
LOS		F	C		B	F	B			D	C	
Approach Delay			354.3			100.3				40.6		
Approach LOS			F			F				D		
Queue Length 50th (ft)		~291	365		21	~1287	139			42	8	
Queue Length 95th (ft)		#454	543		49	#1568	224			83	37	
Internal Link Dist (ft)			370			860				121		
Turn Bay Length (ft)		170			160							
Base Capacity (vph)		55	1011		309	1013	849			272	257	
Starvation Cap Reductn		0	117		0	0	0			0	0	
Spillback Cap Reductn		0	0		0	0	0			0	0	
Storage Cap Reductn		0	0		0	0	0			0	0	
Reduced v/c Ratio		3.93	0.75		0.19	1.21	0.41			0.21	0.12	

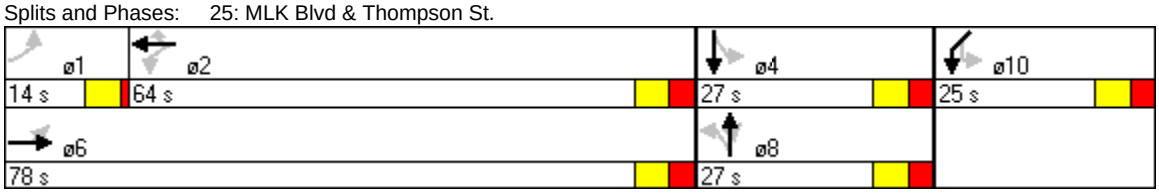
Intersection Summary

Area Type: CBD
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 6 (5%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 3.93
Intersection Signal Delay: 171.2 Intersection LOS: F
Intersection Capacity Utilization 118.9% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

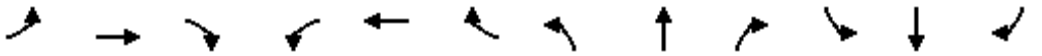
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 25: MLK Blvd & Thompson St.



Lane Group	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0	0	
Storage Lanes	0		0	0	0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50		
Trailing Detector (ft)	0	0		0		
Turning Speed (mph)	15		9	15	9	9
Satd. Flow (prot)	0	1370	0	1421	0	0
Flt Permitted		0.897		0.999		
Satd. Flow (perm)	0	1234	0	1421	0	0
Right Turn on Red			Yes			Yes
Satd. Flow (RTOR)		15		59		
Link Speed (mph)		30		30		
Link Distance (ft)		595		554		
Travel Time (s)		13.5		12.6		
Volume (vph)	39	58	44	4	45	88
Confl. Peds. (#/hr)	18		4	2		1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Parking (#/hr)	5	5	5			
Lane Group Flow (vph)	0	158	0	154	0	0
Turn Type	Perm					
Protected Phases		4		10		
Permitted Phases	4					
Total Split (s)	27.0	27.0	0.0	25.0	0.0	0.0
Act Effct Green (s)		20.7		16.5		
Actuated g/C Ratio		0.16		0.13		
v/c Ratio		0.76		0.66		
Control Delay		69.3		46.4		
Queue Delay		0.0		0.0		
Total Delay		69.3		46.4		
LOS		E		D		
Approach Delay		69.3		46.4		
Approach LOS		E		D		
Queue Length 50th (ft)		114		76		
Queue Length 95th (ft)		#204		145		
Internal Link Dist (ft)		515		474		
Turn Bay Length (ft)						
Base Capacity (vph)		231		279		
Starvation Cap Reductn		0		0		
Spillback Cap Reductn		0		0		
Storage Cap Reductn		0		0		
Reduced v/c Ratio		0.68		0.55		

Intersection Summary

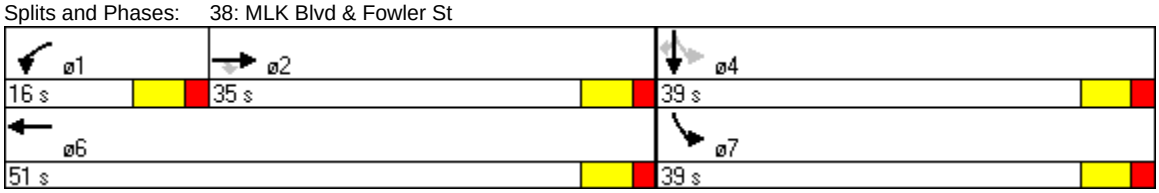


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		175	0		0	0		0	0		168
Storage Lanes	1		1	2		0	0		0	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50					50	50	50
Trailing Detector (ft)		0	0	0	0					0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	5085	1583	3433	3539	0	0	0	0	1770	3539	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	5085	1583	3433	3539	0	0	0	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			29									29
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		940			310			1552			445	
Travel Time (s)		21.4			7.0			35.3			10.1	
Volume (vph)	0	426	67	210	1246	0	0	0	0	394	1300	245
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Lane Group Flow (vph)	0	479	75	236	1400	0	0	0	0	443	1461	275
Turn Type			Perm	Prot						pm+pt		Perm
Protected Phases		2		1	6					7	4	
Permitted Phases			2							4		4
Total Split (s)	0.0	35.0	35.0	16.0	51.0	0.0	0.0	0.0	0.0	39.0	39.0	39.0
Act Effct Green (s)		31.0	31.0	12.0	47.0					35.0	35.0	35.0
Actuated g/C Ratio		0.34	0.34	0.13	0.52					0.39	0.39	0.39
v/c Ratio		0.27	0.13	0.52	0.76					0.64	1.06	0.43
Control Delay		21.9	14.3	40.8	20.4					27.7	70.8	20.6
Queue Delay		0.0	0.0	0.0	0.3					1.2	52.1	0.0
Total Delay		21.9	14.3	40.8	20.7					28.9	122.9	20.6
LOS		C	B	D	C					C	F	C
Approach Delay		20.9			23.6						90.9	
Approach LOS		C			C						F	
Queue Length 50th (ft)		71	17	65	313					201	~486	100
Queue Length 95th (ft)		97	47	101	391					300	#608	167
Internal Link Dist (ft)		860			230			1472			365	
Turn Bay Length (ft)			175									168
Base Capacity (vph)		1752	564	458	1848					688	1376	633
Starvation Cap Reductn		0	0	0	97					92	142	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.27	0.13	0.52	0.80					0.74	1.18	0.43

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 56.8 Intersection LOS: E
Intersection Capacity Utilization 77.0% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 38: MLK Blvd & Fowler St

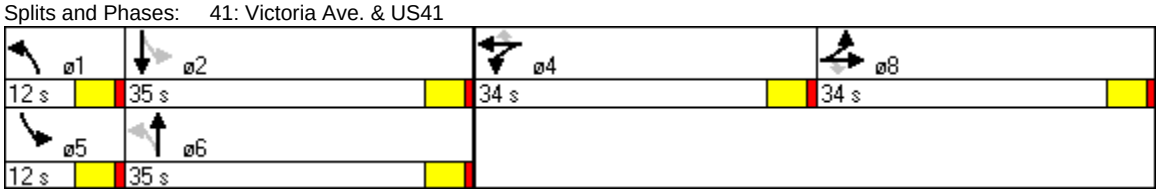


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	155		155	0		0	280		0
Storage Lanes	1		1	1		1	1		0	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1681	1748	1583	1681	1732	1583	1770	4979	0	1770	5080	0
Flt Permitted	0.950	0.988		0.950	0.979		0.129			0.129		
Satd. Flow (perm)	1681	1748	1583	1681	1732	1583	240	4979	0	240	5080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			75			64		27			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		720			398			917			530	
Travel Time (s)		16.4			9.0			20.8			12.0	
Volume (vph)	161	101	67	168	70	57	65	1170	193	206	1332	9
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Lane Group Flow (vph)	143	151	75	131	137	64	73	1532	0	231	1507	0
Turn Type	Split		Perm	Split		Perm	pm+pt			pm+pt		
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases			8			4	6			2		
Total Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	12.0	35.0	0.0	12.0	35.0	0.0
Act Effct Green (s)	13.3	13.3	13.3	12.7	12.7	12.7	39.2	31.3		40.3	34.0	
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.16	0.16	0.47	0.38		0.49	0.42	
v/c Ratio	0.52	0.53	0.23	0.50	0.51	0.21	0.28	0.80		0.86	0.71	
Control Delay	38.7	38.7	9.7	39.2	39.2	10.5	14.7	27.1		47.7	24.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	38.7	38.7	9.7	39.2	39.2	10.5	14.7	27.1		47.7	24.6	
LOS	D	D	A	D	D	B	B	C		D	C	
Approach Delay		32.8			33.7			26.6			27.7	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	70	74	0	64	67	0	17	241		63	238	
Queue Length 95th (ft)	135	141	34	128	132	33	48	#401		#237	#371	
Internal Link Dist (ft)		640			318			837			450	
Turn Bay Length (ft)	170			155		155				280		
Base Capacity (vph)	516	536	538	512	528	527	259	1927		270	2122	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.28	0.28	0.14	0.26	0.26	0.12	0.28	0.80		0.86	0.71	

Intersection Summary

Area Type: Other
Cycle Length: 115
Actuated Cycle Length: 81.5
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 28.2 Intersection LOS: C
Intersection Capacity Utilization 62.1% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

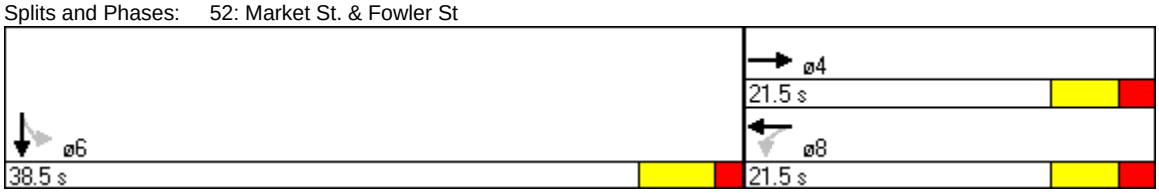
Splits and Phases: 41: Victoria Ave. & US41



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50		50	50					50	50	
Trailing Detector (ft)		0		0	0					0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1770	0	0	1855	0	0	0	0	0	3518	0
Flt Permitted					0.980						0.999	
Satd. Flow (perm)	0	1770	0	0	1825	0	0	0	0	0	3518	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27									10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		701			492			556			1552	
Travel Time (s)		15.9			11.2			12.6			35.3	
Volume (vph)	0	41	24	8	92	0	0	0	0	13	1213	46
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Lane Group Flow (vph)	0	73	0	0	112	0	0	0	0	0	1430	0
Turn Type				Perm						Perm		
Protected Phases		4			8						6	
Permitted Phases				8						6		
Total Split (s)	0.0	21.5	0.0	21.5	21.5	0.0	0.0	0.0	0.0	38.5	38.5	0.0
Act Effct Green (s)		13.3			13.3						53.6	
Actuated g/C Ratio		0.18			0.18						0.74	
v/c Ratio		0.22			0.35						0.55	
Control Delay		13.5			21.1						6.0	
Queue Delay		0.0			0.0						0.0	
Total Delay		13.5			21.1						6.0	
LOS		B			C						A	
Approach Delay		13.5			21.1						6.0	
Approach LOS		B			C						A	
Queue Length 50th (ft)		14			36						118	
Queue Length 95th (ft)		38			65						185	
Internal Link Dist (ft)		621			412			476			1472	
Turn Bay Length (ft)												
Base Capacity (vph)		440			432						2591	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.17			0.26						0.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 72.8			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 7.4		Intersection LOS: A	
Intersection Capacity Utilization 53.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 52: Market St. & Fowler St

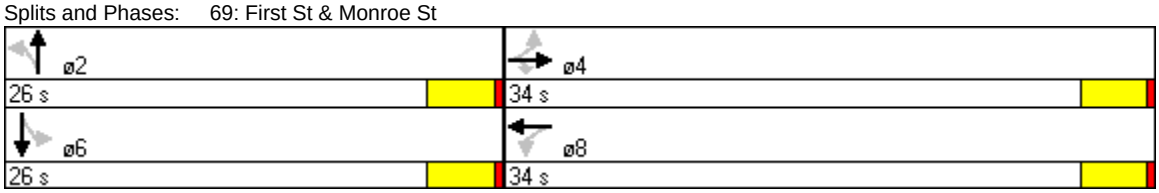


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1663	1425	0	1643	0	1593	1625	0	0	3087	0
Flt Permitted		0.914			0.662		0.501				0.952	
Satd. Flow (perm)	0	1532	1425	0	1104	0	840	1625	0	0	2941	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			196		5			19			57	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			375			399			250	
Travel Time (s)		5.3			8.5			9.1			5.7	
Volume (vph)	97	506	329	62	129	8	216	70	18	7	290	73
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	0	635	346	0	209	0	227	93	0	0	389	0
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Total Split (s)	34.0	34.0	34.0	34.0	34.0	0.0	26.0	26.0	0.0	26.0	26.0	0.0
Act Effct Green (s)		27.4	27.4		27.4		24.6	24.6			24.6	
Actuated g/C Ratio		0.46	0.46		0.46		0.41	0.41			0.41	
v/c Ratio		0.91	0.46		0.41		0.66	0.14			0.31	
Control Delay		34.2	6.3		12.1		27.4	14.4			8.1	
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	
Total Delay		34.2	6.3		12.1		27.4	14.4			8.1	
LOS		C	A		B		C	B			A	
Approach Delay		24.4			12.1			23.6			8.1	
Approach LOS		C			B			C			A	
Queue Length 50th (ft)		181	28		59		80	22			53	
Queue Length 95th (ft)		#371	74		101		m94	m22			76	
Internal Link Dist (ft)		152			295			319			170	
Turn Bay Length (ft)			50									
Base Capacity (vph)		766	811		555		345	679			1241	
Starvation Cap Reductn		0	0		0		0	0			0	
Spillback Cap Reductn		0	0		0		0	0			0	
Storage Cap Reductn		0	0		0		0	0			0	
Reduced v/c Ratio		0.83	0.43		0.38		0.66	0.14			0.31	

Intersection Summary

Area Type: CBD
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 1 (2%), Referenced to phase 2:NBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 19.6 Intersection LOS: B
Intersection Capacity Utilization 85.8% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 69: First St & Monroe St

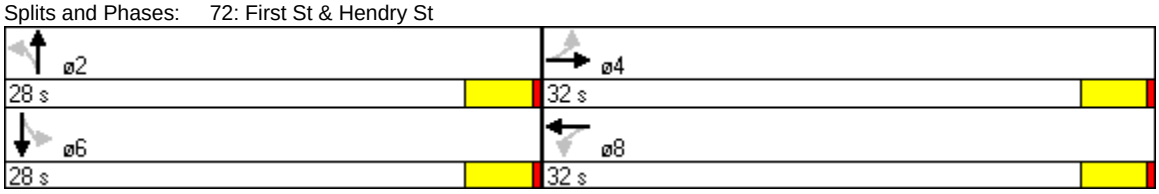


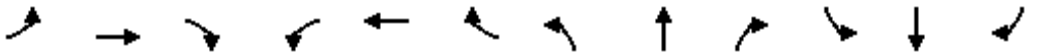
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1648	0	0	1666	0	0	1607	0	0	1633	0
Flt Permitted		0.987			0.971			0.868			0.970	
Satd. Flow (perm)	0	1630	0	0	1625	0	0	1420	0	0	1594	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			2			22			17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		283			409			383			254	
Travel Time (s)		6.4			9.3			8.7			5.8	
Volume (vph)	9	181	23	12	145	3	38	45	18	11	74	15
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Lane Group Flow (vph)	0	305	0	0	228	0	0	144	0	0	143	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	32.0	32.0	0.0	32.0	32.0	0.0	28.0	28.0	0.0	28.0	28.0	0.0
Act Effct Green (s)		15.0			15.0			37.0			37.0	
Actuated g/C Ratio		0.25			0.25			0.62			0.62	
v/c Ratio		0.73			0.56			0.16			0.14	
Control Delay		22.1			23.9			6.7			5.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		22.1			23.9			6.7			5.9	
LOS		C			C			A			A	
Approach Delay		22.1			23.9			6.7			5.9	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		85			73			16			15	
Queue Length 95th (ft)		m96			80			m32			35	
Internal Link Dist (ft)		203			329			303			174	
Turn Bay Length (ft)												
Base Capacity (vph)		768			759			884			990	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.40			0.30			0.16			0.14	

Intersection Summary

Area Type: CBD
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 44 (73%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 17.1 Intersection LOS: B
Intersection Capacity Utilization 34.3% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 72: First St & Hendry St



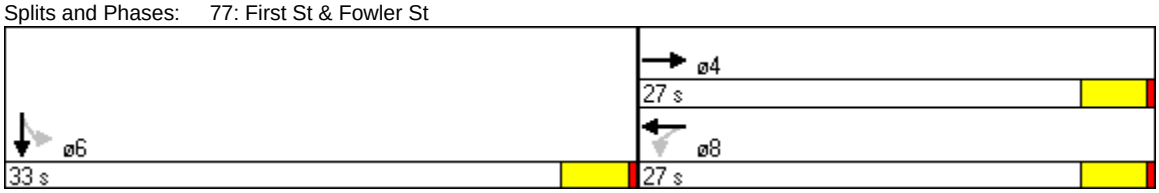


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	250		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50		50	50					50	50	
Trailing Detector (ft)		0		0	0					0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1822	0	1770	3539	0	0	0	0	0	4989	0
Flt Permitted				0.506							0.996	
Satd. Flow (perm)	0	1822	0	943	3539	0	0	0	0	0	4989	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3									43	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		263			1219			260			608	
Travel Time (s)		6.0			27.7			5.9			13.8	
Volume (vph)	0	212	41	320	597	0	0	0	0	179	1825	219
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Lane Group Flow (vph)	0	288	0	364	678	0	0	0	0	0	2526	0
Turn Type				Perm						Perm		
Protected Phases		4			8						6	
Permitted Phases				8						6		
Total Split (s)	0.0	27.0	0.0	27.0	27.0	0.0	0.0	0.0	0.0	33.0	33.0	0.0
Act Effct Green (s)		23.0		23.0	23.0						29.0	
Actuated g/C Ratio		0.38		0.38	0.38						0.48	
v/c Ratio		0.41		1.01	0.50						1.04	
Control Delay		15.6		73.3	15.7						46.5	
Queue Delay		0.0		0.0	0.0						0.0	
Total Delay		15.6		73.3	15.7						46.5	
LOS		B		E	B						D	
Approach Delay		15.6			35.8						46.5	
Approach LOS		B			D						D	
Queue Length 50th (ft)		73		~129	95						~371	
Queue Length 95th (ft)		126		#275	134						#447	
Internal Link Dist (ft)		183			1139			180			528	
Turn Bay Length (ft)				250								
Base Capacity (vph)		700		361	1357						2434	
Starvation Cap Reductn		0		0	0						0	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.41		1.01	0.50						1.04	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 8 (13%), Referenced to phase 2: and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 41.3 Intersection LOS: D
Intersection Capacity Utilization 85.1% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

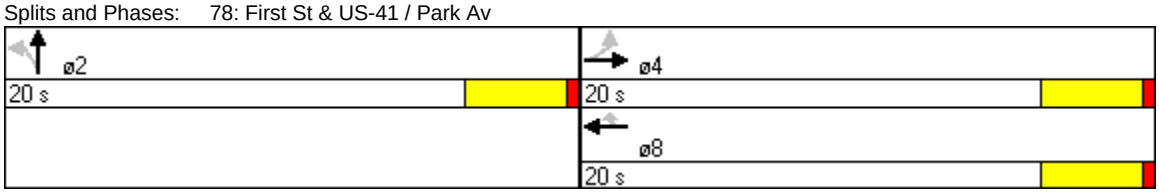
Splits and Phases: 77: First St & Fowler St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50			50	50	50	50				
Trailing Detector (ft)	0	0			0	0	0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1852	0	0	1863	1583	0	4944	0	0	0	0
Flt Permitted		0.914						0.989				
Satd. Flow (perm)	0	1703	0	0	1863	1583	0	4944	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						126		67				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1219			845			739			769	
Travel Time (s)		27.7			19.2			16.8			17.5	
Volume (vph)	36	249	0	0	424	116	136	402	69	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	310	0	0	461	126	0	660	0	0	0	0
Turn Type	Perm					Perm	Perm					
Protected Phases		4			8			2				
Permitted Phases	4					8	2					
Total Split (s)	20.0	20.0	0.0	0.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0
Act Effct Green (s)		14.4			14.4	14.4		17.6				
Actuated g/C Ratio		0.36			0.36	0.36		0.44				
v/c Ratio		0.50			0.69	0.19		0.30				
Control Delay		12.2			15.9	2.6		5.9				
Queue Delay		0.0			0.0	0.0		0.0				
Total Delay		12.2			15.9	2.6		5.9				
LOS		B			B	A		A				
Approach Delay		12.2			13.1			5.9				
Approach LOS		B			B			A				
Queue Length 50th (ft)		52			84	0		20				
Queue Length 95th (ft)		82			126	17		32				
Internal Link Dist (ft)		1139			765			659			689	
Turn Bay Length (ft)												
Base Capacity (vph)		720			788	742		2323				
Starvation Cap Reductn		0			0	0		0				
Spillback Cap Reductn		0			0	0		0				
Storage Cap Reductn		0			0	0		0				
Reduced v/c Ratio		0.43			0.59	0.17		0.28				

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 40			
Offset: 8 (20%), Referenced to phase 2:NBTL and 6:, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 9.8		Intersection LOS: A	
Intersection Capacity Utilization 59.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 78: First St & US-41 / Park Av

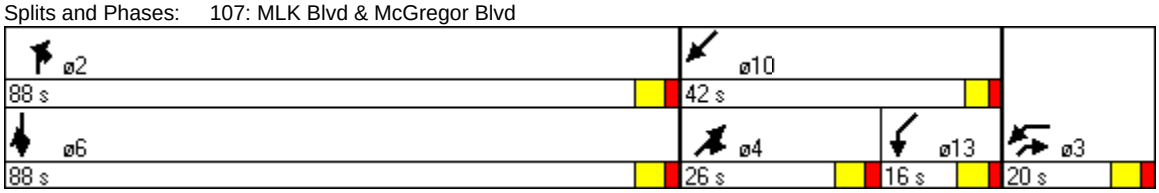


Lane Group	WBL	NBR	NBR2	SBT	SBR	NET	NER	SWL	SWT
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0			390		0	0	
Storage Lanes	1	1			1		1	2	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15	9	9		9		9	15	
Satd. Flow (prot)	1770	1583	1583	3539	1583	1863	1583	3433	1863
Flt Permitted	0.950							0.950	
Satd. Flow (perm)	1770	1583	1583	3539	1583	1863	1583	3433	1863
Right Turn on Red			Yes		Yes				
Satd. Flow (RTOR)			340		396				
Link Speed (mph)	30			30		30			30
Link Distance (ft)	417			549		670			378
Travel Time (s)	9.5			12.5		15.2			8.6
Volume (vph)	179	440	321	1937	528	249	378	214	124
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Lane Group Flow (vph)	201	494	361	2176	593	280	425	240	139
Turn Type		custom	custom		Prot		pt+ov	Prot	
Protected Phases	3	2	2	6	6	4	4 3	13	10
Permitted Phases									
Total Split (s)	20.0	88.0	88.0	88.0	88.0	26.0	46.0	16.0	42.0
Act Effct Green (s)	16.0	84.0	84.0	84.0	84.0	22.0	38.0	12.0	38.0
Actuated g/C Ratio	0.11	0.56	0.56	0.56	0.56	0.15	0.25	0.08	0.25
v/c Ratio	1.06	0.56	0.35	1.10	0.56	1.03	1.06	0.87	0.29
Control Delay	144.8	24.2	3.0	84.7	8.3	122.4	103.9	97.3	47.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	144.8	24.2	3.0	84.7	8.3	122.4	103.9	97.3	47.3
LOS	F	C	A	F	A	F	F	F	D
Approach Delay	144.8			68.4		111.3			79.0
Approach LOS	F			E		F			E
Queue Length 50th (ft)	~216	299	9	~1265	105	~291	~379	122	111
Queue Length 95th (ft)	#377	402	53	#1366	200	#471	#485	#196	172
Internal Link Dist (ft)	337			469		590			298
Turn Bay Length (ft)					390				
Base Capacity (vph)	189	886	1036	1982	1061	273	401	275	472
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.06	0.56	0.35	1.10	0.56	1.03	1.06	0.87	0.29

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 25 (17%), Referenced to phase 2:NBR and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.10
Intersection Signal Delay: 69.2 Intersection LOS: E
Intersection Capacity Utilization 98.2% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

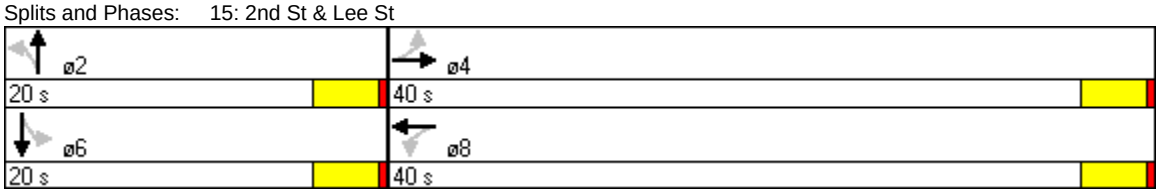
Splits and Phases: 107: MLK Blvd & McGregor Blvd

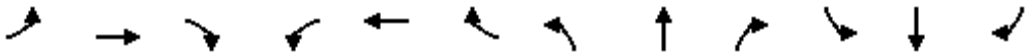


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1658	0	0	1635	0	0	1635	0	0	1651	0
Flt Permitted		0.848			0.813			0.971			0.979	
Satd. Flow (perm)	0	1415	0	0	1343	0	0	1594	0	0	1622	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			19			15			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		308			469			445			490	
Travel Time (s)		7.0			10.7			10.1			11.1	
Volume (vph)	47	358	16	194	623	103	21	229	46	10	153	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	457	0	0	1000	0	0	322	0	0	194	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	40.0	40.0	0.0	40.0	40.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0
Act Effct Green (s)		37.4			37.4			14.6			14.6	
Actuated g/C Ratio		0.62			0.62			0.24			0.24	
v/c Ratio		0.52			1.18			0.81			0.49	
Control Delay		9.2			112.0			37.8			22.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.2			112.0			37.8			22.7	
LOS		A			F			D			C	
Approach Delay		9.2			112.0			37.8			22.7	
Approach LOS		A			F			D			C	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 5 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.18			
Intersection Signal Delay: 67.3		Intersection LOS: E	
Intersection Capacity Utilization 114.4%		ICU Level of Service H	
Analysis Period (min) 15			

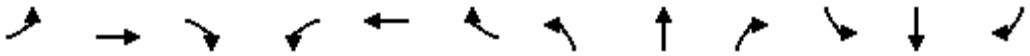
Splits and Phases: 15: 2nd St & Lee St





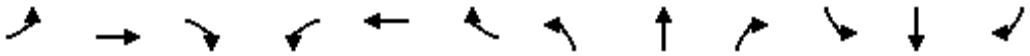
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Volume (veh/h)	5	335	26	26	564	65	31	36	26	59	51	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	364	28	28	613	71	34	39	28	64	55	11
Approach Volume (veh/h)		398			712			101			130	
Crossing Volume (veh/h)		148			78			434			675	
High Capacity (veh/h)		1234			1303			984			811	
High v/c (veh/h)		0.32			0.55			0.10			0.16	
Low Capacity (veh/h)		1024			1087			800			646	
Low v/c (veh/h)		0.39			0.66			0.13			0.20	

Intersection Summary												
Maximum v/c High			0.55									
Maximum v/c Low			0.66									
Intersection Capacity Utilization			72.5%		ICU Level of Service				C			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Volume (veh/h)	21	384	10	16	861	16	5	5	5	5	2	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	417	11	17	936	17	5	5	5	5	2	59
Approach Volume (veh/h)		451			971			16			66	
Crossing Volume (veh/h)		25			34			446			959	
High Capacity (veh/h)		1358			1349			975			644	
High v/c (veh/h)		0.33			0.72			0.02			0.10	
Low Capacity (veh/h)		1137			1129			791			501	
Low v/c (veh/h)		0.40			0.86			0.02			0.13	

Intersection Summary												
Maximum v/c High			0.72									
Maximum v/c Low			0.86									
Intersection Capacity Utilization			68.2%		ICU Level of Service				C			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	52	44	28	159	0	140	0	32	29	30	387
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	58	49	31	179	0	157	0	36	33	34	435
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			None							
Median storage veh)		0										
Upstream signal (ft)											366	
pX, platoon unblocked												
vC, conflicting volume	738	667	251	728	866	18	469			36		
vC1, stage 1 conf vol	316	316										
vC2, stage 2 conf vol	422	351										
vCu, unblocked vol	738	667	251	728	866	18	469			36		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5										
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	80	94	87	27	100	86			98		
cM capacity (veh/h)	120	298	788	238	244	1061	1093			1575		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	58	49	31	179	193	501
Volume Left	0	0	31	0	157	33
Volume Right	0	49	0	0	36	435
cSH	298	788	238	244	1093	1575
Volume to Capacity	0.20	0.06	0.13	0.73	0.14	0.02
Queue Length 95th (ft)	18	5	11	127	13	2
Control Delay (s)	20.0	9.9	22.5	51.6	7.4	0.7
Lane LOS	C	A	C	F	A	A
Approach Delay (s)	15.4		47.2		7.4	0.7
Approach LOS	C		E			

Intersection Summary				
Average Delay	13.2			
Intersection Capacity Utilization	60.2%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	41	113	11	12	599	14	81	74	73	6	25	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	45	123	12	13	651	15	88	80	79	7	27	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		316			314							
pX, platoon unblocked	0.68						0.68	0.68		0.68	0.68	0.68
vC, conflicting volume	666			135			933	910	129	1022	909	659
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	509			135			901	868	129	1033	866	498
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			99			38	56	91	92	85	96
cM capacity (veh/h)	717			1450			142	183	921	82	184	389

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1
Volume Total	179	679	88	160	50
Volume Left	45	13	88	0	7
Volume Right	12	15	0	79	16
cSH	717	1450	142	304	186
Volume to Capacity	0.06	0.01	0.62	0.52	0.27
Queue Length 95th (ft)	5	1	83	72	26
Control Delay (s)	3.1	0.3	65.1	29.2	31.4
Lane LOS	A	A	F	D	D
Approach Delay (s)	3.1	0.3	41.9		31.4
Approach LOS			E		D

Intersection Summary				
Average Delay	11.0			
Intersection Capacity Utilization	55.6%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	10	564	31	26	335	336	26	41	26	30	91	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	613	34	28	364	365	28	45	28	33	99	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		344										
pX, platoon unblocked				0.65			0.65	0.65	0.65	0.65	0.65	
vC, conflicting volume	729			647			1310	1438	630	1305	1272	547
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	729			459			1474	1670	433	1468	1416	547
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			96			0	25	93	0	0	99
cM capacity (veh/h)	875			720			0	60	407	24	85	537

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	658	758	28	73	33	104
Volume Left	11	28	28	0	33	0
Volume Right	34	365	0	28	0	5
cSH	875	720	0	89	24	89
Volume to Capacity	0.01	0.04	Err	0.82	1.35	1.17
Queue Length 95th (ft)	1	3	Err	108	102	182
Control Delay (s)	0.3	1.1	Err	133.2	546.3	235.6
Lane LOS	A	A	F	F	F	F
Approach Delay (s)	0.3	1.1	Err		309.6	
Approach LOS			F		F	

Intersection Summary					
Average Delay	Err				
Intersection Capacity Utilization	74.6%	ICU Level of Service		D	
Analysis Period (min)	15				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Volume (veh/h)	16	588	21	40	635	12	16	139	228	89	121	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	639	23	43	690	13	17	151	248	97	132	51
Approach Volume (veh/h)		679			747			416			279	
Crossing Volume (veh/h)		272			186			753			751	
High Capacity (veh/h)		1119			1197			761			763	
High v/c (veh/h)		0.61			0.62			0.55			0.37	
Low Capacity (veh/h)		920			991			603			604	
Low v/c (veh/h)		0.74			0.75			0.69			0.46	

Intersection Summary					
Maximum v/c High	0.62				
Maximum v/c Low	0.75				
Intersection Capacity Utilization	109.5%	ICU Level of Service		H	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	895	5	5	378	5	10	2	16	16	5	300
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	973	5	5	411	5	11	2	17	17	5	326
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)					366							
pX, platoon unblocked												
vC, conflicting volume	416			978			1740	1414	976	1429	1414	414
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	416			978			1740	1414	976	1429	1414	414
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			66	98	94	83	96	49
cM capacity (veh/h)	1143			705			32	136	305	104	136	639

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	984	422	30	349
Volume Left	5	5	11	17
Volume Right	5	5	17	326
cSH	1143	705	74	486
Volume to Capacity	0.00	0.01	0.41	0.72
Queue Length 95th (ft)	0	1	40	143
Control Delay (s)	0.1	0.2	84.4	29.1
Lane LOS	A	A	F	D
Approach Delay (s)	0.1	0.2	84.4	29.1
Approach LOS			F	D

Intersection Summary				
Average Delay	7.3			
Intersection Capacity Utilization	84.8%	ICU Level of Service	E	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	57	778	0	51	648	14	5	22	150	13	29	24
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	64	874	0	57	728	16	6	25	169	15	33	27
Pedestrians		6			1			3			15	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			0			0			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		225			302							
pX, platoon unblocked	0.70			0.68			0.83	0.83	0.68	0.83	0.83	0.70
vC, conflicting volume	759			877			1897	1879	878	2050	1871	757
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	656			820			1541	1519	821	1725	1510	654
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	90			89			86	68	34	0	59	92
cM capacity (veh/h)	635			541			41	78	254	12	79	322

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	64	874	57	744	18	181	15	60
Volume Left	64	0	57	0	6	0	15	0
Volume Right	0	0	0	16	0	169	0	27
cSH	635	1700	541	1700	61	220	12	120
Volume to Capacity	0.10	0.51	0.11	0.44	0.30	0.82	1.18	0.50
Queue Length 95th (ft)	8	0	9	0	26	153	62	57
Control Delay (s)	11.3	0.0	12.4	0.0	87.2	68.7	734.3	61.3
Lane LOS	B		B		F	F	F	F
Approach Delay (s)	0.8		0.9		70.3		193.9	
Approach LOS					F		F	

Intersection Summary					
Average Delay	14.8				
Intersection Capacity Utilization	71.1%	ICU Level of Service		C	
Analysis Period (min)	15				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	27	1034	18	44	715	14	3	10	110	90	11	29
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	30	1162	20	49	803	16	3	11	124	101	12	33
Pedestrians		1										
Lane Width (ft)		12.0										
Walking Speed (ft/s)		4.0										
Percent Blockage		0										
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		317			450							
pX, platoon unblocked	0.75			0.35			0.48	0.48	0.35	0.48	0.48	0.75
vC, conflicting volume	819			1182			2175	2151	1172	2262	2153	812
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	759			1519			2685	2635	1490	2869	2640	750
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			67			0	0	0	0	0	89
cM capacity (veh/h)	630			151			0	7	53	0	7	309

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	30	1182	49	819	138	146
Volume Left	30	0	49	0	3	101
Volume Right	0	20	0	16	124	33
cSH	630	1700	151	1700	0	0
Volume to Capacity	0.05	0.70	0.33	0.48	Err	Err
Queue Length 95th (ft)	4	0	33	0	Err	Err
Control Delay (s)	11.0	0.0	40.1	0.0	Err	Err
Lane LOS	B		E		F	F
Approach Delay (s)	0.3		2.3		Err	Err
Approach LOS					F	F

Intersection Summary				
Average Delay	Err			
Intersection Capacity Utilization	83.2%	ICU Level of Service	E	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	285	236	6	32	0	28	0	21	9	23	59
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	320	265	7	36	0	31	0	24	10	26	66
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)											366	
pX, platoon unblocked												
vC, conflicting volume	172	166	59	579	187	12	92			24		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	172	166	59	579	187	12	92			24		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	55	74	97	95	100	98			99		
cM capacity (veh/h)	744	707	1007	199	688	1069	1503			1591		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	585	43	55	102
Volume Left	0	7	31	10
Volume Right	265	0	24	66
cSH	817	496	1503	1591
Volume to Capacity	0.72	0.09	0.02	0.01
Queue Length 95th (ft)	156	7	2	0
Control Delay (s)	19.7	12.9	4.3	0.8
Lane LOS	C	B	A	A
Approach Delay (s)	19.7	12.9	4.3	0.8
Approach LOS	C	B		

Intersection Summary				
Average Delay	15.8			
Intersection Capacity Utilization	49.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	27	214	8	7	714	25	50	6	21	13	5	120
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	30	240	9	8	802	28	56	7	24	15	6	135
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		398										
pX, platoon unblocked												
vC, conflicting volume	830			249			1275	1152	245	1165	1142	816
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	830			249			1275	1152	245	1165	1142	816
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			99			36	96	97	91	97	64
cM capacity (veh/h)	802			1316			87	189	794	156	192	377

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	280	838	87	155
Volume Left	30	8	56	15
Volume Right	9	28	24	135
cSH	802	1316	122	323
Volume to Capacity	0.04	0.01	0.71	0.48
Queue Length 95th (ft)	3	0	97	62
Control Delay (s)	1.4	0.2	86.2	26.1
Lane LOS	A	A	F	D
Approach Delay (s)	1.4	0.2	86.2	26.1
Approach LOS			F	D

Intersection Summary				
Average Delay	8.9			
Intersection Capacity Utilization	69.1%	ICU Level of Service	C	
Analysis Period (min)	15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	40	288	553	8	26	175
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	45	324	621	9	29	197
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		735				
pX, platoon unblocked						
vC, conflicting volume	630				1039	626
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	630				1039	626
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				88	59
cM capacity (veh/h)	952				243	484

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	369	630	226
Volume Left	45	0	29
Volume Right	0	9	197
cSH	952	1700	429
Volume to Capacity	0.05	0.37	0.53
Queue Length 95th (ft)	4	0	75
Control Delay (s)	1.6	0.0	22.3
Lane LOS	A		C
Approach Delay (s)	1.6	0.0	22.3
Approach LOS			C

Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	74.5%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	23	295	338	10	97	231
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	26	331	380	11	109	260
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		1049				
pX, platoon unblocked						
vC, conflicting volume	391				769	385
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	391				769	385
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				70	61
cM capacity (veh/h)	1168				361	662

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	357	391	369
Volume Left	26	0	109
Volume Right	0	11	260
cSH	1168	1700	531
Volume to Capacity	0.02	0.23	0.69
Queue Length 95th (ft)	2	0	134
Control Delay (s)	0.8	0.0	25.7
Lane LOS	A		D
Approach Delay (s)	0.8	0.0	25.7
Approach LOS			D

Intersection Summary			
Average Delay	8.7		
Intersection Capacity Utilization	66.8%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	57	408	74	151	208	3	7	14	9	37	122	163
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	62	443	80	164	226	3	8	15	10	40	133	177
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)					324							
pX, platoon unblocked												
vC, conflicting volume	229			524			1407	1165	484	1141	1204	228
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	229			524			1407	1165	484	1141	1204	228
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			84			58	90	98	71	10	78
cM capacity (veh/h)	1339			1043			18	156	583	138	148	812

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	62	524	393	33	350
Volume Left	62	0	164	8	40
Volume Right	0	80	3	10	177
cSH	1339	1700	1043	61	249
Volume to Capacity	0.05	0.31	0.16	0.53	1.41
Queue Length 95th (ft)	4	0	14	53	485
Control Delay (s)	7.8	0.0	4.8	116.9	243.4
Lane LOS	A		A	F	F
Approach Delay (s)	0.8		4.8	116.9	243.4
Approach LOS				F	F

Intersection Summary				
Average Delay	67.1			
Intersection Capacity Utilization	83.8%	ICU Level of Service		E
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	263	32	22	184	22	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	286	35	24	200	24	96
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	375			355		
pX, platoon unblocked			0.93		0.93	0.93
vC, conflicting volume			321		551	303
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			271		513	253
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		95	87
cM capacity (veh/h)			1204		478	733

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	321	224	120
Volume Left	0	24	24
Volume Right	35	0	96
cSH	1700	1204	662
Volume to Capacity	0.19	0.02	0.18
Queue Length 95th (ft)	0	2	16
Control Delay (s)	0.0	1.0	11.6
Lane LOS		A	B
Approach Delay (s)	0.0	1.0	11.6
Approach LOS			B

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	45.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	42	309	206	21	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	46	336	224	23	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		447	283			
pX, platoon unblocked	0.96				0.97	0.96
vC, conflicting volume	247				662	235
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	216				611	204
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				100	100
cM capacity (veh/h)	1301				430	804

Direction, Lane #	EB 1	WB 1
Volume Total	382	247
Volume Left	46	0
Volume Right	0	23
cSH	1301	1700
Volume to Capacity	0.04	0.15
Queue Length 95th (ft)	3	0
Control Delay (s)	1.2	0.0
Lane LOS	A	
Approach Delay (s)	1.2	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	40.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	92	43	80	26	5	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	100	47	87	28	5	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	123	101			115	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	123	101			115	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	88	95			100	
cM capacity (veh/h)	869	954			1474	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	147	115	16
Volume Left	100	0	5
Volume Right	47	28	0
cSH	895	1700	1474
Volume to Capacity	0.16	0.07	0.00
Queue Length 95th (ft)	15	0	0
Control Delay (s)	9.8	0.0	2.5
Lane LOS	A		A
Approach Delay (s)	9.8	0.0	2.5
Approach LOS	A		

Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	21.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	350	8	51	200	173	159
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	380	9	55	217	188	173
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)				232		
pX, platoon unblocked						
vC, conflicting volume			389		713	385
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			389		713	385
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		50	74
cM capacity (veh/h)			1169		380	663

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	389	273	188	173
Volume Left	0	55	188	0
Volume Right	9	0	0	173
cSH	1700	1169	380	663
Volume to Capacity	0.23	0.05	0.50	0.26
Queue Length 95th (ft)	0	4	66	26
Control Delay (s)	0.0	2.0	23.4	12.3
Lane LOS		A	C	B
Approach Delay (s)	0.0	2.0	18.1	
Approach LOS			C	

Intersection Summary			
Average Delay	6.9		
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	279	257	25	5	95	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	303	279	27	5	103	54
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	291	30			33	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	291	30			33	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	54	73			93	
cM capacity (veh/h)	654	1045			1579	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	303	279	33	158
Volume Left	303	0	0	103
Volume Right	0	279	5	0
cSH	654	1045	1700	1579
Volume to Capacity	0.46	0.27	0.02	0.07
Queue Length 95th (ft)	61	27	0	5
Control Delay (s)	15.2	9.7	0.0	5.0
Lane LOS	C	A		A
Approach Delay (s)	12.5		0.0	5.0
Approach LOS	B			

Intersection Summary			
Average Delay	10.5		
Intersection Capacity Utilization	36.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	130	21	20	240	120	110
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	141	23	22	261	130	120
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			164		457	153
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			164		457	153
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		76	87
cM capacity (veh/h)			1414		553	893

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	164	283	130	120
Volume Left	0	22	130	0
Volume Right	23	0	0	120
cSH	1700	1414	553	893
Volume to Capacity	0.10	0.02	0.24	0.13
Queue Length 95th (ft)	0	1	23	12
Control Delay (s)	0.0	0.7	13.5	9.7
Lane LOS		A	B	A
Approach Delay (s)	0.0	0.7	11.7	
Approach LOS			B	

Intersection Summary			
Average Delay	4.5		
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	58	184	33	220	120	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	63	200	36	239	130	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)				595		
pX, platoon unblocked						
vC, conflicting volume	447	136	141			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	447	136	141			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	89	78	98			
cM capacity (veh/h)	555	913	1442			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	63	200	275	141
Volume Left	63	0	36	0
Volume Right	0	200	0	11
cSH	555	913	1442	1700
Volume to Capacity	0.11	0.22	0.02	0.08
Queue Length 95th (ft)	10	21	2	0
Control Delay (s)	12.3	10.0	1.2	0.0
Lane LOS	B	B	A	
Approach Delay (s)	10.6		1.2	0.0
Approach LOS	B			

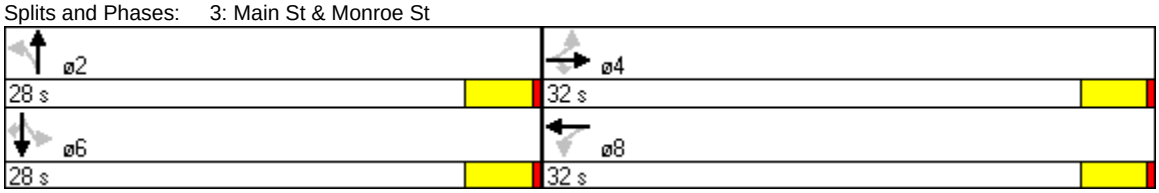
Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	33.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	50		150
Storage Lanes	0		1	0		0	0		0	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1665	1425	0	1675	0	0	3049	0	1593	3185	1425
Flt Permitted		0.867			0.998			0.586		0.298		
Satd. Flow (perm)	0	1454	1425	0	1671	0	0	1857	0	500	3185	1425
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			16		1			6				134
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		273			316			394			399	
Travel Time (s)		6.2			7.2			9.0			9.1	
Volume (vph)	43	254	15	5	684	5	514	114	20	20	410	400
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	323	16	0	753	0	0	705	0	22	446	435
Turn Type	Perm		Perm	Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		6
Total Split (s)	32.0	32.0	32.0	32.0	32.0	0.0	28.0	28.0	0.0	28.0	28.0	28.0
Act Effct Green (s)		28.1	28.1		28.1			23.9		23.9	23.9	23.9
Actuated g/C Ratio		0.47	0.47		0.47			0.40		0.40	0.40	0.40
v/c Ratio		0.47	0.02		0.96			1.77dl		0.11	0.35	0.67
Control Delay		14.6	5.2		34.2			23.8		9.9	10.2	11.6
Queue Delay		0.0	0.0		8.1			0.0		0.0	0.0	0.0
Total Delay		14.6	5.2		42.3			23.8		9.9	10.3	11.6
LOS		B	A		D			C		A	B	B
Approach Delay		14.2			42.3			23.8			10.9	
Approach LOS		B			D			C			B	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 30 (50%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 23.4		Intersection LOS: C	
Intersection Capacity Utilization 109.8%		ICU Level of Service H	
Analysis Period (min) 15			

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

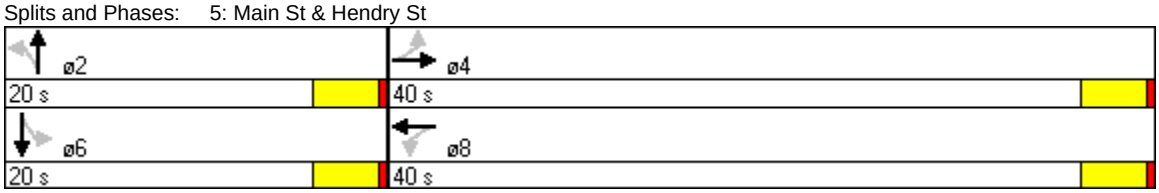
Splits and Phases: 3: Main St & Monroe St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	25		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1648	0	0	1666	0	1593	1611	0	0	1575	0
Flt Permitted		0.937			0.985		0.700				0.927	
Satd. Flow (perm)	0	1550	0	0	1645	0	1174	1611	0	0	1475	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			5			29			49	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		314			396			390			383	
Travel Time (s)		7.1			9.0			8.9			8.7	
Volume (vph)	20	211	25	25	639	20	35	100	35	25	50	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	278	0	0	744	0	38	147	0	0	130	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	40.0	40.0	0.0	40.0	40.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0
Act Effct Green (s)		33.1			33.1		18.9	18.9			18.9	
Actuated g/C Ratio		0.55			0.55		0.32	0.32			0.32	
v/c Ratio		0.32			0.82		0.10	0.28			0.26	
Control Delay		7.6			18.8		16.3	14.1			10.7	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		7.6			18.8		16.3	14.1			10.7	
LOS		A			B		B	B			B	
Approach Delay		7.6			18.8			14.6			10.7	
Approach LOS		A			B			B			B	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 33 (55%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 15.1		Intersection LOS: B	
Intersection Capacity Utilization 71.4%		ICU Level of Service C	
Analysis Period (min) 15			

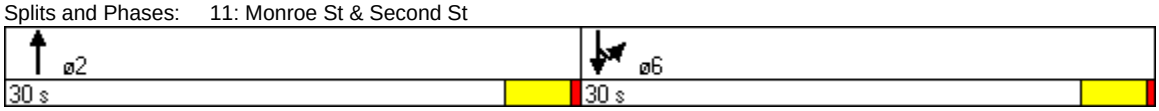
Splits and Phases: 5: Main St & Hendry St



Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Satd. Flow (prot)	3071	0	1593	1676	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	3071	0	1593	1676	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	90					
Link Speed (mph)	30			30	30	
Link Distance (ft)	356			394	289	
Travel Time (s)	8.1			9.0	6.6	
Volume (vph)	649	207	429	468	0	0
Peak Hour Factor	0.72	0.72	0.72	0.72	0.25	0.25
Lane Group Flow (vph)	1189	0	596	650	0	0
Turn Type			Split			
Protected Phases	2		6	6		
Permitted Phases						
Total Split (s)	30.0	0.0	30.0	30.0	0.0	0.0
Act Effct Green (s)	26.9		25.1	25.1		
Actuated g/C Ratio	0.45		0.42	0.42		
v/c Ratio	0.83		0.90	0.93		
Control Delay	17.6		32.2	36.1		
Queue Delay	0.0		0.0	0.3		
Total Delay	17.7		32.2	36.4		
LOS	B		C	D		
Approach Delay	17.7			34.4		
Approach LOS	B			C		

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 16 (27%), Referenced to phase 2:NBT, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 26.2		Intersection LOS: C	
Intersection Capacity Utilization 60.4%		ICU Level of Service B	
Analysis Period (min) 15			

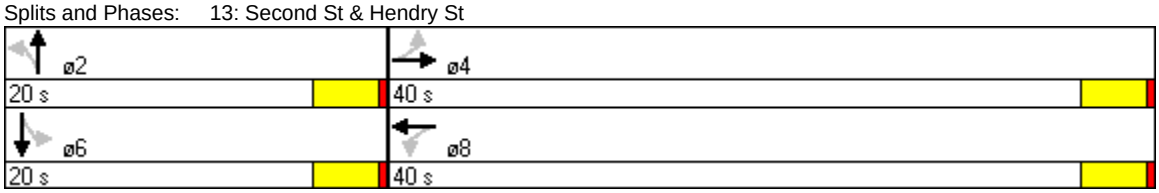
Splits and Phases: 11: Monroe St & Second St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1655	0	0	1628	0	0	1596	0	0	1638	0
Flt Permitted		0.978			0.927			0.958			0.939	
Satd. Flow (perm)	0	1622	0	0	1515	0	0	1539	0	0	1552	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			34			28			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		281			344			633			390	
Travel Time (s)		6.4			7.8			14.4			8.9	
Volume (vph)	26	548	52	31	268	67	10	47	26	36	145	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	681	0	0	398	0	0	90	0	0	220	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	40.0	40.0	0.0	40.0	40.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0
Act Effct Green (s)		28.1			28.1			23.9			23.9	
Actuated g/C Ratio		0.47			0.47			0.40			0.40	
v/c Ratio		0.89			0.55			0.14			0.35	
Control Delay		27.9			12.2			8.7			14.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		27.9			12.2			8.7			14.4	
LOS		C			B			A			B	
Approach Delay		27.9			12.2			8.7			14.4	
Approach LOS		C			B			A			B	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 32 (53%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 20.0		Intersection LOS: B	
Intersection Capacity Utilization 67.7%		ICU Level of Service C	
Analysis Period (min) 15			

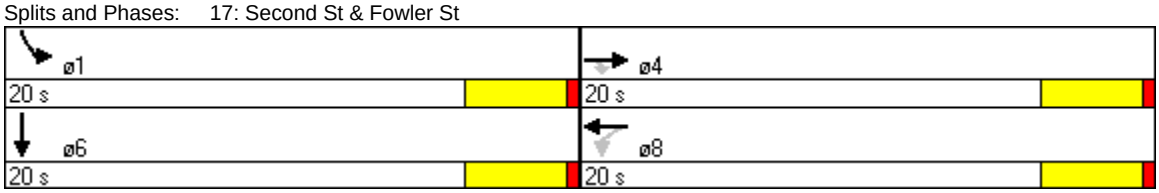
Splits and Phases: 13: Second St & Hendry St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		300	0		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50					50	50	
Trailing Detector (ft)		0	0	0	0					0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1863	1583	1681	1745	0	0	0	0	0	4949	0
Flt Permitted				0.250	0.456						0.986	
Satd. Flow (perm)	0	1863	1583	442	807	0	0	0	0	0	4949	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			30								46	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		366			236			1052			469	
Travel Time (s)		8.3			5.4			23.9			10.7	
Volume (vph)	0	657	52	102	128	0	0	0	0	432	978	132
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	714	57	56	194	0	0	0	0	0	1676	0
Turn Type			Perm	Perm						Prot		
Protected Phases		4			8					1	6	
Permitted Phases			4	8								
Total Split (s)	0.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0
Act Effct Green (s)		16.0	16.0	16.0	16.0						16.0	
Actuated g/C Ratio		0.40	0.40	0.40	0.40						0.40	
v/c Ratio		0.96	0.09	0.32	0.60						0.84	
Control Delay		40.9	5.3	14.2	20.6						15.9	
Queue Delay		0.0	0.0	0.0	0.0						0.0	
Total Delay		40.9	5.3	14.2	20.6						15.9	
LOS		D	A	B	C						B	
Approach Delay		38.3			19.2						15.9	
Approach LOS		D			B						B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 40			
Offset: 38 (95%), Referenced to phase 2: and 6:SBT, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 22.6		Intersection LOS: C	
Intersection Capacity Utilization 81.9%		ICU Level of Service D	
Analysis Period (min) 15			

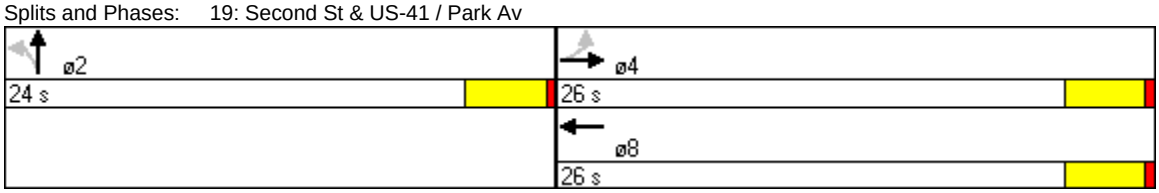
Splits and Phases: 17: Second St & Fowler St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50			50		50	50				
Trailing Detector (ft)	0	0			0		0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	3433	1863	0	0	3263	0	0	4943	0	0	0	0
Flt Permitted	0.325											
Satd. Flow (perm)	1174	1863	0	0	3263	0	0	4943	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					5			96				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		968			692			1071			739	
Travel Time (s)		22.0			15.7			24.3			16.8	
Volume (vph)	279	741	0	0	314	338	9	1438	331	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	303	805	0	0	708	0	0	1933	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Total Split (s)	26.0	26.0	0.0	0.0	26.0	0.0	24.0	24.0	0.0	0.0	0.0	0.0
Act Effct Green (s)	22.0	22.0			22.0			20.0				
Actuated g/C Ratio	0.44	0.44			0.44			0.40				
v/c Ratio	0.59	0.98			0.49			0.95				
Control Delay	16.3	45.2			11.4			27.0				
Queue Delay	0.0	0.0			0.0			0.0				
Total Delay	16.3	45.2			11.4			27.0				
LOS	B	D			B			C				
Approach Delay		37.3			11.4			27.0				
Approach LOS		D			B			C				

Intersection Summary			
Area Type:	Other		
Cycle Length: 50			
Actuated Cycle Length: 50			
Offset: 17 (34%), Referenced to phase 2:NBTL and 6:, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 27.1		Intersection LOS: C	
Intersection Capacity Utilization 81.0%		ICU Level of Service D	
Analysis Period (min) 15			

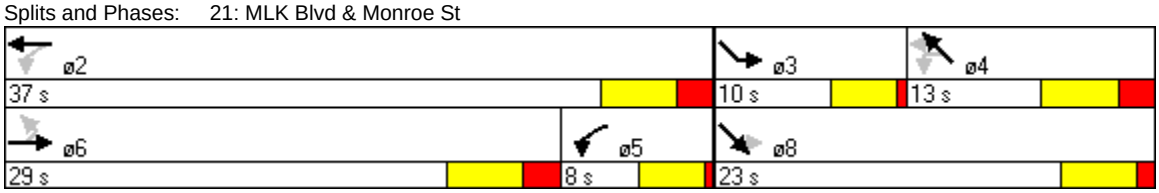
Splits and Phases: 19: Second St & US-41 / Park Av



Lane Group	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	SEL	SET	SER	SER2	NWL2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	55		0		60		0	0		0		
Storage Lanes	1		0		1		0	1		0		
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50			50	50		50	50			50
Trailing Detector (ft)	0	0			0	0		0	0			0
Turning Speed (mph)	15		9	9	15		9	15		9	9	15
Satd. Flow (prot)	1593	1650	0	0	1593	1537	0	1593	1440	0	0	0
Flt Permitted	0.320				0.303			0.355				
Satd. Flow (perm)	536	1650	0	0	508	1537	0	595	1440	0	0	0
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)		11				163			11			
Link Speed (mph)		30				30			30			
Link Distance (ft)		302				225			356			
Travel Time (s)		6.9				5.1			8.1			
Volume (vph)	112	414	5	45	93	217	266	200	5	69	10	7
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Lane Group Flow (vph)	126	522	0	0	104	543	0	225	95	0	0	0
Turn Type	Perm				pm+pt			pm+pt				Perm
Protected Phases		6			5	2		3	8			
Permitted Phases	6				2			8				4
Total Split (s)	29.0	29.0	0.0	0.0	8.0	37.0	0.0	10.0	23.0	0.0	0.0	13.0
Act Effct Green (s)	26.6	26.6			33.0	33.0		19.0	19.0			
Actuated g/C Ratio	0.44	0.44			0.55	0.55		0.32	0.32			
v/c Ratio	0.53	0.71			0.30	0.59		0.78	0.20			
Control Delay	19.4	16.9			5.2	4.0		19.2	8.4			
Queue Delay	0.6	0.0			0.0	0.2		0.0	0.0			
Total Delay	20.0	16.9			5.2	4.1		19.2	8.4			
LOS	B	B			A	A		B	A			
Approach Delay		17.5				4.3			16.0			
Approach LOS		B				A			B			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 16 (27%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 15.0		Intersection LOS: B	
Intersection Capacity Utilization 82.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 21: MLK Blvd & Monroe St



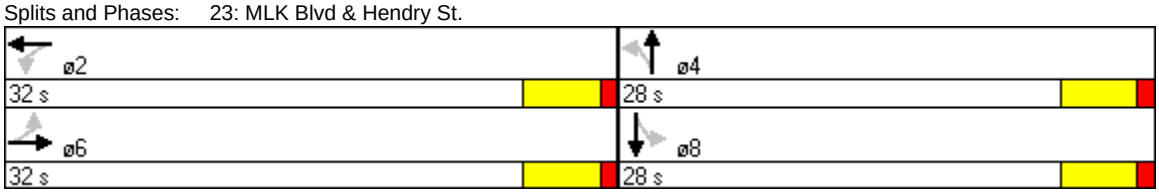
Lane Group	NWL	NWT	NWR
Lane Configurations			
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	0		0
Storage Lanes	0		0
Total Lost Time (s)	4.0	4.0	4.0
Leading Detector (ft)	50	50	
Trailing Detector (ft)	0	0	
Turning Speed (mph)	15		9
Satd. Flow (prot)	0	1656	0
Flt Permitted		0.964	
Satd. Flow (perm)	0	1603	0
Right Turn on Red			Yes
Satd. Flow (RTOR)		4	
Link Speed (mph)		30	
Link Distance (ft)		363	
Travel Time (s)		8.3	
Volume (vph)	5	135	9
Peak Hour Factor	0.89	0.89	0.89
Lane Group Flow (vph)	0	176	0
Turn Type	Perm		
Protected Phases		4	
Permitted Phases	4		
Total Split (s)	13.0	13.0	0.0
Act Effct Green (s)		9.0	
Actuated g/C Ratio		0.15	
v/c Ratio		0.72	
Control Delay		43.5	
Queue Delay		0.0	
Total Delay		43.5	
LOS		D	
Approach Delay		43.5	
Approach LOS		D	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	105		0	40		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1547	1628	0	1547	1615	0	1593	1444	0	1394	1295	0
Flt Permitted	0.143			0.143			0.713			0.664		
Satd. Flow (perm)	233	1628	0	233	1615	0	1194	1444	0	964	1295	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					5			43			47	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		302			317			378			633	
Travel Time (s)		6.9			7.2			8.6			14.4	
Volume (vph)	56	992	3	33	717	33	6	29	101	82	19	42
Confl. Peds. (#/hr)	8		5	5		8	1		10	10		1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	2%	2%	2%	2%	2%	2%
Parking (#/hr)										5	5	5
Lane Group Flow (vph)	63	1118	0	37	843	0	7	146	0	92	68	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	32.0	32.0	0.0	32.0	32.0	0.0	28.0	28.0	0.0	28.0	28.0	0.0
Act Effct Green (s)	43.6	43.6		43.6	43.6		11.6	11.6		11.6	11.6	
Actuated g/C Ratio	0.73	0.73		0.73	0.73		0.19	0.19		0.19	0.19	
v/c Ratio	0.37	0.94		0.22	0.72		0.03	0.46		0.49	0.24	
Control Delay	12.2	27.9		9.1	13.0		17.8	19.2		22.8	5.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.2	27.9		9.1	13.0		17.8	19.2		22.8	5.2	
LOS	B	C		A	B		B	B		C	A	
Approach Delay		27.1			12.8			19.1			15.3	
Approach LOS		C			B			B			B	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 13 (22%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 20.5		Intersection LOS: C	
Intersection Capacity Utilization 86.2%		ICU Level of Service E	
Analysis Period (min) 15			

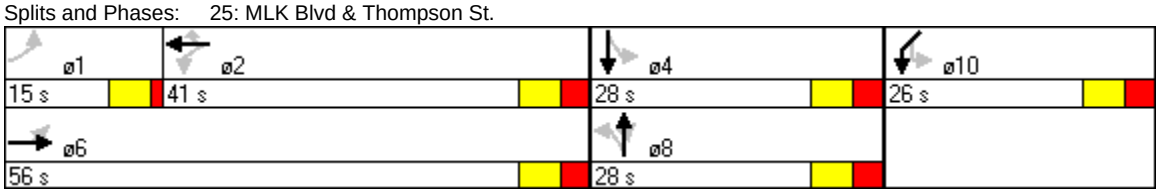
Splits and Phases: 23: MLK Blvd & Hendry St.

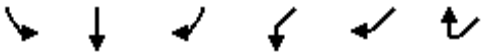


Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		170		0	160		0		0		0	
Storage Lanes		1		0	1		1		0		1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50		50	50	50		50	50	50	
Trailing Detector (ft)	0	0	0		0	0	0		0	0	0	
Turning Speed (mph)	15	15		9	15		9	9	15		9	9
Satd. Flow (prot)	0	1547	1627	0	1547	1629	1384	0	0	1655	1425	0
Flt Permitted		0.077			0.108					0.798		
Satd. Flow (perm)	0	125	1627	0	176	1629	1354	0	0	1338	1362	0
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)							51				88	
Link Speed (mph)			30			30				30		
Link Distance (ft)			450			940				201		
Travel Time (s)			10.2			21.4				4.6		
Volume (vph)	33	47	1169	6	31	548	49	51	27	71	6	78
Confl. Peds. (#/hr)	1			2	2		1		4			18
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	2%	2%	2%	2%
Parking (#/hr)												
Lane Group Flow (vph)	0	90	1320	0	35	616	112	0	0	110	95	0
Turn Type	custom	Perm			Perm		Perm		Perm		Perm	
Protected Phases			6			2				8		
Permitted Phases	1	6			2		2		8		8	
Total Split (s)	15.0	56.0	56.0	0.0	41.0	41.0	41.0	0.0	28.0	28.0	28.0	0.0
Act Effct Green (s)		52.2	52.2		52.2	52.2	52.2			24.1	24.1	
Actuated g/C Ratio		0.54	0.54		0.54	0.54	0.54			0.25	0.25	
v/c Ratio		1.34	1.50		0.37	0.70	0.15			0.33	0.23	
Control Delay		251.2	255.0		29.3	23.2	8.0			34.9	9.8	
Queue Delay		0.0	0.0		0.0	0.0	0.0			0.0	0.0	
Total Delay		251.2	255.0		29.3	23.2	8.0			34.9	9.8	
LOS		F	F		C	C	A			C	A	
Approach Delay			254.7			21.3				23.3		
Approach LOS			F			C				C		

Intersection Summary			
Area Type:	CBD		
Cycle Length: 110			
Actuated Cycle Length: 96.7			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.50			
Intersection Signal Delay: 148.3		Intersection LOS: F	
Intersection Capacity Utilization 114.5%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 25: MLK Blvd & Thompson St.





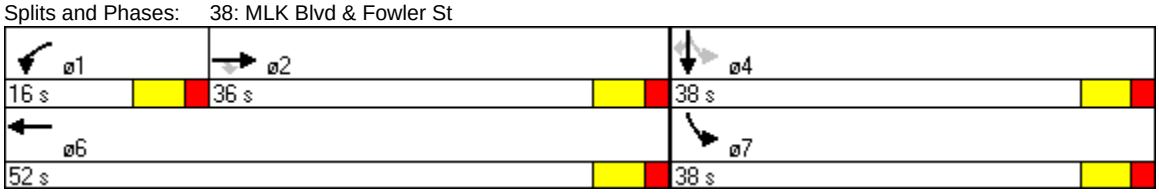
Lane Group	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0	0	
Storage Lanes	0		0	0	0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50		
Trailing Detector (ft)	0	0		0		
Turning Speed (mph)	15		9	15	9	9
Satd. Flow (prot)	0	1311	0	1432	0	0
Flt Permitted		0.780		0.995		
Satd. Flow (perm)	0	1031	0	1431	0	0
Right Turn on Red			Yes			Yes
Satd. Flow (RTOR)		50		63		
Link Speed (mph)		30		30		
Link Distance (ft)		595		554		
Travel Time (s)		13.5		12.6		
Volume (vph)	98	26	148	7	14	56
Confl. Peds. (#/hr)	18		4	2		1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Parking (#/hr)	5	5	5			
Lane Group Flow (vph)	0	305	0	87	0	0
Turn Type	Perm					
Protected Phases		4		10		
Permitted Phases	4					
Total Split (s)	28.0	28.0	0.0	26.0	0.0	0.0
Act Effct Green (s)		24.1		11.5		
Actuated g/C Ratio		0.25		0.12		
v/c Ratio		1.03		0.39		
Control Delay		94.8		21.1		
Queue Delay		0.0		0.0		
Total Delay		94.8		21.1		
LOS		F		C		
Approach Delay		94.8		21.1		
Approach LOS		F		C		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		175	0		0	0		0	0		168
Storage Lanes	1		1	2		0	0		0	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50					50	50	50
Trailing Detector (ft)		0	0	0	0					0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	5085	1583	3433	3539	0	0	0	0	1770	3539	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	5085	1583	3433	3539	0	0	0	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			78									53
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		940			310			1552			445	
Travel Time (s)		21.4			7.0			35.3			10.1	
Volume (vph)	0	1057	152	165	574	0	0	0	0	427	787	47
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Lane Group Flow (vph)	0	1188	171	185	645	0	0	0	0	480	884	53
Turn Type			Perm	Prot						pm+pt		Perm
Protected Phases		2		1	6					7	4	
Permitted Phases			2							4		4
Total Split (s)	0.0	36.0	36.0	16.0	52.0	0.0	0.0	0.0	0.0	38.0	38.0	38.0
Act Effct Green (s)		32.0	32.0	12.0	48.0					34.0	34.0	34.0
Actuated g/C Ratio		0.36	0.36	0.13	0.53					0.38	0.38	0.38
v/c Ratio		0.66	0.28	0.40	0.34					0.72	0.66	0.08
Control Delay		26.5	12.7	38.7	12.6					31.2	26.1	5.8
Queue Delay		0.0	0.0	0.0	0.0					1.7	0.6	0.0
Total Delay		26.5	12.7	38.7	12.6					32.8	26.7	5.8
LOS		C	B	D	B					C	C	A
Approach Delay		24.8			18.4						28.0	
Approach LOS		C			B						C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 24.6		Intersection LOS: C	
Intersection Capacity Utilization 62.4%		ICU Level of Service B	
Analysis Period (min) 15			

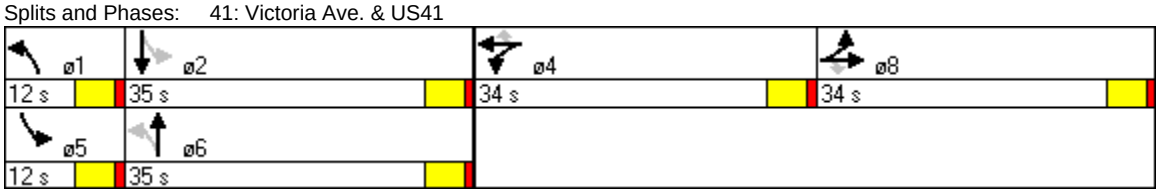
Splits and Phases: 38: MLK Blvd & Fowler St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	155		155	0		0	280		0
Storage Lanes	1		1	1		1	1		0	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1681	1699	1583	1681	1740	1583	1770	5055	0	1770	5080	0
Flt Permitted	0.950	0.960		0.950	0.983		0.129			0.129		
Satd. Flow (perm)	1681	1699	1583	1681	1740	1583	240	5055	0	240	5080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			99			183		6			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		720			398			917			530	
Travel Time (s)		16.4			9.0			20.8			12.0	
Volume (vph)	347	33	88	304	153	230	47	1249	54	45	1355	7
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Lane Group Flow (vph)	208	219	99	250	264	258	53	1464	0	51	1530	0
Turn Type	Split		Perm	Split		Perm	pm+pt			pm+pt		
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases			8			4	6			2		
Total Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	12.0	35.0	0.0	12.0	35.0	0.0
Act Effct Green (s)	17.8	17.8	17.8	19.7	19.7	19.7	36.1	32.7		36.1	32.7	
Actuated g/C Ratio	0.20	0.20	0.20	0.22	0.22	0.22	0.38	0.37		0.38	0.37	
v/c Ratio	0.62	0.65	0.25	0.67	0.69	0.52	0.23	0.79		0.23	0.82	
Control Delay	43.0	44.0	8.9	42.8	43.1	14.7	22.0	32.9		21.9	34.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	43.0	44.0	8.9	42.8	43.1	14.7	22.0	32.9		21.9	34.2	
LOS	D	D	A	D	D	B	C	C		C	C	
Approach Delay		37.0			33.5			32.5			33.8	
Approach LOS		D			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 89			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 33.7		Intersection LOS: C	
Intersection Capacity Utilization 68.4%		ICU Level of Service C	
Analysis Period (min) 15			

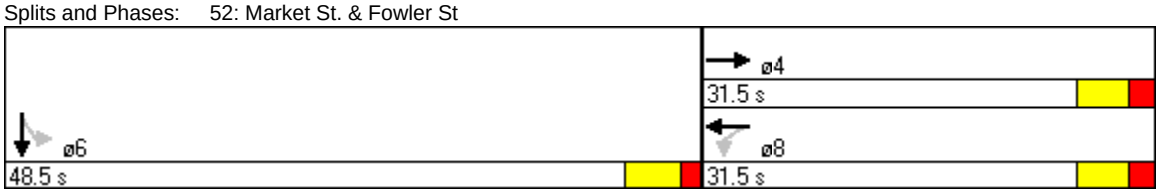
Splits and Phases: 41: Victoria Ave. & US41



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50		50	50					50	50	
Trailing Detector (ft)		0		0	0					0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1719	0	0	1824	0	0	0	0	0	3522	0
Flt Permitted					0.833						0.999	
Satd. Flow (perm)	0	1719	0	0	1552	0	0	0	0	0	3522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		83									5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		701			492			556			1552	
Travel Time (s)		15.9			11.2			12.6			35.3	
Volume (vph)	0	70	93	41	54	0	0	0	0	23	958	26
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Lane Group Flow (vph)	0	183	0	0	107	0	0	0	0	0	1131	0
Turn Type				Perm						Perm		
Protected Phases		4			8						6	
Permitted Phases				8						6		
Total Split (s)	0.0	31.5	0.0	31.5	31.5	0.0	0.0	0.0	0.0	48.5	48.5	0.0
Act Effct Green (s)		12.8			12.8						50.3	
Actuated g/C Ratio		0.18			0.18						0.71	
v/c Ratio		0.49			0.38						0.45	
Control Delay		17.6			27.0						5.4	
Queue Delay		0.0			0.0						0.0	
Total Delay		17.6			27.0						5.4	
LOS		B			C						A	
Approach Delay		17.6			27.0						5.4	
Approach LOS		B			C						A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 71.2			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 8.6		Intersection LOS: A	
Intersection Capacity Utilization 55.7%		ICU Level of Service B	
Analysis Period (min) 15			

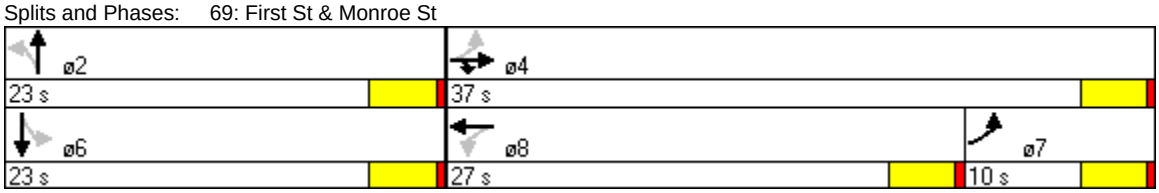
Splits and Phases: 52: Market St. & Fowler St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1668	1425	0	1636	0	1593	1633	0	0	3119	0
Flt Permitted		0.974			0.803		0.343				0.941	
Satd. Flow (perm)	0	1633	1425	0	1339	0	575	1633	0	0	2940	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158		3			13			28	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			375			399			250	
Travel Time (s)		5.3			8.5			9.1			5.7	
Volume (vph)	21	204	300	95	143	9	51	60	12	27	443	69
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	0	237	316	0	260	0	54	76	0	0	567	0
Turn Type	pm+pt		Prot	Perm			Perm			Perm		
Protected Phases	7	4	4		8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	10.0	37.0	37.0	27.0	27.0	0.0	23.0	23.0	0.0	23.0	23.0	0.0
Act Effct Green (s)		19.6	19.6		19.6		32.4	32.4			32.4	
Actuated g/C Ratio		0.33	0.33		0.33		0.54	0.54			0.54	
v/c Ratio		0.44	0.55		0.59		0.17	0.09			0.35	
Control Delay		17.6	11.2		16.5		7.6	5.4			4.9	
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.3	
Total Delay		17.6	11.2		16.5		7.6	5.4			5.3	
LOS		B	B		B		A	A			A	
Approach Delay		13.9			16.5			6.3			5.3	
Approach LOS		B			B			A			A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 42 (70%), Referenced to phase 2:NBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 62.6%		ICU Level of Service B	
Analysis Period (min) 15			

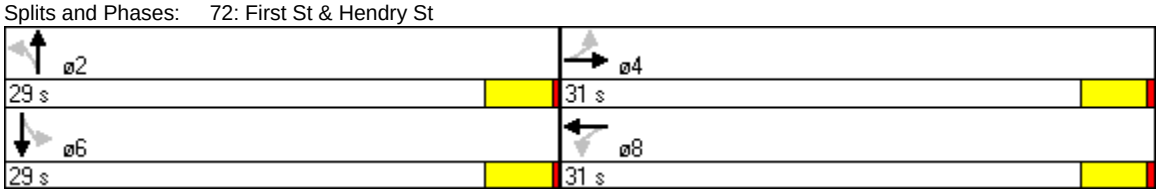
Splits and Phases: 69: First St & Monroe St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1643	0	0	1663	0	0	1607	0	0	1633	0
Flt Permitted		0.987			0.963			0.869			0.970	
Satd. Flow (perm)	0	1627	0	0	1610	0	0	1422	0	0	1594	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			3			23			18	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		283			409			383			254	
Travel Time (s)		6.4			9.3			8.7			5.8	
Volume (vph)	9	146	23	12	96	3	38	45	18	11	74	15
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Lane Group Flow (vph)	0	255	0	0	158	0	0	144	0	0	143	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	31.0	31.0	0.0	31.0	31.0	0.0	29.0	29.0	0.0	29.0	29.0	0.0
Act Effct Green (s)		12.9			12.9			39.1			39.1	
Actuated g/C Ratio		0.22			0.22			0.65			0.65	
v/c Ratio		0.70			0.45			0.15			0.14	
Control Delay		36.5			23.3			2.1			4.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		36.5			23.3			2.1			4.8	
LOS		D			C			A			A	
Approach Delay		36.5			23.3			2.1			4.8	
Approach LOS		D			C			A			A	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 40 (67%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 20.0		Intersection LOS: B	
Intersection Capacity Utilization 31.7%		ICU Level of Service A	
Analysis Period (min) 15			

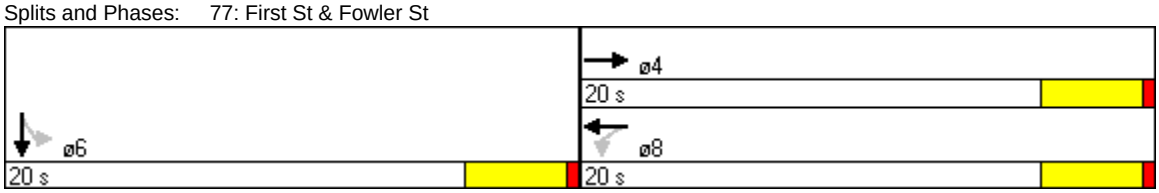
Splits and Phases: 72: First St & Hendry St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	250		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50		50	50					50	50	
Trailing Detector (ft)		0		0	0					0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1792	0	1770	3539	0	0	0	0	0	5004	0
Flt Permitted				0.250							0.991	
Satd. Flow (perm)	0	1792	0	466	3539	0	0	0	0	0	5004	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42									22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		263			1219			260			608	
Travel Time (s)		6.0			27.7			5.9			13.8	
Volume (vph)	0	480	187	216	271	0	0	0	0	200	854	53
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Lane Group Flow (vph)	0	757	0	245	308	0	0	0	0	0	1257	0
Turn Type				Perm						Perm		
Protected Phases		4			8						6	
Permitted Phases				8						6		
Total Split (s)	0.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0
Act Effct Green (s)		16.0		16.0	16.0						15.0	
Actuated g/C Ratio		0.41		0.41	0.41						0.38	
v/c Ratio		0.99		1.28	0.21						0.65	
Control Delay		48.5		183.1	8.2						11.5	
Queue Delay		0.0		0.0	0.0						0.0	
Total Delay		48.5		183.1	8.2						11.5	
LOS		D		F	A						B	
Approach Delay		48.5			85.7						11.5	
Approach LOS		D			F						B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 39			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.28			
Intersection Signal Delay: 38.4		Intersection LOS: D	
Intersection Capacity Utilization 80.4%		ICU Level of Service D	
Analysis Period (min) 15			

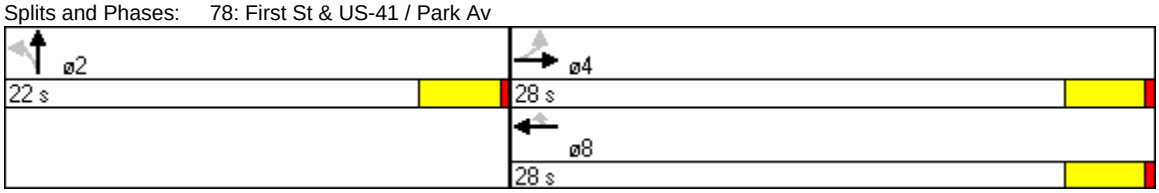
Splits and Phases: 77: First St & Fowler St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50			50	50	50	50				
Trailing Detector (ft)	0	0			0	0	0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1827	0	0	1863	1583	0	5009	0	0	0	0
Flt Permitted		0.788						0.999				
Satd. Flow (perm)	0	1468	0	0	1863	1583	0	5009	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						4		39				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1219			845			739			769	
Travel Time (s)		27.7			19.2			16.8			17.5	
Volume (vph)	250	396	0	0	181	166	36	1359	144	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	702	0	0	197	180	0	1673	0	0	0	0
Turn Type	Perm					Perm	Perm					
Protected Phases		4			8			2				
Permitted Phases	4					8	2					
Total Split (s)	28.0	28.0	0.0	0.0	28.0	28.0	22.0	22.0	0.0	0.0	0.0	0.0
Act Effct Green (s)		24.0			24.0	24.0		18.0				
Actuated g/C Ratio		0.48			0.48	0.48		0.36				
v/c Ratio		1.00			0.22	0.24		0.92				
Control Delay		50.5			8.4	8.5		16.6				
Queue Delay		0.0			0.0	0.0		0.0				
Total Delay		50.5			8.4	8.5		16.6				
LOS		D			A	A		B				
Approach Delay		50.5			8.4			16.6				
Approach LOS		D			A			B				

Intersection Summary			
Area Type:	Other		
Cycle Length: 50			
Actuated Cycle Length: 50			
Offset: 34 (68%), Referenced to phase 2:NBTL and 6:, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 24.1		Intersection LOS: C	
Intersection Capacity Utilization 85.1%		ICU Level of Service E	
Analysis Period (min) 15			

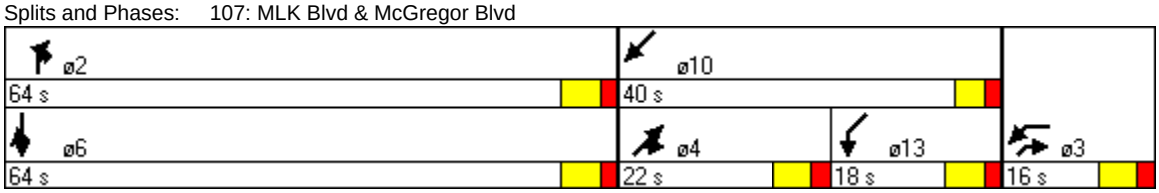
Splits and Phases: 78: First St & US-41 / Park Av

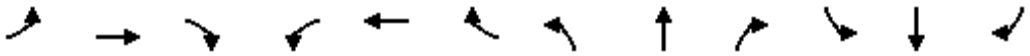


Lane Group	WBL	NBR	NBR2	SBT	SBR	NET	NER	SWL	SWT
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0			390		0	0	
Storage Lanes	1	1			1		1	2	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15	9	9		9		9	15	
Satd. Flow (prot)	1770	1583	1583	3539	1583	1863	1583	3433	1863
Flt Permitted	0.950							0.950	
Satd. Flow (perm)	1770	1583	1583	3539	1583	1863	1583	3433	1863
Right Turn on Red			Yes		Yes				
Satd. Flow (RTOR)			166		231				
Link Speed (mph)	30			30		30			30
Link Distance (ft)	417			549		670			378
Travel Time (s)	9.5			12.5		15.2			8.6
Volume (vph)	217	152	148	978	304	157	220	521	266
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Lane Group Flow (vph)	244	171	166	1099	342	176	247	585	299
Turn Type		custom	custom		Prot		pt+ov	Prot	
Protected Phases	3	2	2	6	6	4	4 3	13	10
Permitted Phases									
Total Split (s)	16.0	64.0	64.0	64.0	64.0	22.0	38.0	18.0	40.0
Act Effct Green (s)	12.0	60.0	60.0	60.0	60.0	17.1	29.1	14.9	36.0
Actuated g/C Ratio	0.10	0.50	0.50	0.50	0.50	0.14	0.24	0.12	0.30
v/c Ratio	1.38	0.22	0.19	0.62	0.38	0.66	0.64	1.37	0.53
Control Delay	237.7	17.7	2.9	23.7	7.0	61.5	34.3	219.2	39.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	237.7	17.7	2.9	23.7	7.0	61.5	34.3	219.2	39.2
LOS	F	B	A	C	A	E	C	F	D
Approach Delay	237.7			19.7		45.6			158.3
Approach LOS	F			B		D			F

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBR and 6:SBT, Start of Green, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.38			
Intersection Signal Delay: 74.9		Intersection LOS: E	
Intersection Capacity Utilization 75.6%		ICU Level of Service D	
Analysis Period (min) 15			

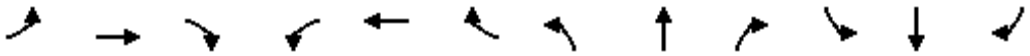
Splits and Phases: 107: MLK Blvd & McGregor Blvd





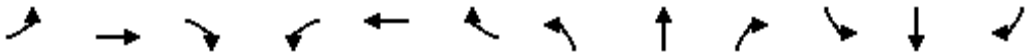
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Volume (veh/h)	10	564	31	26	335	336	26	41	26	30	91	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	613	34	28	364	365	28	45	28	33	99	5
Approach Volume (veh/h)		658			758			101			137	
Crossing Volume (veh/h)		160			84			657			421	
High Capacity (veh/h)		1222			1297			823			994	
High v/c (veh/h)		0.54			0.58			0.12			0.14	
Low Capacity (veh/h)		1013			1082			657			809	
Low v/c (veh/h)		0.65			0.70			0.15			0.17	

Intersection Summary												
Maximum v/c High			0.58									
Maximum v/c Low			0.70									
Intersection Capacity Utilization			75.5%		ICU Level of Service				D			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Volume (veh/h)	5	895	5	5	378	5	10	2	16	16	5	300
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	973	5	5	411	5	11	2	17	17	5	326
Approach Volume (veh/h)		984			422			30			349	
Crossing Volume (veh/h)		28			18			996			427	
High Capacity (veh/h)		1354			1365			625			989	
High v/c (veh/h)		0.73			0.31			0.05			0.35	
Low Capacity (veh/h)		1134			1143			485			804	
Low v/c (veh/h)		0.87			0.37			0.06			0.43	

Intersection Summary												
Maximum v/c High			0.73									
Maximum v/c Low			0.87									
Intersection Capacity Utilization			84.8%		ICU Level of Service				E			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	285	236	6	32	0	28	0	21	9	23	59
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	320	265	7	36	0	31	0	24	10	26	66
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)											366	
pX, platoon unblocked												
vC, conflicting volume	172	166	59	579	187	12	92			24		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	172	166	59	579	187	12	92			24		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	55	74	97	95	100	98			99		
cM capacity (veh/h)	744	707	1007	199	688	1069	1503			1591		

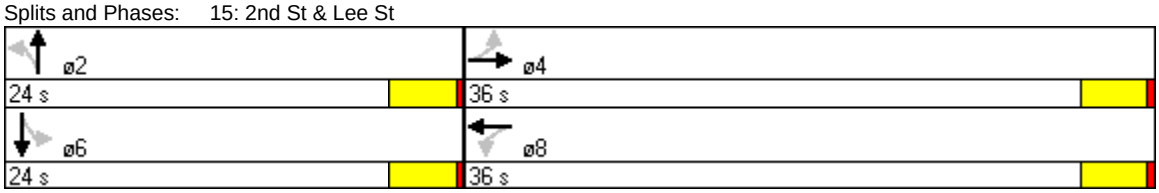
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	320	265	7	36	55	102
Volume Left	0	0	7	0	31	10
Volume Right	0	265	0	0	24	66
cSH	707	1007	199	688	1503	1591
Volume to Capacity	0.45	0.26	0.03	0.05	0.02	0.01
Queue Length 95th (ft)	59	27	3	4	2	0
Control Delay (s)	14.2	9.8	23.7	10.5	4.3	0.8
Lane LOS	B	A	C	B	A	A
Approach Delay (s)	12.2		12.6		4.3	0.8
Approach LOS	B		B			

Intersection Summary				
Average Delay	10.2			
Intersection Capacity Utilization	35.5%	ICU Level of Service	A	
Analysis Period (min)	15			

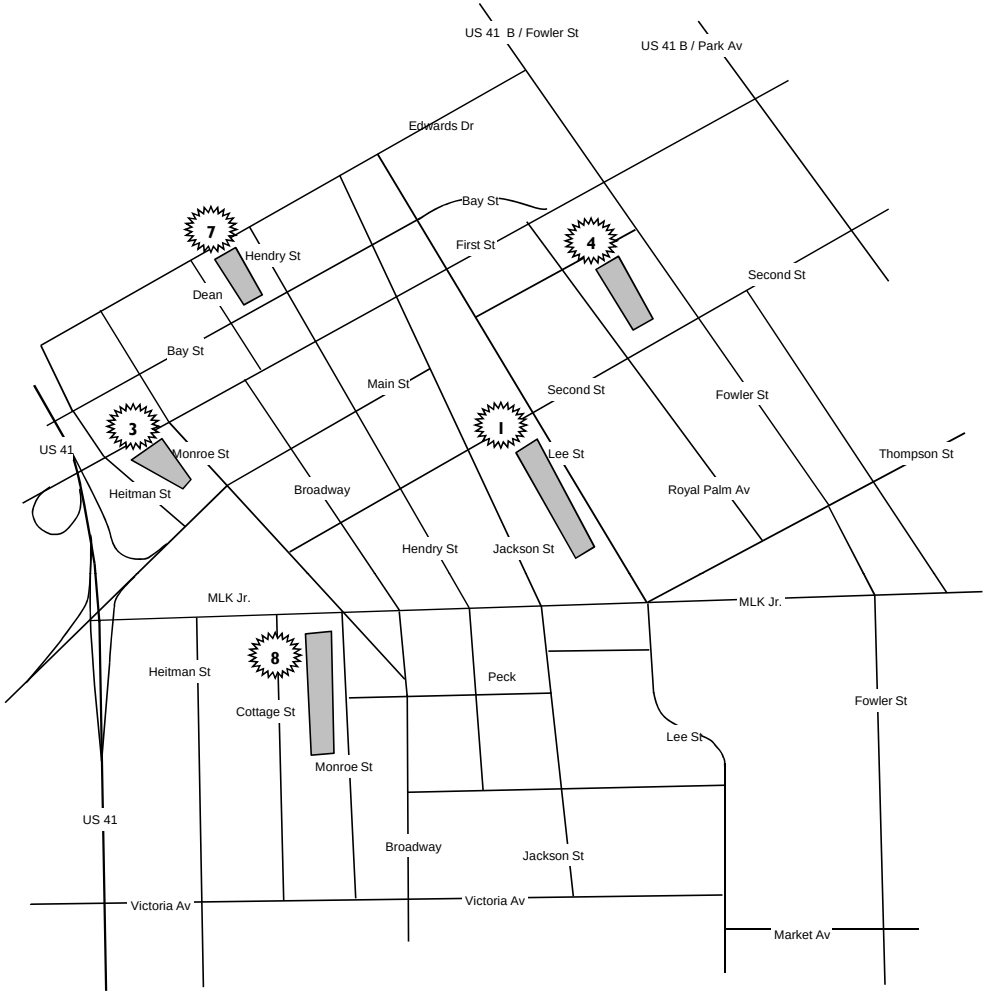
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		85
Storage Lanes	0		0	0		0	0		0	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1666	0	0	1668	0	0	1539	0	0	1607	0
Flt Permitted		0.979			0.943			0.983			0.674	
Satd. Flow (perm)	0	1633	0	0	1578	0	0	1516	0	0	1102	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			2			133			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		308			469			445			490	
Travel Time (s)		7.0			10.7			10.1			11.1	
Volume (vph)	16	588	21	40	635	12	16	139	228	89	121	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	679	0	0	746	0	0	416	0	0	280	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	36.0	36.0	0.0	36.0	36.0	0.0	24.0	24.0	0.0	24.0	24.0	0.0
Act Effct Green (s)		30.2			30.2			21.8			21.8	
Actuated g/C Ratio		0.50			0.50			0.36			0.36	
v/c Ratio		0.82			0.94			0.66			0.68	
Control Delay		22.5			35.7			17.6			27.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		22.5			35.7			17.6			27.0	
LOS		C			D			B			C	
Approach Delay		22.5			35.7			17.6			27.0	
Approach LOS		C			D			B			C	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 26.8		Intersection LOS: C	
Intersection Capacity Utilization 109.5%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 15: 2nd St & Lee St



APPENDIX F –
SITE PARKING EXHIBITS



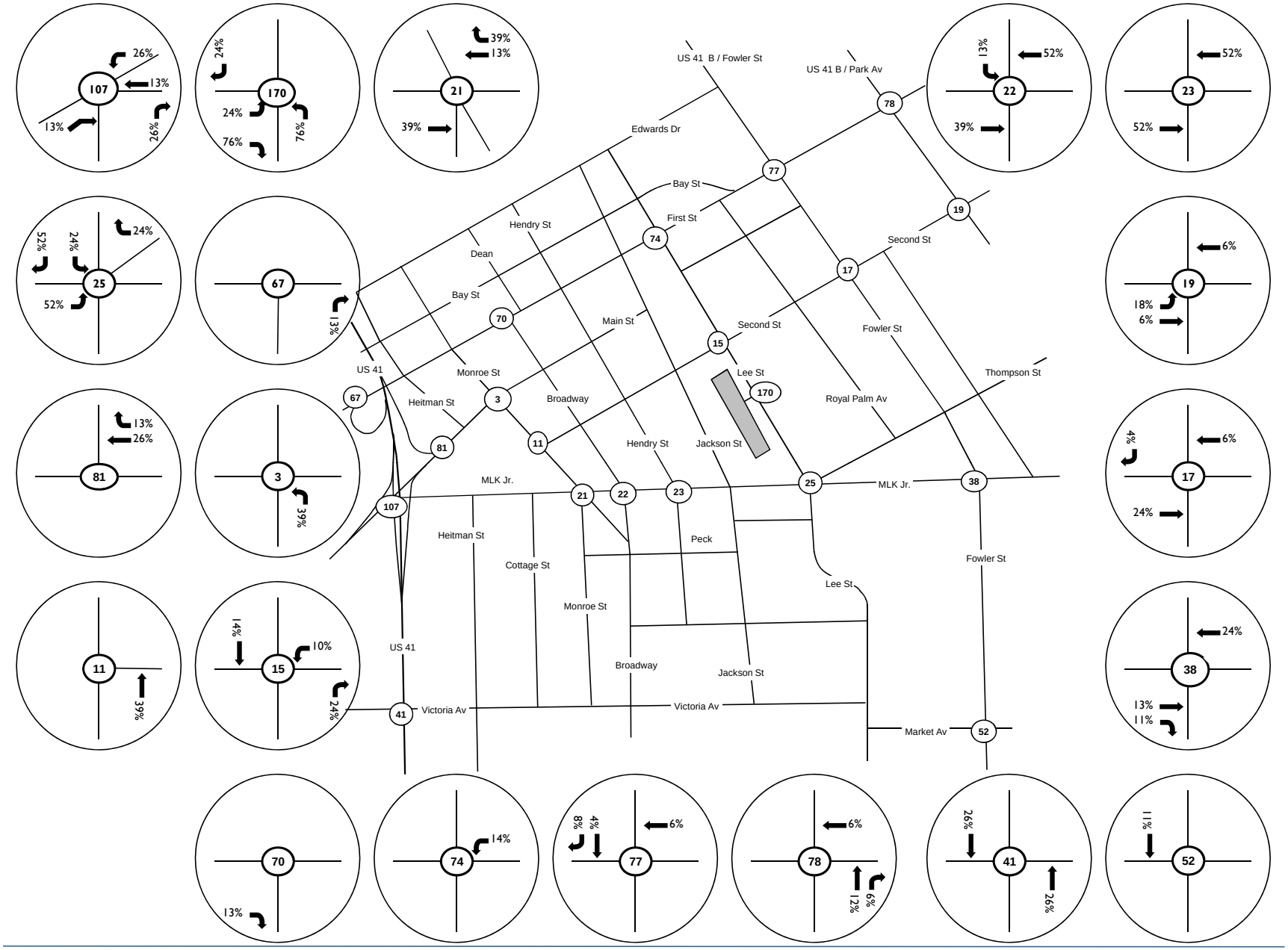
PARKING STRUCTURE
1. LEE STREET
3. FIRST STREET
4. FLOWER STREET
7. HARBOURSIDE
8. JUSTICE CENTER

McMAHON TRANSPORTATION ENGINEERS & PLANNERS

N W E S

Not to Scale

Exhibit A - No 1
LOCATION MAP
Fort Myers Downtown Parking Structure Impact Analysis
Lee County, Florida



McMAHON TRANSPORTATION ENGINEERS & PLANNERS

N W E S

Not to Scale

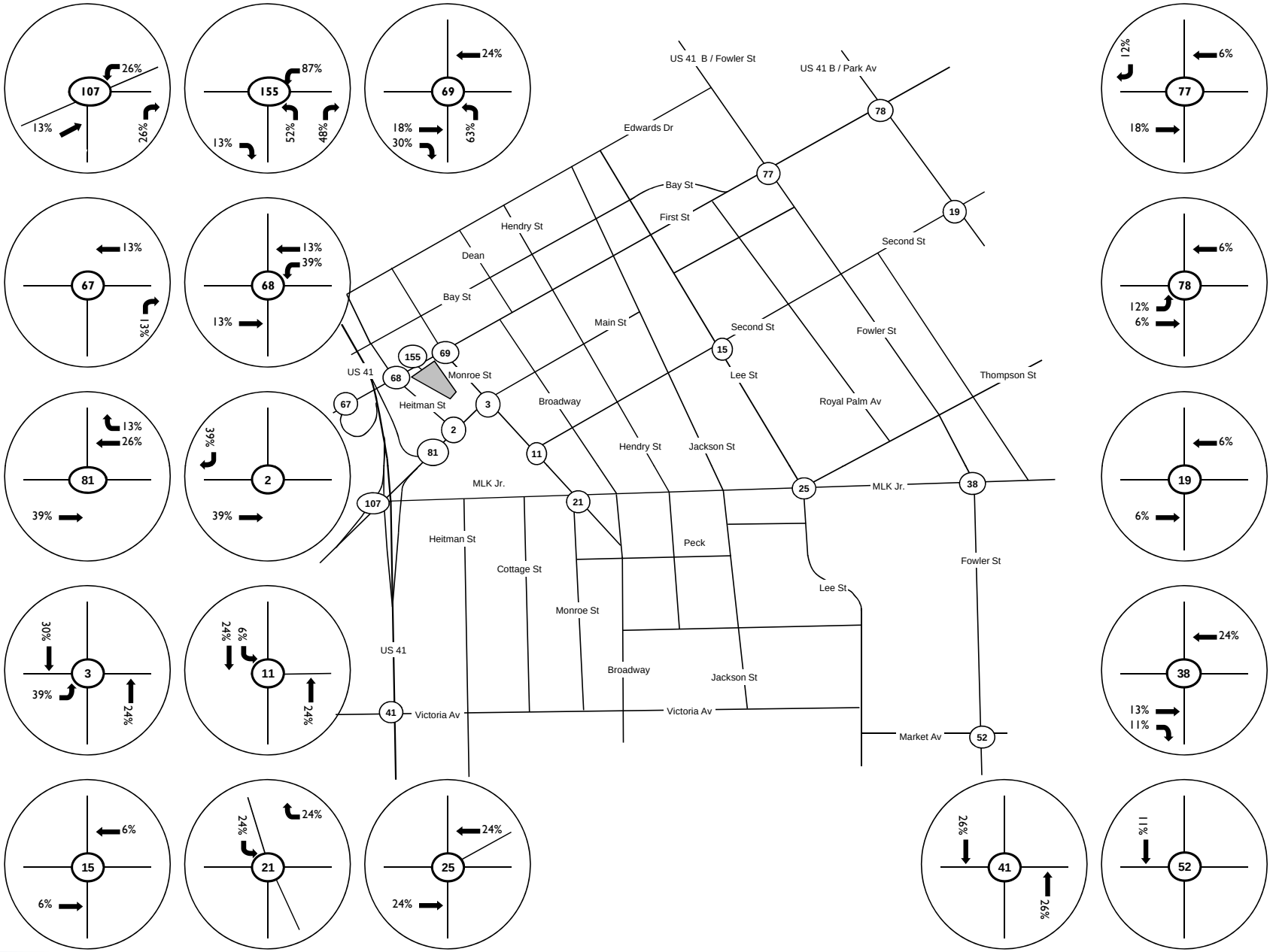
Parking Structure No 1

Exhibit A - No 2

Parking Structure No 1 (Lee Street) Trip Distribution Percentages

Fort Myers Downtown Parking Structure Impact Analysis

Lee County, Florida



McMAHON TRANSPORTATION ENGINEERS & PLANNERS

N W E S

Parking Structure No 3

Not to Scale

Exhibit A - No 3

Parking Structure No 3 (First Street) Trip Distribution Percentages

Fort Myers Downtown Parking Structure Impact Analysis

Lee County, Florida

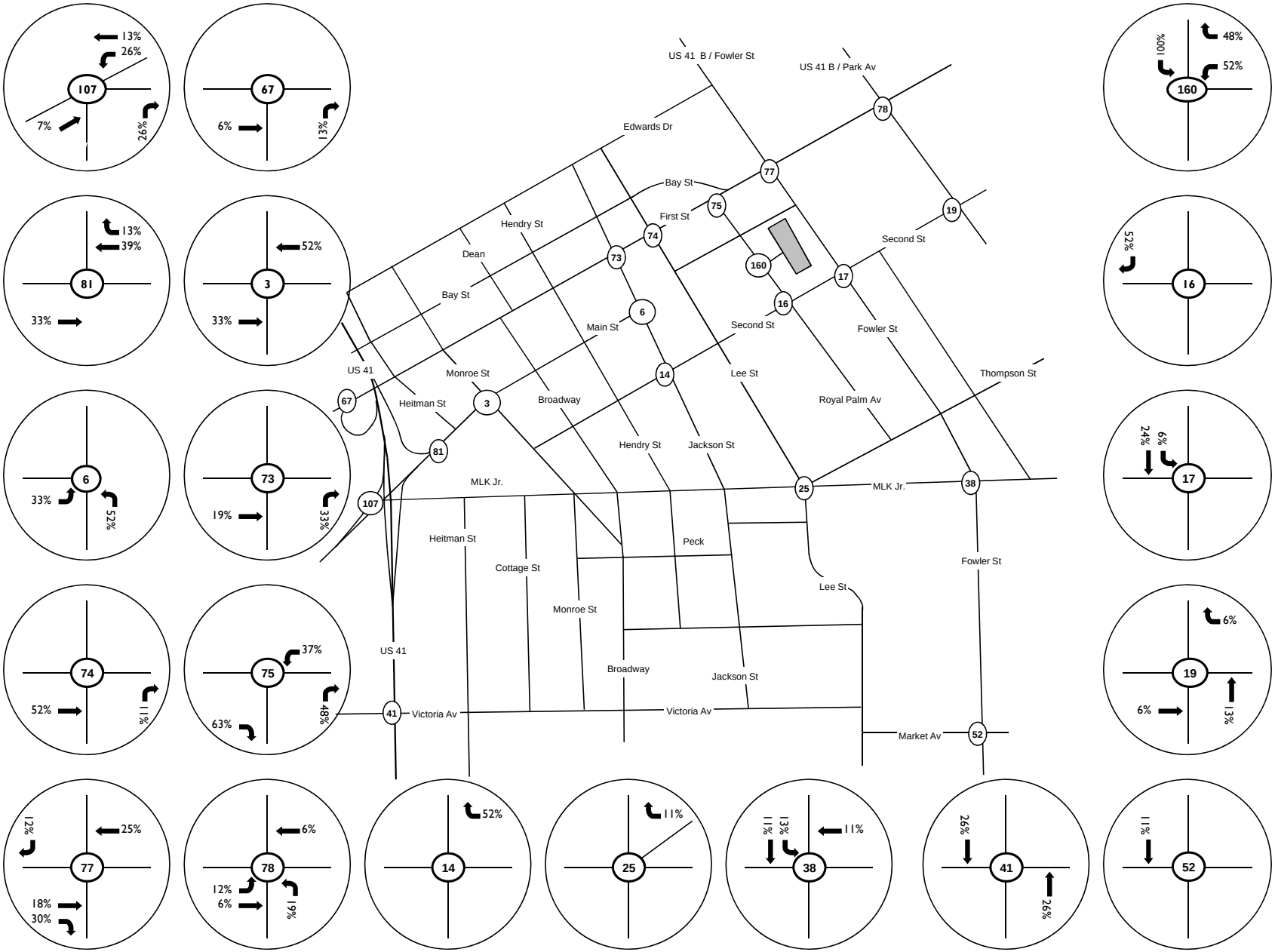


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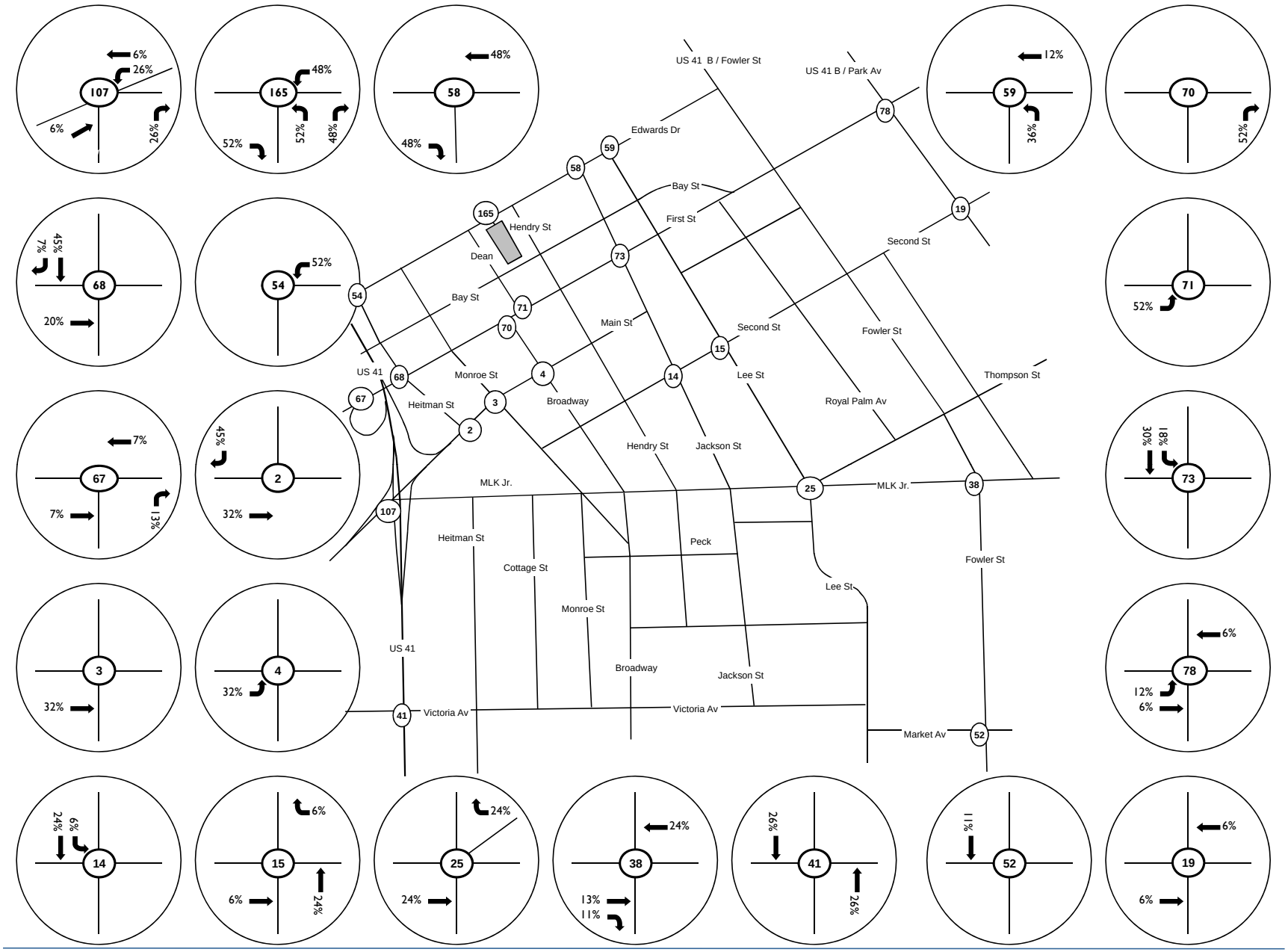
Exhibit A - No 4

Parking Structure No 4 (Fowler Street) Trip Distribution Percentages

Fort Myers Downtown Parking Structure Impact Analysis

Lee County, Florida


US 41 B / Fowler St
US 41 B / Park Av
Edwards Dr
Bay St
First St
Second St
Hendry St
Dean
Bay St
Main St
Second St
Fowler St
US 41
Monroe St
Broadway
Lee St
Thompson St
Heitman St
Royal Palm Av
Hendry St
Jackson St
MLK Jr.
MLK Jr.
Heitman St
Peck
Cottage St
Fowler St
Lee St
Monroe St
US 41
Broadway
Jackson St
Victoria Av
Victoria Av
Market Av
6%
26%
6%
26%
107
48%
52%
52%
48%
165
48%
48%
58
12%
36%
59
70
52%
45%
7%
20%
68
52%
54
52%
71
7%
67
7%
13%
45%
2
32%
30%
18%
73
3
32%
4
32%
6%
12%
6%
78
24%
6%
14
6%
24%
15
24%
24%
25
24%
13%
11%
38
26%
26%
41
11%
52
6%
6%
19
N
W
E
S
Parking Structure No 7
Not to Scale
McMAHON
TRANSPORTATION ENGINEERS & PLANNERS
Exhibit A - No 5
Parking Structure No 7 (Harbourside) Trip Distribution Percentages
Fort Myers Downtown Parking Structure Impact Analysis
Lee County, Florida

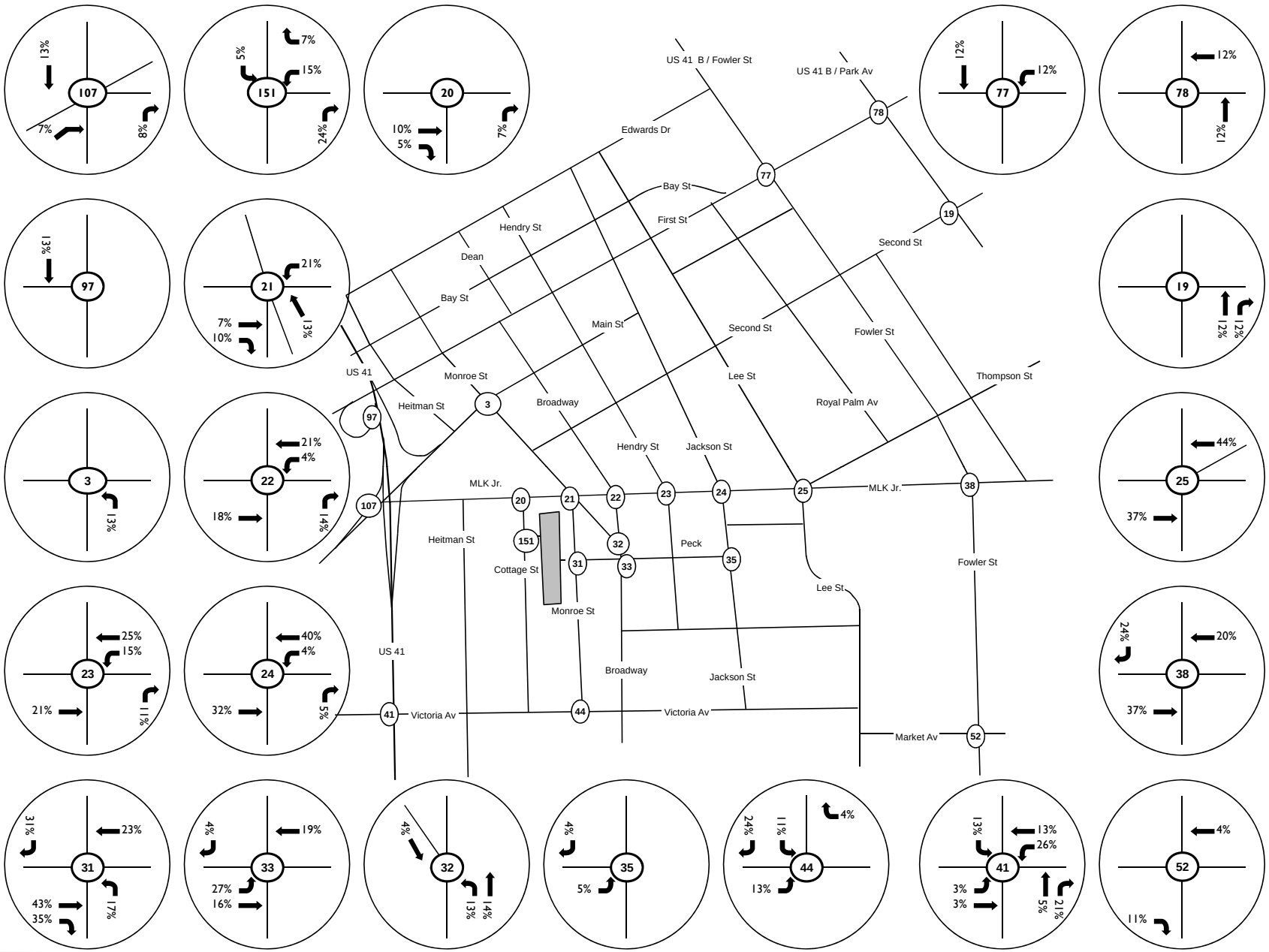
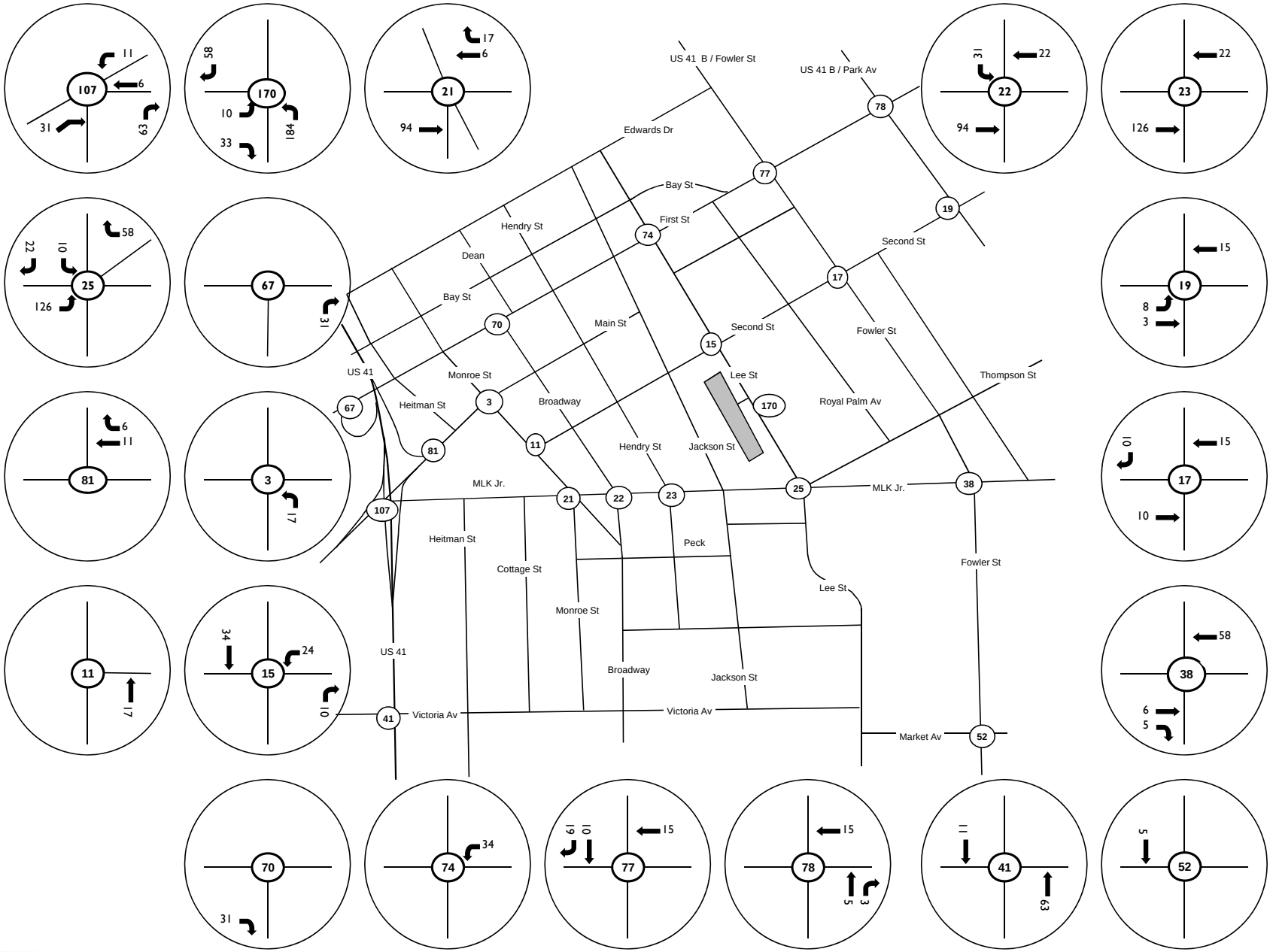


Exhibit A - No 6

Parking Structure No 8 (Justice Center) Trip Distribution Percentages

Fort Myers Downtown Parking Structure Impact Analysis

Lee County, Florida



McMAHON TRANSPORTATION ENGINEERS & PLANNERS

N W E S

Not to Scale

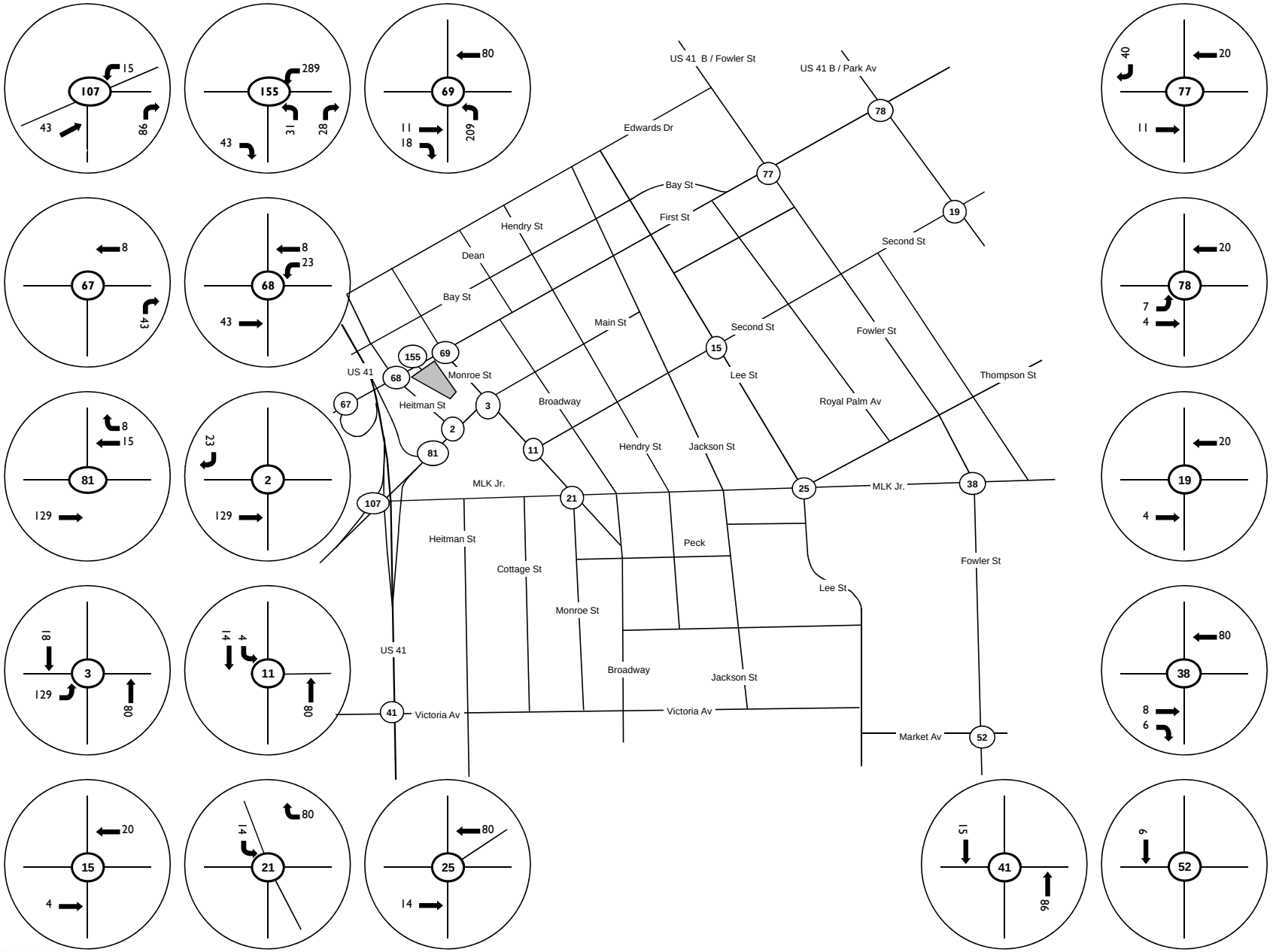
Parking Structure No 1

Exhibit A - No 7

Parking Structure No 1 (Lee Street) AM Peak Hour Site Generated Trip Assignment.

Fort Myers Downtown Parking Structure Impact Analysis

Lee County, Florida



Parking Structure No 3

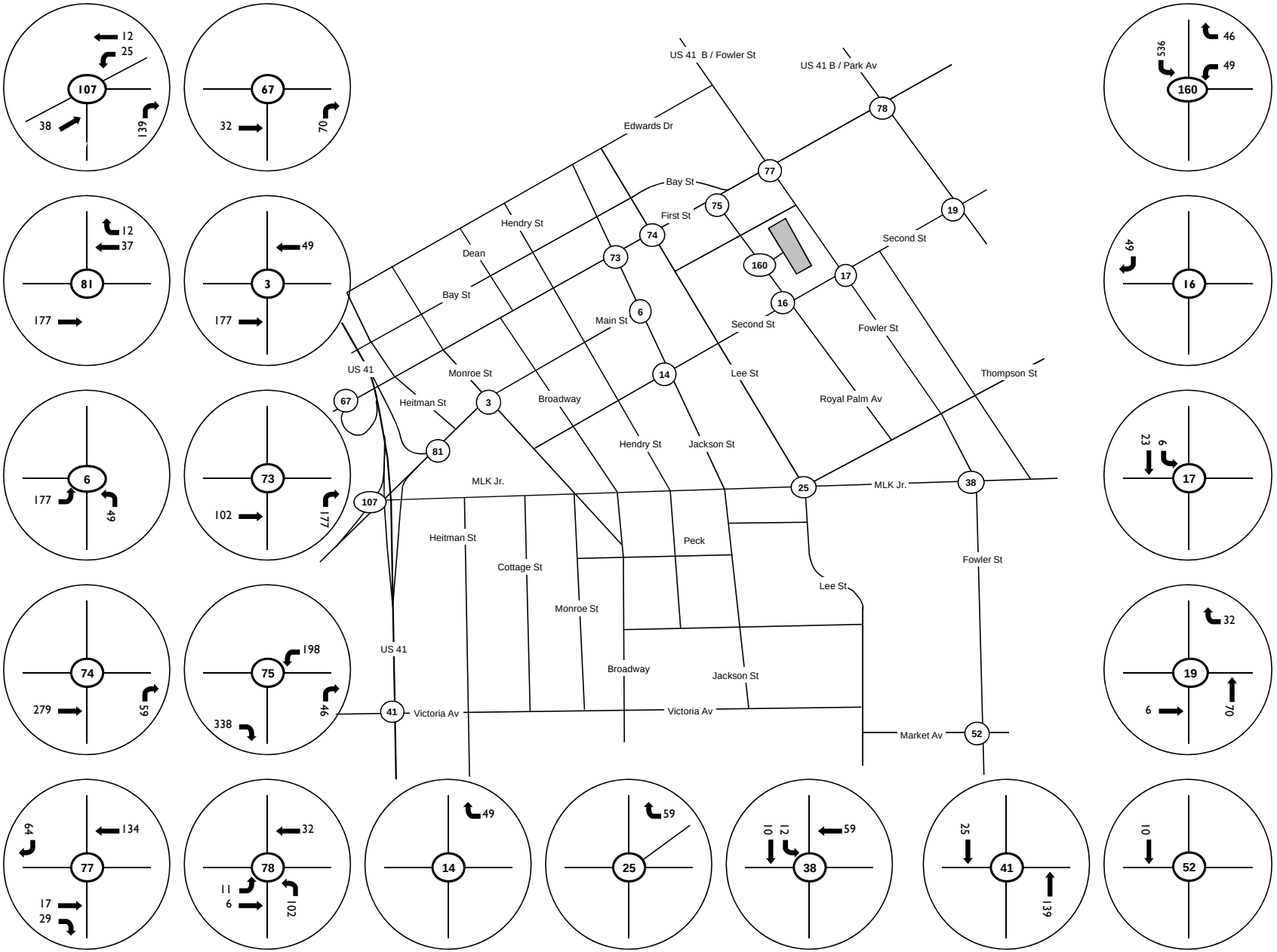
Not to Scale

Exhibit A - No 8

Parking Structure No 3 (First Street) AM Peak Hour Site Generated Trip Assignment.

Fort Myers Downtown Parking Structure Impact Analysis

Lee County, Florida



McMAHON TRANSPORTATION ENGINEERS & PLANNERS

N W E S

Not to Scale

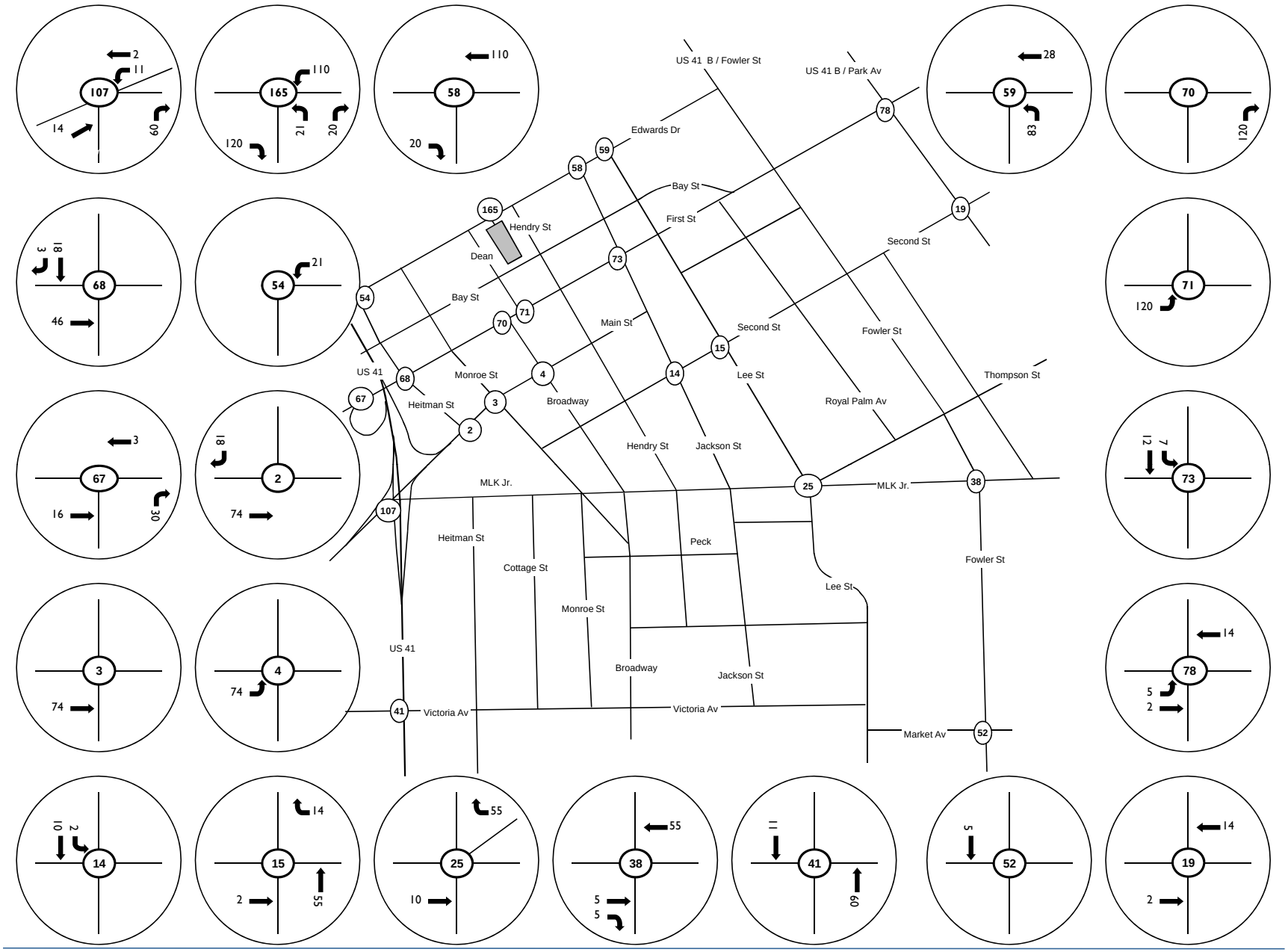
Parking Structure No 4

Exhibit A - No 9

Parking Structure No 4 (Fowler Street) AM Peak Hour Site Generated Trip Assignment

Fort Myers Downtown Parking Structure Impact Analysis

Lee County, Florida



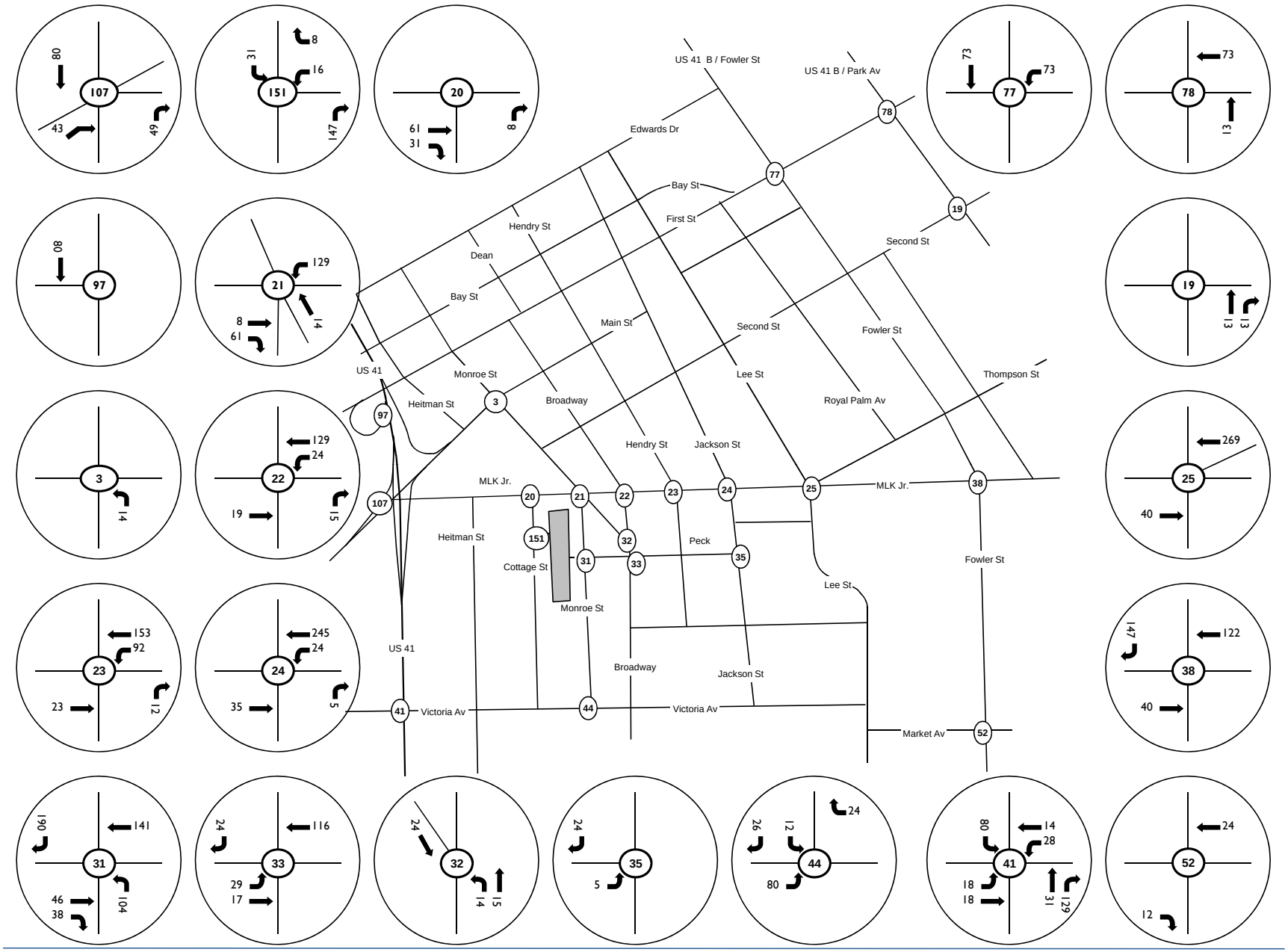
Parking Structure No 7

Exhibit A - No 10

Parking Structure No 7 (Harbourside) AM Peak Hour Site Generated Trip Assignment

Fort Myers Downtown Parking Structure Impact Analysis

Lee County, Florida



Parking Structure No 8

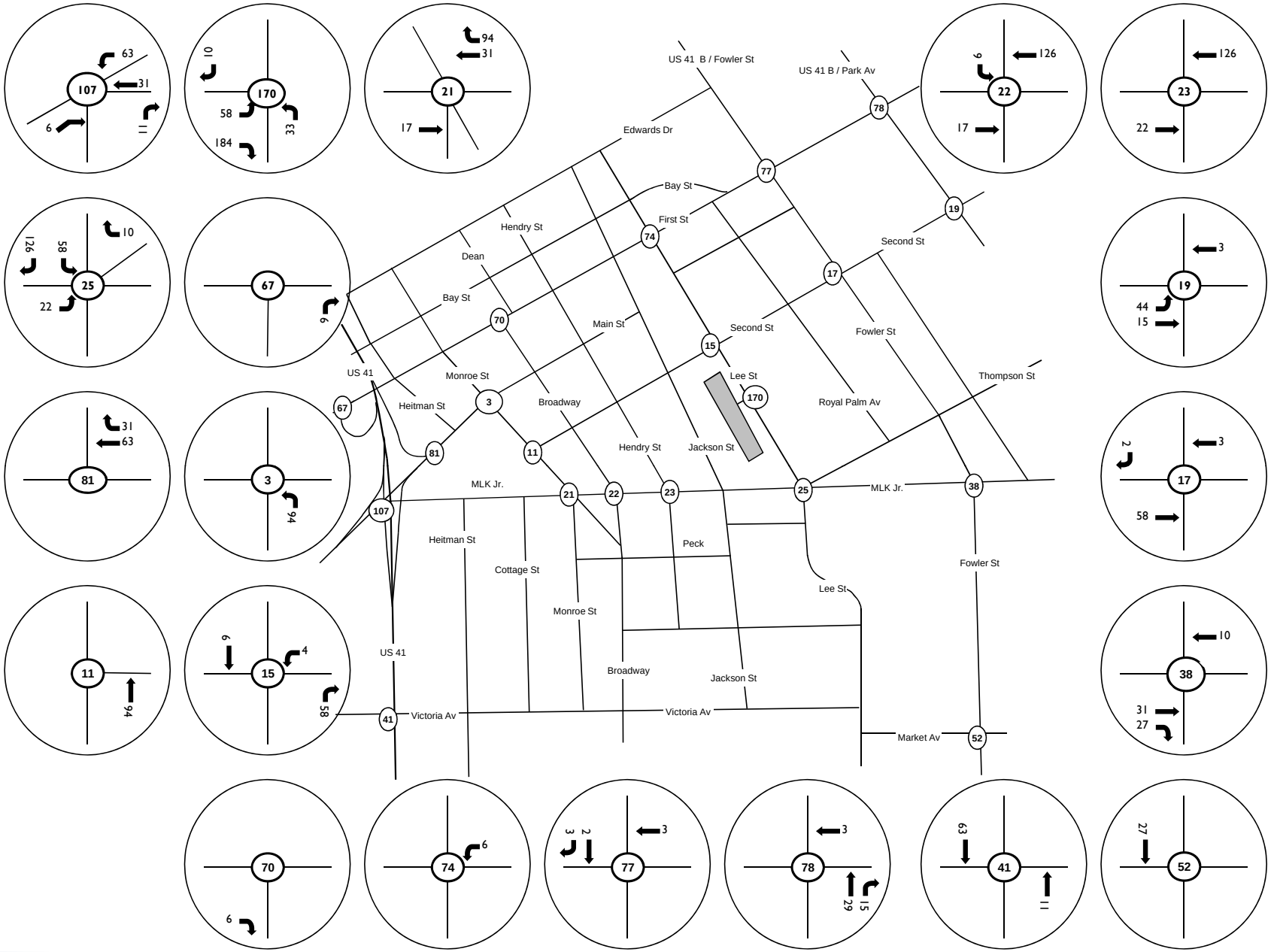
Not to Scale

Exhibit A - No 11

Parking Structure No 8 (Justice Center) AM Peak Hour Site Generated Trip Assignment

Fort Myers Downtown Parking Structure Impact Analysis

Lee County, Florida



McMAHON TRANSPORTATION ENGINEERS & PLANNERS

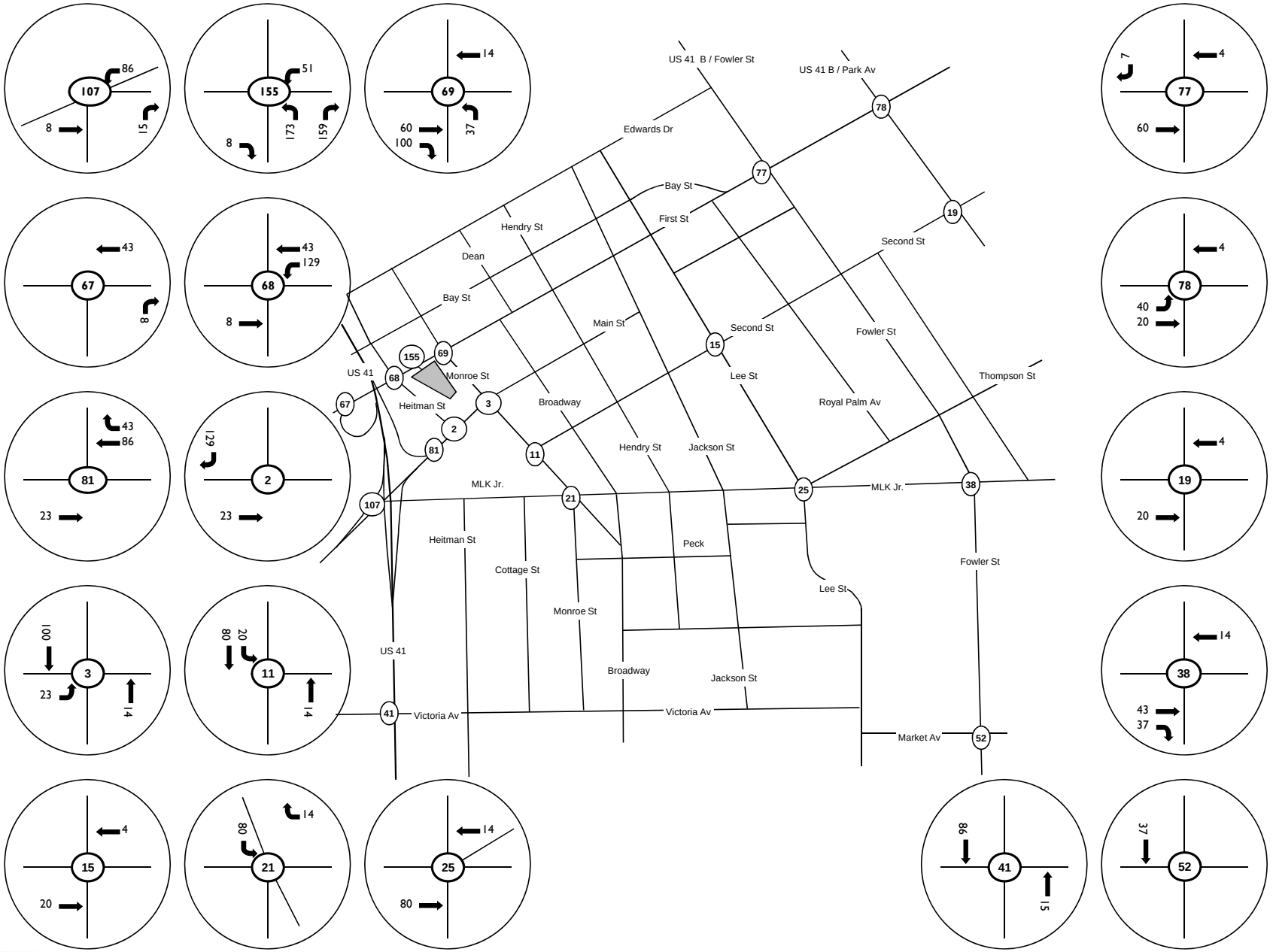
Not to Scale

Exhibit A - No 12

Parking Structure No 1 (Lee Street) PM Peak Hour Site Generated Trip Assignment.

Fort Myers Downtown Parking Structure Impact Analysis

Lee County, Florida



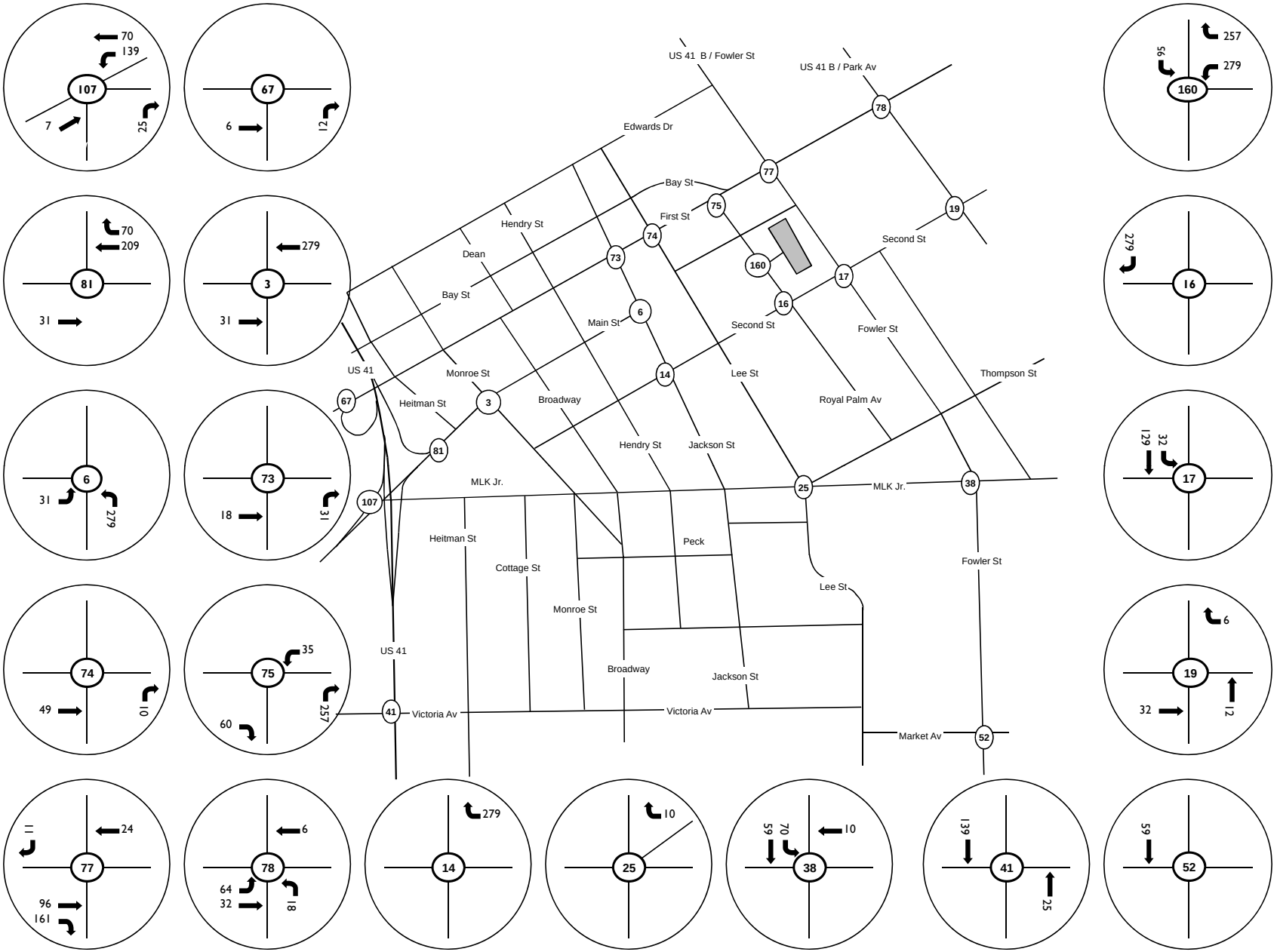
McMAHON TRANSPORTATION ENGINEERS & PLANNERS

Exhibit A - No 13

Parking Structure No 3 (First Street) PM Peak Hour Site Generated Trip Assignment.

Fort Myers Downtown Parking Structure Impact Analysis

Lee County, Florida



McMAHON TRANSPORTATION ENGINEERS & PLANNERS

N W E S

Not to Scale

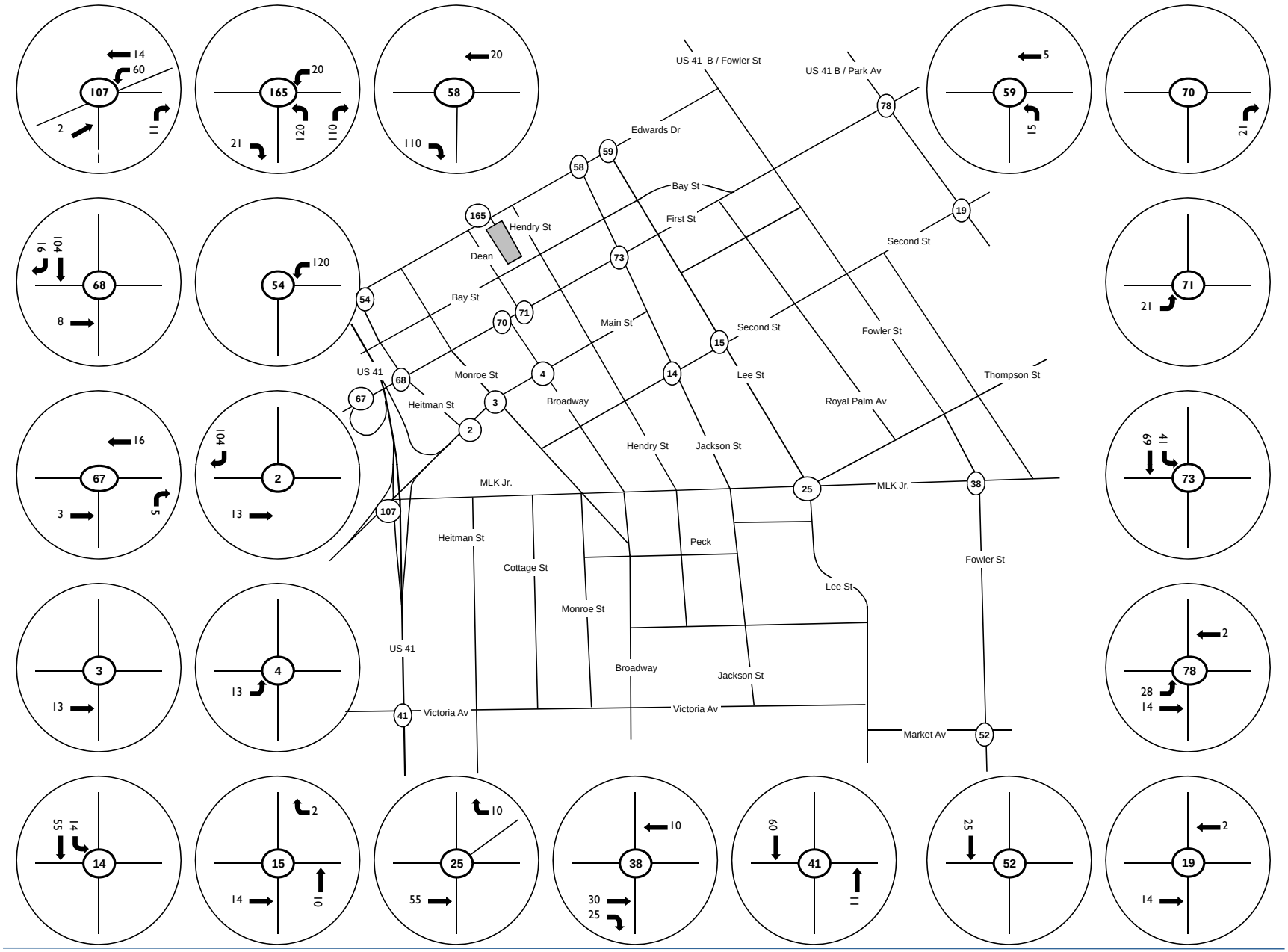
Parking Structure No 4

Exhibit A - No 14

Parking Structure No 4 (Fowler Street) PM Peak Hour Site Generated Trip Assignment

Fort Myers Downtown Parking Structure Impact Analysis

Lee County, Florida



McMAHON TRANSPORTATION ENGINEERS & PLANNERS

Parking Structure No 7

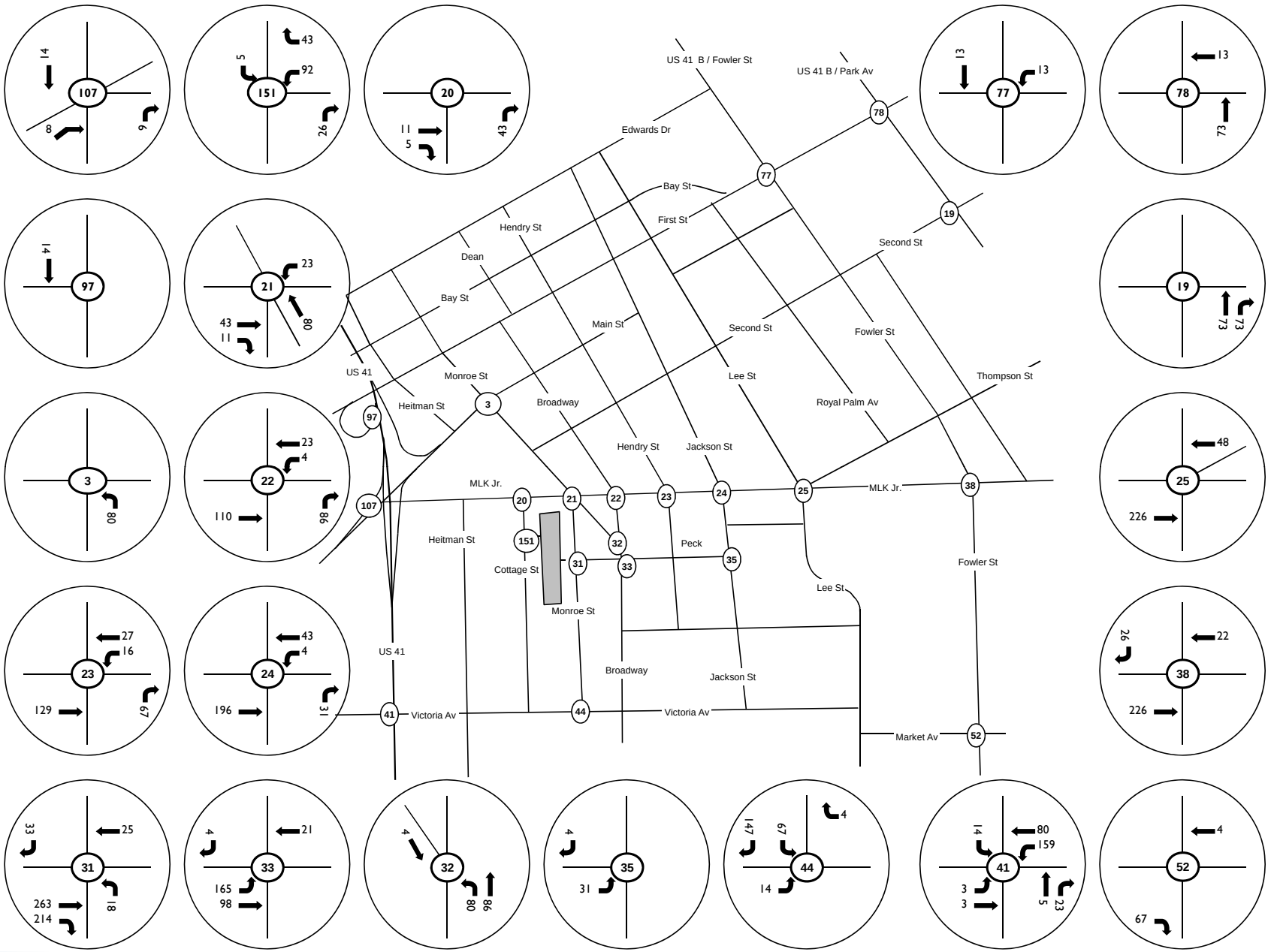
Not to Scale

Exhibit A - No 15

Parking Structure No 7 (Harbourside) PM Peak Hour Site Generated Trip Assignment

Fort Myers Downtown Parking Structure Impact Analysis

Lee County, Florida



Parking Structure No 8

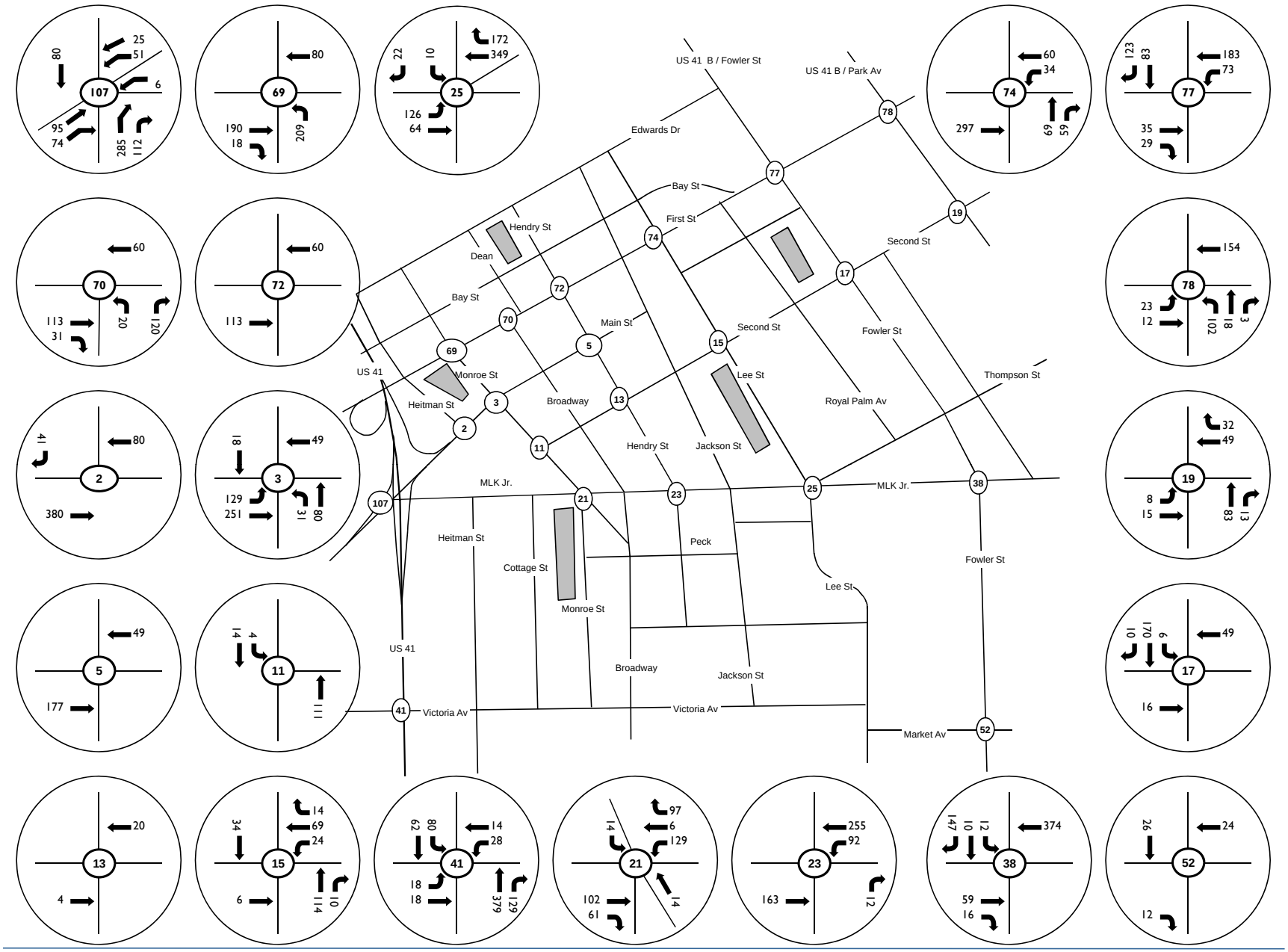
Not to Scale

Exhibit A - No 16

Parking Structure No 8 (Justice Center) PM Peak Hour Site Generated Trip Assignment

Fort Myers Downtown Parking Structure Impact Analysis

Lee County, Florida



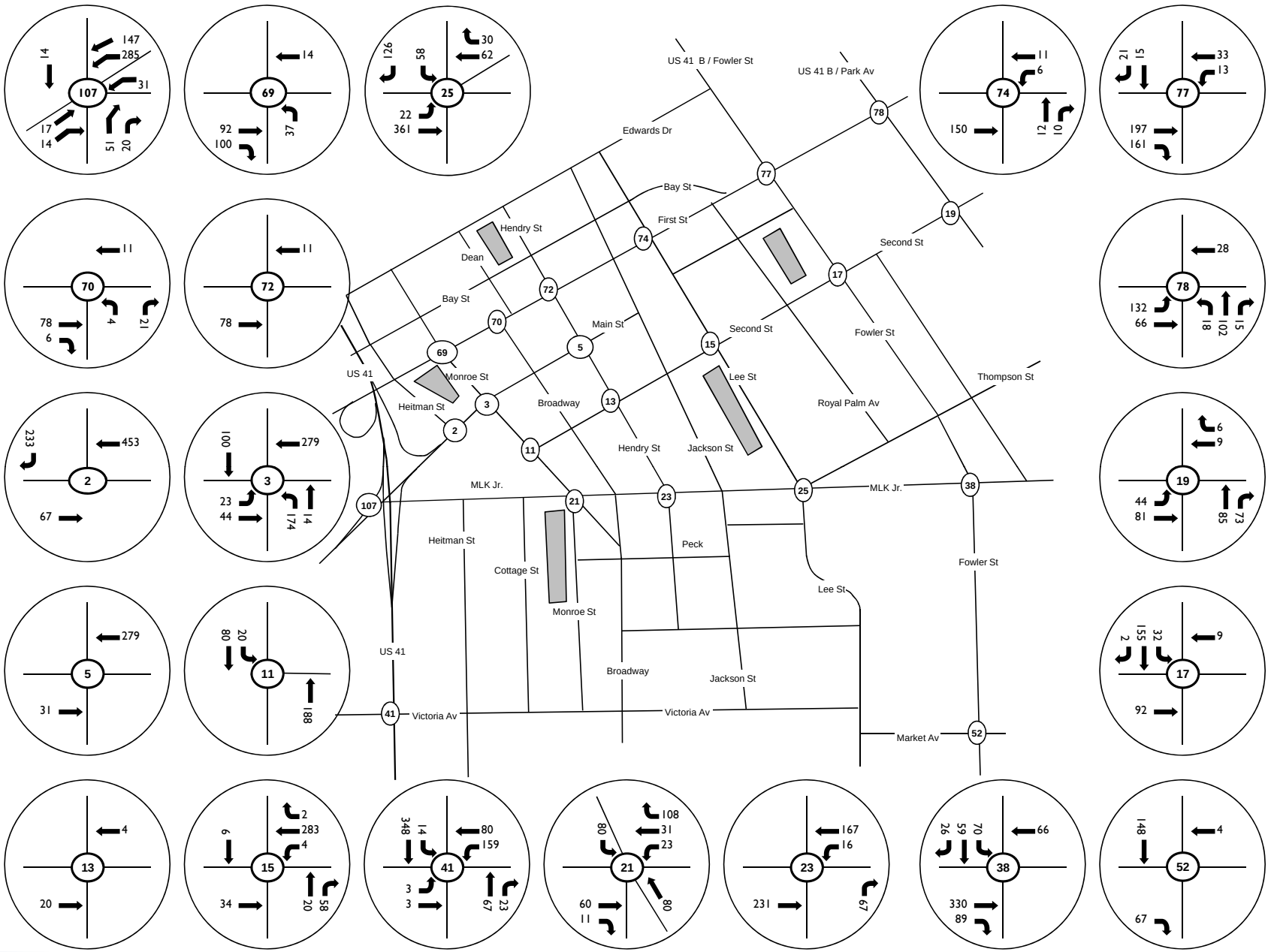
Not to Scale

Exhibit A - No 17

AM Site Related Project Assignment Summary

Fort Myers Downtown Parking Structure Impact Analysis

Lee County, Florida



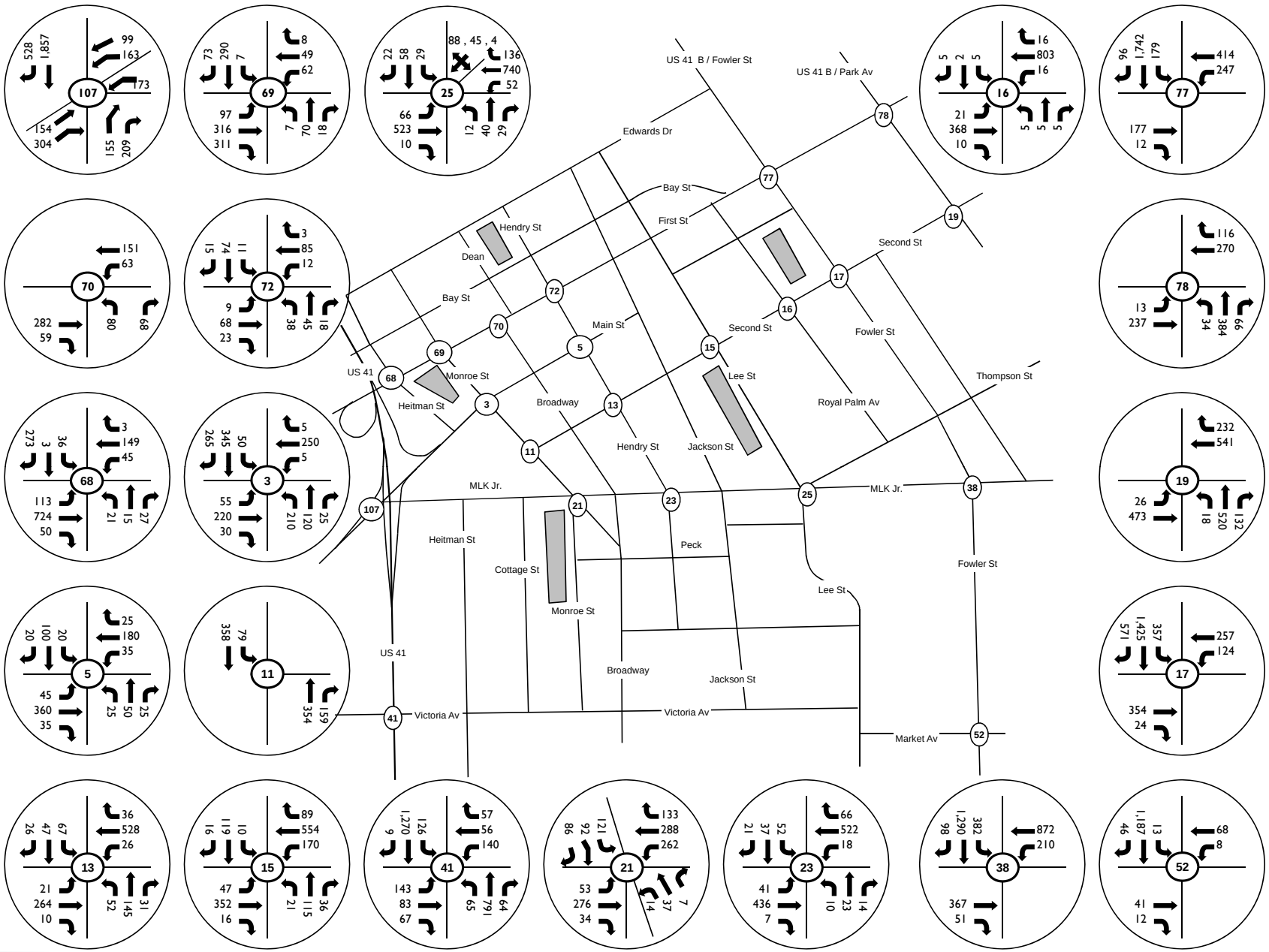
Not to Scale

Exhibit A - No 18

PM Site Related Project Assignment Summary

Fort Myers Downtown Parking Structure Impact Analysis

Lee County, Florida



McMAHON TRANSPORTATION ENGINEERS & PLANNERS

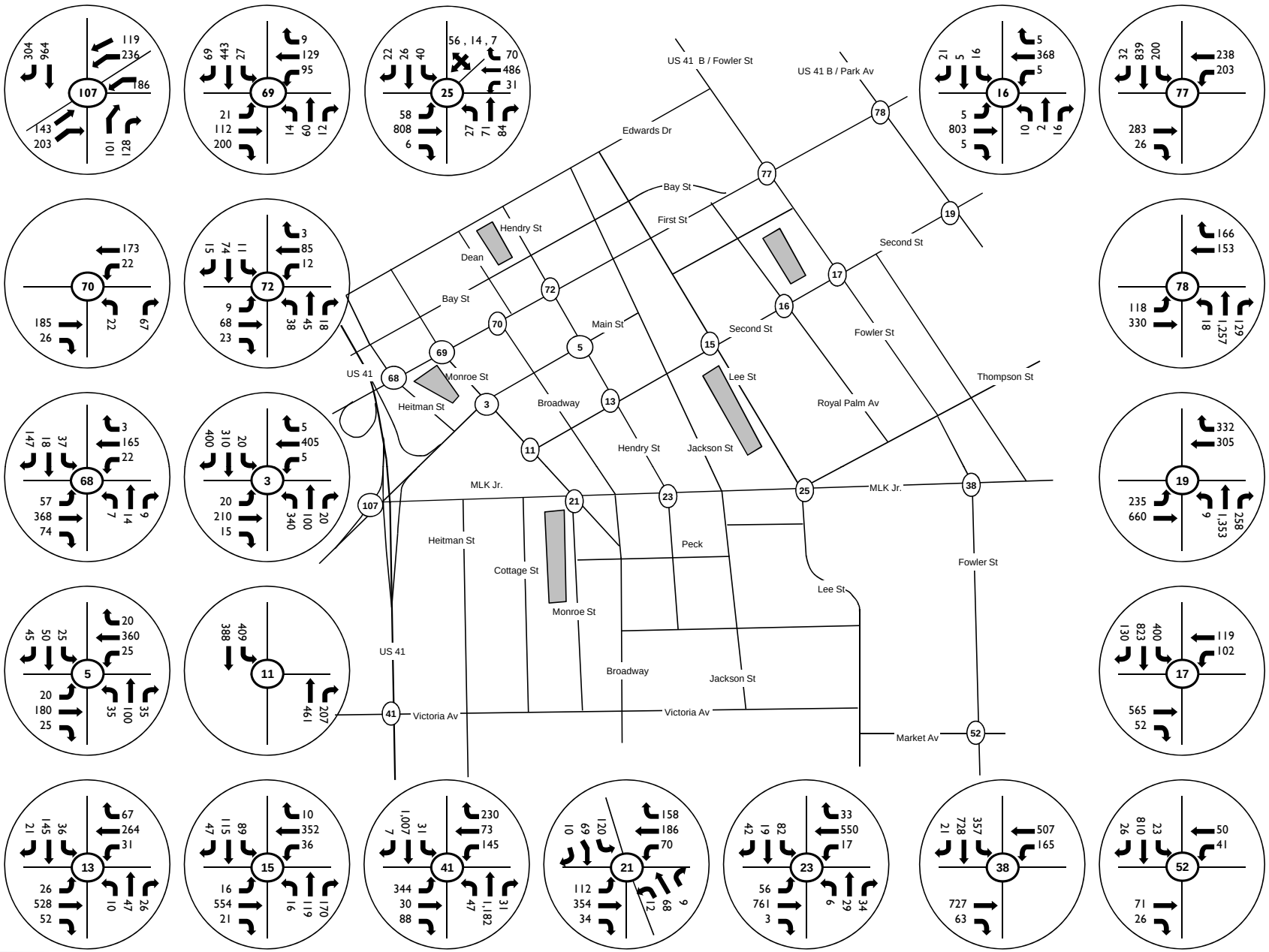
Not to Scale

Exhibit A - No 19

AM Peak Hour Projected Background Traffic

Fort Myers Downtown Parking Structure Impact Analysis

Lee County, Florida



McMAHON TRANSPORTATION ENGINEERS & PLANNERS

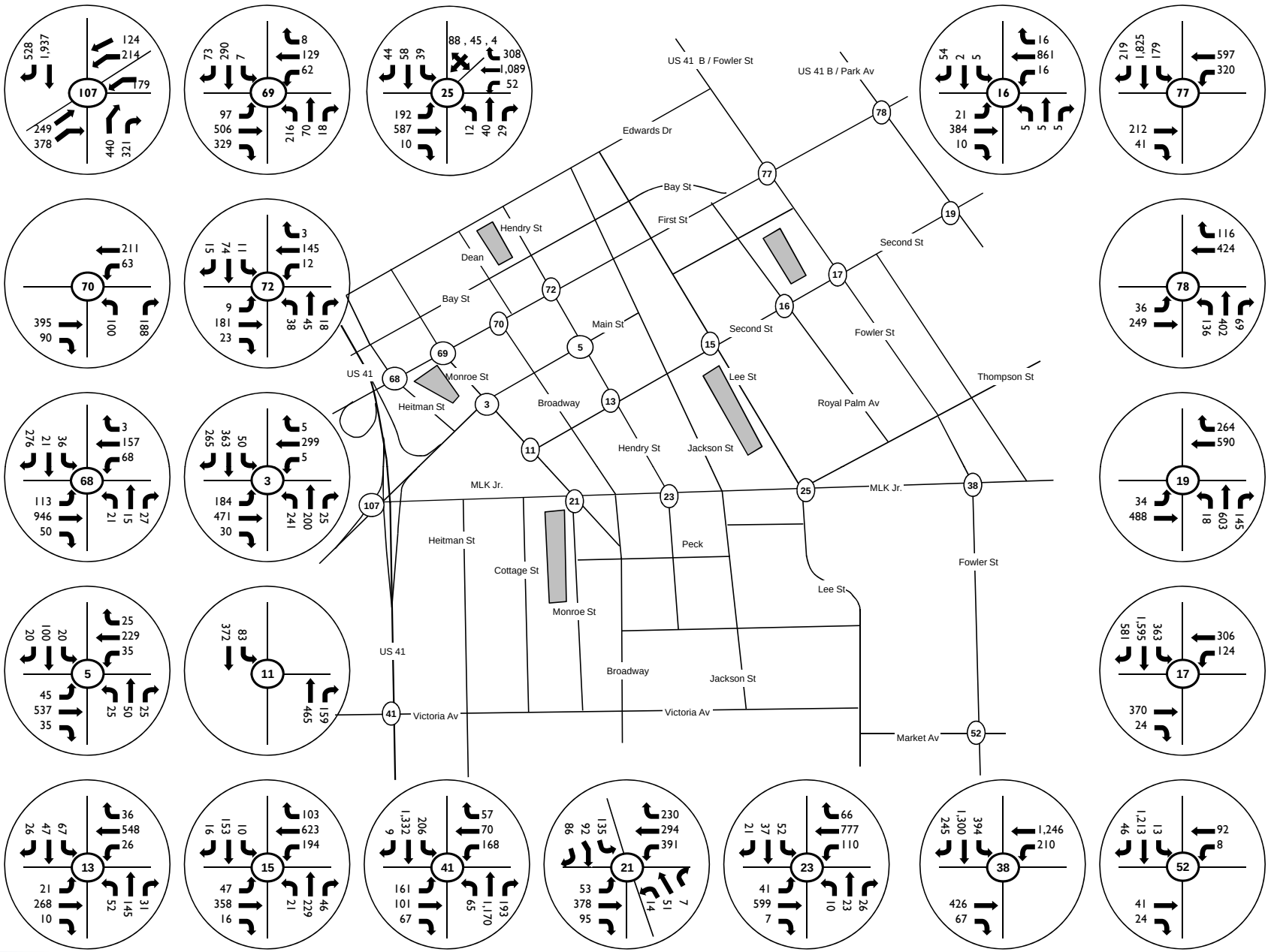
Not to Scale

Exhibit A - No 20

PM Peak Hour Projected Background Traffic

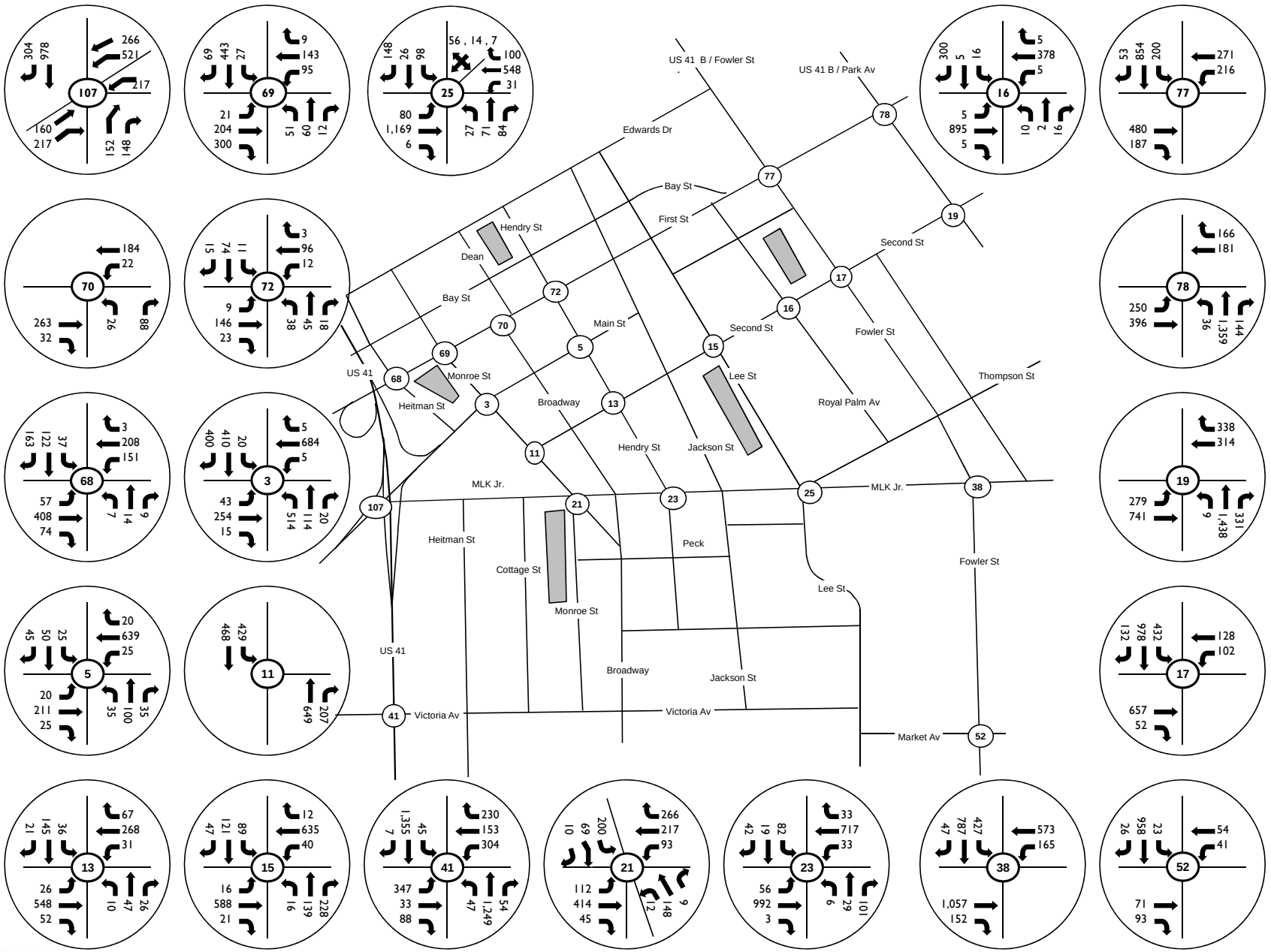
Fort Myers Downtown Parking Structure Impact Analysis

Lee County, Florida



Not to Scale

Exhibit A No 21
AM Peak Hour Future Total Traffic
Fort Myers Downtown Parking Structure Impact Analysis
Lee County, Florida



McMAHON TRANSPORTATION ENGINEERS & PLANNERS

N W E S

Not to Scale

Exhibit A - No 22

PM Peak Hour Future Total Traffic

Fort Myers Downtown Parking Structure Impact Analysis

Lee County, Florida