

State Road (SR) 727/Fairfield Drive Corridor Management Plan

From Lillian Highway to Mobile Highway



ATKINS

The report was financed in part by the U.S. Department of Transportation,
Federal Highway Administration and the Florida Department of Transportation.

**ADOPTED
JUNE 2011**

SR 727 / FAIRFIELD DRIVE

CORRIDOR MANAGEMENT PLAN

ADOPTED: JUNE 2011

PREPARED FOR:



PREPARED BY:

ATKINS

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RESOLUTION FL-AL 11-10

**A RESOLUTION OF THE FLORIDA-
ALABAMA TRANSPORTATION PLANNING
ORGANIZATION ADOPTING THE SR 727
(FAIRFIELD DRIVE) CORRIDOR
MANAGEMENT PLAN**

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) is the organization designated by the Governors of Florida and Alabama as being responsible, together with the States of Florida and Alabama, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Florida-Alabama TPO Planning Area; and

WHEREAS, the Safe, Accountable, Flexible, Efficient, Transportation, Equity, Act, A Legacy for Users (SAFETEA-LU) planning factors include emphasis on preservation of the existing transportation system; efficient system management and operation; and increased safety for motorized and non-motorized users; and

WHEREAS, the TPO Long Range Transportation Plan includes \$1,500,000 per year for implementation of projects identified in Corridor Management Plans (CMPs), which are plans for low cost strategies and projects to improve traffic flow and safety for all modes of travel along a corridor; and

WHEREAS, the TPO FY2011-FY2012 Unified Planning Work Program (UPWP) includes a task for development of a CMP for SR 727 (Fairfield Drive), from Mobile Highway to Lillian Highway; and

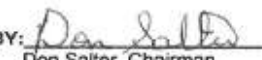
WHEREAS, SR 727 (Fairfield Drive) CMP identifies strategies and projects to improve traffic flow and safety for all modes of travel along the corridor, based on a study process that included an analysis of existing and future safety and travel capacity needs, and local stakeholder review and recommendations;

NOW, THEREFORE, BE IT RESOLVED BY THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION THAT:

The TPO adopts the SR 727 (Fairfield Drive) CMP and endorses implementation of transportation strategies and projects identified in the plan.

Duly passed and adopted by the Florida – Alabama Transportation Planning Organization on this 8th day of June 2011.

**FLORIDA-ALABAMA TRANSPORTATION
PLANNING ORGANIZATION**

BY: 
Don Salter, Chairman

ATTEST: 



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EXECUTIVE SUMMARY

In 2010, the Florida- Alabama TPO tasked ATKINS with creating a Corridor Management Plan (CMP) for SR 727 / Fairfield Drive from Lillian Highway to Mobile Highway (the Corridor). The objective of this CMP is to identify operational and access management improvements needed to support all modes of transportation including roadway, public transit, and bicycle & pedestrian movements.

To accomplish this objective, the current condition of the Corridor was first inventoried, using both empirical and secondary data sources. The following data was collected: speed limits, lane widths, intersection geometry, signal timings, right-of-way boundaries, parcel boundaries, access management classifications, approved driveway connection permits, roadway cross-section, median and turn lane data, bicycle and pedestrian facilities, and public transit facilities.

Crash data was collected from the Florida Department of Transportation and was analyzed for 2008 and 2009. This data was used to determine high crash locations.

As a part of evaluating the current functionality of the Corridor, a roadway level of service analysis was performed for corridor segments using current traffic counts. A growth rate was then applied to the traffic counts to forecast the growth to the year 2017. Another roadway level of service analysis was then completed to evaluate future conditions.

Public input was an essential piece of the SR 727 / Fairfield Drive CMP. Information was solicited from the public and local officials in several ways. First, a Local Official Kick-Off Workshop was held with representatives from local agencies. The purpose of this meeting was to introduce the project, get feedback, and to create an on-going dialogue throughout the process, which was further reinforced via coordination meetings with local officials. The general public was provided several opportunities to learn about the project and give input at two public workshops.

The culmination of the CMP input and analysis is a list of recommended improvements that will work to protect, preserve, and improve the Corridor. These improvements are shown in Table 1-1. It should be noted that all the recommended improvements contained in this plan are conceptual. Before any projects go to construction, a detailed design plan should be completed.

Table 1-1 Recommended Improvements to SR 727 / Fairfield Drive Corridor

Scheduled and On-going Projects	Plan Sheet #
Resurfacing and addition of center turn lane from Bruce Street to west of Mobile Highway (Currently ongoing)	5, 6
Resurfacing from Gulf Beach Highway to Bruce Street (Scheduled to begin in 2013)	N/A
Recommended Maintenance Projects – For Immediate Implementation	
Resurface 77 th Avenue northbound approach to SR 727 / Fairfield Drive to make manhole access flush with pavement	N/A
Trim vegetation along corridor where it is causing a sight distance problem	N/A
Recommended Short-Term Improvements	
Westbound right turn lane at Lillian Highway and SR 727 / Fairfield Drive	1
Access management improvements in front of Grocery Outlet using concrete or grass medians to enhance driveway definition	1
Establish a Park-N-Ride in the vicinity of the Grocery Outlet parking lot near intersection of Lillian Highway	1
Establish a Park-N-Ride near the intersection of SR 727 / Fairfield Drive and Mobile Highway	6
Left and Right turn lanes at SR 727 / Fairfield Drive and Hestia Place/Continental Drive	1
Eastbound left turn lane at SR 727 / Fairfield Drive and Atlas Street	2
Southbound dedicated left turn lane at N 77th Avenue and possible future signalization	2
Access management improvements in front of Food Mart (N 77th Avenue) in the form of concrete or grass medians	2
Right-in/Right-out at SR 727 / Fairfield Drive and Pontiac Drive	2
Realignment of Esther Street at SR 727 / Fairfield Drive	2
Westbound left turn lane at N 69th Avenue and SR 727 / Fairfield Drive	3
Northbound right turn lane at 65th Avenue and SR 727 / Fairfield Drive	4
Complete curb rebuild on southwest corner of N 61st Avenue	4
Left turn phase addition to existing signal @ 61 st Avenue	4
Designated school zone between N 50th Avenue and Bruce Street	5
Eastbound right turn lane at SR 727 / Fairfield Drive and Mobile Highway	6
Construction of sidewalks from North 61 st Avenue to Mobile Highway	4-6
Recommended Long-Term Improvements	
Complete reconstruction and re-grading of SR 727 / Fairfield Drive at Patricia Drive	3



PROPOSED ROADWAY
STUDY INTERSECTION
PARCEL BOUNDARY



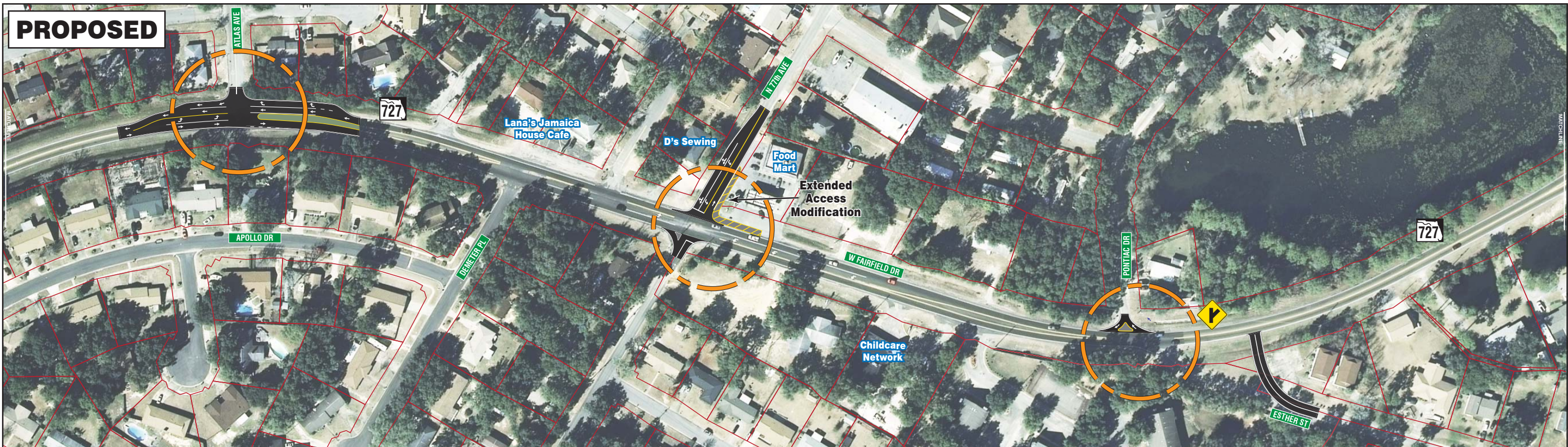
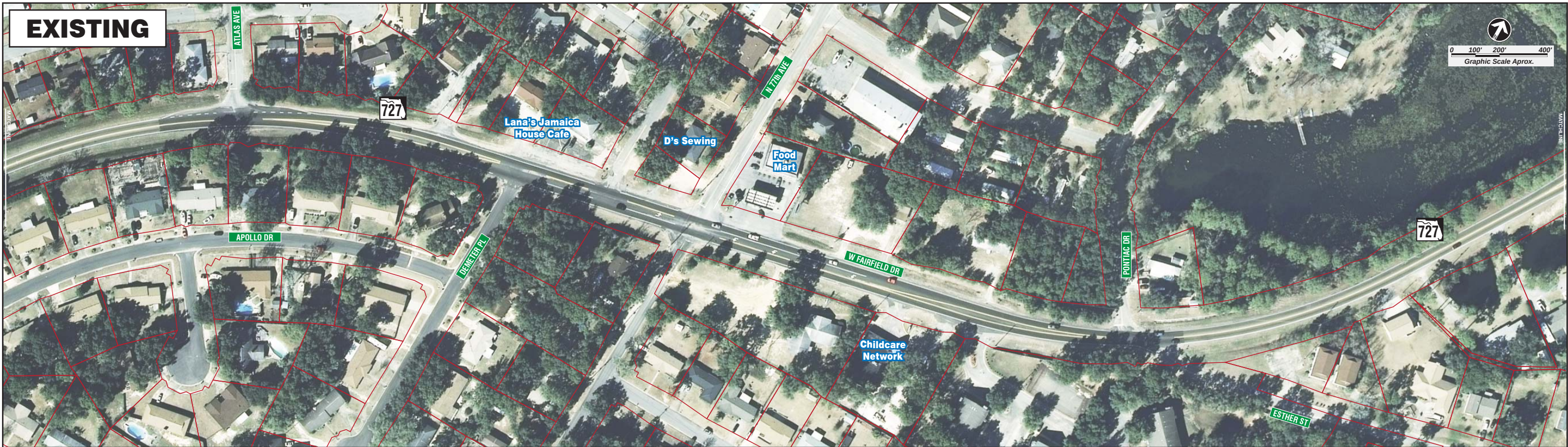
Florida-Alabama
TPO
 Transportation Planning Organization

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Fairfield Drive Corridor Management Plan

PLAN
SHEET
NO

1



**PROPOSED ROADWAY
STUDY INTERSECTION
PARCEL BOUNDARY**



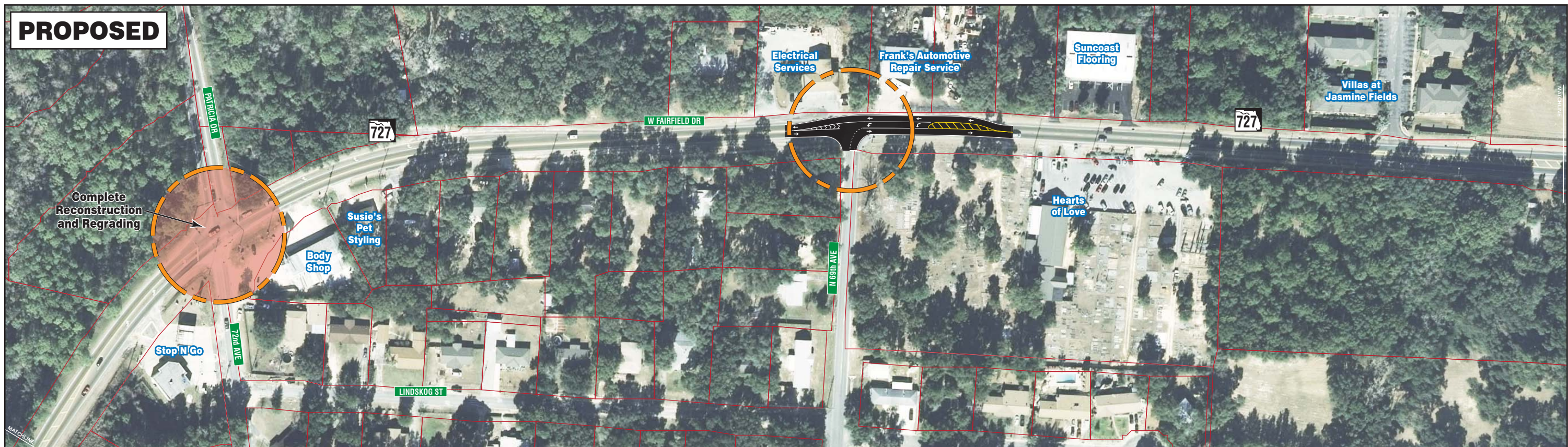
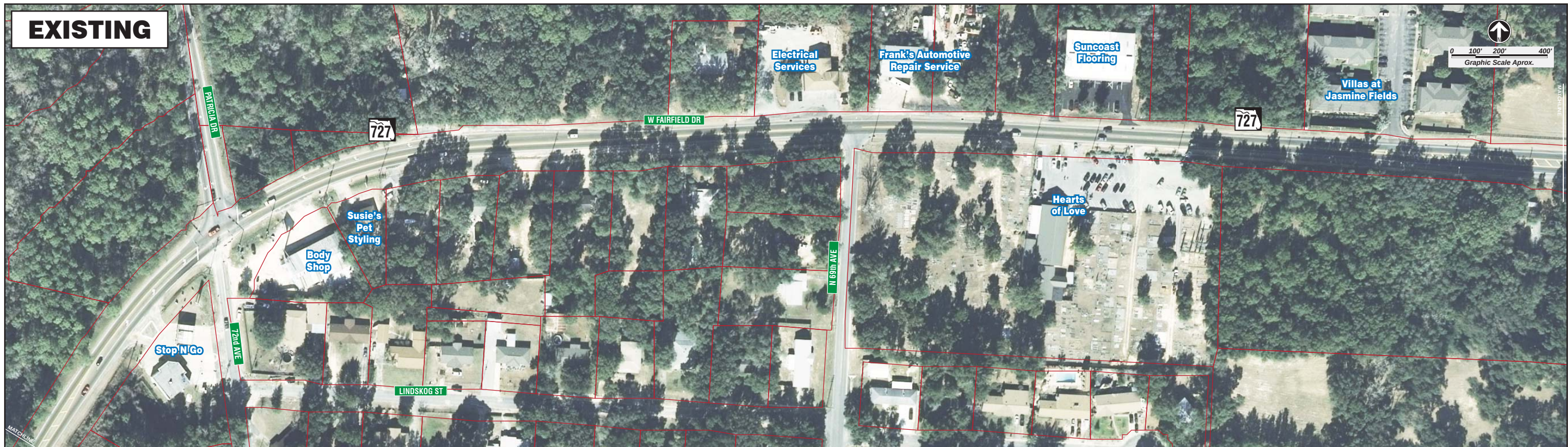
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Fairfield Drive Corridor Management Plan

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**PROPOSED ROADWAY
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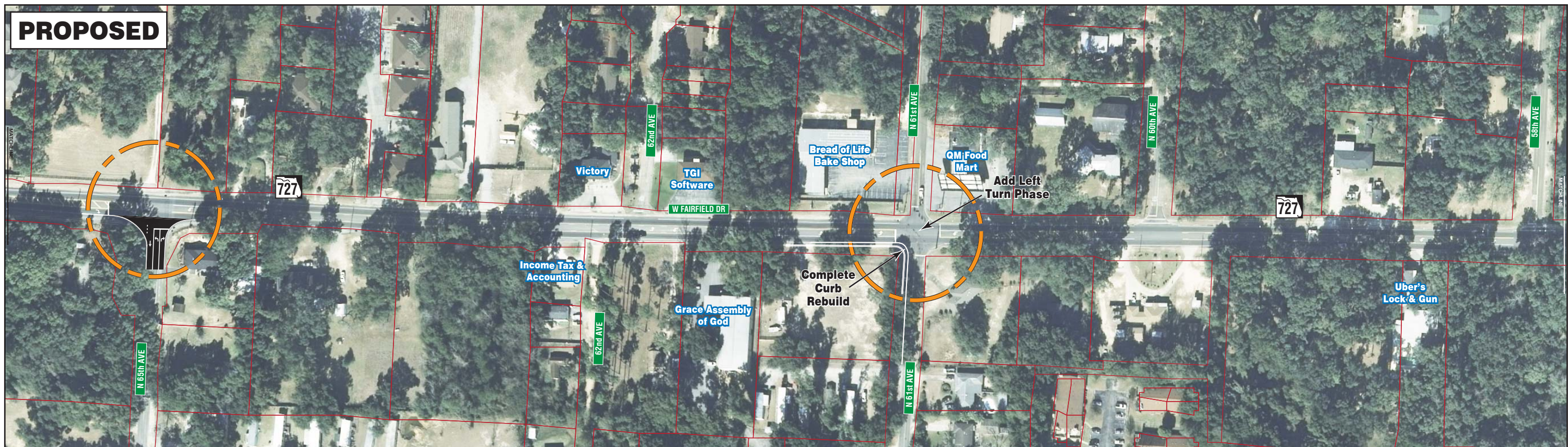
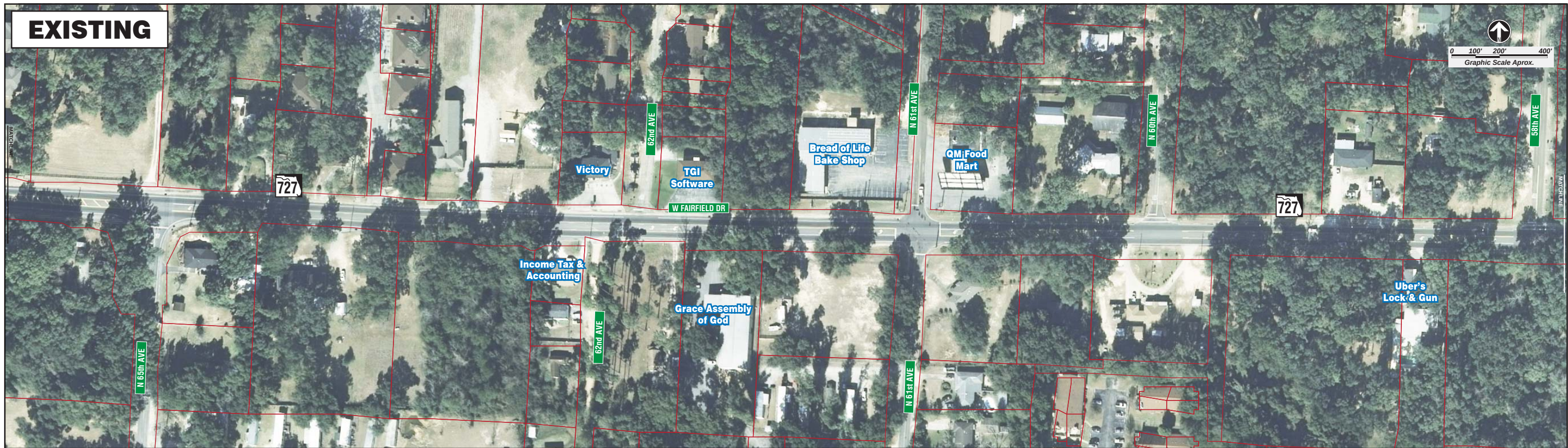


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Fairfield Drive Corridor Management Plan

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**PROPOSED ROADWAY
STUDY INTERSECTION
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**PROPOSED ROADWAY
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PROPOSED ROADWAY
STUDY INTERSECTION
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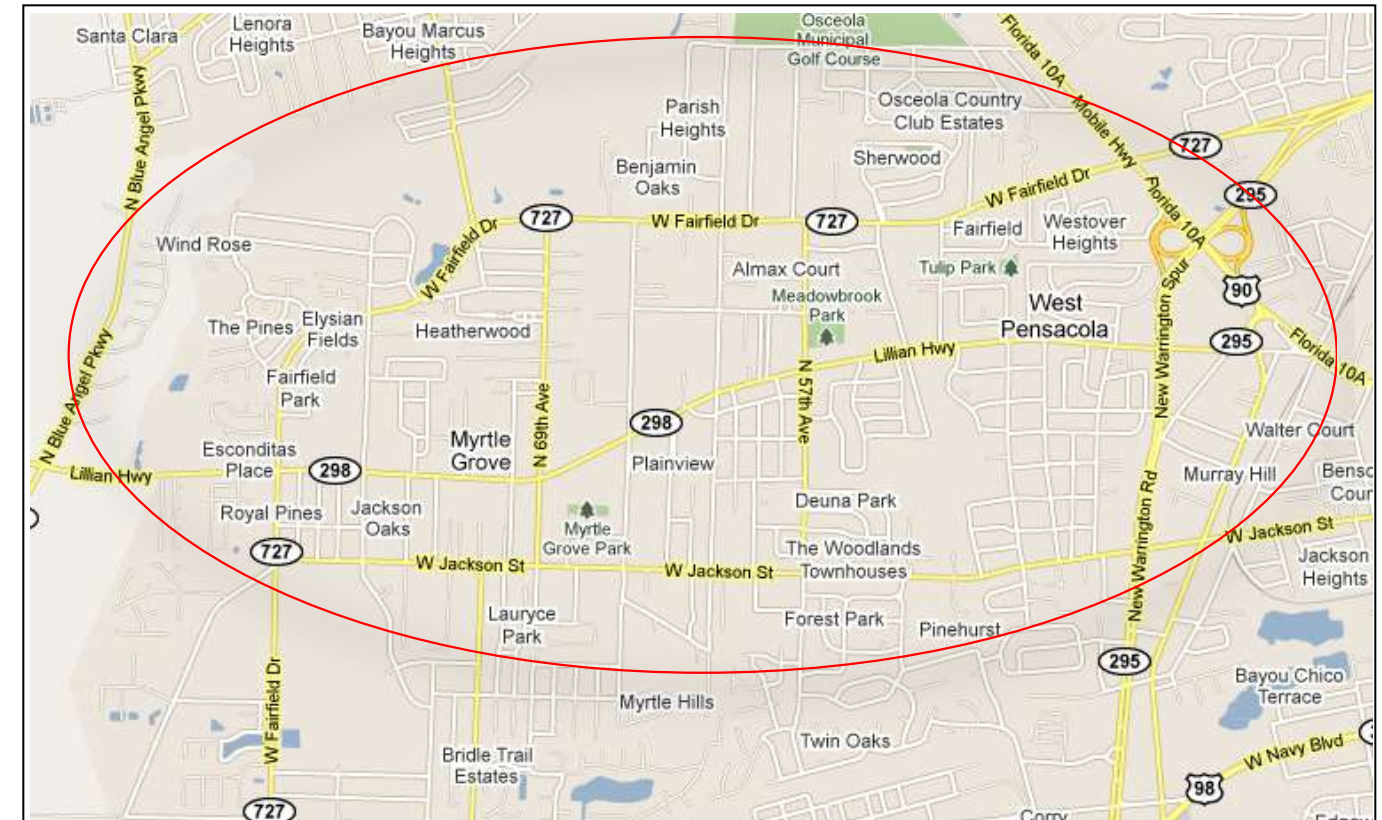
I. INTRODUCTION

This CMP's objective is to identify operational, safety, and access management improvements needed to support all modes of transportation including roadway, public transit, and bicycle & pedestrian movements.

The corridor is approximately three miles long and is a two-lane, mostly divided facility. It is functionally classified as an Urban Minor Arterial by FDOT. Both residential and commercial land uses can be found along the Corridor.

This CMP inventoried the current characteristics of the SR 727 / Fairfield Drive Corridor; analyzed crashes for a two-year period; assessed existing and future Corridor traffic conditions through a level of service analysis; and developed recommendations and suggest strategies for protecting and improving the Corridor. To accomplish this, the input of local officials, County Engineering Staff, and the public was solicited via a series of workshops and meetings, which assisted in shaping the final recommendations.

Figure 1-1 Corridor Location



II. DATA COLLECTION

Traffic Counts

Five, 24-hour tube counts were collected along the corridor during typical weekdays. These counts were converted to average annual daily traffic (AADT) using a seasonal adjustment factor specific to Escambia County. These counts were also used to identify the peak hour periods.



Turning Movement Counts

AM and PM peak hour turning movement counts (TMCs) were collected for twelve intersections, both signalized and unsignalized. These counts were used in the intersection capacity analysis in order to determine the operational level of service (LOS) for the study intersections.

Tube counts and TMCs locations are illustrated in Figure 2-1. The raw traffic counts are summarized in Appendix A, and the TMCs can be found in Appendix B.

Other Data

Data was collected in addition to traffic data in order to assist with the study, including aerial photography as well as relevant GIS data (parcel data, right-of-way, utility easements). Speed limits, lane widths, intersection geometries, bicycle and pedestrian facilities, median and turn lane data, public transit facilities, as well as signal timings were all field-verified.

Future corridor plans and improvements relevant to the corridor were obtained from the FDOT, Escambia County, and the Florida-Alabama TPO.

Date: 6/29/2011



▲

Turning Movement Count

●

Tube Count

—

Study Corridor

III. EXISTING CONDITIONS

Corridor Description

SR 727 / Fairfield Drive is a two-lane facility for the majority of the Corridor, and becomes a three-lane facility to the east of Vanderbilt Road. It has a center turn lane for much of the Corridor, and is classified as an Urban Minor Arterial for the entire Corridor.

Land Use

Currently, residential, commercial, and institutional uses are found adjacent to the Corridor. The 2030 Escambia County comprehensive plan assigns future land use classes to parcels of land. In the 2030 plan, the parcels surrounding Lillian Highway are in the 'Mixed Use, Urban' future land use class, while the Mobile Highway corridor is in the 'Commercial' future land use class. The portion of SR 727 / Fairfield Drive between Lillian Highway and Mobile Highway is in the 'Mixed Use –Suburban' future land use class, as shown in Figure 3-1.

Bicycle, Pedestrian, and Transit Facilities

The Corridor currently lacks designated bicycle and pedestrian facilities. No marked bike facilities exist, and for the majority of the Corridor, very limited sidewalk facilities exist. Where sidewalks do exist, they are directly adjacent to the roadway and not well-connected to other sidewalk facilities. Portions of the corridor do contain paved shoulders on at least one side.

The Escambia County Area Transit (ECAT) routes that serve the Corridor are Routes 62 and Route 1. Route 1 services Fairfield Drive down to Gulf Beach Highway, Mobile Highway, Saufley Field Road, Muldoon Road, Patricia Drive, and SR 727 / Fairfield Drive. It operates weekdays and Saturdays, with 1 hour headways on the weekdays and 2 hour headways on Saturdays. Route 62 serves SR 727 / Fairfield Drive and Gulf Beach Highway and runs on Friday, Saturday, and Sunday. On Fridays and Saturdays, the route provides one-

hour headways between 8:30 a.m. and 10:30 p.m., and runs from 9:30 a.m. to 8:30 p.m. on Sundays with one-hour headways.



Right of Way (ROW)

Measurements of the SR 727 / Fairfield Drive Corridor ROW show that between Lillian Highway and Patricia Drive, ROW is approximately 100 feet. However, east of Patricia Drive, the ROW narrows to between 70 and 80 feet, and continues at that reduced width to Mobile Highway.

Hurricane Evacuation

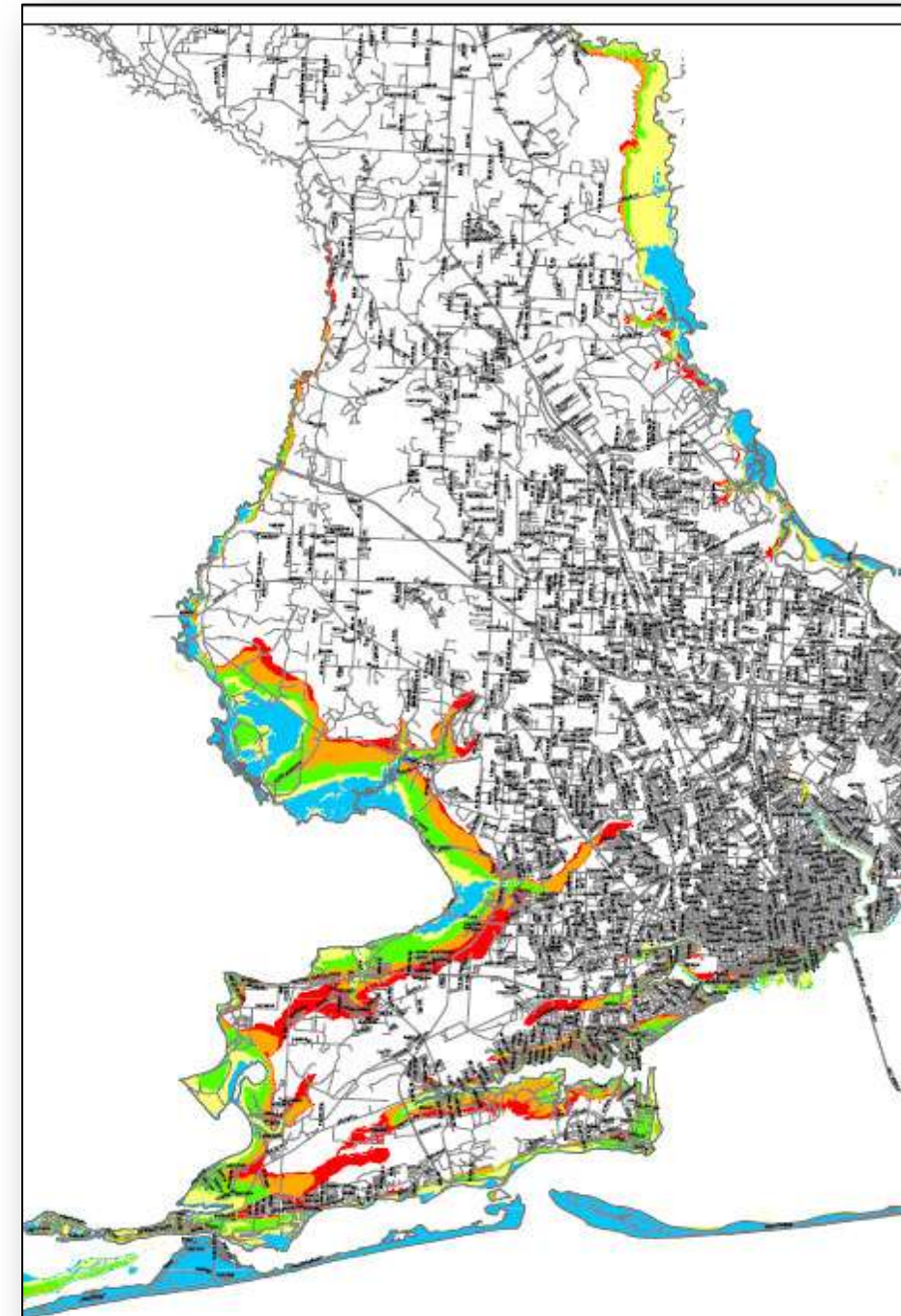
The Escambia County Office of Emergency Management has designated SR 727 / Fairfield Drive as an official Hurricane Evacuation Route to the west of US 90 / Mobile Highway. Mobile Highway is also an official Hurricane Evacuation Route. Furthermore, Escambia County Emergency Information Mapping Service data show that Category 4 Hurricane Storm Surge is projected to extend to Mobile Highway to the north of the Fairfield Drive Corridor.

Figure 3-2 Escambia County Hurricane Evacuation Routes



Source: Escambia County Emergency Management.

Figure 3-3 Escambia County Storm Surge Zones



Source: www.northescambia.com

Capacity Analyses

Both roadway capacity analyses and intersection analyses were performed for the SR 727 / Fairfield Drive Corridor. The intersection analyses included twelve intersections along the corridor (4 signalized, 8 unsignalized).

Roadway Capacity Analysis

A capacity analysis was performed for the Corridor in order to determine existing roadway level of service (LOS) and to identify existing deficiencies. Annual average daily traffic counts taken from the 2009 FDOT published traffic counts and peak-hour directional volumes were used for the analysis in Table 3-1. Additionally, daily traffic counts were collected in January and February 2011 and factored with the FDOT seasonal adjustment factor and axel factor, and these counts are shown in Table 3-2. The FDOT Generalized Level of Service Tables were used for these analyses in order to determine LOS.

As shown in Table 3-1, the Corridor is operating at a failing level of service at both the daily level (AADT) and during the peak hour in the westbound direction according to the FDOT 2009 counts. However, the more recent 2011 collected counts show SR 727 / Fairfield Drive operating at a C Level of Service.

Intersection Analysis

An operational capacity analysis was performed on all major intersections for the afternoon peak hours. Intersection capacity analyses for both signalized and unsignalized intersections were performed using Synchro software. Synchro applies the methodology from the Highway Capacity Manual to determine intersection delay and LOS based on a number of input variables including:

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



Analyses were performed for 2010 existing conditions and 2017 future conditions. The results of the 2010 existing conditions Synchro analysis are summarized in Table 3-3, and the Synchro software reports are summarized in Appendix C.

The results of the Synchro analysis reveal that the intersection of Fairfield Drive and Pontiac Drive operates at LOS E during the PM peak hours. The intersection of Fairfield Drive and Hestia Place also currently operates at LOS E during the PM Peak Hours.

Table 3-1 Existing Conditions Analysis

2009 FDOT Traffic Counts

Road Name	Number of Lanes	Facility Type	Number of Signals	Signals Per Mile	Segment Length	LOS Area	Directional Peak Hour Max Vol. and LOS Standard	Count Year	AADT	AADT LOS	K Factor	D Factor	Peak Hour Two-Way Traffic	Directional Peak Hour Traffic Volumes				Directional Peak Hour Traffic LOS			
SR 727 / Fairfield Drive																					
Lillian Hwy. / SR 298 to Mobile Hwy. / US 90 / SR 10-A	2	Undivided	3	1.02	2.945	Urbanized	880 (D)	2009	19,667	F	9.51%	57.14%	1,870	801	EB	1,069	WB	C	EB	F	WB

Table 3-2 Existing Conditions Analysis

2011 Collected Traffic Counts

Road Name	Number of Lanes	Facility Type	Number of Signals	Signals Per Mile	Segment Length	LOS Area	Directional Peak Hour Max Vol. and LOS Standard	Count Year	D Factor*	Peak Hour Two-Way Traffic**	Peak Hour Two-Way LOS	Directional Peak Hour Traffic Volumes				Directional Peak Hour Traffic LOS			
SR 727 / Fairfield Drive																			
Lillian Hwy. / SR 298 to Mobile Hwy. / US 90 / SR 10-A	2	Undivided	3	1.02	2.945	Urbanized	880 (D)	2009	57.14%	1,310	C	561	EB	749	WB	C	EB	C	WB

*D Factor taken from the FDOT 2009 FTI DVD.

**Traffic counts factored with seasonal adjustment and axel factors taken from the FDOT 2009 FTI DVD.

Table 3-3 Synchro Intersection Analysis

2010 PM Peak Hour Intersection Existing Conditions

Intersection	2010 Existing PM Peak LOS
SR 727 / Fairfield Drive @ 61 st Avenue	A
SR 727 / Fairfield Drive @ 57 th Avenue	C
SR 727 / Fairfield Drive @ 50 th Avenue	C
SR 727 / Fairfield Drive @ Mobile Highway	D
SR 727 / Fairfield Drive @ 69 th Avenue	D
SR 727 / Fairfield Drive @ 65 th Avenue	B
SR 727 / Fairfield Drive @ Patricia Lane	B
SR 727 / Fairfield Drive @ Pontiac Drive	E
SR 727 / Fairfield Drive @ 77 th Avenue	D
SR 727 / Fairfield Drive @ Atlas Street	C
SR 727 / Fairfield Drive @ Hestia Place	E
SR 727 / Fairfield Drive @ Lillian Highway	D

Ongoing Corridor Projects

Adding a continuous left turn lane to the **SR 727 / Fairfield Drive** Corridor from Bruce Street to West of SR 10-A / US 90 began in February of 2011. This project has \$1.14 million in preliminary engineering, construction, and construction support funds programmed for 2011.

Planned Corridor Projects

As part of the SR 727/ Fairfield Drive CMP, projects currently planned for the corridor were identified. Agencies involved with these projects include FDOT, Escambia County, and the Florida-Alabama TPO.



FDOT 5-Year Work Program

FDOT has two projects currently listed in the FDOT 5-Year work program for the study area: the addition of left turn lanes along SR 727 / Fairfield Drive from Bruce Street to West of SR 10-A / US 90 and resurfacing on SR 727 / Fairfield Drive from Gulf Beach Highway to Bruce Street. Table 3-4 summarizes these projects that are currently listed in the FDOT 5-year work program for fiscal years 2011-2015.

Table 3-4 SR 727/ Fairfield Drive Projects Currently in FDOT Work Program

Description	Type of Work	Phase	Funding Year(s)
SR 727 Fairfield Drive from Bruce Street to West of SR 10-A / US 90	Add Left Turn Lane(s)	Preliminary Engineering, Construction, Construction Support	2011
SR 727 Fairfield Drive from SR 292/ Gulf Beach Highway to Bruce Street	Resurfacing	Preliminary Engineering	2011
		Construction & Construction Support	2013

Florida-Alabama TPO

The Florida-Alabama TPO does not have any projects in the Transportation Improvement Program that affect the Fairfield Drive Corridor.

IV. 2017 FUTURE CONDITIONS ANALYSIS

Traffic Forecasting Methodology

In order to identify future transportation deficiencies on the SR 727/ Fairfield Drive Corridor, traffic counts were forecast to the year 2017. This was accomplished using the FDOT Traffic Trends (V2.0) software. This software examines historical traffic counts and calculates a growth factor that can be applied to current traffic counts in order to forecast traffic to the future study year. For the study corridor, three FDOT traffic count stations were used to provide historical traffic count data for the Corridor, which were then entered into the Trends software. These count stations provided a growth rate of 0.38% between Lillian Highway and Mobile Highway. Typically, a minimum growth rate of 2% is used to forecast future traffic growth. Therefore, a 2% growth rate was then used to forecast current year traffic data to the study year of 2017.



2017 Roadway Capacity Analysis

The 2% growth rate was applied to the 2009 FDOT traffic counts for the Corridor. This growth rate was applied in order to determine future year level of service (LOS) and to identify potential future deficiencies. As was performed in the existing conditions analysis, Peak-Hour directional traffic volumes were used for the analysis. The results of the future conditions analysis are summarized in Table 4-1, which shows that in 2017, the SR 727 / Fairfield Drive Corridor is expected to operate at a failing level of service in both directions.

2017 Intersection Analysis

The 2% growth rate was also applied to the 2010 turning movement counts that were collected for the study in order to identify future year intersection deficiencies. An operational capacity analysis was performed on all major intersections for the PM Peak Hours using Synchro.

The results of the future conditions analysis are summarized in Table 4-2. In the PM peak hour, SR 727 / Fairfield Drive and the following intersections are projected to operate at a LOS of E: Mobile Highway, 69th Avenue, 77th Avenue, and Lillian Highway. The intersections of SR 727 / Fairfield Drive and Pontiac Drive and SR 727 / Fairfield Drive and Hestia Place are projected to operate at a LOS of F. The future conditions Synchro software reports are summarized in Appendix D.

Table 4-1 2017 Future Conditions Analysis with 2% Growth Rate

Road Name	Number of Lanes	Facility Type	Number of Signals	Signals Per Mile	Segment Length	LOS Area	Directional Peak Hour Max Vol. and LOS Standard	2017 forecasted AADT	2017 Peak Hour Two-Way Traffic	2017 Directional Peak Hour Traffic Volumes				2017 Directional Peak Hour Traffic LOS			
SR 727 / Fairfield Drive																	
Lillian Hwy. / SR 298 to Mobile Hwy. / US 90 / SR 10-A	2	Undivided	3	1.02	2.945	Urbanized	880 (D)	23,034	2,191	939	EB	1,252	WB	F	EB	F	WB

Table 4-2 Synchro Intersection Analysis

2017 Peak Hour Intersection Analysis

Intersection	2017 AM Peak LOS	2017 Midday Peak LOS	2017 PM Peak LOS
SR 727 / Fairfield Drive @ 61 st Avenue	A	A	A
SR 727 / Fairfield Drive @ 57 th Avenue	C	B	C
SR 727 / Fairfield Drive @ 50 th Avenue	D	C	C
SR 727 / Fairfield Drive @ Mobile Highway	D	D	E
SR 727 / Fairfield Drive @ 69 th Avenue	C	C	E
SR 727 / Fairfield Drive @ 65 th Avenue	C	C	C
SR 727 / Fairfield Drive @ Patricia Lane	B	B	C
SR 727 / Fairfield Drive @ Pontiac Drive	E	D	F
SR 727 / Fairfield Drive @ 77 th Avenue	E	C	E
SR 727 / Fairfield Drive @ Atlas Street	D	C	D
SR 727 / Fairfield Drive @ Hestia Place	D	D	F
SR 727 / Fairfield Drive @ Lillian Highway	C	E	E

V. CRASH DATA ANALYSIS

Crash data from years 2008 and 2009 were obtained for SR 727 / Fairfield Drive for milepost 0.00 to 6.517 from FDOT. The data received contains specific information regarding crashes including: type / harmful event as recorded by law enforcement, time of day, location and contributing cause as well as the number of injuries and fatalities.

Table 5-5 summarizes major intersections where two or more crashes occurred within 100 feet of the study intersections between January 1, 2008 and December 31, 2009. The two intersections with the highest number of crashes are: SR 727 / Fairfield Drive and Mobile Highway (40) and SR 727 / Fairfield Drive and Lillian Highway (17). These two intersections also had the highest occurrence of injuries. There were no fatalities associated with any of the intersection crashes in 2008 or 2009.

Table 5-1 Number of Crashes by Intersection

Intersection	Total Number of Accidents	Number of Accidents with Injuries	Number of Crashes with Fatalities
SR 727 / Fairfield Drive at Lillian Highway	17	8	0
SR 727 / Fairfield Drive at Hestia Place	1	0	0
SR 727 / Fairfield Drive at Atlas Street	4	2	0
SR 727 / Fairfield Drive at N 77th Avenue	4	1	0
SR 727 / Fairfield Drive at Patricia Drive	7	3	0
SR 727 / Fairfield Drive at N 65th Avenue	4	1	0
SR 727 / Fairfield Drive at N 61st Avenue	6	3	0
SR 727 / Fairfield Drive at N 57th Avenue	3	2	0
SR 727 / Fairfield Drive at N 50th Avenue	2	2	0
SR 727 / Fairfield Drive at Mobile Highway	40	13	0
Total	88	35	0

VI. ACCESS MANAGEMENT

Overview

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

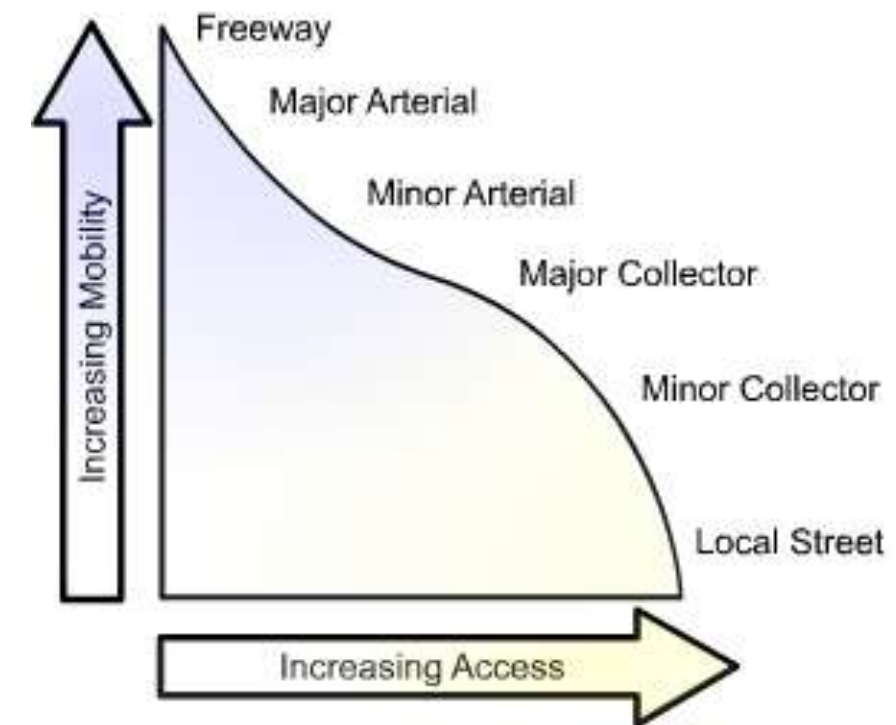
Access management functions by reducing conflict points associated with traffic turning into or leaving land developments. Conflict points are locations along a roadway where two vehicle's paths can legally cross. At a four way intersection there are as many as 36 conflict points. Crashes can potentially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

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

- An increase in vehicular crashes
- More collisions involving pedestrians and cyclists
- Accelerated reduction in roadway efficiency
- Unsightly commercial strip development
- Degradation of scenic landscapes
- More cut-through traffic in residential areas due to overburdened arterials
- Homes and businesses adversely impacted by a continuous cycle of widening roads

- Increased commute times, fuel consumption, and vehicular emissions as numerous driveways and traffic signals intensify congestion and delays along major roads

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



Benefits of Access Management

Proper access management can preserve good traffic flow and minimize accidents on roadways at a relatively low cost. A well designed access management system can:

- Reduce accidents
- Maintain efficient movement
- Preserve public investment in transportation
- Reduce the need for more new roadways
- Protect the value of private and public investments
- Enhance the environment and economic vitality of surrounding communities

Access Management Techniques

There are numerous ways to implement proper access management on a corridor. Some of these techniques include:

- Proper traffic signal spacing
- Proper unsignalized access spacing
- Corner clearances (minimum distances required between intersection and driveways)
- Median alternatives
- Left-turn lane treatments
- U-turn alternatives
- Driveway consolidation

Implementation of these various techniques can help limit the number of conflict points at driveway locations, separate conflict areas, reduce the interference of turning traffic with through traffic and provide adequate circulation and storage for traffic on properties (Sources: FDOT and NCHRP 420).



SR 727 / Fairfield Drive Corridor Access Overview

The roadway characteristics of the SR 727 / Fairfield Drive Corridor are aligned with Access Class 6. Access Class 6 is outlined in Florida Administrative Code (FAC) Rule Chapter 14-97 as, "...used where existing land use and roadway sections have been built out to a greater extent than those roadway segments classified as Access Classes 3 and 4 and where the probability of major land use change is not as high as those roadway segments classified Access Classes 3 and 4. These highways will be distinguished by existing or planned non-restrictive medians or centers."

For a Class 6 roadway, FAC 14-97 specifies that connection spacing should be 245 feet for roadway segments where the speed limit is 45 miles per hour or below, and 440 feet for segments with a speed limit greater than 45 miles per hour, as shown below in Table 6-1.

Figure 6-1 Spacing Standards in FAC Rule Chapter 14-97.003

Class	Median Type	Connection Spacing (feet)		Median Opening Spacing (feet)		Signal Spacing (feet)
		<45mph Posted	>45mph Posted	Directional	Full	
Generally Developing or Undeveloped						
2	Restrictive w/Service Roads	660	1320	1320	2640	2640
3	Restrictive	440	660	1320	2640	2640
4	Non-Restrictive	440	660			2640
Generally Developed						
5	Restrictive	245	440	660	2640/1320*	2640/1320*
6	Non-Restrictive	245	440			1320
7	Both Median Types	125		330	660	1320

Access along the SR 727 / Fairfield Drive Corridor between Lillian Highway and Mobile Highway is more controlled than many of the nearby state roads. However, large driveway width and closely-spaced access points are an issue along the Corridor.

Access management problems along the SR 727 / Fairfield Drive Corridor can be remedied by:

- Reduction of driveway width, where appropriate;
- Monitoring and as needed modification of access points during the building permit process as residential properties convert into businesses;
- Implementation of intersection improvements outlined in the recommendations section of this Report; and
- Encouraging shared access points.

Figure 6-2 through 6-4 show examples of recommended changes at locations along the Corridor. It should be noted that these recommendations are examples that may be applicable to other portions of the Corridor as well. Also, the engineering design process may yield additional recommended access management changes.

Figure 6-2 SR 727 / Fairfield Drive North of Lillian Highway



Figure 6-3 SR 727 / Fairfield Drive and 77th Avenue



Figure 6-4 SR 727 / Fairfield Drive and Pontiac Avenue



VII. PUBLIC INVOLVEMENT

Public involvement is a critical input for the SR 727 / Fairfield Drive Corridor Management Plan. Comment regarding the SR 727 / Fairfield Drive Corridor was solicited from a series of workshops. In addition to being a venue through which to gather input, these workshops were also designed to disseminate information regarding the Corridor Management Plan.

Two Public Open House Workshops and one Local Officials Public Workshop were held. Notice was sent to local officials and community leaders for the Local Officials Public Workshop. For the Public Open Houses, a newspaper advertisement and a press release was published in the Pensacola News Journal. Also, a flyer was mailed to businesses and residences 300 feet of either side of Fairfield Drive. Workshop participants were given a SR 727 / Fairfield Drive Corridor Management Plan Fact Sheet. The Local Officials Public Workshop was held at the West Florida Regional Planning Council offices on March 23, 2011 from 9:30 to 10:30 a.m. The Public Open Houses were held on February 8th from 5-7 p.m. and on April 5th from 5:30-7 p.m. at Escambia High School. Attendees were encouraged to provide comments either by completing the comment sheet at the workshop or by returning the comment sheet by mail. Numerous facilitators were available to discuss the CMP with attendees and address questions.

Figures 7-1 through 7-8 below show the public workshop mail-out flyer, local official workshop notice, newspaper advertisement, press release and corridor management plan information sheet.



Figure 7-1 1st Public Workshop Mail out Flyer

**Fairfield Drive Corridor Management Plan**



The first of two public workshops regarding the traffic flow on Fairfield Drive from Mobile Highway to Lillian Highway will be held on Tuesday, February 8, 2011. Please feel free to come anytime between 5:00 p.m. and 7:00 p.m. The workshop location is Escambia High School, 1310 North 65th Avenue, Pensacola, Florida 32506.

The Florida-Alabama Transportation Planning Organization (TPO) is in the process of conducting a Corridor Management Plan (CMP) for Fairfield Drive from Mobile Highway to Lillian Highway. The purpose of corridor management planning is to identify low cost strategies and projects to improve traffic flow and safety for all modes of travel along a corridor.

The purpose of this first workshop is to introduce the project and to ask for your input along with other local citizens, businesses, and stakeholders prior to developing improvement plans. You are encouraged to attend and bring a friend.

For more information call Lane Gortemoller at 850-478-9844

Open House Workshop

Stop by anytime 5:00 p.m. – 7:00 p.m.

February 8, 2011

Escambia High School
1310 North 65th Avenue, Pensacola, FL 32506



Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons requiring special accommodation under the Americans with Disabilities Act or those requiring translation services, free of charge, should contact Lane Gortemoller at 850-478-9844 at least three (3) days before the event.

Figure 7-2 2nd Public Workshop Mail out Flyer

**Fairfield Drive Corridor Management Plan**



The second public workshop regarding the traffic flow on Fairfield Drive from Mobile Highway to Lillian Highway will be held on Tuesday, April 5, 2011. Please feel free to come anytime between 5:30 p.m. and 7:00 p.m. The workshop location is Escambia High School, 1310 North 65th Avenue, Pensacola, Florida 32506.

The Florida-Alabama Transportation Planning Organization (TPO) is in the process of conducting a Corridor Management Plan (CMP) for Fairfield Drive from Mobile Highway to Lillian Highway. The purpose of corridor management planning is to identify low cost strategies and projects to improve traffic flow and safety for all modes of travel along a corridor.

A second public workshop for the Fairfield Drive Corridor Management Plan is scheduled to provide an overview of the comments received from the first Public Workshop, present the recommended improvements and solicit additional input. You are encouraged to attend and to bring a friend.

For more information call Lane Gortemoller at 850-478-9844

Open House Workshop

Stop by anytime 5:30 p.m. – 7:00 p.m.

April 5, 2011

Escambia High School
1310 North 65th Avenue, Pensacola, FL 32506



Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons requiring special accommodation under the Americans with Disabilities Act or those requiring translation services, free of charge, should contact Lane Gortemoller at 850-478-9844 at least three (3) days before the event.

Figure 7-3 Local Officials Workshop Notice



**Florida-Alabama
TPO**
Transportation Planning Organization

P.O. Box 11399 • 32524-1399 Pensacola, FL • Street Address: 4081 E. Olive Road-Suite A • 32514
P: 850.332.7976 • 1.800.226.8914 • F: 850.637.1923 • www.wfrpc.org

Don Salter
Chairman

Kevin White
Vice Chairman

MEMORANDUM

DATE: March 10, 2011

TO: Local Officials and Community Leaders

FROM: Brian Youpatoff, Regional Transportation Planner

RE: Fairfield Drive Corridor Management Plan Local Officials Coordination Workshop

The Florida-Alabama Transportation Planning Organization (TPO) is in the process of conducting a Corridor Management Plan (CMP) for Fairfield Drive from Mobile Highway to Lillian Highway. The purpose of corridor management planning is to identify low cost strategies and projects to improve traffic flow and safety for all modes of travel along a corridor.

This workshop is to provide an overview of the comments received from the first Public Workshop, present recommended conceptual improvements and solicit additional input.

You are invited to attend a Local Officials Coordination Workshop scheduled as follows:

DATE: Wednesday, March 23, 2011
TIME: 9:30 a.m. to 10:30 a.m.
LOCATION: West Florida Regional Planning Council, 4081 E. Olive Road, Suite A, Pensacola, FL 32514

Please contact Wiley C. Page, Jr. at 904.363.6100 x 8461 or wcpage@pbsj.com, if additional information is needed.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons requiring special accommodation under the Americans with Disabilities Act or those requiring language translation services, free of charge, should contact Lane Gortemoller at 850.478.9844 at least three (3) days before the event.



“...planning for the future transportation needs of the Pensacola FL-AL Urbanized Area...”

Figure 7-4 1st Public Workshop Newspaper Advertisement

Fairfield Drive Public Workshop

Come let us know how traffic on Fairfield Drive can be improved

Tuesday, February 8, 2011
Anytime between 5:00 p.m. and 7:00 p.m.
Escambia High School
1310 North 65th Avenue
Pensacola, FL 32506

The Florida-Alabama Transportation Planning Organization (TPO) is conducting a Corridor Management Plan on Fairfield Drive from Mobile Highway to Lillian Highway. The purpose of this study is to identify low cost strategies and ways to improve traffic flow and safety for all modes of travel along the corridor.

For more information call Lane Gortemoller at 850-478-9844

Sponsored by:



Transportation Planning Organization




an Atkins company

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons requiring special accommodation under the Americans with Disabilities Act or those requiring translation services, free of charge, should contact Lane Gortemoller at 850-478-9844 at least three (3) days before the event.

Figure 7-5 2nd Public Workshop Newspaper Advertisement

Fairfield Drive Public Workshop

Come let us know how traffic on Fairfield Drive can be improved

Tuesday, April 5, 2011
Anytime between 5:30 p.m. and 7:00 p.m.
Escambia High School
1310 North 65th Avenue
Pensacola, FL 32506

The Florida-Alabama Transportation Planning Organization (TPO) is conducting a Corridor Management Plan on Fairfield Drive from Mobile Highway to Lillian Highway. The purpose of this study is to identify low cost strategies and ways to improve traffic flow and safety for all modes of travel along the corridor.

A second public workshop for the Fairfield Drive Corridor Management Plan is scheduled to provide an overview of the comments received from the first Public Workshop, present the recommended improvements and solicit additional input. You are encouraged to attend and to bring a friend.

For more information call Lane Gortemoller at 850-478-9844

Sponsored by:





an Atkins company

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons requiring special accommodation under the Americans with Disabilities Act or those requiring translation services, free of charge, should contact Lane Gortemoller at 850-478-9844 at least three (3) days before the event.

Figure 7-6 Public Workshop Press Release



Transportation Planning Organization

P.O. Box 11399 • 32524-1399 Pensacola, FL • Street Address: 4081 E. Olive Road-Suite A • 32514
P: 850.332.7976 • 1.800.226.8914 • F: 850.637.1923 • www.wfrpc.org

Don Salter
Chairman

Kevin White
Vice Chairman

PRESS RELEASE

CONTACT:
Brian Youpatoff
(850) 332-7976 x 224, Brian.Youpatoff@wfrpc.org

March 29, 2011

FOR IMMEDIATE RELEASE

Florida-Alabama Transportation Planning Organization (TPO)
Fairfield Drive Corridor Management Plan Public Workshop

The Florida-Alabama Transportation Planning Organization (TPO) is in the process of conducting a Corridor Management Plan (CMP) for Fairfield Drive from Lillian Highway to Mobile Highway. The purpose of corridor management planning is to identify low cost strategies and projects to improve traffic flow and safety for all modes of travel along a corridor.

This workshop is to provide an overview of the comments received from the first Public Workshop, present recommended improvements and solicit additional input.

The Public Workshop is scheduled as follows:

DATE:	Tuesday, April 5, 2011
TIME:	Anytime between 5:30 p.m. – 7:00 p.m.
LOCATION:	Escambia High School, 1310 North 65 th Avenue, Pensacola, FL 32506

Please contact Brian Youpatoff, (850) 332-7976 x 224 or Brian.Youpatoff@wfrpc.org, if additional information is needed.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons requiring special accommodation under the Americans with Disabilities Act or those requiring language translation services, free of charge, should contact Lane Gortemoller at (850) 478-9844 at least three (3) days before the event.



Staff to TPO

“...planning for the future transportation needs of the Pensacola FL-AL Urbanized Area...”

Figure 7-7 CMP Information Sheet- Front Page

Fairfield Drive Corridor Management Plan Information Sheet

The Florida-Alabama Transportation Planning Organization (TPO) is conducting a study of Fairfield Drive in Escambia County to assess current and future roadway conditions; and make recommendations regarding improvements and modifications.



Corridor Study Limits: From Mobile Highway to Lillian Highway.

Goals of the Study: The Corridor Study addressed modifications to turn lanes, driveway connections, and installation of new traffic signals or traffic control devices.

The study also examined at safety issues along the corridor.

High crash locations were examined and appropriate improvements were defined.

Major intersections were analyzed to determine if they are operating efficiently both today and in the future.

The Corridor Management Plan (CMP) also addressed **Access Management** along the Corridor, which is the planning for the design & operation of driveways, turn lanes, interchanges, & street connections.

Bicycle and Pedestrian travel along the corridor was examined to determine where additional facilities are needed.

The CMP analysis combined with input from the public will shape recommendations for strategies to protect and improve the Fairfield Drive Corridor.

For more information, please contact:
Wiley C. Page, Jr., AICP
E-mail: wcpage@pbsj.com Phone: 904-363-8461

Please turn over for more Fairfield Drive Corridor Management Plan information.

Figure 7-8 CMP Information Sheet- Back Page

Proposed Fairfield Drive Improvements
Scheduled and On-going Projects
Resurfacing and addition of center turn lane from Bruce Street to west of Mobile Highway
Resurfacing from Gulf Beach Highway to Bruce Street (Scheduled to begin in 2013)
Recommended Short-Term Improvements
Westbound right turn lane at Lillian Highway and Fairfield Drive
Access management improvements in front of Grocery Outlet
Establish a Park-N-Ride area in Grocery Outlet parking lot
Left and Right turn lanes at Fairfield Drive and Hestia Place/Continental Drive
Eastbound left turn lane at Fairfield Drive and Atlas Street
Southbound dedicated left turn lane at N 77th Avenue and possible future signalization
Access management improvements in front of Food Mart (N 77th Avenue)
Right-In/Right-out at Fairfield Drive and Pontiac Drive
Realignment of Esther Street at Fairfield Drive
Westbound left turn lane at N 69th Avenue and Fairfield Drive
Northbound right turn lane at 65th Avenue and Fairfield Drive
Complete curb rebuild on southwest corner of N 61st Avenue
Designated school zone between N 50th Avenue and Bruce Street
Eastbound right turn lane at Fairfield Drive and Mobile Highway
Construction of sidewalks from N 61 st Avenue to Mobile Highway
Construction of paved shoulders from Lillian Highway to N 61 st Avenue
Recommended Long-Term Improvements
Complete reconstruction and re-gradling of Fairfield Drive at Patricia Drive

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VIII. CORRIDOR PROTECTION AND IMPROVEMENT RECOMMENDATIONS

The study of the SR 727 / Fairfield Drive Corridor has yielded a number of recommendations to protect and improve SR 727 / Fairfield Drive. These recommendations have been divided into shorter-term improvements versus longer-term improvements.

Recommended Short-Term Improvements

A number of improvements can be made to the corridor that do not require extensive study or redesign, and can be implemented in a lower-cost fashion. These improvements are listed below in Table 8-1.

Table 8-1 SR 727 / Fairfield Drive Short-Term Recommendations

Recommended Short-Term Improvements	Plan Sheet #
Westbound right turn lane at Lillian Highway and SR 727 / Fairfield Drive	1
Access management improvements in front of Grocery Outlet using concrete or grass medians to enhance driveway definition	1
Establish a Park-N-Ride in the vicinity of the Grocery Outlet parking lot near intersection of Lillian Highway	1
Establish a Park-N-Ride near the intersection of SR 727 / Fairfield Drive and Mobile Hwy	6
Left and Right turn lanes at SR 727 / Fairfield Drive and Hestia Place/Continental Drive	1
Eastbound left turn lane at SR 727 / Fairfield Drive and Atlas Street	2
Southbound dedicated left turn lane at N 77th Avenue and possible future signalization	2
Access management improvements in front of Food Mart (N 77th Avenue) in the form of concrete or grass medians	2
Right-in/Right-out at SR 727 / Fairfield Drive and Pontiac Drive	2
Realignment of Esther Street at SR 727 / Fairfield Drive	2
Westbound left turn lane at N 69th Avenue and SR 727 / Fairfield Drive	3
Northbound right turn lane at 65th Avenue and SR 727 / Fairfield Drive	4
Complete curb rebuild on southwest corner of N 61st Avenue	4
Designated school zone between N 50th Avenue and Bruce Street	5
Eastbound right turn lane at SR 727 / Fairfield Drive and Mobile Highway	6
Left turn phase addition to existing signal @ 61 st Avenue	4
Resurfacing of the south approach of 77 th Avenue @ SR 727 / Fairfield Drive	2
Construction of sidewalks from North 61 st Avenue to Mobile Highway	4-6

All the short-term improvements recommended will improve safety along the Corridor. The turn lanes will remove the braking vehicles from the through lanes, while the access management improvements will define connections to SR 727 / Fairfield Drive. The alignment of Esther Drive is recommended to reduce the skew of the intersection. The creation of a right-in / right-out intersection at Pontiac Drive will eliminate left turn movements, thereby decreasing conflict points. The modification to the signal at N 61st Avenue to include a left turn phase will allow vehicles traveling in the westbound direction to more easily and safely turn left. The school zone between N 50th Avenue and Bruce Street will reduce speeds during school hours in this portion of the Corridor. Finally, the curb at the southwest corner of N 61st Avenue is in need of repair. It should be noted that all the recommended improvements contained in this plan are conceptual. Before any projects go to construction, a detailed design plan should be completed.

Long-term Improvements

One recommended improvement, the reconstruction of the SR 727 / Fairfield Drive / Patricia Drive intersection, is listed as a longer-term improvement due to the additional study needed to assess the intersection and anticipated higher cost. The angle & skew of this intersection create a safety hazard that needs to be addressed in a comprehensive manner. Conceptual design of a project of magnitude is outside of the scope of a corridor management plan. However, it is important that this intersection be addressed as it presents a safety hazard to vehicles.

Table 8-2 SR 727 / Fairfield Drive Long-Term Recommendations

Recommended Long-Term Improvements	Plan Sheet #
Complete reconstruction and re-grading of SR 727 / Fairfield Drive at Patricia Drive	3



PROPOSED ROADWAY
STUDY INTERSECTION
PARCEL BOUNDARY



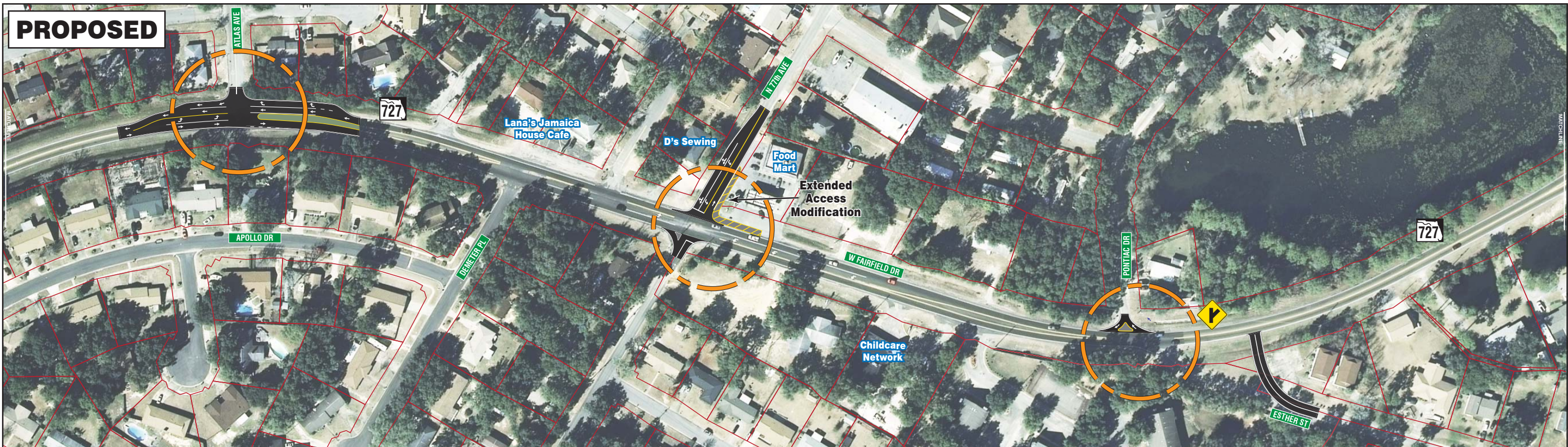
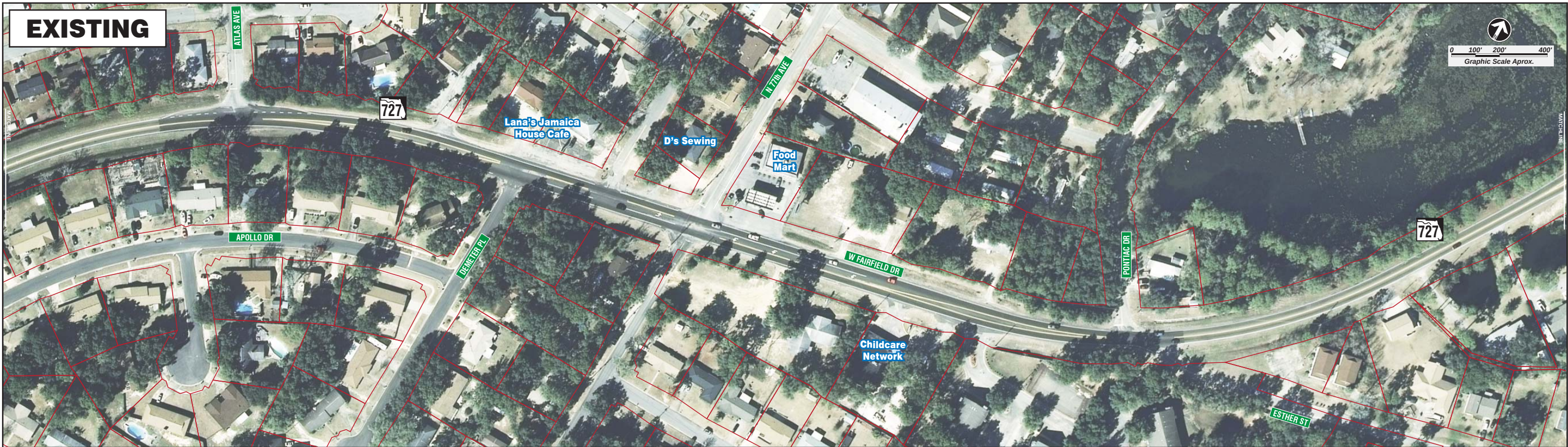
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Fairfield Drive Corridor Management Plan

PLAN
SHEET
NO

1



**PROPOSED ROADWAY
STUDY INTERSECTION
PARCEL BOUNDARY**

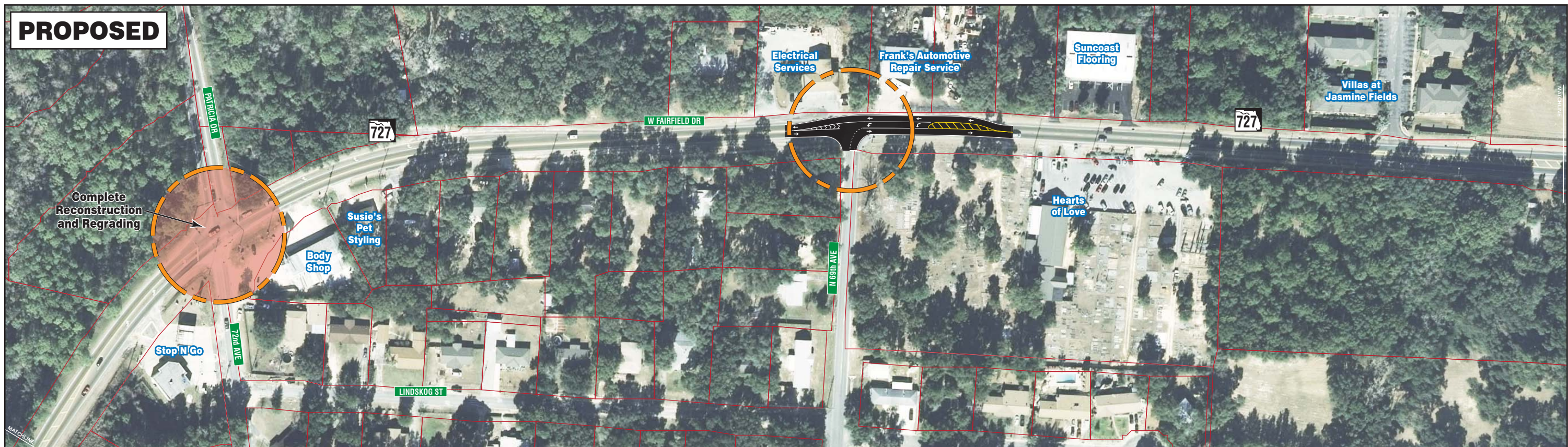
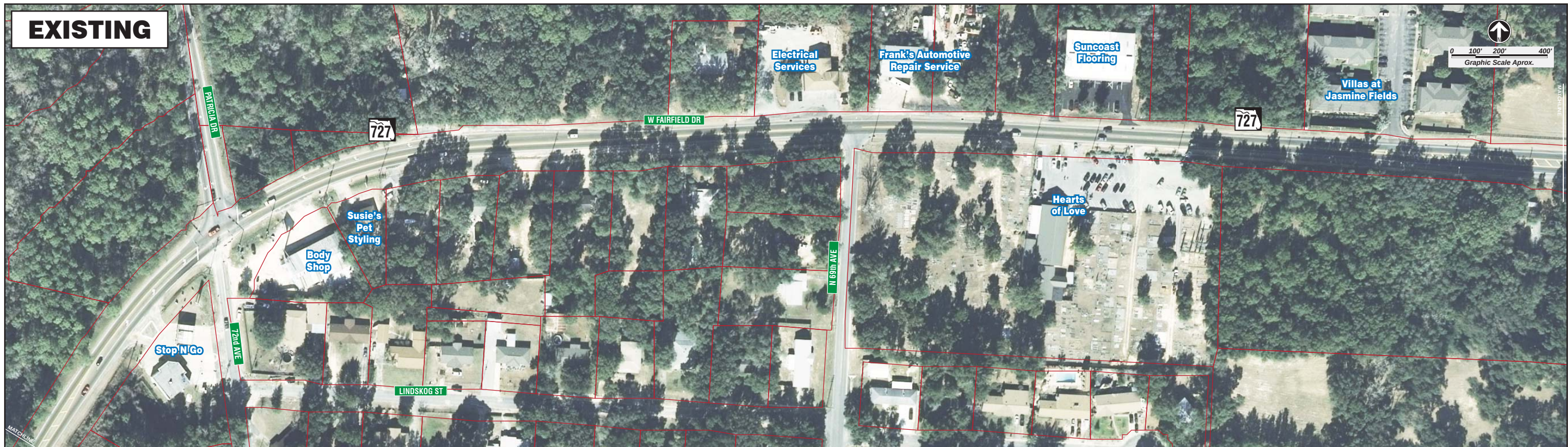


ATKINS

Fairfield Drive Corridor Management Plan

PLAN
SHEET
NO

2



**PROPOSED ROADWAY
STUDY INTERSECTION
PARCEL BOUNDARY**

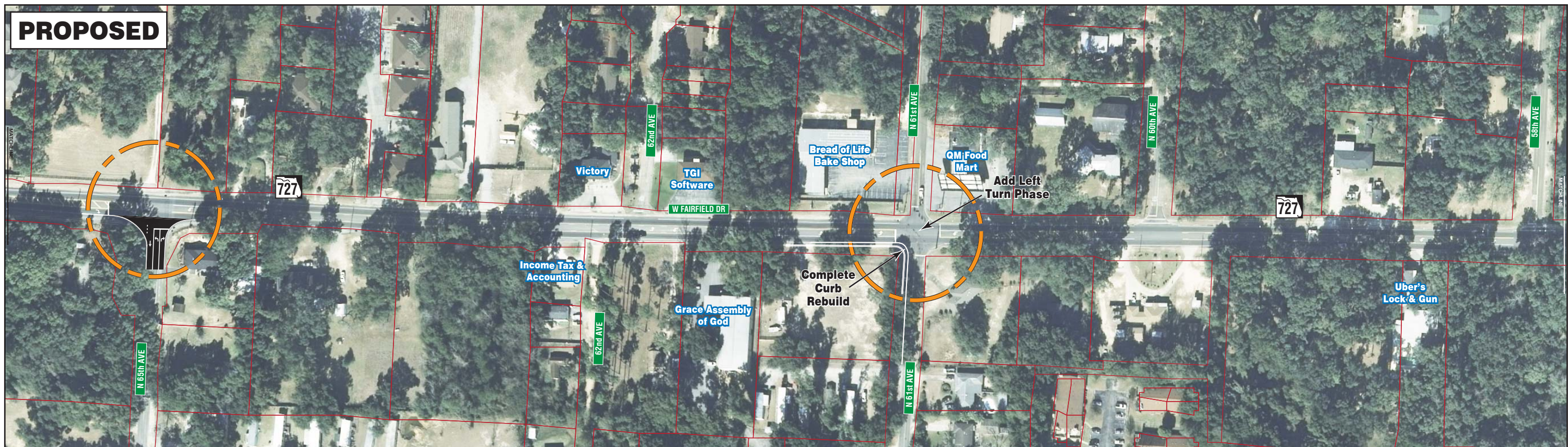
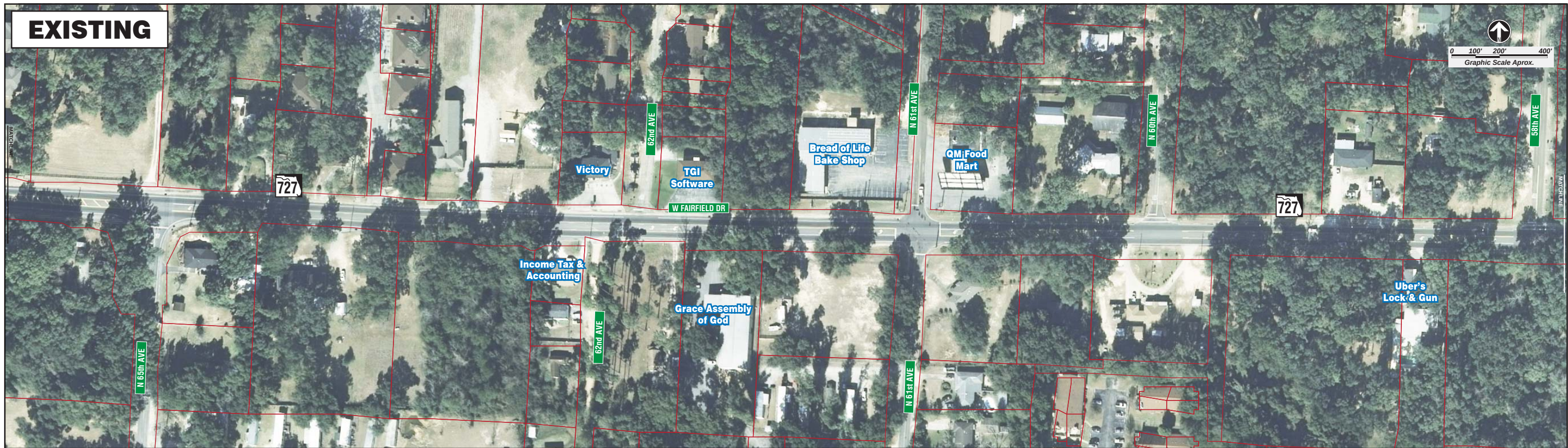


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Fairfield Drive Corridor Management Plan

PLAN
SHEET
NO

3



**PROPOSED ROADWAY
STUDY INTERSECTION
PARCEL BOUNDARY**



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Fairfield Drive Corridor Management Plan

PLAN
SHEET
NO

4



**PROPOSED ROADWAY
STUDY INTERSECTION
PARCEL BOUNDARY**



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Fairfield Drive Corridor Management Plan

PLAN
SHEET
NO

5



PROPOSED ROADWAY
STUDY INTERSECTION
PARCEL BOUNDARY



ATKINS

Fairfield Drive Corridor Management Plan

PLAN
SHEET
NO

6

IX. CORRIDOR IMPROVEMENT RECOMMENDATION COST ESTIMATES

Table 9-1 below has been created to estimate the cost of the recommendations listed in Section 8. These estimates were created using the FDOT District 3 Preliminary Estimates Transportation Costs that were published in December 2010.

Table 9-1 Estimated Costs for Recommended Short-Term Improvements

Recommended Short-Term Improvements	Estimated Cost
Westbound right turn lane at Lillian Highway and SR 727 / Fairfield Drive	\$230,651
Access management improvements in front of Grocery Outlet	TBD
Establish a Park-N-Ride area in Grocery Outlet parking lot	TBD
Left and Right turn lanes at SR 727 / Fairfield Drive and Hestia Place/Continental Drive	\$514,330
Eastbound left turn lane at SR 727 / Fairfield Drive and Atlas Street	\$283,679
Southbound dedicated left turn lane at N 77th Avenue and possible future signalization	\$283,679- left turn lane; \$186,373- signal
Access management improvements in front of Food Mart (N 77th Avenue)	TBD
Right-in/Right-out at SR 727 / Fairfield Drive and Pontiac Drive	\$230,561
Realignment of Esther Street at SR 727 / Fairfield Drive	\$364,100
Westbound left turn lane at N 69th Avenue and SR 727 / Fairfield Drive	\$283,679
Northbound right turn lane at 65th Avenue and SR 727 / Fairfield Drive	\$230,561
Complete curb rebuild on southwest corner of N 61st Avenue	TBD
Designated school zone between N 50th Avenue and Bruce Street	TBD
Eastbound right turn lane at SR 727 / Fairfield Drive and Mobile Highway	\$230,561
Left turn phase added to existing signal @ 61 st Avenue	TBD
Resurfacing of the south approach of 77 th Avenue @ SR 727 / Fairfield Drive	TBD
Construction of sidewalks from North 61 st Avenue to Mobile Highway	\$316,308
Total	\$2,968,109

Note: Construction cost estimates do not include right of way costs

Table 9-2 Estimated Costs for Recommended Long-Term Improvements

Recommended Long-Term Improvements	Estimated Cost
Complete reconstruction and re-grading of SR 727 / Fairfield Drive at Patricia Drive	TBD

APPENDIX A- Traffic Counts

Vehicle Counts (Total)

Profile:
Filter time: 0:00 Wednesday, January 26, 2011 => 0:00 Friday, January 28, 2011
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14
Speed range: 5 - 140 mph.
Direction: Total

AM Peak 0715 - 0815 (1265), AM PHF=0.84 PM Peak 1515 - 1615 (1449), PM PHF=0.93

AM Peak 0715 - 0815 (1271), AM PHF=0.88

Vehicle Counts (Eastbound Only)

Profile:
Filter time: 0:00 Wednesday, January 26, 2011 => 0:00 Friday, January 28, 2011
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14
Speed range: 5 - 140 mph.
Direction: AB – Eastbound

AM Peak 0715 - 0815 (849), AM PHF=0.79 PM Peak 1500 - 1600 (707), PM PHF=0.88

AM Peak 0715 - 0815 (879), AM PHF=0.84

Engineering & Planning Resources, PC
Pensacola, Fl

Vehicle Counts (Westbound Only)

Datasets:

Site: [Fairfield] 200' East of 50th Ave
Direction: 8 - East bound A>B, West bound B>A. **Lane:** 0
Identifier: L942DPT7 MC56-L5 [MC55] (c)Microcom 19Oct04

Profile:

Filter time: 0:00 Wednesday, January 26, 2011 => 0:00 Friday, January 28, 2011
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14
Speed range: 5 - 140 mph.
Direction: BA –Westbound

*** Wednesday, January 26, 2011 - Total=8868, 15 minute drops**

[illegible]

AM Peak 1145 - 1245 (552), AM PHF=0.95 PM Peak 1700 - 1800 (816), PM PHF=0.91

*** Thursday, January 27, 2011 - Total=9107, 15 minute drops**

[illegible]

AM Peak 1145 - 1245 (545), AM PHF=0.94

Engineering & Planning Resources, PC
Pensacola, Fl

Vehicle Counts (Total)

Datasets:
Site: [Fairfield] 180' East of 61st Ave
Direction: 8 - East bound A>B, West bound B>A. **Lane:** 0
Identifier: L897AAM6 MC56-6 [MC55] (c)Microcom 02/03/01

Profile:
Filter time: 0:00 Wednesday, January 26, 2011 => 0:00 Friday, February 04, 2011
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14
Speed range: 5 - 140 mph.
Direction: Total

* Wednesday, January 26, 2011 - Total=16585, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800
1900	2000	2100	2200	2300														
118	78	45	58	107	235	558	1163	940	878	985	918	1026	1095	1201	1243	1200	1300	1017
728	638	486	352	216														
36	24	15	14	22	42	74	202	248	201	247	233	261	275	321	301	302	322	275
198	141	137	93	60	30													
36	21	10	11	15	42	110	291	239	220	235	222	259	272	299	312	315	356	309
179	174	147	109	65	48													
30	19	9	17	32	72	171	381	226	239	239	244	264	283	288	304	329	322	236
176	175	108	84	55	34													
16	14	11	16	38	79	203	289	227	218	264	219	242	265	293	326	254	300	197
175	148	94	66	36	31													

AM Peak 0715 - 0815 (1209), AM PHF=0.79 PM Peak 1700 - 1800 (1300), PM PHF=0.91

* Thursday, January 27, 2011 - Total=16716, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800
1900	2000	2100	2200	2300														
143	85	40	67	88	221	570	1224	934	870	888	1014	1089	1056	1208	1291	1337	1216	986
734	618	493	344	200														
30	28	6	18	17	43	75	241	281	216	214	237	243	275	318	325	334	305	289
203	162	130	100	54	40													
48	21	5	14	17	36	112	309	238	206	227	229	287	270	289	351	345	344	254
199	138	146	91	57	39													
34	24	9	24	27	77	175	412	219	224	230	276	286	253	292	301	326	289	237
165	163	119	82	48	26													
31	12	20	11	27	65	208	262	196	224	217	272	273	258	309	314	332	278	206
167	155	98	71	41	30													

AM Peak 0715 - 0815 (1264), AM PHF=0.77 PM Peak 1600 - 1700 (1337), PM PHF=0.97

* Tuesday, February 01, 2011 - Total=16134, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800
1900	2000	2100	2200	2300														
139	84	71	61	102	223	537	1092	956	769	792	1041	1127	1153	1268	1252	1339	1339	908
521	448	432	291	189														
50	23	22	15	17	37	91	213	232	191	196	199	267	303	309	329	301	359	269
160	115	119	77	46	34													
29	27	21	15	16	30	108	288	261	221	194	294	293	270	331	287	328	361	247
131	102	99	79	59	35													
35	17	14	21	32	86	162	335	259	187	192	259	288	292	304	293	371	310	213
113	107	129	76	44	27													
25	17	14	10	37	70	176	256	204	170	210	289	279	288	324	343	339	309	179
117	124	85	59	40	23													

AM Peak 1145 - 1245 (1137), AM PHF=0.97 PM Peak 1630 - 1730 (1430), PM PHF=0.96

* Wednesday, February 02, 2011 - Total=17166, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800
1900	2000	2100	2200	2300														
119	82	66	70	116	224	564	1120	983	926	946	1068	1082	1151	1288	1323	1345	1317	1034
688	608	515	328	203														
34	24	11	18	22	35	79	202	246	206	241	249	259	282	346	329	348	340	259
214	160	149	97	49	41													
35	21	17	16	20	37	114	296	273	230	234	285	241	276	321	315	323	376	287
173	154	124	96	62	34													
27	16	21	23	39	85	184	348	216	263	242	280	290	301	317	337	324	313	248
164	149	128	75	49	15													
23	21	17	13	35	67	187	274	248	227	229	254	292	292	304	342	350	288	240
137	145	114	60	43	31													

AM Peak 0715 - 0815 (1164), AM PHF=0.84 PM Peak 1630 - 1730 (1390), PM PHF=0.92

* Thursday, February 03, 2011 - Total=16739, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800
1900	2000	2100	2200	2300														
121	83	50	64	98	224	575	1106	954	880	991	964	1097	1170	1237	1329	1402	1231	973
662	509	448	353	218														
41	18	14	14	16	43	84	202	246	193	225	220	275	290	334	319	363	317	258
173	115	130	99	61	-													
34	27	14	23	25	36	131	290	261	227	243	256	264	284	286	344	344	354	283
198	130	116	113	65	-													
15	23	9	15	31	65	166	331	238	229	246	264	270	306	305	328	355	285	220
141	147	106	80	47	-													
31	15	13	12	26	80	194	283	209	231	277	224	288	290	312	338	340	275	212
150	117	96	61	45	-													

AM Peak 0715 - 0815 (1150), AM PHF=0.87

Pensacola, Fl

Datasets:

Site: [Fairfield] 180' East of 61st Ave

Direction: 8 - East bound A>B, West bound B>A. **Lane:** 0

Identifier: L897AAM6 MC56-6 [MC55] (c)Microcom 02/03/01

Profile:

Filter time: 0:00 Wednesday, January 26, 2011 => 0:00 Friday, February 04, 2011

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14

Speed range: 5 - 140 mph.

Direction: AB - Eastbound

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800
1900	2000	2100	2200	2300														
46	34	22	39	62	159	403	818	594	527	542	474	524	527	608	544	523	539	413
283	259	206	154	76														
11	8	9	8	9	31	49	151	166	121	140	120	128	122	147	121	120	121	112
77	59	65	43	23	13													
13	9	6	8	8	27	80	209	157	122	120	112	129	139	156	141	133	142	143
64	64	58	44	25	21													
16	10	3	12	20	41	136	262	137	155	140	125	148	145	151	134	145	142	84
67	77	47	43	17	18													
6	7	4	11	25	60	138	196	134	129	142	117	119	121	154	148	125	134	74
75	59	36	24	11	9													

AM Peak 0715 - 0815 (833), AM PHF=0.79 PM Peak 1400 - 1500 (608), PM PHF=0.97

[illegible][illegible]

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800
1900	2000	2100	2200	2300														
45	28	36	31	69	154	417	794	626	545	518	542	558	596	605	613	594	558	463
270	213	222	145	76														
12	8	8	7	11	26	52	142	172	114	130	131	141	166	163	153	142	151	109
84	48	67	44	16	19													
	13	11	9	7	12	29	83	225	164	127	135	142	120	133	148	143	157	156
71	56	51	45	23	11													
	11	3	12	13	23	50	139	241	136	169	123	129	144	153	150	155	138	109
63	58	51	31	21	8													
	9	6	7	4	23	49	143	186	154	135	130	140	153	144	144	162	157	107
52	51	53	25	16	13													

AM Peak 0715 - 0815 (824), AM PHF=0.85 PM Peak 1530 - 1630 (616), PM PHF=0.95

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800
1900	2000	2100	2200	2300														
51	38	17	34	60	153	403	793	601	530	546	502	561	583	612	612	623	496	412
260	174	195	143	100														
19	9	4	7	9	34	60	146	163	114	122	119	143	156	160	152	149	131	111
74	47	50	45	29	-													
11	10	7	11	17	22	87	209	156	136	137	114	125	141	147	160	139	127	116
78	39	52	45	33	-													
8	8	4	10	19	45	116	235	149	141	135	146	139	148	148	149	167	114	85
54	53	43	31	20	-													
13	11	2	6	15	52	140	203	133	139	152	123	154	138	157	151	168	124	100
54	35	50	22	18	-													

AM Peak 0715 - 0815 (810), AM PHF=0.86

Engineering & Planning Resources, PC
Pensacola, Fl

Vehicle Counts (Westbound Only)

Datasets:
Site: [Fairfield] 180' East of 61st Ave
Direction: 8 - East bound A>B, West bound B>A. **Lane:** 0
Identifier: L897AAM6 MC56-6 [MC55] (c)Microcom 02/03/01

Profile:
Filter time: 0:00 Wednesday, January 26, 2011 => 0:00 Friday, February 04, 2011
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14
Speed range: 5 - 140 mph.
Direction: BA -Westbound

* Wednesday, January 26, 2011 - Total=8209, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800
1900	2000	2100	2200	2300														
72	44	23	19	45	76	155	345	346	351	443	444	502	568	593	699	677	761	604
445	379	280	198	140														
25	16	6	6	13	11	25	51	82	80	107	113	133	153	174	180	182	201	163
121	82	72	50	37	17													
23	12	4	3	7	15	30	82	82	98	115	110	130	133	143	171	182	214	166
115	110	89	65	40	27													
14	9	6	5	12	31	35	119	89	84	99	119	116	138	137	170	184	180	152
109	98	61	41	38	16													
10	7	7	5	13	19	65	93	93	89	122	102	123	144	139	178	129	166	123
100	89	58	42	25	22													

AM Peak 1130 - 1230 (484), AM PHF=0.91 PM Peak 1700 - 1800 (761), PM PHF=0.89

* Thursday, January 27, 2011 - Total=8276, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800
1900	2000	2100	2200	2300														
82	49	26	37	36	73	169	376	365	333	399	464	519	532	633	730	738	726	557
436	384	290	202	120														
17	16	3	13	8	15	23	70	96	87	79	109	112	135	187	169	186	190	164
125	101	81	59	31	25													
27	15	1	10	8	12	35	84	107	79	99	104	136	138	155	200	197	201	140
114	88	85	52	35	25													
16	12	5	10	8	27	53	141	84	88	118	123	135	117	147	173	172	166	139
95	99	61	52	31	15													
22	6	17	4	12	19	58	81	78	79	103	128	136	142	144	188	183	169	114
102	96	63	39	23	20													

AM Peak 1145 - 1245 (511), AM PHF=0.94 PM Peak 1515 - 1615 (747), PM PHF=0.93

* Tuesday, February 01, 2011 - Total=7829, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800
1900	2000	2100	2200	2300														
79	43	39	28	44	71	140	291	307	252	292	488	572	567	660	723	753	796	535
328	274	266	166	115														
29	12	14	8	8	9	22	50	71	67	72	78	126	157	183	179	166	209	148
108	75	75	43	32	22													
19	14	10	9	7	12	30	61	104	80	70	140	153	139	163	177	194	205	141
88	62	64	45	35	22													
15	8	8	7	15	28	41	102	59	56	70	131	149	146	142	182	213	200	137
69	55	80	44	21	16													
16	9	7	4	14	22	47	78	73	49	80	139	144	125	172	185	180	182	109
63	82	47	34	27	14													

AM Peak 1145 - 1245 (567), AM PHF=0.93 PM Peak 1630 - 1730 (807), PM PHF=0.95

* Wednesday, February 02, 2011 - Total=8448, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
2000	2100	2200	2300																
74	54	30	39	47	70	147	326	357	381	428	526	524	555	683	710	751	759	571	
418	395	293	183	127															
22	16	3	11	11	9	27	60	74	92	111	118	118	116	183	176	206	189	150	
130	112	82	53	33	22														
22	10	8	9	8	8	31	71	109	103	99	143	121	143	173	172	166	220	149	
102	98	73	51	39	23														
16	13	9	10	16	35	45	107	80	94	119	151	146	148	167	182	186	180	139	
101	91	77	44	28	7														
14	15	10	9	12	18	44	88	94	92	99	114	139	148	160	180	193	170	133	
85	94	61	35	27	18														
AM Peak 1100 - 1200 (526), AM PHF=0.87 PM Peak 1630 - 1730 (788), PM PHF=0.90																			

* Thursday, February 03, 2011 - Total=8240, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800
1900	2000	2100	2200	2300														
70	45	33	30	38	71	172	313	353	350	445	462	536	587	625	717	779	735	561
402	335	253	210	118														
22	9	10	7	7	9	24	56	83	79	103	101	132	134	174	167	214	186	147
99	68	80	54	32	-													
23	17	7	12	8	14	44	81	105	91	106	142	139	143	139	184	205	227	167
120	91	64	68	32	-													
7	15	5	5	12	20	50	96	89	88	111	118	131	158	157	179	188	171	135
87	94	63	49	27	-													
18	4	11	6	11	28	54	80	76	92	125	101	134	152	155	187	172	151	112
96	82	46	39	27	-													

AM Peak 1145 - 1245 (503), AM PHF=0.90

Engineering & Planning Resources, PC
Pensacola, Fl
Vehicle Counts (Total)

Datasets:
Site: [Fairfield] 75' East of 69th Ave
Direction: 8 - East bound A>B, West bound B>A. Lane: 0
Identifier: L897AAM6 MC56-6 [MC55] (c)Microcom 02/03/01
Profile:
Filter time: 0:00 Tuesday, February 22, 2011 => 0:00 Friday, February 25, 2011
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14
Speed range: 5 - 140 mph.
Direction: Total
* Tuesday, February 22, 2011 - Total=17020, 15 minute drops
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900
2000 2100 2200 2300
117 70 38 61 88 235 588 1207 1003 937 1036 1061 1118 1160 1233 1273 1259 1221 991 746 563 453 335
227
37 30 6 16 13 38 75 233 255 199 282 246 304 278 296 312 309 323 280 232 147 121 93 71 27
26 16 14 11 17 39 125 307 280 237 265 275 244 305 312 299 316 335 290 207 147 119 78 51 42
34 14 10 17 21 83 191 374 225 240 252 287 289 304 309 330 338 296 211 158 139 110 83 62 35
20 10 8 17 37 75 197 293 243 261 237 253 281 273 316 332 296 267 210 149 130 103 81 43 20
AM Peak 0715 - 0815 (1229), AM PHF=0.82 PM Peak 1545 - 1645 (1295), PM PHF=0.96
* Wednesday, February 23, 2011 - Total=17248, 15 minute drops
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900
2000 2100 2200 2300
124 53 37 47 97 243 582 1188 951 1013 1007 1089 1082 1137 1190 1293 1361 1274 1017 792 644 517 306
204
27 16 16 12 25 42 84 232 269 227 255 265 244 268 297 304 305 330 269 221 141 138 101 70 34
42 9 6 7 17 50 134 302 244 274 257 276 260 289 306 343 364 328 285 216 179 145 81 52 39
35 15 8 13 25 81 177 370 222 262 234 284 285 296 287 300 369 306 223 176 157 123 73 43 24
20 13 7 15 30 70 187 284 216 250 261 264 293 284 300 346 323 310 240 179 167 111 51 39 18
AM Peak 0715 - 0815 (1225), AM PHF=0.83 PM Peak 1615 - 1715 (1386), PM PHF=0.94
* Thursday, February 24, 2011 - Total=17266, 15 minute drops
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900
2000 2100 2200 2300
115 77 54 61 121 231 584 1176 1067 923 975 1070 1079 1109 1259 1296 1365 1261 1020 730 590 486 375
242
34 24 14 9 27 36 91 215 279 227 224 282 295 283 332 305 336 339 308 193 173 134 98 61 50
39 17 17 13 21 45 122 301 264 211 230 246 253 290 301 328 342 327 255 199 153 132 114 62 56
24 20 9 16 40 75 183 350 289 258 255 265 276 274 310 324 368 303 250 181 138 122 98 66 46
18 16 14 23 33 75 188 310 235 227 266 277 255 262 316 339 319 292 207 157 126 98 65 53 32
AM Peak 0715 - 0815 (1240), AM PHF=0.89 PM Peak 1545 - 1645 (1385), PM PHF=0.94

Engineering & Planning Resources, PC
Pensacola, Fl

Datasets:
Site: [Fairfield] 75' East of 69th Ave

Vehicle Counts (Eastbound Only)

Direction: 8 - East bound A>B, West bound B>A. Lane: 0
Identifier: L897AAM6 MC56-6 [MC55] (c)Microcom 02/03/01

Profile:
Filter time: 0:00 Tuesday, February 22, 2011 => 0:00 Friday, February 25, 2011
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14
Speed range: 5 - 140 mph.
Direction: AB - Eastbound

* Tuesday, February 22, 2011 - Total=8773, 15 minute drops																			
0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	
1900	2000	2100	2200	2300															
44	27	20	37	56	171	430	873	664	572	563	550	581	585	609	579	530	512	442	
290	224	178	143	93															
14	12	3	11	10	27	56	185	183	128	147	129	162	138	131	157	120	128	118	
5	6	6	8	11	27	85	222	171	127	148	134	128	147	159	132	141	142	142	
16	5	6	9	13	65	146	268	150	158	142	151	148	170	160	145	150	124	94	
9	4	5	9	22	52	143	198	160	159	126	136	143	130	159	145	119	118	88	

AM Peak 0700 - 0800 (873), AM PHF=0.81 PM Peak 1415 - 1515 (635), PM PHF=0.99

* Wednesday, February 23, 2011 - Total=8851, 15 minute drops																				
0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800		
1900	2000	2100	2200	2300																
43	25	23	23	58	170	420	848	622	626	551	563	531	577	561	612	612	545	458		
323	238	207	137	78																
9	11	9	6	16	29	58	169	188	134	153	132	120	129	127	152	136	148	115		
15	3	5	2	10	38	101	215	164	179	138	137	138	141	160	158	163	126	127		
15	7	6	7	16	53	133	248	141	162	120	150	137	162	141	135	166	131	111		
4	4	3	8	16	50	128	216	129	151	140	144	136	145	133	167	147	140	105		

AM Peak 0715 - 0815 (867), AM PHF=0.87 PM Peak 1545 - 1645 (632), PM PHF=0.95

Thursday, February 24, 2011 - Total=8880, 15 minute drops																						
0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800				
1900	2000	2100	2200	2300																		
49	35	21	31	76	165	422	834	692	565	569	585	540	545	613	607	590	525	433				
283	236	200	159	105																		
17	16	3	4	18	26	68	159	182	135	133	156	153	133	161	143	140	156	145	87	63		
15	7	8	7	15	33	83	219	168	128	137	141	117	152	136	151	145	127	96	63	64		
11	8	4	8	22	53	133	236	189	165	156	158	134	132	158	152	166	127	106	75	58		
6	4	6	12	21	53	138	220	153	137	143	130	136	128	158	161	139	115	86	58	51		

AM Peak 0715 - 0815 (857), AM PHF=0.91 PM Peak 1400 - 1500 (613), PM PHF=0.95

Engineering & Planning Resources, PC
Pensacola, Fl

Datasets:
Site: [Fairfield] 75' East of 69th Ave

Vehicle Counts (Westbound Only)

Direction: 8 - East bound A>B, West bound B>A. **Lane:** 0
Identifier: L897AAM6 MC56-6 [MC55] (c)Microcom 02/03/01

Profile:
Filter time: 0:00 Tuesday, February 22, 2011 => 0:00 Friday, February 25, 2011
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14
Speed range: 5 - 140 mph.
Direction: BA -Westbound

* Tuesday, February 22, 2011 - Total=8247, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800						
1900	2000	2100	2200	2300																				
73	43	18	24	32	64	158	334	339	365	473	511	537	575	624	694	729	709	549						
456	339	275	192	134																				
23	18	3	5	3	11	19	48	72	71	135	117	142	140	165	155	189	195	162	137	98	77	53	43	18
21	10	8	3	6	12	40	85	109	110	117	141	116	158	153	167	175	193	148	123	87	73	46	35	27
18	9	4	8	8	18	45	106	75	82	110	136	141	134	149	185	188	172	117	102	81	64	51	30	20
11	6	3	8	15	23	54	95	83	102	111	117	138	143	157	187	177	149	122	94	73	61	42	26	16

AM Peak 1115 - 1215 (536), AM PHF=0.94 PM Peak 1630 - 1730 (753), PM PHF=0.97

* Wednesday, February 23, 2011 - Total=8397, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800						
1900	2000	2100	2200	2300																				
81	28	14	24	39	73	162	340	329	387	456	526	551	560	629	681	749	729	559						
469	406	310	169	126																				
18	5	7	6	9	13	26	63	81	93	102	133	124	139	170	152	169	182	154	121	88	86	61	40	17
27	6	1	5	7	12	33	87	80	95	119	139	122	148	146	185	201	202	158	130	120	89	46	37	24
20	8	2	6	9	28	44	122	81	100	114	134	148	134	146	165	203	175	112	108	93	65	37	25	13
16	9	4	7	14	20	59	68	87	99	121	120	157	139	167	179	176	170	135	110	105	70	25	24	12

AM Peak 1045 - 1145 (527), AM PHF=0.95 PM Peak 1630 - 1730 (763), PM PHF=0.94

* Thursday, February 24, 2011 - Total=8386, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800						
1900	2000	2100	2200	2300																				
66	42	33	30	45	66	162	342	375	358	406	485	539	564	646	689	775	736	587						
447	354	286	216	137																				
17	8	11	5	9	10	23	56	97	92	91	126	142	150	171	162	196	183	163	106	110	84	50	29	32
24	10	9	6	6	12	39	82	96	83	93	105	136	138	165	177	197	200	159	136	89	79	74	33	39
13	12	5	8	18	22	50	114	100	93	99	107	142	142	152	172	202	176	144	106	80	68	52	42	26
12	12	8	11	12	22	50	90	82	90	123	147	119	134	158	178	180	177	121	99	75	55	40	33	20

AM Peak 1145 - 1245 (567), AM PHF=0.96 PM Peak 1600 - 1700 (775), PM PHF=0.96

Pensacola, Fl
Vehicle Counts (Total)

Datasets:
Site: [Fairfield] 30' East of Esther Ave.
Direction: 8 - East bound A>B, West bound B>A. **Lane:** 0
Identifier: L897AAM6 MC56-6 [MC55] (c)Microcom 02/03/01

Profile:
Filter time: 0:00 Tuesday, February 22, 2011 => 0:00 Friday, February 25, 2011
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14
Speed range: 5 - 140 mph.
Direction: Total

* Tuesday, February 22, 2011 - Total=15868, 15 minute drops																							
0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800					
1900	2000	2100	2200	2300																			
110	60	43	53	108	228	574	1039	966	849	953	956	1017	1088	1102	1165	1222	1174	956					
673	586	446	302	198																			

30	25	5	13	20	45	78	193	250	178	256	206	265	253	255	269	301	290	267	211	148					
29	12	12	13	15	53	127	280	246	205	245	248	252	307	296	279	316	317	269	165	148					
32	11	14	15	30	69	195	302	240	217	233	267	246	284	274	321	302	307	207	153	138					
19	12	12	12	43	61	174	264	230	249	219	235	254	244	277	296	303	260	213	144	152					

AM Peak 0715 - 0815 (1096), AM PHF=0.91 PM Peak 1530 - 1630 (1234), PM PHF=0.96

* Wednesday, February 23, 2011 - Total=11427, 15 minute drops																			
0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	
1900	2000	2100	2200	2300															
123	46	39	41	102	249	555	1024	836	385	822	683	661	756	769	741	883	791	397	
445	397	346	232	104															

38	14	16	9	19	44	87	185	253	91	218	174	156	204	196	178	223	250	152	127	86					
34	6	8	9	15	60	128	264	230	132	198	144	193	183	240	261	234	141	86	134	116					
31	18	8	14	27	79	161	316	236	3	166	188	96	229	144	148	230	199	56	68	92					
20	8	7	9	41	66	179	259	117	159	240	177	216	140	189	154	196	201	103	116	103					

AM Peak 0715 - 0815 (1092), AM PHF=0.86 PM Peak 1615 - 1715 (910), PM PHF=0.91

* Thursday, February 24, 2011 - Total=13192, 15 minute drops																			
0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	
1900	2000	2100	2200	2300															
89	76	50	67	139	287	688	1292	994	809	892	893	612	825	823	1106	615	622	510	
507	510	309	278	199															

36	40	7	10	34	47	131	234	278	170	213	288	125	176	114	243	121	96	211	126	141					
29	11	20	14	26	63	130	330	266	186	229	200	164	225	171	344	112	182	120	135	124					
14	15	12	24	35	94	215	370	244	246	222	207	139	210	241	247	242	235	55	138	126					
10	10	11	19	44	83	212	358	206	207	228	198	184	214	297	272	140	109	124	108	119					

AM Peak 0715 - 0815 (1336), AM PHF=0.90 PM Peak 1445 - 1545 (1131), PM PHF=0.82

Engineering & Planning Resources, PC
Pensacola, Fl

Datasets:

Vehicle Counts (Eastbound Only)

Site: [Fairfield] 30' East of Esther Ave.
Direction: 8 - East bound A>B, West bound B>A. **Lane:** 0
Identifier: L897AAM6 MC56-6 [MC55] (c)Microcom 02/03/01

Profile:
Filter time: 0:00 Tuesday, February 22, 2011 => 0:00 Friday, February 25, 2011
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14
Speed range: 5 - 140 mph.
Direction: AB - Eastbound

* Tuesday, February 22, 2011 - Total=7898, 15 minute drops																							
0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800					
1900	2000	2100	2200	2300																			
114	42	24	25	32	63	139	363	636	566	481	496	512	528	511	562	532	559	518	408				
280	237	174	126	84																			

12	13	1	9	11	24	54	116	147	115	129	108	145	125	126	128	135	129	117	92	49	4				
5	4	9	9	10	35	76	178	142	95	136	126	131	140	144	128	146	136	125	69	65	4				
16	4	8	8	18	44	129	187	142	134	123	142	123	142	148	138	150	139	77	58	52	4				
9	3	7	6	24	36	104	155	135	137	108	136	129	104	144	138	128	114	89	61	71	4				

AM Peak 0715 - 0815 (667), AM PHF=0.89 PM Peak 1545 - 1645 (569), PM PHF=0.95

* Wednesday, February 23, 2011 - Total=5420, 15 minute drops																								
0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800						
1900	2000	2100	2200	2300																				
104	44	62	26	23	51	156	363	644	435	77	353	322	309	325	359	353	363	321	240					
197	160	138	96	43																				

15	10	9	4	11	29	49	110	148	22	91	70	63	82	89	93	87	104	62	52	32	3				
12	3	7	6	7	42	84	164	139	7	81	93	82	74	103	102	92	64	64	55	52	4				
13	7	6	8	16	47	120	193	137	0	81	80	74	93	89	75	91	74	54	43	35	3				
4	2	4	5	17	38	110	177	11	48	100	79	90	76	78	83	93	79	60	47	41	3				

AM Peak 0715 - 0815 (682), AM PHF=0.88 PM Peak 1615 - 1715 (380), PM PHF=0.91

* Thursday, February 24, 2011 - Total=5680, 15 minute drops																						
0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800				
1900	2000	2100	2200	2300																		
935	632	521	228	62	123	269	496	403	330	366	367	341	352	386	446	354	306	236				
1974	1986	1187	1201	94																		

46	56	48	14																						
14	16	3	4	16	20	52	90	112	72	78	105	80	79	90	108	84	96	78	49	58	3				
10	5	8	6	11	26	52	124	102	74	86	93	89	88	81	130	84	77	48	57	47	5				
6	7	5	10	16	41	85	142	101	100	97	89	76	90	97	97	108	86	55	56	46	4				
5	4	5	8	19	36	80	140	88	84	105	80	96	95	118	111	78	47	55	54	44	3				

Datasets:

Vehicle Counts (Westbound Only)

Site: [Fairfield] 30' East of Esther Ave.
Direction: 8 - East bound A>B, West bound B>A. Lane: 0
Identifier: L897AAM6 MC56-6 [MC55] (c)Microcom 02/03/01

Profile:
Filter time: 0:00 Tuesday, February 22, 2011 => 0:00 Friday, February 25, 2011
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14
Speed range: 5 - 140 mph.
Direction: BA -Westbound

* Tuesday, February 22, 2011 - Total=7970, 15 minute drops																					
0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800			
1900	2000	2100	2200	2300																	
68	36	18	21	45	89	211	403	400	368	457	444	489	577	540	633	663	656	548			
393	349	272	176	114																	
18	12	4	4	9	21	24	77	103	63	127	98	120	128	129	141	166	161	150			
24	8	3	4	5	18	51	102	104	110	109	122	121	167	152	151	170	181	144			
16	7	6	7	12	25	66	115	98	83	110	125	123	142	126	183	152	168	130			
10	9	5	6	19	25	70	109	95	112	111	99	125	140	133	158	175	146	124			

AM Peak 1115 - 1215 (466), AM PHF=0.93 PM Peak 1645 - 1745 (685), PM PHF=0.95

* Wednesday, February 23, 2011 - Total=6007, 15 minute drops																											
0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800									
1900	2000	2100	2200	2300																							
79	24	13	18	51	93	192	380	401	308	469	361	352	431	410	388	520	470	157									
248	237	208	136	61																							
23	4	7	5	8	15	38	75	105	69	127	104	93	122	107	85	136	146	90	75	54	44	49	24	22			
22	3	1	3	8	18	44	100	91	125	117	51	111	109	137	159	142	77	22	79	64	62	35	13	19			
18	11	2	6	11	32	41	123	99	3	85	108	22	136	55	73	139	125	2	25	57	53	29	12	8			
16	6	3	4	24	28	69	82	106	111	140	98	126	64	111	71	103	122	43	69	62	49	23	12	5			

AM Peak 1000 - 1100 (469), AM PHF=0.84 PM Peak 1615 - 1715 (530), PM PHF=0.91

* Thursday, February 24, 2011 - Total=7512, 15 minute drops																									
0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800							
1900	2000	2100	2200	2300																					
54	44	29	39	77	164	419	796	591	479	526	526	271	473	437	660	261	316	274							
310	312	191	158	105																					
22	24	4	6	18	27	79	144	166	98	135	183	45	97	24	135	37	0	133	77	83	53	50	29	14	
19	6	12	8	15	37	78	206	164	112	143	107	75	137	90	214	28	105	72	82	79	58	35	31	18	
8	8	7	14	19	53	130	228	143	146	125	118	63	120	144	150	134	149	0	84	75	52	43	19	15	
5	6	6	11	25	47	132	218	118	123	123	118	88	119	179	161	62	62	69	67	75	28	30	26	11	

AM Peak 0715 - 0815 (818), AM PHF=0.90 PM Peak 1445 - 1545 (678), PM PHF=0.79

APPENDIX B- Turning Movement Counts

Engineering & Planning Resources, PC
418 W. Garden Street, Suite 311
Pensacola, FL

INTERSECTION OF W. FAIRFIELD DRIVE/LILLIAN HIGHWAY

COUNTED BY: BP/D
P COUNT DATE: 2/15/2011

	LILLIAN HIGHWAY East			W. FAIRFIELD DRIVE North			LILLIAN HIGHWAY West			W. FAIRFIELD DRIVE South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
16:00	52	42	22	56	136	12	35	60	16	8	69	69	577
16:15	55	36	23	66	128	24	27	59	11	5	86	65	585
16:30	43	44	33	73	197	19	29	58	14	13	72	80	675
16:45	27	44	24	78	141	18	33	54	21	0	69	74	583
TOTAL	177	166	102	273	602	73	124	231	62	26	296	288	2420
17:00	86	40	22	58	135	27	27	56	12	7	71	85	626
17:15	77	53	30	58	165	28	33	55	14	5	80	74	672
17:30	54	44	26	59	192	33	29	77	10	10	86	86	706
17:45	42	37	31	53	142	23	18	56	15	8	77	62	564
TOTAL	259	174	109	228	634	111	107	244	51	30	314	307	2568
18:00	61	24	28	33	131	23	28	51	16	12	65	74	546
18:15	38	19	23	33	115	12	20	38	8	5	72	46	429
18:30	32	19	20	15	94	12	22	34	6	5	74	35	368
18:45	15	17	17	12	72	8	21	29	7	3	34	9	244
TOTAL	146	79	88	93	412	55	91	152	37	25	245	164	1587

PEAK HOUR DATA

PEAK HR START TIME 16:45

	LILLIAN HIGHWAY East			W. FAIRFIELD DRIVE North			LILLIAN HIGHWAY West			W. FAIRFIELD DRIVE South			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL

PEAK HR TOTALS	244	181	102	253	633	106	122	242	57	22	306	319	2587
% OF APPROACH	46.3 %	34.3 %	19.4 %	25.5 %	63.8 %	10.7 %	29.0 %	57.5 %	13.5 %	3.4 %	47.3 %	49.3 %	
PEAK HR FACTOR	0.823			0.873			0.907			0.889			

Engineering & Planning Resources, PC
418 W. Garden Street, Suite 311
Pensacola, FL

INTERSECTION OF W. FAIRFIELD DRIVE/MOBILE HIGHWAY

COUNTED BY: BP/D
P COUNT DATE: 2/16/2011

	MOBILE HIGHWAY East			W. FAIRFIELD DRIVE North			MOBILE HIGHWAY West			W. FAIRFIELD DRIVE South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
16:00	75	105	33	29	289	21	47	112	98	46	188	73	1116
16:15	58	102	27	43	308	24	39	136	106	51	174	67	1135
16:30	68	111	22	43	287	17	38	107	98	49	206	58	1104
16:45	68	117	32	27	348	25	33	122	117	32	213	51	1185
TOTAL	269	435	114	142	1232	87	157	477	419	178	781	249	4540
17:00	65	110	33	39	303	21	33	129	85	51	165	66	1100
17:15	63	143	26	49	316	29	31	120	112	48	174	60	1171
17:30	86	100	25	23	224	25	36	116	81	49	183	80	1028
17:45	65	107	29	19	186	19	34	106	79	50	179	60	933
TOTAL	279	460	113	130	1029	94	134	471	357	198	701	266	4232
18:00	53	113	29	20	258	16	28	101	61	57	184	49	969
18:15	52	98	23	31	225	17	41	114	63	50	155	49	918
18:30	48	92	28	13	192	21	28	92	66	42	166	46	834
18:45	56	77	22	26	212	16	32	74	53	53	132	69	822
TOTAL	209	380	102	90	887	70	129	381	243	202	637	213	3543

PEAK HOUR DATA

PEAK HR START TIME 16:30

	MOBILE HIGHWAY East			W. FAIRFIELD DRIVE North			MOBILE HIGHWAY West			W. FAIRFIELD DRIVE South			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL

PEAK HR TOTALS	264	481	113	158	1254	92	135	478	412	180	758	235	4560
% OF APPROACH	30.8 %	56.1 %	13.2 %	10.5 %	83.4 %	6.1 %	13.2 %	46.6 %	40.2 %	15.3 %	64.6 %	20.0 %	
PEAK HR FACTOR	0.925			0.940			0.942			0.937			

Engineering & Planning Resources, PC
418 W. Garden Street, Suite 311
Pensacola, FL

INTERSECTION OF SR 30 (BUS. 98)/3RD STREET (CR 22) W. FAIRFIELD DRIVE/N. 77TH AVENUE

COUNTED BY: BP/D P COUNT DATE: 1/26/2011

	W. FAIRFIELD DRIVE East			N. 77TH AVENUE North			W. FAIRFIELD DRIVE West			N. 77TH AVENUE South			
Time	Left	Thru	Rig ht	Left	Thru	Right	Left	Thru	Rig ht	Left	Thru	Right	TOTA L
16:00	7	127	1	2	2	2	10	154	4	5	2	4	320
16:15	13	118	3	2	2	8	6	126	5	2	2	5	292
16:30	7	121	0	0	1	10	13	150	5	7	4	9	327
16:45	7	106	1	1	3	9	8	91	1	11	1	9	248
TOTAL	34	472	5	5	8	29	37	521	15	25	9	27	1187
17:00	6	128	5	2	5	7	8	152	3	3	0	3	322
17:15	6	134	2	1	5	4	12	171	5	1	1	3	345
17:30	4	126	1	1	0	6	12	150	4	5	7	5	321
17:45	6	96	1	2	1	4	3	136	5	3	1	9	267
TOTAL	22	484	9	6	11	21	35	609	17	12	9	20	1255
18:00	10	104	3	0	0	8	5	111	1	4	2	8	256
18:15	6	116	1	0	4	4	7	121	4	3	3	5	274
18:30	2	86	1	0	1	2	5	140	4	2	0	4	247
18:45	1	69	1	0	1	1	8	89	3	4	0	5	182
TOTAL	19	375	6	0	6	15	25	461	12	13	5	22	959

PEAK HOUR DATA

PEAK HR START TIME 17:00

W. FAIRFIELD DRIVE East			N. 77TH AVENUE North			W. FAIRFIELD DRIVE West			N. 77TH AVENUE South			
Left	Thru	Rig ht	Left	Thru	Right	Left	Thru	Rig ht	Left	Thru	Right	TOTA L

PEAK HR TOTALS	22	484	9	6	11	21	35	609	17	12	9	20	1255
% OF APPROACH	4.3%	94.0%	1.7 %	15.8 %	28.9 %	55.3 %	5.3 %	92.1 %	2.6 %	29.3 %	22.0 %	48.8 %	
PEAK HR FACTOR	0.907			0.679			0.879			0.603			

Engineering & Planning Resources, PC
418 W. Garden Street, Suite 311
Pensacola, FL

INTERSECTION OF W. FAIRFIELD DRIVE/PATRICIA DRIVE

COUNTED BY: RE/SM COUNT DATE: 2/16/2011

	W. FAIRFIELD DRIVE East			PATRICIA DRIVE North			W. FAIRFIELD DRIVE West			PATRICIA DRIVE South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
16:00	63	107	0	2	7	3	1	99	43	43	3	44	415
16:15	79	123	0	0	13	0	0	104	45	45	4	56	469
16:30	80	158	0	0	0	0	0	100	47	49	2	67	503
16:45	81	145	0	0	11	1	0	99	47	49	3	65	501
TOTAL	303	533	0	2	31	4	1	402	182	186	12	232	1888
17:00	77	149	0	0	13	3	0	102	49	54	2	58	507
17:15	48	141	0	0	12	0	2	91	50	37	1	46	428
17:30	51	171	0	0	11	0	2	126	34	48	4	78	525
17:45	53	131	1	0	12	0	1	93	34	36	2	30	393
TOTAL	229	592	1	0	48	3	5	412	167	175	9	212	1853
18:00	44	83	0	0	3	0	2	96	23	13	0	30	294
18:15	43	105	0	0	1	0	2	96	47	40	3	31	368
18:30	31	106	0	0	10	0	5	92	33	34	3	18	332
18:45	26	78	0	1	8	0	3	58	20	41	1	9	245
TOTAL	144	372	0	1	22	0	12	342	123	128	7	88	1239

PEAK HOUR DATA

PEAK HR START TIME 16:15

W. FAIRFIELD DRIVE East			PATRICIA DRIVE North			W. FAIRFIELD DRIVE West			PATRICIA DRIVE South			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL

PEAK HR TOTALS	317	575	0	0	37	4	0	405	188	197	11	246	1980
% OF APPROACH	35.5%	64.5%	0.0%	0.0%	90.2%	9.8%	0.0%	68.3%	31.7%	43.4%	2.4%	54.2%	
PEAK HR FACTOR	0.937			0.641			0.982			0.962			

Engineering & Planning Resources, PC
418 W. Garden Street, Suite 311
Pensacola, FL

Engineering & Planning Resources, PC
418 W. Garden Street, Suite 311
Pensacola, FL

INTERSECTION OF W. FAIRFIELD DRIVE/N. 61ST AVENUE

COUNTED BY: MS/RE COUNT DATE: 1/26/2011

	W. FAIRFIELD DRIVE			N. 61ST AVENUE			W. FAIRFIELD DRIVE			N. 61ST AVENUE			
	East			North			West			South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
16:00	5	126	2	4	1	5	6	196	7	2	1	8	363
16:15	7	134	2	4	1	2	5	193	4	2	1	11	366
16:30	6	134	3	5	5	7	11	166	0	12	3	13	365
16:45	0	132	1	8	2	5	7	140	0	6	1	4	306
TOTAL	18	526	8	21	9	19	29	695	11	22	6	36	1400
17:00	5	112	1	4	4	6	5	198	0	9	8	16	368
17:15	7	148	2	0	5	4	1	223	0	5	6	12	413
17:30	5	124	0	4	5	3	5	204	0	3	5	7	365
17:45	2	128	2	2	6	3	6	180	0	4	7	9	349
TOTAL	19	512	5	10	20	16	17	805	0	21	26	44	1495
18:00	5	103	0	3	3	2	5	132	3	3	8	9	276
18:15	4	131	0	4	3	0	3	134	0	2	3	8	292
18:30	6	79	3	3	3	4	2	133	0	2	3	8	246
18:45	0	0	0	2	4	4	10	116	0	0	0	2	138
TOTAL	15	313	3	12	13	10	20	515	3	7	14	27	952

PEAK HOUR DATA

PEAK HR START TIME 17:00

W. FAIRFIELD DRIVE			N. 61ST AVENUE			W. FAIRFIELD DRIVE			N. 61ST AVENUE			
East			North			West			South			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL

PEAK HR TOTALS	19	512	5	10	20	16	17	805	0	21	26	44	1495
% OF APPROACH	3.5%	95.5%	0.9%	21.7%	43.5%	34.8%	2.1%	97.9%	0.0%	23.1%	28.6%	48.4%	
PEAK HR FACTOR	0.854			0.821			0.917			0.689			

INTERSECTION OF W. FAIRFIELD DRIVE/ATLAS STREET

COUNTED BY: BP/DH COUNT DATE: 1/25/2011

	W. FAIRFIELD DRIVE						W. FAIRFIELD DRIVE			ATLAS STREET			
	East			North			West			South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
16:00	1	104						117	10	7		2	241
16:15	0	125						134	6	4		1	270
16:30	0	135						148	10	5		1	299
16:45	3	121						134	1	2		2	263
TOTAL	4	485						533	27	18		6	1073
17:00	3	120						148	8	2		1	282
17:15	5	137						158	6	8		1	315
17:30	3	101						154	11	6		1	276
17:45	5	133						128	11	8		7	292
TOTAL	16	491						588	36	24		10	1165
18:00	2	101						145	3	4		2	257
18:15	0	87						78	7	4		2	178
18:30	5	66						117	7	6		1	202
18:45	2	72						84	3	1		1	163
TOTAL	9	326						424	20	15		6	800

PEAK HOUR DATA

PEAK HR START TIME 17:00

W. FAIRFIELD DRIVE			ATLAS STREET			W. FAIRFIELD DRIVE			ATLAS STREET			
East			North			West			South			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL

PEAK HR TOTALS	16	491	0				0	588	36	24	0	10	1165
% OF APPROACH	3.2%	96.8%	0.0%				0.0%	94.2%	5.8%	70.6%	0.0%	29.4%	
PEAK HR FACTOR	0.893						0.945			0.567			

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INTERSECTION OF W. FAIRFIELD DRIVE/N. 50TH AVENUE

COUNTED BY: MS/RE COUNT DATE: 1/19/2011

	W. FAIRFIELD DRIVE			N. 50TH AVENUE			W. FAIRFIELD DRIVE			South			
	East			North			West						
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
16:00		154	5	0		27	23	209					418
16:15		152	6	6		23	26	175					388
16:30		153	1	0		29	23	198					404
16:45		153	6	7		22	16	216					420
TOTAL		612	18	13		101	88	798					1630
17:00		185	5	8		27	34	238					497
17:15		139	1	0		24	6	277					447
17:30		158	3	2		17	15	240					435
17:45		131	2	0		13	26	179					351
TOTAL		613	11	10		81	81	934					1730
18:00		134	3	3		21	9	188					358
18:15		117	5	0		23	15	181					341
18:30		113	3	0		17	8	135					276
18:45		80	3	4		15	9	142					253
TOTAL		444	14	7		76	41	646					1228

PEAK HOUR DATA

PEAK HR START TIME 16:45

W. FAIRFIELD DRIVE			N. 50TH AVENUE			W. FAIRFIELD DRIVE			South			
East			North			West						
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL

PEAK HR TOTALS	0	635	15	17	0	90	71	971	0	0	0	0	1799
% OF APPROACH	0.0%	97.7%	2.3%	15.9%	0.0%	84.1%	6.8%	93.2%	0.0%	#####	#####	#####	
PEAK HR FACTOR	0.855			0.764			0.920			#DIV/0!			

INTERSECTION OF W. FAIRFIELD/N. 69TH AVENUE

COUNTED BY: MS/RE COUNT DATE: 1/20/2011

	W. FAIRFIELD DRIVE			N. 69TH AVENUE			W. FAIRFIELD DRIVE			N. 69TH AVENUE			
	East			North			West			South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
16:00		84	12	3		8	12	173					292
16:15		127	22	5		8	13	162					337
16:30		118	22	4		9	11	186					350
16:45		116	23	4		6	10	170					329
TOTAL		445	79	16		31	46	691					1308
17:00		119	9	10		6	13	204					361
17:15		137	13	7		10	13	186					366
17:30		112	16	7		14	12	142					303
17:45		79	8	3		8	15	153					266
TOTAL		447	46	27		38	53	685					1296
18:00		81	8	5		8	13	128					243
18:15		49	6	4		10	9	135					213
18:30		56	6	2		4	8	103					179
18:45		55	8	4		2	5	73					147
TOTAL		241	28	15		24	35	439					782

PEAK HOUR DATA

PEAK HR START TIME 16:30

W. FAIRFIELD DRIVE			N. 69TH AVENUE			W. FAIRFIELD DRIVE			N. 69TH AVENUE			
East			North			West			South			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL

PEAK HR TOTALS	0	490	67	25	0	31	47	746	0				1406
% OF APPROACH	0.0%	88.0%	12.0%	44.6%	0.0%	55.4%	5.9%	94.1%	0.0%				
PEAK HR FACTOR	0.928			0.824			0.914						

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INTERSECTION OF W. FAIRFIELD DRIVE/CONTINENTAL DRIVE - HESTIA PLACE

COUNTED BY: GJ/CO COUNT DATE: 1/26/2011

	CONTINENTAL DRIVE			W. FAIRFIELD DRIVE			HESTIA PLACE			W. FAIRFIELD DRIVE			
	East			North			West			South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
16:00	3	0	5	12	125	2	4	0	0	0	126	0	277
16:15	2	0	8	8	133	2	2	0	0	0	125	5	285
16:30	3	0	6	7	131	3	2	0	0	0	151	3	306
16:45	1	0	5	13	109	1	2	0	3	1	117	2	254
TOTAL	9	0	24	40	498	8	10	0	3	1	519	10	1122
17:00	2	0	4	8	146	2	1	0	0	0	140	2	305
17:15	3	0	2	12	167	1	0	0	0	0	175	1	361
17:30	4	0	9	14	150	1	2	0	1	0	160	6	347
17:45	1	0	3	4	107	1	2	0	0	0	175	5	298
TOTAL	10	0	18	38	570	5	5	0	1	0	650	14	1311
18:00	3	0	6	3	125	0	1	0	0	0	156	3	297
18:15	4	0	5	9	138	2	0	0	0	0	163	2	323
18:30	2	0	5	6	94	0	0	0	0	0	185	0	292
18:45	1	0	3	11	81	0	0	0	0	1	105	0	202
TOTAL	10	0	19	29	438	2	1	0	0	1	609	5	1114

PEAK HOUR DATA

PEAK HR START TIME 17:00

CONTINENTAL DRIVE			W. FAIRFIELD DRIVE			HESTIA PLACE			W. FAIRFIELD DRIVE			
East			North			West			South			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL

PEAK HR TOTALS	10	0	18	38	570	5	5	0	1	0	650	14	1311
% OF APPROACH	35.7%	0.0%	64.3%	6.2%	93.0%	0.8%	83.3%	0.0%	16.7%	0.0%	97.9%	2.1%	
PEAK HR FACTOR	0.538			0.851			0.500			0.922			

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INTERSECTION OF W. FAIRFIELD DRIVE/N. 65TH AVENUE

COUNTED BY: SR/PR COUNT DATE: 1/20/2011

	W. FAIRFIELD DRIVE			N. 65TH AVENUE			W. FAIRFIELD DRIVE			South			
	East			North			West			South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
16:00		95	5	3		12	6	183					304
16:15		127	5	6		7	16	168					329
16:30		144	1	4		15	11	183					358
16:45		136	6	6		7	7	160					322
TOTAL		502	17	19		41	40	694					1313
17:00		143	7	3		13	11	193					370
17:15		145	7	4		4	15	165					340
17:30		138	2	3		4	13	153					313
17:45		128	0	6		4	8	150					296
TOTAL		554	16	16		25	47	661					1319
18:00		120	4	6		6	10	144					290
18:15		99	2	4		7	5	118					235
18:30		80	3	4		6	7	137					237
18:45		85	0	1		2	4	89					181
TOTAL		384	9	15		21	26	488					943

PEAK HOUR DATA

PEAK HR START TIME 16:30

W. FAIRFIELD DRIVE			N. 65TH AVENUE			W. FAIRFIELD DRIVE			South			
East			North			West			South			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL

PEAK HR TOTALS	0	568	21	17	0	39	44	701	0				1390
% OF APPROACH	0.0%	96.4%	3.6%	30.4%	0.0%	69.6%	5.9%	94.1%	0.0%				
PEAK HR FACTOR	0.969			0.737			0.913						

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INTERSECTION OF W. FAIRFIELD DRIVE/N. 57TH AVENUE

COUNTED BY: TH COUNT DATE: 1/19/2011

	W. FAIRFIELD DRIVE			N. 57TH AVENUE			W. FAIRFIELD DRIVE			South			
	East			North			West						
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
16:00		129	7	7		13	17	166					339
16:15		146	8	6		11	18	158					347
16:30		147	6	7		21	19	173					373
16:45		145	8	6		18	15	189					381
TOTAL		567	29	26		63	69	686					1440
17:00		156	4	8		14	17	172					371
17:15		127	5	7		16	13	193					361
17:30		136	8	4		11	21	180					360
17:45		120	6	7		18	13	145					309
TOTAL		539	23	26		59	64	690					1401
18:00		106	6	8		11	15	135					281
18:15		107	11	8		11	6	131					274
18:30		103	4	8		10	9	122					256
18:45		87	0	5		10	11	117					230
TOTAL		403	21	29		42	41	505					1041

PEAK HOUR DATA

PEAK HR START TIME 16:30

W. FAIRFIELD DRIVE			N. 57TH AVENUE			W. FAIRFIELD DRIVE			South			
East			North			West						
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL

PEAK HR TOTALS	0	575	23	28	0	69	64	727	0				1486
% OF APPROACH	0.0%	96.2%	3.8%	28.9%	0.0%	71.1%	8.1%	91.9%	0.0%				
PEAK HR FACTOR	0.934			0.866			0.960						

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INTERSECTION OF W. FAIRFIELD DRIVE/PONTIAC DRIVE-ESTHER STREET

COUNTED BY: MS/RE COUNT DATE: 1/25/2011

	W. FAIRFIELD DRIVE			ESTHER STREET			W. FAIRFIELD DRIVE			PONTIAC DRIVE			
	East			North			West			South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
16:00	0	123	2	0	0	0	6	144	0	2	3	0	280
16:15	0	133	3	0	0	0	16	160	0	2	0	0	314
16:30	0	131	5	0	0	0	11	161	0	1	0	0	309
16:45	0	132	1	0	0	0	7	169	0	4	1	0	314
TOTAL	0	519	11	0	0	0	40	634	0	9	4	0	1217
17:00	0	126	2	0	0	0	11	187	0	0	0	0	326
17:15	0	126	1	0	0	0	15	187	0	2	0	0	331
17:30	0	127	3	0	0	0	13	192	0	0	0	0	335
17:45	0	127	4	0	0	0	8	155	0	0	0	0	294
TOTAL	0	506	10	0	0	0	47	721	0	2	0	0	1286
18:00	0	103	0	0	0	0	10	151	0	0	0	0	264
18:15	0	93	1	0	0	0	5	148	0	0	0	0	247
18:30	0	70	0	0	0	0	7	152	0	0	0	0	229
18:45	0	72	1	0	0	0	4	108	0	0	0	0	185
TOTAL	0	338	2	0	0	0	26	559	0	0	0	0	925

PEAK HOUR DATA

PEAK HR START TIME 16:45

W. FAIRFIELD DRIVE			ESTHER STREET			W. FAIRFIELD DRIVE			PONTIAC DRIVE			
East			North			West			South			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL

PEAK HR TOTALS	0	511	7	0	0	0	46	735	0	6	1	0	1306
% OF APPROACH	0.0%	98.6%	1.4%	0.0%	0.0%	0.0%	5.9%	94.1%	0.0%	85.7%	14.3%	0.0%	
PEAK HR FACTOR	0.974			#DIV/0!			0.952			0.350			

APPENDIX C- Synchro Existing Conditions Analysis

HCM Signalized Intersection Capacity Analysis 1: Fairfield Rd & 61st Ave

Fairfield Road Corridor Analysis Existing PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱			↰	↱	↰	↱	
Volume (vph)	19	512	5	17	805	0	10	20	16	21	26	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Flt	1.00	1.00		1.00	1.00			0.95			0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1770	1860		1770	1863			1758			1721	
Flt Permitted	0.22	1.00		0.42	1.00			0.90			0.91	
Satd. Flow (perm)	413	1860		782	1863			1592			1576	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	557	5	18	875	0	11	22	17	23	28	48
RTOR Reduction (vph)	0	0	0	0	0	0	0	15	0	0	42	0
Lane Group Flow (vph)	21	562	0	18	875	0	0	35	0	0	57	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	28.5	28.5		28.5	28.5			5.7			5.7	
Effective Green, g (s)	28.5	28.5		28.5	28.5			5.7			5.7	
Actuated g/C Ratio	0.64	0.64		0.64	0.64			0.13			0.13	
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	266	1199		504	1201			205			203	
w/s Ratio Prot		0.30			0.47							
w/s Ratio Perm	0.05			0.02			0.02				0.04	
w/c Ratio	0.08	0.47		0.04	0.73		0.17				0.28	
Uniform Delay, d1	2.9	4.0		2.9	5.3		17.1				17.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00				1.00	
Incremental Delay, d2	0.1	0.3		0.0	2.2		0.4				0.8	
Delay (s)	3.1	4.3		2.9	7.5		17.5				18.2	
Level of Service	A	A		A	A		B				B	
Approach Delay (s)		4.2			7.4		17.5				18.2	
Approach LOS		A			A		B				B	
Intersection Summary												
HCM Average Control Delay		7.2										
HCM Volume to Capacity ratio		0.65										
Actuated Cycle Length (s)		44.2						10.0				
Intersection Capacity Utilization		57.8%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 2: Fairfield Rd & 57th Ave

Fairfield Road Corridor Analysis Existing PM Peak

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↰	↱	↰	↱
Volume (veh/h)	575	23	727	64	28	69
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	625	25	790	70	30	75
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TW/LTL			TW/LTL		
Median storage (veh)	2			2		
Upstream signal (ft)	1301					
pX, platoon unblocked						
vC, conflicting volume			650		2288	638
vC1, stage 1 conf vol					638	
vC2, stage 2 conf vol					1650	
vCu, unblocked vol			650		2288	638
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			16		0	84
cM capacity (veh/h)			936		26	477
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	650	790	70	105		
Volume Left	0	790	0	30		
Volume Right	25	0	0	75		
cSH	1700	936	1700	80		
Volume to Capacity	0.38	0.84	0.04	1.32		
Queue Length 95th (ft)	0	259	0	202		
Control Delay (s)	0.0	25.6	0.0	301.9		
Lane LOS		D		F		
Approach Delay (s)	0.0	23.6		301.9		
Approach LOS				F		
Intersection Summary						
Average Delay			32.3			
Intersection Capacity Utilization			87.7%		ICU Level of Service	E
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 3: Fairfield Rd & 50th Ave

Fairfield Road Corridor Analysis
Existing PM Peak

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↗	↘	
Volume (veh/h)	635	15	71	971	17	90
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	690	16	77	1055	18	98
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TW/LTL			None		
Median storage (veh)	2					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			707		1908	698
vC1, stage 1 conf vol					698	
vC2, stage 2 conf vol					1210	
vCu, unblocked vol			707		1908	698
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			91		92	78
cM capacity (veh/h)			892		229	440
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	707	77	1055	116		
Volume Left	0	77	0	18		
Volume Right	16	0	0	98		
cSH	1700	892	1700	384		
Volume to Capacity	0.42	0.09	0.62	0.30		
Queue Length 95th (ft)	0	7	0	31		
Control Delay (s)	0.0	9.4	0.0	18.4		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.6		18.4		
Approach LOS				C		
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			64.3%	ICU Level of Service		C
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis 8: Fairfield Rd & Mobile Hwy

Fairfield Road Corridor Analysis
Existing PM Peak

	↘	→	↗	↙	←	↖	↗	↘	↙	↖	↗	↘
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	↘	↗	↗	↘	↗	↗	↘	↗	↗	↘	↗	↗
Volume (vph)	264	481	113	135	478	412	158	1254	92	180	758	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Fit	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3438		1770	1863	1583	1770	5085	1583	1770	5085	1583
Fit Permitted	0.08	1.00		0.33	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	154	3438		607	1863	1583	1770	5085	1583	1770	5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	287	523	123	147	520	448	172	1363	100	196	824	255
RTOR Reduction (vph)	0	12	0	0	0	208	0	0	53	0	0	180
Lane Group Flow (vph)	287	634	0	147	520	240	172	1363	47	196	824	75
Turn Type	pm+pt			pm+pt		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8			6			2
Actuated Green, G (s)	69.5	52.0		56.0	43.5	43.5	19.0	44.1	44.1	18.3	43.4	43.4
Effective Green, g (s)	69.5	52.0		56.0	43.5	43.5	19.0	44.1	44.1	18.3	43.4	43.4
Actuated g/C Ratio	0.47	0.35		0.38	0.30	0.30	0.13	0.30	0.30	0.12	0.30	0.30
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	304	1217		330	552	469	229	1527	475	220	1502	468
w/s Ratio Prot	c0.14	0.18		0.04	0.28		0.10	c0.27		c0.11	0.16	
w/s Ratio Perm	c0.31			0.13		0.15			0.03			0.05
w/c Ratio	0.94	0.52		0.45	0.94	0.51	0.75	0.89	0.10	0.89	0.55	0.16
Uniform Delay, d1	46.3	37.6		31.0	50.5	42.9	61.7	49.1	37.1	63.3	43.5	38.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	36.7	0.4		1.0	24.6	0.9	13.0	7.0	0.1	32.9	0.4	0.2
Delay (s)	83.0	38.0		31.9	75.1	43.8	74.6	56.2	37.2	96.3	43.9	38.4
Level of Service	F	D		C	E	D	E	E	D	F	D	D
Approach Delay (s)		51.8			56.9			57.0			50.9	
Approach LOS		D			E			E			D	
Intersection Summary												
HCM Average Control Delay		54.4		HCM Level of Service				D				
HCM Volume to Capacity ratio		0.87										
Actuated Cycle Length (s)		146.9		Sum of lost time (s)				10.0				
Intersection Capacity Utilization		90.7%		ICU Level of Service				E				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
14: Fairfield Rd & 69th Ave

Fairfield Road Corridor Analysis
Existing PM Peak

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→	→	←	←	←	→
Volume (veh/h)	490	67	47	746	25	31
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	533	73	51	811	27	34
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			605		1482	569
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			605		1482	569
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		79	94
cM capacity (veh/h)			973		131	522
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	605	862	61			
Volume Left	0	51	27			
Volume Right	73	0	34			
cSH	1700	973	223			
Volume to Capacity	0.36	0.05	0.27			
Queue Length 95th (ft)	0	4	27			
Control Delay (s)	0.0	1.4	27.1			
Lane LOS		A	D			
Approach Delay (s)	0.0	1.4	27.1			
Approach LOS			D			
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			85.0%		ICU Level of Service	E
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
15: Fairfield Rd & 65th Ave

Fairfield Road Corridor Analysis
Existing PM Peak

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→	→	←	←	←	→
Volume (veh/h)	568	21	44	701	17	39
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	617	23	48	762	18	42
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			TW LTL		
Median storage (veh)				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			640		1486	629
vC1, stage 1 conf vol					629	
vC2, stage 2 conf vol					858	
vCu, unblocked vol			640		1486	629
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			95		94	91
cM capacity (veh/h)			944		332	482
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	640	48	762	61		
Volume Left	0	48	0	18		
Volume Right	23	0	0	42		
cSH	1700	944	1700	424		
Volume to Capacity	0.38	0.05	0.45	0.14		
Queue Length 95th (ft)	0	4	0	12		
Control Delay (s)	0.0	9.0	0.0	14.9		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.5		14.9		
Approach LOS				B		
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			46.9%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis 21: Fairfield Rd & Patricia Dr

Fairfield Road Corridor Analysis Existing PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱	↰	↰	↱	↱	↰	↱	↰
Volume (vph)	317	575	0	0	405	188	0	37	4	197	11	246
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0			5.0	5.0
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00			1.00	1.00
Flt	1.00	1.00			1.00	0.85		0.99			1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00		1.00			0.95	1.00
Satd. Flow (prot)	1770	1863			1863	1583		1840			1779	1583
Flt Permitted	0.44	1.00			1.00	1.00		1.00			0.95	1.00
Satd. Flow (perm)	811	1863			1863	1583		1840			1779	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	345	625	0	0	440	204	0	40	4	214	12	267
RTOR Reduction (vph)	0	0	0	0	0	89	0	4	0	0	0	215
Lane Group Flow (vph)	345	625	0	0	440	115	0	40	0	0	226	52
Turn Type	Perm			Perm		Perm	Split			Split		Perm
Protected Phases		2			6		8	8		4	4	
Permitted Phases	2			6		6						4
Actuated Green, G (s)	45.1	45.1			45.1	45.1		4.5			15.7	15.7
Effective Green, g (s)	45.1	45.1			45.1	45.1		4.5			15.7	15.7
Actuated g/C Ratio	0.56	0.56			0.56	0.56		0.06			0.20	0.20
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	5.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0			3.0	3.0
Lane Grp Cap (vph)	455	1046			1046	889		103			348	310
w/s Ratio Prot		0.34			0.24			0.02			0.13	
w/s Ratio Perm	0.43					0.07						0.03
w/c Ratio	0.76	0.60			0.42	0.13		0.39			0.65	0.17
Uniform Delay, d1	13.4	11.6			10.1	8.3		36.6			29.8	26.9
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2	7.1	0.9			0.3	0.1		2.4			4.1	0.3
Delay (s)	20.5	12.5			10.4	8.4		39.0			33.9	27.1
Level of Service	C	B			B	A		D			C	C
Approach Delay (s)		15.4			9.7			39.0			30.2	
Approach LOS		B			A			D			C	
Intersection Summary												
HCM Average Control Delay		17.6										
HCM Volume to Capacity ratio		0.71										
Actuated Cycle Length (s)		80.3						15.0				
Intersection Capacity Utilization		82.2%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 28: Fairfield Rd & Pontiac Dr

Fairfield Road Corridor Analysis Existing PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↰			↰			↰	
Volume (veh/h)	0	511	7	46	735	0	0	0	0	6	1	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	555	8	50	799	0	0	0	0	7	1	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	799			563			1459	1458	559	1458	1462	799
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	799			563			1459	1458	559	1458	1462	799
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			95			100	100	100	94	99	100
cM capacity (veh/h)	824			1008			103	123	528	103	122	386
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	563	849	0	8								
Volume Left	0	50	0	7								
Volume Right	8	0	0	0								
cSH	824	1008	1700	106								
Volume to Capacity	0.00	0.05	0.00	0.07								
Queue Length 95th (ft)	0	4	0	6								
Control Delay (s)	0.0	1.3	0.0	41.7								
Lane LOS		A	A	E								
Approach Delay (s)	0.0	1.3	0.0	41.7								
Approach LOS		A	A	E								
Intersection Summary												
Average Delay				1.0								
Intersection Capacity Utilization				81.9%								
Analysis Period (min)				15								
ICU Level of Service D												

HCM Unsignalized Intersection Capacity Analysis 30: Fairfield Rd & 77th Ave

Fairfield Road Corridor Analysis Existing PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	484	9	35	609	17	6	11	21	12	9	20
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	526	10	38	662	18	7	12	23	13	10	22
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	680			536			1343	1335	531	1350	1331	671
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	680			536			1343	1335	531	1350	1331	671
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			96			94	92	96	88	93	95
cM capacity (veh/h)	912			1032			111	144	548	109	145	456
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	24	536	38	680	41	45						
Volume Left	24	0	38	0	7	13						
Volume Right	0	10	0	18	23	22						
cSH	912	1700	1032	1700	225	190						
Volume to Capacity	0.03	0.32	0.04	0.40	0.18	0.23						
Queue Length 95th (ft)	2	0	3	0	16	22						
Control Delay (s)	9.1	0.0	8.6	0.0	24.5	29.7						
Lane LOS	A		A		C	D						
Approach Delay (s)	0.4		0.5		24.5	29.7						
Approach LOS					C	D						
Intersection Summary												
Average Delay			2.1									
Intersection Capacity Utilization			43.9%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 35: Fairfield Rd & Atlas St

Fairfield Road Corridor Analysis Existing PM Peak

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	16	491	588	36	24	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	534	639	39	26	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	678				1208	639
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	678				1208	639
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				87	98
cM capacity (veh/h)	914				198	476
Direction, Lane #	EB 1	WB 1	WB 2	SB 1		
Volume Total	551	639	39	37		
Volume Left	17	0	0	26		
Volume Right	0	0	39	11		
cSH	914	1700	1700	240		
Volume to Capacity	0.02	0.38	0.02	0.15		
Queue Length 95th (ft)	1	0	0	13		
Control Delay (s)	0.5	0.0	0.0	22.7		
Lane LOS	A			C		
Approach Delay (s)	0.5	0.0		22.7		
Approach LOS				C		
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			48.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 39: Continental & Fairfield Rd

Fairfield Road Corridor Analysis Existing PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Volume (veh/h)	10	0	18	5	0	1	38	570	5	0	650	14
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	0	20	5	0	1	41	620	5	0	707	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1420	1422	714	1439	1427	622	722			625		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1420	1422	714	1439	1427	622	722			625		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	90	100	95	95	100	100	95			100		
cM capacity (veh/h)	110	130	431	102	129	487	880			956		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	30	7	666	722								
Volume Left	11	5	41	0								
Volume Right	20	1	5	15								
cSH	211	117	880	956								
Volume to Capacity	0.14	0.06	0.05	0.00								
Queue Length 95th (ft)	12	4	4	0								
Control Delay (s)	24.9	37.5	1.2	0.0								
Lane LOS	C	E	A									
Approach Delay (s)	24.9	37.5	1.2	0.0								
Approach LOS	C	E										
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			71.5%				ICU Level of Service		C			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis 44: Lillian Hwy & Fairfield Rd

Fairfield Road Corridor Analysis Existing PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Volume (vph)	244	181	102	122	242	57	253	633	106	22	306	319
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fit	1.00	1.00	0.85	1.00	0.97	1.00	0.98	1.00	1.00	0.85	1.00	0.85
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1809	1770	1863	1823	1770	1863	1583	1583
Fit Permitted	0.19	1.00	1.00	0.63	1.00	1.00	0.31	1.00	1.00	0.12	1.00	1.00
Satd. Flow (perm)	353	1863	1583	1181	1809	1809	585	1823	1823	229	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	265	197	111	133	263	62	275	688	115	24	333	347
RTOR Reduction (vph)	0	0	79	0	6	0	0	4	0	0	0	240
Lane Group Flow (vph)	265	197	32	133	319	0	275	799	0	24	333	107
Turn Type	pm+pt		Perm	pm+pt			pm+pt			pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)	45.7	30.5	30.5	32.6	22.4		49.3	40.6		36.2	32.5	32.5
Effective Green, g (s)	45.7	30.5	30.5	32.6	22.4		49.3	40.6		36.2	32.5	32.5
Actuated g/C Ratio	0.44	0.29	0.29	0.31	0.21		0.47	0.39		0.34	0.31	0.31
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	401	541	460	424	386		408	705		133	577	490
w/s Ratio Prot	c0.12	0.11		0.03	c0.18		c0.08	c0.44		0.01	0.18	
w/s Ratio Perm	0.17		0.02	0.07			0.24			0.06		0.07
w/c Ratio	0.66	0.36	0.07	0.31	0.83		0.67	1.13		0.18	0.58	0.22
Uniform Delay, d1	21.8	29.6	27.0	27.0	39.4		19.2	32.2		26.8	30.5	26.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.1	0.4	0.1	0.4	13.4		4.4	76.8		0.7	1.4	0.2
Delay (s)	25.9	30.0	27.0	27.4	52.9		23.6	109.0		27.4	31.9	27.1
Level of Service	C	C	C	C	D		C	F		C	C	C
Approach Delay (s)		27.5			45.5			87.2			29.4	
Approach LOS		C			D			F			C	
Intersection Summary												
HCM Average Control Delay			53.8				HCM Level of Service		D			
HCM Volume to Capacity ratio			0.95									
Actuated Cycle Length (s)			105.0				Sum of lost time (s)		20.0			
Intersection Capacity Utilization			89.5%				ICU Level of Service		E			
Analysis Period (min)			15									
c Critical Lane Group												

APPENDIX D- Synchro 2017 Future Conditions Analysis

HCM Signalized Intersection Capacity Analysis 1: Fairfield Rd & 61st Ave

Fairfield Road Corridor Analysis
Proposed PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱			↰	↱		↰	↱
Volume (vph)	19	512	5	17	805	0	10	20	16	21	26	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Flt	1.00	1.00		1.00	1.00			0.95			0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1770	1860		1770	1863			1758			1721	
Flt Permitted	0.22	1.00		0.42	1.00			0.90			0.91	
Satd. Flow (perm)	413	1860		782	1863			1592			1576	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	557	5	18	875	0	11	22	17	23	28	48
RTOR Reduction (vph)	0	0	0	0	0	0	0	15	0	0	42	0
Lane Group Flow (vph)	21	562	0	18	875	0	0	35	0	0	57	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	28.5	28.5		28.5	28.5			5.7			5.7	
Effective Green, g (s)	28.5	28.5		28.5	28.5			5.7			5.7	
Actuated g/C Ratio	0.64	0.64		0.64	0.64			0.13			0.13	
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	266	1199		504	1201			205			203	
w/s Ratio Prot		0.30			0.47							
w/s Ratio Perm	0.05			0.02			0.02				0.04	
w/c Ratio	0.08	0.47		0.04	0.73		0.17				0.28	
Uniform Delay, d1	2.9	4.0		2.9	5.3		17.1				17.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00				1.00	
Incremental Delay, d2	0.1	0.3		0.0	2.2		0.4				0.8	
Delay (s)	3.1	4.3		2.9	7.5		17.5				18.2	
Level of Service	A	A		A	A		B				B	
Approach Delay (s)		4.2			7.4		17.5				18.2	
Approach LOS		A			A		B				B	
Intersection Summary												
HCM Average Control Delay		7.2					HCM Level of Service		A			
HCM Volume to Capacity ratio		0.65										
Actuated Cycle Length (s)		44.2					Sum of lost time (s)		10.0			
Intersection Capacity Utilization		57.8%					ICU Level of Service		B			
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 2: Fairfield Rd & 57th Ave

Fairfield Road Corridor Analysis
Proposed PM Peak

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰	↱	↰	↱	↰	↱
Volume (veh/h)	575	23	64	727	28	69
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	625	25	70	790	30	75
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TW/LTL			TW/LTL		
Median storage (veh)	2			2		
Upstream signal (ft)	1301					
pX, platoon unblocked						
vC, conflicting volume			650		1567	638
vC1, stage 1 conf vol					638	
vC2, stage 2 conf vol					929	
vCu, unblocked vol			650		1567	638
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			93		90	84
cM capacity (veh/h)			936		305	477
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	650	70	790	105		
Volume Left	0	70	0	30		
Volume Right	25	0	0	75		
cSH	1700	936	1700	410		
Volume to Capacity	0.38	0.07	0.46	0.26		
Queue Length 95th (ft)	0	6	0	25		
Control Delay (s)	0.0	9.2	0.0	16.8		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.7		16.8		
Approach LOS				C		
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			51.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 3: Fairfield Rd & 50th Ave

Fairfield Road Corridor Analysis
Proposed PM Peak

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Volume (veh/h)	635	15	71	971	17	90
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	690	16	77	1055	18	98
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			None		
Median storage (veh)	2					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			707		1908	698
vC1, stage 1 conf vol					698	
vC2, stage 2 conf vol					1210	
vCu, unblocked vol			707		1908	698
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			91		92	78
cM capacity (veh/h)			892		229	440
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	707	77	1055	116		
Volume Left	0	77	0	18		
Volume Right	16	0	0	98		
cSH	1700	892	1700	384		
Volume to Capacity	0.42	0.09	0.62	0.30		
Queue Length 95th (ft)	0	7	0	31		
Control Delay (s)	0.0	9.4	0.0	18.4		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.6		18.4		
Approach LOS				C		
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			64.3%		ICU Level of Service	C
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis 8: Fairfield Rd & Mobile Hwy

Fairfield Road Corridor Analysis
Proposed PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩
Volume (vph)	264	481	113	135	478	412	158	1254	92	180	758	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Fit	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3438		1770	1863	1583	1770	5085	1583	1770	5085	1583
Fit Permitted	0.08	1.00		0.35	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	153	3438		651	1863	1583	1770	5085	1583	1770	5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	287	523	123	147	520	448	172	1363	100	196	824	255
RTOR Reduction (vph)	0	13	0	0	0	218	0	0	53	0	0	180
Lane Group Flow (vph)	287	633	0	147	520	230	172	1363	47	196	824	75
Turn Type	pm+pt			pm+pt		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8			6			2
Actuated Green, G (s)	69.6	54.1		54.1	43.6	43.6	19.0	44.1	44.1	18.3	43.4	43.4
Effective Green, g (s)	69.6	54.1		54.1	43.6	43.6	19.0	44.1	44.1	18.3	43.4	43.4
Actuated g/C Ratio	0.47	0.37		0.37	0.30	0.30	0.13	0.30	0.30	0.12	0.30	0.30
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	303	1265		320	553	470	229	1526	475	220	1501	467
w/s Ratio Prot	c0.14	0.18		0.03	0.28		0.10	c0.27		c0.11	0.16	
w/s Ratio Perm	c0.31			0.14		0.15			0.03			0.05
w/c Ratio	0.95	0.50		0.46	0.94	0.49	0.75	0.89	0.10	0.89	0.55	0.16
Uniform Delay, d1	46.3	36.0		32.2	50.4	42.5	61.7	49.2	37.1	63.4	43.6	38.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	37.4	0.3		1.0	24.3	0.8	13.0	7.1	0.1	32.9	0.4	0.2
Delay (s)	83.8	36.3		33.2	74.8	43.3	74.7	56.3	37.2	96.3	44.0	38.5
Level of Service	F	D		C	E	D	E	E	D	F	D	D
Approach Delay (s)		50.9			56.7			57.1			50.9	
Approach LOS		D			E			E			D	
Intersection Summary												
HCM Average Control Delay		54.2			HCM Level of Service			D				
HCM Volume to Capacity ratio		0.87										
Actuated Cycle Length (s)		147.0			Sum of lost time (s)			10.0				
Intersection Capacity Utilization		90.7%			ICU Level of Service			E				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
14: Fairfield Rd & 69th Ave

Fairfield Road Corridor Analysis
Proposed PM Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	490	67	47	746	25	31
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	533	73	51	811	27	34
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			605		1482	569
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			605		1482	569
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		79	94
cM capacity (veh/h)			973		131	522
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	605	862	61			
Volume Left	0	51	27			
Volume Right	73	0	34			
cSH	1700	973	223			
Volume to Capacity	0.36	0.05	0.27			
Queue Length 95th (ft)	0	4	27			
Control Delay (s)	0.0	1.4	27.1			
Lane LOS		A	D			
Approach Delay (s)	0.0	1.4	27.1			
Approach LOS			D			
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			85.0%	ICU Level of Service	E	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
15: Fairfield Rd & 65th Ave

Fairfield Road Corridor Analysis
Proposed PM Peak

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰		↱	↱	↰	↱
Volume (veh/h)	568	21	44	701	17	39
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	617	23	48	762	18	42
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			TW LTL		
Median storage (veh)				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			640		1486	629
vC1, stage 1 conf vol					629	
vC2, stage 2 conf vol					858	
vCu, unblocked vol			640		1486	629
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			95		94	91
cM capacity (veh/h)			944		332	482
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	640	48	762	61		
Volume Left	0	48	0	18		
Volume Right	23	0	0	42		
cSH	1700	944	1700	424		
Volume to Capacity	0.38	0.05	0.45	0.14		
Queue Length 95th (ft)	0	4	0	12		
Control Delay (s)	0.0	9.0	0.0	14.9		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.5		14.9		
Approach LOS				B		
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			46.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis 21: Fairfield Rd & Patricia Dr

Fairfield Road Corridor Analysis Proposed PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱	↰		↱	↰	↱	↰	↱
Volume (vph)	317	575	0	0	405	188	0	37	4	197	11	246
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00		1.00	1.00	
Flt	1.00	1.00			1.00	0.85		0.99		1.00	0.85	
Flt Protected	0.95	1.00			1.00	1.00		1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863			1863	1583		1840		1779	1583	
Flt Permitted	0.44	1.00			1.00	1.00		1.00		0.95	1.00	
Satd. Flow (perm)	811	1863			1863	1583		1840		1779	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	345	625	0	0	440	204	0	40	4	214	12	267
RTOR Reduction (vph)	0	0	0	0	0	89	0	4	0	0	0	215
Lane Group Flow (vph)	345	625	0	0	440	115	0	40	0	0	226	52
Turn Type	Perm			Perm		Perm	Split			Split		Perm
Protected Phases		2			6		8	8		4	4	
Permitted Phases	2			6		6						4
Actuated Green, G (s)	45.1	45.1			45.1	45.1		4.5			15.7	15.7
Effective Green, g (s)	45.1	45.1			45.1	45.1		4.5			15.7	15.7
Actuated g/C Ratio	0.56	0.56			0.56	0.56		0.06			0.20	0.20
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	5.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0			3.0	3.0
Lane Grp Cap (vph)	455	1046			1046	889		103			348	310
w/s Ratio Prot		0.34			0.24			0.02			0.13	
w/s Ratio Perm	0.43					0.07						0.03
w/c Ratio	0.76	0.60			0.42	0.13		0.39			0.65	0.17
Uniform Delay, d1	13.4	11.6			10.1	8.3		36.6			29.8	26.9
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2	7.1	0.9			0.3	0.1		2.4			4.1	0.3
Delay (s)	20.5	12.5			10.4	8.4		39.0			33.9	27.1
Level of Service	C	B			B	A		D			C	C
Approach Delay (s)		15.4			9.7			39.0			30.2	
Approach LOS		B			A			D			C	
Intersection Summary												
HCM Average Control Delay		17.6										
HCM Volume to Capacity ratio		0.71										
Actuated Cycle Length (s)		80.3						15.0				
Intersection Capacity Utilization		82.2%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 28: Fairfield Rd & Pontiac Dr

Fairfield Road Corridor Analysis Proposed PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↰			↱			↱	
Volume (veh/h)	0	511	7	46	735	0	0	0	0	6	1	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	555	8	50	799	0	0	0	0	7	1	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	799			563			1459	1458	559	1458	1462	799
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	799			563			1459	1458	559	1458	1462	799
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			95			100	100	100	94	99	100
cM capacity (veh/h)	824			1008			103	123	528	103	122	386
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	563	849	0	8								
Volume Left	0	50	0	7								
Volume Right	8	0	0	0								
cSH	824	1008	1700	106								
Volume to Capacity	0.00	0.05	0.00	0.07								
Queue Length 95th (ft)	0	4	0	6								
Control Delay (s)	0.0	1.3	0.0	41.7								
Lane LOS		A	A	E								
Approach Delay (s)	0.0	1.3	0.0	41.7								
Approach LOS		A	A	E								
Intersection Summary												
Average Delay		1.0										
Intersection Capacity Utilization		81.9%										
Analysis Period (min)		15										
ICU Level of Service D												

HCM Unsignalized Intersection Capacity Analysis 30: Fairfield Rd & 77th Ave

Fairfield Road Corridor Analysis Proposed PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	484	9	35	609	17	6	11	21	12	9	20
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	526	10	38	662	18	7	12	23	13	10	22
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	680			536			1343	1335	531	1350	1331	671
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	680			536			1343	1335	531	1350	1331	671
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			96			94	92	96	88	93	95
cM capacity (veh/h)	912			1032			111	144	548	109	145	456
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	24	536	38	680	41	45						
Volume Left	24	0	38	0	7	13						
Volume Right	0	10	0	18	23	22						
cSH	912	1700	1032	1700	225	190						
Volume to Capacity	0.03	0.32	0.04	0.40	0.18	0.23						
Queue Length 95th (ft)	2	0	3	0	16	22						
Control Delay (s)	9.1	0.0	8.6	0.0	24.5	29.7						
Lane LOS	A		A		C	D						
Approach Delay (s)	0.4		0.5		24.5	29.7						
Approach LOS					C	D						
Intersection Summary												
Average Delay			2.1									
Intersection Capacity Utilization			43.9%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 35: Fairfield Rd & Atlas St

Fairfield Road Corridor Analysis Proposed PM Peak

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	16	491	588	36	24	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	534	639	39	26	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	678				1208	639
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	678				1208	639
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				87	98
cM capacity (veh/h)	914				198	476
Direction, Lane #	EB 1	WB 1	WB 2	SB 1		
Volume Total	551	639	39	37		
Volume Left	17	0	0	26		
Volume Right	0	0	39	11		
cSH	914	1700	1700	240		
Volume to Capacity	0.02	0.38	0.02	0.15		
Queue Length 95th (ft)	1	0	0	13		
Control Delay (s)	0.5	0.0	0.0	22.7		
Lane LOS	A			C		
Approach Delay (s)	0.5	0.0		22.7		
Approach LOS				C		
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			48.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 39: Continental & Fairfield Rd

Fairfield Road Corridor Analysis Proposed PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Volume (veh/h)	10	0	18	5	0	1	38	570	5	0	650	14
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	0	20	5	0	1	41	620	5	0	707	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1420	1422	714	1439	1427	622	722			625		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1420	1422	714	1439	1427	622	722			625		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	90	100	95	95	100	100	95			100		
cM capacity (veh/h)	110	130	431	102	129	487	880			956		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	30	7	666	722								
Volume Left	11	5	41	0								
Volume Right	20	1	5	15								
cSH	211	117	880	956								
Volume to Capacity	0.14	0.06	0.05	0.00								
Queue Length 95th (ft)	12	4	4	0								
Control Delay (s)	24.9	37.5	1.2	0.0								
Lane LOS	C	E	A									
Approach Delay (s)	24.9	37.5	1.2	0.0								
Approach LOS	C	E										
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			71.5%				ICU Level of Service		C			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis 44: Lillian Hwy & Fairfield Rd

Fairfield Road Corridor Analysis Proposed PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Volume (vph)	244	181	102	122	242	57	253	633	106	22	306	319
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Fit	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1809		1770	1863	1583	1770	1863	1583
Fit Permitted	0.20	1.00	1.00	0.62	1.00		0.30	1.00	1.00	0.16	1.00	1.00
Satd. Flow (perm)	373	1863	1583	1153	1809		560	1863	1583	296	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	265	197	111	133	263	62	275	688	115	24	333	347
RTOR Reduction (vph)	0	0	85	0	10	0	0	0	68	0	0	246
Lane Group Flow (vph)	265	197	26	133	315	0	275	688	47	24	333	101
Turn Type	pm+pt		Perm	pm+pt			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		6
Actuated Green, G (s)	31.9	20.0	20.0	26.3	17.2		42.7	35.2	35.2	27.7	25.2	25.2
Effective Green, g (s)	31.9	20.0	20.0	26.3	17.2		42.7	35.2	35.2	27.7	25.2	25.2
Actuated g/C Ratio	0.37	0.23	0.23	0.30	0.20		0.49	0.41	0.41	0.32	0.29	0.29
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	329	429	365	414	358		450	756	642	137	541	460
w/s Ratio Prot	c0.11	0.11		0.03	0.17		c0.09	c0.37		0.01	0.18	
w/s Ratio Perm	c0.19		0.02	0.06			0.21		0.03	0.05		0.06
w/c Ratio	0.81	0.46	0.07	0.32	0.88		0.61	0.91	0.07	0.18	0.62	0.22
Uniform Delay, d1	21.7	28.7	26.1	22.8	33.8		14.8	24.3	15.8	22.1	26.6	23.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	13.4	0.8	0.1	0.5	21.5		2.5	15.0	0.0	0.6	2.1	0.2
Delay (s)	35.1	29.5	26.2	23.3	55.3		17.2	39.3	15.9	22.7	28.7	23.6
Level of Service	D	C	C	C	E		B	D	B	C	C	C
Approach Delay (s)		31.5			46.0			31.2			26.0	
Approach LOS		C			D			C			C	
Intersection Summary												
HCM Average Control Delay			32.4				HCM Level of Service		C			
HCM Volume to Capacity ratio			0.91									
Actuated Cycle Length (s)			86.8				Sum of lost time (s)		20.0			
Intersection Capacity Utilization			83.0%				ICU Level of Service		E			
Analysis Period (min)			15									
c Critical Lane Group												

APPENDIX E- Comments from Public Workshops

Name: BRENDA JANSSEN

Date: FEB. 8, 2011

Comments: I have lived on the corner of Hestia Place
and Fairfield drive for 33 years (three blocks north of
Lillian Hwy on the curve). I have witnessed too many
accidents at my intersection, mainly because there
are no turn lanes for this major east/west
thoroughfare. Also, on the curves, so many
vehicles are not prepared to stop for left turning
vehicles. I feel we need turn lanes so traffic
can continue to flow instead of having to
stop for left turning vehicles.

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE

OR

FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE AND MAIL NO LATER THAN FEBRUARY 18, 2011

Name: Frank Nielsen
(Please Print Clearly)

Date: 2/8/2011

Comments: turn lane at Fairfield + 69th ave

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OR

FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE AND MAIL NO LATER THAN FEBRUARY 18, 2011

Name: Jim Hunt

Date: 8 Feb 2011

Comments:

Bike & Ped Facilities

Real Bike Path

or
Real Bike Lanes

+/ non-adjacent

or mult. Modal PATH(S)

Trail
 Concrete isn't always
 a necessity!

Traffic circles/ovals less stop lights

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE

OR

FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE AND MAIL NO LATER THAN FEBRUARY 18, 2011

Name: E.N. Stephens, Jr.

Date: 08 Feb 2011

Comments:

The intersection of Fairfield & Patricia is the site of a disproportionate number of accidents. Visibility is a problem & so is the banking of Fairfield.

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OR

FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE AND MAIL NO LATER THAN FEBRUARY 18, 2011

Name: CARDLYN WALTERS Date: 2-8-11

Comments: NEED A STOP LIGHT ON
CORNER OF FAIRFIELD & FOUNTAIN ABBEY.
OR 51st SE.

Resurfacing from Mobile Hwy to
Fountain Abbey (PLEASE)!

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OR
FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE AND MAIL NO LATER THAN FEBRUARY 18, 2011

Name: Debra Hudson Date: 2-8-11

Comments: I don't think we need a stop light on
Fountain Abbey. I ^{think} 52nd needs a light on Fairfield.
Not alot of flow traffic in our neighborhood.

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OR
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Name: PAUL BOWEN

Date: 2-8-11

Comments: I DONT THINK A STOP LIGHT IS NECESSARY
TO HOOK 52ND TO FOUNTAIN ABBAY ITS A DEADEND NEIGHBORHOOD
A TURN LANE IS POSSIBLE SUGGESTION. NOT A LOT FLOW INTO
SHEARWOOD FROM 52ND

Name: William Johnson

Date: 2-8-11

Comments: From 61st to 65th needs ROT curb and gutter
to prevent passing on shoulder where people are
walking.

South west corner of 61st And Fairfield
Has A steep drop off that causes people to
swing wide when turning into oncoming traffic.

Name: Thomas E Cochran

Date: 2/8/11

Comments: West bound traffic turning South on 65th Ave creates a
danger of cars passing on the right hand side. Need more No Passing on
Right signs on curb. NOT Curb
North Shoulder of Road in front of 6500 W Fairfield Ave. needs
some solid compaction. Right of way is broken up and is loose.

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE
 OR
 FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE AND MAIL NO LATER THAN FEBRUARY 18, 2011

Name: Glenda L Daughtry Guidy

Date: 2/8/2011

Comments: see attached sheets

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 OR
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I received notice about Open House Workshop, regarding the traffic flow on Fairfield Drive from Mobile Highway to Lillian Highway.

I Live off of Fairfield Hwy turn on Continental Dr. 1100 Carracreas #2 Sub Divison.

Highway is 3 Foot higher on this side of Fairfield Hwy. It's hard to turn Left with cars coming at 40 miles per hour around the bend we have no turn lane Left or Rt to come in or out of our Subdivison. We have 52 houses Residential in Carracreas #2. They changed Road higher on Fairfield 10 yrs ago. Lower Rdway 3 Foot we need a turn lane Rt + Left in Rd.

(2) Need center Left turn lane at intersections to Bussiness and Residential areas Both Directions Rt + Left.

(3) Widen out Patricia Drive at Fairfield
↙ near Back side

intersection with Rt turns Lane at Red Light.

(4) Rt turn Lane Eastbound at 50 Ave off Fairfield Dr.

(5) Fix all pot holds in Road.
it is 3 miles Down Fairfield From Mobile Hwy to Lillian Hwy at the red Light.

Subdivison across Fairfield Dr is
7800 Hesta subdivison
across Highway.

Name: Jordan Montgomery

Date: 4-6-11

Comments: we need the ROAD wider on Lillian Hwy.
At 2:00 clock we have to be on the side of the ROAD until
School gets out, it's very BAD, on the side of the ROAD, waiting
for the School get out.

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE

OR

FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE AND MAIL NO LATER THAN APRIL 22, 2011

Name: Athena Hutchinson

Date: 04/06/11

Comments: My son attends Myrtle Grove Ele. and we
really need a turning lane to ~~the~~ get into the school entrance.

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE

OR

FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE AND MAIL NO LATER THAN APRIL 22, 2011



Public Open House Meeting
Comment Sheet

April 5, 2011

Fairfield Drive Corridor Management Plan
Mobile Highway to Lillian Highway

Name: Joe Sullivan

Date: 4/6/11

Comments:

No left turn sign heading west on Fairfield
in front of Myrtle Grove elementary school.
between the hours of 8:00-8:00 : / 2:00-3:00
pm.

Have seen many close calls with parents
blocking Fairfield trying to turn into
Myrtle Grove elementary school and
cutting in line to drop children off
for school.

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE

OR

FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE AND MAIL NO LATER THAN APRIL 22, 2011