



City of Biloxi, Mississippi
**POINT CADET
TRAFFIC STUDY**



October 2021

POINT CADET TRAFFIC STUDY

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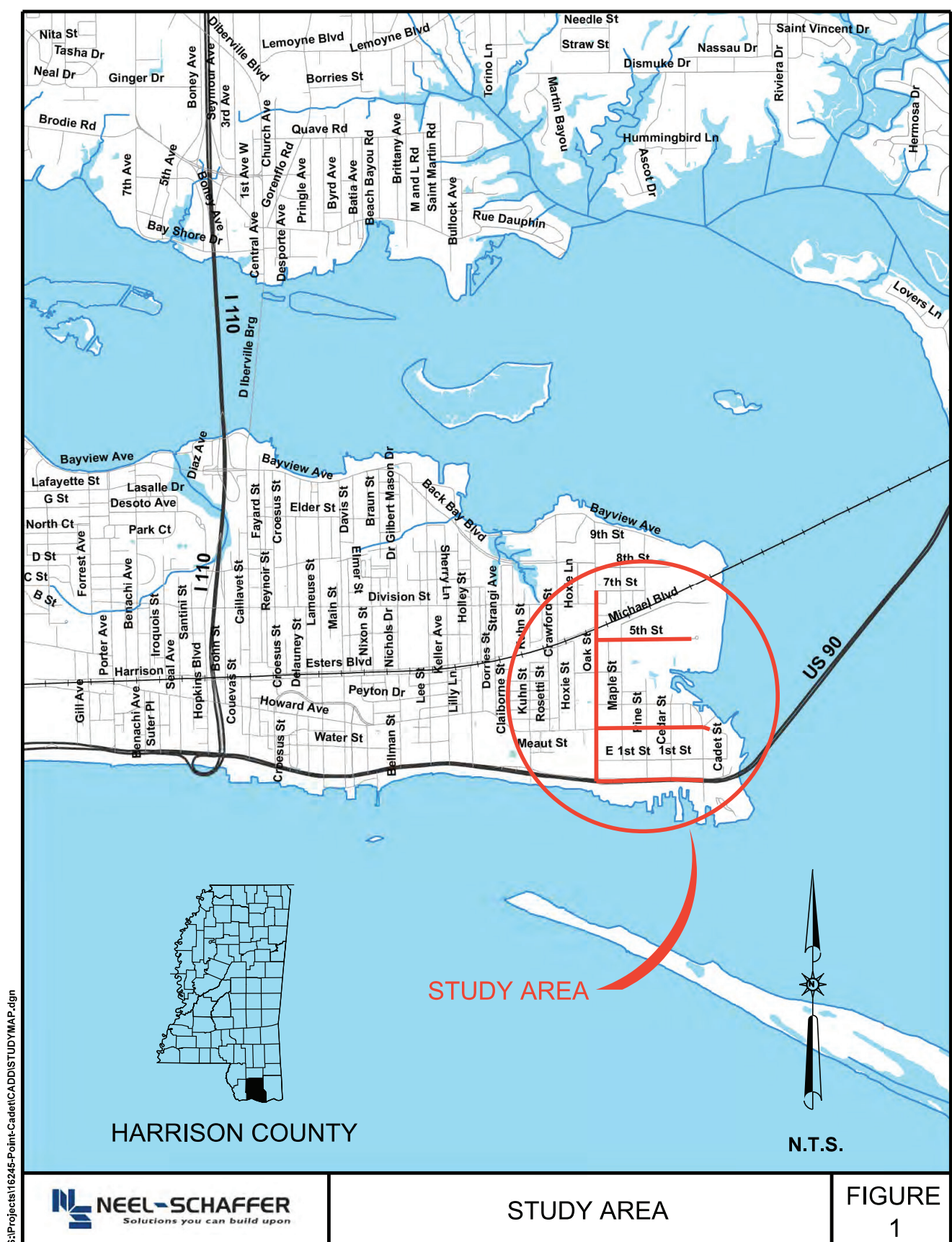
1.0 Introduction

The intention of this study was to evaluate the circulation of traffic in the Point Cadet area of East Biloxi. This analysis evaluated the existing/historical traffic volumes at the US Hwy 90 intersections from the Biloxi Ocean Springs bridge west to Oak Street, and the north/south circulating traffic along Oak Street. This analysis includes design concepts for new roadway alignments north/south along Pine Street and east/west along Howard Avenue. The location of the study area is in eastern Biloxi, Mississippi, and is shown in **Figure 1**.

1.1 Project Background

East Biloxi has major access limitations due the access constraints presented by the CSX railroad line, the Biloxi Bay/Back Bay to the east and north, US Highway 90 and the Mississippi Sound to the south. The limited access creates challenges for circulating traffic. While much of this area was residential, Hurricane Katrina and the flood zone/velocity zone building requirements that followed have left the Point Cadet area with much of the land vacant and undeveloped. The City is interested in improving circulation/access to this area with the hopes to redevelop this area of the City. The current infrastructure replacement project has many of the roadways (including Howard Avenue and Oak Street) closed to thru traffic.

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2.0 Existing Conditions

2.1 US Highway 90

US Highway 90 in Biloxi is classified as a Principal Arterial roadway. The section of US Highway 90 in Biloxi between Oak Street and Myrtle Street has 3 thru 12 ft travel lanes in each direction, with a 12 ft eastbound right turn lane at Pine Street, Cedar Street and Myrtle Street. A raised center median exists with east/west dedicated left turn lanes and traffic signals at Oak Street, Maple Street, Pine Street, Cedar Street and Myrtle Street. A two-way frontage road extends from just east of Pine Street, east to the Maritime and Seafood Museum/Cadet Street. The two-way frontage road then extends west of Oak Street past Kuhn Street and the Biloxi Yacht Club, then merges back into the mainline US Highway 90 east of Holley Street. The posted speed limit in this section of US Highway 90 is 45 mph. Street lighting is provided along US Highway 90. A multi-use path was constructed on the south side of the (reconstructed) Biloxi-Ocean Springs bridge that connects to a sidewalk along the south side of US Highway 90. Harrah's Casino has two grade separated pedestrian overpasses that connect the casino and parking garage across US Highway 90.



Looking East on US Highway 90 at Pine Street

2.2 Oak Street

Oak Street is classified as a Minor Arterial roadway between Back Bay Blvd and US Highway 90. Oak Street has one 21 ft northbound lane, one 21 ft southbound lane, 2 ft curb and gutter, and a 4 ft sidewalk that is located 3 ft from back of curb. The posted speed limit is 25 mph south of Howard Avenue. Traffic signals exist on Oak Street at US Highway 90 and Back Bay Blvd. The signal at Howard Avenue has been converted to an all-way stop with the infrastructure replacement project. The intersection with Division Street/Oak Street is an all-way stop controlled intersection. Oak Street is currently closed between Howard Avenue and Fifth Street, as part of the infrastructure project.

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Looking south on Oak Street at US Highway 90



Looking north on Oak Street at Howard Avenue

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North of the CSX railroad, Oak Street has been reconstructed and restriped to provide 5 ft sidewalks, 2 ft curb and gutter, two-12 ft travel lanes, a 9 ft vehicle parking area on the east side of the road, and striped bike lanes on the west side of the road. The posted speed limit is 25 mph.



Looking north on Oak Street from Division Street

2.3 Howard Avenue

Howard Avenue is an east/west Minor Arterial roadway that is an east/west two-lane roadway with varying cross sections. At Bellman Street adjacent to the Biloxi Community Center, Howard Avenue has a posted speed limit of 25 mph and a cross section that includes 6 ft sidewalk on both sides, 2-13 ft travel lanes in each direction, and 2 ft curb and gutter.

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Looking east on Howard Avenue from the Biloxi Community Center



Looking west on Howard Avenue from west of Oak Street

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The section of Howard Avenue between Maple Street and Palace Casino is closed due construction. When the project is finished Howard Avenue in this section will be 6 ft sidewalk on both sides, 2-13 ft travel lanes in each direction, and 2 ft curb and gutter.



Looking east on Howard Avenue from Maple Street



Looking east on Howard Avenue at Cadet Street

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2.4 Myrtle Street

Myrtle Street is classified as a Minor Arterial roadway between US Highway 90 and Howard Avenue. The cross section of Myrtle Street includes two 19 ft travel lanes, with 2 ft curb and gutter and attached 4 ft sidewalks. Myrtle Street is a concrete roadway. There is not a posted speed limit on Myrtle Street. The Palace Casino is located at the north end of Myrtle Street, and the Golden Nugget Casino is located at the south end of Myrtle Street, across US Highway 90. The Maritime and Seafood Museum, Point Cadet City Park and fishing pier are all located east of Myrtle Street, north of US Highway 90.



Myrtle Street – Looking north at Palace Casino.

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2.5 Base Year Traffic Volumes

Current traffic volumes are affected by the infrastructure project that has much of the study area blocked/closed. Volumes on the Point have fluctuated significantly from Pre-Katrina, to sparse development, to infrastructure closure impacts, coupled with COVID 19 fluctuations. Coronavirus quarantine/pandemic restrictions have affected many businesses. Many of the businesses in the study area are sensitive land uses that have been severely affected by COVID-19, including: hotels, restaurants, schools, and conference centers. Historical turning movement counts were obtained for the study area intersections and are listed in **Table 1**.

TABLE 1 Historical Traffic Count Information

Intersection	Count Date	Source
US Hwy 90/Oak Street	4/2/2008	Southern Traffic
US Hwy 90/Maple Street	3/27/2008	Southern Traffic
US Hwy 90/Pine Street	3/26/2008	Southern Traffic
US Hwy 90/Cedar Street	3/25/2008	Southern Traffic
US Hwy 90/Myrtle Street	4/10/2008	Southern Traffic
Oak Street/Howard Ave	4/10/2012	Neel-Schaffer
Oak Street/5th Street	6/21/2005	Neel-Schaffer
Oak Street/Division Street	7/20/2005	Neel-Schaffer
Oak Street/Back Bay Blvd	6/30/2005	Neel-Schaffer

The historical turning movement traffic volumes in the study area are shown in **Figure 2**. The count sheets are provided in the report Appendix.

The Pre-Katrina volumes were compared to Post-Katrina traffic between the 2005 and 2012 counts on Oak Street. The volumes reflected a decrease in northbound and southbound traffic. The 2005 volumes were decreased to reflect the amount of development that was destroyed following Hurricane Katrina. The volume calculations are provided in the Appendix.

The Margaritaville Resort exists west of the Golden Nugget with access to US Highway 90 at Cedar Street. A trip generation was conducted to reflect the increase in traffic at Cedar Street/US Highway 90 intersection for the 371 room hotel. The Blind Tiger restaurant was constructed south of US Highway 90 at Oak Street. A trip generation was conducted on both the Hotel and Restaurant. The trip generation calculations are shown in **Table 2**.

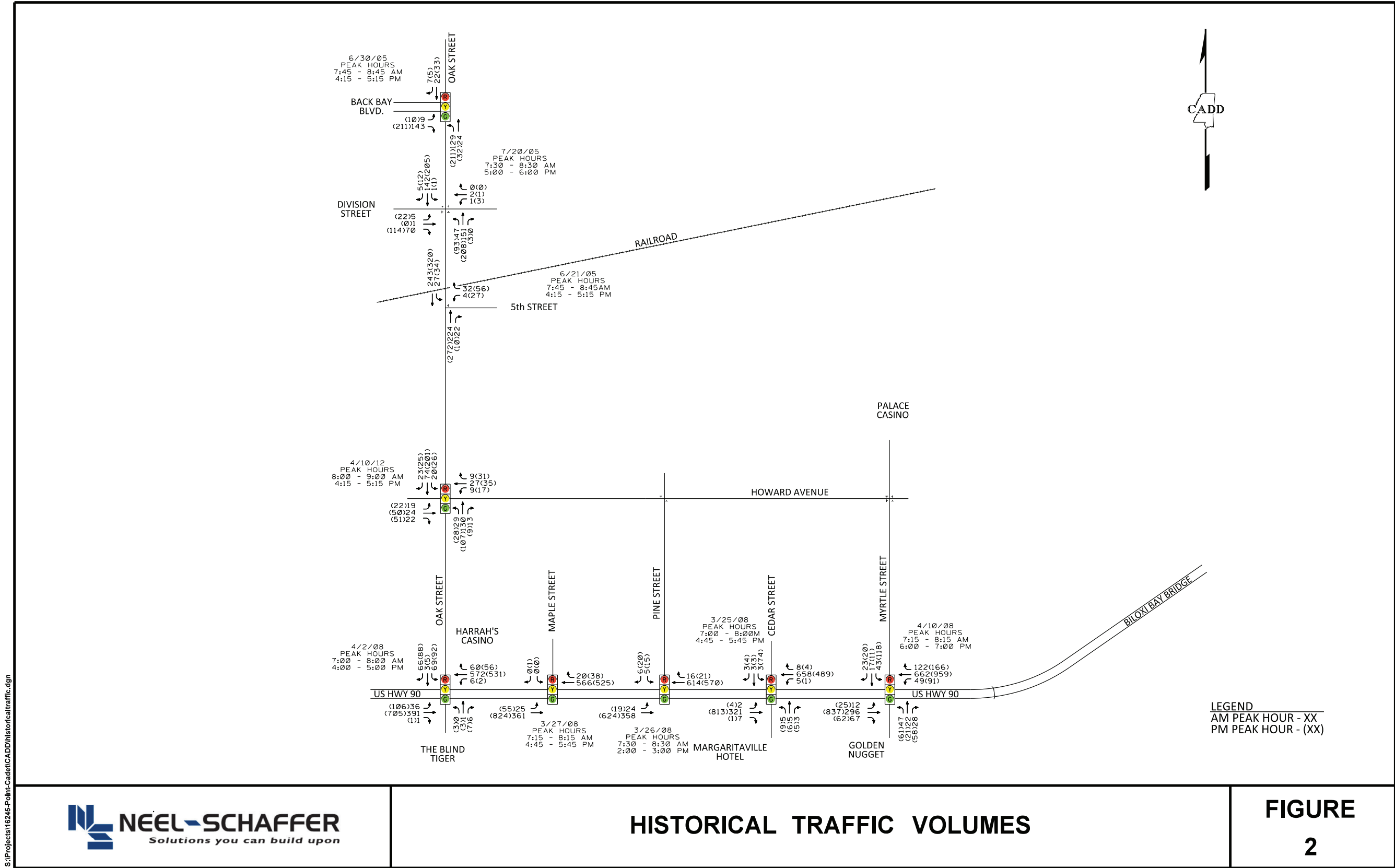


Figure 2 Historical Traffic Volumes

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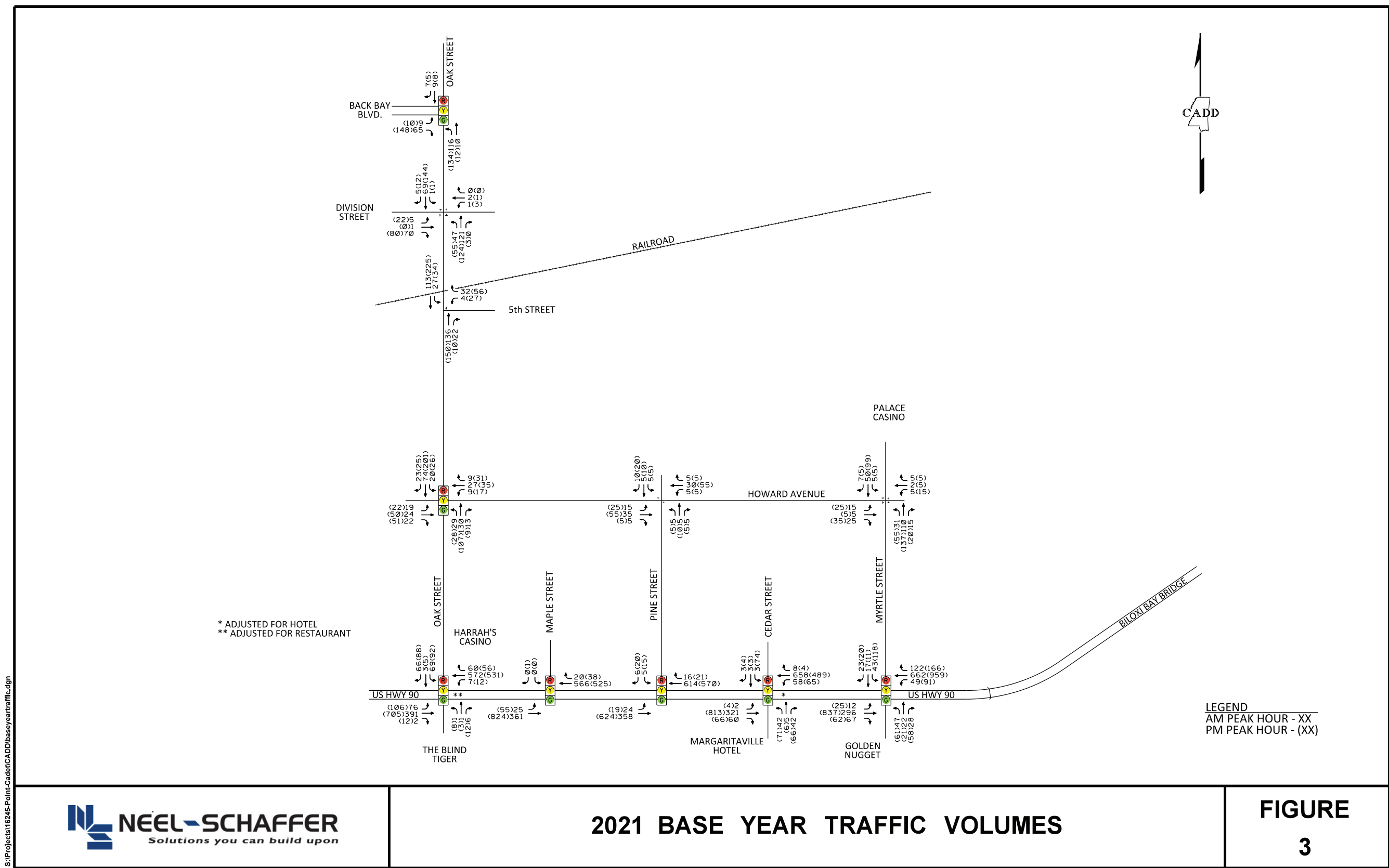
TABLE 2 Margaritaville Hotel Trip Generation

Land Use	Intesity		Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Quality Restaurant	4,000	SF	335	3	2	1	31	21	10
Hotel	371	Rooms	3102	180	106	74	252	129	123
Daily Traffic Generation									
Quality	Restaurant	[ITE 931]	T = 83.84 * X						
	Hotel	[ITE 310]	T = 8.36 * # Rooms						
AM Peak Hour Traffic Generation									
Quality	Restaurant	[ITE 931]	T = 0.73 * X ; (82%in/18%out)						
	Hotel	[ITE 310]	T = 0.5 * # Rooms-5.34; (59%in/41%out)						
PM Peak Hour Traffic Generation									
Quality	Restaurant	[ITE 931]	T = 7.80 * X ; (67%in/33%out)						
	Hotel	[ITE 310]	T = 0.75 * # Rooms -26.02; (51%in/49%out)						
Source: ITE Trip Generation, 10th Edition. X = # Rooms.									

The Hotel trips were added to the historical (2008) traffic count. The US Highway 90 traffic counts were evaluated on US Highway 90. The count stations east and west of the site show negligible growth from 2010 to 2019, showing 27,000 vpd for both years at station 240405 west of the site and 25,000 vpd east of the site in 2010 and 26,000 vpd in 2019. The 2021 Base Year traffic volumes are shown in **Figure 3**.

2.6 Base Year Traffic – Levels of Service

The adjusted 2021 base year traffic volumes were analyzed using the existing intersection geometrics and peak hour traffic volumes based on the information provided in the Highway Capacity Manual (HCM 6th Edition). The results of the capacity analysis are shown in **Table 3**.



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TABLE 3 Year 2021 - Capacity Analysis Summary

Signalized Intersection	Time Period	Approach LOS				Intersection							
		EB	WB	NB	SB	LOS							
US Highway 90/ Myrtle Street	AM Peak	C	D	B	B	C							
	PM Peak	B	C	B	B	C							
US Highway 90/ Cedar Street	AM Peak	C	C	A	A	C							
	PM Peak	C	C	B	B	C							
US Highway 90/ Pine Street	AM Peak	C	C	-	A	C							
	PM Peak	D	C	-	A	D							
US Highway 90/ Maple Street	AM Peak	D	D	-	A	D							
	PM Peak	D	D	-	A	D							
US Highway 90/ Oak Street	AM Peak	C	D	B	B	D							
	PM Peak	C	D	B	B	D							
Back Bay Blvd/ Oak Street	AM Peak	C	-	A	A	B							
	PM Peak	C	-	A	A	B							
Unsignalized Intersections	Time Period	Critical Movement Level of Service											
		Eastbound			Westbound			Northbound			Southbound		
		Lt	Th	Rt	Lt	Th	Rt	Lt	Th	Rt	Lt	Th	Rt
Oak Street / 5th Street	AM Peak	-	-	-	A	-	A	-	-	-	A	-	-
	PM Peak	-	-	-	B	-	B	-	-	-	A	-	-
Pine Street/ Howard Avenue	AM Peak	A	-	-	A	-	-	A	A	A	A	A	A
	PM Peak	A	-	-	A	-	-	A	A	A	A	A	A
All-Way Stop Intersection	Time Period	Approach LOS				Intersection							
		EB	WB	NB	SB	LOS							
Oak Street/ Howard Avenue	AM Peak	A	A	A	A	A							
	PM Peak	A	A	A	B	A							
Oak Street/ Division Street	AM Peak	A	A	A	A	A							
	PM Peak	A	A	A	A	A							
Myrtle Street/ Howard Avenue	AM Peak	A	A	A	A	A							
	PM Peak	A	A	A	A	A							

The capacity analysis of intersection traffic volumes identifies that the 2021 base year traffic volumes are operating with acceptable delays.

3.0 Circulation Improvements/Proposed Development

3.1 Back Bay Boulevard Extension

Back Bay Boulevard was constructed in the early 2000's, as an extension of Bayview Avenue along the north peninsula of east Biloxi. The 4-lane boulevard terminated at Oak Street. With the interest in gaming and condo development at the time, an conceptual extension of the boulevard section east and south to US Highway 90 was developed. Pine Street was identified as the southern connecting point to US Highway 90 based on the existing developments. Hurricane Katrina destroyed the majority of the residential development in the area east of Oak Street. The extension of Back Bay Boulevard includes a new at-grade railroad crossing of the CSX railroad. The Back Bay Boulevard extension concept is shown in **Figure 4**.

3.2 US Highway 90/Howard Avenue Ramp

The redevelopment of Howard Avenue and downtown Biloxi has increased traffic demand within the downtown area. A new ramp is proposed to allow westbound traffic on the Biloxi-Ocean Springs bridge to directly access Howard Avenue and downtown Biloxi. The ramp would be a one-way westbound ramp, extending west to intersect Howard Avenue at Cadet Street. The proposed ramp concept is shown in **Figure 5**.

3.3 US Highway 90 and Myrtle Street Intersection

This intersection is at the foot of Biloxi-Ocean Springs bridge which was reconstructed after Hurricane Katrina and open November 1, 2007. A couple of improvements should be considered to the provided for a safer intersection. Install advanced warning signs 1,000 feet east of the intersection on the bridge would help reduce speeds and warn drivers the light is red. In addition to signage a new right-turn lane should be installed in the northeast of the intersection. Installing a turn-lane will require the frontage road in front of Salt Grass should be closed. A new parking lot west of the Maritime & Seafood Museum will need to be constructed to provide access and improve parking for the area. The proposed intersection improvement is shown in **Figure 6**.

3.4 2024 Base Year Traffic Volumes

The urban traffic model was used to identify the redistribution of traffic with the roadway improvements of the Back Bay Boulevard Extension and the Howard Avenue ramp to US Highway 90. The traffic volume assignment was developed based on the daily traffic volume distribution on the improved roadway network from the urban model. The output from the model is provided in the Appendix. The calculated 2024 hourly traffic volumes on the improved roadway network are shown in **Figure 7**.

3.5 Proposed Area Projects

Multiple developments are proposed in Biloxi. Two casinos, a hotel, and a Souvenir Shop were identified as pending developments that could increase traffic within the study area. One Casino is proposed at the east end of 5th Street and another on the Tullis site, east of Holley Street between US Highway 90 and Howard Avenue. A new hotel is proposed on US Highway 90, east of Bellman Street. A souvenir shop is proposed on the parcel north of the Hard Rock Casino, east of G.E. Ohr Street. The locations of the proposed developments are shown in **Figure 8**.

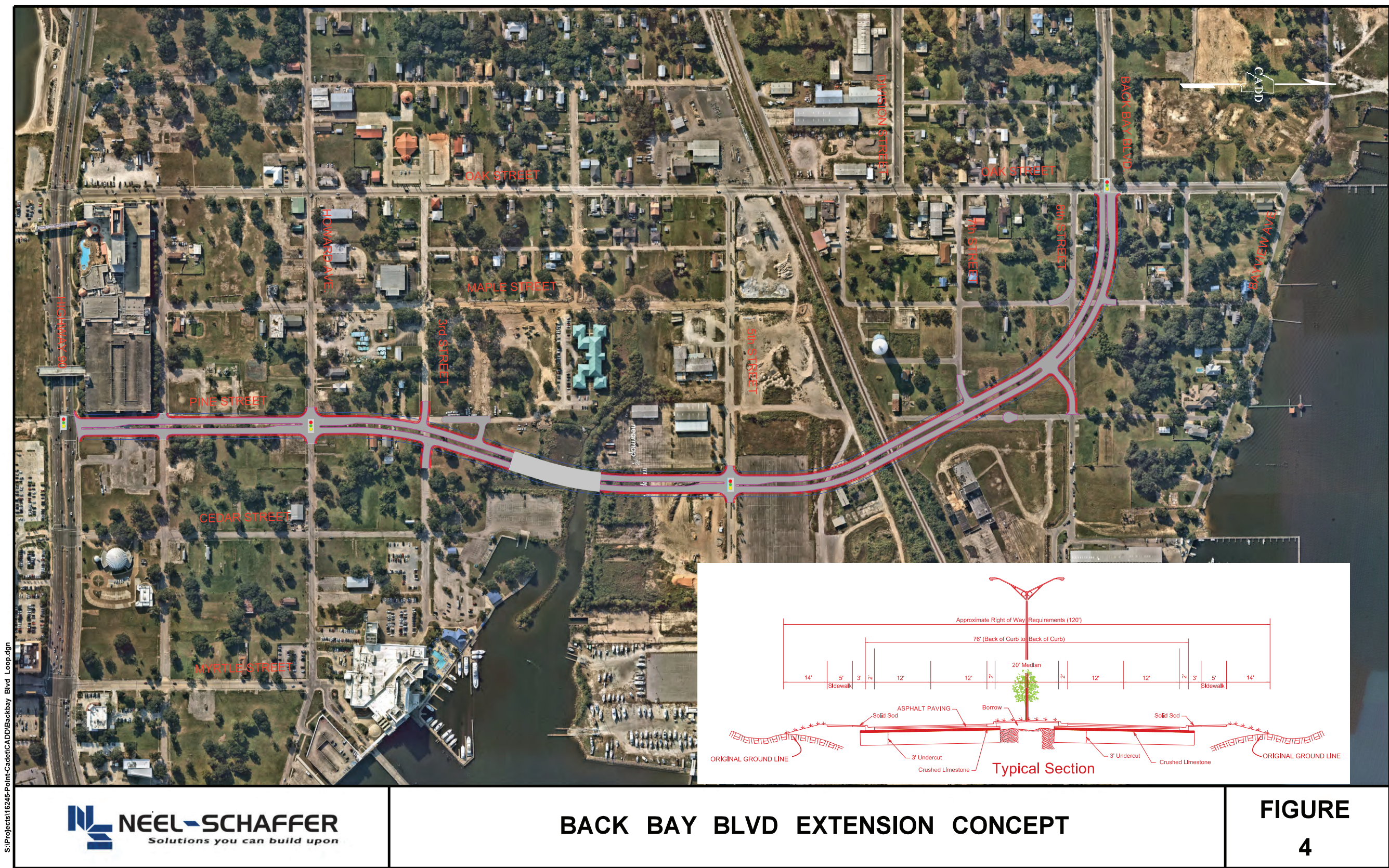


Figure 4 Back Bay Blvd Extension Concept

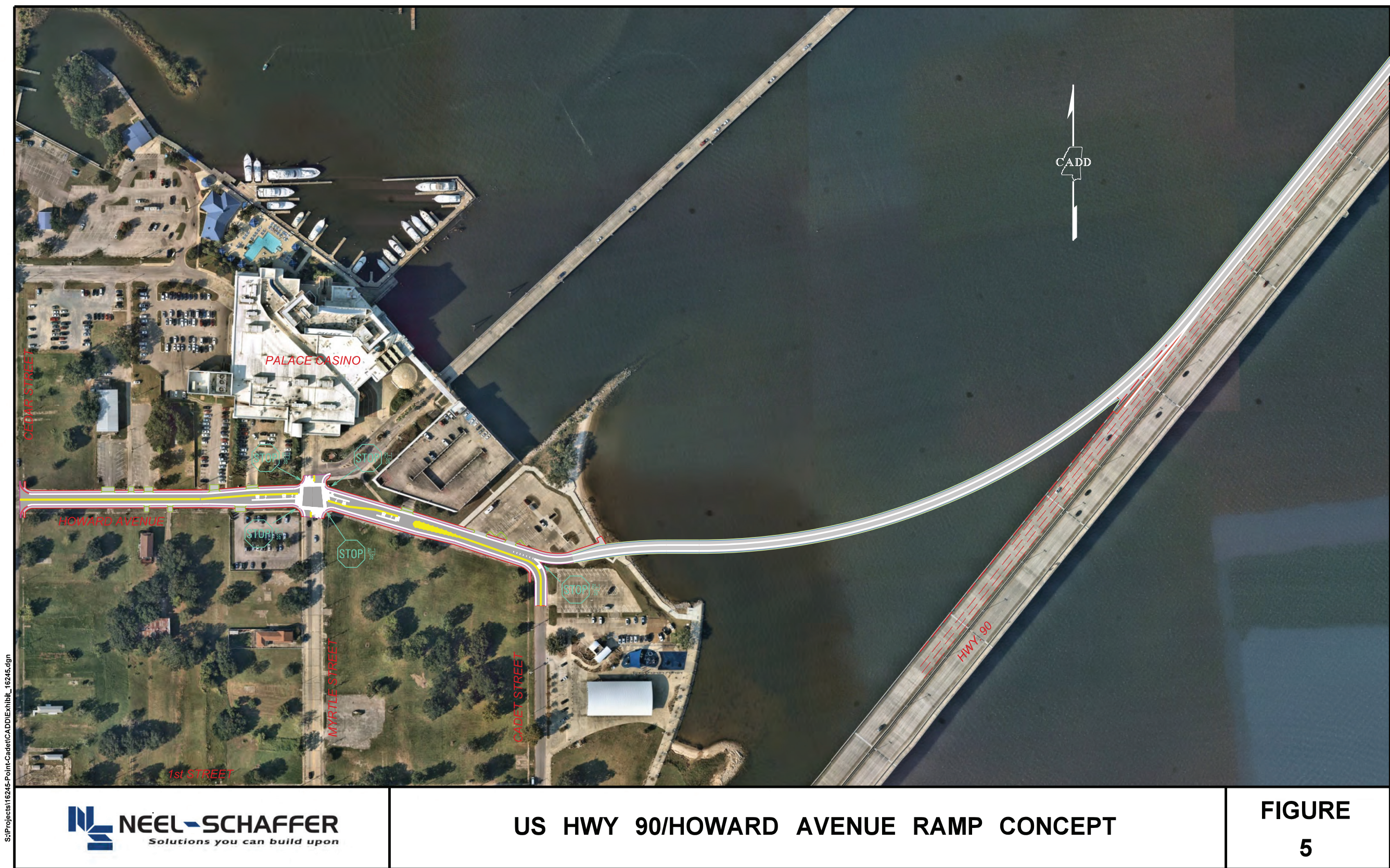
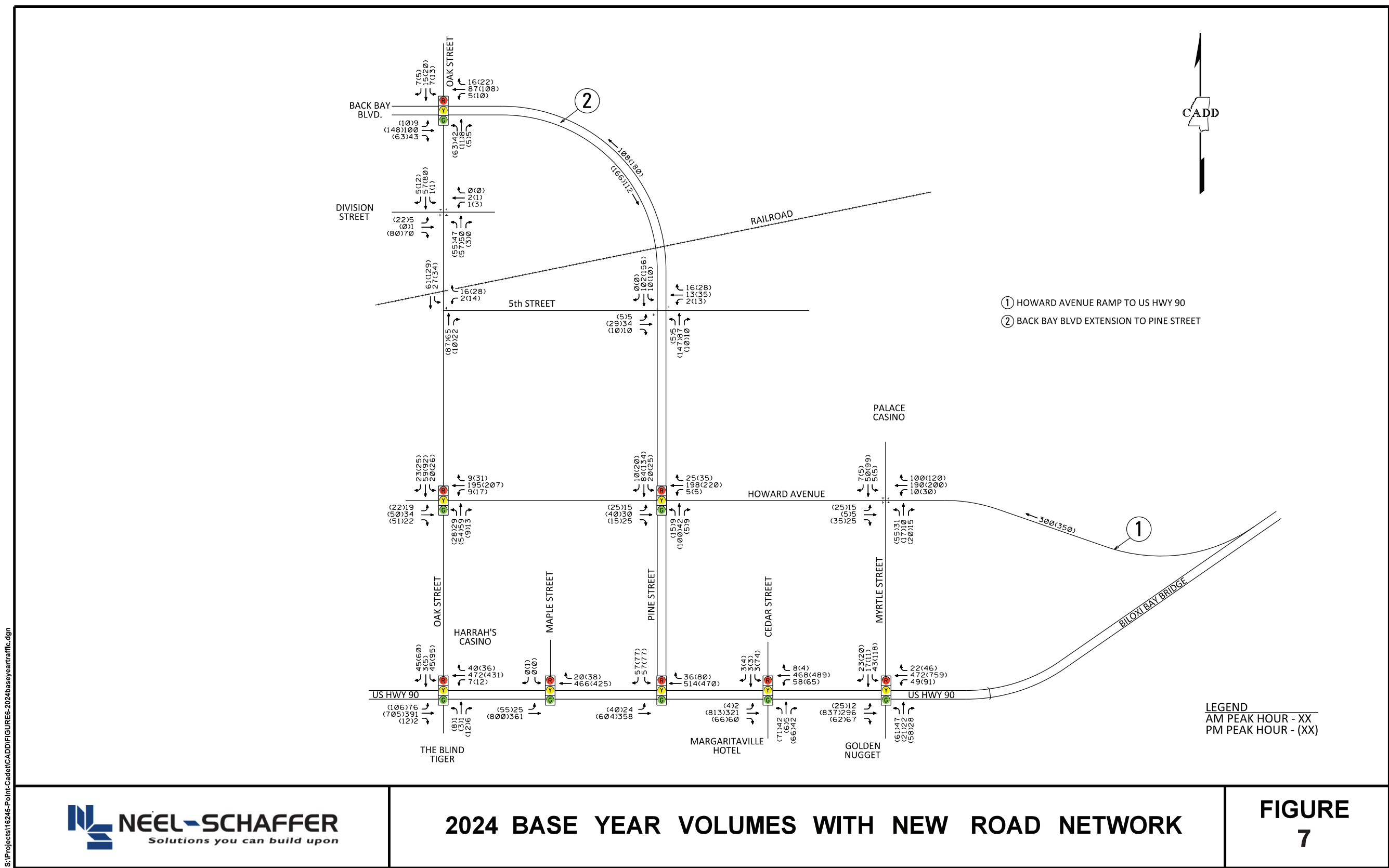


Figure 5 US Hwy 90/Howard Avenue Ramp Concept



Figure 6 US Hwy 90/Myrtle Street Intersection



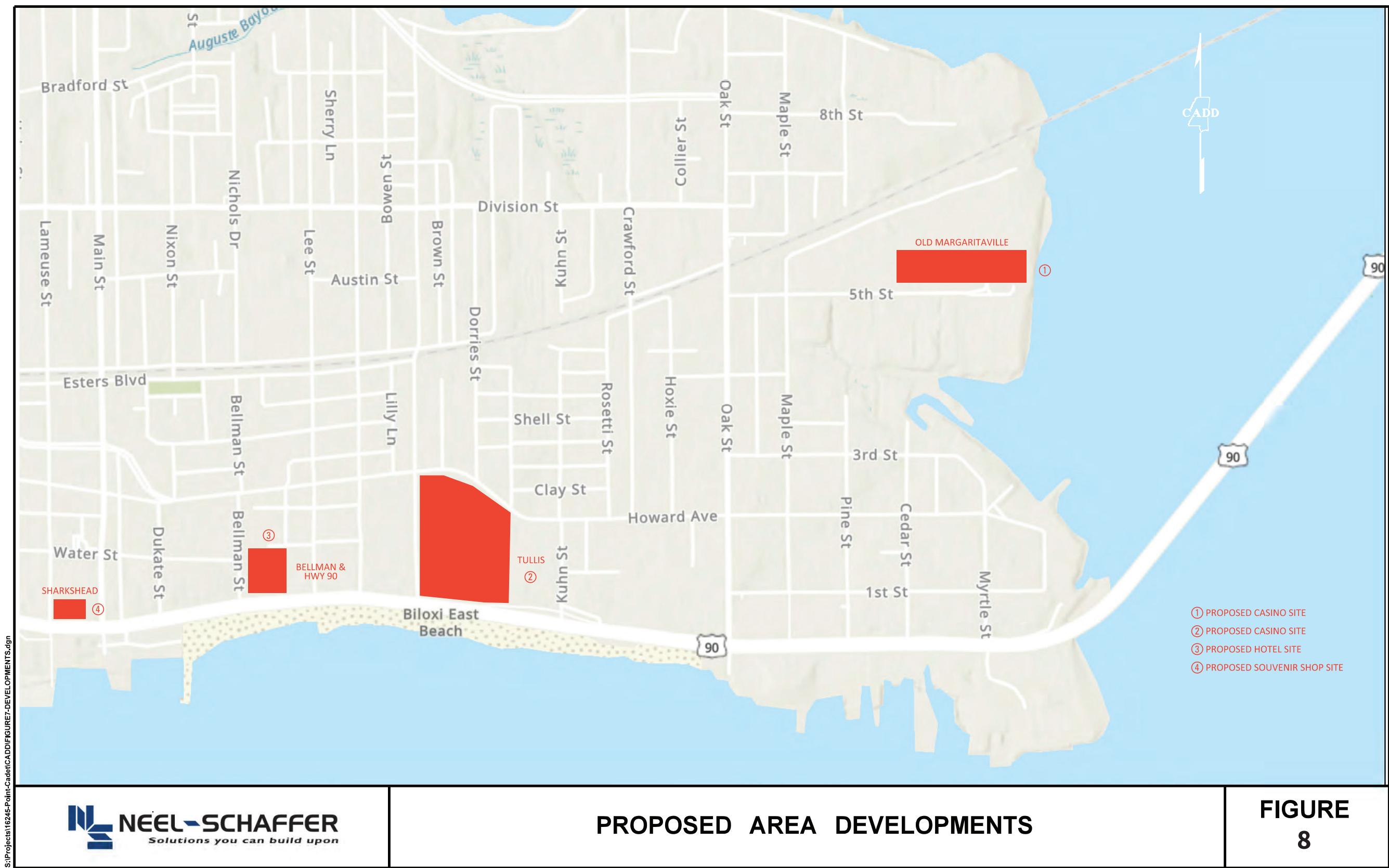


Figure 8 Proposed Area Developments

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3.6 Trip Generation

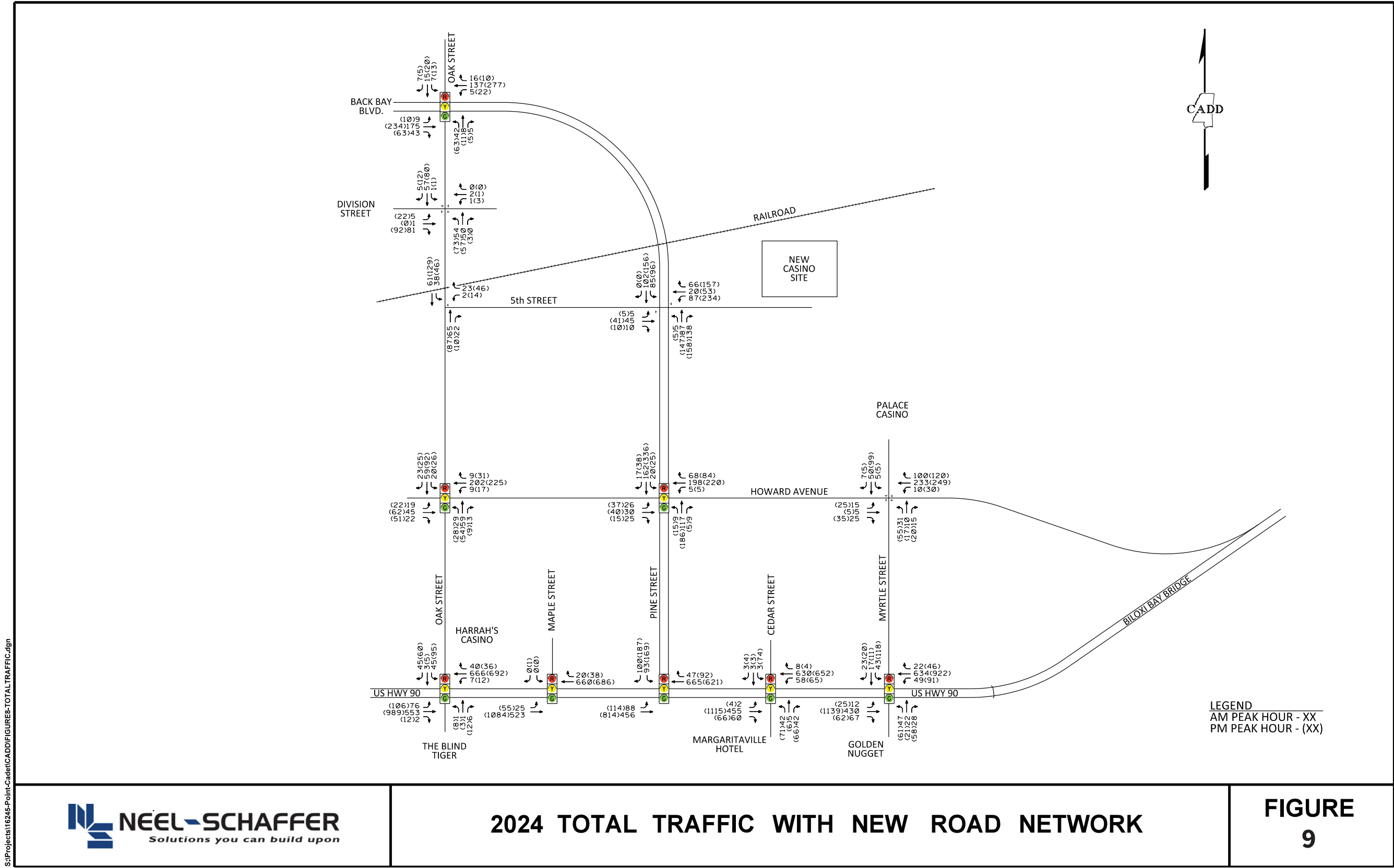
The trip generation of the proposed developments was calculated using trip generation equations in ITE's Trip Generation, 10th Edition, and studies of a local casino (Beau Rivage). The Casino trip rate was based on a study of the Beau Rivage Casino. At the time of the count, the Beau Rivage had 65,000 SF of gaming space, 3,000 employees, 1,740 rooms, 2,574 gaming positions. The results of the trip generation are provided in **Table 4**.

TABLE 4 Trip Generation

Land Use		Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Beau Rivage Count		2,574	Gaming	n/a	538	323	215	930	375	555
5th Street Casino		1,700	Gaming	n/a	355	213	142	614	246	368
<u>West of Oak St</u>										
Tullis Casino Site		2,000	Gaming	n/a	418	251	167	722	289	433
Hotel Bellman/Hwy 90		100	Rooms	836	45	27	18	49	25	24
Souvenir Shop		15,000	SF	1655	159	99	60	133	64	69
			Subtotal	n/a	622	377	245	904	378	526
Daily Traffic Generation										
Retail	[ITE 820]		=	Ln(T) = 0.68*Ln(X)+5.57						
Hotel	[ITE 310]		=	T = 8.36 * # Rooms						
Casino			=	n/a						
AM Peak Hour Traffic Gen										
Retail	[ITE 820]		=	T = 0.5*(X)+151.78; (62%in/38%out)						
Hotel	[ITE 310]		=	T = 0.5 * # Rooms -5.34 ; (59%in/41%out)						
Casino	Local		=	T=0.209*(Gaming Pos); (60%in/40%out)						
PM Peak Hour Traffic Gen										
Retail	[ITE 820]		=	Ln(T) = 0.74*Ln(X)+2.89; (48%in/52%out)						
Hotel	[ITE 310]		=	T = 0.75 * (# Rooms) -26.02 ; (51%in/49%out)						
Casino	Local		=	T=0.361*(Gaming Pos); (40%in/60%out)						

Source: ITE Trip Generation, 10th Edition, ITE Trip Generation Handbook, 2nd Edition,

The traffic volumes for the proposed developments were added to the base year traffic volumes based on the demographic distribution of the study area and the roadways that provide access to the proposed developments. The intersection volume calculations are provided in the Appendix. The 2024 Total traffic volumes on the improved street network are shown in **Figure 9**.



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4.0 Total Traffic - Capacity Analysis

4.1 Intersection Levels-of-Service

The Year 2024 total traffic volumes were developed based on the historical traffic counts, new roadway concepts, and future proposed developments. The study intersections were evaluated for the 2024 horizon year for the AM and PM peak hours using the information provided in the HCM. The results of this analysis are shown in **Table 5**. The volume calculation sheets are provided in the Appendix.

TABLE 5 Year 2024 - Total Traffic - Capacity Analysis Summary

Signalized Intersection	Time Period	Approach LOS				Intersection							
		EB	WB	NB	SB	LOS							
US Highway 90/ Myrtle Street	AM Peak	D	D	A	A	C							
	PM Peak	B	C	B	B	C							
US Highway 90/ Cedar Street	AM Peak	D	C	A	A	C							
	PM Peak	C	B	B	B	B							
US Highway 90/ Pine Street	AM Peak	B	C	-	A	C							
	PM Peak	B	C	-	A	C							
US Highway 90/ Maple Street	AM Peak	D	D	-	A	D							
	PM Peak	C	D	-	A	D							
US Highway 90/ Oak Street	AM Peak	C	D	B	B	D							
	PM Peak	C	D	B	B	D							
Back Bay Blvd/ Oak Street	AM Peak	C	C	A	A	B							
	PM Peak	C	C	A	A	C							
Unsignalized Intersections	Time Period	Critical Movement Level of Service											
		Eastbound			Westbound			Northbound			Southbound		
		Lt	Th	Rt	Lt	Th	Rt	Lt	Th	Rt	Lt	Th	Rt
Oak Street / 5th Street	AM Peak	-	-	-	A	-	A	-	-	-	A	-	-
	PM Peak	-	-	-	A	-	A	-	-	-	A	-	-
Pine Street/ 5th Street	AM Peak	B	B	B	C	B	B	A	-	-	A	-	-
	PM Peak	C	C	C	E	B	B	A	-	-	A	-	-
All-Way Stop Intersection	Time Period	Approach LOS				Intersection							
		EB	WB	NB	SB	LOS							
Oak Street/ Howard Avenue	AM Peak	A	A	A	A	A							
	PM Peak	A	B	A	A	A							
Pine Street/ Howard Avenue	AM Peak	A	B	A	A	B							
	PM Peak	B	C	B	B	B							
Oak Street/ Division Street	AM Peak	A	A	A	A	A							
	PM Peak	A	A	A	A	A							
Myrtle Street/ Howard Avenue	AM Peak	A	B	A	A	A							
	PM Peak	A	C	A	B	B							

The capacity analysis reveals that the intersection of Pine Street/5th Street may justify signalization or all-way stop control to minimize the delays on the minor street. With the (re)development of the site with a casino, traffic volumes may reach volume thresholds for signalization. All-way stop control at these two intersections may be an interim solution, until volumes meet signal warrant thresholds.

5.0 Preliminary Estimate of Cost

The construction of a new right turn-lane at US Highway 90 and Myrtle Street and a new ramp to directly connect US Highway 90 with Howard Avenue and an extension of Back Bay Boulevard east/south to US Highway 90 were evaluated to identify the anticipated construction costs. The preliminary estimate was evaluated in three phases:

- New right turn-lane at US Highway 90 and Myrtle Street is needed to alleviate congestion. Requiring the front road to be closed and rerouted by creating a new parking lot west of the Maritime & Seafood Museum.
Preliminary Cost Estimate: \$624,000
- New ramp construction extending from westbound US Highway 90 bridge, west to intersect Howard Avenue at Cadet Street. Single lane ramp – one-way westbound.
Preliminary Cost Estimate: \$26,962,500
- Extend Back Bay Boulevard east/south to US Highway 90 with a 4-lane boulevard cross section and an at-grade railroad crossing at the CSX railroad.
Preliminary Cost Estimate: \$17,024,000

6.0 Recommendations and Conclusions

The proposed ramp connection from US Highway 90 to Howard Avenue is not shown to create capacity related deficiencies and is anticipated to operate at acceptable levels with the development of the two casino projects, hotel and souvenir shop. The ramp would operate as a one-way connection westbound to downtown Biloxi from the Biloxi-Ocean Springs bridge. Future construction of the Back Bayou Boulevard Extension is anticipated to further improve circulation for east Biloxi by extending the 4-lane boulevard east and south to intersect US Highway 90 at the Pine Street intersection. MDOT has prepared the Pine Street/US Highway 90 intersection for this future connection, providing a traffic signal and widened cross section. The ramp connection to Howard Avenue along with the extension of Back Bay Boulevard may help to revive this east Biloxi area that was heavily impacted by Hurricane Katrina, demolishing the majority of the residences east of Oak Street.

Appendix

Traffic Model for New RoadwaysA1-A3

Intersection Volume Calculations..... A4-15

Cost Estimate Detail.....A16-17

Traffic CountsB1-71

 Oak St/Back Bay Blvd - Turning movement count 6/30/05B1-4

 Oak St/Division St - Turning movement count 7/20/05 B5-10

 Oak St/Fifth St – Turning movement count 6/21/05B11-16

 Oak St/Howard Ave – Turning movement count 4/10/12B17-21

 Oak St/US Hwy 90 – Turning movement count 4/02/08 B22-31

 Maple St/US Hwy 90 – Turning movement count 3/27/08..... B32-41

 Pine St/US Hwy 90 – Turning movement count 3/26/08 B42-51

 Cedar St/US Hwy 90 – Turning movement count 3/25/08..... B52-61

 Myrtle St/US Hwy 90 – Turning movement count 4/10/08 B62-71

Capacity Analysis SheetsC1-18

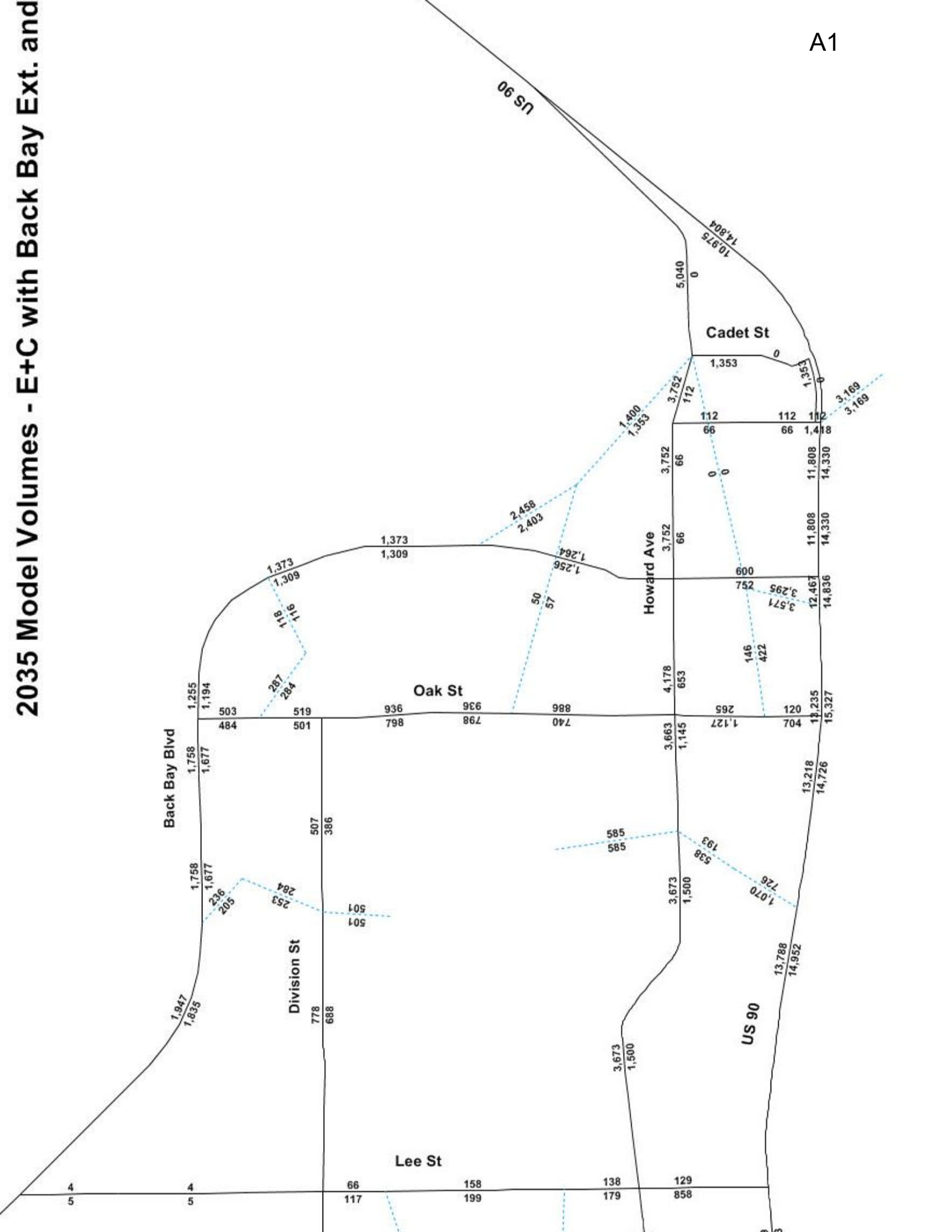
 2021 Base Year – AM Peak Adjusted VolumesC1-11

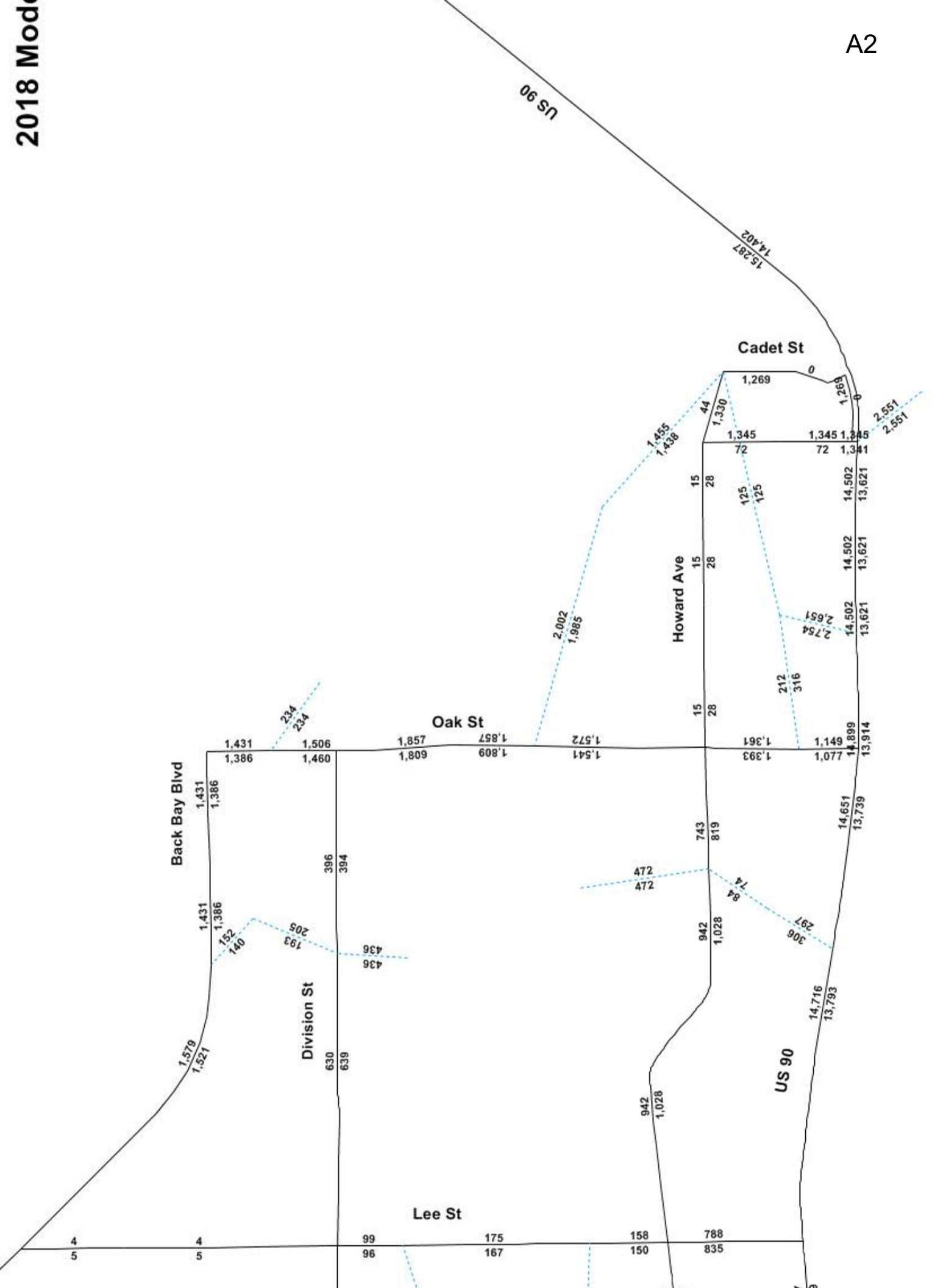
 2021 Base Year – PM Peak Adjusted Volumes C12-22

 2024 Total Traffic – AM Peak.....C23-34

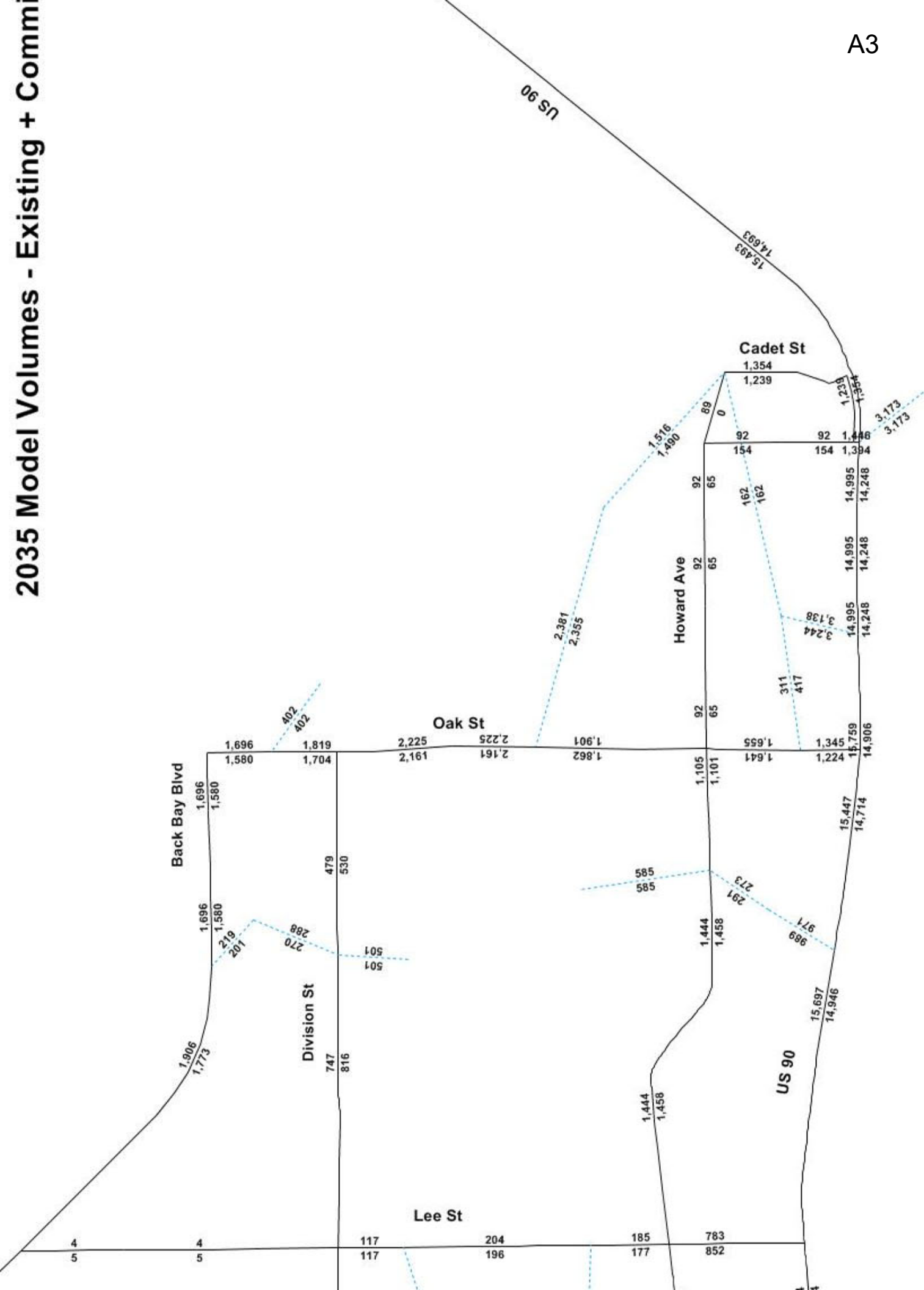
 2024 Total Traffic – PM Peak.....C35-46

2035 Model Volumes - E+C with Back Bay Ext. and





A3



Back Bay Blvd/Oak Street

Annual Growth Factor 0.0% AM Peak Hour 7:45 to 8:45
Base Year 2005 PM Peak Hour 4:15 to 5:15
Horizon Year 1 2024

Start Time	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
AM Peak Hour													
2005 Existing Traffic	129	24	0	0	22	7	9	0	143	0	0	0	334
Katrina Adjustment per 2012 count	-13	-14	0	0	-13	0	0	0	-78	0	0	0	-118
2021 Base Year Adjusted Volume	116	10	0	0	9	7	9	0	65	0	0	0	216
2024 Non-Site Traffic	116	10	0	0	9	7	9	0	65	0	0	0	216
2024 Non-Site Traffic w/ new Roadways	42	8	5	7	15	7	9	100	43	5	87	16	344
Old Margaritaville Site	0	0	0	0	0	0	0	75	0	0	50	0	125
Tullis+Hotel+Sharkshead Sites	0	0	0	0	0	0	0	0	0	0	0	0	0
Site Traffic	0	0	0	0	0	0	0	75	0	0	50	0	125
2024 Total Traffic	42	8	5	7	15	7	9	175	43	5	137	16	469
PM Peak Hour													
2005 Existing Traffic	211	32	0	0	33	5	10	0	211	0	0	0	502
Katrina Adjustment per 2012 count	-77	-20	0	0	-25	0	0	0	-63	0	0	0	-185
2021 Base Year Adjusted Volume	134	12	0	0	8	5	10	0	148	0	0	0	317
2024 Non-Site Traffic	134	12	0	0	8	5	10	0	148	0	0	0	317
2024 Non-Site Traffic w/ new Roadways	63	11	5	13	20	5	10	148	63	10	148	22	518
Old Margaritaville Site	0	0	0	0	0	0	0	86	0	0	129	0	215
Tullis+Hotel+Sharkshead Sites	0	0	0	0	0	0	0	0	0	0	0	0	0
Site Traffic	0	0	0	0	0	0	0	86	0	0	129	0	215
2024 Total Traffic	63	11	5	13	20	5	10	234	63	10	277	22	733

Count Date: 6/30/2005.

Division St/Oak Street

Annual Growth Factor 0.0% AM Peak Hour 7:30 to 8:30
 Base Year 2005 PM Peak Hour 5:00 to 6:00
 Horizon Year 1 2024

Start Time	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
AM Peak Hour													
2005 Existing Traffic	47	151	0	1	142	5	5	1	70	1	2	0	425
Katrina Adjustment per 2012 count	0	-30	0	0	-73	0	0	0	0	0	0	0	-103
2021 Base Year Adjusted Volume	47	121	0	1	69	5	5	1	70	1	2	0	322
2024 Non-Site Traffic	47	121	0	1	69	5	5	1	70	1	2	0	322
2024 Non-Site Traffic w/ new Roadways	47	50	0	1	57	5	5	1	70	1	2	0	239
Old Margaritaville Site	7	0	0	0	0	0	0	0	11	0	0	0	18
Tullis+Hotel+Sharkshead Sites	0	0	0	0	0	0	0	0	0	0	0	0	0
Site Traffic	7	0	0	0	0	0	0	0	11	0	0	0	18
2024 Total Traffic	54	50	0	1	57	5	5	1	81	1	2	0	257
PM Peak Hour													
2005 Existing Traffic	93	208	3	1	205	12	22	0	114	3	1	0	662
Katrina Adjustment per 2012 count	-38	-84	0	0	-61	0	0	0	-34	0	0	0	-217
2021 Base Year Adjusted Volume	55	124	3	1	144	12	22	0	80	3	1	0	445
2024 Non-Site Traffic	55	124	3	1	144	12	22	0	80	3	1	0	445
2024 Non-Site Traffic w/ new Roadways	55	57	3	1	80	12	22	0	80	3	1	0	314
Old Margaritaville Site	18	0	0	0	0	0	0	0	12	0	0	0	30
Tullis+Hotel+Sharkshead Sites	0	0	0	0	0	0	0	0	0	0	0	0	0
Site Traffic	18	0	0	0	0	0	0	0	12	0	0	0	30
2024 Total Traffic	73	57	3	1	80	12	22	0	92	3	1	0	344

Count Date: 7/20/2005.

5th Street/Oak Street

Annual Growth Factor 0.0% AM Peak Hour 7:45 to 8:45
Base Year 2005 PM Peak Hour 4:15 to 5:15
Horizon Year 1 2024

Start Time	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
AM Peak Hour													
2005 Existing Traffic	0	224	22	27	243	0	0	0	0	4	0	32	552
Katrina Adjustment per 2012 count		-88			-130								-218
2021 Base Year Adjusted Volume	0	136	22	27	113	0	0	0	0	4	0	32	334
2024 Non-Site Traffic	0	136	22	0	113	0	0	0	0	4	0	0	275
2024 Non-Site Traffic w/ new Roadways		65	22	27	61	0	0	0	0	2	0	16	193
Old Margaritaville Site	0	0	0	11	0	0	0	0	0	0	0	7	18
Tullis+Hotel+Sharkshead Sites	0	0	0	0	0	0	0	0	0	0	0	0	0
Site Traffic	0	0	0	11	0	0	0	0	0	0	0	7	18
2024 Total Traffic	0	65	22	38	61	0	0	0	0	2	0	23	211
PM Peak Hour													
2005 Existing Traffic	0	272	10	34	320	0	0	0	0	27	0	56	719
Katrina Adjustment per 2012 count		-122			-95								-217
2021 Base Year Adjusted Volume	0	150	10	34	225	0	0	0	0	27	0	56	502
2024 Non-Site Traffic	0	150	10	0	225	0	0	0	0	27	0	0	412
2024 Non-Site Traffic w/ new Roadways	0	87	10	34	129	0	0	0	0	14	0	28	302
Old Margaritaville Site	0	0	0	12	0	0	0	0	0	0	0	18	30
Tullis+Hotel+Sharkshead Sites	0	0	0	0	0	0	0	0	0	0	0	0	0
Site Traffic	0	0	0	12	0	0	0	0	0	0	0	18	30
2024 Total Traffic	0	87	10	46	129	0	0	0	0	14	0	46	332

Count Date: 6/21/2005.

Howard Ave/Oak Street

Annual Growth Factor 0.0% AM Peak Hour 8:00 to 9:00
 Base Year 2012 PM Peak Hour 4:15 to 5:15
 Horizon Year 1 2024

Start Time	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
AM Peak Hour													
2012 Existing Traffic	29	130	13	20	74	23	19	24	22	9	27	9	399
2021 Base Year	29	130	13	20	74	23	19	24	22	9	27	9	399
2024 Non-Site Traffic	29	130	13	20	74	23	19	24	22	9	27	9	399
2024 Non-Site Traffic w/ new Roadways	29	59	13	20	59	23	19	34	22	9	195	9	491
Old Margaritaville Site	0	0	0	0	0	0	0	11	0	0	7	0	18
Tullis+Hotel+Sharkshead Sites	0	0	0	0	0	0	0	0	0	0	0	0	0
Site Traffic	0	0	0	0	0	0	0	11	0	0	7	0	18
2024 Total Traffic	29	59	13	20	59	23	19	45	22	9	202	9	509
PM Peak Hour													
2012 Existing Traffic	28	107	9	26	201	25	22	50	51	17	35	31	602
2021 Base Year	28	107	9	26	201	25	22	50	51	17	35	31	602
2024 Non-Site Traffic	28	107	9	26	201	25	22	50	51	17	35	31	602
2024 Non-Site Traffic w/ new Roadways	28	54	9	26	92	25	22	50	51	17	207	31	612
Old Margaritaville Site	0	0	0	0	0	0	0	12	0	0	18	0	30
Tullis+Hotel+Sharkshead Sites	0	0	0	0	0	0	0	0	0	0	0	0	0
Site Traffic	0	0	0	0	0	0	0	12	0	0	18	0	30
2024 Total Traffic	28	54	9	26	92	25	22	62	51	17	225	31	642

Count Date: 4/10/2012.

US Hwy 90/Oak Street

Annual Growth Factor 0.0% AM Peak Hour 7:00 to 8:00
Base Year 2008 PM Peak Hour 4:00 to 5:00
Horizon Year 1 2024

Start Time	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
AM Peak Hour													
2008 Existing Traffic	0	1	6	69	3	66	36	391	1	6	572	60	1,211
2021 Existing Traffic w/ Blind Tiger Adj	1	1	6	69	3	66	76	391	2	7	572	60	1,254
2024 Non-Site Traffic	1	1	6	69	3	66	76	391	2	7	572	60	1,254
2024 Non-Site Traffic w/ new Roadways	1	1	6	45	3	45	76	391	2	7	472	40	1,089
Old Margaritaville Site	0	0	0	0	0	0	0	64	0	0	43	0	107
Tullis+Hotel+Sharkshead Sites	0	0	0	0	0	0	0	98	0	0	151	0	249
Site Traffic	0	0	0	0	0	0	0	162	0	0	194	0	356
2024 Total Traffic	1	1	6	45	3	45	76	553	2	7	666	40	1,445
PM Peak Hour													
2008 Existing Traffic	3	3	7	92	5	88	106	705	1	2	531	56	1,599
2021 Existing Traffic w/ Blind Tiger Adj	8	3	12	92	5	88	106	705	12	12	531	56	1,630
2024 Non-Site Traffic	8	3	12	92	5	88	106	705	12	12	531	56	1,630
2024 Non-Site Traffic w/ new Roadways	8	3	12	95	5	60	106	705	12	12	431	36	1,485
Old Margaritaville Site	0	0	0	0	0	0	0	74	0	0	110	0	184
Tullis+Hotel+Sharkshead Sites	0	0	0	0	0	0	0	210	0	0	151	0	361
Site Traffic	0	0	0	0	0	0	0	284	0	0	261	0	545
2024 Total Traffic	8	3	12	95	5	60	106	989	12	12	692	36	2,030

Count Date: 4/2/2008.

US Hwy 90/Maple Street

Annual Growth Factor 0.0% AM Peak Hour 7:15 to 8:15
Base Year 2008 PM Peak Hour 4:45 to 5:45
Horizon Year 1 2024

Start Time	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
AM Peak Hour													
2008 Existing Traffic	0	0	0	0	0	0	25	361	0	0	566	20	972
2021 Base Year	0	0	0	0	0	0	25	361	0	0	566	20	972
2024 Non-Site Traffic	0	0	0	0	0	0	25	361	0	0	566	20	972
2024 Non-Site Traffic w/ new Roadways	0	0	0	0	0	0	25	361	0	0	466	20	872
Old Margaritaville Site	0	0	0	0	0	0	0	64	0	0	43	0	107
Tullis+Hotel+Sharkshead Sites	0	0	0	0	0	0	0	98	0	0	151	0	249
Site Traffic	0	0	0	0	0	0	0	162	0	0	194	0	356
2024 Total Traffic	0	0	0	0	0	0	25	523	0	0	660	20	1,228
PM Peak Hour													
2008 Existing Traffic	0	0	0	0	0	1	55	824	0	0	525	38	1,443
2021 Base Year	0	0	0	0	0	1	55	824	0	0	525	38	1,443
2024 Non-Site Traffic	0	0	0	0	0	1	55	824	0	0	525	38	1,443
2024 Non-Site Traffic w/ new Roadways	0	0	0	0	0	1	55	800	0	0	425	38	1,319
Old Margaritaville Site	0	0	0	0	0	0	0	74	0	0	110	0	184
Tullis+Hotel+Sharkshead Sites	0	0	0	0	0	0	0	210	0	0	151	0	361
Site Traffic	0	0	0	0	0	0	0	284	0	0	261	0	545
2024 Total Traffic	0	0	0	0	0	1	55	1,084	0	0	686	38	1,864

Count Date: 3/27/2008.

US Hwy 90/Pine Street

Annual Growth Factor 0.0% AM Peak Hour 7:30 to 8:30
Base Year 2008 PM Peak Hour 2:00 to 3:00
Horizon Year 1 2024

Start Time	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
AM Peak Hour													
2008 Existing Traffic	0	0	0	5	0	6	24	358	0	0	614	16	1,023
2021 Base Year	0	0	0	5	0	6	24	358	0	0	614	16	1,023
2024 Non-Site Traffic	0	0	0	5	0	6	24	358	0	0	614	16	1,023
2024 Non-Site Traffic w/ new Roadways	0	0	0	57	0	57	24	358	0	0	514	36	1,046
Old Margaritaville Site	0	0	0	36	0	43	64	0	0	0	0	11	154
Tullis+Hotel+Sharkshead Sites	0	0	0	0	0	0	0	98	0	0	151	0	249
Site Traffic	0	0	0	36	0	43	64	98	0	0	151	11	403
2024 Total Traffic	0	0	0	93	0	100	88	456	0	0	665	47	1,449
PM Peak Hour													
2008 Existing Traffic	0	0	0	15	0	20	19	624	0	0	570	21	1,269
2021 Base Year	0	0	0	15	0	20	19	624	0	0	570	21	1,269
2024 Non-Site Traffic	0	0	0	15	0	20	19	624	0	0	570	21	1,269
2024 Non-Site Traffic w/ new Roadways	0	0	0	77	0	77	40	604	0	0	470	80	1,348
Old Margaritaville Site	0	0	0	92	0	110	74	0	0	0	0	12	288
Tullis+Hotel+Sharkshead Sites	0	0	0	0	0	0	0	210	0	0	151	0	361
Site Traffic	0	0	0	92	0	110	74	210	0	0	151	12	649
2024 Total Traffic	0	0	0	169	0	187	114	814	0	0	621	92	1,997

Count Date: 3/26/2008.

US Hwy 90/Cedar Street-Margaritaville Hotel

Annual Growth Factor 0.0% AM Peak Hour 7:00 to 8:00
Base Year 2008 PM Peak Hour 4:45 to 5:45
Horizon Year 1 2024

Start Time	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
AM Peak Hour													
2008 Existing Traffic	5	5	3	3	3	3	2	321	7	5	658	8	1,023
2021 Existing Traffic w/ Hotel Adj	42	5	42	3	3	3	2	321	60	58	658	8	1,205
2024 Non-Site Traffic	42	5	42	3	3	3	2	321	60	58	658	8	1,205
2024 Non-Site Traffic w/ new Roadways	42	5	42	3	3	3	2	321	60	58	468	8	1,015
Old Margaritaville Site	0	0	0	0	0	0	0	36	0	0	11	0	47
Tullis+Hotel+Sharkshead Sites	0	0	0	0	0	0	0	98	0	0	151	0	249
Site Traffic	0	0	0	0	0	0	0	134	0	0	162	0	296
2024 Total Traffic	42	5	42	3	3	3	2	455	60	58	630	8	1,311
PM Peak Hour													
2008 Existing Traffic	9	6	5	74	3	4	4	813	1	1	489	4	1,413
2021 Existing Traffic w/ Hotel Adj	71	6	66	74	3	4	4	813	66	65	489	4	1,665
2024 Non-Site Traffic	71	6	66	74	3	4	4	813	66	65	489	4	1,665
2024 Non-Site Traffic w/ new Roadways	71	6	66	74	3	4	4	813	66	65	489	4	1,665
Old Margaritaville Site	0	0	0	0	0	0	0	92	0	0	12	0	104
Tullis+Hotel+Sharkshead Sites	0	0	0	0	0	0	0	210	0	0	151	0	361
Site Traffic	0	0	0	0	0	0	0	302	0	0	163	0	465
2024 Total Traffic	71	6	66	74	3	4	4	1,115	66	65	652	4	2,130

Count Date: 3/25/2008.

US Hwy 90/Myrtle Street-Golden Nugget

Annual Growth Factor0.0%AM Peak Hour7:15 to 8:15

Base Year2008PM Peak Hour6:00 to 7:00

Horizon Year12024

Start Time	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
AM Peak Hour 2008 Existing Traffic 2021 Base Year 2024 Non-Site Traffic 2024 Non-Site Traffic w/ new Roadways Old Margaritaville Site Tullis+Hotel+Sharkshead Sites Site Traffic 2024 Total Traffic	47	22	28	43	17	23	12	296	67	49	662	122	1,388
	47	22	28	43	17	23	12	296	67	49	662	122	1,388
	47	22	28	43	17	23	12	296	67	49	662	122	1,388
	47	22	28	43	17	23	12	296	67	49	472	22	1,098
	0	0	0	0	0	0	0	36	0	0	11	0	47
	0	0	0	0	0	0	0	98	0	0	151	0	249
	0	0	0	0	0	0	0	134	0	0	162	0	296
PM Peak Hour 2008 Existing Traffic 2021 Base Year 2024 Non-Site Traffic 2024 Non-Site Traffic w/ new Roadways Old Margaritaville Site Tullis+Hotel+Sharkshead Sites Site Traffic 2024 Total Traffic	47	22	28	43	17	23	12	430	67	49	634	22	1,394
	61	21	58	118	11	20	25	837	62	91	959	166	2,429
	61	21	58	118	11	20	25	837	62	91	959	166	2,429
	61	21	58	118	11	20	25	837	62	91	959	166	2,429
	61	21	58	118	11	20	25	837	62	91	759	46	2,109
	0	0	0	0	0	0	0	92	0	0	12	0	104
	0	0	0	0	0	0	0	210	0	0	151	0	361
Site Traffic	0	0	0	0	0	0	0	302	0	0	163	0	465
	61	21	58	118	11	20	25	1,139	62	91	922	46	2,574

Count Date: 4/10/2008.

Howard Ave/Pine Street

Annual Growth Factor 0.0%
Base Year 2012
Horizon Year 1 2024

Start Time	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
AM Peak Hour													
	5	5	5	5	5	10	15	35	5	5	30	5	130
	5	5	5	5	5	10	15	35	5	5	30	5	130
	5	5	5	5	5	10	15	35	5	5	30	5	130
	9	42	9	20	84	10	15	30	25	5	198	25	472
	0	75	0	0	78	7	11	0	0	0	0	43	214
	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	75	0	0	78	7	11	0	0	0	0	43	214
	9	117	9	20	162	17	26	30	25	5	198	68	686
PM Peak Hour													
	5	10	5	5	10	20	25	55	5	5	55	5	205
	5	10	5	5	10	20	25	55	5	5	55	5	205
	5	10	5	5	10	20	25	55	5	5	55	5	205
	15	100	5	25	134	20	25	40	15	5	220	35	639
	0	86	0	0	202	18	12	0	0	0	0	49	367
	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	86	0	0	202	18	12	0	0	0	0	49	367
	15	186	5	25	336	38	37	40	15	5	220	84	1,006

Howard Ave/Myrtle Street-Palace Casino

Annual Growth Factor 0.0%
 Base Year 2012
 Horizon Year 1 2024

Start Time	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
AM Peak Hour													
2012 Existing Traffic	31	110	15	5	50	7	15	5	25	5	2	5	275
2021 Base Year Traffic	31	110	15	5	50	7	15	5	25	5	2	5	275
2024 Non-Site Traffic	31	110	15	5	50	7	15	5	25	5	2	5	275
2024 Non-Site Traffic w/ new Roadways	31	10	15	5	50	7	15	5	25	10	190	100	463
Old Margaritaville Site	0	0	0	0	0	0	0	0	0	0	43	0	43
Tullis+Hotel+Sharkshead Sites	0	0	0	0	0	0	0	0	0	0	0	0	0
Site Traffic	0	0	0	0	0	0	0	0	0	0	43	0	43
2024 Total Traffic	31	10	15	5	50	7	15	5	25	10	233	100	506
PM Peak Hour													
2012 Existing Traffic	55	137	20	5	99	5	25	5	35	15	5	5	411
2021 Base Year Traffic	55	137	20	5	99	5	25	5	35	15	5	5	411
2024 Non-Site Traffic	55	137	20	5	99	5	25	5	35	15	5	5	411
2024 Non-Site Traffic w/ new Roadways	55	17	20	5	99	5	25	5	35	30	200	120	616
Old Margaritaville Site	0	0	0	0	0	0	0	0	0	0	49	0	49
Tullis+Hotel+Sharkshead Sites	0	0	0	0	0	0	0	0	0	0	0	0	0
Site Traffic	0	0	0	0	0	0	0	0	0	0	49	0	49
2024 Total Traffic	55	17	20	5	99	5	25	5	35	30	249	120	665

5th Street/Pine Street - Future

Annual Growth Factor 0.0%
Base Year 2012
Horizon Year 1 2024

Start Time	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
AM Peak Hour 2012 Historical Traffic 2021 Base Year Traffic 2024 Non-Site Traffic 2024 Non-Site Traffic w/ new Roadways Old Margaritaville Site Tullis+Hotel+Sharkshead Sites Site Traffic 2024 Total Traffic	0	0	0	0	0	0	0	49	0	0	36	0	85
	0	0	0	0	0	0	0	49	0	0	36	0	85
	5	87	10	10	102	0	5	34	10	2	13	16	294
	0	0	128	75	0	0	0	11	0	85	7	50	356
	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	128	75	0	0	0	11	0	85	7	50	356
	5	87	138	85	102	0	5	45	10	87	20	66	650
PM Peak Hour 2012 Historical Traffic 2021 Base Year Traffic 2024 Non-Site Traffic 2024 Non-Site Traffic w/ new Roadways Old Margaritaville Site Tullis+Hotel+Sharkshead Sites Site Traffic 2024 Total Traffic	0	0	0	0	0	0	0	44	0	0	83	0	127
	0	0	0	0	0	0	0	44	0	0	83	0	127
	5	147	10	10	156	0	5	29	10	13	35	28	448
	0	0	148	86	0	0	0	12	0	221	18	129	614
	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	148	86	0	0	0	12	0	221	18	129	614
	5	147	158	96	156	0	5	41	10	234	53	157	1,062

**Hwy 90 and Myrtle Street Turn Lane Improvements
BILOXI, MISSISSIPPI
Opinion of Probable Construction Cost (12/9/2021)**

	Roadway Improvements/Engineering/ Permitting
Turn Lane Improvements on Hwy 90	\$225,000.00
Parking Lot / Driveway Improvements	\$175,000.00
Acquisition Cost for Parking Lot	\$75,000.00
Contingency (20%)	\$45,000.00
Total Construction Cost	\$520,000.00
Engineering and CE&I (20%)	\$104,000.00
Total	\$624,000.00

Engineer's opinions of probable construction cost provided herein are made on the basis of Engineer's experience, qualifications, general familiarity with the construction industry, and the level of information available to Engineer at the time this opinion of construction cost is provided. However, because Engineer has no control over the cost of labor, materials, equipment, services furnished by others, contractors' methods of determining prices, competitive bidding or market conditions, Engineer cannot and does not guarantee or warrant that proposals, bids or actual construction cost will not vary from this opinion of probable construction cost.

**HOWARD AVENUE BRIDGE
BILOXI, MISSISSIPPI
Opinion of Probable Construction Cost (12/2/2021)**

Average Construction Cost per SF for a Bridge	\$275.00	/SF
	Howard Avenue Bridge	Roadway Improvements/Environmental/ Permitting
Bridge Surface Area (SF)	61000.00	
Construction Cost	\$16,775,000.00	\$1,200,000.00
Contingency (25%)	\$4,193,750.00	\$300,000.00
Total Construction Cost	\$20,968,750.00	\$1,500,000.00
Engineering and CE&I (20%)	\$4,193,750.00	\$300,000.00
Subtotal	\$25,162,500.00	\$1,800,000.00
Total		\$26,962,500.00

Engineer's opinions of probable construction cost provided herein are made on the basis of Engineer's experience, qualifications, general familiarity with the construction industry, and the level of information available to Engineer at the time this opinion of construction cost is provided. However, because Engineer has no control over the cost of labor, materials, equipment, services furnished by others, contractors' methods of determining prices, competitive bidding or market conditions, Engineer cannot and does not guarantee or warrant that proposals, bids or actual construction cost will not vary from this opinion of probable construction cost.

Preliminary Cost Estimate East Biloxi-Pine/Maple Street Extension (HWY 90 to 5th Street) -12-3-2021				
<i>Item</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Price</i>	<i>Amount</i>
Clearing & Grubbing*	19.0	Acres	\$20,000.00	\$380,000.00
In Grade Prep.(6")	1.3	Miles	\$11,000.00	\$14,300.00
Excess Excavation**	45,100	C. Y.	\$10.00	\$451,000.00
Borrow Material	83,500	C. Y.	\$12.00	\$1,002,000.00
Top Soil	7000	C. Y.(LVM)	\$8.00	\$56,000.00
Grassing/Acres	4.3	Acres	\$1,500.00	\$6,450.00
Silt Fence	14,000	L. F.	\$3.00	\$42,000.00
Temporary Erosion	1,000	Bales	\$6.00	\$6,000.00
Solid Sod (centipede)	20,000	S. Y.	\$3.50	\$70,000.00
Crushed Stone Base	8,000	C. Y.	\$85.00	\$680,000.00
Prime	14,000	Gals.	\$2.00	\$28,000.00
HMA Base (19mm)		Tons	\$98.00	\$0.00
HMA Binder(12mm)	15,700	Tons	\$75.00	\$1,177,500.00
HMA Surface(12mm)		Tons	\$105.00	\$0.00
Concrete Curb(2')	27,100	L. F.	\$20.00	\$542,000.00
Concrete Sidewalk(5)	5,000	S. Y.	\$35.00	\$175,000.00
Traffic Signals	4	Each	\$120,000.00	\$480,000.00
Storm Drainage&Cross-Dri.	1	L. S.	\$800,000.00	\$800,000.00
Water main(16")	1	L. S.	\$575,000.00	\$575,000.00
Sewer	1	L. S.	\$820,000.00	\$820,000.00
Bridge	1	L. S.	\$0.00	\$0.00
Lighting	1	L. S.	\$16,000.00	\$16,000.00
Landscaping(Trees & Shrubs)	1	L. S.	\$34,000.00	\$34,000.00
Irrigation	1	L. S.	\$110,716.00	\$110,720.00
Signing	1	L. S.	\$10,000.00	\$10,000.00
Traffic Markings(All Type)	1	L. S.	\$17,000.00	\$17,000.00
Construction Staking (RD.)	1.3	Miles	\$60,000.00	\$78,000.00
RR G.Xing(w/Light&Gates)	1	L. S.	\$250,000.00	\$250,000.00
				\$7,820,970.00
		Mobilization	5%	\$391,050.00
		Maintenance of Traffic	5%	\$391,050.00
		Contingencies	10%	\$782,100.00
		Total Construction Cost		\$9,385,170.00
		FEMA Related Cost	\$2,195,000.00	
		Design	7%	\$656,960.00
		Survey	1 Mile	\$162,000.00
		CEI	8%	\$750,810.00
		Environmental Document		\$0.00
Right of Way Acquisition	505,750	S. F.	\$12.00	\$6,069,000.00
		Total Project Cost		\$17,023,940.00
* Includes all obstructions within the construction limits, including trees,stumps, signs, sign posts pavements(all types), curbs(all types), sidewalks,old buildings slabs,inlets,sewer and water lines buildings,and all other obstructions found within the construction limits..				

Neel-Schaffer

786 Howard Avenue
Biloxi, MS 39530

Intersection: Oak Street & Back Bay Blvd
Counter: Barnes
Weather: Clear
City/State: Biloxi, Mississippi

File Name : Oak_Backbay_blx_pk
Site Code : 00000000
Start Date : 6/30/2005
Page No : 1

Groups Printed- Unshifted

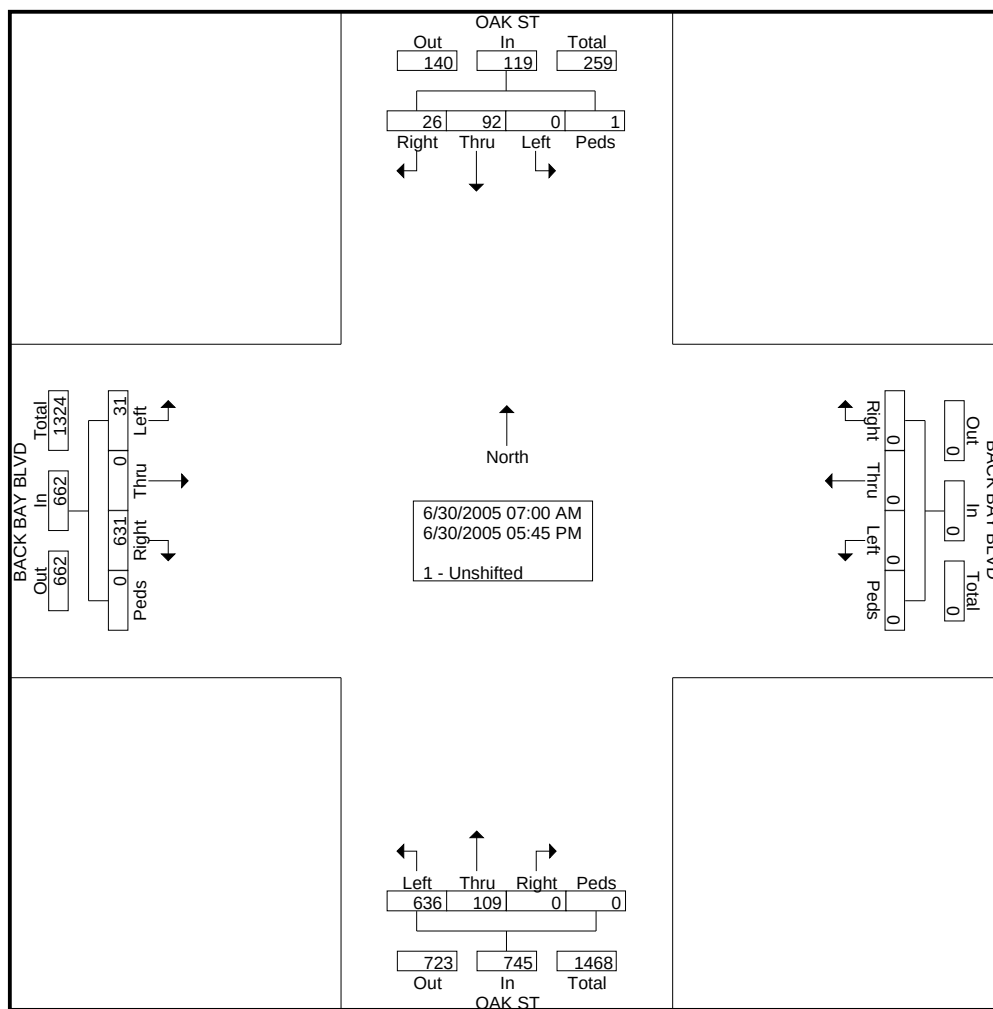
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	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	1	3	0	4	0	0	0	0	0	24	3	0	0	27	0	0	26	0	26	57
07:15 AM	0	2	1	0	3	0	0	0	0	0	31	3	0	0	34	0	0	27	0	27	64
07:30 AM	0	4	1	0	5	0	0	0	0	0	29	6	0	0	35	1	0	31	0	32	72
07:45 AM	0	6	1	0	7	0	0	0	0	0	35	6	0	0	41	3	0	40	0	43	91
Total	0	13	6	0	19	0	0	0	0	0	119	18	0	0	137	4	0	124	0	128	284
08:00 AM	0	7	0	0	7	0	0	0	0	0	33	4	0	0	37	4	0	38	0	42	86
08:15 AM	0	3	5	0	8	0	0	0	0	0	28	5	0	0	33	1	0	34	0	35	76
08:30 AM	0	6	1	0	7	0	0	0	0	0	33	9	0	0	42	1	0	31	0	32	81
08:45 AM	0	5	2	0	7	0	0	0	0	0	41	5	0	0	46	0	0	29	0	29	82
Total	0	21	8	0	29	0	0	0	0	0	135	23	0	0	158	6	0	132	0	138	325
*** BREAK ***																					
04:00 PM	0	12	1	1	14	0	0	0	0	0	48	10	0	0	58	2	0	49	0	51	123
04:15 PM	0	9	1	0	10	0	0	0	0	0	65	6	0	0	71	2	0	49	0	51	132
04:30 PM	0	6	1	0	7	0	0	0	0	0	65	3	0	0	68	3	0	52	0	55	130
04:45 PM	0	12	1	0	13	0	0	0	0	0	32	12	0	0	44	4	0	52	0	56	113
Total	0	39	4	1	44	0	0	0	0	0	210	31	0	0	241	11	0	202	0	213	498
05:00 PM	0	6	2	0	8	0	0	0	0	0	49	11	0	0	60	1	0	58	0	59	127
05:15 PM	0	4	2	0	6	0	0	0	0	0	45	8	0	0	53	3	0	44	0	47	106
05:30 PM	0	6	3	0	9	0	0	0	0	0	45	10	0	0	55	2	0	38	0	40	104
05:45 PM	0	3	1	0	4	0	0	0	0	0	33	8	0	0	41	4	0	33	0	37	82
Total	0	19	8	0	27	0	0	0	0	0	172	37	0	0	209	10	0	173	0	183	419
Grand Total	0	92	26	1	119	0	0	0	0	0	636	109	0	0	745	31	0	631	0	662	1526
Apprch %	0	77.3	21.8	0.8		0	0	0	0		85.4	14.6	0	0		4.7	0	95.3	0		
Total %	0	6	1.7	0.1	7.8	0	0	0	0	0	41.7	7.1	0	0	48.8	2	0	41.3	0	43.4	

Neel-Schaffer

786 Howard Avenue
Biloxi, MS 39530

Intersection: Oak Street & Back Bay Blvd
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Page No : 2



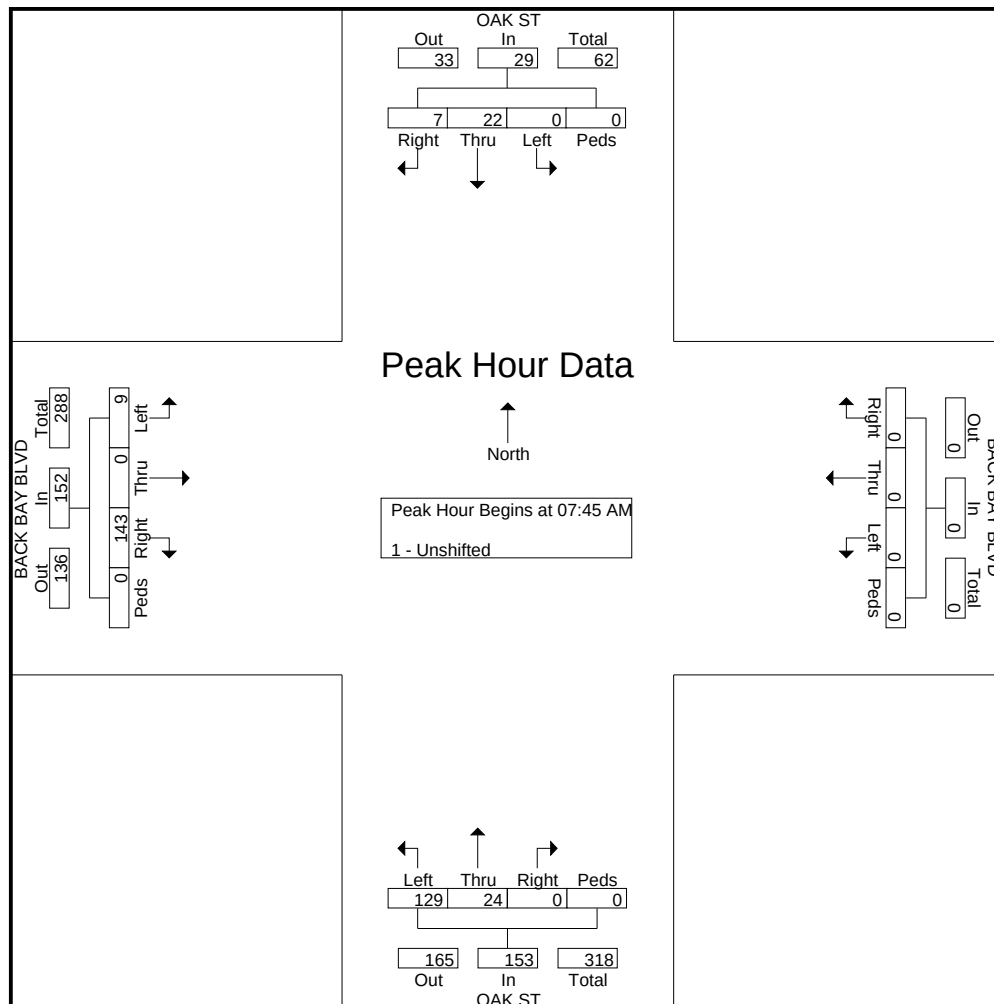
Neel-Schaffer

786 Howard Avenue
Biloxi, MS 39530

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	OAK ST Southbound					BACK BAY BLVD Westbound					OAK ST Northbound					BACK BAY BLVD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	6	1	0	7	0	0	0	0	0	35	6	0	0	41	3	0	40	0	43	91
08:00 AM	0	7	0	0	7	0	0	0	0	0	33	4	0	0	37	4	0	38	0	42	86
08:15 AM	0	3	5	0	8	0	0	0	0	0	28	5	0	0	33	1	0	34	0	35	76
08:30 AM	0	6	1	0	7	0	0	0	0	0	33	9	0	0	42	1	0	31	0	32	81
Total Volume	0	22	7	0	29	0	0	0	0	0	129	24	0	0	153	9	0	143	0	152	334
% App. Total	0	75.9	24.1	0		0	0	0	0		84.3	15.7	0	0		5.9	0	94.1	0		
PHF	.000	.786	.350	.000	.906	.000	.000	.000	.000	.000	.921	.667	.000	.000	.911	.563	.000	.894	.000	.884	.918



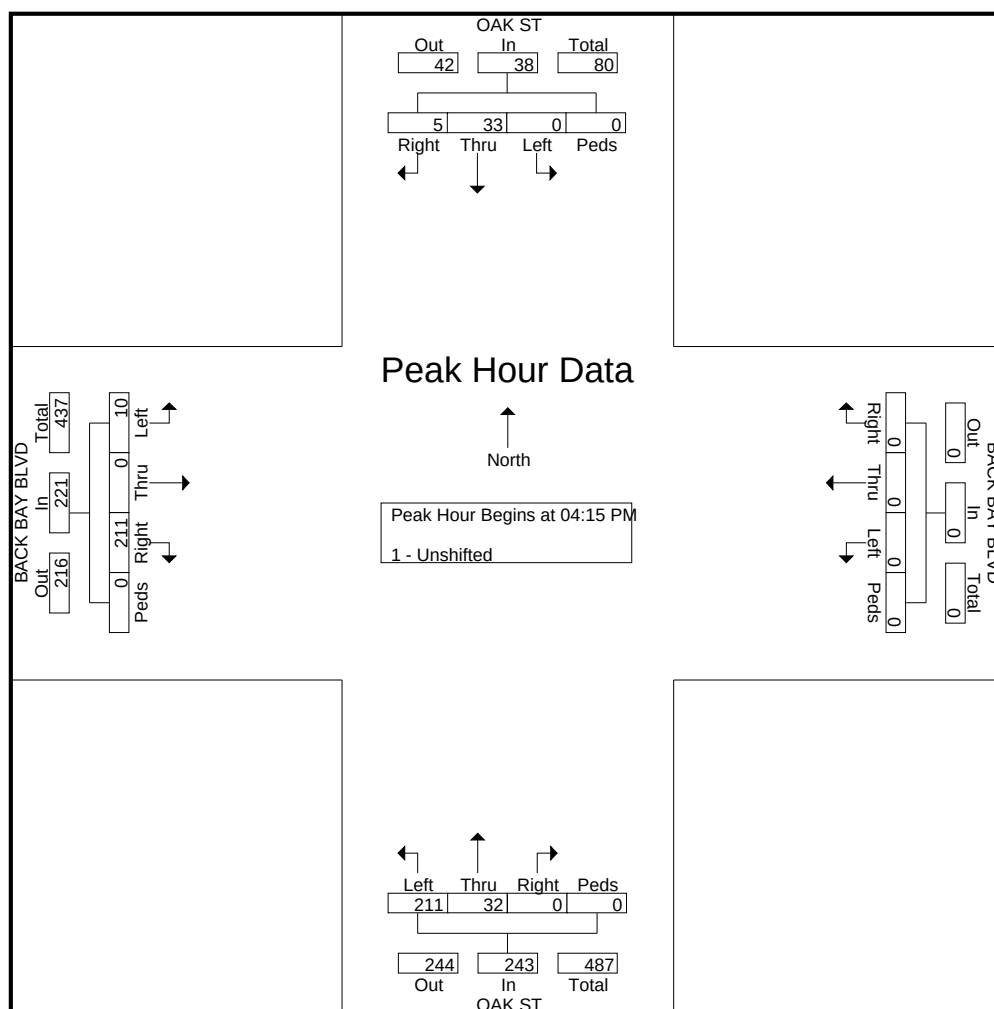
Neel-Schaffer

786 Howard Avenue
Biloxi, MS 39530

Intersection: Oak Street & Back Bay Blvd
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File Name : Oak_Backbay_blx_pk
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	OAK ST Southbound					BACK BAY BLVD Westbound					OAK ST Northbound					BACK BAY BLVD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:45 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	9	1	0	10	0	0	0	0	0	65	6	0	0	71	2	0	49	0	51	132
04:30 PM	0	6	1	0	7	0	0	0	0	0	65	3	0	0	68	3	0	52	0	55	130
04:45 PM	0	12	1	0	13	0	0	0	0	0	32	12	0	0	44	4	0	52	0	56	113
05:00 PM	0	6	2	0	8	0	0	0	0	0	49	11	0	0	60	1	0	58	0	59	127
Total Volume	0	33	5	0	38	0	0	0	0	0	211	32	0	0	243	10	0	211	0	221	502
% App. Total	0	86.8	13.2	0		0	0	0	0	0	86.8	13.2	0	0		4.5	0	95.5	0		
PHF	.000	.688	.625	.000	.731	.000	.000	.000	.000	.000	.812	.667	.000	.000	.856	.625	.000	.909	.000	.936	.951



Neel-Schaffer

786 Howard Avenue
Biloxi, MS 39530

Intersection: Oak St/Division St
Counter:
Weather:
City/State:

File Name : oak_division
Site Code : 00000000
Start Date : 7/20/2005
Page No : 1

Groups Printed- Unshifted

Start Time	OAK ST Southbound				DIVISION ST Westbound				OAK ST Northbound				DIVISION ST Eastbound				Int. Total
	Left	Throug h	Right	App. Total	Left	Throug h	Right	App. Total	Left	Throug h	Right	App. Total	Left	Throug h	Right	App. Total	
06:00 AM	1	15	0	16	0	0	0	0	0	20	0	20	1	0	6	7	43
06:15 AM	0	32	0	32	0	0	0	0	3	20	0	23	2	0	6	8	63
06:30 AM	0	20	3	23	1	0	0	1	5	23	1	29	0	0	15	15	68
06:45 AM	0	40	1	41	0	0	0	0	3	32	1	36	0	0	11	11	88
Total	1	107	4	112	1	0	0	1	11	95	2	108	3	0	38	41	262
07:00 AM	0	33	1	34	0	0	0	0	7	21	0	28	1	0	7	8	70
07:15 AM	0	42	1	43	0	0	1	1	10	28	0	38	2	0	16	18	100
07:30 AM	1	35	2	38	0	1	0	1	10	31	0	41	2	0	22	24	104
07:45 AM	0	40	2	42	0	0	0	0	11	41	0	52	1	1	21	23	117
Total	1	150	6	157	0	1	1	2	38	121	0	159	6	1	66	73	391
08:00 AM	0	33	1	34	1	1	0	2	12	40	0	52	1	0	13	14	102
08:15 AM	0	34	0	34	0	0	0	0	14	39	0	53	1	0	14	15	102
08:30 AM	0	33	2	35	0	0	0	0	13	20	0	33	1	0	13	14	82
08:45 AM	0	22	2	24	0	1	0	1	9	26	0	35	1	1	16	18	78
Total	0	122	5	127	1	2	0	3	48	125	0	173	4	1	56	61	364
09:00 AM	0	35	3	38	0	0	0	0	11	33	0	44	3	0	15	18	100
09:15 AM	0	28	0	28	0	0	0	0	7	28	0	35	1	0	13	14	77
09:30 AM	0	44	4	48	0	0	0	0	6	31	0	37	3	0	15	18	103
09:45 AM	0	38	3	41	0	0	0	0	11	33	1	45	4	0	19	23	109
Total	0	145	10	155	0	0	0	0	35	125	1	161	11	0	62	73	389
10:00 AM	0	29	2	31	1	0	0	1	12	41	0	53	3	0	14	17	102
10:15 AM	0	37	7	44	0	0	0	0	16	30	1	47	3	1	10	14	105
10:30 AM	0	41	3	44	0	1	0	1	10	31	1	42	1	0	21	22	109
10:45 AM	0	34	2	36	0	1	0	1	15	35	1	51	4	0	19	23	111
Total	0	141	14	155	1	2	0	3	53	137	3	193	11	1	64	76	427
11:00 AM	0	38	2	40	0	0	0	0	12	37	0	49	0	0	16	16	105
11:15 AM	0	42	5	47	0	0	0	0	18	35	0	53	1	0	23	24	124
11:30 AM	1	36	0	37	1	0	0	1	19	29	1	49	3	0	26	29	116
11:45 AM	0	46	3	49	1	1	0	2	13	54	1	68	4	0	17	21	140
Total	1	162	10	173	2	1	0	3	62	155	2	219	8	0	82	90	485
12:00 PM	0	47	0	47	0	0	0	0	12	41	1	54	1	0	25	26	127
12:15 PM	0	33	3	36	0	0	0	0	17	42	0	59	1	0	14	15	110
12:30 PM	0	36	1	37	0	0	0	0	18	34	0	52	4	0	22	26	115
12:45 PM	0	39	4	43	0	0	0	0	18	34	0	52	6	1	20	27	122
Total	0	155	8	163	0	0	0	0	65	151	1	217	12	1	81	94	474
01:00 PM	0	26	4	30	0	0	0	0	21	52	0	73	1	0	22	23	126
01:15 PM	0	41	4	45	0	0	0	0	21	34	1	56	3	0	21	24	125
01:30 PM	1	39	3	43	0	0	0	0	13	40	0	53	4	0	26	30	126
01:45 PM	0	46	4	50	0	0	0	0	21	43	0	64	4	0	18	22	136
Total	1	152	15	168	0	0	0	0	76	169	1	246	12	0	87	99	513
02:00 PM	0	42	3	45	0	0	0	0	21	28	0	49	4	0	24	28	122
02:15 PM	1	52	4	57	0	1	1	2	18	50	0	68	3	0	28	31	158
02:30 PM	0	51	0	51	1	1	0	2	19	55	0	74	5	0	25	30	157
02:45 PM	0	57	1	58	0	1	0	1	23	47	0	70	3	0	23	26	155
Total	1	202	8	211	1	3	1	5	81	180	0	261	15	0	100	115	592

Neel-Schaffer

786 Howard Avenue
Biloxi, MS 39530

Intersection: Oak St/Division St
Counter:
Weather:
City/State:

File Name : oak_division
Site Code : 00000000
Start Date : 7/20/2005
Page No : 2

Groups Printed- Unshifted

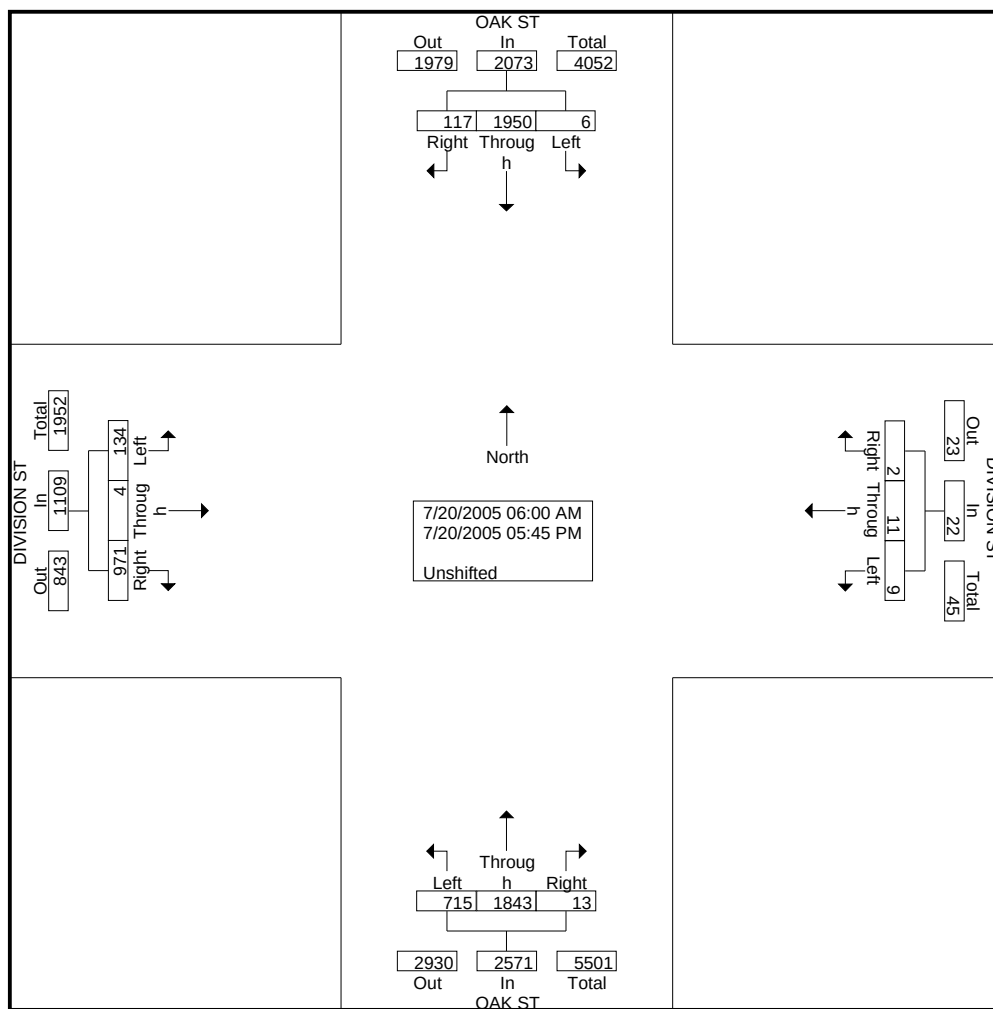
	OAK ST Southbound				DIVISION ST Westbound				OAK ST Northbound				DIVISION ST Eastbound				
Start Time	Left	Throug h	Right	App. Total	Left	Throug h	Right	App. Total	Left	Throug h	Right	App. Total	Left	Throug h	Right	App. Total	Int. Total
03:00 PM	0	50	4	54	0	0	0	0	21	52	0	73	3	0	25	28	155
03:15 PM	0	73	4	77	0	0	0	0	22	47	0	69	5	0	28	33	179
03:30 PM	0	50	2	52	0	0	0	0	15	44	0	59	2	0	19	21	132
03:45 PM	0	45	3	48	0	0	0	0	18	35	0	53	4	0	35	39	140
Total	0	218	13	231	0	0	0	0	76	178	0	254	14	0	107	121	606
04:00 PM	0	52	1	53	0	1	0	1	20	57	0	77	2	0	30	32	163
04:15 PM	0	46	5	51	0	0	0	0	22	57	0	79	8	0	33	41	171
04:30 PM	0	53	4	57	0	0	0	0	21	39	0	60	4	0	24	28	145
04:45 PM	0	40	2	42	0	0	0	0	14	46	0	60	2	0	27	29	131
Total	0	191	12	203	0	1	0	1	77	199	0	276	16	0	114	130	610
05:00 PM	0	47	3	50	0	0	0	0	25	57	1	83	5	0	32	37	170
05:15 PM	1	65	3	69	1	0	0	1	23	47	1	71	4	0	35	39	180
05:30 PM	0	51	4	55	2	1	0	3	21	50	1	72	9	0	26	35	165
05:45 PM	0	42	2	44	0	0	0	0	24	54	0	78	4	0	21	25	147
Total	1	205	12	218	3	1	0	4	93	208	3	304	22	0	114	136	662
Grand Total	6	1950	117	2073	9	11	2	22	715	1843	13	2571	134	4	971	1109	5775
Apprch %	0.3	94.1	5.6		40.9	50	9.1		27.8	71.7	0.5		12.1	0.4	87.6		
Total %	0.1	33.8	2	35.9	0.2	0.2	0	0.4	12.4	31.9	0.2	44.5	2.3	0.1	16.8	19.2	

Neel-Schaffer

786 Howard Avenue
Biloxi, MS 39530

Intersection: Oak St/Division St
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City/State:

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Start Date : 7/20/2005
Page No : 3



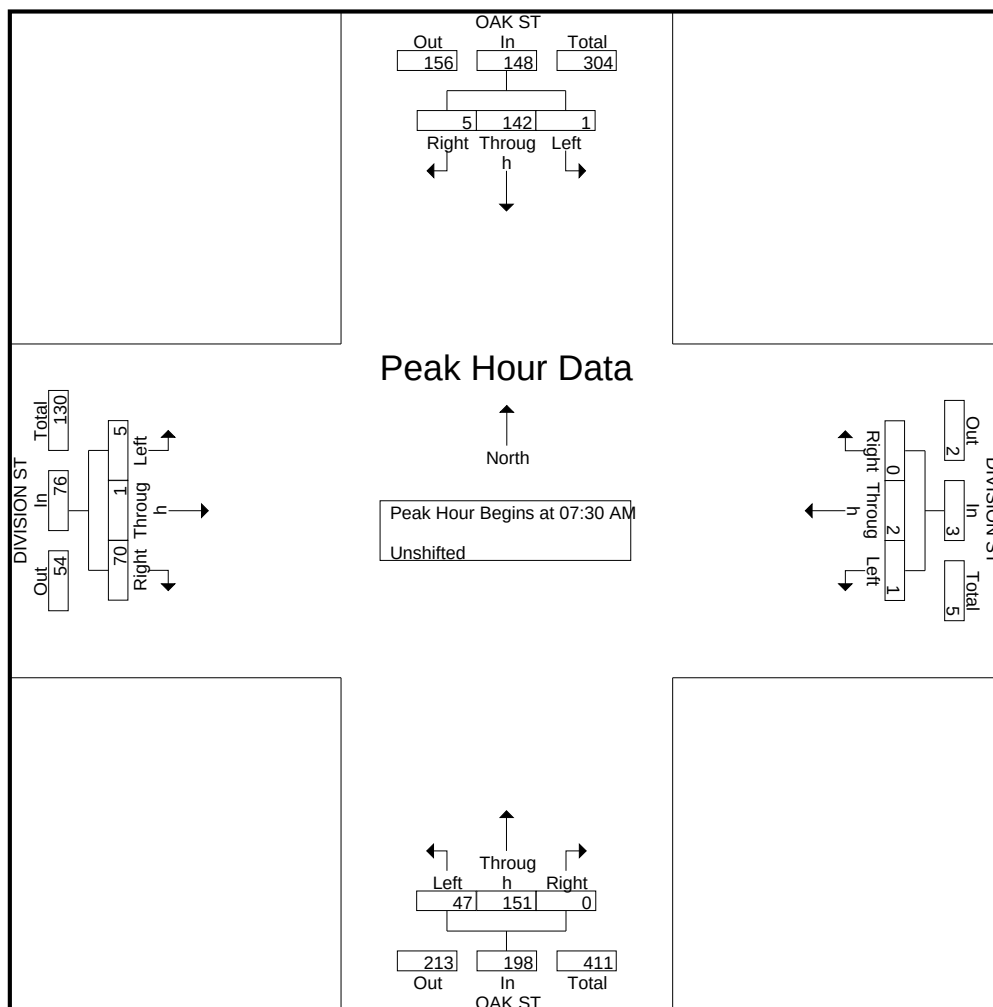
Neel-Schaffer

786 Howard Avenue
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	OAK ST Southbound				DIVISION ST Westbound				OAK ST Northbound				DIVISION ST Eastbound				
Start Time	Left	Thru h	Right	App. Total	Left	Thru h	Right	App. Total	Left	Thru h	Right	App. Total	Left	Thru h	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	35	2	38	0	1	0	1	10	31	0	41	2	0	22	24	104
07:45 AM	0	40	2	42	0	0	0	0	11	41	0	52	1	1	21	23	117
08:00 AM	0	33	1	34	1	1	0	2	12	40	0	52	1	0	13	14	102
08:15 AM	0	34	0	34	0	0	0	0	14	39	0	53	1	0	14	15	102
Total Volume	1	142	5	148	1	2	0	3	47	151	0	198	5	1	70	76	425
% App. Total	0.7	95.9	3.4		33.3	66.7	0		23.7	76.3	0		6.6	1.3	92.1		
PHF	.250	.888	.625	.881	.250	.500	.000	.375	.839	.921	.000	.934	.625	.250	.795	.792	.908



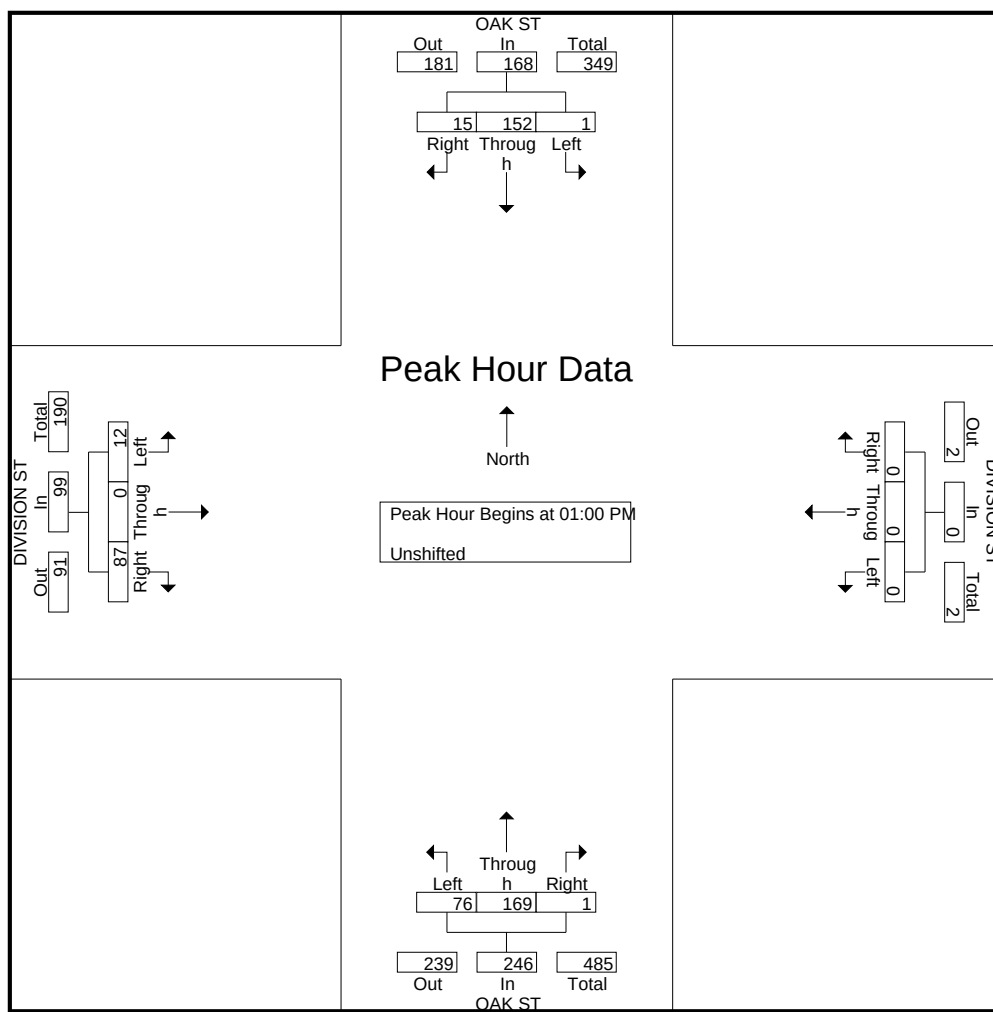
Neel-Schaffer

786 Howard Avenue
Biloxi, MS 39530

Intersection: Oak St/Division St
Counter:
Weather:
City/State:

File Name : oak_division
Site Code : 00000000
Start Date : 7/20/2005
Page No : 5

	OAK ST Southbound				DIVISION ST Westbound				OAK ST Northbound				DIVISION ST Eastbound				
Start Time	Left	Throug h	Right	App. Total	Left	Throug h	Right	App. Total	Left	Throug h	Right	App. Total	Left	Throug h	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	26	4	30	0	0	0	0	21	52	0	73	1	0	22	23	126
01:15 PM	0	41	4	45	0	0	0	0	21	34	1	56	3	0	21	24	125
01:30 PM	1	39	3	43	0	0	0	0	13	40	0	53	4	0	26	30	126
01:45 PM	0	46	4	50	0	0	0	0	21	43	0	64	4	0	18	22	136
Total Volume	1	152	15	168	0	0	0	0	76	169	1	246	12	0	87	99	513
% App. Total	0.6	90.5	8.9		0	0	0		30.9	68.7	0.4		12.1	0	87.9		
PHF	.250	.826	.938	.840	.000	.000	.000	.000	.905	.813	.250	.842	.750	.000	.837	.825	.943



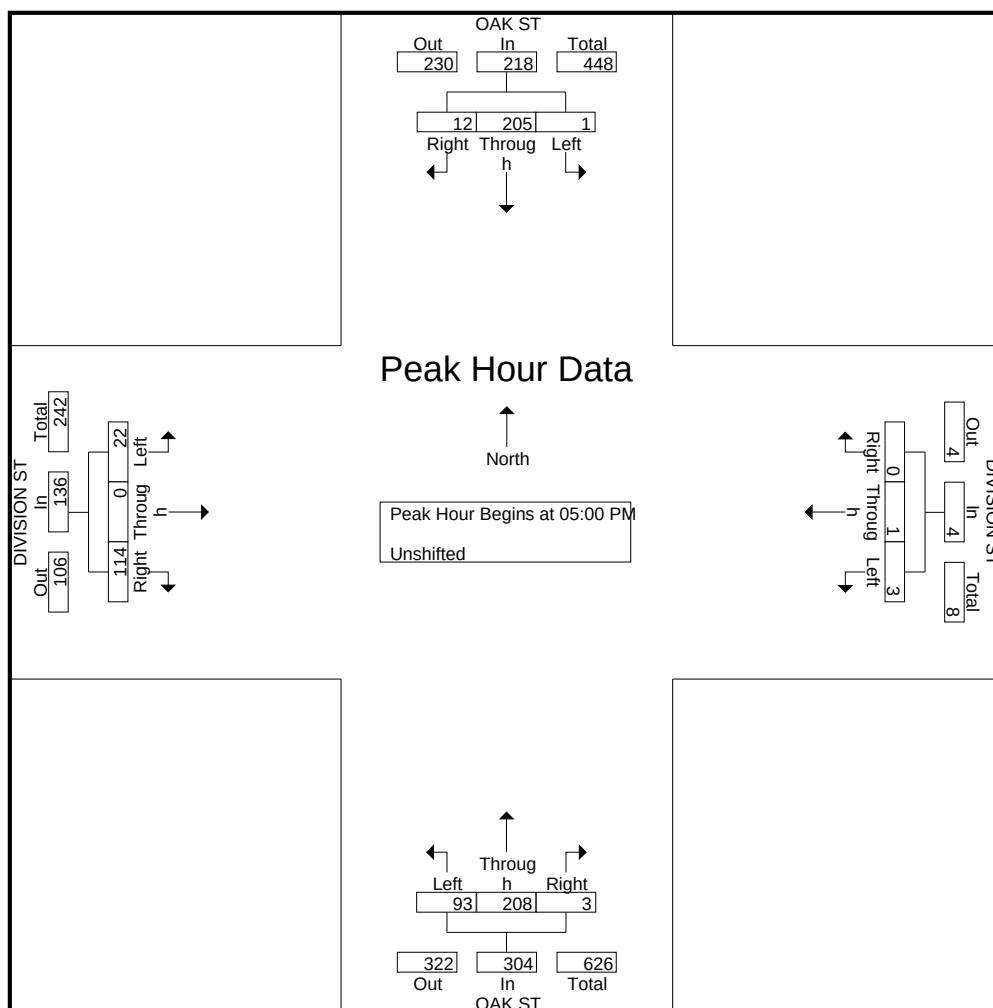
Neel-Schaffer

786 Howard Avenue
Biloxi, MS 39530

Intersection: Oak St/Division St
Counter:
Weather:
City/State:

File Name : oak_division
Site Code : 00000000
Start Date : 7/20/2005
Page No : 6

	OAK ST Southbound				DIVISION ST Westbound				OAK ST Northbound				DIVISION ST Eastbound				
Start Time	Left	Throug h	Right	App. Total	Left	Throug h	Right	App. Total	Left	Throug h	Right	App. Total	Left	Throug h	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	47	3	50	0	0	0	0	25	57	1	83	5	0	32	37	170
05:15 PM	1	65	3	69	1	0	0	1	23	47	1	71	4	0	35	39	180
05:30 PM	0	51	4	55	2	1	0	3	21	50	1	72	9	0	26	35	165
05:45 PM	0	42	2	44	0	0	0	0	24	54	0	78	4	0	21	25	147
Total Volume	1	205	12	218	3	1	0	4	93	208	3	304	22	0	114	136	662
% App. Total	0.5	94	5.5		75	25	0		30.6	68.4	1		16.2	0	83.8		
PHF	.250	.788	.750	.790	.375	.250	.000	.333	.930	.912	.750	.916	.611	.000	.814	.872	.919



Neel-Schaffer

786 Howard Avenue
Biloxi, MS 39530

Intersection: Oak St/5th Street

Counter:

Weather:

City/State: Biloxi, Mississippi

File Name : Oak_5th_Blx_12

Site Code : 00000000

Start Date : 6/21/2005

Page No : 1

Groups Printed- Unshifted

Start Time	OAK STREET Southbound					5TH STREET Westbound					OAK STREET Northbound					5TH STREET Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:00 AM	7	14	0	0	21	2	0	2	0	4	0	18	4	0	22	0	0	0	0	0	47
06:15 AM	9	19	0	0	28	2	0	1	0	3	0	27	6	0	33	0	0	0	0	0	64
06:30 AM	16	18	0	0	34	2	0	2	0	4	0	24	8	0	32	0	0	0	0	0	70
06:45 AM	20	36	0	0	56	2	0	1	0	3	0	25	14	0	39	0	0	0	0	0	98
Total	52	87	0	0	139	8	0	6	0	14	0	94	32	0	126	0	0	0	0	0	279
07:00 AM	9	41	0	0	50	2	0	4	0	6	0	37	4	0	41	0	0	0	0	0	97
07:15 AM	10	44	0	0	54	4	0	5	0	9	0	38	7	0	45	0	0	0	0	0	108
07:30 AM	12	53	0	0	65	5	0	4	0	9	0	50	5	0	55	0	0	0	0	0	129
07:45 AM	7	66	0	1	74	1	0	5	0	6	2	58	8	0	68	0	0	0	0	0	148
Total	38	204	0	1	243	12	0	18	0	30	2	183	24	0	209	0	0	0	0	0	482
08:00 AM	12	53	0	0	65	1	0	8	0	9	0	59	7	0	66	0	0	0	0	0	140
08:15 AM	5	60	0	0	65	1	0	11	0	12	0	51	5	0	56	0	0	0	0	0	133
08:30 AM	3	64	0	0	67	1	0	8	0	9	0	56	2	0	58	0	0	0	0	0	134
08:45 AM	4	45	0	0	49	3	0	1	0	4	0	34	2	0	36	0	0	0	0	0	89
Total	24	222	0	0	246	6	0	28	0	34	0	200	16	0	216	0	0	0	0	0	496
09:00 AM	4	37	0	0	41	6	0	3	0	9	0	45	5	0	50	0	0	0	0	0	100
09:15 AM	4	52	0	0	56	4	0	4	0	8	0	50	2	0	52	0	0	0	0	0	116
09:30 AM	5	43	0	0	48	2	0	8	0	10	0	54	9	0	63	0	0	0	0	0	121
09:45 AM	8	54	0	0	62	3	2	7	0	12	0	36	2	0	38	0	1	0	0	1	113
Total	21	186	0	0	207	15	2	22	0	39	0	185	18	0	203	0	1	0	0	1	450
10:00 AM	10	49	0	0	59	3	0	7	0	10	0	55	2	0	57	0	0	0	0	0	126
10:15 AM	5	51	0	0	56	5	0	7	0	12	0	51	7	0	58	0	0	0	0	0	126
10:30 AM	5	53	0	0	58	3	0	9	0	12	0	56	5	0	61	0	0	0	0	0	131
10:45 AM	4	58	0	0	62	6	0	13	0	19	0	63	6	0	69	0	0	0	0	0	150
Total	24	211	0	0	235	17	0	36	0	53	0	225	20	0	245	0	0	0	0	0	533
11:00 AM	11	61	0	1	73	4	0	7	0	11	0	50	3	0	53	0	0	0	0	0	137
11:15 AM	7	51	0	0	58	10	0	10	0	20	0	43	5	0	48	0	0	0	0	0	126
11:30 AM	5	52	0	0	57	8	0	16	1	25	0	57	7	0	64	0	0	0	0	0	146
11:45 AM	7	45	0	0	52	9	0	7	0	16	0	49	9	0	58	0	0	0	0	0	126
Total	30	209	0	1	240	31	0	40	1	72	0	199	24	0	223	0	0	0	0	0	535
12:00 PM	15	56	0	0	71	6	0	15	0	21	0	59	8	0	67	0	0	0	0	0	159
12:15 PM	6	67	0	0	73	4	0	11	0	15	0	68	7	0	75	0	0	0	0	0	163
12:30 PM	6	55	0	0	61	7	0	7	0	14	0	55	6	0	61	0	0	0	0	0	136
12:45 PM	5	56	0	0	61	5	0	6	0	11	0	69	6	0	75	0	0	0	0	0	147
Total	32	234	0	0	266	22	0	39	0	61	0	251	27	0	278	0	0	0	0	0	605
01:00 PM	7	54	0	0	61	3	0	7	0	10	0	54	7	0	61	0	0	0	0	0	132
01:15 PM	4	57	0	0	61	3	0	9	0	12	0	56	7	0	63	0	0	0	0	0	136
01:30 PM	6	68	0	0	74	1	0	7	0	8	0	51	4	0	55	0	0	0	0	0	137
01:45 PM	5	48	0	0	53	8	0	7	0	15	0	47	5	0	52	0	0	0	0	0	120
Total	22	227	0	0	249	15	0	30	0	45	0	208	23	0	231	0	0	0	0	0	525

Neel-Schaffer

786 Howard Avenue
Biloxi, MS 39530

Intersection: Oak St/5th Street

Counter:

Weather:

City/State: Biloxi, Mississippi

File Name : Oak_5th_Blx_12

Site Code : 00000000

Start Date : 6/21/2005

Page No : 2

Groups Printed- Unshifted

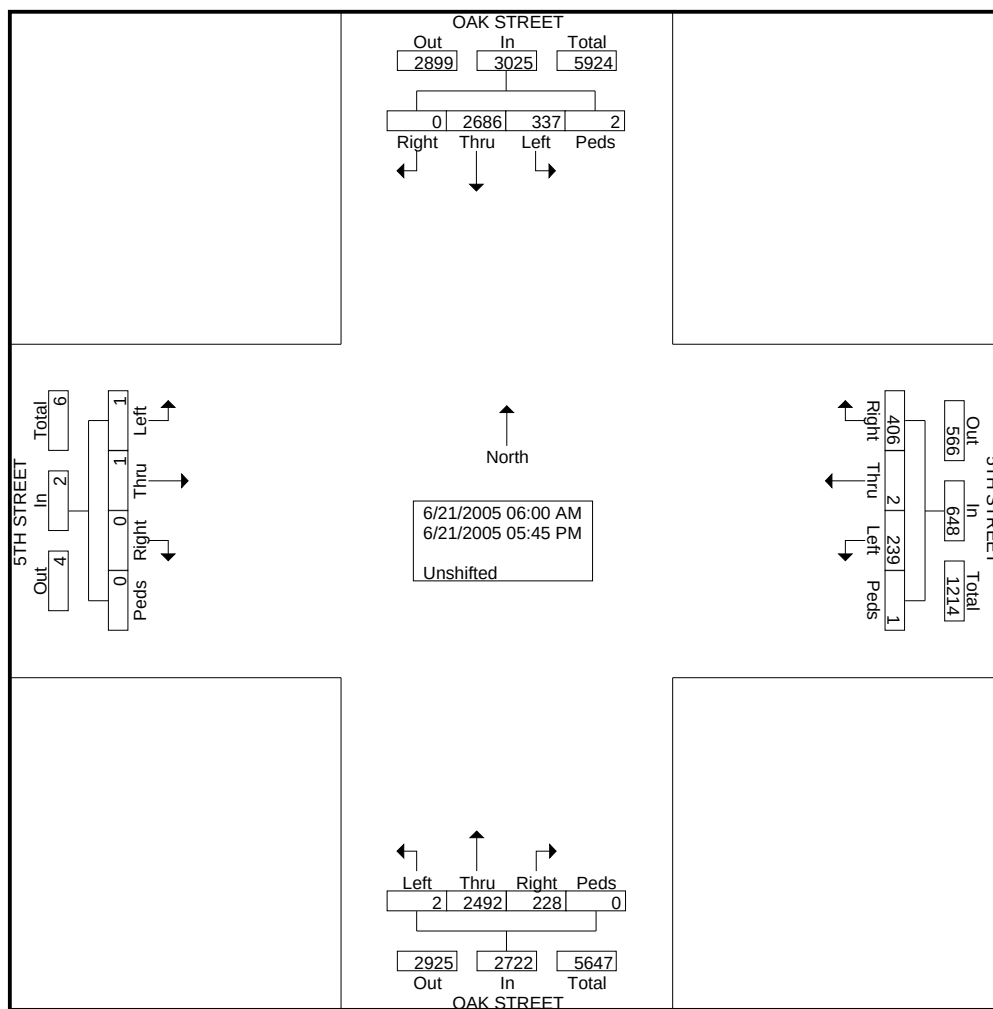
	OAK STREET Southbound					5TH STREET Westbound					OAK STREET Northbound					5TH STREET Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
02:00 PM	6	45	0	0	51	3	0	5	0	8	0	45	3	0	48	0	0	0	0	0	107
02:15 PM	7	55	0	0	62	7	0	14	0	21	0	64	7	0	71	1	0	0	0	1	155
02:30 PM	4	49	0	0	53	6	0	14	0	20	0	60	2	0	62	0	0	0	0	0	135
02:45 PM	1	56	0	0	57	6	0	8	0	14	0	47	5	0	52	0	0	0	0	0	123
Total	18	205	0	0	223	22	0	41	0	63	0	216	17	0	233	1	0	0	0	1	520
03:00 PM	5	76	0	0	81	7	0	8	0	15	0	67	0	0	67	0	0	0	0	0	163
03:15 PM	4	72	0	0	76	6	0	11	0	17	0	61	5	0	66	0	0	0	0	0	159
03:30 PM	7	76	0	0	83	13	0	15	0	28	0	55	2	0	57	0	0	0	0	0	168
03:45 PM	5	76	0	0	81	12	0	14	0	26	0	62	3	0	65	0	0	0	0	0	172
Total	21	300	0	0	321	38	0	48	0	86	0	245	10	0	255	0	0	0	0	0	662
04:00 PM	6	70	0	0	76	8	0	10	0	18	0	70	3	0	73	0	0	0	0	0	167
04:15 PM	8	83	0	0	91	5	0	10	0	15	0	70	1	0	71	0	0	0	0	0	177
04:30 PM	15	66	0	0	81	9	0	13	0	22	0	64	4	0	68	0	0	0	0	0	171
04:45 PM	5	73	0	0	78	5	0	14	0	19	0	61	2	0	63	0	0	0	0	0	160
Total	34	292	0	0	326	27	0	47	0	74	0	265	10	0	275	0	0	0	0	0	675
05:00 PM	6	98	0	0	104	8	0	19	0	27	0	77	3	0	80	0	0	0	0	0	211
05:15 PM	3	79	0	0	82	6	0	12	0	18	0	56	3	0	59	0	0	0	0	0	159
05:30 PM	5	70	0	0	75	8	0	12	0	20	0	37	1	0	38	0	0	0	0	0	133
05:45 PM	7	62	0	0	69	4	0	8	0	12	0	51	0	0	51	0	0	0	0	0	132
Total	21	309	0	0	330	26	0	51	0	77	0	221	7	0	228	0	0	0	0	0	635
Grand Total	337	2686	0	2	3025	239	2	406	1	648	2	2492	228	0	2722	1	1	0	0	2	6397
Apprch %	11.1	88.8	0	0.1		36.9	0.3	62.7	0.2		0.1	91.6	8.4	0		50	50	0	0		
Total %	5.3	42	0	0	47.3	3.7	0	6.3	0	10.1	0	39	3.6	0	42.6	0	0	0	0	0	

Neel-Schaffer

786 Howard Avenue
Biloxi, MS 39530

Intersection: Oak St/5th Street
Counter:
Weather:
City/State: Biloxi, Mississippi

File Name : Oak_5th_Blx_12
Site Code : 00000000
Start Date : 6/21/2005
Page No : 3



Neel-Schaffer

786 Howard Avenue
Biloxi, MS 39530

Intersection: Oak St/5th Street

Counter:

Weather:

City/State: Biloxi, Mississippi

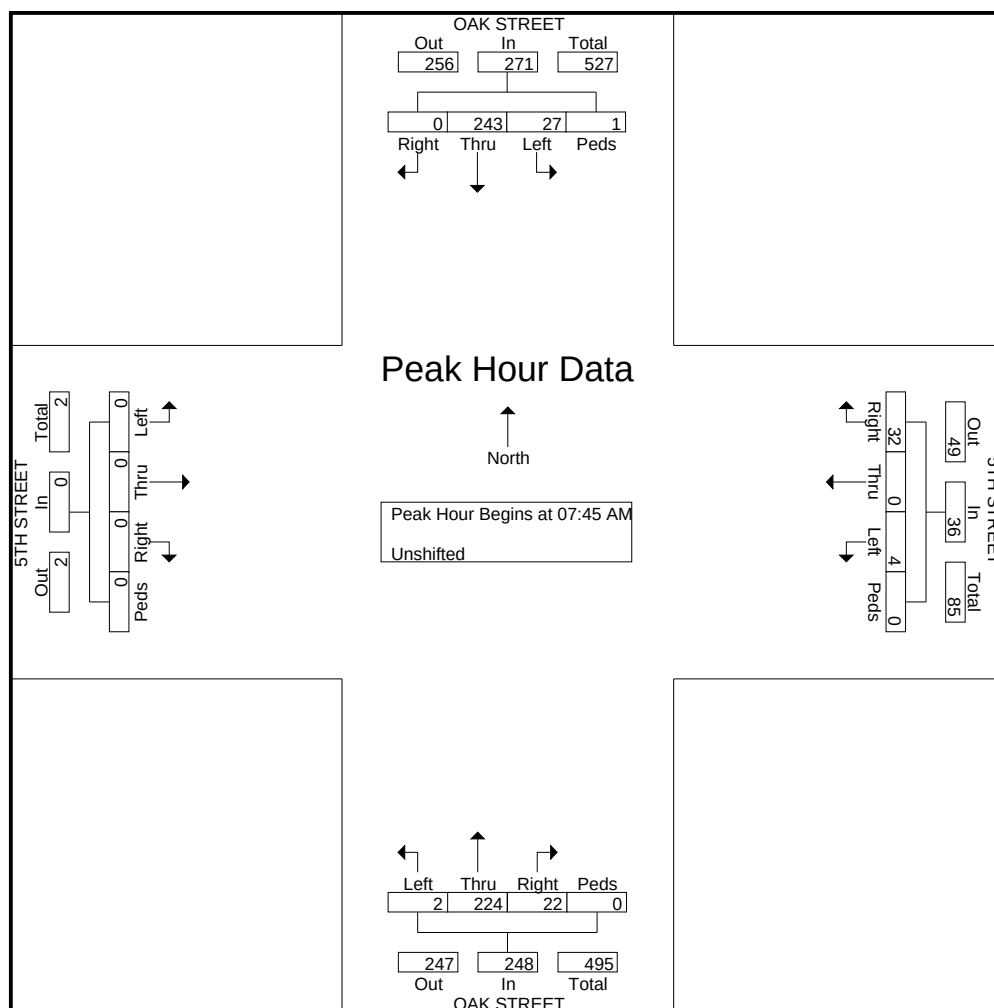
File Name : Oak_5th_Blx_12

Site Code : 00000000

Start Date : 6/21/2005

Page No : 4

	OAK STREET Southbound					5TH STREET Westbound					OAK STREET Northbound					5TH STREET Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	7	66	0	1	74	1	0	5	0	6	2	58	8	0	68	0	0	0	0	0	148
08:00 AM	12	53	0	0	65	1	0	8	0	9	0	59	7	0	66	0	0	0	0	0	140
08:15 AM	5	60	0	0	65	1	0	11	0	12	0	51	5	0	56	0	0	0	0	0	133
08:30 AM	3	64	0	0	67	1	0	8	0	9	0	56	2	0	58	0	0	0	0	0	134
Total Volume	27	243	0	1	271	4	0	32	0	36	2	224	22	0	248	0	0	0	0	0	555
% App. Total	10	89.7	0	0.4		11.1	0	88.9	0		0.8	90.3	8.9	0		0	0	0	0		
PHF	.563	.920	.000	.250	.916	1.00	.000	.727	.000	.750	.250	.949	.688	.000	.912	.000	.000	.000	.000	.000	.938



Neel-Schaffer

786 Howard Avenue
Biloxi, MS 39530

Intersection: Oak St/5th Street

Counter:

Weather:

City/State: Biloxi, Mississippi

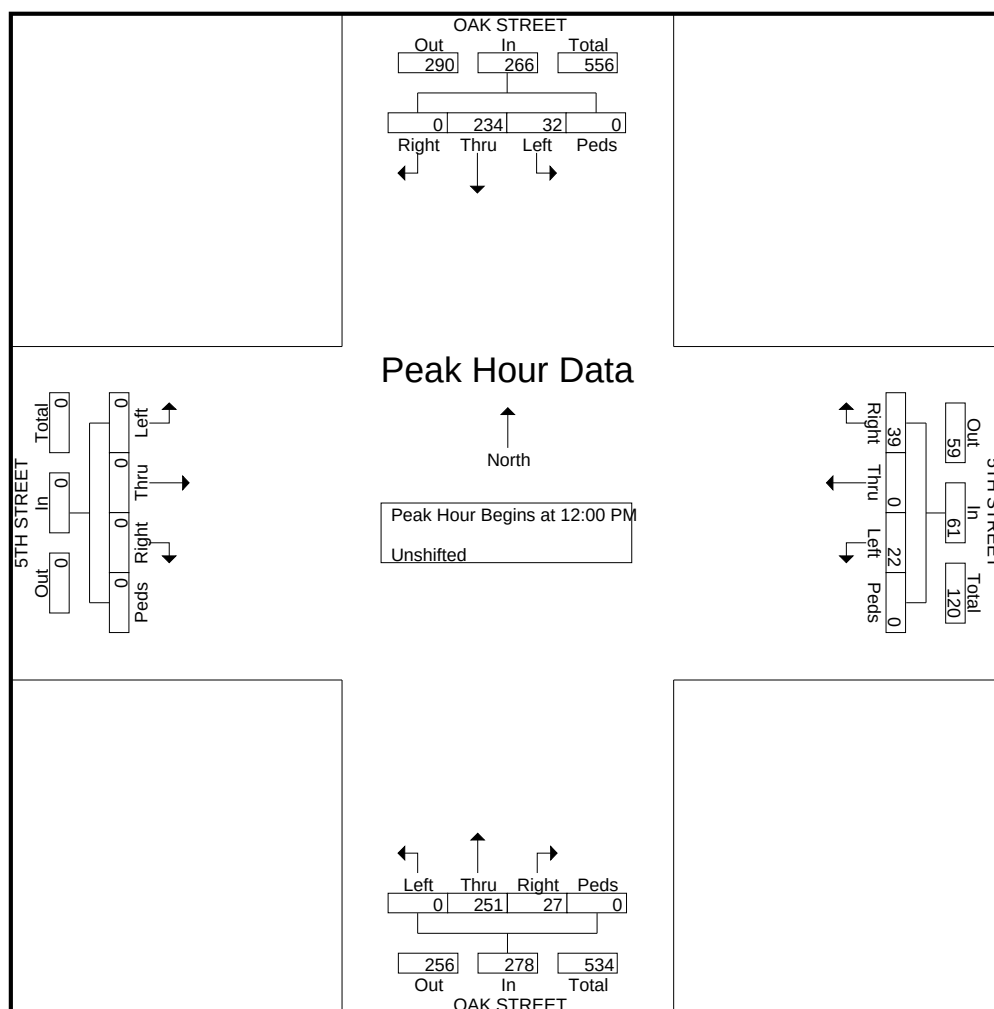
File Name : Oak_5th_Blx_12

Site Code : 00000000

Start Date : 6/21/2005

Page No : 5

	OAK STREET Southbound					5TH STREET Westbound					OAK STREET Northbound					5TH STREET Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	15	56	0	0	71	6	0	15	0	21	0	59	8	0	67	0	0	0	0	0	159
12:15 PM	6	67	0	0	73	4	0	11	0	15	0	68	7	0	75	0	0	0	0	0	163
12:30 PM	6	55	0	0	61	7	0	7	0	14	0	55	6	0	61	0	0	0	0	0	136
12:45 PM	5	56	0	0	61	5	0	6	0	11	0	69	6	0	75	0	0	0	0	0	147
Total Volume	32	234	0	0	266	22	0	39	0	61	0	251	27	0	278	0	0	0	0	0	605
% App. Total	12	88	0	0		36.1	0	63.9	0		0	90.3	9.7	0		0	0	0	0	0	
PHF	.533	.873	.000	.000	.911	.786	.000	.650	.000	.726	.000	.909	.844	.000	.927	.000	.000	.000	.000	.000	.928



Neel-Schaffer

786 Howard Avenue
Biloxi, MS 39530

Intersection: Oak St/5th Street

Counter:

Weather:

City/State: Biloxi, Mississippi

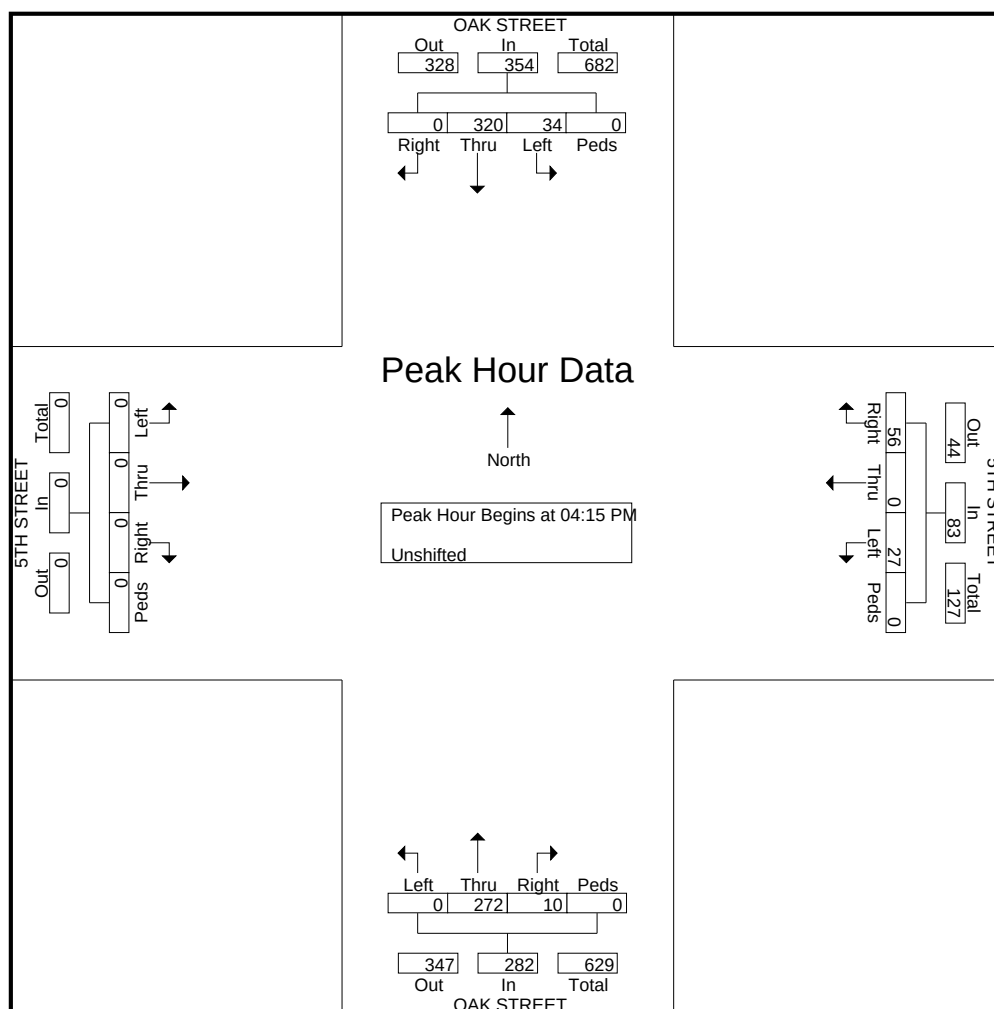
File Name : Oak_5th_Blx_12

Site Code : 00000000

Start Date : 6/21/2005

Page No : 6

	OAK STREET Southbound					5TH STREET Westbound					OAK STREET Northbound					5TH STREET Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	8	83	0	0	91	5	0	10	0	15	0	70	1	0	71	0	0	0	0	0	177
04:30 PM	15	66	0	0	81	9	0	13	0	22	0	64	4	0	68	0	0	0	0	0	171
04:45 PM	5	73	0	0	78	5	0	14	0	19	0	61	2	0	63	0	0	0	0	0	160
05:00 PM	6	98	0	0	104	8	0	19	0	27	0	77	3	0	80	0	0	0	0	0	211
Total Volume	34	320	0	0	354	27	0	56	0	83	0	272	10	0	282	0	0	0	0	0	719
% App. Total	9.6	90.4	0	0		32.5	0	67.5	0		0	96.5	3.5	0		0	0	0	0	0	
PHF	.567	.816	.000	.000	.851	.750	.000	.737	.000	.769	.000	.883	.625	.000	.881	.000	.000	.000	.000	.000	.852



Neel-Schaffer, Inc.
772 Howard Avenue
Biloxi, MS 39530

Intersection: Howard Ave-Oak St
Counter: K. Taylor
Weather: Clear
City/State: Biloxi, MS

File Name : Howard-Oak
Site Code : 00000000
Start Date : 4/10/2012
Page No : 1

Groups Printed- Unshifted

	OAK ST Northbound				OAK ST Southbound				HOWARD Eastbound				HOWARD Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	7	31	4	42	3	13	2	18	2	3	6	11	0	6	7	13	84
07:15 AM	3	25	4	32	2	11	3	16	2	4	4	10	0	4	4	8	66
07:30 AM	5	32	2	39	4	12	3	19	6	3	7	16	0	3	1	4	78
07:45 AM	4	30	1	35	6	19	5	30	3	6	6	15	3	7	6	16	96
Total	19	118	11	148	15	55	13	83	13	16	23	52	3	20	18	41	324
08:00 AM	3	30	3	36	4	21	6	31	7	6	5	18	2	5	0	7	92
08:15 AM	10	34	6	50	2	18	4	24	1	6	4	11	3	5	5	13	98
08:30 AM	7	28	3	38	10	19	5	34	7	5	8	20	1	7	3	11	103
08:45 AM	9	38	1	48	4	16	8	28	4	7	5	16	3	10	1	14	106
Total	29	130	13	172	20	74	23	117	19	24	22	65	9	27	9	45	399
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	7	38	6	51	11	32	6	49	5	6	4	15	5	6	8	19	134
11:15 AM	13	26	3	42	11	40	5	56	6	6	8	20	1	7	9	17	135
11:30 AM	9	29	1	39	5	25	7	37	8	8	8	24	6	8	3	17	117
11:45 AM	6	24	3	33	4	30	4	38	10	8	8	26	5	11	18	34	131
Total	35	117	13	165	31	127	22	180	29	28	28	85	17	32	38	87	517
12:00 PM	7	26	8	41	9	33	9	51	5	17	12	34	5	10	12	27	153
12:15 PM	12	23	4	39	9	26	8	43	9	11	12	32	2	7	3	12	126
12:30 PM	9	27	2	38	9	29	6	44	7	11	3	21	1	6	6	13	116
12:45 PM	9	28	1	38	12	18	10	40	4	17	12	33	3	19	9	31	142
Total	37	104	15	156	39	106	33	178	25	56	39	120	11	42	30	83	537
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	9	23	1	33	5	43	7	55	9	12	12	33	0	16	7	23	144
04:15 PM	10	23	3	36	2	49	11	62	8	9	16	33	0	10	8	18	149
04:30 PM	9	29	3	41	9	45	6	60	6	10	14	30	6	6	6	18	149
04:45 PM	5	28	1	34	5	52	2	59	3	11	6	20	7	8	11	26	139
Total	33	103	8	144	21	189	26	236	26	42	48	116	13	40	32	85	581

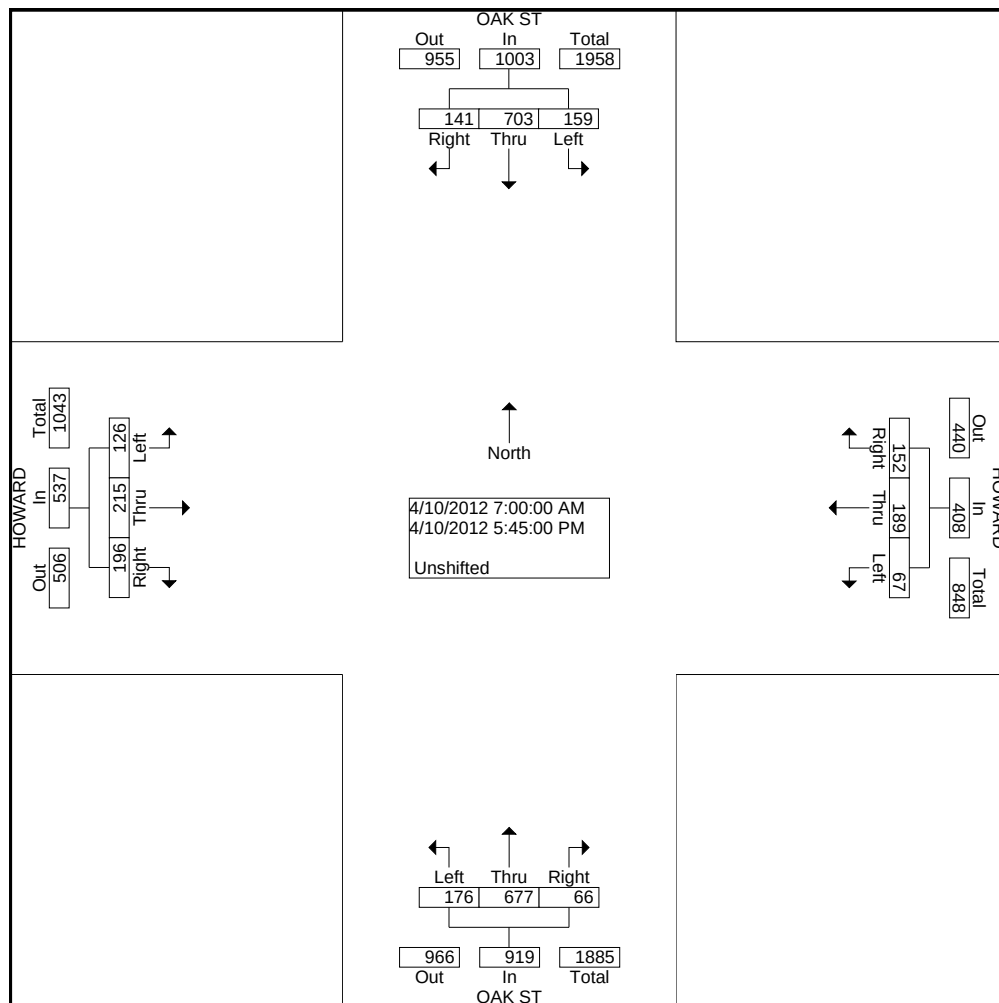
Neel-Schaffer, Inc.
772 Howard Avenue
Biloxi, MS 39530

Intersection: Howard Ave-Oak St
Counter: K. Taylor
Weather: Clear
City/State: Biloxi, MS

File Name : Howard-Oak
Site Code : 00000000
Start Date : 4/10/2012
Page No : 2

Groups Printed- Unshifted

	OAK ST Northbound				OAK ST Southbound				HOWARD Eastbound				HOWARD Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
05:00 PM	4	27	2	33	10	55	6	71	5	20	15	40	4	11	6	21	165
05:15 PM	11	25	3	39	12	38	9	59	2	10	7	19	2	8	7	17	134
05:30 PM	3	28	1	32	6	34	4	44	5	9	9	23	5	5	5	15	114
05:45 PM	5	25	0	30	5	25	5	35	2	10	5	17	3	4	7	14	96
Total	23	105	6	134	33	152	24	209	14	49	36	99	14	28	25	67	509
Grand Total	176	677	66	919	159	703	141	1003	126	215	196	537	67	189	152	408	2867
Apprch %	19.2	73.7	7.2		15.9	70.1	14.1		23.5	40.0	36.5		16.4	46.3	37.3		
Total %	6.1	23.6	2.3	32.1	5.5	24.5	4.9	35.0	4.4	7.5	6.8	18.7	2.3	6.6	5.3	14.2	

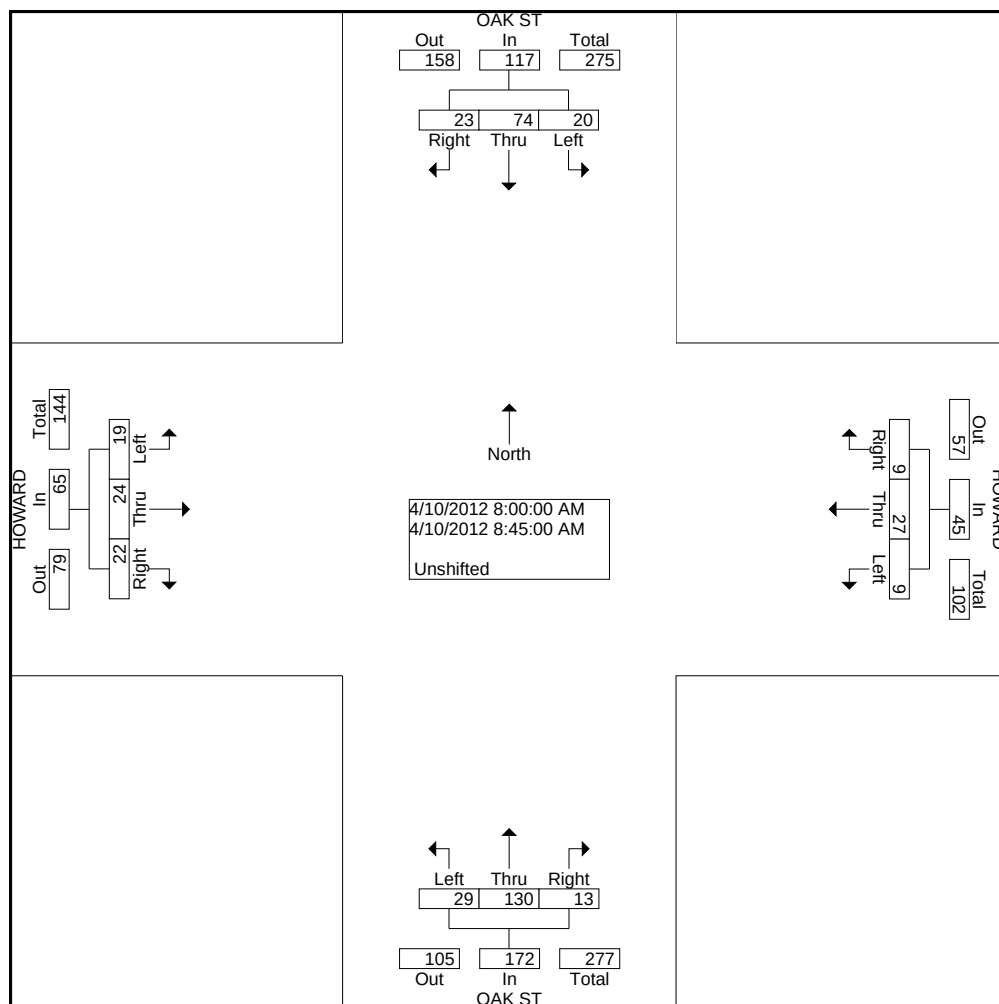


Neel-Schaffer, Inc.
772 Howard Avenue
Biloxi, MS 39530

Intersection: Howard Ave-Oak St
Counter: K. Taylor
Weather: Clear
City/State: Biloxi, MS

File Name : Howard-Oak
Site Code : 00000000
Start Date : 4/10/2012
Page No : 3

	OAK ST Northbound				OAK ST Southbound				HOWARD Eastbound				HOWARD Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	29	130	13	172	20	74	23	117	19	24	22	65	9	27	9	45	399
Percent	16.9	75.6	7.6		17.1	63.2	19.7		29.2	36.9	33.8		20.0	60.0	20.0		
08:45																	
Volume	9	38	1	48	4	16	8	28	4	7	5	16	3	10	1	14	106
Peak Factor																	0.941
High Int.	08:15 AM				08:30 AM				08:30 AM				08:45 AM				
Volume	10	34	6	50	10	19	5	34	7	5	8	20	3	10	1	14	
Peak Factor	0.860				0.860				0.813				0.804				

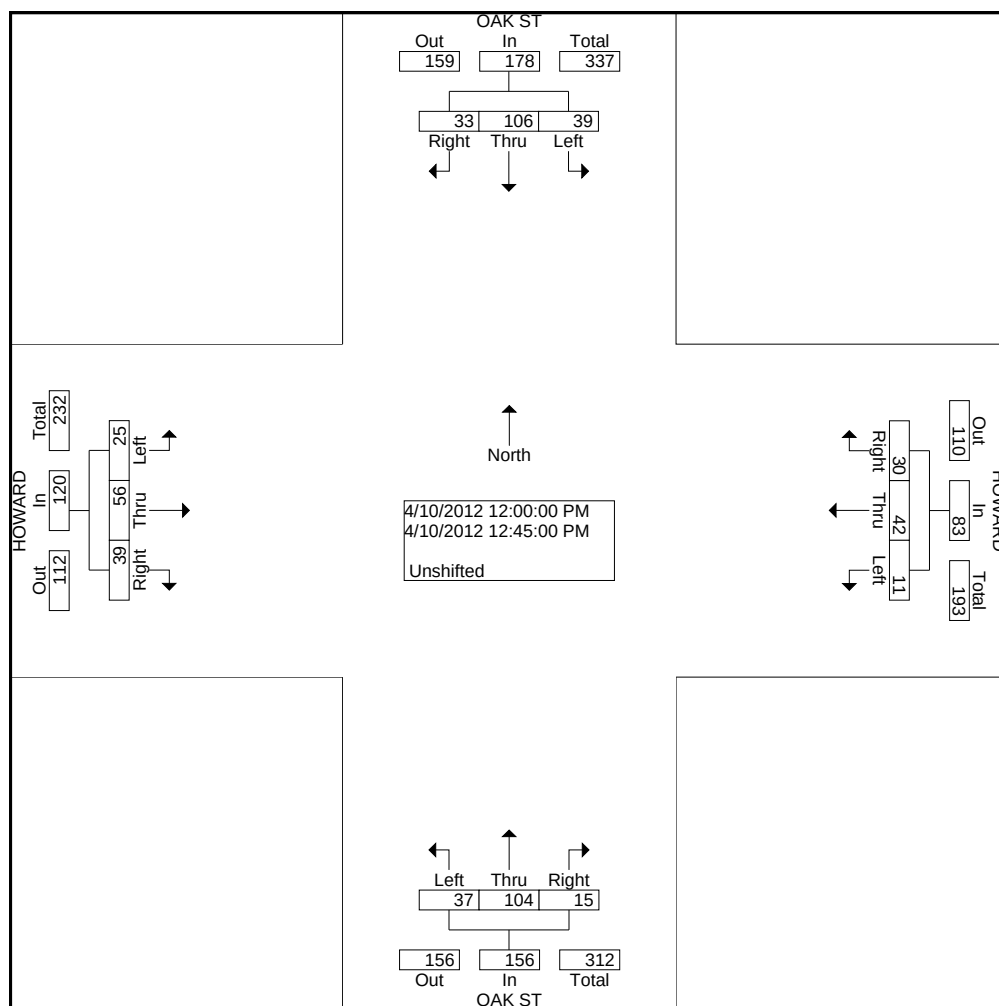


Neel-Schaffer, Inc.
772 Howard Avenue
Biloxi, MS 39530

Intersection: Howard Ave-Oak St
Counter: K. Taylor
Weather: Clear
City/State: Biloxi, MS

File Name : Howard-Oak
Site Code : 00000000
Start Date : 4/10/2012
Page No : 4

	OAK ST Northbound				OAK ST Southbound				HOWARD Eastbound				HOWARD Westbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	12:00 PM																
Volume	37	104	15	156	39	106	33	178	25	56	39	120	11	42	30	83	537
Percent	23.7	66.7	9.6		21.9	59.6	18.5		20.8	46.7	32.5		13.3	50.6	36.1		
12:00	7	26	8	41	9	33	9	51	5	17	12	34	5	10	12	27	153
Volume																	
Peak Factor																	0.877
High Int.	12:00 PM				12:00 PM				12:00 PM				12:45 PM				
Volume	7	26	8	41	9	33	9	51	5	17	12	34	3	19	9	31	
Peak Factor				0.951				0.873				0.882				0.669	

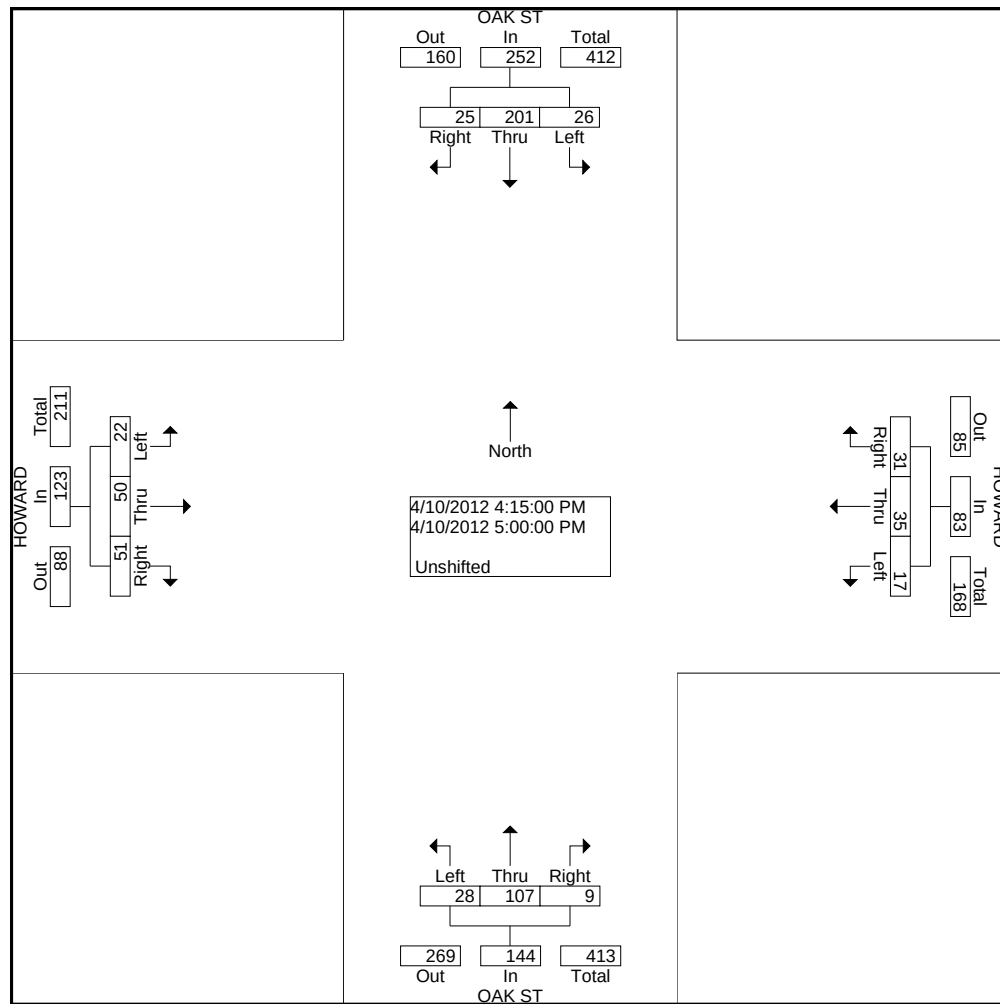


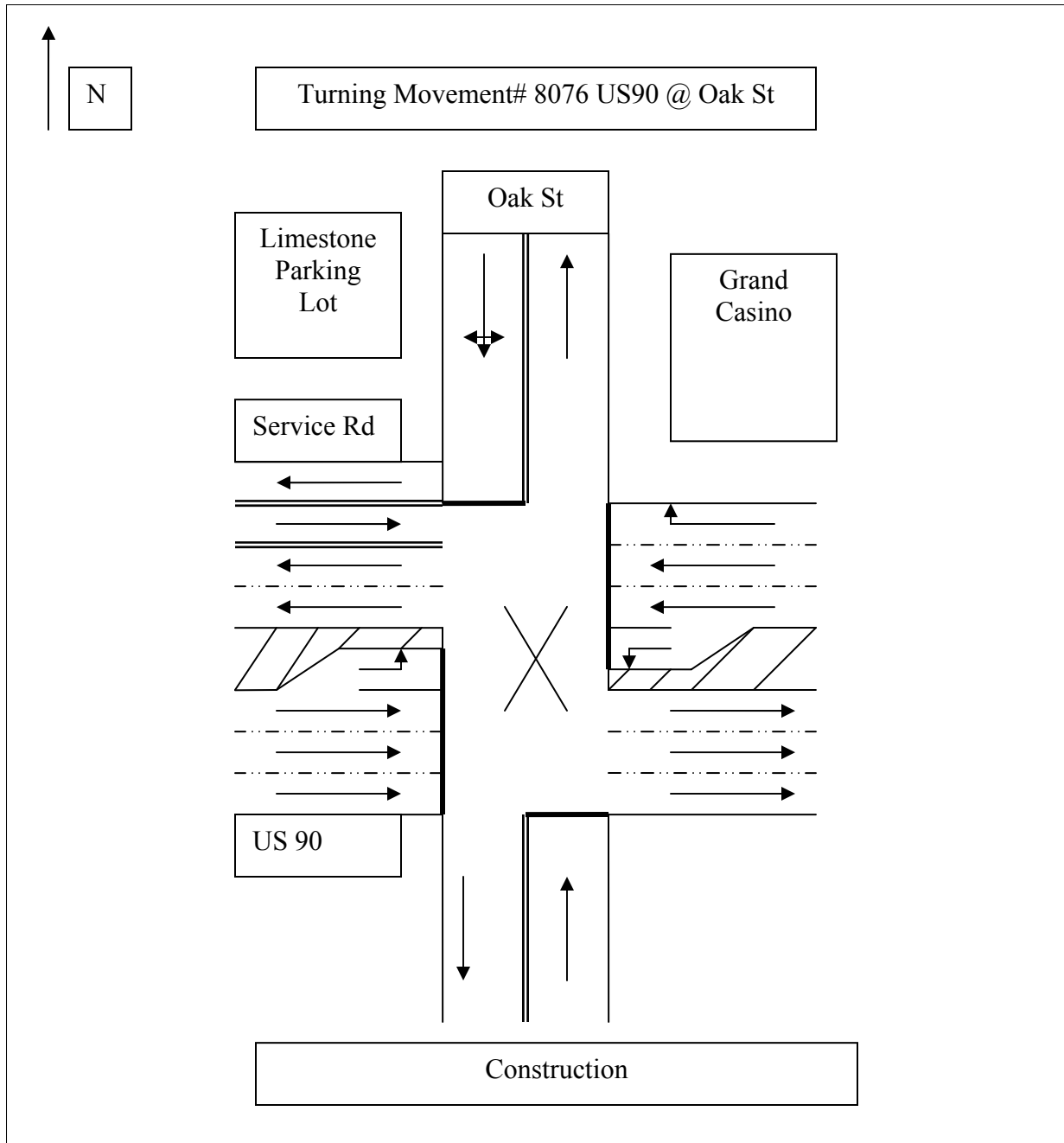
Neel-Schaffer, Inc.
772 Howard Avenue
Biloxi, MS 39530

Intersection: Howard Ave-Oak St
Counter: K. Taylor
Weather: Clear
City/State: Biloxi, MS

File Name : Howard-Oak
Site Code : 00000000
Start Date : 4/10/2012
Page No : 5

	OAK ST Northbound				OAK ST Southbound				HOWARD Eastbound				HOWARD Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:15 PM																
Volume	28	107	9	144	26	201	25	252	22	50	51	123	17	35	31	83	602
Percent	19.4	74.3	6.3		10.3	79.8	9.9		17.9	40.7	41.5		20.5	42.2	37.3		
05:00																	
Volume	4	27	2	33	10	55	6	71	5	20	15	40	4	11	6	21	165
Peak Factor																	0.912
High Int.	04:30 PM				05:00 PM				05:00 PM				04:45 PM				
Volume	9	29	3	41	10	55	6	71	5	20	15	40	7	8	11	26	
Peak Factor	0.878				0.887				0.769				0.798				





Southern Traffic Services, Inc.
2911 Westfield Rd.
Gulf Breeze, FL 32563
1-800-786-3374

Intersection: US90 @ Oak St
County/City: Harrison/Gulfport
Counted By: Jason Ashby

File Name : 8076 US90 @ Oak st
Site Code : 00008076
Start Date : 04/02/2008
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

Start Time	Oak St Southbound				US 90 Westbound				Oak St Northbound				US 90 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	69	3	66	2	6	572	60	1	0	1	6	2	36	391	1	0	1216
08:00	57	11	57	1	1	419	52	3	2	1	11	5	32	358	1	0	1011
09:00	70	0	86	4	10	482	53	2	0	1	7	5	34	429	2	0	1185
10:00	60	3	123	2	5	453	46	2	0	0	6	0	16	499	2	0	1217
11:00	81	0	95	6	6	554	70	0	0	3	7	6	41	570	2	0	1441
12:00	74	2	93	12	4	562	70	8	1	0	4	22	58	574	2	0	1486
13:00	85	2	69	6	8	468	51	0	1	1	6	5	42	593	0	1	1338
14:00	88	0	84	7	10	546	45	0	0	9	5	1	48	645	1	0	1489
15:00	94	2	79	3	5	493	45	0	3	5	2	0	57	688	1	0	1477
16:00	92	5	88	3	2	531	56	4	3	3	7	4	106	705	1	1	1611
17:00	102	0	84	5	1	513	35	0	0	4	0	3	111	641	1	0	1500
18:00	79	1	64	8	0	468	66	2	1	0	1	6	42	593	0	2	1333
Grand Total	951	29	988	59	58	6061	649	22	11	28	62	59	623	6686	14	4	16304
Apprch %	46.9	1.4	48.7	2.9	0.9	89.3	9.6	0.3	6.9	17.5	38.8	36.9	8.5	91.3	0.2	0.1	
Total %	5.8	0.2	6.1	0.4	0.4	37.2	4.0	0.1	0.1	0.2	0.4	0.4	3.8	41.0	0.1	0.0	

Southern Traffic Services, Inc.

2911 Westfield Rd.

Gulf Breeze, FL 32563

1-800-786-3374

Intersection: US90 @ Oak St

County/City: Harrison/Gulfport

Counted By: Jason Ashby

File Name : 8076 US90 @ Oak st

Site Code : 00008076

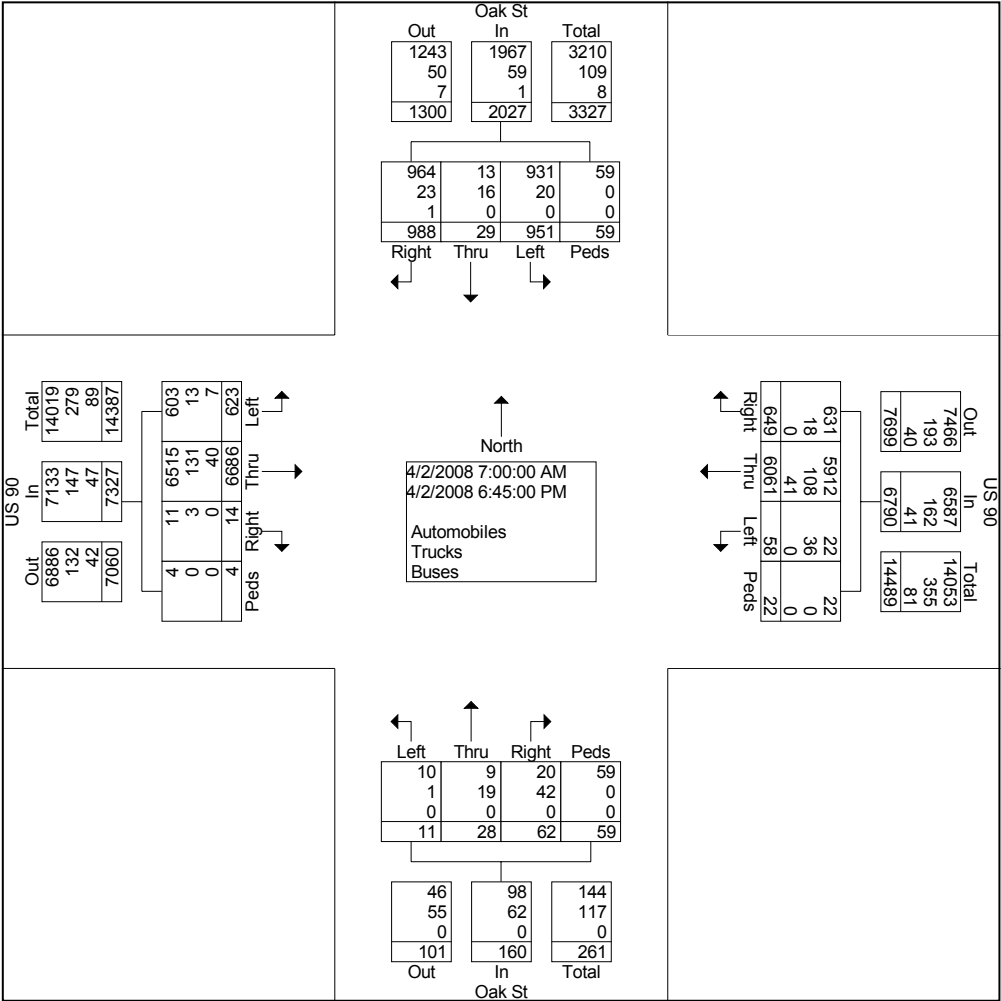
Start Date : 04/02/2008

Page No : 1

Groups Printed- Automobiles - Trucks - Buses

Start Time	Oak St Southbound				US 90 Westbound				Oak St Northbound				US 90 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	16	0	19	0	2	168	18	0	0	0	0	1	16	105	0	0	345
07:15	17	0	17	1	2	143	15	0	0	0	1	0	9	84	0	0	289
07:30	18	0	18	0	1	141	15	1	0	1	1	0	6	104	0	0	306
07:45	18	3	12	1	1	120	12	0	0	0	4	1	5	98	1	0	276
Total	69	3	66	2	6	572	60	1	0	1	6	2	36	391	1	0	1216
08:00	12	4	12	1	0	101	11	3	0	0	5	4	10	74	1	0	238
08:15	19	4	14	0	1	112	13	0	0	0	3	0	8	100	0	0	274
08:30	12	2	12	0	0	103	13	0	1	0	1	0	10	84	0	0	238
08:45	14	1	19	0	0	103	15	0	1	1	2	1	4	100	0	0	261
Total	57	11	57	1	1	419	52	3	2	1	11	5	32	358	1	0	1011
09:00	14	0	17	1	1	116	13	0	0	0	0	0	12	124	0	0	298
09:15	20	0	21	1	0	119	12	2	0	0	0	2	12	89	1	0	279
09:30	18	0	26	1	4	135	16	0	0	1	1	1	5	105	0	0	313
09:45	18	0	22	1	5	112	12	0	0	0	6	2	5	111	1	0	295
Total	70	0	86	4	10	482	53	2	0	1	7	5	34	429	2	0	1185
10:00	16	1	26	0	3	117	10	0	0	0	1	0	0	116	0	0	290
10:15	16	0	33	0	0	120	13	0	0	0	2	0	0	131	1	0	316
10:30	14	1	32	1	2	112	11	0	0	0	1	0	0	123	0	0	297
10:45	14	1	32	1	0	104	12	2	0	0	2	0	16	129	1	0	314
Total	60	3	123	2	5	453	46	2	0	0	6	0	16	499	2	0	1217
11:00	21	0	25	4	4	124	7	0	0	1	1	0	13	130	2	0	332
11:15	25	0	24	1	2	154	23	0	0	1	2	3	12	163	0	0	410
11:30	16	0	22	0	0	137	24	0	0	0	3	3	7	135	0	0	347
11:45	19	0	24	1	0	139	16	0	0	1	1	0	9	142	0	0	352
Total	81	0	95	6	6	554	70	0	0	3	7	6	41	570	2	0	1441
12:00	17	0	28	5	1	150	16	2	0	0	1	9	20	146	0	0	395
12:15	19	1	18	3	1	124	20	2	0	0	1	9	14	159	0	0	371
12:30	19	0	23	3	0	153	17	4	1	0	1	3	16	131	0	0	371
12:45	19	1	24	1	2	135	17	0	0	0	1	1	8	138	2	0	349
Total	74	2	93	12	4	562	70	8	1	0	4	22	58	574	2	0	1486
13:00	5	1	13	0	2	129	16	0	0	0	2	0	9	113	0	0	290
13:15	25	1	19	0	2	121	12	0	1	0	1	2	8	144	0	0	336
13:30	24	0	20	2	2	106	12	0	0	1	1	1	16	169	0	1	355
13:45	31	0	17	4	2	112	11	0	0	0	2	2	9	167	0	0	357
Total	85	2	69	6	8	468	51	0	1	1	6	5	42	593	0	1	1338
14:00	19	0	18	0	3	144	9	0	0	2	0	0	13	166	0	0	374
14:15	29	0	25	1	3	121	11	0	0	5	5	0	12	148	0	0	360
14:30	21	0	22	5	3	144	14	0	0	1	0	1	13	166	0	0	390
14:45	19	0	19	1	1	137	11	0	0	1	0	0	10	165	1	0	365
Total	88	0	84	7	10	546	45	0	0	9	5	1	48	645	1	0	1489
15:00	21	0	20	0	0	129	8	0	2	0	0	0	11	172	0	0	363
15:15	26	1	19	2	2	123	13	0	0	1	1	0	16	168	0	0	372
15:30	22	0	18	1	1	123	10	0	1	2	0	0	12	172	0	0	362
15:45	25	1	22	0	2	118	14	0	0	2	1	0	18	176	1	0	380
Total	94	2	79	3	5	493	45	0	3	5	2	0	57	688	1	0	1477
16:00	33	1	20	0	0	141	15	2	1	1	1	1	11	182	1	1	411
16:15	24	0	29	0	0	118	15	0	2	1	5	0	33	162	0	0	389
16:30	21	4	18	3	2	130	14	0	0	0	1	0	30	173	0	0	396
16:45	14	0	21	0	0	142	12	2	0	1	0	3	32	188	0	0	415
Total	92	5	88	3	2	531	56	4	3	3	7	4	106	705	1	1	1611
17:00	23	0	20	4	0	137	10	0	0	2	0	2	24	148	0	0	370
17:15	37	0	20	1	0	137	12	0	0	1	0	1	24	168	1	0	402
17:30	18	0	23	0	1	126	7	0	0	0	0	0	28	172	0	0	375
17:45	24	0	21	0	0	113	6	0	0	1	0	0	35	153	0	0	353
Total	102	0	84	5	1	513	35	0	0	4	0	3	111	641	1	0	1500

18:00	21	0	14	0	0	126	9	0	0	0	0	0	14	180	0	0	364
18:15	18	1	18	0	0	100	28	1	1	0	1	1	8	139	0	0	316
18:30	20	0	17	3	0	119	10	1	0	0	0	3	11	152	0	0	336
18:45	20	0	15	5	0	123	19	0	0	0	0	2	9	122	0	2	317
Total	79	1	64	8	0	468	66	2	1	0	1	6	42	593	0	2	1333
Grand Total	951	29	988	59	58	6061	649	22	11	28	62	59	623	6686	14	4	16304
Apprch %	46.9	1.4	48.7	2.9	0.9	89.3	9.6	0.3	6.9	17.5	38.8	36.9	8.5	91.3	0.2	0.1	
Total %	5.8	0.2	6.1	0.4	0.4	37.2	4.0	0.1	0.1	0.2	0.4	0.4	3.8	41.0	0.1	0.0	

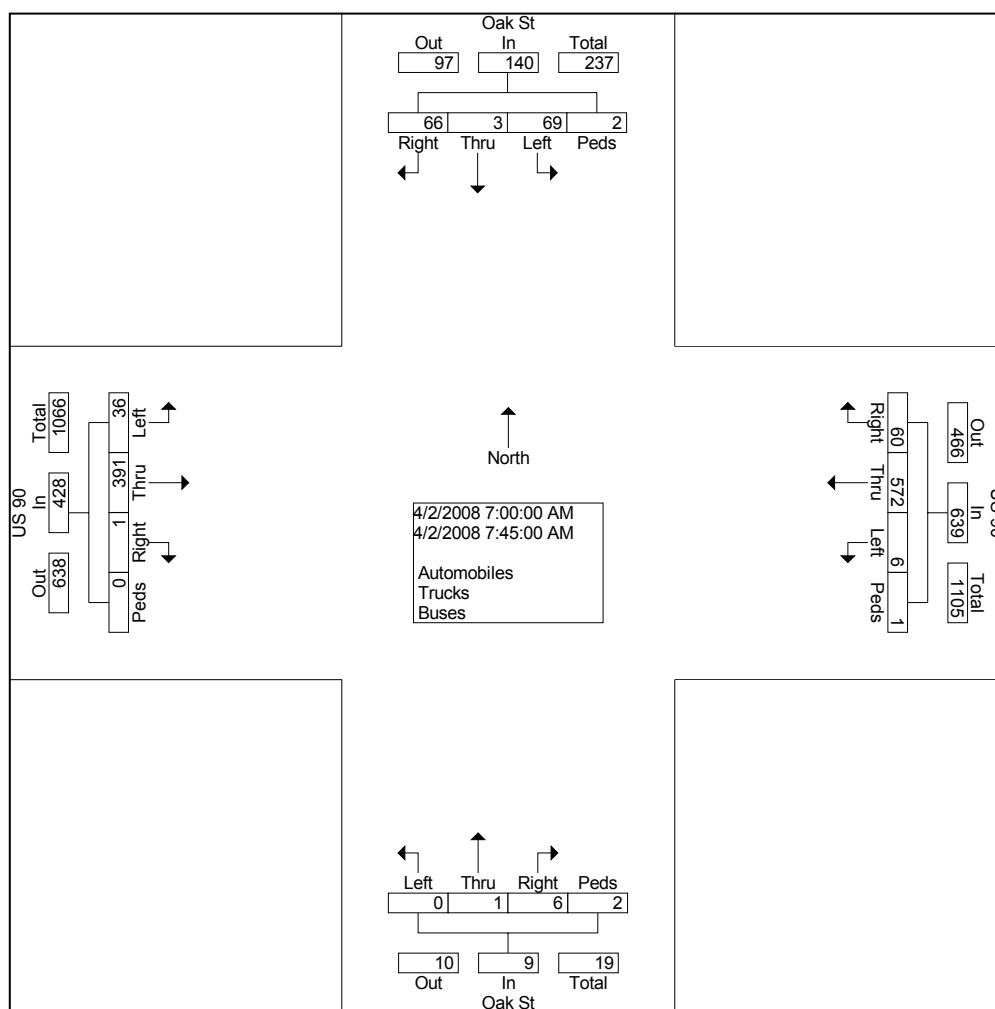


Southern Traffic Services, Inc.
2911 Westfield Rd.
Gulf Breeze, FL 32563
1-800-786-3374

Intersection: US90 @ Oak St
County/City: Harrison/Gulfport
Counted By: Jason Ashby

File Name : 8076 US90 @ Oak st
Site Code : 00008076
Start Date : 04/02/2008
Page No : 3

	Oak St Southbound					US 90 Westbound					Oak St Northbound					US 90 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 to 09:45 - Peak 1 of 1																					
Intersection	07:00																				
Volume	69	3	66	2	140	6	572	60	1	639	0	1	6	2	9	36	391	1	0	428	1216
Percent	49.3	2.1	47.1	1.4		0.9	89.5	9.4	0.2		0.0	11.1	66.7	22.2		8.4	91.4	0.2	0.0		
Volume	69	3	66	2	140	6	572	60	1	639	0	1	6	2	9	36	391	1	0	428	1216
Volume	16	0	19	0	35	2	168	18	0	188	0	0	0	1	1	16	105	0	0	121	345
Peak Factor	0.881																				
High Int.	07:30																				
Volume	18	0	18	0	36	2	168	18	0	188	0	0	4	1	5	16	105	0	0	121	
Peak Factor	0.97																				
Factor	2																				
	0																				

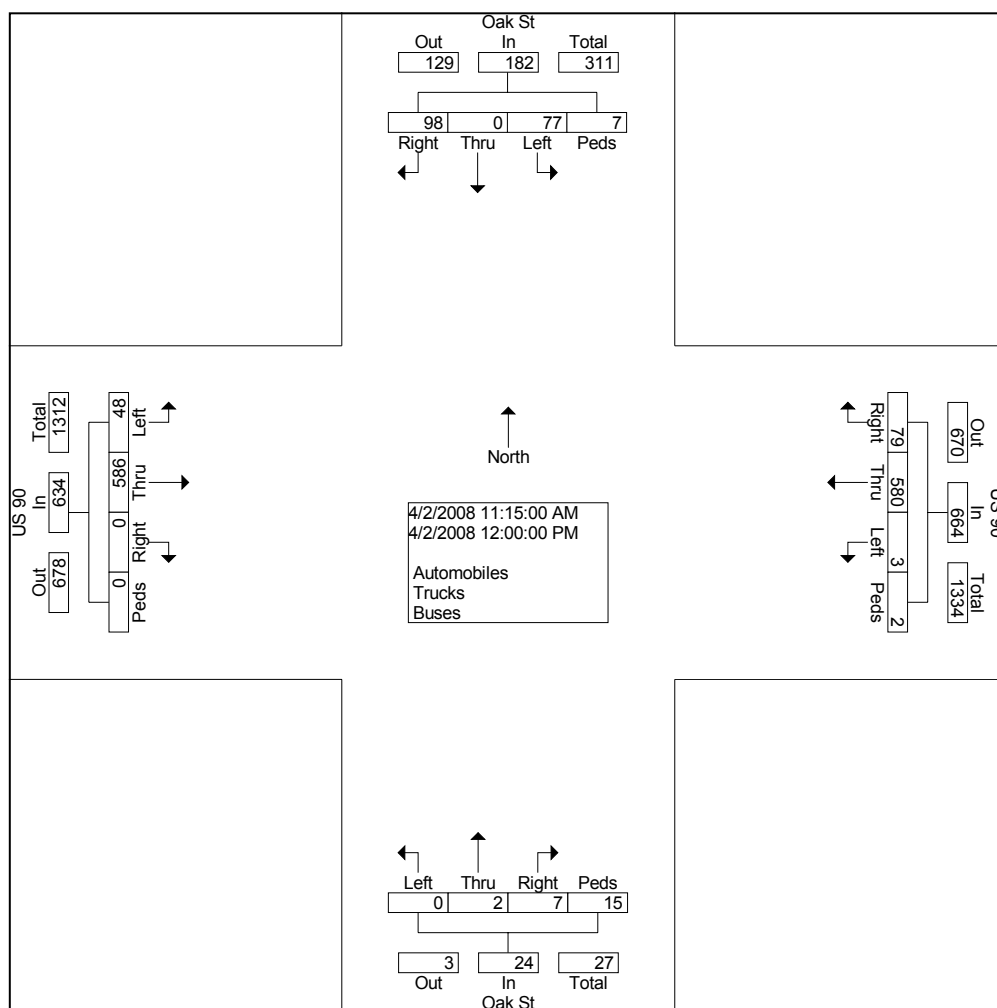


Southern Traffic Services, Inc.
2911 Westfield Rd.
Gulf Breeze, FL 32563
1-800-786-3374

Intersection: US90 @ Oak St
County/City: Harrison/Gulfport
Counted By: Jason Ashby

File Name : 8076 US90 @ Oak st
Site Code : 00008076
Start Date : 04/02/2008
Page No : 4

	Oak St Southbound					US 90 Westbound					Oak St Northbound					US 90 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 10:00 to 13:45 - Peak 1 of 1																					
Intersection	11:15																				
Volume	77	0	98	7	182	3	580	79	2	664	0	2	7	15	24	48	586	0	0	634	1504
Percent	42.3	0.0	53.8	3.8		0.5	87.3	11.9	0.3		0.0	8.3	29.2	62.5		7.6	92.4	0.0	0.0		
Volume	77	0	98	7	182	3	580	79	2	664	0	2	7	15	24	48	586	0	0	634	1504
Volume	25	0	24	1	50	2	154	23	0	179	0	1	2	3	6	12	163	0	0	175	410
Peak Factor																					0.917
High Int.	11:15					11:15					12:00					11:15					
Volume	25	0	24	1	50	2	154	23	0	179	0	0	1	9	10	12	163	0	0	175	
Peak Factor					0.91					0.92					0.60					0.90	
					0					7					0					6	



Southern Traffic Services, Inc.

2911 Westfield Rd.

Gulf Breeze, FL 32563

1-800-786-3374

Intersection: US90 @ Oak St

County/City: Harrison/Gulfport

Counted By: Jason Ashby

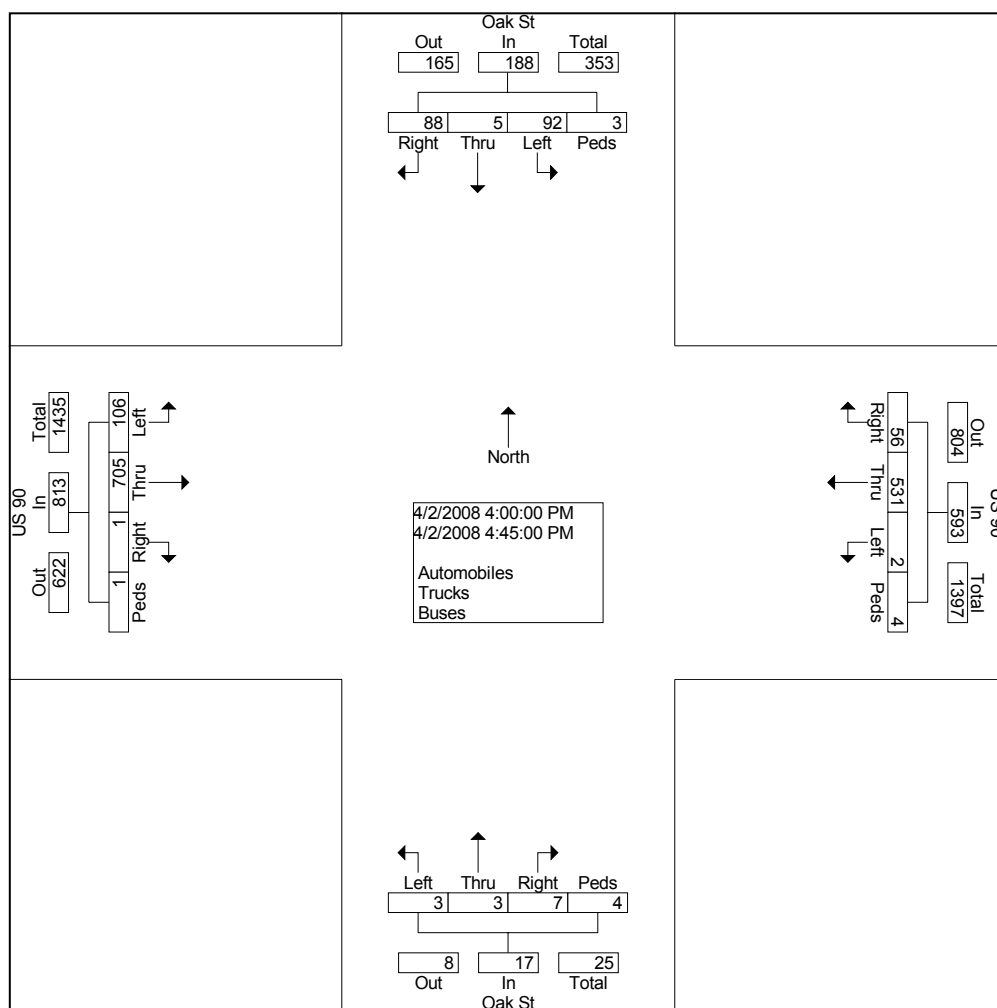
File Name : 8076 US90 @ Oak st

Site Code : 00008076

Start Date : 04/02/2008

Page No : 5

	Oak St Southbound					US 90 Westbound					Oak St Northbound					US 90 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 14:00 to 18:45 - Peak 1 of 1																					
Intersection	16:00																				
Volume	92	5	88	3	188	2	531	56	4	593	3	3	7	4	17	106	705	1	1	813	1611
Percent	48.9	2.7	46.8	1.6		0.3	89.5	9.4	0.7		17.6	17.6	41.2	23.5		13.0	86.7	0.1	0.1		
Volume	92	5	88	3	188	2	531	56	4	593	3	3	7	4	17	106	705	1	1	813	1611
Volume	14	0	21	0	35	0	142	12	2	156	0	1	0	3	4	32	188	0	0	220	415
Peak Factor																					0.970
High Int.	16:00					16:00					16:15					16:45					
Volume	33	1	20	0	54	0	141	15	2	158	2	1	5	0	8	32	188	0	0	220	
Peak Factor					0.87					0.93					0.53					0.92	
					0					8					1					4	



Southern Traffic Services, Inc.
2911 Westfield Rd.
Gulf Breeze, FL 32563
1-800-786-3374

Intersection: US90 @ Oak St
County/City: Harrison/Gulfport
Counted By: Jason Ashby

File Name : 8076 US90 @ Oak st
Site Code : 00008076
Start Date : 04/02/2008
Page No : 1

Groups Printed- Trucks - Buses

Start Time	Oak St Southbound				US 90 Westbound				Oak St Northbound				US 90 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	1	3	3	0	1	18	0	0	0	1	1	0	2	13	0	0	43
08:00	5	8	1	0	0	12	3	0	1	0	9	0	2	24	0	0	65
09:00	2	0	3	0	8	11	2	0	0	0	5	0	3	15	0	0	49
10:00	2	0	2	0	3	6	1	0	0	0	6	0	0	14	1	0	35
11:00	4	0	5	0	4	25	2	0	0	2	3	0	2	14	1	0	62
12:00	0	1	3	0	2	13	2	0	0	0	2	0	1	21	0	0	45
13:00	3	2	3	0	5	12	1	0	0	1	6	0	1	13	0	0	47
14:00	0	0	2	0	9	18	2	0	0	9	3	0	1	14	0	0	58
15:00	2	0	1	0	4	7	2	0	0	4	0	0	2	8	0	0	30
16:00	1	1	1	0	0	13	3	0	0	1	7	0	3	8	1	0	39
17:00	0	0	0	0	0	6	0	0	0	1	0	0	3	18	0	0	28
18:00	0	1	0	0	0	8	0	0	0	0	0	0	0	9	0	0	18
Grand Total	20	16	24	0	36	149	18	0	1	19	42	0	20	171	3	0	519
Apprch %	33.3	26.7	40.0	0.0	17.7	73.4	8.9	0.0	1.6	30.6	67.7	0.0	10.3	88.1	1.5	0.0	
Total %	3.9	3.1	4.6	0.0	6.9	28.7	3.5	0.0	0.2	3.7	8.1	0.0	3.9	32.9	0.6	0.0	

Southern Traffic Services, Inc.

2911 Westfield Rd.

Gulf Breeze, FL 32563

1-800-786-3374

Intersection: US90 @ Oak St

County/City: Harrison/Gulfport

Counted By: Jason Ashby

File Name : 8076 US90 @ Oak st

Site Code : 00008076

Start Date : 04/02/2008

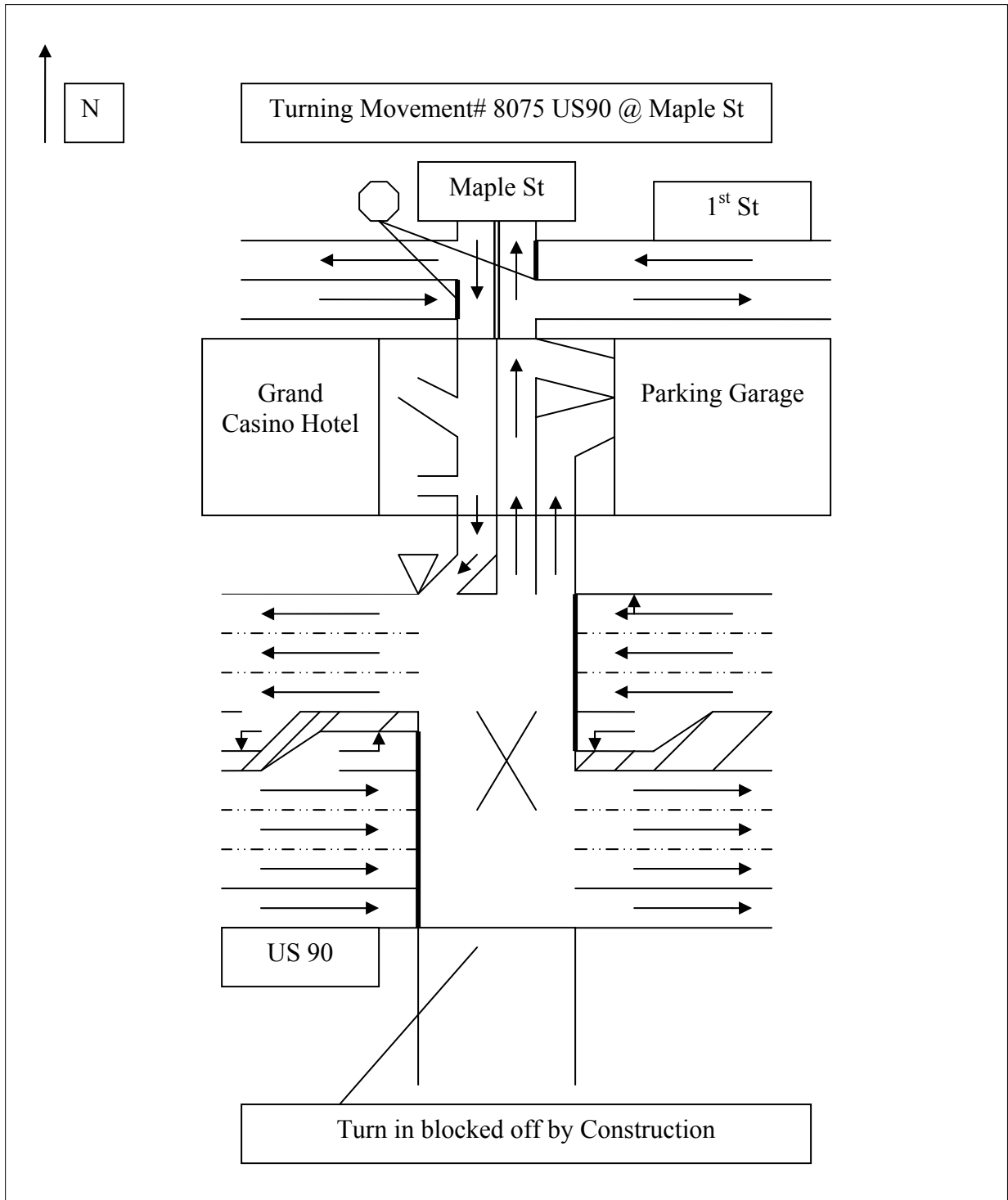
Page No : 1

Groups Printed- Trucks - Buses

Start Time	Oak St Southbound				US 90 Westbound				Oak St Northbound				US 90 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	0	1	0	1	8	0	0	0	0	0	0	1	2	0	0	13
07:15	1	0	0	0	0	5	0	0	0	0	0	0	0	3	0	0	9
07:30	0	0	2	0	0	1	0	0	0	1	0	0	1	4	0	0	9
07:45	0	3	0	0	0	4	0	0	0	0	1	0	0	4	0	0	12
Total	1	3	3	0	1	18	0	0	0	1	1	0	2	13	0	0	43
08:00	3	4	1	0	0	2	1	0	0	0	5	0	0	8	0	0	24
08:15	1	3	0	0	0	2	1	0	0	0	2	0	1	6	0	0	16
08:30	0	1	0	0	0	3	0	0	0	0	1	0	0	5	0	0	10
08:45	1	0	0	0	0	5	1	0	1	0	1	0	1	5	0	0	15
Total	5	8	1	0	0	12	3	0	1	0	9	0	2	24	0	0	65
09:00	1	0	0	0	1	2	1	0	0	0	0	0	1	1	0	0	7
09:15	1	0	1	0	0	5	0	0	0	0	0	0	2	4	0	0	13
09:30	0	0	1	0	3	4	0	0	0	0	1	0	0	5	0	0	14
09:45	0	0	1	0	4	0	1	0	0	0	4	0	0	5	0	0	15
Total	2	0	3	0	8	11	2	0	0	0	5	0	3	15	0	0	49
10:00	1	0	1	0	2	2	0	0	0	0	1	0	0	3	0	0	10
10:15	0	0	0	0	0	1	1	0	0	0	2	0	0	4	0	0	8
10:30	1	0	1	0	1	1	0	0	0	0	1	0	0	2	0	0	7
10:45	0	0	0	0	0	2	0	0	0	0	2	0	0	5	1	0	10
Total	2	0	2	0	3	6	1	0	0	0	6	0	0	14	1	0	35
11:00	0	0	0	0	3	6	0	0	0	1	0	0	2	7	1	0	20
11:15	2	0	2	0	1	4	0	0	0	1	2	0	0	1	0	0	13
11:30	1	0	1	0	0	9	1	0	0	0	1	0	0	3	0	0	16
11:45	1	0	2	0	0	6	1	0	0	0	0	0	0	3	0	0	13
Total	4	0	5	0	4	25	2	0	0	2	3	0	2	14	1	0	62
12:00	0	0	1	0	0	4	0	0	0	0	0	0	1	6	0	0	12
12:15	0	0	0	0	1	5	1	0	0	0	0	0	0	10	0	0	17
12:30	0	0	1	0	0	2	1	0	0	0	1	0	0	2	0	0	7
12:45	0	1	1	0	1	2	0	0	0	0	1	0	0	3	0	0	9
Total	0	1	3	0	2	13	2	0	0	0	2	0	1	21	0	0	45
13:00	1	1	0	0	1	4	1	0	0	0	2	0	0	1	0	0	11
13:15	1	1	1	0	1	3	0	0	0	0	1	0	0	3	0	0	11
13:30	1	0	0	0	2	3	0	0	0	1	1	0	0	4	0	0	12
13:45	0	0	2	0	1	2	0	0	0	0	2	0	1	5	0	0	13
Total	3	2	3	0	5	12	1	0	0	1	6	0	1	13	0	0	47
14:00	0	0	0	0	2	7	0	0	0	2	0	0	1	4	0	0	16
14:15	0	0	0	0	3	5	0	0	0	5	3	0	0	4	0	0	20
14:30	0	0	2	0	3	4	1	0	0	1	0	0	0	5	0	0	16
14:45	0	0	0	0	1	2	1	0	0	1	0	0	0	1	0	0	6
Total	0	0	2	0	9	18	2	0	0	9	3	0	1	14	0	0	58
15:00	1	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	6
15:15	1	0	1	0	2	1	1	0	0	1	0	0	0	2	0	0	9
15:30	0	0	0	0	1	2	0	0	0	2	0	0	0	1	0	0	6
15:45	0	0	0	0	1	2	1	0	0	1	0	0	2	2	0	0	9
Total	2	0	1	0	4	7	2	0	0	4	0	0	2	8	0	0	30
16:00	0	1	0	0	0	5	2	0	0	1	1	0	1	2	1	0	14
16:15	0	0	1	0	0	1	0	0	0	0	5	0	1	1	0	0	9
16:30	0	0	0	0	0	2	0	0	0	0	1	0	1	4	0	0	8
16:45	1	0	0	0	0	5	1	0	0	0	0	0	0	1	0	0	8
Total	1	1	1	0	0	13	3	0	0	1	7	0	3	8	1	0	39
17:00	0	0	0	0	0	2	0	0	0	1	0	0	0	3	0	0	6
17:15	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	4
17:30	0	0	0	0	0	3	0	0	0	0	0	0	3	9	0	0	15
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
Total	0	0	0	0	0	6	0	0	0	1	0	0	3	18	0	0	28

B31

18:00	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	8
18:15	0	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	4
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
18:45	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
Total	0	1	0	0	0	8	0	0	0	0	0	0	0	9	0	0	18
Grand Total	20	16	24	0	36	149	18	0	1	19	42	0	20	171	3	0	519
Apprch %	33.3	26.7	40.0	0.0	17.7	73.4	8.9	0.0	1.6	30.6	67.7	0.0	10.3	88.1	1.5	0.0	
Total %	3.9	3.1	4.6	0.0	6.9	28.7	3.5	0.0	0.2	3.7	8.1	0.0	3.9	32.9	0.6	0.0	



Southern Traffic Services, Inc.
2911 Westfield Rd.
Gulf Breeze, FL 32563
1-800-786-3374

Intersection: US90 @ Maple St
County/City: Harrison/Gulfport
Counted By: Jason Ashby

File Name : 8075 US90 @ Maple St
Site Code : 00008075
Start Date : 03/27/2008
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

Start Time	Maple St Southbound				US 90 Westbound				Maple St Northbound				US 90 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	0	0	4	0	589	18	1	0	0	0	3	12	323	0	0	950
08:00	0	0	0	0	0	477	17	0	0	0	0	1	27	376	0	0	898
09:00	0	0	1	3	1	462	24	0	0	0	0	0	29	405	0	0	925
10:00	0	0	0	11	0	526	23	0	0	0	0	12	41	484	0	0	1097
11:00	0	0	1	10	0	506	31	2	0	0	0	3	47	544	1	0	1145
12:00	0	0	0	0	0	557	30	1	0	0	0	6	53	586	1	0	1234
13:00	0	0	1	2	0	503	39	0	0	0	0	1	58	579	0	0	1183
14:00	0	0	0	0	0	557	37	0	0	0	0	3	34	642	0	0	1273
15:00	0	0	0	1	0	483	36	0	0	0	0	2	72	662	0	0	1256
16:00	0	0	1	13	0	481	40	2	0	0	0	6	59	825	0	0	1427
17:00	0	0	1	1	0	530	35	0	0	0	0	11	54	745	0	0	1377
18:00	0	0	4	4	0	477	38	0	0	7	0	0	61	594	0	0	1185
Grand Total	0	0	9	49	1	6148	368	6	0	7	0	48	547	6765	2	0	13950
Apprch %	0.0	0.0	15.5	84.5	0.0	94.3	5.6	0.1	0.0	12.7	0.0	87.3	7.5	92.5	0.0	0.0	
Total %	0.0	0.0	0.1	0.4	0.0	44.1	2.6	0.0	0.0	0.1	0.0	0.3	3.9	48.5	0.0	0.0	

Southern Traffic Services, Inc.

2911 Westfield Rd.

Gulf Breeze, FL 32563

1-800-786-3374

Intersection: US90 @ Maple St

County/City: Harrison/Gulfport

Counted By: Jason Ashby

File Name : 8075 US90 @ Maple St

Site Code : 00008075

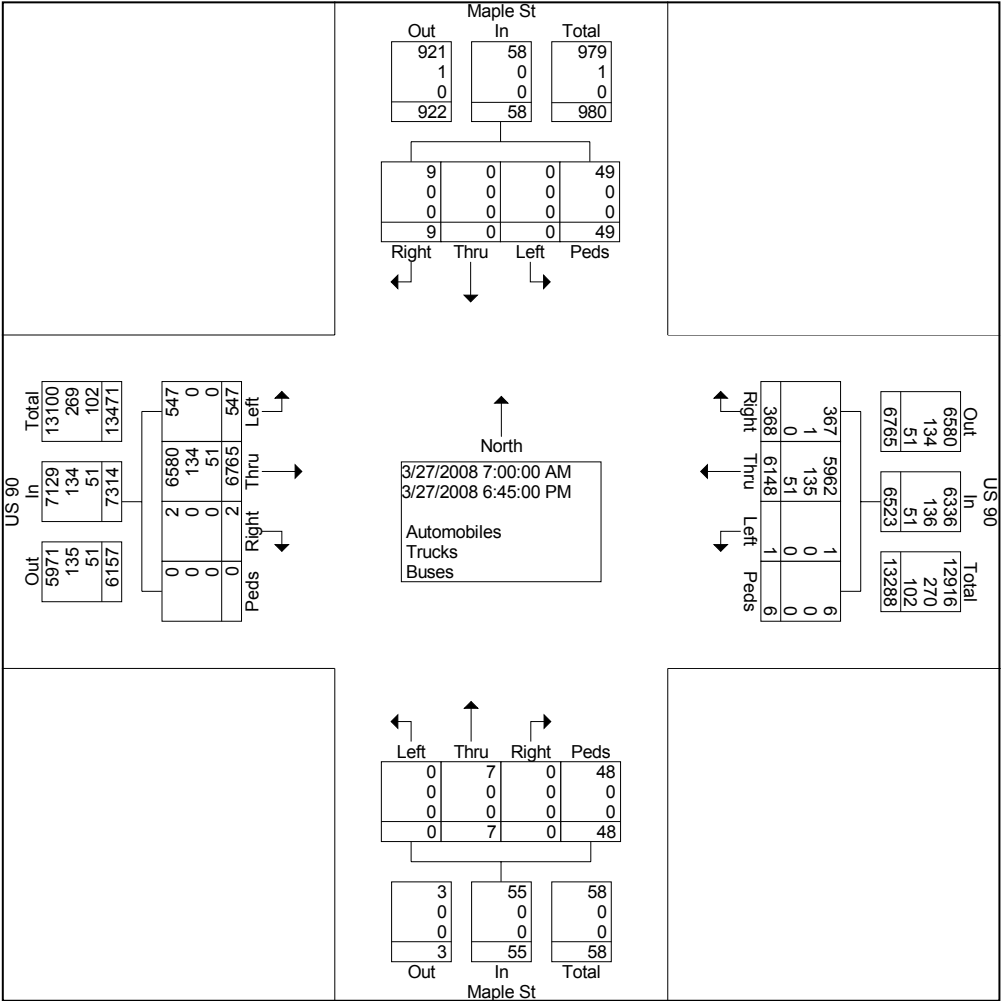
Start Date : 03/27/2008

Page No : 1

Groups Printed- Automobiles - Trucks - Buses

Start Time	Maple St Southbound				US 90 Westbound				Maple St Northbound				US 90 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	0	0	1	0	141	2	0	0	0	0	0	0	71	0	0	215
07:15	0	0	0	1	0	186	2	0	0	0	0	1	6	84	0	0	280
07:30	0	0	0	0	0	118	10	1	0	0	0	0	3	88	0	0	220
07:45	0	0	0	2	0	144	4	0	0	0	0	2	3	80	0	0	235
Total	0	0	0	4	0	589	18	1	0	0	0	3	12	323	0	0	950
08:00	0	0	0	0	0	118	4	0	0	0	0	0	13	109	0	0	244
08:15	0	0	0	0	0	128	7	0	0	0	0	1	4	83	0	0	223
08:30	0	0	0	0	0	116	1	0	0	0	0	0	4	92	0	0	213
08:45	0	0	0	0	0	115	5	0	0	0	0	0	6	92	0	0	218
Total	0	0	0	0	0	477	17	0	0	0	0	1	27	376	0	0	898
09:00	0	0	1	1	0	122	6	0	0	0	0	0	4	86	0	0	220
09:15	0	0	0	0	0	119	8	0	0	0	0	0	5	98	0	0	230
09:30	0	0	0	2	1	124	4	0	0	0	0	0	7	103	0	0	241
09:45	0	0	0	0	0	97	6	0	0	0	0	0	13	118	0	0	234
Total	0	0	1	3	1	462	24	0	0	0	0	0	29	405	0	0	925
10:00	0	0	0	0	0	136	5	0	0	0	0	2	6	96	0	0	245
10:15	0	0	0	2	0	130	5	0	0	0	0	2	10	113	0	0	262
10:30	0	0	0	4	0	130	6	0	0	0	0	3	11	135	0	0	289
10:45	0	0	0	5	0	130	7	0	0	0	0	5	14	140	0	0	301
Total	0	0	0	11	0	526	23	0	0	0	0	12	41	484	0	0	1097
11:00	0	0	1	3	0	89	9	0	0	0	0	1	12	131	1	0	247
11:15	0	0	0	3	0	139	9	0	0	0	0	0	11	127	0	0	289
11:30	0	0	0	4	0	129	11	0	0	0	0	0	8	148	0	0	300
11:45	0	0	0	0	0	149	2	2	0	0	0	2	16	138	0	0	309
Total	0	0	1	10	0	506	31	2	0	0	0	3	47	544	1	0	1145
12:00	0	0	0	0	0	134	12	1	0	0	0	0	18	128	0	0	293
12:15	0	0	0	0	0	141	6	0	0	0	0	1	11	141	0	0	300
12:30	0	0	0	0	0	140	6	0	0	0	0	4	10	165	1	0	326
12:45	0	0	0	0	0	142	6	0	0	0	0	1	14	152	0	0	315
Total	0	0	0	0	0	557	30	1	0	0	0	6	53	586	1	0	1234
13:00	0	0	0	0	0	118	7	0	0	0	0	1	8	132	0	0	266
13:15	0	0	0	1	0	82	9	0	0	0	0	0	20	149	0	0	261
13:30	0	0	0	0	0	184	12	0	0	0	0	0	20	147	0	0	363
13:45	0	0	1	1	0	119	11	0	0	0	0	0	10	151	0	0	293
Total	0	0	1	2	0	503	39	0	0	0	0	1	58	579	0	0	1183
14:00	0	0	0	0	0	96	7	0	0	0	0	3	7	155	0	0	268
14:15	0	0	0	0	0	171	9	0	0	0	0	0	7	160	0	0	347
14:30	0	0	0	0	0	152	10	0	0	0	0	0	9	163	0	0	334
14:45	0	0	0	0	0	138	11	0	0	0	0	0	11	164	0	0	324
Total	0	0	0	0	0	557	37	0	0	0	0	3	34	642	0	0	1273
15:00	0	0	0	0	0	128	9	0	0	0	0	0	12	168	0	0	317
15:15	0	0	0	0	0	122	10	0	0	0	0	0	17	166	0	0	315
15:30	0	0	0	0	0	117	8	0	0	0	0	0	20	161	0	0	306
15:45	0	0	0	1	0	116	9	0	0	0	0	2	23	167	0	0	318
Total	0	0	0	1	0	483	36	0	0	0	0	2	72	662	0	0	1256
16:00	0	0	1	1	0	113	14	0	0	0	0	0	8	192	0	0	329
16:15	0	0	0	7	0	135	6	0	0	0	0	0	17	209	0	0	374
16:30	0	0	0	4	0	116	11	2	0	0	0	3	12	201	0	0	349
16:45	0	0	0	1	0	117	9	0	0	0	0	3	22	223	0	0	375
Total	0	0	1	13	0	481	40	2	0	0	0	6	59	825	0	0	1427
17:00	0	0	0	0	0	122	8	0	0	0	0	5	8	191	0	0	334
17:15	0	0	1	1	0	156	9	0	0	0	0	0	12	203	0	0	382
17:30	0	0	0	0	0	130	12	0	0	0	0	5	13	207	0	0	367
17:45	0	0	0	0	0	122	6	0	0	0	0	1	21	144	0	0	294
Total	0	0	1	1	0	530	35	0	0	0	0	11	54	745	0	0	1377

18:00	0	0	0	1	0	109	6	0	0	0	0	0	13	154	0	0	283
18:15	0	0	3	0	0	134	10	0	0	7	0	0	14	153	0	0	321
18:30	0	0	0	0	0	128	15	0	0	0	0	0	16	141	0	0	300
18:45	0	0	1	3	0	106	7	0	0	0	0	0	18	146	0	0	281
Total	0	0	4	4	0	477	38	0	0	7	0	0	61	594	0	0	1185
Grand Total	0	0	9	49	1	6148	368	6	0	7	0	48	547	6765	2	0	13950
Apprch %	0.0	0.0	15.5	84.5	0.0	94.3	5.6	0.1	0.0	12.7	0.0	87.3	7.5	92.5	0.0	0.0	
Total %	0.0	0.0	0.1	0.4	0.0	44.1	2.6	0.0	0.0	0.1	0.0	0.3	3.9	48.5	0.0	0.0	

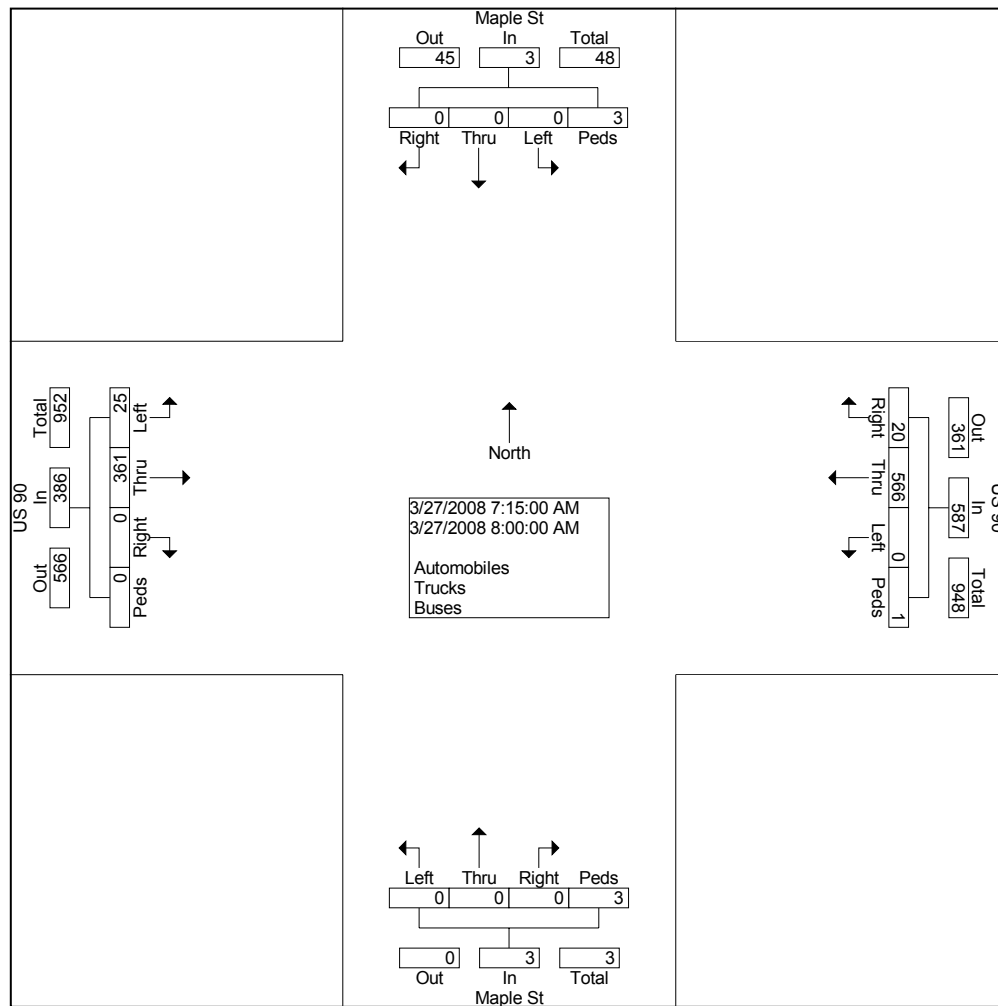


Southern Traffic Services, Inc.
2911 Westfield Rd.
Gulf Breeze, FL 32563
1-800-786-3374

Intersection: US90 @ Maple St
County/City: Harrison/Gulfport
Counted By: Jason Ashby

File Name : 8075 US90 @ Maple St
Site Code : 00008075
Start Date : 03/27/2008
Page No : 3

	Maple St Southbound					US 90 Westbound					Maple St Northbound					US 90 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 to 09:45 - Peak 1 of 1																					
Intersection 07:15																					
Volume	0	0	0	3	3	0	566	20	1	587	0	0	0	3	3	25	361	0	0	386	979
Percent	0.0	0.0	0.0	100.0		0.0	96.4	3.4	0.2		0.0	0.0	0.0	100.0		6.5	93.5	0.0	0.0		
Volume	0	0	0	3	3	0	566	20	1	587	0	0	0	3	3	25	361	0	0	386	979
Volume	0	0	0	1	1	0	186	2	0	188	0	0	0	1	1	6	84	0	0	90	280
Peak Factor																					0.874
High Int. 07:45						07:15					07:45					08:00					
Volume	0	0	0	2	2	0	186	2	0	188	0	0	0	2	2	13	109	0	0	122	
Peak Factor					0.37					0.78					0.37					0.79	
Factor					5					1					5					1	

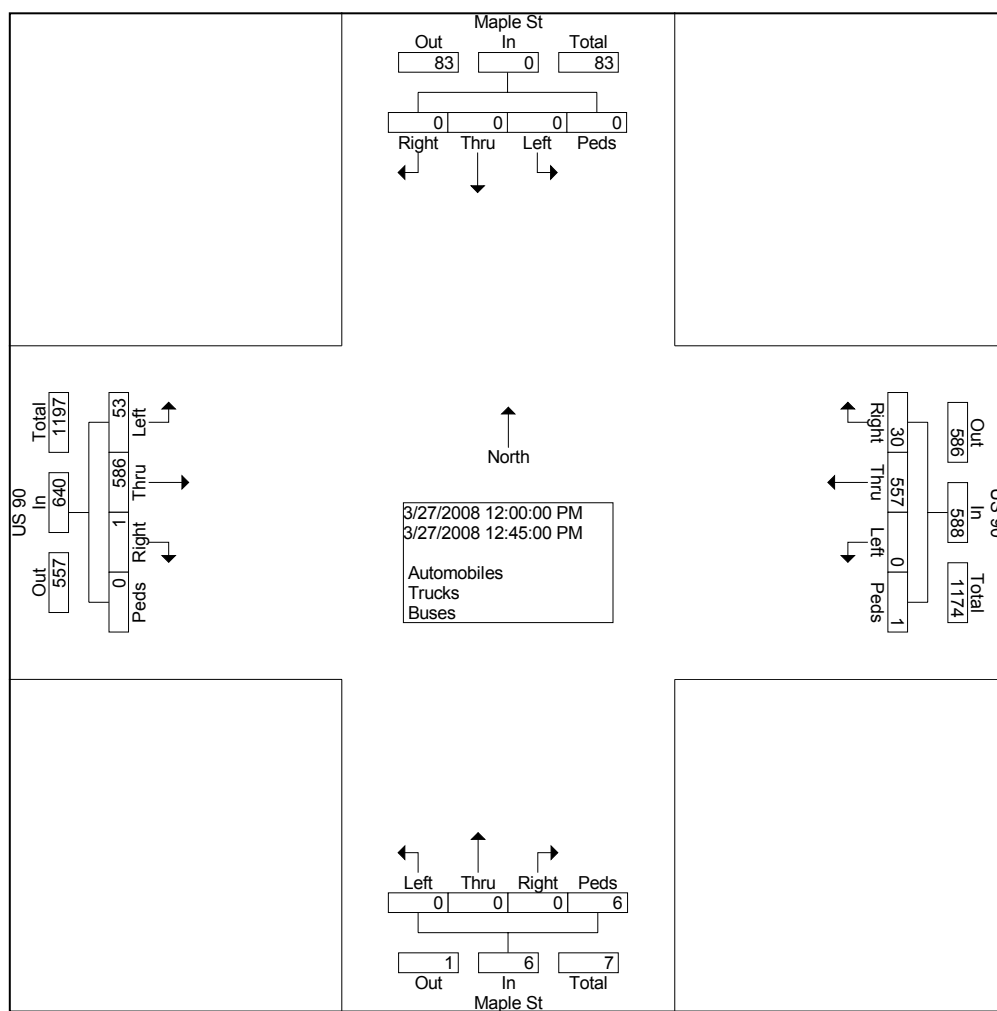


Southern Traffic Services, Inc.
2911 Westfield Rd.
Gulf Breeze, FL 32563
1-800-786-3374

Intersection: US90 @ Maple St
County/City: Harrison/Gulfport
Counted By: Jason Ashby

File Name : 8075 US90 @ Maple St
Site Code : 00008075
Start Date : 03/27/2008
Page No : 4

	Maple St Southbound					US 90 Westbound					Maple St Northbound					US 90 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 10:00 to 13:45 - Peak 1 of 1																					
Intersection 12:00																					
Volume	0	0	0	0	0	0	557	30	1	588	0	0	0	6	6	53	586	1	0	640	1234
Percent	0.0	0.0	0.0	0.0		0.0	94.7	5.1	0.2		0.0	0.0	0.0	100.0		8.3	91.6	0.2	0.0		
Volume	0	0	0	0	0	0	557	30	1	588	0	0	0	6	6	53	586	1	0	640	1234
Volume	0	0	0	0	0	0	140	6	0	146	0	0	0	4	4	10	165	1	0	176	326
Peak Factor																					0.946
High Int. Volume						12:45					12:30					12:30					
Volume	0	0	0	0	0	0	142	6	0	148	0	0	0	4	4	10	165	1	0	176	
Peak Factor										0.993					0.375					0.909	



Southern Traffic Services, Inc.

2911 Westfield Rd.

Gulf Breeze, FL 32563

1-800-786-3374

Intersection: US90 @ Maple St

County/City: Harrison/Gulfport

Counted By: Jason Ashby

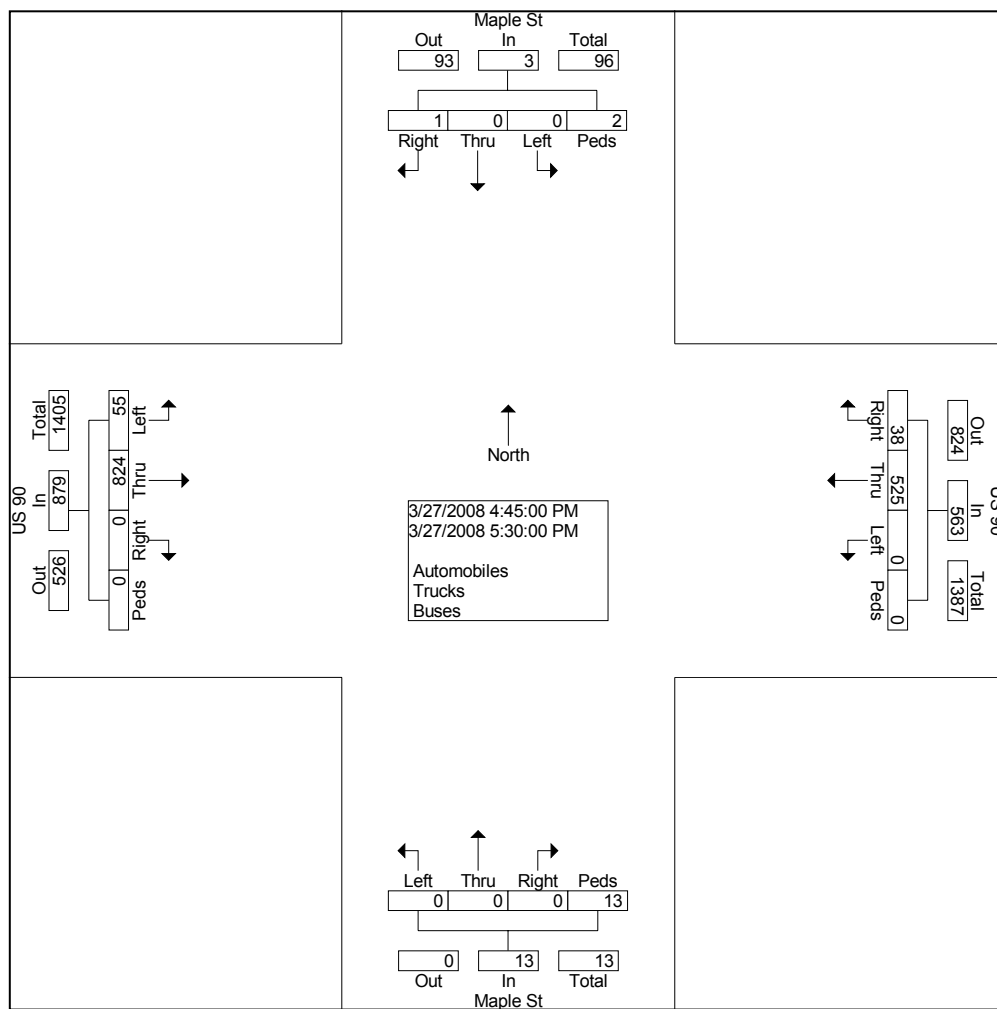
File Name : 8075 US90 @ Maple St

Site Code : 00008075

Start Date : 03/27/2008

Page No : 5

	Maple St Southbound					US 90 Westbound					Maple St Northbound					US 90 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 14:00 to 18:45 - Peak 1 of 1																					
Intersection	16:45																				
Volume	0	0	1	2	3	0	525	38	0	563	0	0	0	13	13	55	824	0	0	879	1458
Percent	0.0	0.0	33.3	66.7		0.0	93.3	6.7	0.0		0.0	0.0	0.0	100.0		6.3	93.7	0.0	0.0		
Volume	0	0	1	2	3	0	525	38	0	563	0	0	0	13	13	55	824	0	0	879	1458
Volume	0	0	1	1	2	0	156	9	0	165	0	0	0	0	0	12	203	0	0	215	382
Peak Factor																					0.954
High Int.	17:15					17:15					17:00					16:45					
Volume	0	0	1	1	2	0	156	9	0	165	0	0	0	5	5	22	223	0	0	245	
Peak Factor					0.375					0.853				0.650						0.897	



Southern Traffic Services, Inc.
2911 Westfield Rd.
Gulf Breeze, FL 32563
1-800-786-3374

Intersection: US90 @ Maple St
County/City: Harrison/Gulfport
Counted By: Jason Ashby

File Name : 8075 US90 @ Maple St
Site Code : 00008075
Start Date : 03/27/2008
Page No : 1

Groups Printed- Trucks - Buses

Start Time	Maple St Southbound				US 90 Westbound				Maple St Northbound				US 90 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	0	0	0	0	18	1	0	0	0	0	0	0	19	0	0	38
08:00	0	0	0	0	0	31	0	0	0	0	0	0	0	24	0	0	55
09:00	0	0	0	0	0	20	0	0	0	0	0	0	0	18	0	0	38
10:00	0	0	0	0	0	23	0	0	0	0	0	0	0	23	0	0	46
11:00	0	0	0	0	0	29	0	0	0	0	0	0	0	24	0	0	53
12:00	0	0	0	0	0	14	0	0	0	0	0	0	0	31	0	0	45
13:00	0	0	0	0	0	15	0	0	0	0	0	0	0	12	0	0	27
14:00	0	0	0	0	0	10	0	0	0	0	0	0	0	8	0	0	18
15:00	0	0	0	0	0	7	0	0	0	0	0	0	0	5	0	0	12
16:00	0	0	0	0	0	5	0	0	0	0	0	0	0	10	0	0	15
17:00	0	0	0	0	0	9	0	0	0	0	0	0	0	5	0	0	14
18:00	0	0	0	0	0	5	0	0	0	0	0	0	0	6	0	0	11
Grand Total	0	0	0	0	0	186	1	0	0	0	0	0	0	185	0	0	372
Apprch %	0.0	0.0	0.0	0.0	0.0	99.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	50.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	49.7	0.0	0.0	

Southern Traffic Services, Inc.

2911 Westfield Rd.

Gulf Breeze, FL 32563

1-800-786-3374

Intersection: US90 @ Maple St

County/City: Harrison/Gulfport

Counted By: Jason Ashby

File Name : 8075 US90 @ Maple St

Site Code : 00008075

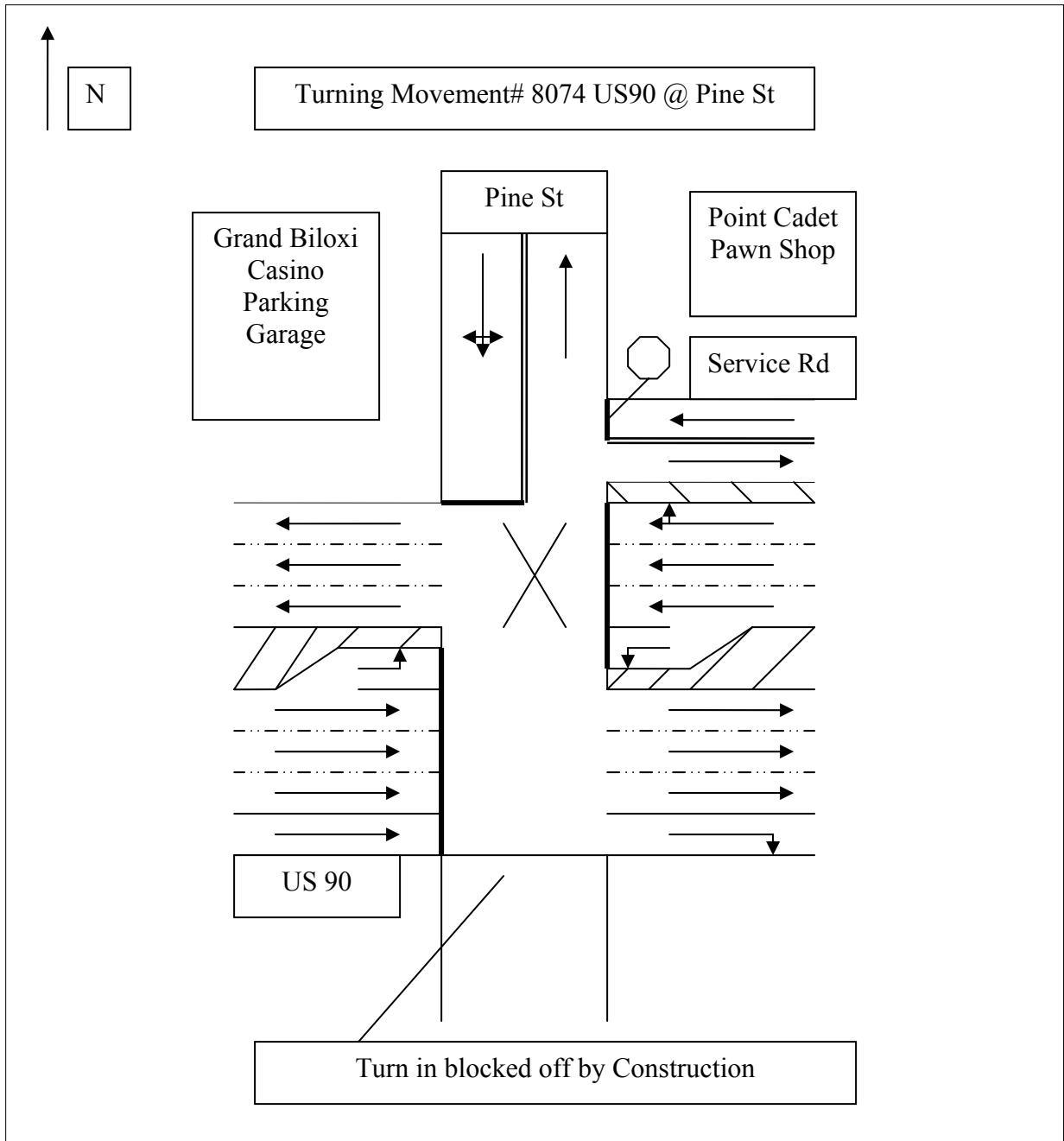
Start Date : 03/27/2008

Page No : 1

Groups Printed- Trucks - Buses

Start Time	Maple St Southbound				US 90 Westbound				Maple St Northbound				US 90 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	0	0	0	0	4	1	0	0	0	0	0	0	5	0	0	10
07:15	0	0	0	0	0	4	0	0	0	0	0	0	0	5	0	0	9
07:30	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0	7
07:45	0	0	0	0	0	8	0	0	0	0	0	0	0	4	0	0	12
Total	0	0	0	0	0	18	1	0	0	0	0	0	0	19	0	0	38
08:00	0	0	0	0	0	5	0	0	0	0	0	0	0	5	0	0	10
08:15	0	0	0	0	0	8	0	0	0	0	0	0	0	7	0	0	15
08:30	0	0	0	0	0	5	0	0	0	0	0	0	0	8	0	0	13
08:45	0	0	0	0	0	13	0	0	0	0	0	0	0	4	0	0	17
Total	0	0	0	0	0	31	0	0	0	0	0	0	0	24	0	0	55
09:00	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	8
09:15	0	0	0	0	0	8	0	0	0	0	0	0	0	3	0	0	11
09:30	0	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0	9
09:45	0	0	0	0	0	3	0	0	0	0	0	0	0	7	0	0	10
Total	0	0	0	0	0	20	0	0	0	0	0	0	0	18	0	0	38
10:00	0	0	0	0	0	7	0	0	0	0	0	0	0	4	0	0	11
10:15	0	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0	9
10:30	0	0	0	0	0	5	0	0	0	0	0	0	0	6	0	0	11
10:45	0	0	0	0	0	6	0	0	0	0	0	0	0	9	0	0	15
Total	0	0	0	0	0	23	0	0	0	0	0	0	0	23	0	0	46
11:00	0	0	0	0	0	6	0	0	0	0	0	0	0	6	0	0	12
11:15	0	0	0	0	0	12	0	0	0	0	0	0	0	4	0	0	16
11:30	0	0	0	0	0	3	0	0	0	0	0	0	0	8	0	0	11
11:45	0	0	0	0	0	8	0	0	0	0	0	0	0	6	0	0	14
Total	0	0	0	0	0	29	0	0	0	0	0	0	0	24	0	0	53
12:00	0	0	0	0	0	2	0	0	0	0	0	0	0	11	0	0	13
12:15	0	0	0	0	0	4	0	0	0	0	0	0	0	5	0	0	9
12:30	0	0	0	0	0	5	0	0	0	0	0	0	0	7	0	0	12
12:45	0	0	0	0	0	3	0	0	0	0	0	0	0	8	0	0	11
Total	0	0	0	0	0	14	0	0	0	0	0	0	0	31	0	0	45
13:00	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	4
13:15	0	0	0	0	0	3	0	0	0	0	0	0	0	4	0	0	7
13:30	0	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0	9
13:45	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0	7
Total	0	0	0	0	0	15	0	0	0	0	0	0	0	12	0	0	27
14:00	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	6
14:15	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	6
14:30	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
14:45	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
Total	0	0	0	0	0	10	0	0	0	0	0	0	0	8	0	0	18
15:00	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
15:15	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
15:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
15:45	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	4
Total	0	0	0	0	0	7	0	0	0	0	0	0	0	5	0	0	12
16:00	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	5
16:15	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
16:30	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	5
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	5	0	0	0	0	0	0	0	10	0	0	15
17:00	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0	7
17:15	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	4
17:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
17:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	9	0	0	0	0	0	0	0	5	0	0	14

18:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	3
18:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	3
18:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
18:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	3
Total	0	0	0	0	0	5	0	0	0	0	0	0	0	0	6	0	0	11
Grand Total	0	0	0	0	0	186	1	0	0	0	0	0	0	0	185	0	0	372
Apprch %	0.0	0.0	0.0	0.0	0.0	99.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	50.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	49.7	0.0	0.0	



Southern Traffic Services, Inc.
2911 Westfield Rd.
Gulf Breeze, FL 32563
1-800-786-3374

Intersection: US90 @ Pine St
County/City: Harrison/Gulfport
Counted By: Jason Ashby

File Name : 8074 US90 @ Pine St
Site Code : 00008074
Start Date : 03/26/2008
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

Start Time	Pine St Southbound				US 90 Westbound				Pine St Northbound				US 90 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	9	0	7	0	1	650	15	0	0	0	0	0	19	308	0	0	1009
08:00	7	0	4	5	0	557	15	0	0	0	0	7	22	377	0	0	994
09:00	9	0	14	2	0	437	21	0	0	0	0	3	14	383	0	1	884
10:00	17	0	14	0	2	476	15	0	0	0	0	11	29	510	0	2	1076
11:00	17	0	13	2	0	526	15	0	0	0	0	2	18	511	0	1	1105
12:00	11	0	18	2	0	606	23	0	0	0	0	4	20	570	0	0	1254
13:00	18	0	20	10	0	649	24	0	0	0	0	18	22	552	0	0	1313
14:00	15	0	20	6	0	570	21	1	0	0	0	4	19	624	0	2	1282
15:00	16	0	26	1	0	470	16	0	0	0	0	7	17	696	0	1	1250
16:00	21	0	32	9	0	446	22	0	0	0	0	11	22	697	0	5	1265
17:00	32	0	45	7	0	435	20	0	0	0	0	10	6	495	0	3	1053
18:00	18	0	22	7	0	396	20	0	0	0	0	9	15	707	0	0	1194
Grand Total	190	0	235	51	3	6218	227	1	0	0	0	86	223	6430	0	15	13679
Apprch %	39.9	0.0	49.4	10.7	0.0	96.4	3.5	0.0	0.0	0.0	0.0	100.0	3.3	96.4	0.0	0.2	
Total %	1.4	0.0	1.7	0.4	0.0	45.5	1.7	0.0	0.0	0.0	0.0	0.6	1.6	47.0	0.0	0.1	

Southern Traffic Services, Inc.

2911 Westfield Rd.

Gulf Breeze, FL 32563

1-800-786-3374

Intersection: US90 @ Pine St

County/City: Harrison/Gulfport

Counted By: Jason Ashby

File Name : 8074 US90 @ Pine St

Site Code : 00008074

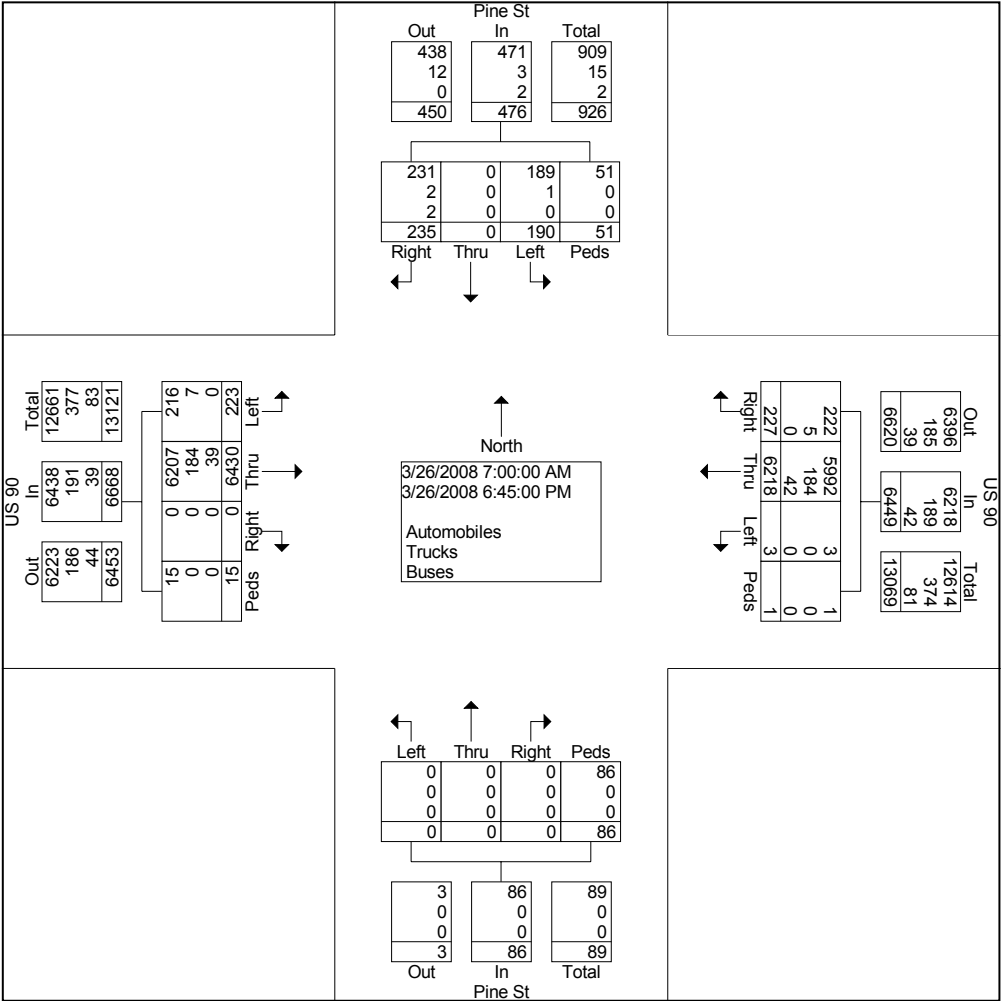
Start Date : 03/26/2008

Page No : 1

Groups Printed- Automobiles - Trucks - Buses

Start Time	Pine St Southbound				US 90 Westbound				Pine St Northbound				US 90 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	5	0	3	0	0	158	2	0	0	0	0	0	4	70	0	0	242
07:15	1	0	1	0	0	151	4	0	0	0	0	0	3	82	0	0	242
07:30	2	0	3	0	0	175	6	0	0	0	0	0	1	70	0	0	257
07:45	1	0	0	0	1	166	3	0	0	0	0	0	11	86	0	0	268
Total	9	0	7	0	1	650	15	0	0	0	0	0	19	308	0	0	1009
08:00	1	0	3	2	0	132	2	0	0	0	0	2	10	93	0	0	245
08:15	1	0	0	1	0	141	5	0	0	0	0	2	2	109	0	0	261
08:30	3	0	0	2	0	158	5	0	0	0	0	1	5	81	0	0	255
08:45	2	0	1	0	0	126	3	0	0	0	0	2	5	94	0	0	233
Total	7	0	4	5	0	557	15	0	0	0	0	7	22	377	0	0	994
09:00	3	0	5	2	0	113	3	0	0	0	0	0	2	81	0	1	210
09:15	2	0	1	0	0	100	4	0	0	0	0	1	2	75	0	0	185
09:30	1	0	3	0	0	94	5	0	0	0	0	2	6	110	0	0	221
09:45	3	0	5	0	0	130	9	0	0	0	0	0	4	117	0	0	268
Total	9	0	14	2	0	437	21	0	0	0	0	3	14	383	0	1	884
10:00	3	0	3	0	0	101	6	0	0	0	0	4	13	116	0	2	248
10:15	6	0	2	0	1	111	2	0	0	0	0	2	9	122	0	0	255
10:30	2	0	5	0	0	123	3	0	0	0	0	3	4	133	0	0	273
10:45	6	0	4	0	1	141	4	0	0	0	0	2	3	139	0	0	300
Total	17	0	14	0	2	476	15	0	0	0	0	11	29	510	0	2	1076
11:00	6	0	3	1	0	134	1	0	0	0	0	0	7	121	0	0	273
11:15	2	0	6	0	0	139	4	0	0	0	0	2	5	135	0	0	293
11:30	5	0	2	1	0	119	5	0	0	0	0	0	5	138	0	1	276
11:45	4	0	2	0	0	134	5	0	0	0	0	0	1	117	0	0	263
Total	17	0	13	2	0	526	15	0	0	0	0	2	18	511	0	1	1105
12:00	2	0	1	0	0	130	11	0	0	0	0	2	5	150	0	0	301
12:15	0	0	3	0	0	161	1	0	0	0	0	0	3	154	0	0	322
12:30	6	0	6	0	0	160	4	0	0	0	0	0	3	140	0	0	319
12:45	3	0	8	2	0	155	7	0	0	0	0	2	9	126	0	0	312
Total	11	0	18	2	0	606	23	0	0	0	0	4	20	570	0	0	1254
13:00	6	0	6	1	0	175	11	0	0	0	0	14	4	115	0	0	332
13:15	3	0	4	3	0	155	0	0	0	0	0	2	7	147	0	0	321
13:30	5	0	6	0	0	167	6	0	0	0	0	0	7	140	0	0	331
13:45	4	0	4	6	0	152	7	0	0	0	0	2	4	150	0	0	329
Total	18	0	20	10	0	649	24	0	0	0	0	18	22	552	0	0	1313
14:00	6	0	8	4	0	161	6	1	0	0	0	0	4	130	0	0	320
14:15	3	0	4	1	0	142	6	0	0	0	0	1	5	169	0	2	333
14:30	2	0	3	1	0	137	5	0	0	0	0	1	4	166	0	0	319
14:45	4	0	5	0	0	130	4	0	0	0	0	2	6	159	0	0	310
Total	15	0	20	6	0	570	21	1	0	0	0	4	19	624	0	2	1282
15:00	3	0	4	1	0	125	5	0	0	0	0	2	5	167	0	1	313
15:15	4	0	3	0	0	114	3	0	0	0	0	2	3	171	0	0	300
15:30	4	0	9	0	0	117	3	0	0	0	0	1	4	175	0	0	313
15:45	5	0	10	0	0	114	5	0	0	0	0	2	5	183	0	0	324
Total	16	0	26	1	0	470	16	0	0	0	0	7	17	696	0	1	1250
16:00	9	0	11	0	0	106	4	0	0	0	0	2	2	187	0	2	323
16:15	3	0	7	2	0	108	10	0	0	0	0	1	5	146	0	0	282
16:30	6	0	8	6	0	112	2	0	0	0	0	3	14	190	0	0	341
16:45	3	0	6	1	0	120	6	0	0	0	0	5	1	174	0	3	319
Total	21	0	32	9	0	446	22	0	0	0	0	11	22	697	0	5	1265
17:00	11	0	15	0	0	95	6	0	0	0	0	0	1	149	0	0	277
17:15	7	0	7	3	0	114	3	0	0	0	0	0	5	117	0	0	256
17:30	8	0	13	0	0	110	3	0	0	0	0	5	0	119	0	3	261
17:45	6	0	10	4	0	116	8	0	0	0	0	5	0	110	0	0	259
Total	32	0	45	7	0	435	20	0	0	0	0	10	6	495	0	3	1053

18:00	4	0	11	2	0	94	7	0	0	0	0	1	2	168	0	0	289
18:15	2	0	3	2	0	123	5	0	0	0	0	4	0	199	0	0	338
18:30	6	0	5	3	0	89	5	0	0	0	0	0	7	201	0	0	316
18:45	6	0	3	0	0	90	3	0	0	0	0	4	6	139	0	0	251
Total	18	0	22	7	0	396	20	0	0	0	0	9	15	707	0	0	1194
Grand Total	190	0	235	51	3	6218	227	1	0	0	0	86	223	6430	0	15	13679
Apprch %	39.9	0.0	49.4	10.7	0.0	96.4	3.5	0.0	0.0	0.0	0.0	100.0	3.3	96.4	0.0	0.2	
Total %	1.4	0.0	1.7	0.4	0.0	45.5	1.7	0.0	0.0	0.0	0.0	0.6	1.6	47.0	0.0	0.1	

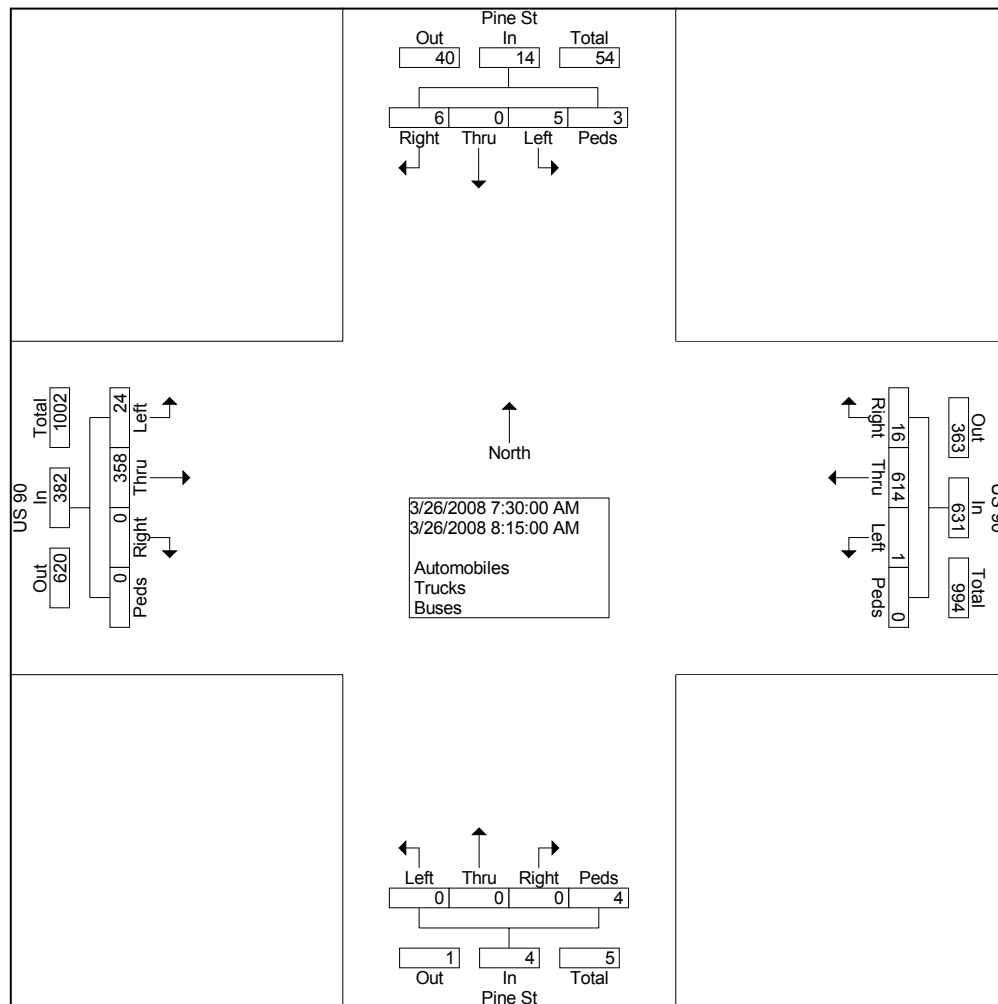


Southern Traffic Services, Inc.
2911 Westfield Rd.
Gulf Breeze, FL 32563
1-800-786-3374

Intersection: US90 @ Pine St
County/City: Harrison/Gulfport
Counted By: Jason Ashby

File Name : 8074 US90 @ Pine St
Site Code : 00008074
Start Date : 03/26/2008
Page No : 3

	Pine St Southbound					US 90 Westbound					Pine St Northbound					US 90 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 to 09:45 - Peak 1 of 1																					
Intersection	07:30																				
Volume	5	0	6	3	14	1	614	16	0	631	0	0	0	4	4	24	358	0	0	382	1031
Percent	35.7	0.0	42.9	21.4		0.2	97.3	2.5	0.0		0.0	0.0	0.0	100.0		6.3	93.7	0.0	0.0		
Volume	5	0	6	3	14	1	614	16	0	631	0	0	0	4	4	24	358	0	0	382	1031
Volume	1	0	0	0	1	1	166	3	0	170	0	0	0	0	0	11	86	0	0	97	268
Peak Factor																					0.962
High Int.	08:00					07:30					08:00					08:15					
Volume	1	0	3	2	6	0	175	6	0	181	0	0	0	2	2	2	109	0	0	111	
Peak Factor					0.58					0.87					0.50					0.86	
					3					2					0					0	

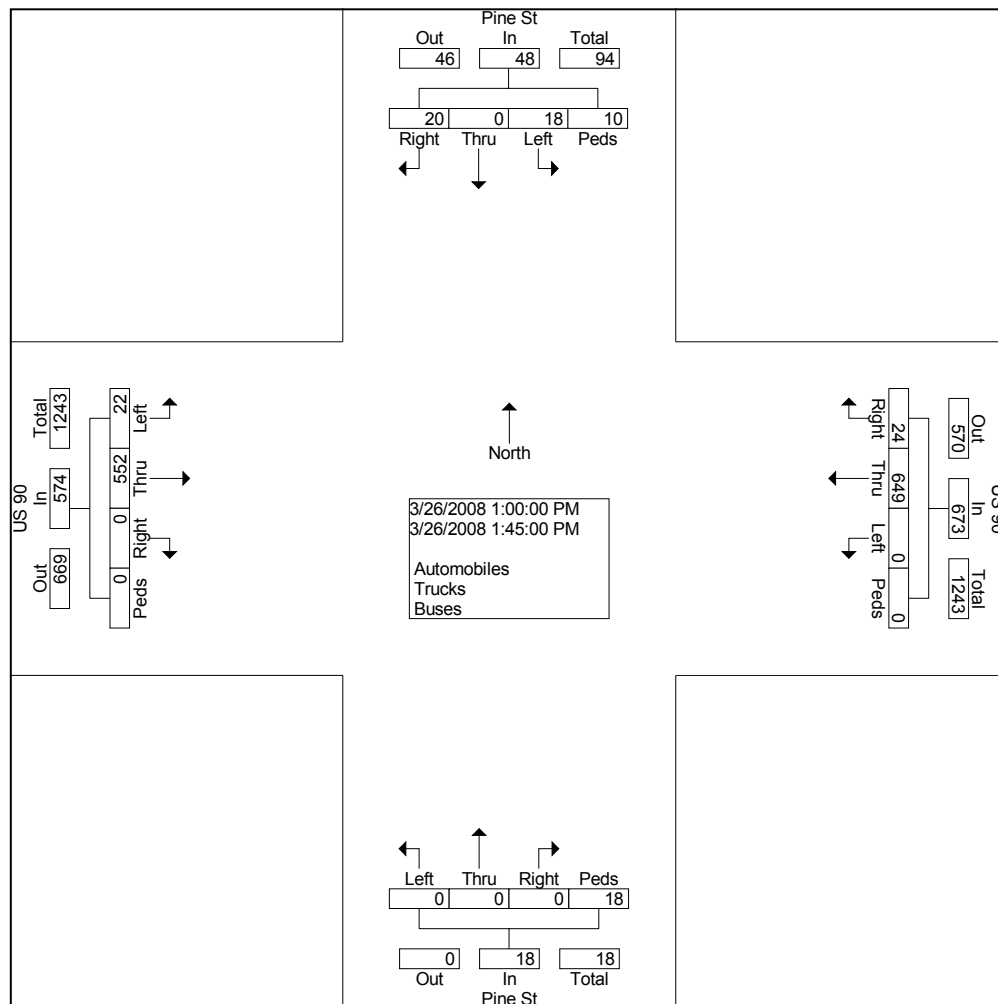


Southern Traffic Services, Inc.
2911 Westfield Rd.
Gulf Breeze, FL 32563
1-800-786-3374

Intersection: US90 @ Pine St
County/City: Harrison/Gulfport
Counted By: Jason Ashby

File Name : 8074 US90 @ Pine St
Site Code : 00008074
Start Date : 03/26/2008
Page No : 4

	Pine St Southbound					US 90 Westbound					Pine St Northbound					US 90 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 10:00 to 13:45 - Peak 1 of 1																					
Intersection	13:00																				
Volume	18	0	20	10	48	0	649	24	0	673	0	0	0	18	18	22	552	0	0	574	1313
Percent	37.5	0.0	41.7	20.8		0.0	96.4	3.6	0.0		0.0	0.0	0.0	100.0		3.8	96.2	0.0	0.0		
Volume	18	0	20	10	48	0	649	24	0	673	0	0	0	18	18	22	552	0	0	574	1313
Volume	6	0	6	1	13	0	175	11	0	186	0	0	0	14	14	4	115	0	0	119	332
Peak Factor																					0.989
High Int.	13:45					13:00					13:00					13:15					
Volume	4	0	4	6	14	0	175	11	0	186	0	0	0	14	14	7	147	0	0	154	
Peak Factor					0.85					0.90					0.32					0.93	
					7					5					1					2	



Southern Traffic Services, Inc.

2911 Westfield Rd.

Gulf Breeze, FL 32563

1-800-786-3374

Intersection: US90 @ Pine St

County/City: Harrison/Gulfport

Counted By: Jason Ashby

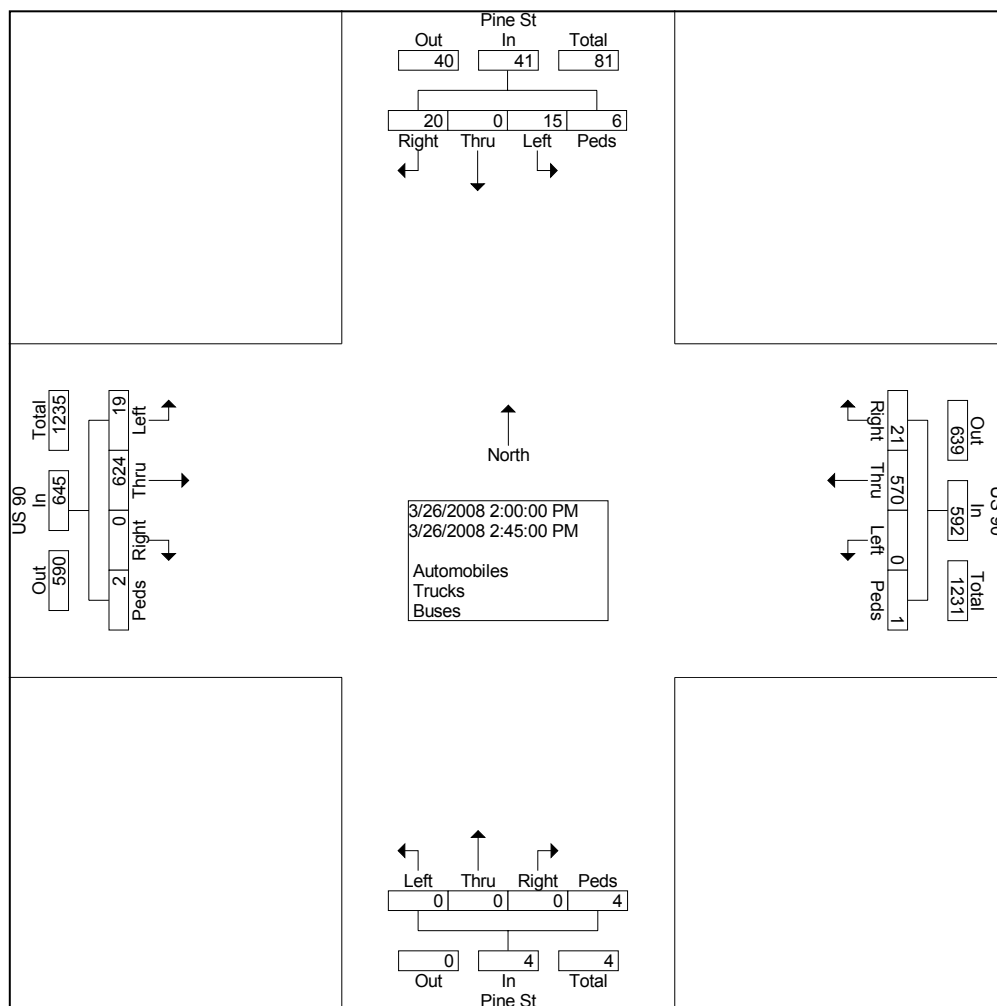
File Name : 8074 US90 @ Pine St

Site Code : 00008074

Start Date : 03/26/2008

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	Pine St Southbound					US 90 Westbound					Pine St Northbound					US 90 Eastbound					
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total
Peak Hour From 14:00 to 18:45 - Peak 1 of 1																					
Intersection	14:00																				
Volume	15	0	20	6	41	0	570	21	1	592	0	0	0	4	4	19	624	0	2	645	1282
Percent	36.6	0.0	48.8	14.6		0.0	96.3	3.5	0.2		0.0	0.0	0.0	100.0		2.9	96.7	0.0	0.3		
Volume	15	0	20	6	41	0	570	21	1	592	0	0	0	4	4	19	624	0	2	645	1282
Volume	3	0	4	1	8	0	142	6	0	148	0	0	0	1	1	5	169	0	2	176	333
Peak Factor																					0.962
High Int.	14:00					14:00					14:45					14:15					
Volume	6	0	8	4	18	0	161	6	1	168	0	0	0	2	2	5	169	0	2	176	
Peak Factor																0.50					0.91
																0					6



Southern Traffic Services, Inc.
2911 Westfield Rd.
Gulf Breeze, FL 32563
1-800-786-3374

Intersection: US90 @ Pine St
County/City: Harrison/Gulfport
Counted By: Jason Ashby

File Name : 8074 US90 @ Pine St
Site Code : 00008074
Start Date : 03/26/2008
Page No : 1

Groups Printed- Trucks - Buses

Start Time	Pine St Southbound				US 90 Westbound				Pine St Northbound				US 90 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	0	1	0	0	26	0	0	0	0	0	0	0	16	0	0	43
08:00	0	0	1	0	0	15	2	0	0	0	0	0	2	24	0	0	44
09:00	1	0	1	0	0	22	0	0	0	0	0	0	1	22	0	0	47
10:00	0	0	0	0	0	14	1	0	0	0	0	0	0	29	0	0	44
11:00	0	0	0	0	0	19	1	0	0	0	0	0	0	19	0	0	39
12:00	0	0	0	0	0	30	1	0	0	0	0	0	3	24	0	0	58
13:00	0	0	1	0	0	27	0	0	0	0	0	0	1	11	0	0	40
14:00	0	0	0	0	0	32	0	0	0	0	0	0	0	28	0	0	60
15:00	0	0	0	0	0	14	0	0	0	0	0	0	0	20	0	0	34
16:00	0	0	0	0	0	12	0	0	0	0	0	0	0	18	0	0	30
17:00	0	0	0	0	0	7	0	0	0	0	0	0	0	7	0	0	14
18:00	0	0	0	0	0	8	0	0	0	0	0	0	0	5	0	0	13
Grand Total	1	0	4	0	0	226	5	0	0	0	0	0	7	223	0	0	466
Apprch %	20.0	0.0	80.0	0.0	0.0	97.8	2.2	0.0	0.0	0.0	0.0	0.0	3.0	97.0	0.0	0.0	
Total %	0.2	0.0	0.9	0.0	0.0	48.5	1.1	0.0	0.0	0.0	0.0	0.0	1.5	47.9	0.0	0.0	

Southern Traffic Services, Inc.

2911 Westfield Rd.

Gulf Breeze, FL 32563

1-800-786-3374

Intersection: US90 @ Pine St

County/City: Harrison/Gulfport

Counted By: Jason Ashby

File Name : 8074 US90 @ Pine St

Site Code : 00008074

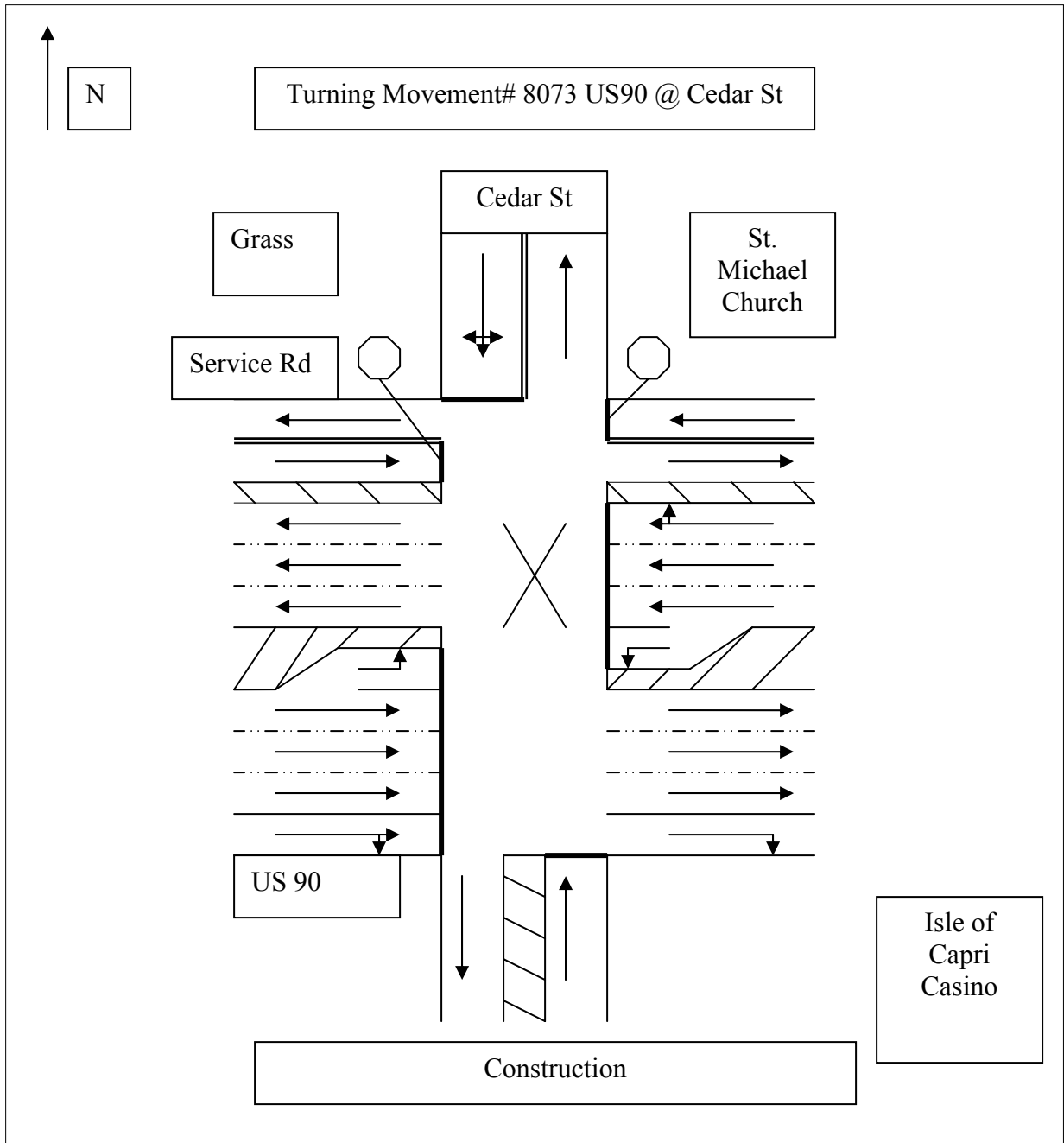
Start Date : 03/26/2008

Page No : 1

Groups Printed- Trucks - Buses

Start Time	Pine St Southbound				US 90 Westbound				Pine St Northbound				US 90 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	0	1	0	0	12	0	0	0	0	0	0	0	5	0	0	18
07:15	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	5
07:30	0	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0	9
07:45	0	0	0	0	0	6	0	0	0	0	0	0	0	5	0	0	11
Total	0	0	1	0	0	26	0	0	0	0	0	0	0	16	0	0	43
08:00	0	0	0	0	0	1	1	0	0	0	0	0	2	7	0	0	11
08:15	0	0	0	0	0	9	1	0	0	0	0	0	0	3	0	0	13
08:30	0	0	0	0	0	4	0	0	0	0	0	0	0	6	0	0	10
08:45	0	0	1	0	0	1	0	0	0	0	0	0	0	8	0	0	10
Total	0	0	1	0	0	15	2	0	0	0	0	0	2	24	0	0	44
09:00	0	0	1	0	0	6	0	0	0	0	0	0	0	6	0	0	13
09:15	1	0	0	0	0	5	0	0	0	0	0	0	0	3	0	0	9
09:30	0	0	0	0	0	3	0	0	0	0	0	0	0	5	0	0	8
09:45	0	0	0	0	0	8	0	0	0	0	0	0	1	8	0	0	17
Total	1	0	1	0	0	22	0	0	0	0	0	0	1	22	0	0	47
10:00	0	0	0	0	0	5	1	0	0	0	0	0	0	9	0	0	15
10:15	0	0	0	0	0	2	0	0	0	0	0	0	0	7	0	0	9
10:30	0	0	0	0	0	2	0	0	0	0	0	0	0	6	0	0	8
10:45	0	0	0	0	0	5	0	0	0	0	0	0	0	7	0	0	12
Total	0	0	0	0	0	14	1	0	0	0	0	0	0	29	0	0	44
11:00	0	0	0	0	0	6	0	0	0	0	0	0	0	2	0	0	8
11:15	0	0	0	0	0	4	1	0	0	0	0	0	0	6	0	0	11
11:30	0	0	0	0	0	5	0	0	0	0	0	0	0	6	0	0	11
11:45	0	0	0	0	0	4	0	0	0	0	0	0	0	5	0	0	9
Total	0	0	0	0	0	19	1	0	0	0	0	0	0	19	0	0	39
12:00	0	0	0	0	0	6	1	0	0	0	0	0	1	8	0	0	16
12:15	0	0	0	0	0	7	0	0	0	0	0	0	1	6	0	0	14
12:30	0	0	0	0	0	9	0	0	0	0	0	0	0	3	0	0	12
12:45	0	0	0	0	0	8	0	0	0	0	0	0	1	7	0	0	16
Total	0	0	0	0	0	30	1	0	0	0	0	0	3	24	0	0	58
13:00	0	0	1	0	0	7	0	0	0	0	0	0	0	3	0	0	11
13:15	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0	7
13:30	0	0	0	0	0	8	0	0	0	0	0	0	0	1	0	0	9
13:45	0	0	0	0	0	8	0	0	0	0	0	0	1	4	0	0	13
Total	0	0	1	0	0	27	0	0	0	0	0	0	1	11	0	0	40
14:00	0	0	0	0	0	11	0	0	0	0	0	0	0	5	0	0	16
14:15	0	0	0	0	0	9	0	0	0	0	0	0	0	12	0	0	21
14:30	0	0	0	0	0	7	0	0	0	0	0	0	0	7	0	0	14
14:45	0	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0	9
Total	0	0	0	0	0	32	0	0	0	0	0	0	0	28	0	0	60
15:00	0	0	0	0	0	6	0	0	0	0	0	0	0	3	0	0	9
15:15	0	0	0	0	0	3	0	0	0	0	0	0	0	5	0	0	8
15:30	0	0	0	0	0	2	0	0	0	0	0	0	0	6	0	0	8
15:45	0	0	0	0	0	3	0	0	0	0	0	0	0	6	0	0	9
Total	0	0	0	0	0	14	0	0	0	0	0	0	0	20	0	0	34
16:00	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0	7
16:15	0	0	0	0	0	5	0	0	0	0	0	0	0	6	0	0	11
16:30	0	0	0	0	0	3	0	0	0	0	0	0	0	4	0	0	7
16:45	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	5
Total	0	0	0	0	0	12	0	0	0	0	0	0	0	18	0	0	30
17:00	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	5
17:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
17:30	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
17:45	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	4
Total	0	0	0	0	0	7	0	0	0	0	0	0	0	7	0	0	14

18:00	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	5
18:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	4
18:30	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	4
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	8	0	0	0	0	0	0	0	0	5	0	0	13
Grand Total	1	0	4	0	0	226	5	0	0	0	0	0	0	7	223	0	0	466
Apprch %	20.0	0.0	80.0	0.0	0.0	97.8	2.2	0.0	0.0	0.0	0.0	0.0	0.0	3.0	97.0	0.0	0.0	
Total %	0.2	0.0	0.9	0.0	0.0	48.5	1.1	0.0	0.0	0.0	0.0	0.0	0.0	1.5	47.9	0.0	0.0	



Southern Traffic Services, Inc.
2911 Westfield Rd.
Gulf Breeze, FL 32563
1-800-786-3374

Intersection: US90 @ Cedar St
County/City: Harrison/Gulfport
Counted By: Jason Ashby

File Name : 8073 US90 @ Cedar St
Site Code : 00008073
Start Date : 03/25/2008
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

	Cedar Sr Southbound				US 90 Westbound				Ent. to Construction Northbound				US 90 Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	3	3	3	2	5	658	8	0	5	5	3	3	2	321	7	0	1028
08:00	5	5	1	1	3	500	4	0	3	7	3	4	3	365	3	0	907
09:00	7	12	4	6	4	499	5	0	8	8	4	6	10	415	5	0	993
10:00	10	7	2	7	4	571	4	0	3	5	5	2	3	503	9	0	1135
11:00	10	4	11	2	3	590	5	0	6	5	4	4	18	561	3	2	1228
12:00	7	4	8	5	3	572	9	0	7	3	3	7	14	606	6	0	1254
13:00	9	1	9	2	5	613	7	0	7	2	2	6	11	588	11	0	1273
14:00	28	8	4	6	3	528	2	4	7	6	6	3	4	558	7	5	1179
15:00	27	6	2	4	1	445	2	2	6	3	2	4	2	620	3	1	1130
16:00	38	2	5	6	3	468	8	2	4	8	6	17	3	820	7	0	1397
17:00	70	5	2	6	2	489	4	2	9	4	1	6	3	816	0	0	1419
18:00	2	0	5	3	2	428	1	0	1	1	0	10	8	591	3	0	1055
Grand Total	216	57	56	50	38	6361	59	10	66	57	39	72	81	6764	64	8	13998
Apprch %	57.0	15.0	14.8	13.2	0.6	98.3	0.9	0.2	28.2	24.4	16.7	30.8	1.2	97.8	0.9	0.1	
Total %	1.5	0.4	0.4	0.4	0.3	45.4	0.4	0.1	0.5	0.4	0.3	0.5	0.6	48.3	0.5	0.1	

Southern Traffic Services, Inc.

2911 Westfield Rd.

Gulf Breeze, FL 32563

1-800-786-3374

Intersection: US90 @ Cedar St

County/City: Harrison/Gulfport

Counted By: Jason Ashby

File Name : 8073 US90 @ Cedar St

Site Code : 00008073

Start Date : 03/25/2008

Page No : 1

Groups Printed- Automobiles - Trucks - Buses

	Cedar Sr Southbound				US 90 Westbound				Ent. to Construction Northbound				US 90 Eastbound				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	1	1	0	1	1	153	4	0	0	1	0	2	0	64	4	0	232
07:15	0	0	0	1	1	197	0	0	3	2	0	0	1	77	0	0	282
07:30	0	1	3	0	2	181	1	0	0	1	0	0	0	98	3	0	290
07:45	2	1	0	0	1	127	3	0	2	1	3	1	1	82	0	0	224
Total	3	3	3	2	5	658	8	0	5	5	3	3	2	321	7	0	1028
08:00	1	0	0	0	0	114	1	0	1	0	1	2	0	101	1	0	222
08:15	1	2	1	0	1	151	2	0	0	0	1	0	1	73	1	0	234
08:30	0	2	0	1	0	135	0	0	1	3	1	0	1	98	0	0	242
08:45	3	1	0	0	2	100	1	0	1	4	0	2	1	93	1	0	209
Total	5	5	1	1	3	500	4	0	3	7	3	4	3	365	3	0	907
09:00	0	1	0	0	2	117	3	0	1	1	1	0	1	108	0	0	235
09:15	2	6	2	0	1	114	0	0	4	1	1	2	3	97	1	0	234
09:30	4	3	1	4	1	121	2	0	1	2	1	2	4	99	2	0	247
09:45	1	2	1	2	0	147	0	0	2	4	1	2	2	111	2	0	277
Total	7	12	4	6	4	499	5	0	8	8	4	6	10	415	5	0	993
10:00	1	3	0	2	2	142	3	0	1	1	1	1	2	112	2	0	273
10:15	2	1	0	1	1	141	0	0	0	2	1	1	0	118	2	0	270
10:30	3	2	1	2	1	142	0	0	0	1	2	0	0	132	2	0	288
10:45	4	1	1	2	0	146	1	0	2	1	1	0	1	141	3	0	304
Total	10	7	2	7	4	571	4	0	3	5	5	2	3	503	9	0	1135
11:00	5	0	5	0	0	159	1	0	1	0	2	2	7	154	1	2	339
11:15	1	0	1	0	0	138	2	0	3	0	1	1	5	133	0	0	285
11:30	1	0	1	0	3	148	0	0	1	3	0	1	2	147	0	0	307
11:45	3	4	4	2	0	145	2	0	1	2	1	0	4	127	2	0	297
Total	10	4	11	2	3	590	5	0	6	5	4	4	18	561	3	2	1228
12:00	3	1	2	2	1	120	0	0	1	2	1	0	3	155	1	0	292
12:15	3	1	2	0	0	168	2	0	4	0	2	3	5	156	1	0	347
12:30	1	0	1	2	1	146	4	0	0	1	0	2	3	151	2	0	314
12:45	0	2	3	1	1	138	3	0	2	0	0	2	3	144	2	0	301
Total	7	4	8	5	3	572	9	0	7	3	3	7	14	606	6	0	1254
13:00	6	1	1	1	1	144	2	0	4	0	1	0	3	128	4	0	296
13:15	2	0	2	1	2	166	3	0	1	0	0	1	5	135	4	0	322
13:30	1	0	2	0	1	141	1	0	1	0	1	0	3	162	3	0	316
13:45	0	0	4	0	1	162	1	0	1	2	0	5	0	163	0	0	339
Total	9	1	9	2	5	613	7	0	7	2	2	6	11	588	11	0	1273
14:00	5	3	1	2	1	157	0	1	2	2	2	0	0	127	2	2	307
14:15	13	1	0	0	0	140	0	0	3	1	0	2	1	153	2	0	316
14:30	0	1	3	2	2	120	1	2	0	1	2	1	2	134	2	2	275
14:45	10	3	0	2	0	111	1	1	2	2	2	0	1	144	1	1	281
Total	28	8	4	6	3	528	2	4	7	6	6	3	4	558	7	5	1179
15:00	10	1	1	1	0	106	0	0	2	0	0	1	0	149	1	0	272
15:15	5	0	0	2	0	104	2	2	0	0	2	0	0	138	0	0	255
15:30	6	4	1	0	1	113	0	0	2	2	0	1	1	133	1	1	266
15:45	6	1	0	1	0	122	0	0	2	1	0	2	1	200	1	0	337
Total	27	6	2	4	1	445	2	2	6	3	2	4	2	620	3	1	1130
16:00	8	1	2	3	1	110	4	0	1	2	1	9	0	208	1	0	351
16:15	13	0	1	0	2	114	3	0	1	3	1	2	0	193	2	0	335
16:30	10	1	0	1	0	130	1	0	2	0	0	1	2	213	3	0	364
16:45	7	0	2	2	0	114	0	2	0	3	4	5	1	206	1	0	347
Total	38	2	5	6	3	468	8	2	4	8	6	17	3	820	7	0	1397

Southern Traffic Services, Inc.

2911 Westfield Rd.

Gulf Breeze, FL 32563

1-800-786-3374

Intersection: US90 @ Cedar St

County/City: Harrison/Gulfport

Counted By: Jason Ashby

File Name : 8073 US90 @ Cedar St

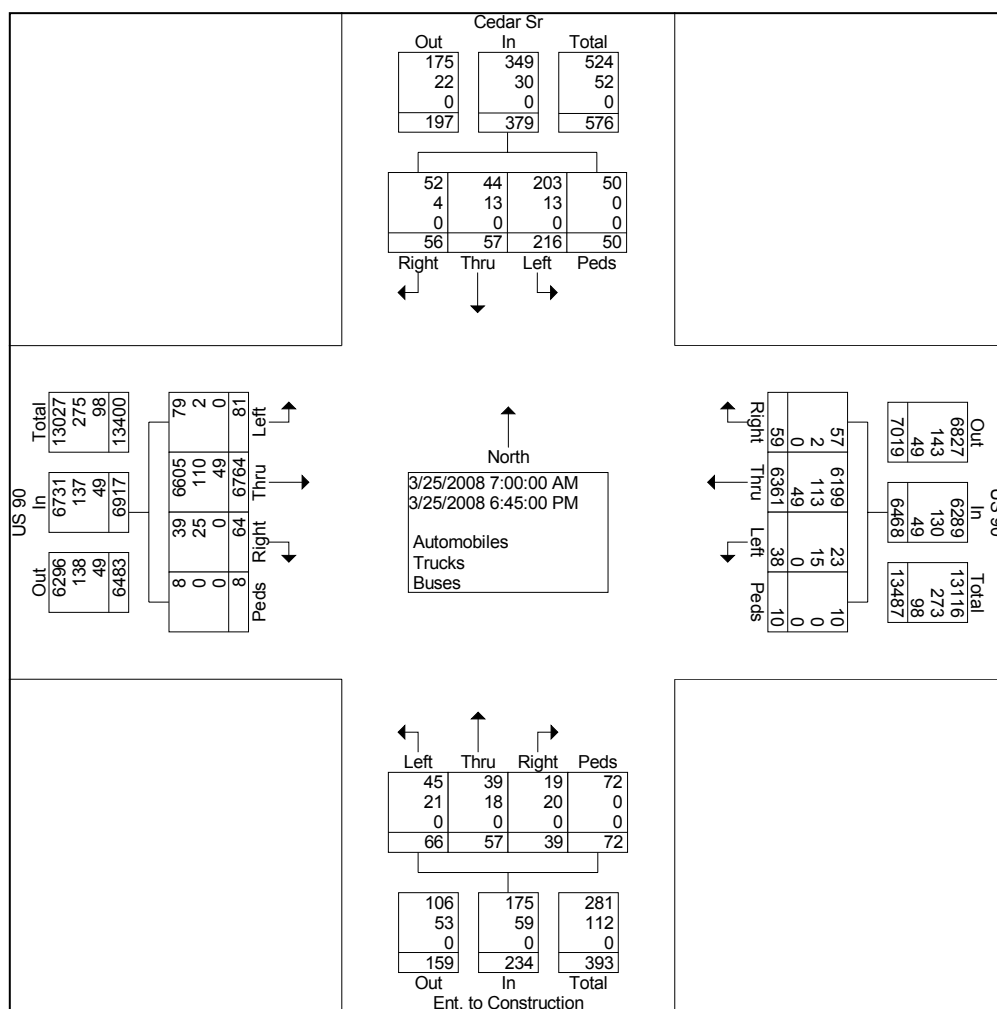
Site Code : 00008073

Start Date : 03/25/2008

Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	Cedar Sr Southbound				US 90 Westbound				Ent. to Construction Northbound				US 90 Eastbound				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
17:00	30	1	1	3	1	116	1	0	1	3	0	4	2	198	0	0	361
17:15	22	2	1	1	0	127	1	0	2	0	0	2	1	197	0	0	356
17:30	15	0	0	0	0	132	2	0	6	0	1	0	0	212	0	0	368
17:45	3	2	0	2	1	114	0	2	0	1	0	0	0	209	0	0	334
Total	70	5	2	6	2	489	4	2	9	4	1	6	3	816	0	0	1419
18:00	0	0	2	0	0	119	0	0	0	0	0	2	3	147	1	0	274
18:15	1	0	0	0	0	107	1	0	1	0	0	0	3	149	0	0	262
18:30	0	0	2	0	2	103	0	0	0	1	0	6	0	158	1	0	273
18:45	1	0	1	3	0	99	0	0	0	0	0	2	2	137	1	0	246
Total	2	0	5	3	2	428	1	0	1	1	0	10	8	591	3	0	1055
Grand Total	216	57	56	50	38	6361	59	10	66	57	39	72	81	6764	64	8	13998
Apprch %	57.0	15.0	14.8	13.2	0.6	98.3	0.9	0.2	28.2	24.4	16.7	30.8	1.2	97.8	0.9	0.1	
Total %	1.5	0.4	0.4	0.4	0.3	45.4	0.4	0.1	0.5	0.4	0.3	0.5	0.6	48.3	0.5	0.1	

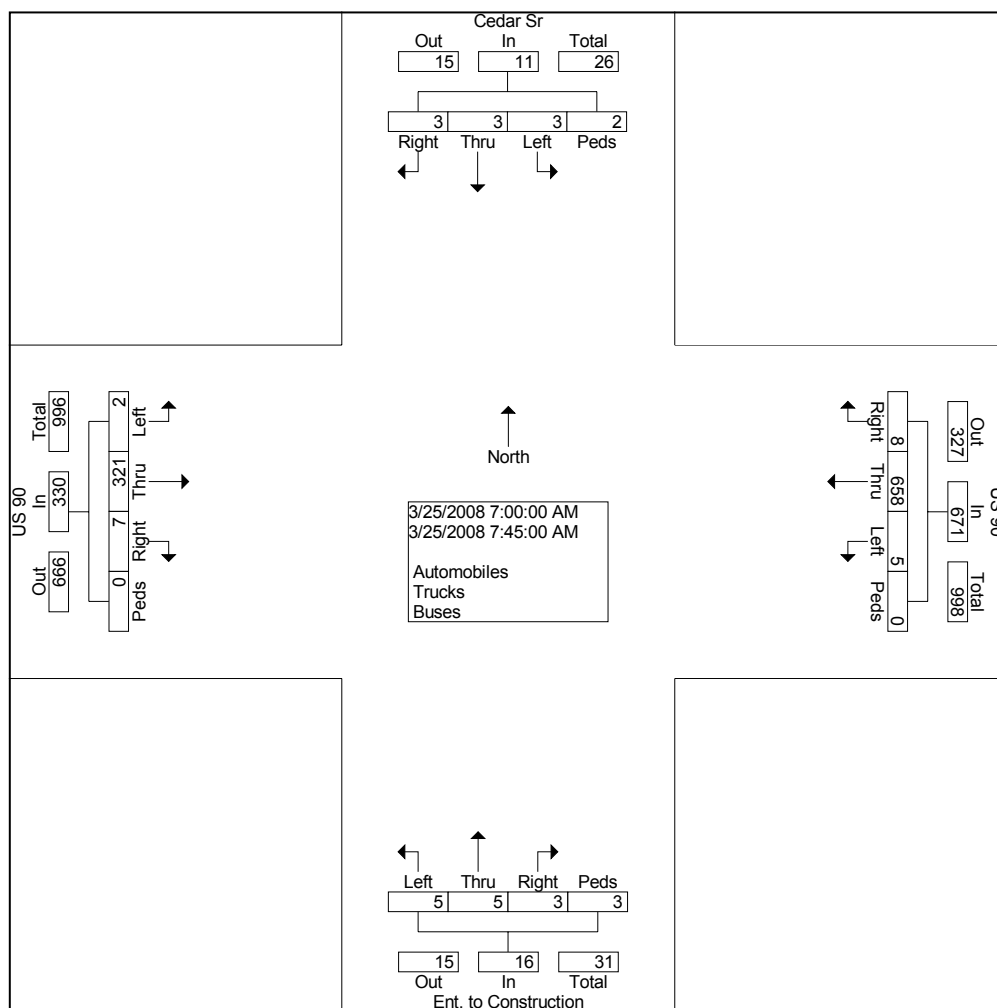


Southern Traffic Services, Inc.
2911 Westfield Rd.
Gulf Breeze, FL 32563
1-800-786-3374

Intersection: US90 @ Cedar St
County/City: Harrison/Gulfport
Counted By: Jason Ashby

File Name : 8073 US90 @ Cedar St
Site Code : 00008073
Start Date : 03/25/2008
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	Cedar Sr Southbound					US 90 Westbound					Ent. to Construction Northbound					US 90 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 to 09:45 - Peak 1 of 1																					
Intersection																					
07:00																					
Volume	3	3	3	2	11	5	658	8	0	671	5	5	3	3	16	2	321	7	0	330	1028
Percent	27.	27.	27.	18.		0.7	98.	1.2	0.0		31.	31.	18.	18.		0.6	97.	2.1	0.0		
	3	3	3	2			1				3	3	8	8			3				
Volume	3	3	3	2	11	5	658	8	0	671	5	5	3	3	16	2	321	7	0	330	1028
Volume	0	1	3	0	4	2	181	1	0	184	0	1	0	0	1	0	98	3	0	101	290
Peak Factor																					
High Int.																					
07:30						07:15					07:45					07:30					
Volume	0	1	3	0	4	1	197	0	0	198	2	1	3	1	7	0	98	3	0	101	
Peak Factor						0.68					0.84					0.57					
						8					7					7					



Southern Traffic Services, Inc.

2911 Westfield Rd.

Gulf Breeze, FL 32563

1-800-786-3374

Intersection: US90 @ Cedar St

County/City: Harrison/Gulfport

Counted By: Jason Ashby

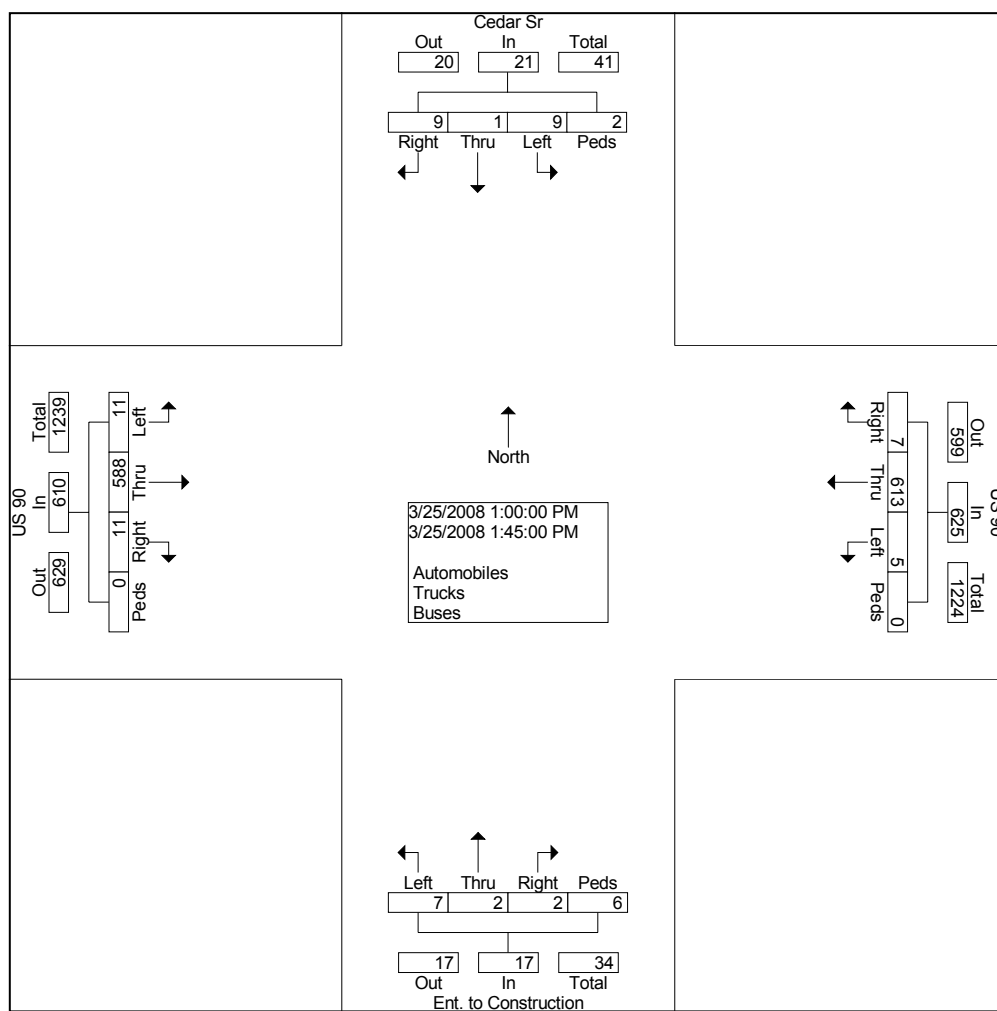
File Name : 8073 US90 @ Cedar St

Site Code : 00008073

Start Date : 03/25/2008

Page No : 4

	Cedar Sr Southbound					US 90 Westbound					Ent. to Construction Northbound					US 90 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 10:00 to 13:45 - Peak 1 of 1																					
Intersection	13:00																				
Volume	9	1	9	2	21	5	613	7	0	625	7	2	2	6	17	11	588	11	0	610	1273
Percent	42.	4.8	42.	9.5		0.8	98.	1.1	0.0		41.	11.	11.	35.		1.8	96.	1.8	0.0		
	9		9				1				2	8	8	3			4				
Volume	9	1	9	2	21	5	613	7	0	625	7	2	2	6	17	11	588	11	0	610	1273
Volume	0	0	4	0	4	1	162	1	0	164	1	2	0	5	8	0	163	0	0	163	339
Peak Factor																					0.939
High Int.	13:00					13:15					13:45					13:30					
Volume	6	1	1	1	9	2	166	3	0	171	1	2	0	5	8	3	162	3	0	168	
Peak Factor					0.58					0.91					0.53					0.90	
					3					4					1					8	



Southern Traffic Services, Inc.

2911 Westfield Rd.

Gulf Breeze, FL 32563

1-800-786-3374

Intersection: US90 @ Cedar St

County/City: Harrison/Gulfport

Counted By: Jason Ashby

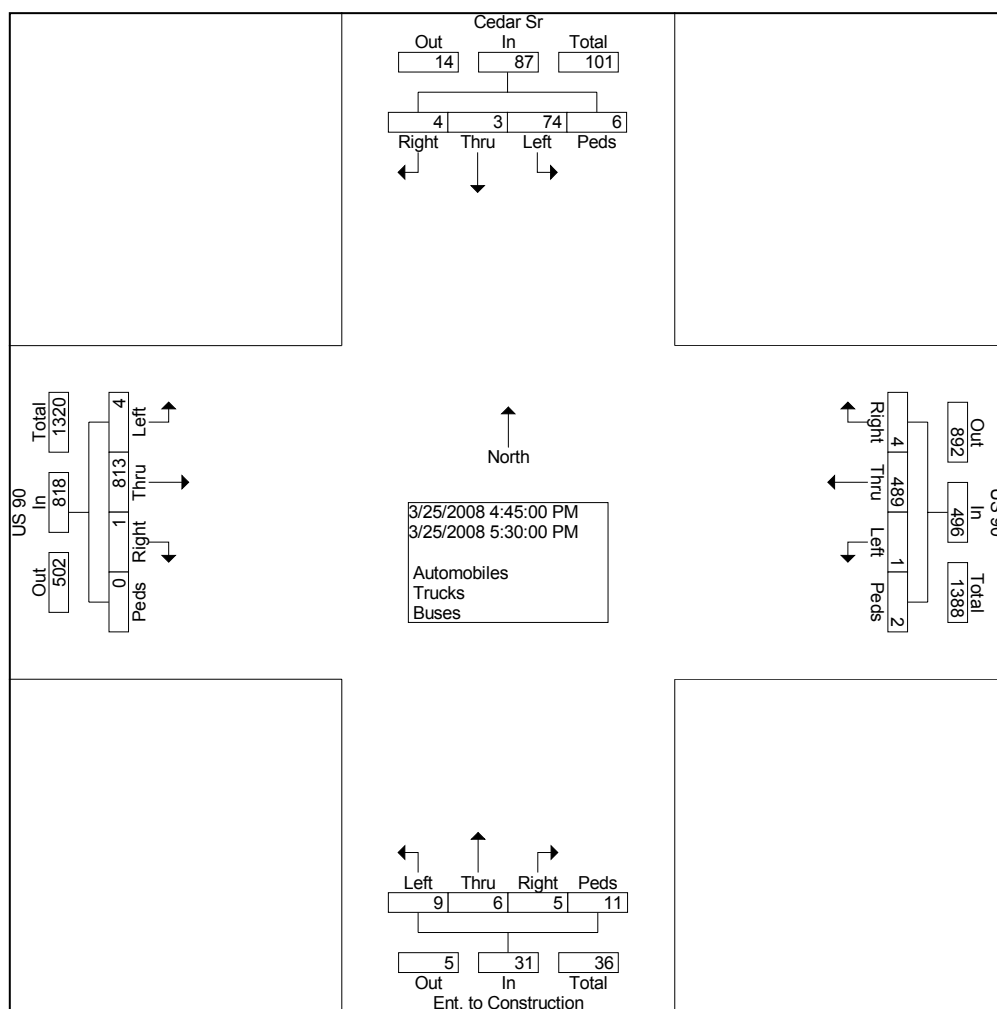
File Name : 8073 US90 @ Cedar St

Site Code : 00008073

Start Date : 03/25/2008

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	Cedar Sr Southbound					US 90 Westbound					Ent. to Construction Northbound					US 90 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 14:00 to 18:45 - Peak 1 of 1																					
Intersection	16:45																				
Volume	74	3	4	6	87	1	489	4	2	496	9	6	5	11	31	4	813	1	0	818	1432
Percent	85.1	3.4	4.6	6.9		0.2	98.6	0.8	0.4		29.0	19.4	16.1	35.5		0.5	99.4	0.1	0.0		
Volume	74	3	4	6	87	1	489	4	2	496	9	6	5	11	31	4	813	1	0	818	1432
Volume	15	0	0	0	15	0	132	2	0	134	6	0	1	0	7	0	212	0	0	212	368
Peak Factor																					0.973
High Int.	17:00					17:30					16:45					17:30					
Volume	30	1	1	3	35	0	132	2	0	134	0	3	4	5	12	0	212	0	0	212	
Peak Factor					0.62					0.92					0.64					0.96	5
					1					5					6					5	



Southern Traffic Services, Inc.
2911 Westfield Rd.
Gulf Breeze, FL 32563
1-800-786-3374

Intersection: US90 @ Cedar St
County/City: Harrison/Gulfport
Counted By: Jason Ashby

File Name : 8073 US90 @ Cedar St
Site Code : 00008073
Start Date : 03/25/2008
Page No : 1

Groups Printed- Trucks - Buses

	Cedar Sr Southbound				US 90 Westbound				Ent. to Construction Northbound				US 90 Eastbound				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	0	0	0	3	14	0	0	1	1	3	0	0	14	1	0	37
08:00	0	2	0	0	2	17	0	0	0	4	3	0	0	14	0	0	42
09:00	1	4	1	0	3	13	0	0	1	5	4	0	2	16	2	0	52
10:00	0	2	0	0	2	13	0	0	2	1	1	0	0	7	5	0	33
11:00	1	1	0	0	1	20	1	0	1	1	1	0	0	17	2	0	46
12:00	1	1	0	0	0	21	1	0	4	1	2	0	0	14	2	0	47
13:00	0	0	3	0	4	10	0	0	2	0	1	0	0	9	3	0	32
14:00	6	2	0	0	0	23	0	0	2	2	1	0	0	19	4	0	59
15:00	2	1	0	0	0	5	0	0	3	1	0	0	0	12	0	0	24
16:00	1	0	0	0	0	12	0	0	2	2	3	0	0	21	6	0	47
17:00	1	0	0	0	0	7	0	0	3	0	1	0	0	8	0	0	20
18:00	0	0	0	0	0	7	0	0	0	0	0	0	0	8	0	0	15
Grand Total	13	13	4	0	15	162	2	0	21	18	20	0	2	159	25	0	454
Apprch %	43.3	43.3	13.3	0.0	8.4	90.5	1.1	0.0	35.6	30.5	33.9	0.0	1.1	85.5	13.4	0.0	
Total %	2.9	2.9	0.9	0.0	3.3	35.7	0.4	0.0	4.6	4.0	4.4	0.0	0.4	35.0	5.5	0.0	

Southern Traffic Services, Inc.

2911 Westfield Rd.

Gulf Breeze, FL 32563

1-800-786-3374

Intersection: US90 @ Cedar St

County/City: Harrison/Gulfport

Counted By: Jason Ashby

File Name : 8073 US90 @ Cedar St

Site Code : 00008073

Start Date : 03/25/2008

Page No : 1

Groups Printed- Trucks - Buses

	Cedar Sr Southbound				US 90 Westbound				Ent. to Construction Northbound				US 90 Eastbound				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	5
07:15	0	0	0	0	1	2	0	0	0	0	0	0	0	3	0	0	6
07:30	0	0	0	0	1	5	0	0	0	1	0	0	0	5	1	0	13
07:45	0	0	0	0	1	5	0	0	1	0	3	0	0	3	0	0	13
Total	0	0	0	0	3	14	0	0	1	1	3	0	0	14	1	0	37
08:00	0	0	0	0	0	2	0	0	0	0	1	0	0	2	0	0	5
08:15	0	1	0	0	1	8	0	0	0	0	1	0	0	4	0	0	15
08:30	0	1	0	0	0	2	0	0	0	2	1	0	0	1	0	0	7
08:45	0	0	0	0	1	5	0	0	0	2	0	0	0	7	0	0	15
Total	0	2	0	0	2	17	0	0	0	4	3	0	0	14	0	0	42
09:00	0	0	0	0	1	2	0	0	0	1	1	0	0	3	0	0	8
09:15	0	1	0	0	1	2	0	0	0	1	1	0	0	7	0	0	13
09:30	0	1	1	0	1	5	0	0	0	0	1	0	2	4	1	0	16
09:45	1	2	0	0	0	4	0	0	1	3	1	0	0	2	1	0	15
Total	1	4	1	0	3	13	0	0	1	5	4	0	2	16	2	0	52
10:00	0	1	0	0	1	4	0	0	1	0	0	0	0	3	2	0	12
10:15	0	0	0	0	0	3	0	0	0	1	0	0	0	2	1	0	7
10:30	0	1	0	0	1	2	0	0	0	0	0	0	0	1	1	0	6
10:45	0	0	0	0	0	4	0	0	1	0	1	0	0	1	1	0	8
Total	0	2	0	0	2	13	0	0	2	1	1	0	0	7	5	0	33
11:00	0	0	0	0	0	5	0	0	0	0	1	0	0	4	0	0	10
11:15	0	0	0	0	0	3	0	0	1	0	0	0	0	6	0	0	10
11:30	0	0	0	0	1	8	0	0	0	1	0	0	0	4	0	0	14
11:45	1	1	0	0	0	4	1	0	0	0	0	0	0	3	2	0	12
Total	1	1	0	0	1	20	1	0	1	1	1	0	0	17	2	0	46
12:00	0	0	0	0	0	4	0	0	0	0	1	0	0	3	0	0	8
12:15	1	1	0	0	0	9	0	0	3	0	1	0	0	4	1	0	20
12:30	0	0	0	0	0	4	0	0	0	1	0	0	0	4	1	0	10
12:45	0	0	0	0	0	4	1	0	1	0	0	0	0	3	0	0	9
Total	1	1	0	0	0	21	1	0	4	1	2	0	0	14	2	0	47
13:00	0	0	0	0	1	2	0	0	1	0	0	0	0	3	2	0	9
13:15	0	0	1	0	1	2	0	0	1	0	0	0	0	4	0	0	9
13:30	0	0	1	0	1	1	0	0	0	0	1	0	0	1	1	0	6
13:45	0	0	1	0	1	5	0	0	0	0	0	0	0	1	0	0	8
Total	0	0	3	0	4	10	0	0	2	0	1	0	0	9	3	0	32
14:00	2	0	0	0	0	12	0	0	1	1	0	0	0	8	1	0	25
14:15	1	0	0	0	0	11	0	0	1	0	0	0	0	11	2	0	26
14:30	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
14:45	3	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	6
Total	6	2	0	0	0	23	0	0	2	2	1	0	0	19	4	0	59
15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	3	0	0	1	1	0	0	0	7	0	0	12
15:45	1	1	0	0	0	2	0	0	2	0	0	0	0	5	0	0	11
Total	2	1	0	0	0	5	0	0	3	1	0	0	0	12	0	0	24
16:00	1	0	0	0	0	4	0	0	1	0	0	0	0	4	1	0	11
16:15	0	0	0	0	0	2	0	0	0	1	1	0	0	7	2	0	13
16:30	0	0	0	0	0	3	0	0	1	0	0	0	0	2	2	0	8
16:45	0	0	0	0	0	3	0	0	0	1	2	0	0	8	1	0	15
Total	1	0	0	0	0	12	0	0	2	2	3	0	0	21	6	0	47

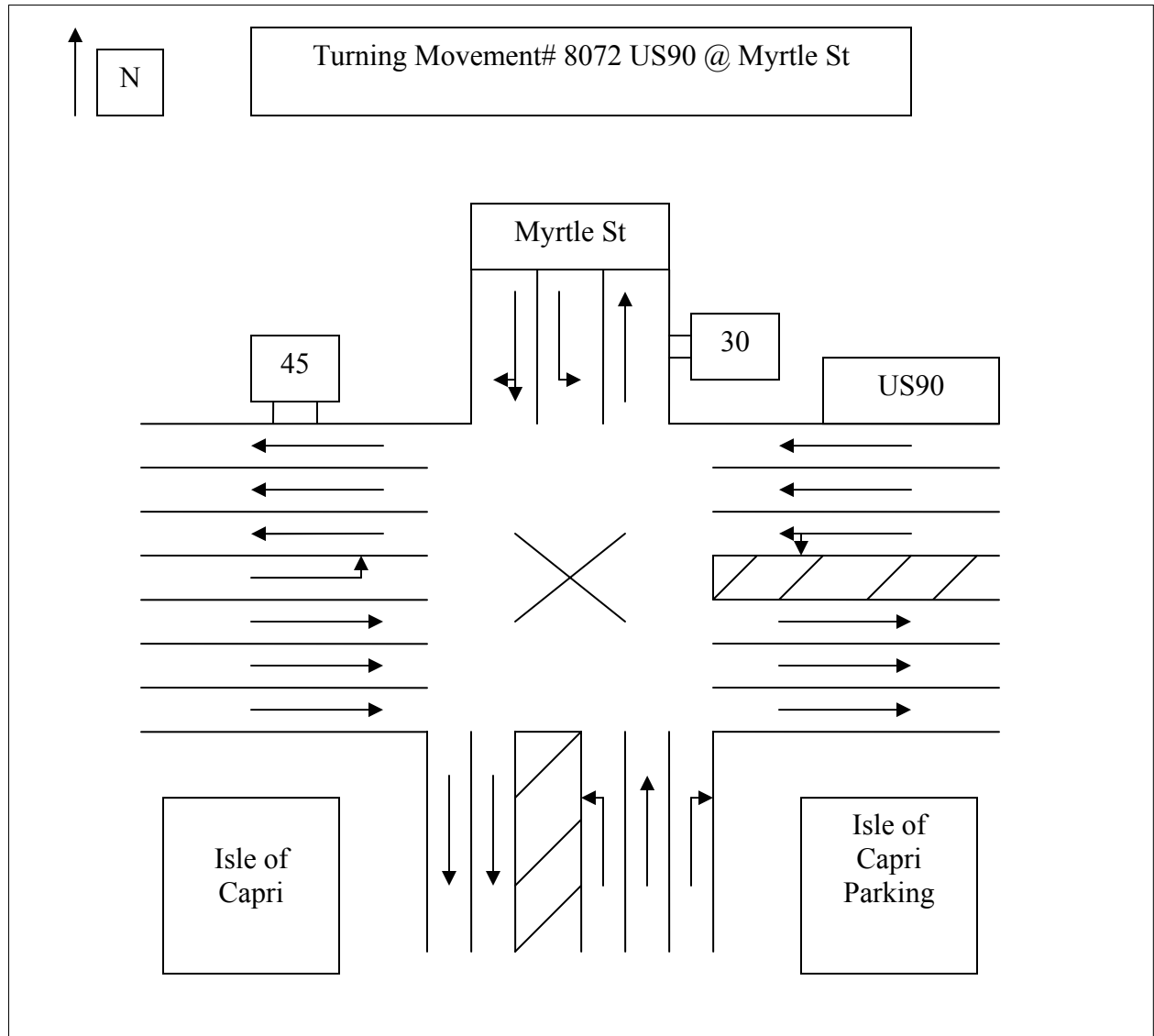
Southern Traffic Services, Inc.
2911 Westfield Rd.
Gulf Breeze, FL 32563
1-800-786-3374

Intersection: US90 @ Cedar St
County/City: Harrison/Gulfport
Counted By: Jason Ashby

File Name : 8073 US90 @ Cedar St
Site Code : 00008073
Start Date : 03/25/2008
Page No : 2

Groups Printed- Trucks - Buses

	Cedar Sr Southbound				US 90 Westbound				Ent. to Construction Northbound				US 90 Eastbound				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
17:00	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	5
17:15	1	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	5
17:30	0	0	0	0	0	1	0	0	2	0	1	0	0	1	0	0	5
17:45	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	5
Total	1	0	0	0	0	7	0	0	3	0	1	0	0	8	0	0	20
18:00	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
18:15	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	4
18:30	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
18:45	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
Total	0	0	0	0	0	7	0	0	0	0	0	0	0	8	0	0	15
Grand Total	13	13	4	0	15	162	2	0	21	18	20	0	2	159	25	0	454
Apprch %	43.3	43.3	13.3	0.0	8.4	90.5	1.1	0.0	35.6	30.5	33.9	0.0	1.1	85.5	13.4	0.0	
Total %	2.9	2.9	0.9	0.0	3.3	35.7	0.4	0.0	4.6	4.0	4.4	0.0	0.4	35.0	5.5	0.0	



Southern Traffic Services, Inc.

2911 Westfield Rd.

Gulf Breeze, FL 32563

1-800-786-3374

Intersection: US90 @ Myrtle St

County/City: Harrison/Gulfport

Counted By: Matthew Smith

File Name : 8072 US90 @ Myrtle St

Site Code : 00008072

Start Date : 04/10/2008

Page No : 1

Groups Printed- Automobiles - Trucks - Buses

Start Time	Myrtle St Southbound				US90 Westbound				Myrtle St Northbound				US90 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	40	13	19	0	42	700	122	1	42	15	23	0	13	287	69	0	1386
08:00	52	18	26	0	47	520	73	0	60	36	40	0	18	325	71	0	1286
09:00	46	24	26	0	42	521	83	0	64	25	24	0	21	321	69	0	1266
10:00	59	18	21	0	59	511	76	0	84	31	43	0	40	435	100	0	1477
11:00	86	23	21	0	45	493	95	0	100	25	50	0	36	517	109	0	1600
12:00	74	30	30	0	66	505	95	0	110	29	64	0	36	503	101	0	1643
13:00	89	33	37	0	64	521	79	0	95	37	62	0	43	477	118	0	1655
14:00	94	43	21	0	57	517	99	0	89	40	59	0	35	563	121	0	1738
15:00	119	28	27	0	54	505	102	0	84	45	62	0	35	693	113	0	1867
16:00	120	19	17	0	64	476	74	0	84	45	87	0	40	879	109	0	2014
17:00	117	15	22	0	61	529	99	1	97	33	63	0	31	787	90	0	1945
18:00	118	11	20	0	91	959	166	2	61	21	58	0	25	837	62	0	2431
Grand Total	1014	275	287	0	692	6757	1163	4	970	382	635	0	373	6624	1132	0	20308
Apprch %	64.3	17.4	18.2	0.0	8.0	78.4	13.5	0.0	48.8	19.2	32.0	0.0	4.6	81.5	13.9	0.0	
Total %	5.0	1.4	1.4	0.0	3.4	33.3	5.7	0.0	4.8	1.9	3.1	0.0	1.8	32.6	5.6	0.0	

Southern Traffic Services, Inc.

2911 Westfield Rd.

Gulf Breeze, FL 32563

1-800-786-3374

Intersection: US90 @ Myrtle St

County/City: Harrison/Gulfport

Counted By: Matthew Smith

File Name : 8072 US90 @ Myrtle St

Site Code : 00008072

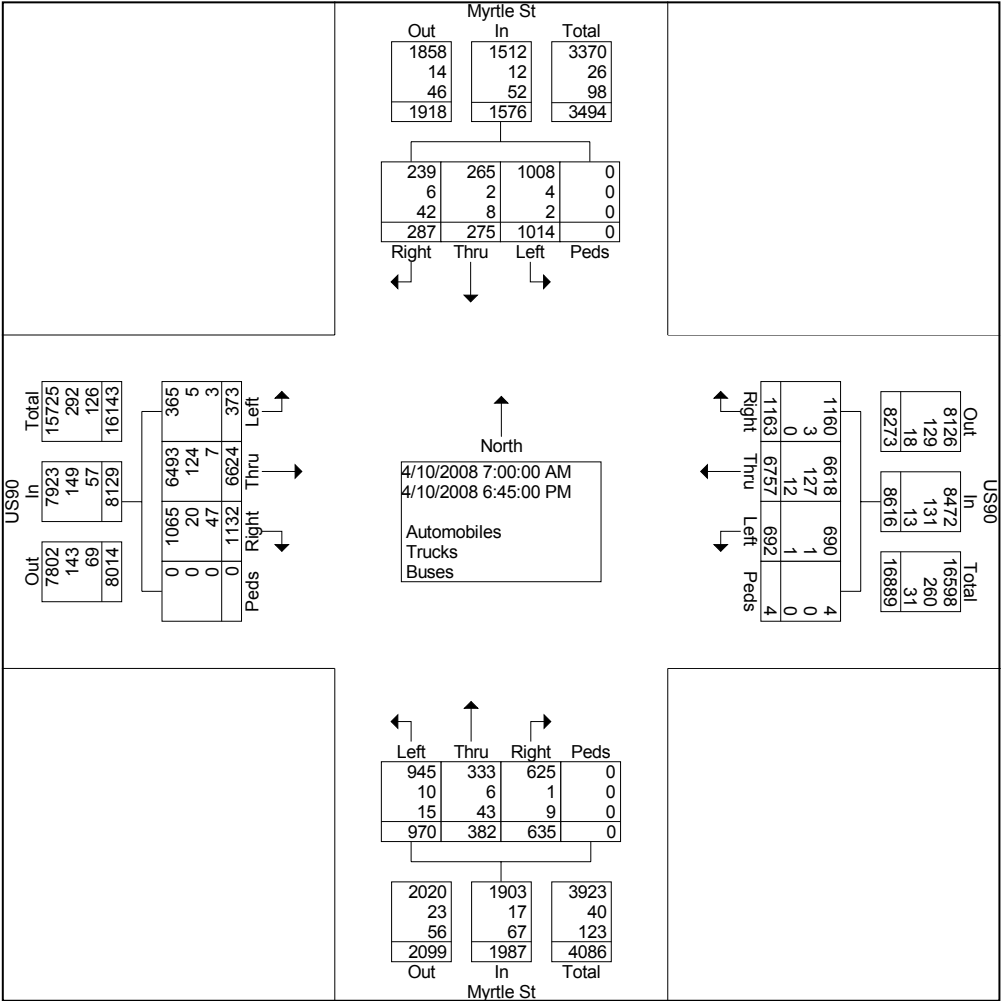
Start Date : 04/10/2008

Page No : 1

Groups Printed- Automobiles - Trucks - Buses

Start Time	Myrtle St Southbound				US90 Westbound				Myrtle St Northbound				US90 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	12	3	2	0	8	157	19	0	11	4	12	0	3	69	19	0	319
07:15	6	2	5	0	13	187	28	0	19	3	4	0	3	64	14	0	348
07:30	11	6	7	0	9	204	48	1	7	4	3	0	2	86	21	0	409
07:45	11	2	5	0	12	152	27	0	5	4	4	0	5	68	15	0	310
Total	40	13	19	0	42	700	122	1	42	15	23	0	13	287	69	0	1386
08:00	15	7	6	0	15	119	19	0	16	11	17	0	2	78	17	0	322
08:15	13	5	10	0	9	144	19	0	14	6	9	0	5	83	19	0	336
08:30	10	4	7	0	15	137	19	0	19	9	9	0	4	75	19	0	327
08:45	14	2	3	0	8	120	16	0	11	10	5	0	7	89	16	0	301
Total	52	18	26	0	47	520	73	0	60	36	40	0	18	325	71	0	1286
09:00	13	7	5	0	3	130	16	0	11	3	2	0	4	71	11	0	276
09:15	10	4	6	0	13	141	15	0	19	9	8	0	3	72	23	0	323
09:30	12	3	2	0	16	130	28	0	11	6	8	0	4	90	16	0	326
09:45	11	10	13	0	10	120	24	0	23	7	6	0	10	88	19	0	341
Total	46	24	26	0	42	521	83	0	64	25	24	0	21	321	69	0	1266
10:00	19	4	4	0	18	138	23	0	15	5	12	0	7	115	22	0	382
10:15	14	3	3	0	8	127	13	0	33	6	14	0	11	99	25	0	356
10:30	15	4	4	0	18	125	19	0	21	9	10	0	10	106	35	0	376
10:45	11	7	10	0	15	121	21	0	15	11	7	0	12	115	18	0	363
Total	59	18	21	0	59	511	76	0	84	31	43	0	40	435	100	0	1477
11:00	17	6	9	0	11	123	25	0	30	8	11	0	11	124	23	0	398
11:15	15	2	4	0	9	123	24	0	16	6	10	0	11	143	28	0	391
11:30	25	6	5	0	11	123	22	0	23	5	13	0	9	131	29	0	402
11:45	29	9	3	0	14	124	24	0	31	6	16	0	5	119	29	0	409
Total	86	23	21	0	45	493	95	0	100	25	50	0	36	517	109	0	1600
12:00	18	7	8	0	15	117	19	0	32	11	20	0	8	143	30	0	428
12:15	20	10	7	0	17	134	20	0	29	4	22	0	10	108	17	0	398
12:30	19	5	6	0	16	129	25	0	17	5	5	0	8	142	32	0	409
12:45	17	8	9	0	18	125	31	0	32	9	17	0	10	110	22	0	408
Total	74	30	30	0	66	505	95	0	110	29	64	0	36	503	101	0	1643
13:00	17	6	12	0	18	146	27	0	14	10	19	0	6	117	30	0	422
13:15	23	10	9	0	17	129	15	0	33	14	12	0	10	118	30	0	420
13:30	16	7	7	0	14	122	21	0	36	5	16	0	19	129	29	0	421
13:45	33	10	9	0	15	124	16	0	12	8	15	0	8	113	29	0	392
Total	89	33	37	0	64	521	79	0	95	37	62	0	43	477	118	0	1655
14:00	22	6	8	0	17	125	23	0	19	9	20	0	7	155	18	0	429
14:15	30	13	7	0	9	129	18	0	24	9	3	0	11	112	32	0	397
14:30	17	18	0	0	20	120	36	0	16	9	21	0	3	150	40	0	450
14:45	25	6	6	0	11	143	22	0	30	13	15	0	14	146	31	0	462
Total	94	43	21	0	57	517	99	0	89	40	59	0	35	563	121	0	1738
15:00	40	4	7	0	20	133	24	0	25	10	20	0	18	174	25	0	500
15:15	18	7	6	0	17	126	27	0	17	17	20	0	8	200	28	0	491
15:30	32	14	13	0	11	134	36	0	22	11	8	0	5	147	26	0	459
15:45	29	3	1	0	6	112	15	0	20	7	14	0	4	172	34	0	417
Total	119	28	27	0	54	505	102	0	84	45	62	0	35	693	113	0	1867
16:00	29	4	5	0	16	115	17	0	21	12	27	0	9	211	21	0	487
16:15	35	9	3	0	12	125	22	0	21	12	23	0	4	224	31	0	521
16:30	25	2	2	0	18	130	20	0	20	13	14	0	13	235	31	0	523
16:45	31	4	7	0	18	106	15	0	22	8	23	0	14	209	26	0	483
Total	120	19	17	0	64	476	74	0	84	45	87	0	40	879	109	0	2014
17:00	33	4	4	0	13	157	21	0	32	7	11	0	7	290	19	0	598
17:15	34	5	6	0	9	113	29	1	22	14	16	0	3	199	18	0	469
17:30	21	3	8	0	20	137	26	0	18	5	19	0	15	154	31	0	457
17:45	29	3	4	0	19	122	23	0	25	7	17	0	6	144	22	0	421
Total	117	15	22	0	61	529	99	1	97	33	63	0	31	787	90	0	1945

18:00	20	3	5	0	21	142	28	0	12	4	20	0	7	159	21	0	442
18:15	30	3	3	0	20	224	27	0	14	7	10	0	5	191	15	0	549
18:30	33	3	7	0	27	313	65	1	19	6	15	0	7	252	16	0	764
18:45	35	2	5	0	23	280	46	1	16	4	13	0	6	235	10	0	676
Total	118	11	20	0	91	959	166	2	61	21	58	0	25	837	62	0	2431
Grand Total	1014	275	287	0	692	6757	1163	4	970	382	635	0	373	6624	1132	0	20308
Apprch %	64.3	17.4	18.2	0.0	8.0	78.4	13.5	0.0	48.8	19.2	32.0	0.0	4.6	81.5	13.9	0.0	
Total %	5.0	1.4	1.4	0.0	3.4	33.3	5.7	0.0	4.8	1.9	3.1	0.0	1.8	32.6	5.6	0.0	

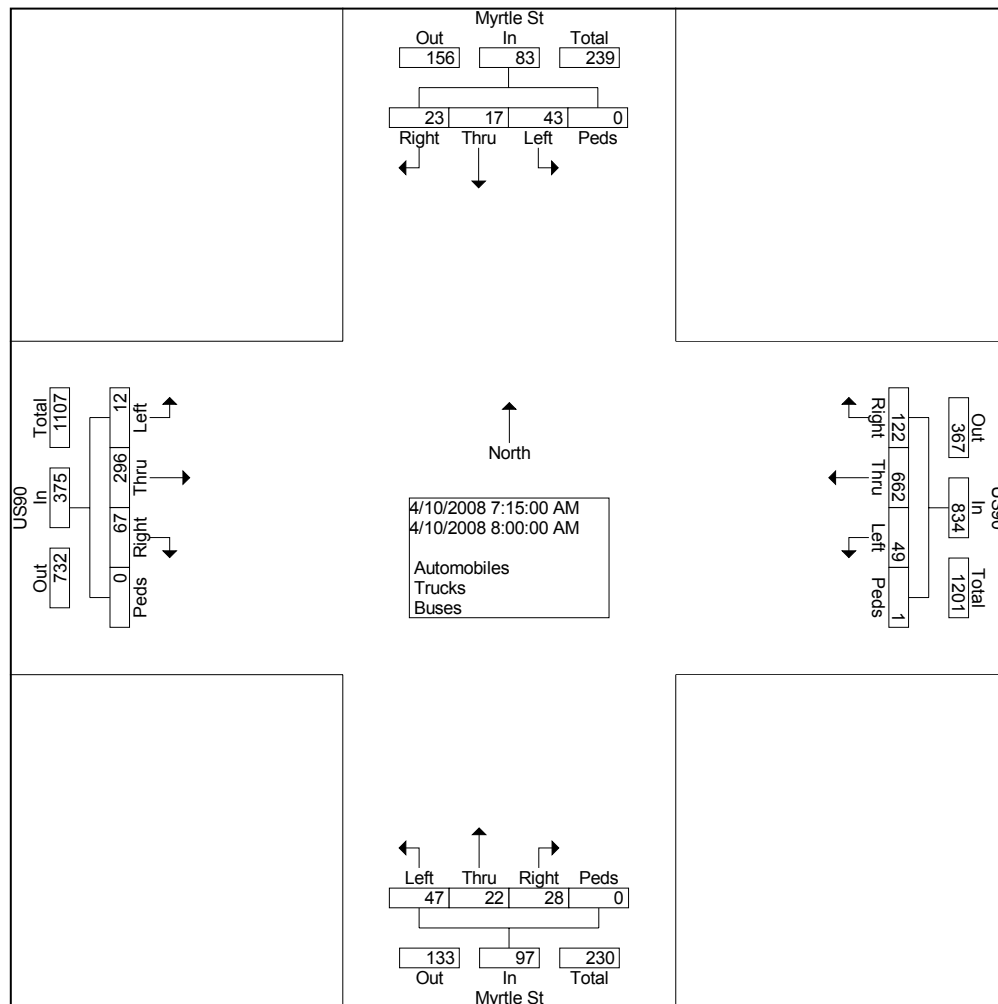


Southern Traffic Services, Inc.
2911 Westfield Rd.
Gulf Breeze, FL 32563
1-800-786-3374

Intersection: US90 @ Myrtle St
County/City: Harrison/Gulfport
Counted By: Matthew Smith

File Name : 8072 US90 @ Myrtle St
Site Code : 00008072
Start Date : 04/10/2008
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	Myrtle St Southbound					US90 Westbound					Myrtle St Northbound					US90 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 to 09:45 - Peak 1 of 1																					
Intersection	07:15																				
Volume	43	17	23	0	83	49	662	122	1	834	47	22	28	0	97	12	296	67	0	375	1389
Percent	51.8	20.5	27.7	0.0		5.9	79.4	14.6	0.1		48.5	22.7	28.9	0.0		3.2	78.9	17.9	0.0		
Volume	43	17	23	0	83	49	662	122	1	834	47	22	28	0	97	12	296	67	0	375	1389
Volume	11	6	7	0	24	9	204	48	1	262	7	4	3	0	14	2	86	21	0	109	409
Peak Factor	0.849																				
High Int.	08:00																				
Volume	15	7	6	0	28	9	204	48	1	262	16	11	17	0	44	2	86	21	0	109	
Peak Factor	0.74																				
	1																				

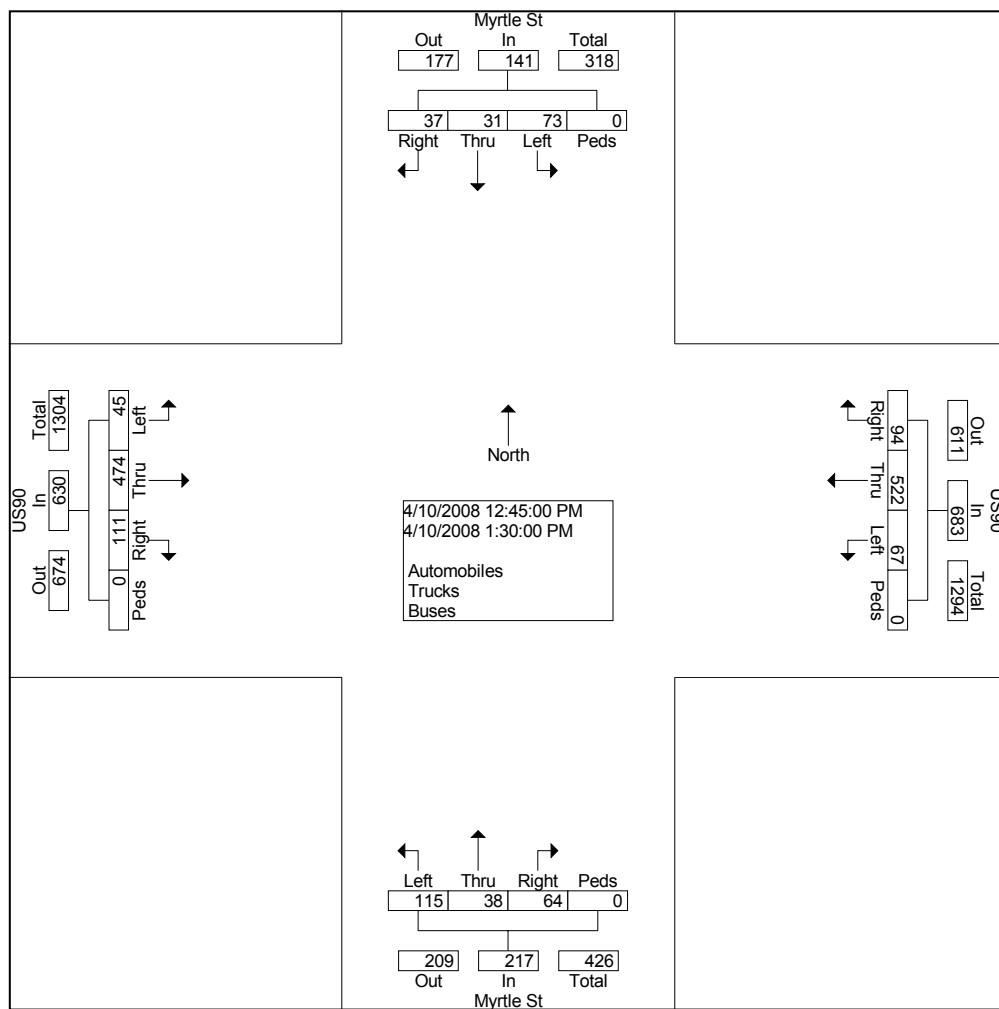


Southern Traffic Services, Inc.
2911 Westfield Rd.
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1-800-786-3374

Intersection: US90 @ Myrtle St
County/City: Harrison/Gulfport
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File Name : 8072 US90 @ Myrtle St
Site Code : 00008072
Start Date : 04/10/2008
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	Myrtle St Southbound					US90 Westbound					Myrtle St Northbound					US90 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 10:00 to 13:45 - Peak 1 of 1																					
Intersection	12:45																				
Volume	73	31	37	0	141	67	522	94	0	683	115	38	64	0	217	45	474	111	0	630	1671
Percent	51.8	22.0	26.2	0.0		9.8	76.4	13.8	0.0		53.0	17.5	29.5	0.0		7.1	75.2	17.6	0.0		
Volume	73	31	37	0	141	67	522	94	0	683	115	38	64	0	217	45	474	111	0	630	1671
Volume	17	6	12	0	35	18	146	27	0	191	14	10	19	0	43	6	117	30	0	153	422
Peak Factor																					0.990
High Int.	13:15					13:00					13:15					13:30					
Volume	23	10	9	0	42	18	146	27	0	191	33	14	12	0	59	19	129	29	0	177	
Peak Factor					0.839					0.894					0.919					0.890	

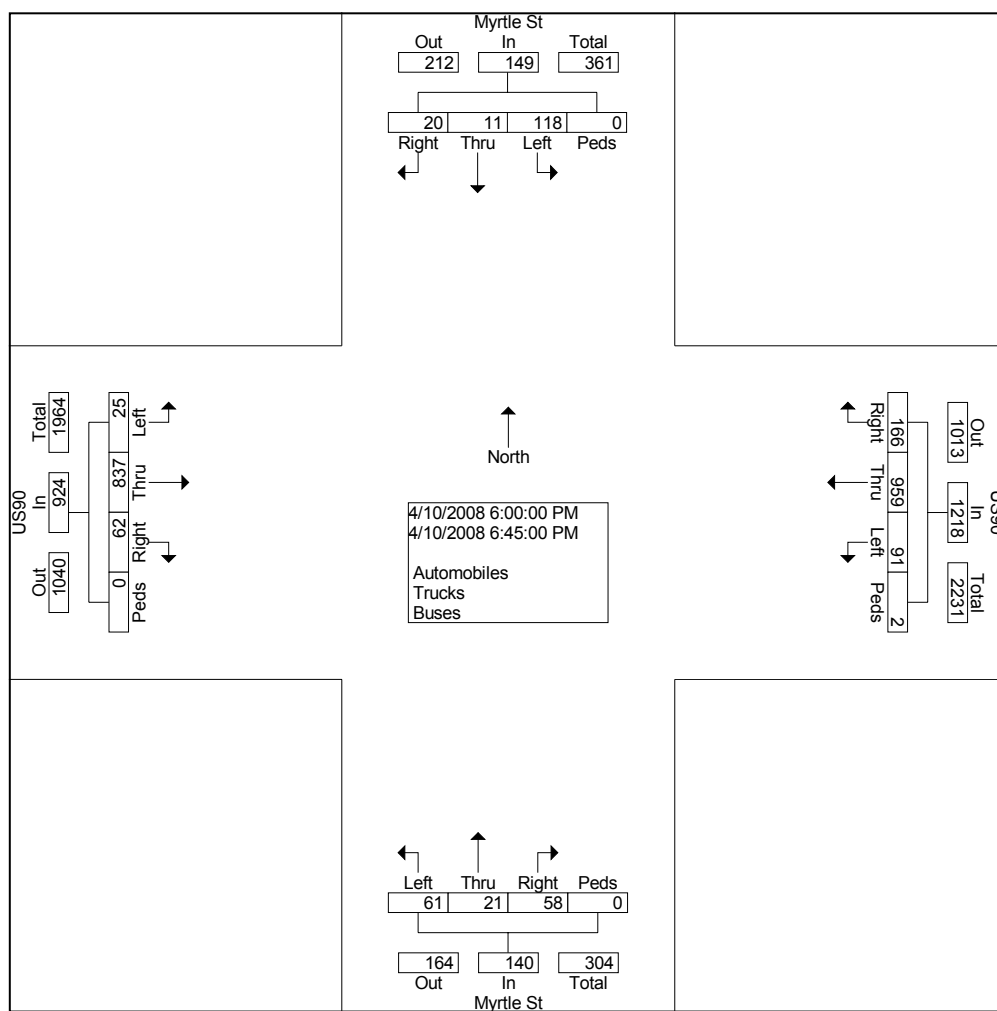


Southern Traffic Services, Inc.
2911 Westfield Rd.
Gulf Breeze, FL 32563
1-800-786-3374

Intersection: US90 @ Myrtle St
County/City: Harrison/Gulfport
Counted By: Matthew Smith

File Name : 8072 US90 @ Myrtle St
Site Code : 00008072
Start Date : 04/10/2008
Page No : 5

	Myrtle St Southbound					US90 Westbound					Myrtle St Northbound					US90 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 14:00 to 18:45 - Peak 1 of 1																					
Intersection	18:00																				
Volume	118	11	20	0	149	91	959	166	2	1218	61	21	58	0	140	25	837	62	0	924	2431
Percent	79.2	7.4	13.4	0.0		7.5	78.7	13.6	0.2		43.6	15.0	41.4	0.0		2.7	90.6	6.7	0.0		
Volume	118	11	20	0	149	91	959	166	2	1218	61	21	58	0	140	25	837	62	0	924	2431
Volume	33	3	7	0	43	27	313	65	1	406	19	6	15	0	40	7	252	16	0	275	764
Peak Factor																					0.795
High Int.	18:30					18:30					18:30					18:30					
Volume	33	3	7	0	43	27	313	65	1	406	19	6	15	0	40	7	252	16	0	275	
Peak Factor					0.86					0.75					0.87					0.84	
					6					0					5					0	



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1-800-786-3374

Intersection: US90 @ Myrtle St
County/City: Harrison/Gulfport
Counted By: Matthew Smith

File Name : 8072 US90 @ Myrtle St
Site Code : 00008072
Start Date : 04/10/2008
Page No : 1

Groups Printed- Trucks - Buses

Start Time	Myrtle St Southbound				US90 Westbound				Myrtle St Northbound				US90 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	1	5	0	0	12	0	0	2	4	2	0	1	9	6	0	42
08:00	1	0	5	0	0	12	0	0	4	4	0	0	1	10	7	0	44
09:00	0	0	6	0	0	7	0	0	1	4	0	0	3	8	5	0	34
10:00	0	1	4	0	2	16	0	0	1	5	2	0	1	17	6	0	55
11:00	1	1	2	0	0	14	2	0	4	4	0	0	0	9	5	0	42
12:00	2	2	3	0	0	14	0	0	4	4	1	0	0	13	6	0	49
13:00	0	1	4	0	0	18	1	0	2	5	1	0	0	15	7	0	54
14:00	0	0	5	0	0	20	0	0	0	4	1	0	2	15	7	0	54
15:00	1	3	4	0	0	6	0	0	5	4	1	0	0	14	6	0	44
16:00	1	0	4	0	0	11	0	0	0	4	1	0	0	12	4	0	37
17:00	0	1	4	0	0	3	0	0	2	4	1	0	0	7	5	0	27
18:00	0	0	2	0	0	6	0	0	0	3	0	0	0	2	3	0	16
Grand Total	6	10	48	0	2	139	3	0	25	49	10	0	8	131	67	0	498
Apprch %	9.4	15.6	75.0	0.0	1.4	96.5	2.1	0.0	29.8	58.3	11.9	0.0	3.9	63.6	32.5	0.0	
Total %	1.2	2.0	9.6	0.0	0.4	27.9	0.6	0.0	5.0	9.8	2.0	0.0	1.6	26.3	13.5	0.0	

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File Name : 8072 US90 @ Myrtle St

Site Code : 00008072

Start Date : 04/10/2008

Page No : 1

Groups Printed- Trucks - Buses

Start Time	Myrtle St Southbound				US90 Westbound				Myrtle St Northbound				US90 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	1	1	0	0	7	0	0	0	1	1	0	0	1	3	0	15
07:15	0	0	1	0	0	0	0	0	1	1	0	0	1	2	1	0	7
07:30	0	0	2	0	0	3	0	0	1	1	0	0	0	3	1	0	11
07:45	0	0	1	0	0	2	0	0	0	1	1	0	0	3	1	0	9
Total	0	1	5	0	0	12	0	0	2	4	2	0	1	9	6	0	42
08:00	1	0	1	0	0	3	0	0	0	1	0	0	0	0	1	0	7
08:15	0	0	1	0	0	3	0	0	1	1	0	0	0	1	2	0	9
08:30	0	0	1	0	0	3	0	0	1	1	0	0	1	4	1	0	12
08:45	0	0	2	0	0	3	0	0	2	1	0	0	0	5	3	0	16
Total	1	0	5	0	0	12	0	0	4	4	0	0	1	10	7	0	44
09:00	0	0	1	0	0	1	0	0	0	1	0	0	0	3	1	0	7
09:15	0	0	1	0	0	0	0	0	0	1	0	0	0	1	1	0	4
09:30	0	0	1	0	0	4	0	0	0	1	0	0	1	3	1	0	11
09:45	0	0	3	0	0	2	0	0	1	1	0	0	2	1	2	0	12
Total	0	0	6	0	0	7	0	0	1	4	0	0	3	8	5	0	34
10:00	0	0	2	0	0	2	0	0	0	1	2	0	0	4	2	0	13
10:15	0	0	0	0	1	3	0	0	0	1	0	0	0	4	1	0	10
10:30	0	1	1	0	0	6	0	0	1	1	0	0	0	3	1	0	14
10:45	0	0	1	0	1	5	0	0	0	2	0	0	1	6	2	0	18
Total	0	1	4	0	2	16	0	0	1	5	2	0	1	17	6	0	55
11:00	0	1	1	0	0	4	2	0	2	2	0	0	0	3	1	0	16
11:15	1	0	1	0	0	3	0	0	0	1	0	0	0	2	2	0	10
11:30	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
11:45	0	0	0	0	0	5	0	0	2	1	0	0	0	3	2	0	13
Total	1	1	2	0	0	14	2	0	4	4	0	0	0	9	5	0	42
12:00	1	0	1	0	0	5	0	0	1	1	0	0	0	5	2	0	16
12:15	0	1	1	0	0	2	0	0	1	1	0	0	0	1	2	0	9
12:30	0	1	0	0	0	3	0	0	2	1	0	0	0	3	1	0	11
12:45	1	0	1	0	0	4	0	0	0	1	1	0	0	4	1	0	13
Total	2	2	3	0	0	14	0	0	4	4	1	0	0	13	6	0	49
13:00	0	0	1	0	0	6	0	0	0	1	1	0	0	4	2	0	15
13:15	0	0	0	0	0	3	0	0	1	1	0	0	0	5	2	0	12
13:30	0	1	1	0	0	5	1	0	1	1	0	0	0	2	2	0	14
13:45	0	0	2	0	0	4	0	0	0	2	0	0	0	4	1	0	13
Total	0	1	4	0	0	18	1	0	2	5	1	0	0	15	7	0	54
14:00	0	0	2	0	0	6	0	0	0	1	0	0	0	6	3	0	18
14:15	0	0	1	0	0	3	0	0	0	1	0	0	2	2	0	0	9
14:30	0	0	0	0	0	4	0	0	0	1	1	0	0	2	2	0	10
14:45	0	0	2	0	0	7	0	0	0	1	0	0	0	5	2	0	17
Total	0	0	5	0	0	20	0	0	0	4	1	0	2	15	7	0	54
15:00	0	0	2	0	0	0	0	0	1	1	0	0	0	4	1	0	9
15:15	0	1	0	0	0	2	0	0	1	1	0	0	0	5	1	0	11
15:30	0	2	2	0	0	2	0	0	2	1	0	0	0	4	2	0	15
15:45	1	0	0	0	0	2	0	0	1	1	1	0	0	1	2	0	9
Total	1	3	4	0	0	6	0	0	5	4	1	0	0	14	6	0	44
16:00	0	0	1	0	0	3	0	0	0	1	1	0	0	2	1	0	9
16:15	1	0	1	0	0	2	0	0	0	1	0	0	0	4	1	0	10
16:30	0	0	1	0	0	3	0	0	0	1	0	0	0	4	1	0	10
16:45	0	0	1	0	0	3	0	0	0	1	0	0	0	2	1	0	8
Total	1	0	4	0	0	11	0	0	0	4	1	0	0	12	4	0	37
17:00	0	0	0	0	0	1	0	0	1	0	0	0	0	2	1	0	5
17:15	0	1	1	0	0	2	0	0	1	2	0	0	0	1	1	0	9
17:30	0	0	2	0	0	0	0	0	0	1	1	0	0	3	2	0	9
17:45	0	0	1	0	0	0	0	0	0	1	0	0	0	1	1	0	4
Total	0	1	4	0	0	3	0	0	2	4	1	0	0	7	5	0	27

18:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	3
18:15	0	0	1	0	0	1	0	0	0	1	0	0	0	0	1	0	4
18:30	0	0	1	0	0	3	0	0	0	1	0	0	0	1	1	0	7
18:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	0	0	2	0	0	6	0	0	0	3	0	0	0	2	3	0	16
Grand Total	6	10	48	0	2	139	3	0	25	49	10	0	8	131	67	0	498
Apprch %	9.4	15.6	75.0	0.0	1.4	96.5	2.1	0.0	29.8	58.3	11.9	0.0	3.9	63.6	32.5	0.0	
Total %	1.2	2.0	9.6	0.0	0.4	27.9	0.6	0.0	5.0	9.8	2.0	0.0	1.6	26.3	13.5	0.0	

HCM 6th Signalized Intersection Summary

100: Oak St & Back Bay Blvd

AM-Pk-Existing-1.syn

09/01/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	65	116	10	9	7
Future Volume (veh/h)	9	65	116	10	9	7
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	71	126	11	10	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	113	100	1137	94	750	600
Arrive On Green	0.06	0.06	0.78	0.78	0.78	0.78
Sat Flow, veh/h	1781	1585	1304	121	962	770
Grp Volume(v), veh/h	10	71	137	0	0	18
Grp Sat Flow(s),veh/h/ln	1781	1585	1426	0	0	1732
Q Serve(g_s), s	0.3	2.5	1.1	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.3	2.5	1.3	0.0	0.0	0.1
Prop In Lane	1.00	1.00	0.92			0.44
Lane Grp Cap(c), veh/h	113	100	1232	0	0	1349
V/C Ratio(X)	0.09	0.71	0.11	0.00	0.00	0.01
Avail Cap(c_a), veh/h	1138	1013	1232	0	0	1349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	25.2	26.2	1.5	0.0	0.0	1.4
Incr Delay (d2), s/veh	0.3	8.8	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.1	0.2	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.5	35.0	1.7	0.0	0.0	1.4
LnGrp LOS	C	D	A	A	A	A
Approach Vol, veh/h	81			137	18	
Approach Delay, s/veh	33.8			1.7	1.4	
Approach LOS	C			A	A	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	49.0		8.1		49.0	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	44.5		36.5		44.5	
Max Q Clear Time (g_c+I1), s	3.3		4.5		2.1	
Green Ext Time (p_c), s	0.8		0.2		0.1	
Intersection Summary						
HCM 6th Ctrl Delay			12.7			
HCM 6th LOS			B			

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	70	1	2	0	47	121	0	1	69	5
Future Vol, veh/h	5	1	70	1	2	0	47	121	0	1	69	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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	76	1	2	0	51	132	0	1	75	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.7	8.4	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	7%	33%	1%
Vol Thru, %	72%	1%	67%	92%
Vol Right, %	0%	92%	0%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	168	76	3	75
LT Vol	47	5	1	1
Through Vol	121	1	2	69
RT Vol	0	70	0	5
Lane Flow Rate	183	83	3	82
Geometry Grp	1	1	1	1
Degree of Util (X)	0.213	0.091	0.004	0.095
Departure Headway (Hd)	4.201	3.985	4.678	4.186
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	847	905	769	845
Service Time	2.259	1.985	2.681	2.269
HCM Lane V/C Ratio	0.216	0.092	0.004	0.097
HCM Control Delay	8.4	7.4	7.7	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.3	0	0.3

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	32	136	22	27	113
Future Vol, veh/h	4	32	136	22	27	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	35	148	24	29	123
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	341	160	0	0	172	0
Stage 1	160	-	-	-	-	-
Stage 2	181	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	655	885	-	-	1405	-
Stage 1	869	-	-	-	-	-
Stage 2	850	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	641	885	-	-	1405	-
Mov Cap-2 Maneuver	641	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	831	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.4	0		1.5		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-		849	1405	-
HCM Lane V/C Ratio	-	-		0.046	0.021	-
HCM Control Delay (s)	-	-		9.4	7.6	0
HCM Lane LOS	-	-		A	A	A
HCM 95th %tile Q(veh)	-	-		0.1	0.1	-

Intersection

Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	19	24	22	9	27	9	29	130	13	20	74	23
Future Vol, veh/h	19	24	22	9	27	9	29	130	13	20	74	23
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	26	24	10	29	10	32	141	14	22	80	25
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	8	8.6	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	29%	20%	17%
Vol Thru, %	76%	37%	60%	63%
Vol Right, %	8%	34%	20%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	172	65	45	117
LT Vol	29	19	9	20
Through Vol	130	24	27	74
RT Vol	13	22	9	23
Lane Flow Rate	187	71	49	127
Geometry Grp	1	1	1	1
Degree of Util (X)	0.225	0.089	0.063	0.153
Departure Headway (Hd)	4.338	4.549	4.641	4.331
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	830	788	773	830
Service Time	2.355	2.571	2.662	2.347
HCM Lane V/C Ratio	0.225	0.09	0.063	0.153
HCM Control Delay	8.6	8	8	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0.3	0.2	0.5

HCM 6th Signalized Intersection Summary

500: Blind Tiger/Oak St & US Hwy 90

AM-Pk-Existing-1.syn

09/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰ ↱ ↲ ↳			↰ ↱ ↲ ↳	↰ ↱ ↲ ↳	↰ ↱ ↲ ↳	↰ ↱ ↲ ↳	↰ ↱ ↲ ↳		↰ ↱ ↲ ↳	↰ ↱ ↲ ↳	
Traffic Volume (veh/h)	76	391	2	7	572	60	1	1	6	69	3	66
Future Volume (veh/h)	76	391	2	7	572	60	1	1	6	69	3	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	83	425	2	8	622	65	1	1	7	75	3	72
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	1348	6	274	767	342	749	103	720	863	35	845
Arrive On Green	0.05	0.26	0.26	0.00	0.07	0.07	0.00	0.51	0.51	0.04	0.55	0.55
Sat Flow, veh/h	1781	5245	25	1781	3554	1585	1781	202	1414	1781	64	1531
Grp Volume(v), veh/h	83	276	151	8	622	65	1	0	8	75	0	75
Grp Sat Flow(s),veh/h/ln	1781	1702	1866	1781	1777	1585	1781	0	1616	1781	0	1595
Q Serve(g_s), s	3.6	6.5	6.6	0.3	17.3	3.9	0.0	0.0	0.2	1.9	0.0	2.2
Cycle Q Clear(g_c), s	3.6	6.5	6.6	0.3	17.3	3.9	0.0	0.0	0.2	1.9	0.0	2.2
Prop In Lane	1.00		0.01	1.00		1.00	1.00		0.88	1.00		0.96
Lane Grp Cap(c), veh/h	196	875	480	274	767	342	749	0	823	863	0	880
V/C Ratio(X)	0.42	0.32	0.32	0.03	0.81	0.19	0.00	0.00	0.01	0.09	0.00	0.09
Avail Cap(c_a), veh/h	345	902	494	496	942	420	987	0	823	1026	0	880
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.71	0.71	0.71	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.9	30.0	30.0	27.4	44.4	38.2	12.0	0.0	12.1	9.7	0.0	10.5
Incr Delay (d2), s/veh	1.5	0.2	0.4	0.0	3.2	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.6	2.9	0.1	8.5	1.5	0.0	0.0	0.1	0.7	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.3	30.2	30.4	27.4	47.6	38.4	12.0	0.0	12.1	9.7	0.0	10.7
LnGrp LOS	C	C	C	C	D	D	B	A	B	A	A	B
Approach Vol, veh/h	510			695			9			150		
Approach Delay, s/veh	30.5			46.5			12.1			10.2		
Approach LOS	C			D			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	55.4	5.5	30.2	4.6	59.7	9.6	26.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	13.5	28.5	13.5	26.5	13.5	28.5	13.5	26.5				
Max Q Clear Time (g_c+I), s	13.5	2.2	2.3	8.6	2.0	4.2	5.6	19.3				
Green Ext Time (p_c), s	0.1	0.0	0.0	2.2	0.0	0.4	0.1	2.3				

Intersection Summary

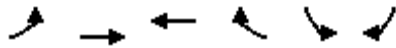
HCM 6th Ctrl Delay 36.3

HCM 6th LOS D

HCM 6th Signalized Intersection Summary501: US Hwy 90 & Maple St

AM-Pk-Existing-1.syn

09/01/2021



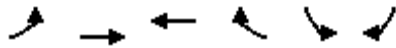
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	25	361	566	20	0	0
Future Volume (veh/h)	25	361	566	20	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	392	615	22	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	167	1599	897	32	1178	1048
Arrive On Green	0.01	0.08	0.12	0.12	0.00	0.00
Sat Flow, veh/h	1781	6696	5230	180	1781	1585
Grp Volume(v), veh/h	27	392	413	224	0	0
Grp Sat Flow(s), veh/h/ln	1781	1609	1702	1838	1781	1585
Q Serve(g_s), s	1.2	5.7	11.6	11.7	0.0	0.0
Cycle Q Clear(g_c), s	1.2	5.7	11.6	11.7	0.0	0.0
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	167	1599	603	326	1178	1048
V/C Ratio(X)	0.16	0.25	0.68	0.69	0.00	0.00
Avail Cap(c_a), veh/h	396	4600	1753	947	1178	1048
HCM Platoon Ratio	0.33	0.33	0.67	0.67	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.71	0.71	0.00	0.00
Uniform Delay (d), s/veh	33.5	37.1	41.4	41.4	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.1	1.0	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.2	5.0	5.5	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.0	37.2	42.4	43.3	0.0	0.0
LnGrp LOS	C	D	D	D	A	A
Approach Vol, veh/h		419	637		0	
Approach Delay, s/veh		37.0	42.7		0.0	
Approach LOS		D	D			
Timer - Assigned Phs			4		6	7 8
Phs Duration (G+Y+Rc), s			29.4		70.6	7.1 22.2
Change Period (Y+Rc), s			4.5		4.5	4.5 4.5
Max Green Setting (Gmax), s			71.5		19.5	15.5 51.5
Max Q Clear Time (g_c+I1), s			7.7		0.0	3.2 13.7
Green Ext Time (p_c), s			2.6		0.0	0.0 4.0
Intersection Summary						
HCM 6th Ctrl Delay			40.4			
HCM 6th LOS			D			

HCM 6th Signalized Intersection Summary

502: US Hwy 90 & Pine St

AM-Pk-Existing-1.syn

09/01/2021



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	24	358	614	16	5	6
Future Volume (veh/h)	24	358	614	16	5	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	389	667	17	5	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	168	1613	919	285	2278	1045
Arrive On Green	0.03	0.33	0.36	0.36	0.66	0.66
Sat Flow, veh/h	1781	6696	5274	1585	3456	1585
Grp Volume(v), veh/h	26	389	667	17	5	7
Grp Sat Flow(s), veh/h/ln	1781	1609	1702	1585	1728	1585
Q Serve(g_s), s	1.2	4.4	11.3	0.7	0.0	0.2
Cycle Q Clear(g_c), s	1.2	4.4	11.3	0.7	0.0	0.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	168	1613	919	285	2278	1045
V/C Ratio(X)	0.15	0.24	0.73	0.06	0.00	0.01
Avail Cap(c_a), veh/h	381	4407	2528	785	2278	1045
HCM Platoon Ratio	1.33	1.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.79	0.79	1.00	1.00
Uniform Delay (d), s/veh	32.4	26.4	29.9	26.5	5.8	5.8
Incr Delay (d2), s/veh	0.4	0.1	0.9	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.5	1.6	3.8	0.3	0.0	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	32.8	26.5	30.7	26.5	5.8	5.8
LnGrp LOS	C	C	C	C	A	A
Approach Vol, veh/h		415	684		12	
Approach Delay, s/veh		26.9	30.6		5.8	
Approach LOS		C	C		A	
Timer - Assigned Phs			4		6	7
Phs Duration (G+Y+Rc), s			29.6		70.4	7.1
Change Period (Y+Rc), s			4.5		4.5	4.5
Max Green Setting (Gmax), s			68.5		22.5	14.5
Max Q Clear Time (g_c+I1), s			6.4		2.2	3.2
Green Ext Time (p_c), s			2.6		0.0	0.0
4.7						
Intersection Summary						
HCM 6th Ctrl Delay			29.0			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary 503: Margaritaville Hotel/Cedar St & US Hwy 90

AM-Pk-Existing-1.syn

09/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	321	60	58	658	8	42	5	42	3	3	3
Future Volume (veh/h)	2	321	60	58	658	8	42	5	42	3	3	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No				No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	349	65	63	715	9	46	5	46	3	3	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	122	737	229	231	951	12	978	99	915	889	513	513
Arrive On Green	0.01	0.29	0.29	0.08	0.37	0.37	0.04	0.63	0.63	0.00	0.60	0.60
Sat Flow, veh/h	1781	5106	1585	1781	5197	65	1781	158	1451	1781	858	858
Grp Volume(v), veh/h	2	349	65	63	468	256	46	0	51	3	0	6
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1859	1781	0	1609	1781	0	1716
Q Serve(g_s), s	0.1	5.6	3.2	3.0	12.0	12.0	1.0	0.0	1.2	0.1	0.0	0.1
Cycle Q Clear(g_c), s	0.1	5.6	3.2	3.0	12.0	12.0	1.0	0.0	1.2	0.1	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.90	1.00		0.50
Lane Grp Cap(c), veh/h	122	737	229	231	623	340	978	0	1014	889	0	1026
V/C Ratio(X)	0.02	0.47	0.28	0.27	0.75	0.75	0.05	0.00	0.05	0.00	0.00	0.01
Avail Cap(c_a), veh/h	287	1711	531	380	1242	678	1100	0	1014	1051	0	1026
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	0.71	0.71	0.71	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.8	32.4	31.6	33.0	29.7	29.7	6.6	0.0	7.1	7.9	0.0	8.1
Incr Delay (d2), s/veh	0.1	0.5	0.7	0.4	1.3	2.4	0.0	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.1	1.2	1.2	4.0	4.5	0.3	0.0	0.4	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	32.9	32.2	33.5	31.0	32.1	6.6	0.0	7.2	7.9	0.0	8.1
LnGrp LOS	C	C	C	C	C	C	A	A	A	A	A	A
Approach Vol, veh/h	416		787				97			9		
Approach Delay, s/veh	32.8		31.6				6.9			8.1		
Approach LOS	C		C				A			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.9	67.5	8.6	18.9	8.1	64.3	4.8	22.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	26.5	12.5	33.5	10.5	25.5	9.5	36.5				
Max Q Clear Time (g_c+I), s	12.1	3.2	5.0	7.6	3.0	2.1	2.1	14.0				
Green Ext Time (p_c), s	0.0	0.2	0.1	2.3	0.0	0.0	0.0	4.3				

Intersection Summary

HCM 6th Ctrl Delay	30.0
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary 504: Golden Nugget/Myrtle St & US Hwy 90

AM-Pk-Existing-1.syn

09/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	296	67	49	662	122	47	22	28	43	17	23
Future Volume (veh/h)	12	296	67	49	662	122	47	22	28	43	17	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	322	73	53	720	133	51	24	30	47	18	25
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	150	1070	332	299	1010	185	851	1002	849	852	379	526
Arrive On Green	0.02	0.28	0.28	0.04	0.23	0.23	0.04	0.54	0.54	0.04	0.53	0.53
Sat Flow, veh/h	1781	5106	1585	1781	4339	793	1781	1870	1585	1781	709	984
Grp Volume(v), veh/h	13	322	73	53	563	290	51	24	30	47	0	43
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1728	1781	1870	1585	1781	0	1693
Q Serve(g_s), s	0.6	5.0	3.5	2.3	15.2	15.5	1.3	0.6	0.9	1.2	0.0	1.2
Cycle Q Clear(g_c), s	0.6	5.0	3.5	2.3	15.2	15.5	1.3	0.6	0.9	1.2	0.0	1.2
Prop In Lane	1.00		1.00	1.00		0.46	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	150	1070	332	299	793	402	851	1002	849	852	0	904
V/C Ratio(X)	0.09	0.30	0.22	0.18	0.71	0.72	0.06	0.02	0.04	0.06	0.00	0.05
Avail Cap(c_a), veh/h	274	1915	594	399	1311	665	971	1002	849	938	0	904
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.5	30.3	29.8	29.3	35.3	35.3	9.4	10.9	11.0	9.5	0.0	11.1
Incr Delay (d2), s/veh	0.2	0.1	0.3	0.3	1.2	2.4	0.0	0.0	0.1	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.0	1.4	1.0	6.4	6.7	0.5	0.3	0.3	0.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	30.4	30.1	29.5	36.4	37.8	9.5	11.0	11.1	9.5	0.0	11.2
LnGrp LOS	C	C	C	C	D	D	A	B	B	A	A	B
Approach Vol, veh/h	408			906			105			90		
Approach Delay, s/veh	30.4			36.5			10.3			10.3		
Approach LOS	C			D			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	58.1	58.0	8.4	25.5	8.3	57.9	6.0	27.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	26.5	26.5	9.5	37.5	10.5	24.5	8.5	38.5				
Max Q Clear Time (g_c+I1), s	2.9	2.9	4.3	7.0	3.3	3.2	2.6	17.5				
Green Ext Time (p_c), s	0.0	0.2	0.0	2.5	0.0	0.1	0.0	5.8				

Intersection Summary

HCM 6th Ctrl Delay	31.4
HCM 6th LOS	C

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	35	5	5	30	5	5	5	5	5	5	10
Future Vol, veh/h	15	35	5	5	30	5	5	5	5	5	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	38	5	5	33	5	5	5	5	5	5	11
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	38	0	0	43	0	0	127	121	41	124	121	36
Stage 1	-	-	-	-	-	-	73	73	-	46	46	-
Stage 2	-	-	-	-	-	-	54	48	-	78	75	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1572	-	-	1566	-	-	846	769	1030	850	769	1037
Stage 1	-	-	-	-	-	-	937	834	-	968	857	-
Stage 2	-	-	-	-	-	-	958	855	-	931	833	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1572	-	-	1566	-	-	824	759	1030	833	759	1037
Mov Cap-2 Maneuver	-	-	-	-	-	-	824	759	-	833	759	-
Stage 1	-	-	-	-	-	-	928	826	-	958	854	-
Stage 2	-	-	-	-	-	-	939	852	-	911	825	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2			0.9			9.3			9.1		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	857	1572	-	-	1566	-	-	900				
HCM Lane V/C Ratio	0.019	0.01	-	-	0.003	-	-	0.024				
HCM Control Delay (s)	9.3	7.3	0	-	7.3	0	-	9.1				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	5	25	5	2	5	31	110	15	5	50	7
Future Vol, veh/h	15	5	25	5	2	5	31	110	15	5	50	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	5	27	5	2	5	34	120	16	5	54	8
Number of Lanes	1	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay	7.8	8.1	8.3	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	100%	0%	100%	0%	42%	8%
Vol Thru, %	0%	88%	0%	17%	17%	81%
Vol Right, %	0%	12%	0%	83%	42%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	125	15	30	12	62
LT Vol	31	0	15	0	5	5
Through Vol	0	110	0	5	2	50
RT Vol	0	15	0	25	5	7
Lane Flow Rate	34	136	16	33	13	67
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.048	0.173	0.025	0.041	0.018	0.09
Departure Headway (Hd)	5.175	4.591	5.627	4.539	5.005	4.821
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	686	773	639	793	719	747
Service Time	2.95	2.365	3.332	2.244	3.01	2.827
HCM Lane V/C Ratio	0.05	0.176	0.025	0.042	0.018	0.09
HCM Control Delay	8.2	8.3	8.5	7.4	8.1	8.3
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.6	0.1	0.1	0.1	0.3

HCM 6th Signalized Intersection Summary

100: Oak St & Back Bay Blvd

PM-Pk-Existing-1.syn

09/01/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	148	134	12	8	5
Future Volume (veh/h)	10	148	134	12	8	5
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	161	146	13	9	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	235	209	1056	89	816	453
Arrive On Green	0.13	0.13	0.72	0.72	0.72	0.72
Sat Flow, veh/h	1781	1585	1307	124	1130	628
Grp Volume(v), veh/h	11	161	159	0	0	14
Grp Sat Flow(s),veh/h/ln	1781	1585	1431	0	0	1757
Q Serve(g_s), s	0.3	6.0	1.9	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.3	6.0	2.1	0.0	0.0	0.1
Prop In Lane	1.00	1.00	0.92			0.36
Lane Grp Cap(c), veh/h	235	209	1145	0	0	1269
V/C Ratio(X)	0.05	0.77	0.14	0.00	0.00	0.01
Avail Cap(c_a), veh/h	1055	939	1145	0	0	1269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	23.4	25.8	2.7	0.0	0.0	2.4
Incr Delay (d2), s/veh	0.1	5.9	0.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.5	0.4	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.4	31.7	2.9	0.0	0.0	2.4
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	172			159	14	
Approach Delay, s/veh	31.2			2.9	2.4	
Approach LOS	C			A	A	
Timer - Assigned Phs	2			4		6
Phs Duration (G+Y+Rc), s	49.0			12.6		49.0
Change Period (Y+Rc), s	4.5			4.5		4.5
Max Green Setting (Gmax), s	44.5			36.5		44.5
Max Q Clear Time (g_c+I1), s	4.1			8.0		2.1
Green Ext Time (p_c), s	1.0			0.5		0.0
Intersection Summary						
HCM 6th Ctrl Delay			17.0			
HCM 6th LOS			B			

Intersection												
Intersection Delay, s/veh	8.5											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	22	0	80	3	1	0	55	124	3	1	144	12
Future Vol, veh/h	22	0	80	3	1	0	55	124	3	1	144	12
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	0	87	3	1	0	60	135	3	1	157	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	8.1	8.9	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	22%	75%	1%
Vol Thru, %	68%	0%	25%	92%
Vol Right, %	2%	78%	0%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	182	102	4	157
LT Vol	55	22	3	1
Through Vol	124	0	1	144
RT Vol	3	80	0	12
Lane Flow Rate	198	111	4	171
Geometry Grp	1	1	1	1
Degree of Util (X)	0.243	0.134	0.006	0.207
Departure Headway (Hd)	4.424	4.336	5.047	4.361
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	813	828	709	824
Service Time	2.444	2.357	3.077	2.381
HCM Lane V/C Ratio	0.244	0.134	0.006	0.208
HCM Control Delay	8.9	8	8.1	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	0.5	0	0.8

HCM 6th TWSC
300: Oak St & 5th Street

Intersection

Int Delay, s/veh 2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	56	150	10	34	225
Future Vol, veh/h	27	56	150	10	34	225
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	61	163	11	37	245

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	488	169	0
Stage 1	169	-	-
Stage 2	319	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	539	875	-
Stage 1	861	-	-
Stage 2	737	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	522	875	-
Mov Cap-2 Maneuver	522	-	-
Stage 1	861	-	-
Stage 2	714	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	717	1403
HCM Lane V/C Ratio	-	-	0.126	0.026
HCM Control Delay (s)	-	-	10.7	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Intersection

Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	50	51	17	35	31	28	107	9	26	201	25
Future Vol, veh/h	22	50	51	17	35	31	28	107	9	26	201	25
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	54	55	18	38	34	30	116	10	28	218	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	8.7	9.1	10.2
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	18%	20%	10%
Vol Thru, %	74%	41%	42%	80%
Vol Right, %	6%	41%	37%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	144	123	83	252
LT Vol	28	22	17	26
Through Vol	107	50	35	201
RT Vol	9	51	31	25
Lane Flow Rate	157	134	90	274
Geometry Grp	1	1	1	1
Degree of Util (X)	0.209	0.18	0.124	0.352
Departure Headway (Hd)	4.804	4.848	4.938	4.629
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	742	735	721	772
Service Time	2.863	2.91	3.005	2.682
HCM Lane V/C Ratio	0.212	0.182	0.125	0.355
HCM Control Delay	9.1	9	8.7	10.2
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.8	0.7	0.4	1.6

HCM 6th Signalized Intersection Summary 500: Blind Tiger/Oak St & US Hwy 90

PM-Pk-Existing-1.syn
09/01/2021



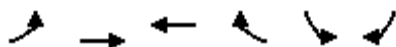
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰ ↱ ↲ ↳			↰ ↱ ↲ ↳			↰ ↱ ↲ ↳			↰ ↱ ↲ ↳		
Traffic Volume (veh/h)	106	705	12	12	531	56	8	3	12	92	5	88
Future Volume (veh/h)	106	705	12	12	531	56	8	3	12	92	5	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	115	766	13	13	577	61	9	3	13	100	5	96
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	229	1331	23	188	725	323	739	153	664	848	42	814
Arrive On Green	0.07	0.26	0.26	0.01	0.07	0.07	0.01	0.50	0.50	0.05	0.54	0.54
Sat Flow, veh/h	1781	5171	88	1781	3554	1585	1781	306	1326	1781	79	1518
Grp Volume(v), veh/h	115	504	275	13	577	61	9	0	16	100	0	101
Grp Sat Flow(s),veh/h/ln	1781	1702	1855	1781	1777	1585	1781	0	1632	1781	0	1597
Q Serve(g_s), s	5.0	12.9	12.9	0.5	16.0	3.6	0.2	0.0	0.5	2.6	0.0	3.1
Cycle Q Clear(g_c), s	5.0	12.9	12.9	0.5	16.0	3.6	0.2	0.0	0.5	2.6	0.0	3.1
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.81	1.00		0.95
Lane Grp Cap(c), veh/h	229	876	477	188	725	323	739	0	817	848	0	857
V/C Ratio(X)	0.50	0.58	0.58	0.07	0.80	0.19	0.01	0.00	0.02	0.12	0.00	0.12
Avail Cap(c_a), veh/h	347	902	491	401	942	420	960	0	817	1005	0	857
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.74	0.74	0.74	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.8	32.4	32.4	27.8	44.6	38.8	12.0	0.0	12.6	10.3	0.0	11.5
Incr Delay (d2), s/veh	1.7	0.9	1.6	0.1	2.7	0.2	0.0	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	5.1	5.7	0.2	7.8	1.4	0.1	0.0	0.2	1.0	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	33.2	34.0	27.9	47.3	39.0	12.0	0.0	12.6	10.4	0.0	11.7
LnGrp LOS	C	C	C	C	D	D	B	A	B	B	A	B
Approach Vol, veh/h	894			651			25			201		
Approach Delay, s/veh	33.2			46.2			12.4			11.1		
Approach LOS	C			D			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	54.6	6.0	30.2	5.6	58.1	11.4	24.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	13.5	28.5	13.5	26.5	13.5	28.5	13.5	26.5				
Max Q Clear Time (g_c+I), s	14.6	2.5	2.5	14.9	2.2	5.1	7.0	18.0				
Green Ext Time (p_c), s	0.1	0.0	0.0	3.5	0.0	0.5	0.1	2.4				

Intersection Summary

HCM 6th Ctrl Delay 35.2
HCM 6th LOS D

HCM 6th Signalized Intersection Summary 501: US Hwy 90 & Maple St

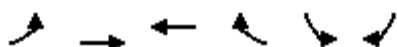
PM-Pk-Existing-1.syn
09/01/2021



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	55	824	525	38	0	1
Future Volume (veh/h)	55	824	525	38	0	1
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	896	571	41	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	192	1658	838	60	1162	1034
Arrive On Green	0.01	0.09	0.12	0.12	0.00	0.65
Sat Flow, veh/h	1781	6696	5034	347	1781	1585
Grp Volume(v), veh/h	60	896	398	214	0	1
Grp Sat Flow(s), veh/h/ln	1781	1609	1702	1808	1781	1585
Q Serve(g_s), s	2.8	13.4	11.2	11.4	0.0	0.0
Cycle Q Clear(g_c), s	2.8	13.4	11.2	11.4	0.0	0.0
Prop In Lane	1.00			0.19	1.00	1.00
Lane Grp Cap(c), veh/h	192	1658	586	311	1162	1034
V/C Ratio(X)	0.31	0.54	0.68	0.69	0.00	0.00
Avail Cap(c_a), veh/h	396	4600	1753	931	1162	1034
HCM Platoon Ratio	0.33	0.33	0.67	0.67	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.73	0.73	0.00	1.00
Uniform Delay (d), s/veh	33.7	40.1	41.6	41.6	0.0	6.1
Incr Delay (d2), s/veh	0.8	0.3	1.0	2.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	1.2	5.7	4.8	5.3	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	34.5	40.3	42.6	43.6	0.0	6.1
LnGrp LOS	C	D	D	D	A	A
Approach Vol, veh/h		956	612		1	
Approach Delay, s/veh		40.0	43.0		6.1	
Approach LOS		D	D		A	
Timer - Assigned Phs			4		6	7 8
Phs Duration (G+Y+Rc), s			30.3		69.7	8.6 21.7
Change Period (Y+Rc), s			4.5		4.5	4.5 4.5
Max Green Setting (Gmax), s			71.5		19.5	15.5 51.5
Max Q Clear Time (g_c+I1), s			15.4		2.0	4.8 13.4
Green Ext Time (p_c), s			6.9		0.0	0.1 3.9
Intersection Summary						
HCM 6th Ctrl Delay			41.1			
HCM 6th LOS			D			

HCM 6th Signalized Intersection Summary502: US Hwy 90 & Pine St

PM-Pk-Existing-1.syn
09/01/2021



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	19	624	570	21	15	20
Future Volume (veh/h)	19	624	570	21	15	20
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	678	620	23	16	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	161	1521	865	268	2328	1068
Arrive On Green	0.01	0.08	0.34	0.34	0.67	0.67
Sat Flow, veh/h	1781	6696	5274	1585	3456	1585
Grp Volume(v), veh/h	21	678	620	23	16	22
Grp Sat Flow(s),veh/h/ln	1781	1609	1702	1585	1728	1585
Q Serve(g_s), s	1.0	10.1	10.6	1.0	0.2	0.5
Cycle Q Clear(g_c), s	1.0	10.1	10.6	1.0	0.2	0.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	161	1521	865	268	2328	1068
V/C Ratio(X)	0.13	0.45	0.72	0.09	0.01	0.02
Avail Cap(c_a), veh/h	380	4407	2528	785	2328	1068
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.97	0.97	1.00	1.00
Uniform Delay (d), s/veh	34.2	39.8	31.0	27.8	5.4	5.4
Incr Delay (d2), s/veh	0.3	0.2	1.1	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.2	3.6	0.4	0.1	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.5	40.0	32.1	27.9	5.4	5.4
LnGrp LOS	C	D	C	C	A	A
Approach Vol, veh/h		699	643		38	
Approach Delay, s/veh		39.9	31.9		5.4	
Approach LOS		D	C		A	
Timer - Assigned Phs			4		6	7 8
Phs Duration (G+Y+Rc), s			28.1		71.9	6.7 21.4
Change Period (Y+Rc), s			4.5		4.5	4.5 4.5
Max Green Setting (Gmax), s			68.5		22.5	14.5 49.5
Max Q Clear Time (g_c+I1), s			12.1		2.5	3.0 12.6
Green Ext Time (p_c), s			4.8		0.1	0.0 4.3
Intersection Summary						
HCM 6th Ctrl Delay			35.2			
HCM 6th LOS			D			

HCM 6th Signalized Intersection Summary

503: Margaritaville Hotel/Cedar St & US Hwy 90

 PM-Pk-Existing-1.syn
 09/01/2021


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	813	66	65	489	4	71	6	66	74	3	4
Future Volume (veh/h)	4	813	66	65	489	4	71	6	66	74	3	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	884	72	71	532	4	77	7	72	80	3	4
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	254	1132	351	194	1361	10	867	73	747	791	371	495
Arrive On Green	0.01	0.44	0.44	0.09	0.52	0.52	0.04	0.51	0.51	0.04	0.51	0.51
Sat Flow, veh/h	1781	5106	1585	1781	5228	39	1781	142	1464	1781	727	969
Grp Volume(v), veh/h	4	884	72	71	346	190	77	0	79	80	0	7
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1863	1781	0	1607	1781	0	1696
Q Serve(g_s), s	0.2	14.7	2.8	3.0	6.1	6.1	2.0	0.0	2.5	2.1	0.0	0.2
Cycle Q Clear(g_c), s	0.2	14.7	2.8	3.0	6.1	6.1	2.0	0.0	2.5	2.1	0.0	0.2
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.91	1.00		0.57
Lane Grp Cap(c), veh/h	254	1132	351	194	886	485	867	0	819	791	0	865
V/C Ratio(X)	0.02	0.78	0.20	0.37	0.39	0.39	0.09	0.00	0.10	0.10	0.00	0.01
Avail Cap(c_a), veh/h	414	1711	531	338	1242	680	975	0	819	881	0	865
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.83	0.83	0.83	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.1	25.8	22.4	28.0	19.2	19.2	10.4	0.0	12.6	10.4	0.0	12.0
Incr Delay (d2), s/veh	0.0	1.2	0.3	1.0	0.2	0.4	0.0	0.0	0.2	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.5	1.0	1.2	2.1	2.3	0.8	0.0	0.9	0.8	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.1	27.0	22.7	28.9	19.4	19.6	10.4	0.0	12.9	10.5	0.0	12.1
LnGrp LOS	C	C	C	C	B	B	B	A	B	B	A	B
Approach Vol, veh/h	960			607			156			87		
Approach Delay, s/veh	26.7			20.6			11.7			10.6		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	55.5	8.9	26.7	8.9	55.5	5.0	30.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	26.5	12.5	33.5	10.5	25.5	9.5	36.5				
Max Q Clear Time (g_c+I1), s	14.5	4.5	5.0	16.7	4.0	2.2	2.2	8.1				
Green Ext Time (p_c), s	0.1	0.4	0.1	5.4	0.1	0.0	0.0	3.2				

Intersection Summary

 HCM 6th Ctrl Delay 22.6
 HCM 6th LOS C

HCM 6th Signalized Intersection Summary 504: Golden Nugget/Myrtle St & US Hwy 90

PM-Pk-Existing-1.syn
09/03/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	25	837	62	91	959	166	61	21	58	118	11	20
Future Volume (veh/h)	25	837	62	91	959	166	61	21	58	118	11	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	910	67	99	1042	180	66	23	63	128	12	22
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	1428	443	262	1355	234	732	796	674	726	262	480
Arrive On Green	0.05	0.56	0.56	0.06	0.31	0.31	0.04	0.43	0.43	0.06	0.44	0.44
Sat Flow, veh/h	1781	5106	1585	1781	4382	756	1781	1870	1585	1781	591	1084
Grp Volume(v), veh/h	27	910	67	99	809	413	66	23	63	128	0	34
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1734	1781	1870	1585	1781	0	1675
Q Serve(g_s), s	1.0	12.2	2.0	3.9	21.5	21.6	2.0	0.7	2.4	4.0	0.0	1.2
Cycle Q Clear(g_c), s	1.0	12.2	2.0	3.9	21.5	21.6	2.0	0.7	2.4	4.0	0.0	1.2
Prop In Lane	1.00		1.00	1.00		0.44	1.00		1.00	1.00		0.65
Lane Grp Cap(c), veh/h	162	1428	443	262	1053	536	732	796	674	726	0	741
V/C Ratio(X)	0.17	0.64	0.15	0.38	0.77	0.77	0.09	0.03	0.09	0.18	0.00	0.05
Avail Cap(c_a), veh/h	266	1915	594	332	1311	668	844	796	674	772	0	741
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.2	18.6	16.3	24.3	31.3	31.3	14.7	16.7	17.2	14.3	0.0	15.9
Incr Delay (d2), s/veh	0.3	0.3	0.1	0.9	2.2	4.3	0.1	0.1	0.3	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.6	0.7	1.7	9.0	9.5	0.8	0.3	0.9	1.6	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.6	18.9	16.4	25.2	33.5	35.7	14.8	16.8	17.5	14.4	0.0	16.0
LnGrp LOS	C	B	B	C	C	D	B	B	B	B	A	B
Approach Vol, veh/h		1004			1321			152			162	
Approach Delay, s/veh		18.9			33.6			16.2			14.8	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	47.1	10.1	32.5	8.7	48.7	7.1	35.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.5	26.5	9.5	37.5	10.5	24.5	8.5	38.5				
Max Q Clear Time (g_c+I1), s	6.0	4.4	5.9	14.2	4.0	3.2	3.0	23.6				
Green Ext Time (p_c), s	0.1	0.2	0.1	7.1	0.1	0.1	0.0	7.3				
Intersection Summary												
HCM 6th Ctrl Delay			25.8									
HCM 6th LOS			C									

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	55	5	5	55	5	5	10	5	5	10	20
Future Vol, veh/h	25	55	5	5	55	5	5	10	5	5	10	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	60	5	5	60	5	5	11	5	5	11	22
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	65	0	0	65	0	0	206	192	63	198	192	63
Stage 1	-	-	-	-	-	-	117	117	-	73	73	-
Stage 2	-	-	-	-	-	-	89	75	-	125	119	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1537	-	-	1537	-	-	752	703	1002	761	703	1002
Stage 1	-	-	-	-	-	-	888	799	-	937	834	-
Stage 2	-	-	-	-	-	-	918	833	-	879	797	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1537	-	-	1537	-	-	715	688	1002	736	688	1002
Mov Cap-2 Maneuver	-	-	-	-	-	-	715	688	-	736	688	-
Stage 1	-	-	-	-	-	-	872	785	-	920	831	-
Stage 2	-	-	-	-	-	-	884	831	-	847	783	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.2			0.6			9.9			9.4		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	754	1537	-	-	1537	-	-	848				
HCM Lane V/C Ratio	0.029	0.018	-	-	0.004	-	-	0.045				
HCM Control Delay (s)	9.9	7.4	0	-	7.4	0	-	9.4				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1				

Intersection												
Intersection Delay, s/veh	8.8											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	5	35	15	5	5	55	137	20	5	99	5
Future Vol, veh/h	25	5	35	15	5	5	55	137	20	5	99	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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	5	38	16	5	5	60	149	22	5	108	5
Number of Lanes	1	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay	8.2	8.8	8.8	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	100%	0%	100%	0%	60%	5%
Vol Thru, %	0%	87%	0%	12%	20%	91%
Vol Right, %	0%	13%	0%	88%	20%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	157	25	40	25	109
LT Vol	55	0	25	0	15	5
Through Vol	0	137	0	5	5	99
RT Vol	0	20	0	35	5	5
Lane Flow Rate	60	171	27	43	27	118
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.09	0.228	0.045	0.058	0.041	0.166
Departure Headway (Hd)	5.399	4.808	5.929	4.809	5.487	5.034
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	665	749	605	745	653	714
Service Time	3.117	2.526	3.657	2.536	3.518	3.055
HCM Lane V/C Ratio	0.09	0.228	0.045	0.058	0.041	0.165
HCM Control Delay	8.7	8.9	8.9	7.8	8.8	9.1
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.3	0.9	0.1	0.2	0.1	0.6

HCM 6th Signalized Intersection Summary

100: Oak St & Back Bay Blvd

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09/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑		↰	↑↑		↰	↑		↰	↑	
Traffic Volume (veh/h)	9	175	43	5	137	16	42	8	5	7	15	7
Future Volume (veh/h)	9	175	43	5	137	16	42	8	5	7	15	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	190	47	5	149	17	46	9	5	8	16	8
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	365	88	224	394	44	970	684	380	981	712	356
Arrive On Green	0.01	0.13	0.13	0.01	0.12	0.12	0.61	0.61	0.61	0.61	0.61	0.61
Sat Flow, veh/h	1781	2838	686	1781	3219	362	1387	1130	628	1400	1176	588
Grp Volume(v), veh/h	10	117	120	5	81	85	46	0	14	8	0	24
Grp Sat Flow(s), veh/h/ln	1781	1777	1747	1781	1777	1805	1387	0	1757	1400	0	1764
Q Serve(g_s), s	0.3	3.2	3.3	0.1	2.2	2.2	0.7	0.0	0.2	0.1	0.0	0.3
Cycle Q Clear(g_c), s	0.3	3.2	3.3	0.1	2.2	2.2	1.0	0.0	0.2	0.3	0.0	0.3
Prop In Lane	1.00		0.39	1.00		0.20	1.00		0.36	1.00		0.33
Lane Grp Cap(c), veh/h	258	229	225	224	218	221	970	0	1064	981	0	1068
V/C Ratio(X)	0.04	0.51	0.53	0.02	0.37	0.38	0.05	0.00	0.01	0.01	0.00	0.02
Avail Cap(c_a), veh/h	663	1110	1091	640	1110	1127	970	0	1064	981	0	1068
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.6	21.2	21.2	19.9	21.0	21.0	4.3	0.0	4.1	4.1	0.0	4.1
Incr Delay (d2), s/veh	0.1	1.8	2.0	0.0	1.1	1.1	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.3	1.4	0.1	0.9	0.9	0.2	0.0	0.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.7	22.9	23.2	19.9	22.1	22.1	4.4	0.0	4.1	4.2	0.0	4.2
LnGrp LOS	B	C	C	B	C	C	A	A	A	A	A	A
Approach Vol, veh/h	247			171			60			32		
Approach Delay, s/veh	22.9			22.0			4.3			4.2		
Approach LOS	C			C			A			A		
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	36.0		4.8	11.2		36.0		5.2	10.9			
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5		4.5	4.5			
Max Green Setting (Gmax), s	31.5		12.5	32.5		31.5		12.5	32.5			
Max Q Clear Time (g_c+I1), s	3.0		2.1	5.3		2.3		2.3	4.2			
Green Ext Time (p_c), s	0.2		0.0	1.4		0.1		0.0	0.9			

Intersection Summary

HCM 6th Ctrl Delay 19.3

HCM 6th LOS B

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	81	1	2	0	54	50	0	1	57	5
Future Vol, veh/h	5	1	81	1	2	0	54	50	0	1	57	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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	88	1	2	0	59	54	0	1	62	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.5	8	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	52%	6%	33%	2%
Vol Thru, %	48%	1%	67%	90%
Vol Right, %	0%	93%	0%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	104	87	3	63
LT Vol	54	5	1	1
Through Vol	50	1	2	57
RT Vol	0	81	0	5
Lane Flow Rate	113	95	3	68
Geometry Grp	1	1	1	1
Degree of Util (X)	0.134	0.097	0.004	0.079
Departure Headway (Hd)	4.262	3.7	4.502	4.147
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	838	949	800	857
Service Time	2.305	1.799	2.502	2.205
HCM Lane V/C Ratio	0.135	0.1	0.004	0.079
HCM Control Delay	8	7.2	7.5	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.3	0	0.3

HCM 6th TWSC
300: Oak St & 5th Street

Intersection

Int Delay, s/veh 2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	23	65	22	38	61
Future Vol, veh/h	2	23	65	22	38	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	25	71	24	41	66

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	231	83	0
Stage 1	83	-	-
Stage 2	148	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	757	976	-
Stage 1	940	-	-
Stage 2	880	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	736	976	-
Mov Cap-2 Maneuver	736	-	-
Stage 1	940	-	-
Stage 2	855	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	2.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	951	1499
HCM Lane V/C Ratio	-	-	0.029	0.028
HCM Control Delay (s)	-	-	8.9	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	19	45	22	9	202	9	29	59	13	20	59	23
Future Vol, veh/h	19	45	22	9	202	9	29	59	13	20	59	23
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	49	24	10	220	10	32	64	14	22	64	25
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	9.6	8.7	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	22%	4%	20%
Vol Thru, %	58%	52%	92%	58%
Vol Right, %	13%	26%	4%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	101	86	220	102
LT Vol	29	19	9	20
Through Vol	59	45	202	59
RT Vol	13	22	9	23
Lane Flow Rate	110	93	239	111
Geometry Grp	1	1	1	1
Degree of Util (X)	0.147	0.121	0.303	0.146
Departure Headway (Hd)	4.83	4.641	4.562	4.754
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	740	770	787	752
Service Time	2.874	2.681	2.596	2.798
HCM Lane V/C Ratio	0.149	0.121	0.304	0.148
HCM Control Delay	8.7	8.3	9.6	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.4	1.3	0.5

HCM 6th Signalized Intersection Summary

500: Blind Tiger/Oak St & US Hwy 90

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09/01/2021



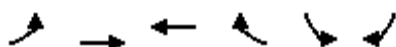
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	553	2	7	666	40	1	1	6	45	3	45
Future Volume (veh/h)	76	553	2	7	666	40	1	1	6	45	3	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	83	601	2	8	724	43	1	1	7	49	3	49
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	188	1469	5	242	851	380	742	100	697	829	49	797
Arrive On Green	0.05	0.28	0.28	0.00	0.08	0.08	0.00	0.49	0.49	0.04	0.53	0.53
Sat Flow, veh/h	1781	5254	17	1781	3554	1585	1781	202	1414	1781	92	1507
Grp Volume(v), veh/h	83	389	214	8	724	43	1	0	8	49	0	52
Grp Sat Flow(s),veh/h/ln	1781	1702	1867	1781	1777	1585	1781	0	1616	1781	0	1599
Q Serve(g_s), s	3.5	9.3	9.3	0.3	20.1	2.5	0.0	0.0	0.3	1.3	0.0	1.6
Cycle Q Clear(g_c), s	3.5	9.3	9.3	0.3	20.1	2.5	0.0	0.0	0.3	1.3	0.0	1.6
Prop In Lane	1.00		0.01	1.00		1.00	1.00		0.88	1.00		0.94
Lane Grp Cap(c), veh/h	188	952	522	242	851	380	742	0	797	829	0	846
V/C Ratio(X)	0.44	0.41	0.41	0.03	0.85	0.11	0.00	0.00	0.01	0.06	0.00	0.06
Avail Cap(c_a), veh/h	339	952	522	465	942	420	980	0	797	1003	0	846
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.68	0.68	0.68	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	29.3	29.3	26.0	44.3	36.2	12.8	0.0	12.9	10.8	0.0	11.5
Incr Delay (d2), s/veh	1.6	0.3	0.5	0.0	4.9	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.7	4.0	0.1	10.1	1.0	0.0	0.0	0.1	0.5	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.4	29.6	29.8	26.0	49.2	36.3	12.8	0.0	12.9	10.9	0.0	11.6
LnGrp LOS	C	C	C	C	D	D	B	A	B	B	A	B
Approach Vol, veh/h	686			775			9			101		
Approach Delay, s/veh	29.8			48.2			12.9			11.2		
Approach LOS	C			D			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.2	53.8	5.5	32.5	4.6	57.4	9.5	28.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	13.5	28.5	13.5	26.5	13.5	28.5	13.5	26.5				
Max Q Clear Time (g_c+I), s	13.3	2.3	2.3	11.3	2.0	3.6	5.5	22.1				
Green Ext Time (p_c), s	0.1	0.0	0.0	3.0	0.0	0.2	0.1	1.8				

Intersection Summary

HCM 6th Ctrl Delay 37.6
 HCM 6th LOS D

HCM 6th Signalized Intersection Summary

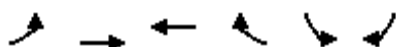
501: US Hwy 90 & Maple St



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑↑↑	↑↑↑		↰	↰
Traffic Volume (veh/h)	25	523	660	20	0	0
Future Volume (veh/h)	25	523	660	20	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	568	717	22	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	168	1742	1015	31	1139	1013
Arrive On Green	0.01	0.09	0.20	0.20	0.00	0.00
Sat Flow, veh/h	1781	6696	5259	156	1781	1585
Grp Volume(v), veh/h	27	568	479	260	0	0
Grp Sat Flow(s), veh/h/ln	1781	1609	1702	1842	1781	1585
Q Serve(g_s), s	1.2	8.3	13.1	13.2	0.0	0.0
Cycle Q Clear(g_c), s	1.2	8.3	13.1	13.2	0.0	0.0
Prop In Lane	1.00			0.08	1.00	1.00
Lane Grp Cap(c), veh/h	168	1742	679	367	1139	1013
V/C Ratio(X)	0.16	0.33	0.71	0.71	0.00	0.00
Avail Cap(c_a), veh/h	397	4600	1753	949	1139	1013
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.78	0.78	0.00	0.00
Uniform Delay (d), s/veh	31.9	37.0	37.3	37.3	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.1	1.1	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.3	5.3	5.9	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.3	37.1	38.4	39.3	0.0	0.0
LnGrp LOS	C	D	D	D	A	A
Approach Vol, veh/h		595	739		0	
Approach Delay, s/veh		36.9	38.7		0.0	
Approach LOS		D	D			
Timer - Assigned Phs			4		6	7 8
Phs Duration (G+Y+Rc), s			31.6		68.4	7.1 24.4
Change Period (Y+Rc), s			4.5		4.5	4.5 4.5
Max Green Setting (Gmax), s			71.5		19.5	15.5 51.5
Max Q Clear Time (g_c+I1), s			10.3		0.0	3.2 15.2
Green Ext Time (p_c), s			3.9		0.0	0.0 4.8
Intersection Summary						
HCM 6th Ctrl Delay			37.9			
HCM 6th LOS			D			

HCM 6th Signalized Intersection Summary

502: US Hwy 90 & Pine St



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	88	456	665	47	93	100
Future Volume (veh/h)	88	456	665	47	93	100
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	496	723	51	101	109
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	228	1915	988	307	2116	971
Arrive On Green	0.12	0.60	0.39	0.39	0.61	0.61
Sat Flow, veh/h	1781	6696	5274	1585	3456	1585
Grp Volume(v), veh/h	96	496	723	51	101	109
Grp Sat Flow(s), veh/h/ln	1781	1609	1702	1585	1728	1585
Q Serve(g_s), s	4.2	3.7	12.1	2.1	1.2	2.9
Cycle Q Clear(g_c), s	4.2	3.7	12.1	2.1	1.2	2.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	228	1915	988	307	2116	971
V/C Ratio(X)	0.42	0.26	0.73	0.17	0.05	0.11
Avail Cap(c_a), veh/h	381	4407	2528	785	2116	971
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.85	0.85	1.00	1.00
Uniform Delay (d), s/veh	28.4	15.0	28.4	25.4	7.7	8.1
Incr Delay (d2), s/veh	1.2	0.1	0.9	0.2	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	1.7	1.2	3.9	0.8	0.4	4.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	29.6	15.0	29.3	25.6	7.8	8.3
LnGrp LOS	C	B	C	C	A	A
Approach Vol, veh/h		592	774		210	
Approach Delay, s/veh		17.4	29.1		8.1	
Approach LOS		B	C		A	
Timer - Assigned Phs			4		6	7 8
Phs Duration (G+Y+Rc), s			34.3		65.7	10.4 23.9
Change Period (Y+Rc), s			4.5		4.5	4.5 4.5
Max Green Setting (Gmax), s			68.5		22.5	14.5 49.5
Max Q Clear Time (g_c+I1), s			5.7		4.9	6.2 14.1
Green Ext Time (p_c), s			3.4		0.6	0.1 5.3
Intersection Summary						
HCM 6th Ctrl Delay			21.9			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary

503: Margaritaville Hotel/Cedar St & US Hwy 90

AM-Pk-buildout-1.syn

09/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	455	60	58	630	8	42	5	42	3	3	3
Future Volume (veh/h)	2	455	60	58	630	8	42	5	42	3	3	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	495	65	63	685	9	46	5	46	3	3	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	124	711	221	191	925	12	985	100	922	896	517	517
Arrive On Green	0.01	0.28	0.28	0.08	0.36	0.36	0.04	0.64	0.64	0.00	0.60	0.60
Sat Flow, veh/h	1781	5106	1585	1781	5194	68	1781	158	1451	1781	858	858
Grp Volume(v), veh/h	2	495	65	63	449	245	46	0	51	3	0	6
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1858	1781	0	1609	1781	0	1716
Q Serve(g_s), s	0.1	8.7	3.2	3.0	11.5	11.6	0.9	0.0	1.2	0.1	0.0	0.1
Cycle Q Clear(g_c), s	0.1	8.7	3.2	3.0	11.5	11.6	0.9	0.0	1.2	0.1	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.90	1.00		0.50
Lane Grp Cap(c), veh/h	124	711	221	191	606	331	985	0	1022	896	0	1035
V/C Ratio(X)	0.02	0.70	0.29	0.33	0.74	0.74	0.05	0.00	0.05	0.00	0.00	0.01
Avail Cap(c_a), veh/h	288	1711	531	339	1242	678	1107	0	1022	1058	0	1035
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	0.84	0.84	0.84	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.2	34.2	32.2	33.7	30.2	30.2	6.4	0.0	6.9	7.7	0.0	7.9
Incr Delay (d2), s/veh	0.1	1.2	0.7	0.8	1.5	2.8	0.0	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.1	1.2	1.2	3.9	4.4	0.3	0.0	0.4	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	35.4	32.9	34.5	31.7	32.9	6.4	0.0	7.0	7.7	0.0	7.9
LnGrp LOS	C	D	C	C	C	C	A	A	A	A	A	A
Approach Vol, veh/h	562			757			97			9		
Approach Delay, s/veh	35.1			32.3			6.7			7.9		
Approach LOS	D			C			A			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.9	68.0	8.7	18.4	8.1	64.8	4.8	22.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	26.5	12.5	33.5	10.5	25.5	9.5	36.5				
Max Q Clear Time (g_c+I), s	12.5	3.2	5.0	10.7	2.9	2.1	2.1	13.6				
Green Ext Time (p_c), s	0.0	0.2	0.1	3.2	0.0	0.0	0.0	4.1				

Intersection Summary

HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary 504: Golden Nugget/Myrtle St & US Hwy 90

AM-Pk-buildout-1.syn
09/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	430	67	49	634	22	47	22	28	43	17	23
Future Volume (veh/h)	12	430	67	49	634	22	47	22	28	43	17	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	467	73	53	689	24	51	24	30	47	18	25
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	150	879	273	218	991	34	903	1071	908	903	405	562
Arrive On Green	0.02	0.17	0.17	0.04	0.20	0.20	0.04	0.57	0.57	0.04	0.57	0.57
Sat Flow, veh/h	1781	5106	1585	1781	5067	176	1781	1870	1585	1781	709	984
Grp Volume(v), veh/h	13	467	73	53	462	251	51	24	30	47	0	43
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1839	1781	1870	1585	1781	0	1693
Q Serve(g_s), s	0.6	8.3	4.0	2.4	12.6	12.7	1.2	0.6	0.8	1.1	0.0	1.1
Cycle Q Clear(g_c), s	0.6	8.3	4.0	2.4	12.6	12.7	1.2	0.6	0.8	1.1	0.0	1.1
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	150	879	273	218	666	360	903	1071	908	903	0	967
V/C Ratio(X)	0.09	0.53	0.27	0.24	0.69	0.70	0.06	0.02	0.03	0.05	0.00	0.04
Avail Cap(c_a), veh/h	274	1915	594	318	1311	708	1023	1071	908	989	0	967
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.2	37.7	35.9	32.5	37.4	37.5	7.9	9.2	9.3	7.9	0.0	9.4
Incr Delay (d2), s/veh	0.2	0.4	0.4	0.6	1.3	2.4	0.0	0.0	0.1	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.5	1.6	1.1	5.3	5.9	0.4	0.2	0.3	0.4	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.4	38.1	36.3	33.0	38.8	39.9	7.9	9.3	9.4	7.9	0.0	9.5
LnGrp LOS	C	D	D	C	D	D	A	A	A	A	A	A
Approach Vol, veh/h	553			766			105			90		
Approach Delay, s/veh	37.7			38.7			8.6			8.7		
Approach LOS	D			D			A			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	61.8	8.4	21.7	8.3	61.6	6.0	24.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.5	26.5	9.5	37.5	10.5	24.5	8.5	38.5				
Max Q Clear Time (g_c+I), s	1.0	2.8	4.4	10.3	3.2	3.1	2.6	14.7				
Green Ext Time (p_c), s	0.0	0.2	0.0	3.6	0.0	0.1	0.0	4.9				

Intersection Summary

HCM 6th Ctrl Delay 34.5
HCM 6th LOS C

Intersection												
Intersection Delay, s/veh	10.8											
Intersection LOS	B											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	26	30	25	5	198	68	9	117	9	20	162	17
Future Vol, veh/h	26	30	25	5	198	68	9	117	9	20	162	17
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	33	27	5	215	74	10	127	10	22	176	18
Number of Lanes	0	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	9.6	12.6	9.5	9.7
HCM LOS	A	B	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	32%	2%	100%	0%	0%
Vol Thru, %	0%	100%	81%	37%	73%	0%	100%	76%
Vol Right, %	0%	0%	19%	31%	25%	0%	0%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	9	78	48	81	271	20	108	71
LT Vol	9	0	0	26	5	20	0	0
Through Vol	0	78	39	30	198	0	108	54
RT Vol	0	0	9	25	68	0	0	17
Lane Flow Rate	10	85	52	88	295	22	117	77
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.018	0.141	0.085	0.143	0.448	0.039	0.192	0.122
Departure Headway (Hd)	6.491	5.982	5.848	5.852	5.481	6.392	5.884	5.713
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	552	600	613	614	660	561	610	628
Service Time	4.223	3.714	3.58	3.583	3.181	4.122	3.614	3.443
HCM Lane V/C Ratio	0.018	0.142	0.085	0.143	0.447	0.039	0.192	0.123
HCM Control Delay	9.3	9.7	9.1	9.6	12.6	9.4	10	9.2
HCM Lane LOS	A	A	A	A	B	A	A	A
HCM 95th-tile Q	0.1	0.5	0.3	0.5	2.3	0.1	0.7	0.4

HCM 6th AWSC
506: Myrtle St & Howard Ave

Intersection

Intersection Delay, s/veh 11.2

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	5	25	10	233	100	31	10	15	5	50	7
Future Vol, veh/h	15	5	25	10	233	100	31	10	15	5	50	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	5	27	11	253	109	34	11	16	5	54	8
Number of Lanes	1	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay	7.9	12.4	8.8	9.3
HCM LOS	A	B	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	100%	0%	100%	0%	3%	8%
Vol Thru, %	0%	40%	0%	17%	68%	81%
Vol Right, %	0%	60%	0%	83%	29%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	25	15	30	343	62
LT Vol	31	0	15	0	10	5
Through Vol	0	10	0	5	233	50
RT Vol	0	15	0	25	100	7
Lane Flow Rate	34	27	16	33	373	67
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.058	0.04	0.026	0.042	0.495	0.105
Departure Headway (Hd)	6.167	5.239	5.723	4.632	4.784	5.624
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	580	682	625	771	753	636
Service Time	3.911	2.983	3.465	2.374	2.813	3.667
HCM Lane V/C Ratio	0.059	0.04	0.026	0.043	0.495	0.105
HCM Control Delay	9.3	8.2	8.6	7.6	12.4	9.3
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.2	0.1	0.1	0.1	2.8	0.4

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	45	10	87	20	66	5	87	138	85	102	0
Future Vol, veh/h	5	45	10	87	20	66	5	87	138	85	102	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	49	11	95	22	72	5	95	150	92	111	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	364	550	56	444	475	123	111	0	0	245	0	0
Stage 1	295	295	-	180	180	-	-	-	-	-	-	-
Stage 2	69	255	-	264	295	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	567	441	999	497	487	905	1477	-	-	1318	-	-
Stage 1	689	668	-	804	749	-	-	-	-	-	-	-
Stage 2	933	695	-	718	668	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	475	409	999	422	451	905	1477	-	-	1318	-	-
Mov Cap-2 Maneuver	475	409	-	422	451	-	-	-	-	-	-	-
Stage 1	687	621	-	802	747	-	-	-	-	-	-	-
Stage 2	831	693	-	609	621	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	13.9		13.3		0.2		3.6					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	1477	-	-	475	458	422	733	1318	-	-		
HCM Lane V/C Ratio	0.004	-	-	0.011	0.131	0.224	0.128	0.07	-	-		
HCM Control Delay (s)	7.4	-	-	12.7	14	16	10.6	7.9	-	-		
HCM Lane LOS	A	-	-	B	B	C	B	A	-	-		
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0.8	0.4	0.2	-	-		

HCM 6th Signalized Intersection Summary

100: Oak St & Back Bay Blvd

PM-Pk-buildout1.syn

09/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	234	63	10	277	22	63	11	5	13	20	5
Future Volume (veh/h)	10	234	63	10	277	22	63	11	5	13	20	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	254	68	11	301	24	68	12	5	14	22	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	442	116	234	529	42	925	726	303	935	854	194
Arrive On Green	0.01	0.16	0.16	0.01	0.16	0.16	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	1781	2785	731	1781	3335	264	1383	1254	522	1396	1475	335
Grp Volume(v), veh/h	11	160	162	11	160	165	68	0	17	14	0	27
Grp Sat Flow(s), veh/h/ln	1781	1777	1739	1781	1777	1823	1383	0	1776	1396	0	1810
Q Serve(g_s), s	0.3	4.5	4.7	0.3	4.5	4.6	1.2	0.0	0.2	0.2	0.0	0.3
Cycle Q Clear(g_c), s	0.3	4.5	4.7	0.3	4.5	4.6	1.5	0.0	0.2	0.5	0.0	0.3
Prop In Lane	1.00		0.42	1.00		0.15	1.00		0.29	1.00		0.19
Lane Grp Cap(c), veh/h	236	282	276	234	282	289	925	0	1029	935	0	1048
V/C Ratio(X)	0.05	0.57	0.59	0.05	0.57	0.57	0.07	0.00	0.02	0.01	0.00	0.03
Avail Cap(c_a), veh/h	620	1062	1039	618	1062	1089	925	0	1029	935	0	1048
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.9	21.2	21.2	18.9	21.2	21.2	5.2	0.0	4.9	5.0	0.0	4.9
Incr Delay (d2), s/veh	0.1	1.8	2.0	0.1	1.8	1.8	0.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.9	1.9	0.1	1.9	1.9	0.3	0.0	0.1	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.0	23.0	23.2	19.0	22.9	23.0	5.4	0.0	4.9	5.0	0.0	4.9
LnGrp LOS	B	C	C	B	C	C	A	A	A	A	A	A
Approach Vol, veh/h	333			336			85			41		
Approach Delay, s/veh	23.0			22.8			5.3			5.0		
Approach LOS	C			C			A			A		
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	36.0		5.3	13.1		36.0		5.3	13.1			
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5		4.5	4.5			
Max Green Setting (Gmax), s	31.5		12.5	32.5		31.5		12.5	32.5			
Max Q Clear Time (g_c+I1), s	3.5		2.3	6.7		2.5		2.3	6.6			
Green Ext Time (p_c), s	0.2		0.0	1.9		0.1		0.0	1.9			

Intersection Summary

HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	0	92	3	1	0	73	57	3	1	80	12
Future Vol, veh/h	22	0	92	3	1	0	73	57	3	1	80	12
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	0	100	3	1	0	79	62	3	1	87	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	7.8	8.4	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	55%	19%	75%	1%
Vol Thru, %	43%	0%	25%	86%
Vol Right, %	2%	81%	0%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	133	114	4	93
LT Vol	73	22	3	1
Through Vol	57	0	1	80
RT Vol	3	92	0	12
Lane Flow Rate	145	124	4	101
Geometry Grp	1	1	1	1
Degree of Util (X)	0.174	0.139	0.006	0.121
Departure Headway (Hd)	4.333	4.05	4.776	4.298
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	817	890	752	839
Service Time	2.423	2.056	2.785	2.298
HCM Lane V/C Ratio	0.177	0.139	0.005	0.12
HCM Control Delay	8.4	7.7	7.8	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.5	0	0.4

HCM 6th TWSC
300: Oak St & 5th Street

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	46	87	10	46	129
Future Vol, veh/h	14	46	87	10	46	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	50	95	11	50	140
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	341	101	0	0	106	0
Stage 1	101	-	-	-	-	-
Stage 2	240	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	655	954	-	-	1485	-
Stage 1	923	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	631	954	-	-	1485	-
Mov Cap-2 Maneuver	631	-	-	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.6	0		2		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-		852	1485	
HCM Lane V/C Ratio	-	-		0.077	0.034	
HCM Control Delay (s)	-	-		9.6	7.5	
HCM Lane LOS	-	-		A	A	
HCM 95th %tile Q(veh)	-	-		0.2	0.1	

Intersection

Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	62	51	17	225	31	28	54	9	26	92	25
Future Vol, veh/h	22	62	51	17	225	31	28	54	9	26	92	25
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	67	55	18	245	34	30	59	10	28	100	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	10.7	9.2	9.5
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	16%	6%	18%
Vol Thru, %	59%	46%	82%	64%
Vol Right, %	10%	38%	11%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	91	135	273	143
LT Vol	28	22	17	26
Through Vol	54	62	225	92
RT Vol	9	51	31	25
Lane Flow Rate	99	147	297	155
Geometry Grp	1	1	1	1
Degree of Util (X)	0.143	0.193	0.387	0.218
Departure Headway (Hd)	5.192	4.746	4.699	5.041
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	684	750	760	706
Service Time	3.274	2.819	2.761	3.116
HCM Lane V/C Ratio	0.145	0.196	0.391	0.22
HCM Control Delay	9.2	9	10.7	9.5
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.5	0.7	1.8	0.8

HCM 6th Signalized Intersection Summary

500: Blind Tiger/Oak St & US Hwy 90

PM-Pk-buildout-1.syn

09/01/2021



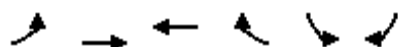
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰ ↱ ↲ ↳			↰ ↱ ↲ ↳		↰ ↱ ↲ ↳	↰ ↱ ↲ ↳	↰ ↱ ↲ ↳		↰ ↱ ↲ ↳		
Traffic Volume (veh/h)	106	989	12	12	692	36	8	3	12	95	5	60
Future Volume (veh/h)	106	989	12	12	692	36	8	3	12	95	5	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	115	1075	13	13	752	39	9	3	13	103	5	65
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	1539	19	157	871	389	705	141	611	794	57	741
Arrive On Green	0.07	0.30	0.30	0.01	0.08	0.08	0.01	0.46	0.46	0.05	0.50	0.50
Sat Flow, veh/h	1781	5200	63	1781	3554	1585	1781	306	1326	1781	114	1488
Grp Volume(v), veh/h	115	704	384	13	752	39	9	0	16	103	0	70
Grp Sat Flow(s),veh/h/ln	1781	1702	1859	1781	1777	1585	1781	0	1632	1781	0	1603
Q Serve(g_s), s	4.8	18.3	18.4	0.5	20.9	2.3	0.3	0.0	0.5	2.9	0.0	2.3
Cycle Q Clear(g_c), s	4.8	18.3	18.4	0.5	20.9	2.3	0.3	0.0	0.5	2.9	0.0	2.3
Prop In Lane	1.00		0.03	1.00		1.00	1.00		0.81	1.00		0.93
Lane Grp Cap(c), veh/h	214	1007	550	157	871	389	705	0	752	794	0	798
V/C Ratio(X)	0.54	0.70	0.70	0.08	0.86	0.10	0.01	0.00	0.02	0.13	0.00	0.09
Avail Cap(c_a), veh/h	337	1007	550	371	942	420	926	0	752	949	0	798
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.71	0.71	0.71	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.0	31.2	31.2	25.9	44.3	35.7	14.0	0.0	14.7	12.2	0.0	13.2
Incr Delay (d2), s/veh	2.1	2.1	3.9	0.2	5.8	0.1	0.0	0.0	0.1	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	7.4	8.4	0.2	10.5	0.9	0.1	0.0	0.2	1.2	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	33.4	35.1	26.1	50.1	35.8	14.0	0.0	14.7	12.3	0.0	13.4
LnGrp LOS	C	C	D	C	D	D	B	A	B	B	A	B
Approach Vol, veh/h	1203					804		25		173		
Approach Delay, s/veh	33.6					49.0		14.5		12.7		
Approach LOS	C					D		B		B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	50.6	6.0	34.1	5.6	54.3	11.1	29.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	13.5	28.5	13.5	26.5	13.5	28.5	13.5	26.5				
Max Q Clear Time (g_c+I), s	14.5	2.5	2.5	20.4	2.3	4.3	6.8	22.9				
Green Ext Time (p_c), s	0.1	0.0	0.0	3.2	0.0	0.3	0.1	1.6				

Intersection Summary

HCM 6th Ctrl Delay 37.4
 HCM 6th LOS D

HCM 6th Signalized Intersection Summary

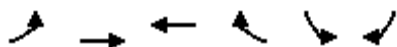
501: US Hwy 90 & Maple St



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑↑↑↑	↑↑↑↑		↰	↰
Traffic Volume (veh/h)	55	1084	686	38	0	1
Future Volume (veh/h)	55	1084	686	38	0	1
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	1178	746	41	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	193	1914	1050	57	1091	971
Arrive On Green	0.03	0.20	0.21	0.21	0.00	0.61
Sat Flow, veh/h	1781	6696	5123	271	1781	1585
Grp Volume(v), veh/h	60	1178	512	275	0	1
Grp Sat Flow(s), veh/h/ln	1781	1609	1702	1822	1781	1585
Q Serve(g_s), s	2.6	16.7	13.9	14.0	0.0	0.0
Cycle Q Clear(g_c), s	2.6	16.7	13.9	14.0	0.0	0.0
Prop In Lane	1.00			0.15	1.00	1.00
Lane Grp Cap(c), veh/h	193	1914	721	386	1091	971
V/C Ratio(X)	0.31	0.62	0.71	0.71	0.00	0.00
Avail Cap(c_a), veh/h	397	4600	1753	938	1091	971
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.82	0.82	0.00	1.00
Uniform Delay (d), s/veh	30.4	34.8	36.6	36.6	0.0	7.5
Incr Delay (d2), s/veh	0.7	0.3	1.1	2.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	1.1	6.7	5.6	6.2	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	31.2	35.1	37.6	38.6	0.0	7.5
LnGrp LOS	C	D	D	D	A	A
Approach Vol, veh/h		1238	787		1	
Approach Delay, s/veh		34.9	38.0		7.5	
Approach LOS		C	D		A	
Timer - Assigned Phs			4		6	7 8
Phs Duration (G+Y+Rc), s			34.2		65.8	8.6 25.7
Change Period (Y+Rc), s			4.5		4.5	4.5 4.5
Max Green Setting (Gmax), s			71.5		19.5	15.5 51.5
Max Q Clear Time (g_c+I1), s			18.7		2.0	4.6 16.0
Green Ext Time (p_c), s			10.0		0.0	0.1 5.2
Intersection Summary						
HCM 6th Ctrl Delay			36.1			
HCM 6th LOS			D			

HCM 6th Signalized Intersection Summary

502: US Hwy 90 & Pine St



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	114	814	621	92	169	187
Future Volume (veh/h)	114	814	621	92	169	187
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	124	885	675	100	184	203
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	253	1951	940	292	2097	962
Arrive On Green	0.15	0.61	0.37	0.37	0.61	0.61
Sat Flow, veh/h	1781	6696	5274	1585	3456	1585
Grp Volume(v), veh/h	124	885	675	100	184	203
Grp Sat Flow(s), veh/h/ln	1781	1609	1702	1585	1728	1585
Q Serve(g_s), s	5.5	7.5	11.4	4.6	2.2	5.8
Cycle Q Clear(g_c), s	5.5	7.5	11.4	4.6	2.2	5.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	253	1951	940	292	2097	962
V/C Ratio(X)	0.49	0.45	0.72	0.34	0.09	0.21
Avail Cap(c_a), veh/h	379	4407	2528	785	2097	962
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.95	0.95	1.00	1.00
Uniform Delay (d), s/veh	27.9	15.2	29.4	27.2	8.2	8.9
Incr Delay (d2), s/veh	1.2	0.1	1.0	0.7	0.1	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	2.2	2.2	3.8	1.6	0.8	8.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	29.1	15.3	30.4	27.9	8.2	9.4
LnGrp LOS	C	B	C	C	A	A
Approach Vol, veh/h		1009	775		387	
Approach Delay, s/veh		17.0	30.0		8.8	
Approach LOS		B	C		A	
Timer - Assigned Phs			4		6	7 8
Phs Duration (G+Y+Rc), s			34.8		65.2	11.9 22.9
Change Period (Y+Rc), s			4.5		4.5	4.5 4.5
Max Green Setting (Gmax), s			68.5		22.5	14.5 49.5
Max Q Clear Time (g_c+I1), s			9.5		7.8	7.5 13.4
Green Ext Time (p_c), s			6.8		1.2	0.1 5.0
Intersection Summary						
HCM 6th Ctrl Delay			20.2			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary 503: Margaritaville Hotel/Cedar St & US Hwy 90

PM-Pk-buildout-1.syn
09/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	1115	66	65	652	4	71	6	66	74	3	4
Future Volume (veh/h)	4	1115	66	65	652	4	71	6	66	74	3	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	1212	72	71	709	4	77	7	72	80	3	4
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	265	1428	443	183	1663	9	786	64	663	712	329	439
Arrive On Green	0.01	0.56	0.56	0.09	0.63	0.63	0.04	0.45	0.45	0.04	0.45	0.45
Sat Flow, veh/h	1781	5106	1585	1781	5240	30	1781	142	1464	1781	727	969
Grp Volume(v), veh/h	4	1212	72	71	461	252	77	0	79	80	0	7
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1865	1781	0	1607	1781	0	1696
Q Serve(g_s), s	0.2	19.9	2.2	2.8	6.8	6.8	2.3	0.0	2.8	2.4	0.0	0.2
Cycle Q Clear(g_c), s	0.2	19.9	2.2	2.8	6.8	6.8	2.3	0.0	2.8	2.4	0.0	0.2
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.91	1.00		0.57
Lane Grp Cap(c), veh/h	265	1428	443	183	1081	592	786	0	727	712	0	769
V/C Ratio(X)	0.02	0.85	0.16	0.39	0.43	0.43	0.10	0.00	0.11	0.11	0.00	0.01
Avail Cap(c_a), veh/h	425	1711	531	329	1242	681	894	0	727	801	0	769
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.94	0.94	0.94	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.1	20.3	16.4	25.1	13.7	13.7	13.2	0.0	15.8	13.3	0.0	15.0
Incr Delay (d2), s/veh	0.0	3.5	0.2	1.3	0.3	0.5	0.1	0.0	0.3	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	5.2	0.8	1.1	2.1	2.3	0.9	0.0	1.1	0.9	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	23.7	16.5	26.3	13.9	14.2	13.3	0.0	16.1	13.3	0.0	15.0
LnGrp LOS	C	C	B	C	B	B	B	A	B	B	A	B
Approach Vol, veh/h	1288					784		156		87		
Approach Delay, s/veh	23.3					15.1		14.7		13.5		
Approach LOS	C					B		B		B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	49.8	8.8	32.5	8.9	49.8	5.0	36.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	26.5	12.5	33.5	10.5	25.5	9.5	36.5				
Max Q Clear Time (g_c+I), s	14.4	4.8	4.8	21.9	4.3	2.2	2.2	8.8				
Green Ext Time (p_c), s	0.1	0.4	0.1	6.1	0.1	0.0	0.0	4.4				

Intersection Summary

HCM 6th Ctrl Delay 19.6
HCM 6th LOS B

HCM 6th Signalized Intersection Summary 504: Golden Nugget/Myrtle St & US Hwy 90

PM-Pk-buildout-1.syn
09/03/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	25	1139	62	91	922	46	61	21	58	118	11	20
Future Volume (veh/h)	25	1139	62	91	922	46	61	21	58	118	11	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	1238	67	99	1002	50	66	23	63	128	12	22
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	1509	468	214	1615	80	710	766	649	706	253	463
Arrive On Green	0.05	0.59	0.59	0.06	0.32	0.32	0.04	0.41	0.41	0.06	0.43	0.43
Sat Flow, veh/h	1781	5106	1585	1781	4981	248	1781	1870	1585	1781	591	1084
Grp Volume(v), veh/h	27	1238	67	99	684	368	66	23	63	128	0	34
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1826	1781	1870	1585	1781	0	1675
Q Serve(g_s), s	1.0	19.2	1.9	3.8	17.0	17.0	2.1	0.7	2.4	4.1	0.0	1.2
Cycle Q Clear(g_c), s	1.0	19.2	1.9	3.8	17.0	17.0	2.1	0.7	2.4	4.1	0.0	1.2
Prop In Lane	1.00		1.00	1.00		0.14	1.00		1.00	1.00		0.65
Lane Grp Cap(c), veh/h	202	1509	468	214	1104	592	710	766	649	706	0	716
V/C Ratio(X)	0.13	0.82	0.14	0.46	0.62	0.62	0.09	0.03	0.10	0.18	0.00	0.05
Avail Cap(c_a), veh/h	306	1915	594	285	1311	703	822	766	649	751	0	716
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.3	18.3	14.8	24.7	28.6	28.6	15.6	17.7	18.2	15.2	0.0	16.7
Incr Delay (d2), s/veh	0.2	1.5	0.1	1.6	0.7	1.2	0.1	0.1	0.3	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.9	0.7	1.7	6.9	7.5	0.9	0.3	0.9	1.7	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.5	19.9	14.9	26.3	29.2	29.8	15.7	17.7	18.5	15.3	0.0	16.9
LnGrp LOS	C	B	B	C	C	C	B	B	B	B	A	B
Approach Vol, veh/h		1332			1151			152			162	
Approach Delay, s/veh		19.7			29.2			17.1			15.6	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	45.4	10.0	34.1	8.7	47.2	7.1	36.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.5	26.5	9.5	37.5	10.5	24.5	8.5	38.5				
Max Q Clear Time (g_c+I1), s	6.1	4.4	5.8	21.2	4.1	3.2	3.0	19.0				
Green Ext Time (p_c), s	0.1	0.2	0.1	8.3	0.1	0.1	0.0	7.1				
Intersection Summary												
HCM 6th Ctrl Delay			23.2									
HCM 6th LOS			C									

Intersection												
Intersection Delay, s/veh	13.9											
Intersection LOS	B											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	37	40	15	5	220	84	15	186	5	25	336	38
Future Vol, veh/h	37	40	15	5	220	84	15	186	5	25	336	38
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	43	16	5	239	91	16	202	5	27	365	41
Number of Lanes	0	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	11.6	17.8	11.3	12.8
HCM LOS	B	C	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	40%	2%	100%	0%	0%
Vol Thru, %	0%	100%	93%	43%	71%	0%	100%	75%
Vol Right, %	0%	0%	7%	16%	27%	0%	0%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	124	67	92	309	25	224	150
LT Vol	15	0	0	37	5	25	0	0
Through Vol	0	124	62	40	220	0	224	112
RT Vol	0	0	5	15	84	0	0	38
Lane Flow Rate	16	135	73	100	336	27	243	163
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.033	0.252	0.135	0.196	0.588	0.052	0.433	0.282
Departure Headway (Hd)	7.236	6.722	6.668	7.051	6.304	6.918	6.406	6.225
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	492	531	534	505	571	515	560	574
Service Time	5.024	4.51	4.456	4.848	4.076	4.695	4.182	4.001
HCM Lane V/C Ratio	0.033	0.254	0.137	0.198	0.588	0.052	0.434	0.284
HCM Control Delay	10.3	11.8	10.5	11.6	17.8	10.1	14	11.5
HCM Lane LOS	B	B	B	B	C	B	B	B
HCM 95th-tile Q	0.1	1	0.5	0.7	3.8	0.2	2.2	1.2

Intersection

Intersection Delay, s/veh 13.5

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	5	35	30	249	120	55	17	20	5	99	5
Future Vol, veh/h	25	5	35	30	249	120	55	17	20	5	99	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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	5	38	33	271	130	60	18	22	5	108	5
Number of Lanes	1	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay	8.6	16	9.6	10.6
HCM LOS	A	C	A	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	100%	0%	100%	0%	8%	5%
Vol Thru, %	0%	46%	0%	12%	62%	91%
Vol Right, %	0%	54%	0%	88%	30%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	37	25	40	399	109
LT Vol	55	0	25	0	30	5
Through Vol	0	17	0	5	249	99
RT Vol	0	20	0	35	120	5
Lane Flow Rate	60	40	27	43	434	118
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.11	0.064	0.047	0.062	0.614	0.2
Departure Headway (Hd)	6.609	5.72	6.226	5.113	5.093	6.079
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	545	629	577	705	703	594
Service Time	4.318	3.428	3.94	2.813	3.173	4.087
HCM Lane V/C Ratio	0.11	0.064	0.047	0.061	0.617	0.199
HCM Control Delay	10.1	8.8	9.2	8.2	16	10.6
HCM Lane LOS	B	A	A	A	C	B
HCM 95th-tile Q	0.4	0.2	0.1	0.2	4.2	0.7

HCM 2010 TWSC
600: Pine St & 5th Street

Intersection												
Int Delay, s/veh	14.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	41	10	234	53	157	5	147	158	96	156	0
Future Vol, veh/h	5	41	10	234	53	157	5	147	158	96	156	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	45	11	254	58	171	5	160	172	104	170	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	497	720	85	572	634	166	170	0	0	332	0	0
Stage 1	378	378	-	256	256	-	-	-	-	-	-	-
Stage 2	119	342	-	316	378	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	456	352	957	403	395	849	1405	-	-	1224	-	-
Stage 1	616	614	-	726	694	-	-	-	-	-	-	-
Stage 2	873	637	-	670	614	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	299	321	957	332	360	849	1405	-	-	1224	-	-
Mov Cap-2 Maneuver	299	321	-	332	360	-	-	-	-	-	-	-
Stage 1	614	562	-	723	691	-	-	-	-	-	-	-
Stage 2	637	634	-	558	562	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	16.6		29.7		0.1		3.1					
HCM LOS	C		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	1405	-	-	299	369	332	632	1224	-	-		
HCM Lane V/C Ratio	0.004	-	-	0.018	0.15	0.766	0.361	0.085	-	-		
HCM Control Delay (s)	7.6	-	-	17.3	16.5	43.9	13.9	8.2	-	-		
HCM Lane LOS	A	-	-	C	C	E	B	A	-	-		
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	6.1	1.6	0.3	-	-		